



Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Friday, 6 October 2023; 9:30am
Meeting Number: MISJDAP/163
Meeting Venue: City of Fremantle
151 High Street, Fremantle

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Attendance

DAP Members

Clayton Higham (Presiding Member)
Rachel Chapman (Deputy Presiding Member)
John Syme (A/Third Specialist Member)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)
Cr Rachel Pemberton (Local Government Member, City of Fremantle)

Officers in attendance

Kelsey Whitwell (Western Australian Planning Commission)
Delia Neglie (Western Australian Planning Commission)
Chloe Johnston (City of Fremantle)

Minute Secretary

Adele McMahon (DAP Secretariat)

Applicants and Submitters

Rachel Bridges (Department of Finance)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

2. Apologies

Peter Lee (Third Specialist Member)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil



7. Deputations and Presentations

The Western Australian Planning Commission may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lots 501 and 503 (No. 94) South Terrace, Fremantle

Development Description: Fremantle District Police Complex Development
Applicant: Department of Finance
Owner: State of western Australia
Responsible Authority: Western Australian Planning Commission
DAP File No: DAP/23/23/02505

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/18/01521 DR15/2023	City of Belmont	225 (Lot 500), Great Eastern Highway, Belmont	Use Not Listed: Third Party Signage	31/01/2023
DAP/22/02252 DR62/2023	City of Fremantle	No.130 (Multiple Lots) Stirling Highway, North Fremantle	20-Storey Mixed-Use Development, Comprising Three (3) Residential Apartment Towers (198 Multiple Dwellings) And Various Non-Residential Uses (Restaurant, Shop, Tavern, Office, Reception Centre and Industry-Light)	13/04/2023
DAP/23/02455 DR119/2023	City of Fremantle	No.87 -93 (Lot 363 & 364) Queen Victoria Street, Fremantle	Service Station Redevelopment	12/07/2023



11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

Lots 501 and 503 (No. 94) South Terrace, Fremantle – FREMANTLE DISTRICT POLICE COMPLEX DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner-South JDAP	
Local Government Area:	City of Fremantle	
Applicant:	Department of Finance	
Owner:	State of Western Australia	
Value of Development:	\$87 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	Western Australian Planning Commission	
Authorising Officer:	Director Metro Central – Land Use Planning	
LG Reference:	DAP005/23	
DAP File No:	DAP/23/02505	
Application Received Date:	20 June 2023	
Report Due Date:	26 September 2023	
Application Statutory Process Timeframe:	60 Days with an additional 33 days extension agreed.	
Attachments:	1. Modified Development Plans and Elevations - 4 September 2023 2. Aerial Plan 3. Zoning Plan 4. Limestone Wall Diagram 5. Schedule of Public Submissions 6. Response to Public Submission 7. EPBC Act Determination 8. State Design Review Panel 3 Report 9. Modified Renders and Letter from the Government Architect, August 2023 10. City of Fremantle Planning Committee Meeting Minutes 11. Applicant Response to SDRP 3 and HCWA Comments 12. Traffic Impact Assessment	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-South JDAP resolves to:

1. **Approve** DAP Application reference DAP/23/02505 and accompanying plans (modified plans) date stamped 4 September 2023 by the Department of Planning, Lands and Heritage in accordance the provisions of the Metropolitan Regions Scheme, subject to the following conditions:

Conditions

1. The development approval is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the four year period, the approval shall lapse and be of no further effect.
2. The development is to be carried out in accordance with the approved plans date stamped 4 September 2023 (**attached**) by the Department of Planning, Lands and Heritage subject to any modifications required by the conditions of approval.
3. Prior to the lodgement of a building permit for the various stages of the development, a Construction Management Plan shall be submitted and approved, to satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.
The approved Construction Management Plan shall be adhered to throughout the development to the satisfaction of the Western Australian Planning Commission.
4. Prior to the lodgement of a building permit, details of the end of trip facilities shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.
Prior to occupation of the development the end of trip facilities must be installed and thereafter maintained for the life of the development, to the satisfaction of the Western Australian Planning Commission.
5. Prior to the lodgement of a building permit a Waste Management Plan shall be submitted and approved to the specifications of the City of Fremantle and to the satisfaction of the Western Australian Planning Commission.
The Waste Management Plan must be implemented at all times to the satisfaction of the Western Australian Planning Commission.
6. Prior to the lodgement of a building permit, a detailed Heritage Interpretation Plan shall be submitted and approved to the satisfaction of Western Australian Planning Commission on the advice of the City of Fremantle and Department of Planning, Lands and Heritage. The Interpretation Plan shall include the detailed interpretative design of the Convict Wall and details of its ongoing protection and maintenance.
7. Prior to the lodgement of a building permit, the Archaeological Management Plan is to be reviewed and amended as necessary to address the recovery of archaeological data and artefact material, excavation and monitoring, and the preservation of onsite or adjacent archaeological material to the satisfaction of the Western Australian Planning Commission on the advice of the City of Fremantle and Department of Planning, Lands and Heritage.

8. Prior to the commencement of construction, detailed plans of the forecourt area are to be provided to the satisfaction of the Western Australian Planning Commission on the advice of the Government Architect of Western Australia. The plans shall detail the parking, landscaping and public artwork details relevant to this area.
9. Prior to the commencement of construction, dewatering or substantial earthworks, a dilapidation survey of Fremantle Synagogue (fmr) and structures adjacent to the site is to be undertaken to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage. Any damage that may inadvertently occur during development works shall be replaced or repaired to its previous condition at the cost of the applicant to the satisfaction of the Western Australian Planning Commission on the advice of and Department of Planning, Lands and Heritage.
10. Prior to commencement of construction, any redundant crossover shall be removed and the verge and kerbing reinstated, and approved vehicle crossovers constructed and thereafter maintained to the specifications of the City of Fremantle and the satisfaction of the Western Australian Planning Commission.
11. Prior to the commencement of construction, details regarding the removal, replacement and protection of street trees shall be submitted and approved to the specifications of the City of Fremantle and to the satisfaction of the Western Australian Planning Commission.
12. Prior to practical completion of the development, an outdoor lighting plan must be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the City of Fremantle. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.
13. A detailed Landscape Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle. The Landscape Plan shall be implemented prior to the occupation of the building and thereafter maintained to the satisfaction of the Western Australian Planning Commission.
14. A Public Art Strategy shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Government Architect of Western Australia. The Public Art Strategy shall be implemented, and the artwork installed prior to occupation of the building and thereafter maintained to the satisfaction of the Western Australian Planning Commission.
15. Ground levels at the property boundary including driveways and pedestrian access points shall match existing footpath and/or right of way levels with any adjustment in levels being achieved within the property boundaries to the specification of the City of Fremantle and the satisfaction of the Western Australian Planning Commission.
16. All stormwater generated by the development is to be retained and disposed of on site to the satisfaction of the Western Australian Planning Commission, on advice from the City of Fremantle.

17. Any plant, infrastructure service or bin storage areas are to be minimised or screened from view of the street to the satisfaction of the Western Australian Planning Commission on the advice of the City of Fremantle.

Advice Notes

1. In regard to Condition 3, the Construction Management Plan should address, but not be limited to;
 - a. protection of infrastructure and street trees within the road reserve;
 - b. security fencing around the construction site;
 - c. access to the site by construction vehicles;
 - d. waste management and material disposal;
 - e. sand drift and dust management;
 - f. gantries;
 - g. site offices and contact details;
 - h. noise management for construction work and deliveries;
 - i. works affecting pedestrian area ;
 - j. a Traffic Management Plan prepared by an accredited personnel for the development, including any proposed impacts to South Terrace;
 - k. any other matters likely to impact the surrounding properties or road reserve;
 - l. use of City of Fremantle car parking bays for construction related activities;
 - m. management plan, including dewatering impact report, a sediment control and weekly monitoring plan for any discharge into the local storm water system and any approvals required from Department of Water and Environmental Regulation and Department of Biodiversity, Conservation and Attractions;
2. In regard to Condition 5, the City of Fremantle advises the Waste Management Plan is to address at a minimum:
 - a. estimated waste generation;
 - b. proposed storage of receptacles;
 - c. collection methodology for waste;
 - d. additional management requirements to be implemented and maintained for the life of the development.
3. In regard to Condition 9, the Dilapidation Survey shall include an appropriate strategy for the protection of the Fremantle Synagogue including the recommended alarmed monitoring of deformations, tilt, vibrations and existing cracks with a trigger level set at 2mm/s for the unit.
4. In regard to Condition 10, the City of Fremantle advises that a crossover permit must be obtained prior to the construction of the proposed crossovers. New or modified crossovers shall comply with the City's standards for crossovers. The City advises that the new vehicle crossover shall be separated from any verge infrastructure by a minimum of 1.5 metres in the case of verge trees
5. In regard to Condition 11, the applicant should liaise with the City of Fremantle prior to removing any trees from the road reserve, or works that may affect these trees, to ensure that appropriate selection and location of trees. Existing verge trees as shown on the approved plans shall be protected through the

implementation of a Tree Protection Zone during construction. A minimum 2.8x2.8m fencing enclosure shall be required.

6. In regard to Condition 13, the Landscape Plan is to contain information related to species selection, reticulation, details of existing vegetation to be retained, pavement details and the treatment of landscaped surfaces.
7. In regard to Condition 15, the City of Fremantle advises that for levels as per existing footpaths:
 - a. Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary.
 - b. The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above.
8. The applicant is advised that construction works are to meet the Environmental Protection (Noise) Regulations 1997. Construction work that needs to be performed outside 7am-7pm Monday to Saturday require an Application for Approval of a Noise Management Plan submitted to the City of Fremantle at least 7 days prior. Note: construction work includes, but is not limited to, hammering, bricklaying, roofing, use of power tools and radios, etc.
9. The City of Fremantle advises that effective measures shall be taken to stabilise sand and ensure no sand escapes the property by wind or water.
10. Water Corporation and Western Power advise that any existing infrastructure is to be protected for the duration of works. The applicant may be required to fund the relocation, removal or upgrade of infrastructure as a result of the development.
11. The Department of Finance Government Office Accommodation Standards recommends all new government buildings achieve a high Green Building of Australia Green Star rating or equivalent. Office and non-specialised operational spaces within these buildings are encouraged to achieve as higher rating as practical. It is understood that the building is expected to achieve at least 4 stars as outlined in the application.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City of Fremantle Local Planning Scheme No. 4
Local Planning Scheme - Zone/Reserve	Not Zoned
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A

Use Class and permissibility:	Civic Use – Police Purposes under a Management Order to the Minister for Police
Lot Size:	5,121m ²
Existing Land Use:	Open air car park
State Heritage Register	No
Local Heritage	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Heritage List <input checked="" type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input checked="" type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

An application for development approval of the new Fremantle District Police Complex at Lot 503 (No. 94) South Terrace, Fremantle has been submitted by the Department of Finance (DoF) on behalf of the Western Australian Police Force (WAPol). Modified development plans were submitted on 4 September 2023 which respond to comments and advice from the State Design Review Panel and the Heritage Council of Western Australia (discussed in the Assessment below) (**Attachment 1 – Modified Development Plans and Elevations - 4 September 2023**).

The development proposes a purpose-built Police Complex consisting of:

- approximately 12,300m² of gross floor space across four floors (with a roof height of 25.5 metres or 29.2 metres for roof access structure);
- roof plant facilities at the south-east of the building (highest point 32 metres);
- basement secure parking for:
 - 95 staff and operational vehicle bays
 - 6 motorcycle and 24 bicycle operational bays
 - 30 staff bicycle bays;
- ground level secure (restricted access) compound containing:
 - parking for 13 vehicles including 4 electric charging bays
 - freestanding 110m² building containing forensics garage and assorted ancillary functions
 - secondary access way to the forecourt area at the north of the site;
- approximately 670m² forecourt area containing:
 - 5 visitor parking bays including 1 ACROD bay
 - seating, bicycle parking, landscaping and public art
 - signage as part of a Heritage Interpretation Plan;
- removal of 19.6 metres of heritage listed limestone wall along South Terrace:
 - 7.6 metres at the north of the site of which consists of 1970's infill front with authentic convict construction back
 - approximately 12 metres at the south of the site consisting of approximately 4-5 metres convict era construction, 1-2 metres 1970's infill and 6 metres later repair or infill;
- concurrent development of Bulldog Lane inclusive of landscaping and lighting; and
- landscaping and public artwork installation within the development site.

Indicative internal layouts have been included as part of the modified plans, with the internal layouts of the custodial spaces not provided for operational security reasons. The police complex will operate 24 hours, seven days and accommodate up to 358 full-time equivalent staff at capacity. It is anticipated to be operational by early 2026.

The 5,121m² site is Crown land vested to the Minister for Police. It fronts South Terrace to the west and proposed Bulldog Lane (Lot 501) to the south. It has been used as a temporary open air car park with associated landscaping since 2017. The Fremantle Synagogue (fmr) abuts the site to the northwest and Fremantle Prison is located to the east, which are places on the State Heritage register (**Attachment 2 - Aerial Plan**).

Bulldog Lane is a gazetted 12-metre wide unconstructed laneway under the control of the City of Fremantle (the City) which is proposed as the main access way for police vehicles to the secure compound and basement parking. The City has plans to potentially expand the use of Bulldog Lane in the future to service the redevelopment of Fremantle Oval that abuts the site to the east.

Background:

Planning Framework

The site and land to the north and west is zoned Central City Area under the Metropolitan Region Scheme (MRS). The site is not zoned under the City of Fremantle Local Planning Scheme 4 (LPS 4), however the surrounding land is zoned Mixed Use along South Terrace and City Centre north of Norfolk and Parry Streets (**Attachment 3 – Zoning Plan**).

The site is within the Fremantle Prison buffer of the UNESCO World Heritage listing of the Australian Convict Sites. This buffer aligns with the Convict Establishment local heritage area under LPS 4. The convict era limestone wall along South Terrace is also included on the LPS 4 local heritage list and marks the extent of the Prison buffer zone. Many adjacent buildings are included on the LPS 4 heritage list.

A police station is defined as a public work under the *Public Works Act 1902* and WAPol and DoF are public authorities as defined in the *Planning and Development Act 2005* (Planning Act). Section 6 of the Planning Act in effect provides for public works to be exempt from planning approval under local government schemes when undertaken by a public authority. However, under section 5 of the Planning Act public works are not exempt from region schemes such as the MRS.

Planning approval of the development is required with the Western Australian Planning Commission (WAPC) being the responsible authority under clause 29 of the MRS. The proposed works are valued at over \$10 million, therefore, the application is required to be determined by the Metro Inner-South Joint Development Assessment Panel with the WAPC providing the sole responsible authority report.

Section 75 of the *Heritage Act 2018* (Heritage Act) requires that development decisions “*should not adversely affect to a significant extent*” a place of state heritage value and should be consistent with Heritage Council of Western Australia (HCWA) advice unless there is “*no feasible or prudent alternative*”. In addition, the decision maker should use its best endeavours to ensure implementation of the proposal reasonably minimises any adverse effects.

Site History

The limestone wall along South Terrace and between Bulldog Lane and Fremantle Hospital consists of sections of convict era (approximate 1850's) construction and later (1970's) infill (**Attachment 4 – Limestone Wall Diagram**). The site contained the convict era Pensioner Guard Barracks which was later adapted to serve as immigration housing and a war hospital. Due to the continual use of the site from the 1850's to 1950's, there is a high probability of archaeological material and remnants of building footprints from the convict era and early expansion of Fremantle.

Although not detailed in the World Heritage listing for Fremantle Prison, the limestone walls were constructed to mark the boundary of the convict depot and contribute to the sites 'outstanding value' as recognised in World Heritage listing.

From 1976 to 2017 the site was developed as the Stan Riley Centre containing single storey dwellings built above the previous ground level to minimise disturbance to archaeological material. Portions of the limestone wall along South Terrace were removed or repaired at this time.

The Stan Riley Centre was demolished in 2017 and redeveloped as a temporary open air car park and with a raised ground level to minimise impact on archaeological material and building footprint remnants. The limestone wall has been maintained or replaced periodically resulting in sections of varying age and authenticity.

Forward Works Approval

A development application for forward works for development of the site was approved by the WAPC in October 2022 which included:

- removal of existing carpark hardstand and landscaping;
- partial excavation to a depth of 1.8 metres; and
- archaeological investigation in accordance with the approved archaeological management plan.

The staged approach was approved to enable sufficient time for the required archaeological investigations to occur prior to the commencement of the major excavation and construction works of this proposal. The approval included a condition for the site to be remediated to its pre-approval state should development not proceed. As of September 2023, the approved forward works have commenced.

Legislation and Policy:

Legislation

Environmental Protection and Biodiversity Conservation Act 1999

Planning and Development Act 2005

Heritage Act 2018

Planning and Development (Development Assessment Panels) Regulations 2011

Public Works Act 1902

Schemes

Metropolitan Region Scheme (MRS)

City of Fremantle Local Planning Scheme 4 (LPS 4)

State Government Policies

State Planning Policy 3.5 - Historic Heritage Conservation (SPP 3.5)

State Planning Policy 4.2 – Activity Centres (SPP 4.2)

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0)

Development Control Policy 1.2 – Development Control: General Principles (DC 1.2)

Consultation:

Public Consultation

The City of Fremantle advertised the original development plans from 7 July to 24 July 2023 via its website and signage on site. A total of 244 public submissions were received.

All submissions were either opposed to the development and use of the site for police purposes or opposed to aspects of the development (**Attachment 5 – Schedule of Public Submissions**). Common themes (discussed further in the planning assessment section below) can be summarised as:

- opposition to police presence or police use of the site,
- concerns regarding the impact on adjacent heritage structures or the heritage precinct,
- opposition to the building design/architecture,
- concerns regarding the impact on parking and traffic in the area,
- questions over the suitability of the site for the proposed development, and
- concerns with the building height and bulk impacting the adjacent buildings.

Responses to the key concerns raised by submissions is attached (**Attachment 6 – Response to Public Submission**). It is noted that some public submissions did not contain comments within the scope of the proposal or of planning relevance.

Department of Climate Change, Energy, the Environment and Water

The applicant referred the proposal to the (Commonwealth) Department of Climate Change, Energy, the Environment and Water (DCCEEW) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) to assess the impact on the UNESCO World Heritage listed Fremantle Prison.

DCCEEW determined the proposal did not meet the threshold of significant impact to the World Heritage listed site or its values (a 'not controlled action'), therefore, no further approvals under the EPBC Act were required (**Attachment 7 – EPBC Act Determination**).

State Design Review Panel Advice

The development proposal was presented to the State Design Review Panel (SDRP) twice prior to lodgement (10 May 2022 and 4 August 2022) and also on 18 July 2023 after the JDAP application was submitted (**Attachment 8 – State Design Review Panel 3 Report**). At the last review, the SDRP acknowledged the improvements made to the design in response to previous comments, including clarification on the forecourt area and Bulldog Lane. The Panel broadly supported the approach to landscape design, the extension of the entry canopy and the use of red brick within the design.

However, the Panel noted several matters were outstanding and could be further developed. The key recommendations included:

- *Edit and simplify the architectural approach with regard to scale, form and materials to mitigate the appearance of bulk and respond more sensitively to adjacent and nearby built form;*
- *Refine the design of the dominant, blank stairwell form on the northern elevation, to reduce its visual impact on the setting of the adjacent (former) Fremantle Synagogue, a State Registered Heritage Place;*
- *Consider how the design can better reflect the site's history as part of the Convict Establishment area upon arrival, via enhancements to the entry forecourt and minimisation of convict-built limestone wall demolition;*
- *Refine the design of the entry forecourt to clarify its purpose, create a welcoming, human-scaled environment and resolve conflicts between vehicular and civic uses;*
- *Further develop the public art strategy to support contextual responsiveness and Aboriginal cultural interpretation, ensuring that proposals are integrated successfully with the broader design; and*
- *Continue to collaborate closely with the City of Fremantle to develop the proposed landscape and public realm design.*

DoF and WAPol provided modified renders in response to heritage and building design concerns raised by the third SDRP report. These included modifications to the northern elevation for an improved contextual response to the adjacent (fmr) Synagogue, increased canopy to the main entry and changes to the roof line and South Terrace elevation. The Government Architect of Western Australia acknowledged the high-level design quality demonstrated and noted the modifications were a positive change within the police operational requirements and site constraints (**Attachment 9 – Modified Renders and Letter from the Government Architect, August 2023**). These modified renders have informed the modified plans subject to this assessment.

Heritage Council of Western Australia

Section 73 of the Heritage Act requires that development proposals be referred to the HCWA for advice if they may/may likely affect a place on the state heritage register. HCWA reviewed the proposal on 28 July 2023 and advised the following measures to mitigate the impacts on adjacent structures:

- an archaeological management plan to be implemented for the duration of the development;
- dilapidation survey of the adjacent Fremantle Synagogue;
- requirements for monitoring of adjacent sites as part of a construction management plan or dilapidation survey;
- development of a Heritage Interpretation Plan for the history of the site and its connection to Fremantle Prison;
- reduction of the northern stairwell ("fin") element; and
- further retention of the limestone wall and more appropriate reuse of salvaged portions or stones.

HCWA is responsible for advising on state listed heritage structures and precincts that include the Synagogue (fmr) and Fremantle Prison. The limestone wall along South Terrace is not state heritage listed, although, it marks the boundary of the World Heritage Fremantle Prison buffer zone (and the LPS 4 Convict Establishment precinct). HCWA's comments on the limestone wall are in relation to the significance of the

heritage precinct in preserving convict era structures in accordance with the intent of the World Heritage buffer.

HCWA provided amended advice following its review of the modified plans on 22 September 2023. It advised that the proposed modifications to the northern stairwell, further information on the interpretation plan and dilapidation survey, and clarification of the archaeological management plan were appropriate in response to previous comments. The previous advice regarding the protection, reuse of removed material and interpretation works for the limestone wall was reiterated.

City of Fremantle

The City's Planning Committee unanimously voted to support the intent of the original development plans and the use of the site for civic (police) purposes but not to the scale and form of the development 6 September 2023. The City acknowledged the local and regional importance of providing police facilities within Fremantle, however, it identified the following key components of the original plans that it did not support:

- scale and bulk of the building has an adverse impact on the streetscape, adjacent heritage buildings and sightlines within the heritage precinct
- materiality proportions, massing and detailing of the building are inappropriate for the streetscape and heritage precinct,
- building functions will not contribute to the activation of the public realm,
- the prominent façade presents as a public attraction which detracts from the legibility of the City.

The City provided recommended conditions should the original plans be approved (**Attachment 10 – City of Fremantle Planning Committee Meeting Minutes**).

After the Planning Committee Meeting, the City's officers reviewed the modified plans. This review acknowledged the modifications to the northern stairwell element and the reduced height of the vertical elements to below the roof line as positive changes that assisted to reduce the impacts of the site's surrounds. The previous recommendation for appropriate conditions to address archaeological heritage and the limestone wall was reiterated. These matters are discussed further in the assessment section.

Fremantle Port Authority

The proposal was referred to Fremantle Port Authority as the site is located within the Fremantle Port Buffer Area. Fremantle Port Authority had no comment.

Western Power

Western Power has no objections to the proposed development, noting that any further requirements will be addressed directly with the applicants.

Water Corporation

Water Corporation had no objections to the proposal but commented that the applicant would be required to fund any new works or upgrades resulting from the development. It also advised the site is within a Drainage Catchment area capable of taking predevelopment flows only, therefore, any additional flow is required to be appropriately compensated within the site.

Planning Assessment:

Clause 30(1) of the MRS requires the following be considered when determining a development application:

- the purpose for which the land is zoned or reserved under the MRS;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

A number of public submissions commented that the proposed police complex in this location was not appropriate. However, a police station is consistent with land uses expected to be located within a City Centre zone, particularly in this location adjacent to other civic land uses. The site is under a Management Order to the Minister for Police.

Heritage, building design and vehicle access/traffic are key matters to consider in assessing if the proposal is consistent with orderly and proper planning and the preservation of amenities of the locality.

Heritage

State Planning Policy 3.5 - Historic Heritage Conservation (SPP 3.5) encourages the protection and retention of heritage places and require any development occurring within a heritage area to minimise impacts on heritage structures, be of a respectful and complementary design but not discouraged if it demonstrates a modern or creative interpretation of the area. Building design should respond to the unique architectural styles, scale and sitting of the precinct without copying historical detailing or decoration.

The proposal site is adjacent to heritage structures and within a heritage precinct, therefore, in accordance with SPP 3.5, the design, scale and appearance of the development should appropriately reflect but not imitate the surrounding architecture, present an appropriately sympathetic façade to adjacent heritage structures and be of a compatible scale, sitting and appearance.

Fremantle Prison and Buffer Zone Impacts

The Fremantle Prison Heritage Management Plan (2019) sets out the considerations and requirements for any development within its defined buffer area to minimise impacts on the Prison and associated structures. This includes consideration of the building height, material and colour and preservation of key documented sightlines from the Prison to the Port and other convict structures.

Elevation differences and interposed vegetation minimise visibility and impacts on the documented sightlines, therefore, views and sightlines are considered appropriately protected with minimal potential visibility. No key documented sightlines from the Prison to the Port or other convict structures are impacted by the proposal.

The selection of materials and colours of the proposed development was influenced by the surrounding heritage structures noting the dominant use of limestone in the convict precinct. The use of limestone, cream colours and red brick (or materials of that colour) is an appropriate reflection of the surrounding architectural choices. The architectural design, materiality and colour are discussed further below in relation to building design.

Due to the continual use of the site from the 1850's to 1950's, there is a high probability of archaeological materials and remnants of building footprints from the convict era and early expansion of Fremantle. The development proposes the excavation of the site to construct a basement and for the ground level to be reduced to align with the adjacent road and footpath. It is noted that an Archaeological Management Plan was prepared to support the approved forward works application.

Conditions to require appropriate updates to the Archaeological Management Plan and a Heritage Interpretation Plan would ensure that any artifacts uncovered on site are either recorded and preserved in accordance with the Fremantle Prison Heritage Management Plan and/or appropriately incorporated into the development.

Convict Era Limestone Wall

The protection and appropriate reuse of removed limestone from the convict era limestone wall is an important consideration to preserve the intactness of the heritage fabric. Two access points in the limestone wall are required to meet police operational and safety requirements:

- The southern section to be removed for Bulldog Lane (12 metres) has been confirmed by the City to contain approximately only 30% convict wall with a majority being 1970's infill and later infill or replacement for previous openings.
- The northern section to be removed for vehicle access to the forecourt area (7.6 metres) has been confirmed to contain 1970's constructed wall with some convict era backing.

The applicant has advised that the width of the access ways cannot be reduced further without compromising safety and vehicle emergency vehicle movement which limits the ability to retain more of the wall.

The proposed works to the limestone wall are supported, acknowledging the operational and safety requirements for the site. A condition requiring a satisfactory Heritage Interpretation Plan is recommended to address the maintenance of the limestone walls, appropriate reuse of removed sections and interpretation to link the walls to Fremantle Prison and/or the convict history. This will ensure the limestone walls are treated appropriately.

Fremantle Synagogue (fmr) Impacts

In response to pre-lodgement HCWA advice, the main mass of the proposed building has been setback 20 metres from the Synagogue boundary to mitigate the visual impacts of the taller and bulkier building. The forecourt area and tree planting proposed between the building and Synagogue provide further ground level distinction and softening when viewed from South Terrace and was commented on in the second SDRP meeting as improving the relationship between the two sites.

HCWA suggested modifications on 28 July 2023 to further reduce the development's impacts on the Fremantle Synagogue and sightlines by reducing the building height, specifically, the reduction of the stairwell element at the north-west of the building and removal of the "fin" topping feature. HCWA confirmed at its meeting on 22 September that the modified plans respond to these recommendations by providing a more sympathetic façade towards the Synagogue with minimal detailing to prevent visual competition with the Synagogue.

The applicant justifies the use of a solid, minimally articulated cream-white surface for the stairwell wall to reduce visual competition and provide a neutral background when

viewing the Synagogue from Parry Street or along South Terrace. This is considered an acceptable response the introduction of colours or additional detailing on the upper levels is likely to be detrimental to the Synagogue. This is discussed further in the building design assessment below.

Building Design

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) sets out the objectives, principles and measures applicable to design and the assessment of proposals.

Throughout the design review process, it has been acknowledged that certain design criteria may not be capable of being fully addressed due to police operational requirements such as mandated minimum floor space, access, security and safety requirements. Where possible, the applicant has worked with the Department and referral agencies to resolve or minimise any negative design outcomes.

Building Bulk and Scale

The site is not bound to height restrictions under any policy, however, Principle 3 (built form and scale) of SPP 7.0 defines good design as having appropriate massing and height for its setting and negotiates the existing and intended future character of a locality. Additionally, Principles 1 and 7 (context and character, and legibility) are guiding principles that inform the appropriateness of building scales. Likewise, *Development Control Policy 1.2 – Development Control – General Principles* identifies the integration of a development into the surrounding area as a key consideration.

Many of the buildings to the west along South Terrace range from one to two storeys with some taller feature elements including spires or decorative parapet elements. The Fremantle Hospital building directly to the south of the site is seven storeys tall with a predominantly block shape and limited articulation especially the A Block closest to the proposal site. Opposite the hospital on South Terrace is an apartment building of similar height and the WAPC recently approved a five-storey hotel building on an abutting site on the corner of South Terrace and Suffolk Street. Early proposals for the redevelopment of Fremantle Oval depict multi-storey structures and new football club facilities envisioned at least one storey taller than what is existing.

In accordance with the guidance provided in SPP 7.0, the development proposes a staggered height approach where the highest portions of the building, including the rooftop plant facilities and feature elements, are located toward the south of the building. Furthermore, the upper floor and roof line are ‘pulled back’ or angled away from South Terrace from the middle of the building to the north-west boundary, contributing to the perception of reduced height for this section. This has enabled the roof line to be reduced to almost half the width of the building where it meets the northern stairwell.

The modified plans have reduced the building mass and scale to the minimum possible in response to SDRP comments. The reduced height and framing of architectural features fronting South Terrace and the adjacent Synagogue reduces the perception of height when viewed from these perspectives.

Overall, the height and scale of the proposed development would not be inconsistent with the surrounding context and built form and is considered acceptable.

Streetscape

The proposal generally complies with the precinct character and streetscape expectations through the design references to common architectural features in the locality. Both SPP 7.0 and SPP 3.5 encourage developments that are imaginative and well-designed but respectful of heritage areas and the existing character. Fremantle contains a variety of architectural styles including more modern developments in or adjacent to Kings Square and the refurbishment of Queensgate car park a short distance from the proposal site.

Where possible within the police operational requirements and site constraints, the proposal provides a modern building design which minimises conflict with adjacent heritage structures. The proposal is located at the boundary of or adjacent to several heritage precincts containing a variety of ages and architectural styles and works to incorporate the key stylistic elements in a modern interpretation. New buildings within heritage areas should not be discouraged where it can be demonstrated that the design appropriately responds to the precinct or provides a modern interpretation of the heritage features.

The internal levels of the site are currently raised above the adjacent street and pedestrian path levels, although, the application proposes that this shall be addressed during excavation and construction to create level or appropriately sloping surfaces. A condition is recommended to ensure the works result in internal levels matching the existing pedestrian path along South Terrace and vehicle access.

Incorporation of removed stone from the limestone walls, artwork and landscaping along the interface with South Terrace will provide an attractive and visually interesting space for pedestrians. Street tree retention or replacement within the forecourt area adjacent to South Terrace will provide necessary shelter for pedestrians expected within the Central City area. This will be addressed by a Landscape Plan which is recommended as condition (discussed further below).

Architectural Features and Details

The proposal is described as having taken inspiration from common architectural features within Fremantle including the warehouse roof forms, reflected by the vertical fin and shade elements, clerestory windows and variations to vertical height via detailing.

In regard to the original development plans, HCWA, SDRP and the public submissions recommended the reduction or removal of the northern stairwell “fin” element to minimise the impact on the adjacent Fremantle Synagogue. This fin element increased the stairwell height above the roofline and presented an approximate 29 metre tall predominately blank façade to the two storey Synagogue.

The modified plans reduce the stairwell wall to below the roof line, presenting a more sympathetic background for the Synagogue, and removed the ‘fin’. This necessitated modifications to the other vertical elements along the South Terrace façade, culminating in height reductions to the concrete framing elements and incidental amendments to the roof line (**Attachment 11 – Applicant Response to SDRP and HCWA Comments**).

The ‘clerestory’ or ‘celestial’ window element located centrally to South Terrace was introduced to connect the vertical elements at either end of the building with other vertical feature windows common in the locality. The SDRP raised concerns that the window conflicted with the principle of legibility as described in SPP 7.0 by creating a

feature that could be easily mistaken for signalling an entrance. The modified plans reduce the prominence of the window by lowering the height and thickness of the framing. The window remains a key linking component of the overall design by creating a clear division between the two ends of the building and further accentuating the height differences along the building.

Additionally, the modified plans respond to legibility concerns by increasing the size of the entrance canopy out from the building. The modification is supported as it improves wayfinding within the site and provides additional weather protection to the public entering the site. Landscaping and public art information provided to date indicate lettering to be attached to the canopy and the potential incorporation of artwork and seating in this space. Detailed forecourt plans (required by a recommended condition) will further clarify this space and resolve the use and signage.

The development proposes a limestone, cream/white, red brick and champagne metal colour pallet reflecting the common colours used in the area. Specifically, the applicant identified the white stone and red brick colours of the Synagogue, Victoria Pavilion and the Bulldogs football club facilities adjacent to the site as inspirations. The Convict Establishment and West End Conservation areas contain predominately stone and brick heritage buildings although red and orange-red metal features prominently on the FOMO building a short distance from the proposal site.

Landscaping and Public Art

Design principles 1, 2 and 7 (context and character, landscaping quality and legibility) of SPP 7.0 outline that landscaping should be designed to meet functional requirements, not detract from building appearance and to provide opportunities for creatively addressing site requirements. This could include stormwater management, heritage interpretation, demarking site or areas of importance and cultural recognition. The landscaping along South Terrace should provide an appropriate interface between operations and the public realm.

The development proposes landscaping predominantly in the form of tree planting along Bulldog Lane, the upper terrace adjacent to the existing bus stop and a feature tree in the forecourt area. The application proposes to utilise variations to pavement colour and gabion walls incorporating stone removed from the limestone walls to demarcate the Convict Establishment precinct boundaries. Further landscaping and feature wall opportunities are identified along the north-west boundary of the site against the Synagogue wall.

HCWA and SDRP heritage comments suggested the pavement of the forecourt area could be designed to interpret the extent of removed limestone wall. A condition is recommended requiring a Landscape Plan that will include these pavement details. This will work together with the condition requiring a Heritage Interpretation Plans to ensure an appropriate heritage interpretation of the limestone wall as discussed in the heritage section above.

Concept plans for the public artwork featured a prominent sculptural feature along the upper terrace and a selection of smaller sculptures or wall mounted art within the building entrance space and forecourt area. SDRP raised concerns the forecourt would result in a 'cluttered' space as it was already proposed to contain flag poles, seating, bicycle racks or similar and bollards. SDRP commented that legibility of the site may be impacted should this space not be simplified.

The applicant group acknowledged this concern, advising that refinement of landscaping and art placement will be undertaken. Landscaping plans and a public art strategy (recommended to be addressed by conditions) would clarify these spaces and result in a more cohesive, functional area. In addition, it is recommended that detailed plans for the forecourt area including the visitor parking, public spaces, canopy and associated landscaping or public artwork be required (by a condition) as sufficient details for this space are not provided in the modified plans.

Vehicle Access/Traffic and Parking

Pedestrian and vehicle traffic on or around the site and impacts of the development on parking and traffic in the locality were reoccurring concerns raised in public submissions. The proposal site is on the outskirts of the City Centre area including the 'Cappuccino Strip' and Fremantle Markets with connections through to the port and university buildings. Numerous high frequency bus routes service South Terrace with stops adjacent to the development site. Fremantle Train Station is approximately 720 metres north-west of the site and the surround road network contains bicycle lanes or sealed shoulder infrastructure. Therefore, current and expected future traffic conditions in the area contain a high proportion of public transport and pedestrians or cyclists.

The proposal contains 107 car bays within the basement or secure compound for operational and staff vehicles and 5 visitor bays located in the forecourt area to be managed by a booking system. A further 6 motorcycle, 30 staff bicycle and 24 operational bicycle bays are located in the basement. WAPol has clarified the distribution of onsite staff parking has been calculated to account for the site's proximity to public transport options and encourage the reduction in person vehicle transport.

South Terrace is a single lane either way local distributor road with turning lanes at the intersection with Parry Street and Norfolk Street. January 2022 traffic data indicated an average of 11,144 vehicles per day on South Terrace south-east of Parry Street with up to approximately 900 vehicles per hour recorded at peak times (**Attachment 12 – Applicants Traffic Impact Assessment**). It has been calculated that the development will generate approximately 100 to 153 vehicle movements per hour during peak periods and approximately 30 to 60 at other times. Shift changes and operational patterns have been proposed that would minimise the impact of additional traffic in the area during peak periods.

Public submissions raised concerns that the redevelopment of the site would remove needed public parking bays from the area and negatively impact accessibility to the Fremantle Markets and Fremantle Oval. The site was developed as a temporary car park while Queensgate carpark was refurbished, which has since been completed. As part of the forward works approval, the City advised that the loss of the 155 bays on site will be offset in other inner city locations. It is noted that the City supports the proposed parking arrangements for the development and has not requested further traffic or parking assessments be undertaken.

As the existing parking was constructed to fill a temporary shortfall generated by another development, the removal of parking at this time is not considered a significant detrimental impact. Other parking is available in the locality including the Queensgate carpark.

Fremantle is a strategic activity centre under *State Planning Policy 4.2 – Activity Centres* (SPP 4.2), for which parking caps to constrain private vehicle use and sharing of parking facilities where possible is encouraged to promote active and public

transport options. There are no parking allocation specifications for civic land uses, however, the City can determine and prescribe parking requirements under LPS 4. In this instance, the City is satisfied with the onsite parking allocation due to the proximity and quantity of public transport and public parking to the proposal site.

A condition requiring the Construction Management Plan to address worker parking for the duration of construction is recommended.

Conclusion:

The proposed District Police Complex is a locally and regionally strategic development to provide a consolidated police station capable of meeting the current and future needs of Fremantle and the surrounding suburbs. The proposed civic land use is compatible with the Central City Centre Area zoning and the adjacent Civic and Cultural, City Centre and Public Purpose reserves under the MRS and the zoning of adjacent land under LPS 4 of Central City, Civic and Cultural, Public Purpose and Mixed Use. It also aligns with the existing Management order for the Minister of Police.

The development is necessary to meet WAPol operational requirements and provide a safe and functional workspace for staff and to provide a critical public service function. The development is anticipated to provide economic benefits to the inner Fremantle area and make appropriate use of a currently underutilised site.

The applicant group has engaged with design review processes, taken on comments from SDRP and HCWA and refined the development proposal. Its bulk and scale is consistent with buildings to the south. The architectural outcome proposed by the modified plans, specifically resulting from the streamlined northern façade and roofline, satisfactorily balances the design, site context and heritage considerations with safety and operational requirements. The forecourt area, landscaping, public art and the building entry points will provide visual links to the public domain of the footpath. The convict wall is predominantly retained and restored and will otherwise be appropriately interpreted.

On the above basis, and in the context of clause 30(1) of MRS and the applicable state planning policies SPP 3.5 and SPP 7.0, it is recommended that the application be approved, subject to conditions.

FREMANTLE DISTRICT POLICE COMPLEX
ARCHITECTURAL DEVELOPMENT APPLICATION REVISION 1

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3

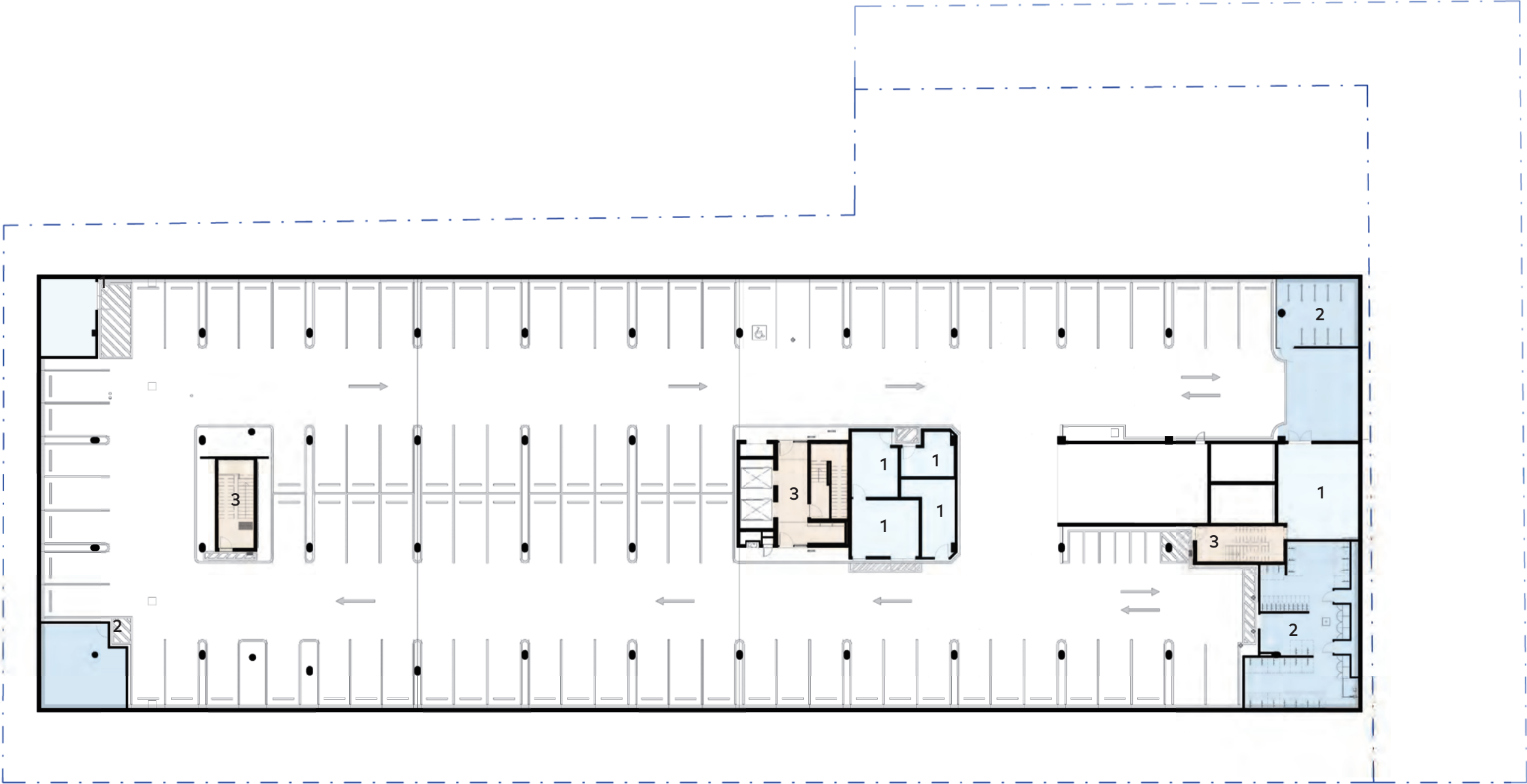




FUNCTIONAL ARRANGEMENT PLANNING
LEGEND

- 01 Comms & Services
- 02 Stores
- 03 Circulation Core

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



FUNCTIONAL ARRANGEMENT PLANNING
LEGEND

- 01 Foyer & Interviews
- 02 General Duties
- 03 Forensic Laboratory
- 04 Property Store
- 05 Custodial
- 06 Forensic Garage
- 07 Comms & Services/Transformers
- 08 Communal/Social Core
- 09 Staff Amenities/Circulation

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



FUNCTIONAL ARRANGEMENT PLANNING
LEGEND

- 01 Forensic
- 02 Inspectors Superintendents Officers
- 03 Mental Health
- 04 Youth Policing
- 05 General Duties
- 06 Brief Case File Management
- 07 Communal/Social Core
- 08 Staff Amenities/Circulation
- 09 Family Violence Unit
- 10 Prosecuting
- 11 District Office
- 12 PSL Kit

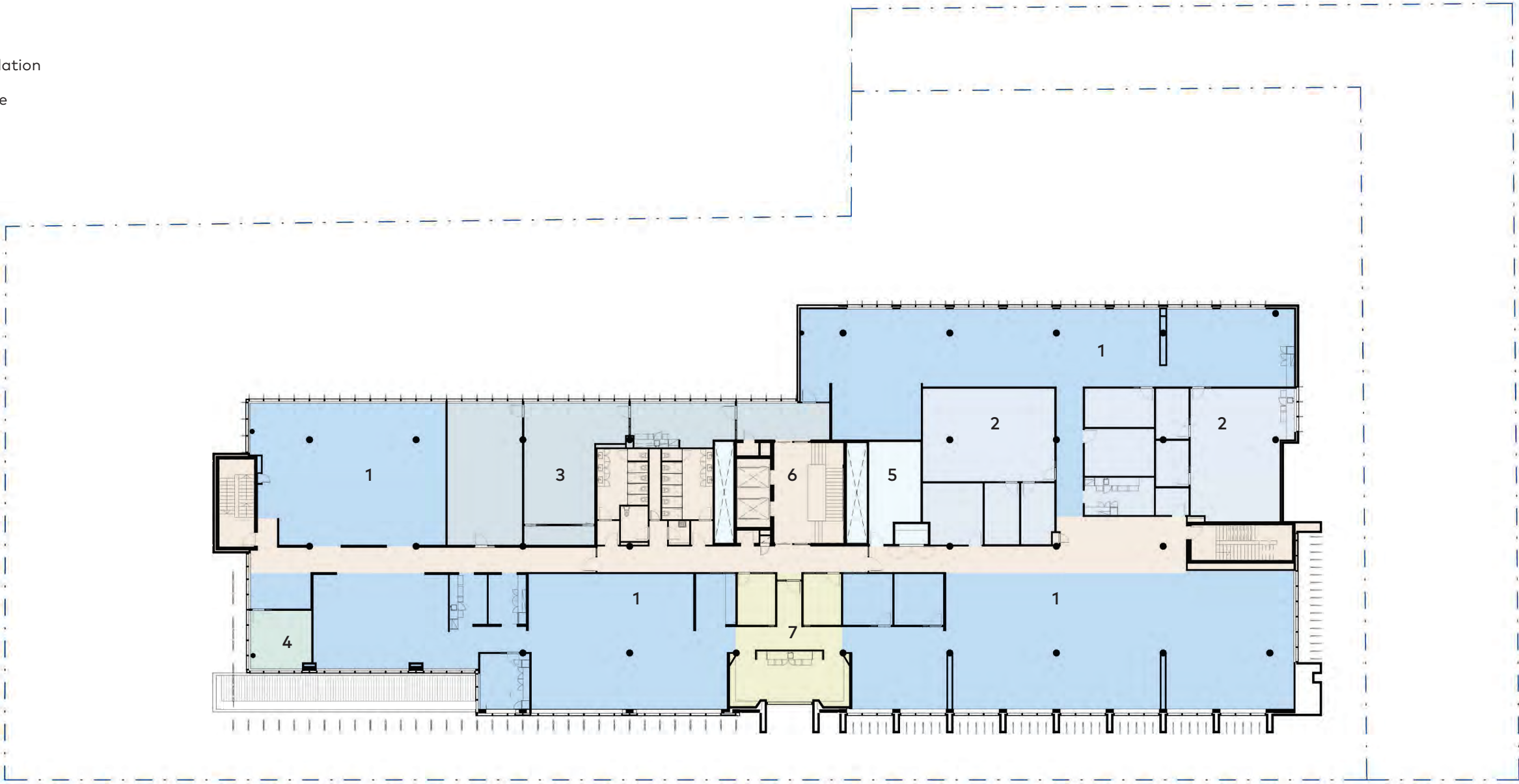
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



FUNCTIONAL ARRANGEMENT PLANNING
LEGEND

- 1 Detectives
- 2 Operations
- 3 District Training Operations
- 4 Meeting
- 5 Comms & Services
- 6 Staff Amenities/Circulation
- 7 Communal/Social Core

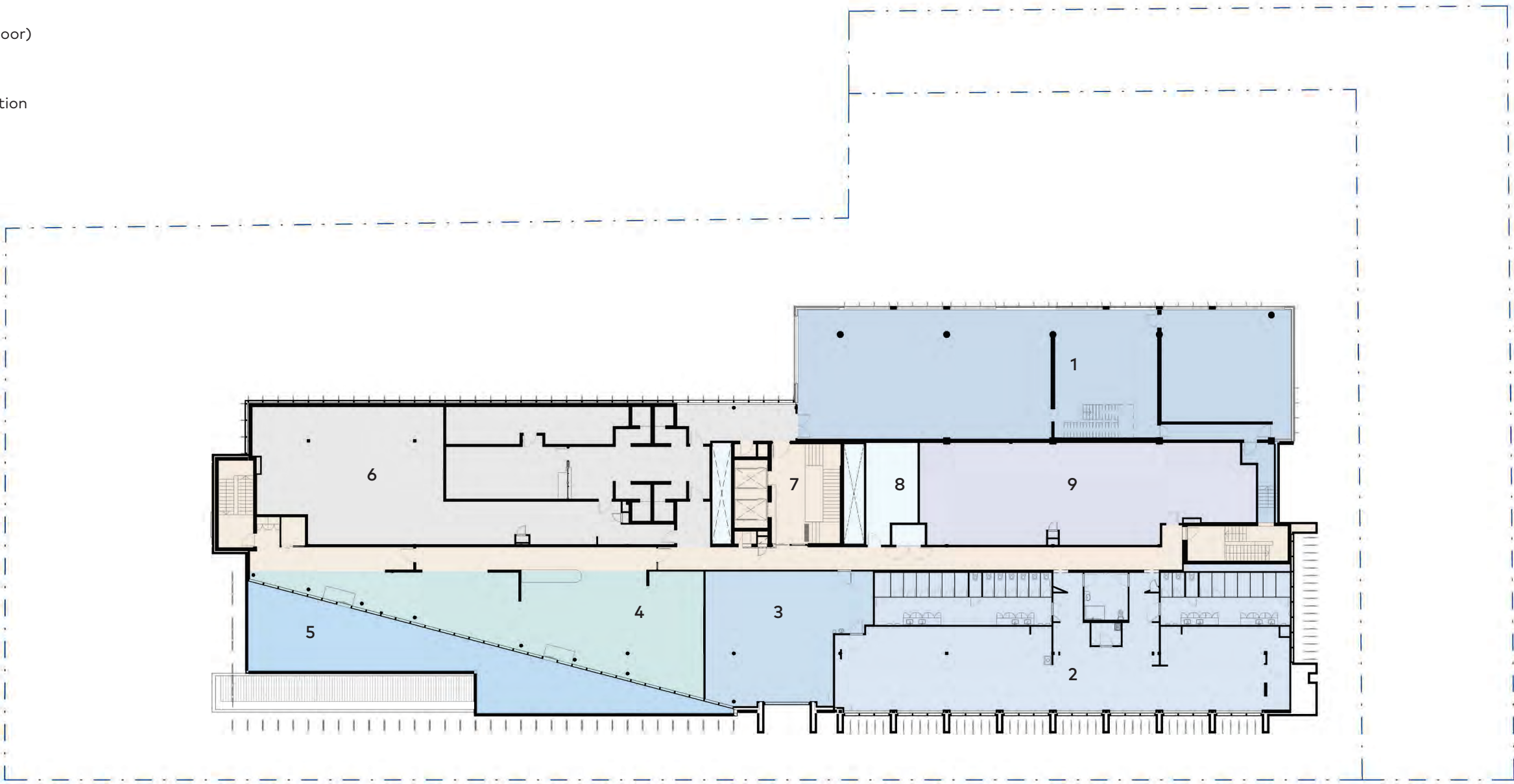
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



FUNCTIONAL ARRANGEMENT PLANNING
LEGEND

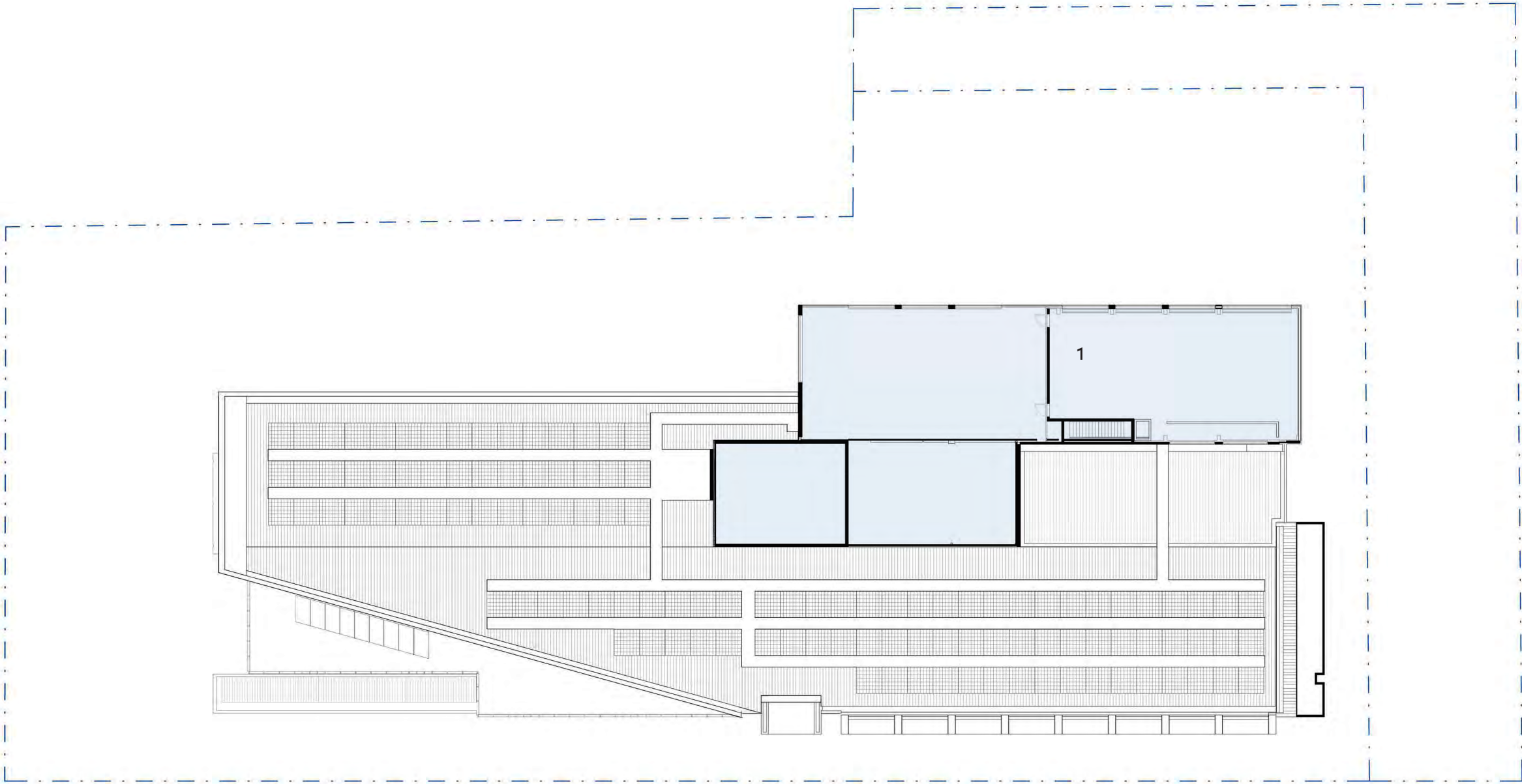
- 1 Plant
- 2 Change Room/Lockers
- 3 Gym
- 4 Staff Amenities
- 5 Staff Amenities (Outdoor)
- 6 Equipment Store
- 7 Staff Amenity/Circulation
- 8 Comms & Services
- 9 Record Archive

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



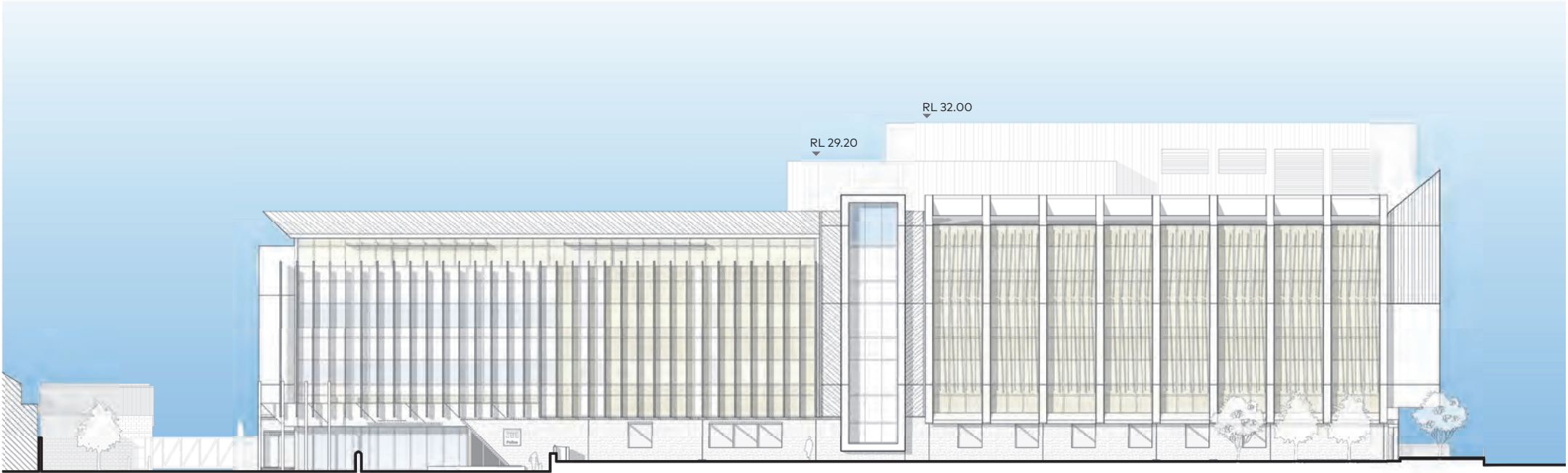
LEGEND
1 Plant / Comms / Services

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



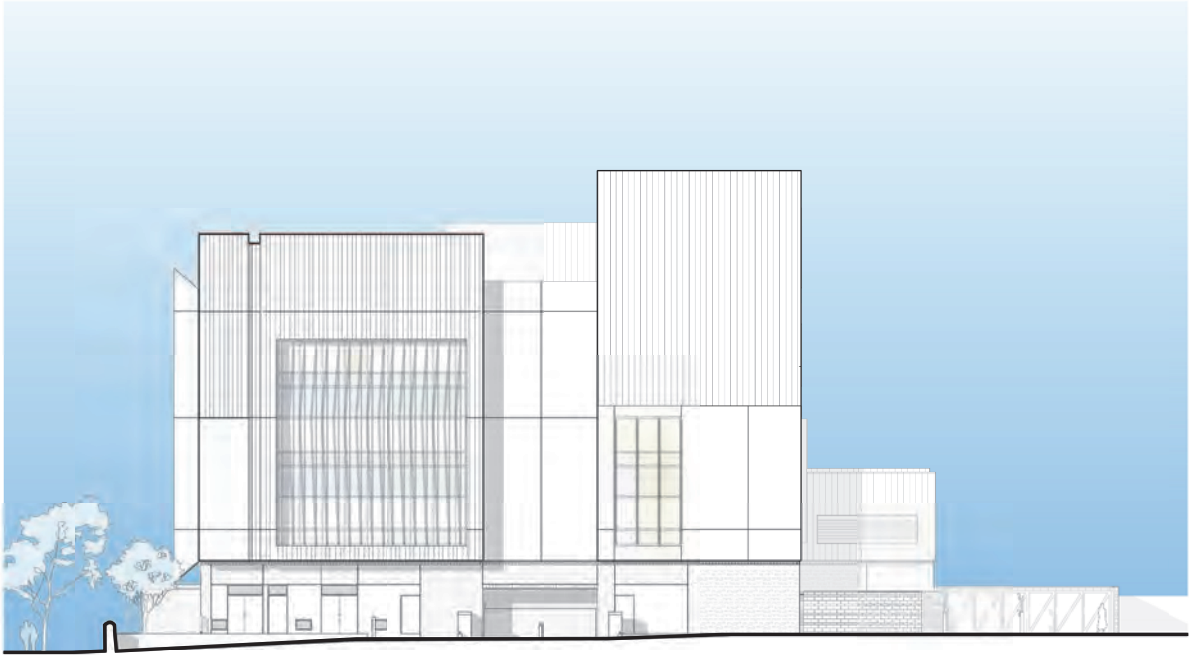
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3

PLANT	RL25.50
LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30



SOUTH WEST ELEVATION

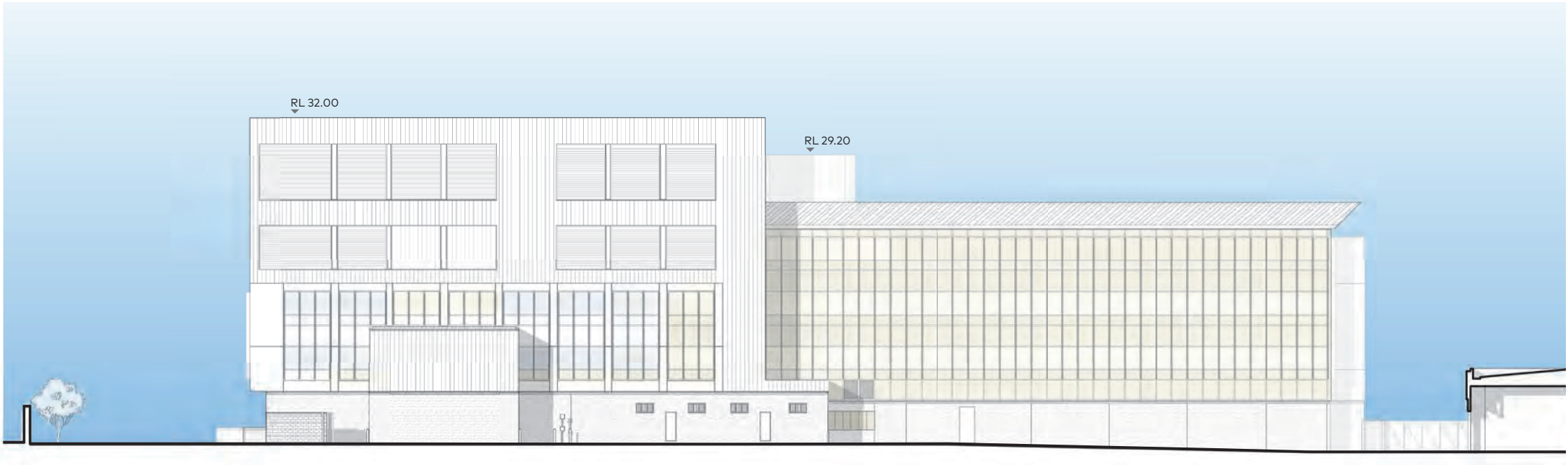
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LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30



SOUTH EAST ELEVATION

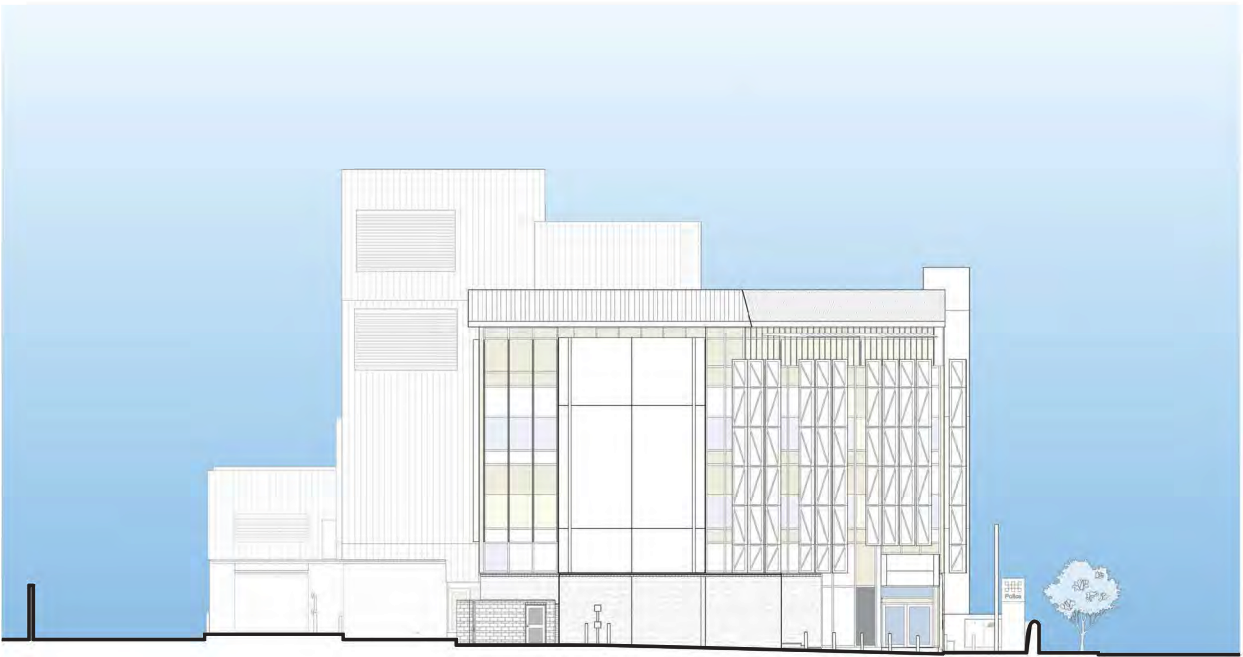
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3

PLANT	RL25.50
LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30



NORTH EAST ELEVATION

PLANT	RL25.50
LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30



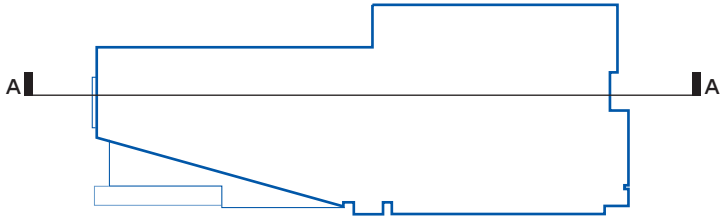
NORTH WEST ELEVATION

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3

PLANT	RL25.50
LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30
BASEMENT	RL 3.25

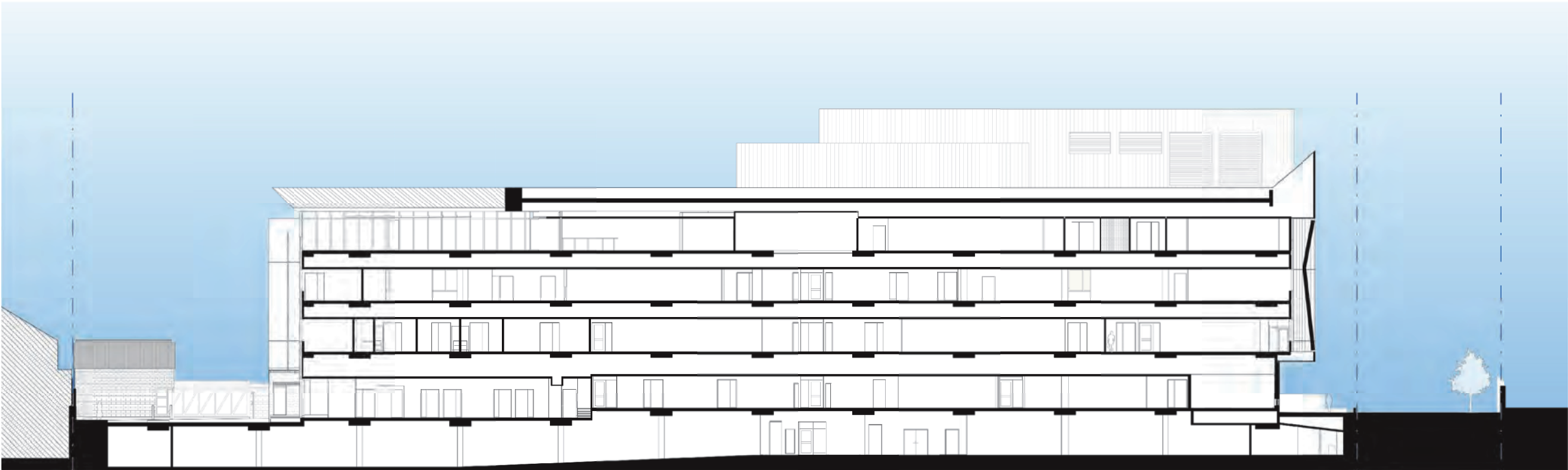


SOUTH WEST SECTION A-A

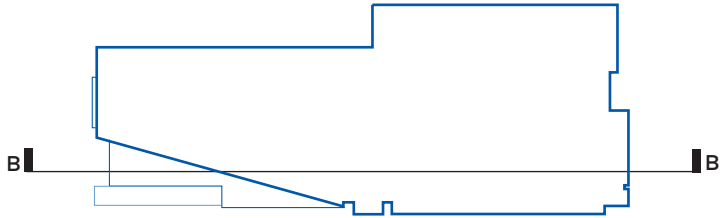


DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3

PLANT	RL25.50
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LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30
BASEMENT	RL 3.25



SOUTH WEST SECTION B-B

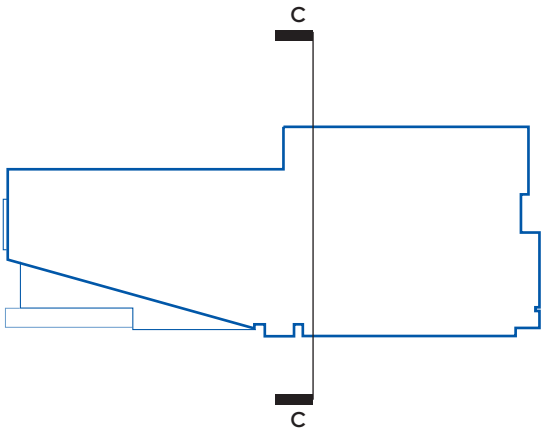




PLANT	RL25.50
LEVEL 3	RL20.20
LEVEL 2	RL 16.00
LEVEL 1	RL 11.80
GROUND	RL 7.30
BASEMENT	RL 3.25



NORTH EAST SECTION C-C











Legend

Cadastre

UNESCO World Heritage list
Buffer Zone for the
Fremantle Prison

Feature Boundary



Aerial Plan - Fremantle District Police Complex

DPLH BUSINESS USE ONLY

Internal Spatial Viewer



0 0.10 0.19 Kilometres

1: 4,514

at A4

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

Date produced:

26-Sep-2023



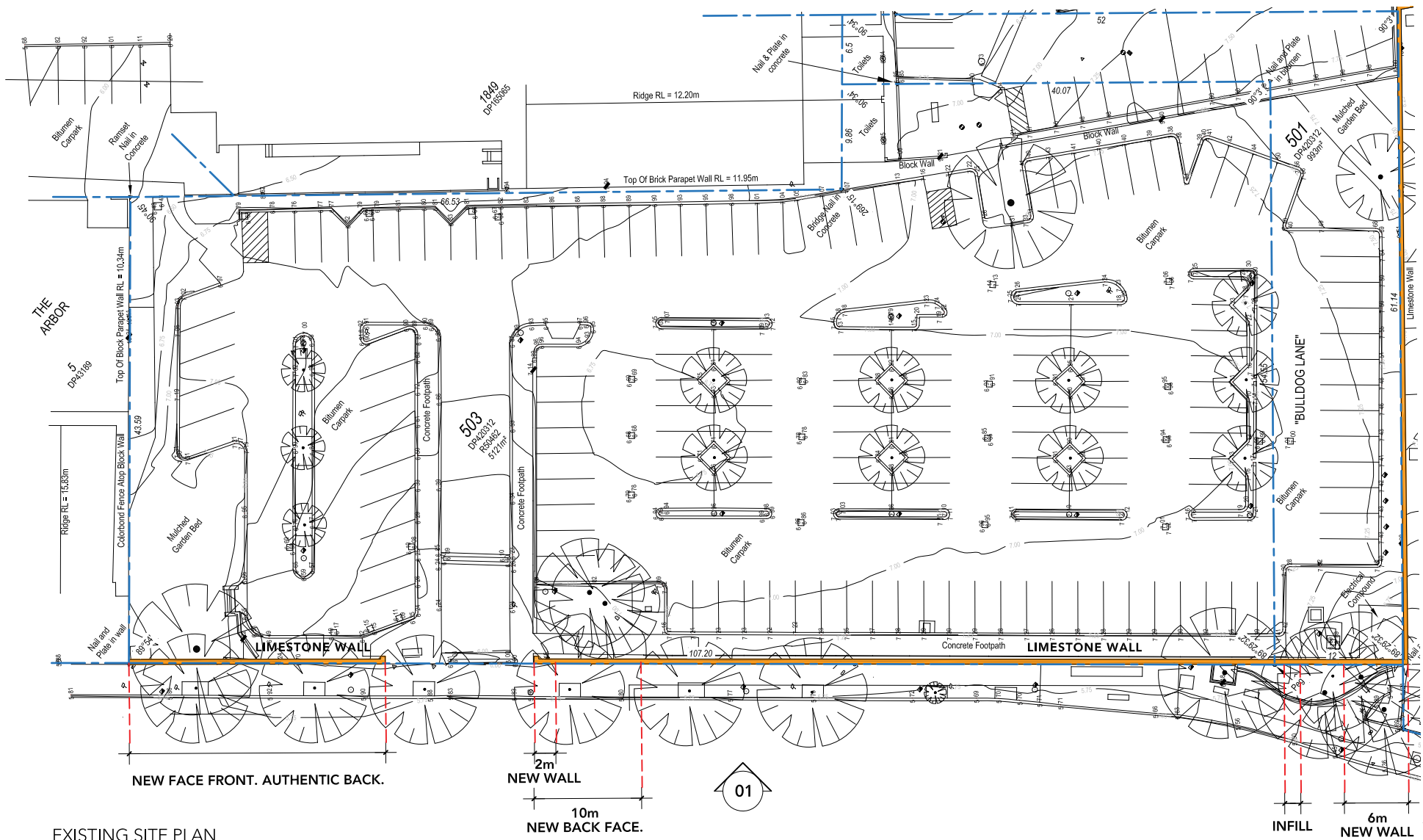
November 2020

HISTORIC LIMESTONE BOUNDARY WALLS 94 PARRY STREET

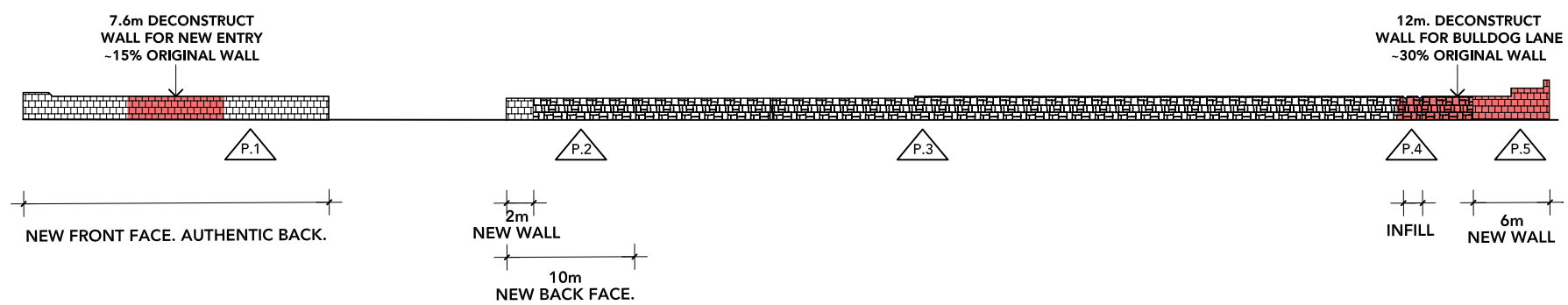
- a. 1970s INFILL WALL – interprets location of convict wall only.
- b. 1850s BOUNDARY WALL TO CONVICT ESTABLISHMENT.
- c. 1970s INFILL WALL – blocks up earlier pedestrian gateway.
- d. 1850s BOUNDARY WALL TO CONVICT ESTABLISHMENT.
- e. 1970s INFILL WALL – blocks up earlier vehicle gateway
- f. 1850s WALL TO PENSIONER GUARDS' BARRACKS WITHIN CONVICT ESTABLISHMENT (note: upper sectioned added later).
- g. 1970s INFILL WALL – interprets location of convict wall only.
- h. 1970s WALL.

The convict built walls are marked in Red – these have the highest level of significance and it is likely that they would support only minor modification and this would need to be in return for achieving a greater heritage objective.

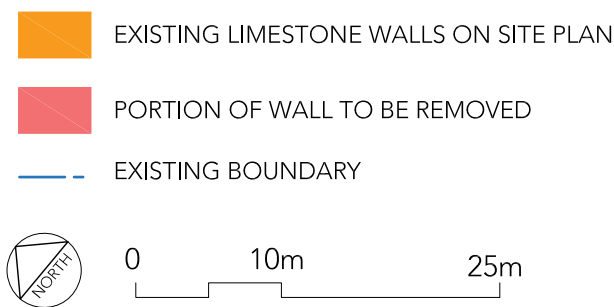
All the other sections of wall marked in blue date from the 1970s. These walls interpret the earlier convict wall. These sections of wall could be removed and interpreted in another manner.



EXISTING SITE PLAN



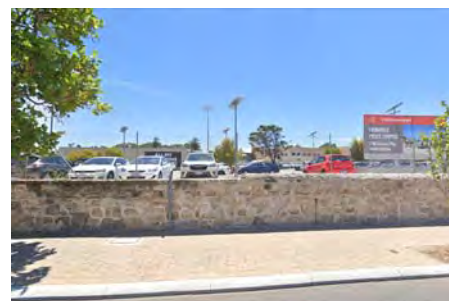
01 LIMESTONE WALL ELEVATION



P. 1



P. 2



P. 3



P. 4



P. 5

STREET PHOTOGRAPHS

FREMANTLE POLICE COMPLEX
LIMESTONE WALL DIAGRAM REV 02
10-08-2022

Griffiths Architects



Fremantle District Police Complex – Schedule of Public Submissions

OFFICIAL

A ridiculous proposal.

Not only for the outrageous scale, but because there are so many under utilised buildings in Fremantle that could be adapted to suit this purpose.

No, god no!

I completely oppose this submission. This is a completely unnecessary building and will dramatically change the outlook of Fremantle. Retrofit and upgrade already existing buildings. Make more green space, we don't need a greater police presence, we need more community assets.

I do not want this to go ahead. This is too big and not at all a good fit for Fremantle

The amount of publically funded resourses that would be dedicated into building this monstrous, alarmingly extravagant building for PUBLIC SERVANTS would much better be financially redirected into pathways that provide housing security and harm reduction to the broader community of Fremantle. There are empty buildings EVERYWHERE. Not only does this over step in financial terms, but aesthetically, the sheer mass of its visual representation sends a grossly clear message of where our priority of care in community lays, and it is NOT centred in providing and securing wellbeing for citizens, it is centred in police state mentality that causes further harm, and a reprimandable lack of relatability to the space, community and land that these works would take place on.

I'd be very disappointed if the proposed development were to be approved by the City. Why such an expensive and dominant police station in such a cute little town?

There are, no doubt, already unoccupied sites throughout Fremantle that are fit for purpose, less expensive to fit out and more importantly less conspicuous and dominant on the streetscape! Culturally this would be a move in the wrong direction for Freo. We should be shedding the police/nanny state identity and moving towards a more socially progressive future for Freo and for WA.

A lack of public consultation makes the development appear poorly considered. I disagree with it's position and scale.

This is a terrible design and will damage the surrounding aesthetic of a historical town.

This is a disgusting idea. The pigs in freo do NOTHING now with the resources they already have why give them anything else?! I've heard of two incidents where police have been called about incidents in Fremantle they have asked the caller what colour the people are. ACAB ACAB ACAB

I work at Fremantle hospital and I feel this eyesore would destroy the view of Fremantle from the hospital windows. Sick patients and their families often comment on the lovely view and as someone who would see this awfully large building everyday, I do not think it lends itself to the beautiful heritage feel of Fremantle. There are so many wonderful buildings in fremantle that need to be celebrated and this monstrosity does the opposite but overshadowing iconic places like the Norfolk hotel, the fremantle markets and beautiful old church on the corner.

Hi there. I feel that this proposed project is a major misuse of funds considering the high vacancies of suitable buildings within the City of Fremantle. The current facilities for the Police are still relatively modern, or a smaller amount of funds could be used to renovate this existing building or large scale vacant buildings such as the Marine House on Essex Street. The City should be prioritising projects that engage with the local community, improve existing facilities and and create new projects that can attract and engage more visitors.

Please don't approve or support this proposal. There are enough empty buildings in Fremantle that can be refitted

I think this design is overwhelming, obtrusive and jarring in the context of Fremantle's heritage cityscape. There are many empty buildings in the same precinct that are perfectly fit for purpose. I would urge a rethink before pushing for this monstrosity at the expense of local taxpayers. What a reckless spend it would be

First off all... Fremantle has such unique architecture and a building like that would stand out like a sore thumb (not in a good way). And most importantly - why does police need a HUGE building like that, costing so much? It looks like casino in Las Vegas.

Fremantle District Police Complex – Schedule of Public Submissions

OFFICIAL

Hello,

This police station development is an utter outrage. Why on earth is it necessary? There are so many fit for purpose and empty buildings in the Fremantle area and substantially better uses of tax payers money. I will be so disappointed and angry if this proceeds.

Warm regards

I stand firmly against this proposition. I think this is a waste of money and time and is completely against the architectural style that makes Fremantle so special. It would be irresponsible to build this when so many spaces are sitting empty. We can do better than this.

This is a giant eye sore that is not needed and a huge waste of money when there is already an abundance of empty buildings in which the police may use for their purpose. This completely detracts from the supposed free spirit and liberal values that Fremantle and it's constituents hold and foster.

The design of this building is totally out of proportion with the centre of Fremantle and adjacent/opposite historical buildings. It's not at all sensitive to it's surroundings and would be a complete eyesore on the unique and truly "Freo" South Terrace. This design suits an out of town location. It would be much more appropriate to refurbish a large unused building already in central Fremantle.

I don't believe that this is the best use of budget and resources, and I especially don't believe this building fits the character of fremantle. It looks much too big for a police station. I believe it would be more appropriate if apartments were built here instead.

As a Fremantle resident, I strongly feel a repurposed exisiting building for this purpose would be much more aesthetic to the area, sustainable and money better spent.

This is an abomination on so many levels.

The fact it's being proposed next to an almost empty and neglected public hospital speaks volumes. That a new building of this scale is proposed during an worsening economic crisis, in a time of intersecting social crises, when Fremantle already has empty buildings like Marine House perfectly suitable for refurbishment, tells us exactly what this government and local council's priorities are.

If this plan goes ahead Fremantle will be poorer for it, and WA will have moved one step closer towards the fascist police state it's heading towards.

It's pretty gross that this much space is proposed to be granted to the police when the government couldn't even keep Fremantle hospital's emergency department open - something that is needed far more than a heavy police presence (which already heavily targets the aboriginal community in Fremantle and isn't concerned with health or welfare, but only punitive solutions). There are plenty of empty buildings in Fremantle of a much more appropriate (read: smaller) size for a police station. I think using an existing building is a better solution than spending huge amounts of money on this eyesore, money which could be diverted into actually helping the community through community events, housing, and providing food and financial services etc. to the most vulnerable. The police do not need this over-the-top status symbol which will benefit no one but themselves.

This building would be a great way to ruin a tourism and entertainment district.

I am disappointed to read that the City of Fremantle is considering this development proposal. A police station of this size at the southern entry point to our historical port city sends the wrong message about the City's priorities. There are a number of fit-for-purpose buildings in the West End that could accommodate an expanded police force, though I do not feel that an increased police presence is the answer to Fremantle's problems. The state could consider instead investing these funds into programs and facilities addressing homelessness and addiction. Fremantle touts itself as a colourful and progressive City. It therefore seems counterintuitive to go ahead with a project like this while arts facilities like Spare Parts Puppet Theatre deteriorate past

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usability. Not to mention the absurdity of a building like this going up next to a long-neglected public hospital that is not even able to accommodate an emergency department anymore. Lastly - it should be noted that this form is not linked through MySay - the button that should direct to this portal links to a dated press release about the project instead. This has compromised community consultation and the deadline for submissions must be extended to rectify this.

I'm not the best writer but it seems that that huge amount of money being potentially allocated to this project could be used for many other more meaningful/important things. We have many empty and underutilized buildings already in fremantle. Could these not be used instead?

This new design dominates the landscape- and I believe funds used for this giant building could be better used directly towards community, not policing

I dont think this is good use of tax payers money. It doesn't fit in with Fremantle and there are so many unpurposed buildings that could be used instead. It's a no from me!

The proposed building is large and resource intensive. Surely one of the beautiful old buildings which already exists in Fremantle could be upgraded/retrofitted for the purpose? This would be more sustainable, ensure that the building fits with the local aesthetic, give historic buildings a new life and probably cost significantly less

Not only is this building an eyesore, against the character of the town, but also supports the brutal, militarist police presence in Fremantle. We need community workers and social housing, not pig pens.

this location is inappropriate in many ways. a police station should not be such a a prominent landmark in its size and location, especially when there so many other less conspicuous locatons and vacant properties. i can understand this would serve as a hub for the surrounding areas but this massive building is a literal landmark - i do not believe a police station should be a landmark within somewhere like fremantle which harbours a diverse population and attracts visitors based upon its history as a working class and counter cultural city not to mention its signifcance to Noongar people. The fremantle prison and roundhouse are buildings from the past - no one wishes to bring that energy or feeling into a present day fremantle.

I strongly oppose the proposed plans for an oversized police building in this location. The city of fremantle does not need nor want another monstrous council owned modern building in the heart of the town. Nor does it need or want its focus to be on the police. There are plenty of pre existing structures. This is really disconcerting that these plans would be even considered.

I urge to not change or build a police station as the land would have more sustainable use for the public.

The car park is a much needed facility for market customers and stall holders. As a market stall holder we are already experiencing complaints and Fremantle in general has a large complication with parking and traffic during the weekends. Not only are elder stall holders of the markets concerned but are also annoyed as it is not easy to voice opinions due to lack of understanding of social media and advance technology etc...

Not only will the building be an eye sore but will also conflict the stability of fremantle's tourism due to there being many heritage listed sites and original structures of the old Fremantle which people come especially for.

A large station like this could also harm the welfare of people and their mental health towards Fremantle's police force. Since Many of Fremantle's people also have alternative views and ways of living, this may be perceived negatively due to the international social constructs of the police system overall which could district flow in enforcing any kind of law in Fremantle.

If this property needs to change, the property should be used or given as a part of a First Nations project to amplify our support and allies.

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Acknowledging is key.
Please take into consideration.
Thankyou.

I don't think this is the best use of the space. Please reuse an old building instead of building a new one.

Building scale is too big. Will create a block between Fremantle and south Fremantle . Similar architectural issue that the old Myer and old hospital have created. A big block of a building that's un-inviting

How can anyone with a shred of humility suggest such an enormous amount of tax payer money. There are dozens of buildings fit for the job and a housing crisis which that money should be put towards addressing.


Disgusting, ugly plan, not in keeping with the heritage of the area.

don't build that station in that place! irresposible pricks

Building appears too out of character and large for such a beautiful space as the main strip. Please reconsider set and setting.

You know that this is not in the best interest of the community of Fremantle and 87 million dollars could go to many other things than that would propel Fremantle forward than this

We do not want this police station. It is far too large and there are plenty of vacant spaces that can be used instead.

Building a police station in that location will take away a very well used parking lot, as well as it being a huge eyesore to the venues with upstairs seating!! Building over one of the few parking lots available in that area will make it extremely difficult for the workers in the area that rely on that parking, as well as making it much harder to find parking on the weekends when the markets are open! An unnecessary build, that would be a waste of space that already has a useful purpose, an eyesore for the street and it won't make any difference to the crime or incidents that occur, it may even make them worse with the station being so close to everything

I am a citizen of Fremantle City and we do not need this.

I think that I speak on behalf of many within the Fremantle community when I say that the plans to spend a stupendous amount of tax funded money into this project is not only a sore waste of resources, but also a stark contradiction that does not reflect the wants and needs of the community at large. Not only will these plans disrupt the much valued aesthetic nature of the city of Fremantle that acts as part of its small community centred city town feel, it's charm and essence which is attractive for tourism, but it also raises a question of simple logic as to why there are so many large, empty and abandoned spaces within the city of Fremantle which can't be utilised as a second base. I believe it is your ethical responsibility to utilise resources that are already available as opposed to creating more waste and draining more resources in an ever growing wasteful world and economy.

I urge you strongly to consider the implications that this has on the people that you govern over. Do not have it mistaken, as someone apart of the local community, I can tell you that this move will not suggest to Fremantle residents that necessary measures of security and justice are being put in place in the name of our best interest, but actually demonstrate to the community that our local government is fiscally irresponsible and incompetent to meet the needs of the community at large.
Thank you.

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Why will this eyesore of a building be built when there are plenty of appropriate vacant buildings to use throughout Fremantle? Please reconsider this build.

This is awful. Please don't do this.

This planned eyesore is out of keeping with the Fremantle aesthetic and is totally ugly. A more low key and smaller structure is required to be in keeping with Fremantle heritage not a 1984 big brother style building that dominates the city and detracts from the cultural centre that Fremantle is trying to encourage.

The project provides limited engagement to the streetscape at the ground plane.

The heritage wall to the streetscape appears to be significantly impacted.

The scale of the building against the two storey Synagogue Building has a profound visual impact to the heritage building.

The project materiality does not represent a Fremantle context and character.

There has been no engagement with the community or advertising of the project.

There will be significant vehicle movements across the pedestrian footpath which will create safety issues for the general public.

I strongly oppose the proposed development and urge the City of Fremantle to do everything possible to prevent its being built. I accept that we need a new police complex, but not to this scale and not on this site.

It will have a major detrimental impact on an area of the City that has great potential for the next decade but will be impacted even by the process of building.

Plans for the redevelopment of Fremantle Oval will be stalled, the revival of Wray Avenue and hopefully Fremantle Markets will falter and the link between Fremantle and South Fremantle, already endangered if the CAT bus service is discontinued will be further impacted.

The proximity to a major heritage site of national significance is also of concern.

With so many other possibilities, most notably the Woolstores site, there is absolutely no need for this development to be accepted.

The Woolstores site is a far better location, especially in the longer term.

I find it deeply concerning that yet again the state government appears to be dismissive of the best interests of Fremantle and the views of its residents.

If the City of Fremantle does not take a tough stand (as they have already failed to do in the case of the Swan River Crossings Project) my fear is that the state government will continue along the same path.

Terrible spot in terms of expanding fremantle city centre. This increases the State government dead zone that is the block hospital. Having another giant building unconnected to the public and street level is not in Fremantle long term interest.

While these services provide wider benefit to the community by having them next door you create an isolated pod and stymie potential growth of commercial life and activity along south Terrace.

The project's aims include

Provide a respectful civic presence, and

Deliver an empathic and creative response to the historic fabric of Fremantle.

It is difficult to see how this proposal meets either of these objectives. It is out of scale and is a brutal intrusion into the streetscape.

Totally the wrong location for many reasons including traffic and aesthetics. I gather that the old Woolstore area was an alternative- this would be a much better location.

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This is the most ugly, horrific and unnecessary proposal i have seen in my 35 years here! This is more like Nazi Germany then fre(e)mantle! How could you even consider placing such a monstrosity anywhere near the centre of Fremantle

In the wrong location i believe.

1. Carpark is important for central businesses.
2. Also would be a missed opportunity for the site in what should be a pedestrian linkage opportunity through fremantle oval for residents and tourists recreation and green space use/ link to south tce and wray ave precincts and beyond
3. Quite a domineering presence of police force in an entry statement area I believe sends wrong message and may be somewhat confronting for some people in delicate life situations.
4. If going here should have much stronger ground pain landscape treatment for softening, refuge space and public space encouraging linkage mentioned above.

On the positive side reasonably attractive architectural form. Just wrong location and should look to other areas of town that need more activation and more accessibility for police force cars etc to not clog up central town (ala East end?).

This is an extremely imposing building- and I don't believe this scale and spirit fits on South Terrace- there's a huge vacant site in Beaconsfield that can't be used for housing due to contamination- this would be a good location.

I'm wondering why the building is so big- what will all this space be used for?

Is this going to be the main police building in Western Australia?

This is too big, too crammed in this location. Completely against the heritage buildings in the area, the 'south' entrance to the City, just wrong on every level.

It is baffling to me that this proposal has reached this stage. I have two primary objections to this proposal.

The first is that at a time when the role of the police is being questioned globally, we seem to now be investing in a monument to policing. It has been demonstrated over and over again that police do not make cities safer. Police do not deter crime. And indeed police can have the effect of making some sections of the population (First Nations people, poor people, queer people) feel less safe. The idea that plonking down a police station in the city centre will somehow make Fremantle feel safer is preposterous. The issue is not that Fremantle does not have enough police to respond to public disturbances, it is that there is not enough money in social services for people facing addiction, homelessness, poverty etc. These are the root causes of many of the problems that people cite when they raise the issue of security in Fremantle. In addition, even if - despite overwhelming peer-reviewed academic evidence to the contrary - the presence of a police station did deter crime in Fremantle, it would simply shift it elsewhere. This of course has two problems, 1) it passes the buck to somewhere else as if Fremantle does not have a responsibility to be a part of the solution, and 2) contributes to the relentless, nauseating, and Council-facilitated gentrification of Fremantle by making sure that the most-vulnerable among us are forced to leave Fremantle. The Council is made up of people who have predominately had the good fortune of owning property (sometimes multiple) in this town when it was still affordable. For them, gentrification is an abstract issue. This is the only reason I can think of at the lack of inaction around this issue.

The second objection is about the building itself. First of all, it is a cookie-cutter development, with no meaningful visual attachment to Fremantle (no amount of bronze panels with local flora cut-outs will make up for that), and whose size is an obscenity. It would create an almost continuous high level building-scape from the hospital to FOMO which would dwarf the city, and make it look like the absolutely revolting St. George's Tce in Perth. Knowing many Councillors

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currently sitting on Council, I am confident that they cannot possibly think this is an appropriate development. The outside of the building, would end up being a completely dead space (who wants to hang out next to a cop-shop?), effectively helping to cut off Wray Ave precinct. Granted it is currently a dead space, but not one which actively deters pedestrians, which is what the proposed building would be (see for example the police station on Spencer St in the Melbourne CBD).

I cannot express enough, in the strongest terms possible, my complete objection to this development, which would fundamentally alter the city for the worse, and permanently.

Why would anyone in their right minds build a police station, in the centre of Fremantle, on prime real estate. ---- Has Government, and CoF lost their minds. ---
- Besides it not being a very sustainable use of land ---- ABSOLUTELY no reason for a police station in middle of city, and would be much better on the outskirts of city ---- plus then would be able to buy a larger plot, add a DOT traffic branch, so we don't have to drive 25 mins to Success WA to do business. ALSO its a proven fact that having a police station in middle of city WILL NOT REDUCE CRIME, police on beat, surveillance, and response to police in area, are the key ---- In fact we already have a current police station, on High St, and it has not helped reduce anti social behaviour, or crime ---- In fact they burn police cars right next to the station, and people are sleeping, urinating on the street, right out front of it ----
SO WHY are we spending millions, and Government, City of Fremantle, KEEP INSISTING ON THIS STUPIDITY, and using prime real estate for this ----
AGAIN THIS MAKES ABSOLUTELY NO SENSE.

Also why are the Fremantle residents allowing this to happen, and be built ---- you have a voice ---- use it.

HERE U GO, build it here

Central to all FREO.

<https://www.realcommercial.com.au/for-sale/property-20-stack-street-fremantle-wa-6160-504349756>

Mind you the Police should of bought the 396 High Street site, when was available for sale ages ago.

but Stack st is close to central and only 4 mins to get into central Freo.

As stated before ---- proven fact that having a police station in middle of city WILL NOT REDUCE CRIME, police on beat, surveillance, and response to police in area, are the key.

Actually that site was given by Stan Reilly trust, to CoF, to be used for elderly and frail.

Thats why it was at the old Stan Reilly Centre, before it was demolished by CoF.

With have a station on High St, ---- has that solved anything ---- NO.

Its a proven fact that having a police station in middle of city WILL NOT REDUCE CRIME, police on beat, surveillance, and response to police in area, are the key.

As long as any back up, if required is within 5-8 mins.

Absolute ridiculous and stupid idea, to use prime central real estate, on a major city strip, to build a police station.

Sorry to be so harsh, but this proposal goes against everything i have read about sustainable city planning.

Real bad planning, especially when we need more rate payers, and more so, inner city living.

Not just that but, if was built residential, it would have views of fishing harbour, all way to Rotto, north and south coast, and garden island.

Why would anyone allow a police station to be built.

Good planning concepts have changed since this was first proposed, way back when.

Also not central to entire Freo.

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We already have a Police Station on High St, so having a station in middle of city does not work.
So is just a waste of money, and FALSE hope to free residents, to put a police station in middle of town, they need to see a police officer around the city.
What we need is better surveillance, CCTV, and police on the street, on bikes inner city.
Please don't support this plan, or police station in a central location at all.
Even the past proposal of, on top of Coles proposal was ludicrous, as again on top of real estate, best used for residential, and rate income.
I read this post by someone else, and makes sense to extend the current Coffee strip south. I'm not sure if figures would be correct ... but interesting idea ...
"Better of building housing, shops etc. in this location.
EXAMPLE - \$45 million on council building, say same for this, or more for Facilities to oval, units upstairs, shops ground floor, underground parking.
Sell say 30 top floor units for bargain price \$1.5 million, and building is already paid for.
Add facilities for oval, and get Community Sporting and Recreation Facilities Funding, as McGowan Labor Government is increasing the funding by \$7.5 million per year for the next two years. So added bonus, and profit so far.
Add shops/offices along bottom, either sell or lease. Again SO Additional bonus
Additional, additional BONUS, is units rates, shop/office rates, and lease from shops/offices, underground parking if build enough to rent out, if not just for units, shops, facilities."

Inappropriate, overscaled, and ill-located. It gives little back to an important and strategically significant main artery of Fremantle and detracts significantly from the existing urban environment. It is a large footprint and surely there are better ways and better places to accommodate this cohort.

I would hazard that it would struggle to pass the SPP 7.0 10 principles assessment in its current state. Specifically, it seems to fail Context and Character, drawing nothing from the deep and rich heritage of Fremantle and responding with a grossly over scaled building form.

Grossly oversized and over budgeted. No public amenities and in no way serves the taxpayers who fund it. Unaesthetic and bad design. Bad decision for an enormous new build when there is excessive amounts of empty commercial space in Fremantle

This should not go ahead, horrendous idea on so many fronts. This amount of money is better spent on other community services, this is a terrible way to spend public resources. It's unsettling and makes me deeply uncomfortable to see this even being contemplated.

I believe this development goes against the expansion of Fremantle as a primary centre of entertainment, living and tourism. It is poorly using important heritage land and is negatively impacting uses around it. Furthermore it does not properly take into account the important connection between the cafe strip and South Fremantle, which is a developing connection of great importance for Fremantle's continued densification.

For emergency services (Ambulance, Police, and Fire Fighters) there is a need for the ability for emergency vehicles to have easy access to major roads, and are not in spaces which will have major congestion.

The Fire Station has Beach St which does not have major congestion to deal with and relatively easy access to Canning Highway and Hampton Road.

South Terrace has significant amounts of foot traffic, street calming and congestion. The easiest access point to Hampton Road would be Wray. This has significant amounts congestion due to traffic, business traffic, and the fact it is a narrow street that buses consistently drive down. These would all be issues that Fremantle Police would contend with when responding to issues that exist outside of Fremantle City centre. This would mean they would arrive at their required locations slower than needed. Also, all if the cars coming in and out could create significant congestion.

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As a resident of Fremantle I understand the need for a fit-for-purpose Police Station in Fremantle. This to my mind does not seem like the best location for Police to support the community.

Absolutely ludicrous to have a police station on that land !! No no no !

An abhorrent way to overspend on luxury when the people who you represent are suffering from a lack of resources. Homelessness, mental illness due to a traumatised, unsupportive society. If even half the projected spend was allocated to projects striving for true social cohesion, there would be no need for such a grand structure or employees in to detain a traumatised society.

Shame, shame, shame.

A building of this size and nature will completely destroy the character of Fremantle and the passage to South Fremantle. The charm of Fremantle is of a seaside town with limestone buildings and tree lined streets. This will detract from that. Further, rather than using any of the many empty buildings in Freo and bringing use back to the unused parts of our city, this will be unnecessary expenditure on developing new buildings.

I am against this proposal.
The building is too big and I am concerned about it affecting the heritage areas, especially the walls etc related to the prison.
It will affect the flow from Freo to south Freo.
It will also affect the aesthetic of that area.
I am also concerned about the cost.

This project should not be built. The last thing that we need in Fremantle is a centre for police to roam around with potential harm to indigenous and folks in need. Please reconsider.

'Please please please put the money it would take to build this instead into funding for homelessness, mental health, public toilets, creative studios, drug and alcohol services, the CAT bus, switching to renewables, or any community services...

A far better use of the space could include:

- 24hour public toilets
- lockers
- public showers
- free wifi
- community meeting spaces
- teal coffee facilities
- short-term/ emergency child minding facilities

The city of Fremantle should be pushing towards community involvement and neutral help and health services available. Over policing won't make people feel like the area is safer.

So many vacant suitable buildings that would save huge amounts of money and resources. Would love to see Freo reactivating more of it's existing empty buildings which form a large part of its charm and essence.

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The scale of this development in this particular space seems ridiculous. If you want to make something that big you need to find a better location for it. That area has so much potential and this development will ruin it. Please reconsider

I do not support this plan. I believe the money would be better spent elsewhere such as helping with the homelessness situation in Fremantle & it's surrounding suburbs.

This looks like a gross misuse of our time and efforts. There is no need for a massive police station at such cost. Could we not adapt the current facilities or utilise some other available pre-existing space in town.

The money used to develop this building would better serve the community if invested in public amenities such as public toilets, cycling infrastructure, public transport facilities, street lights etc. Or better yet, invest it in supporting vulnerable community members - e.g., housing support, mental health/alcohol and other drug services. Let's create safe, supportive, well equipped communities that minimise the need for excessive police presence.

You can't possibly validate the amount of money this build would cost. A conversion of an existing building or perhaps a more modest build, one that conveys trust and respect from the people of Freo rather than one that enrages them, when looking at such a frivolous building and knowing how much that money could have benefitted our society in hundreds of smarter and more urgent ways (homelessness, school teachers, mental health...you know the list). The public servants need a comfortable and efficient working space, just like the rest of us. This blatant overreaching, unnecessarily sparkling new build, is not it.

I would love to see the inclusion of community services in the building plan, such as:
Public toilets, & showers, community meeting spaces, access to tee & coffee,
short-term/emergency child minding facilities (especially considering nearby DoC, library & medicare where parents attend).

I would also ask for mental health support services, for the most vulnerable members of our community, as one of the best ways to reduce crime is to improve the overall standard of living for the most disadvantaged locals. (See Mental disorder prevalence at the gateway to the criminal justice system: <https://www.aic.gov.au/publications/tandi/tandi438>)

Thank you for taking on board the community feedback!

A waste of money and resources, when money can be spent on more important reasons in Fremantle! No one in the community wants this.

'JUST NO
one hundred million dollars, yet "we don't have the budget" Comments thrown at
- homelessness
- mental health
-public toilets
- creative studios
- drug and alcohol services
- the CAT bus
- switching to renewables
ABSOLUTE JOKE

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'This proposed project is completely unnecessary and a waste of resources. There are already an abundance of vacant buildings that can be repurposed.

I would be FAR more supportive of this project if the ground floor of the development (paid for by our tax dollars) had, say;

- 24hour public toilets
- lockers
- public showers
- free wifi
- community meeting spaces
- tea/ coffee facilities
- short-term/ emergency child minding facilities

And perhaps the first floor offered a full range of mental health support services, and the second floor was filled with free services to help the most vulnerable in our society get back on track, etc.

An appalling use of city funding. Our city is is plagued by

In my opinion, the NW half of the building feels out-of-place and doesn't consider the current streetscape character. The chosen materials seem quite prominent and inconsiderate. It would've been beautiful if we could've seen a consideration of the existing for example the historical red bricks from the Old Synagogue. I don't mind the NE half - it has a fluidity on its form that conveys me it will settle down in this site better.

This is a terrible idea which will suck the soul and any sense of community outside of Fremantle. Sure the police station probably needs an upgrade but placing it right in the middle of the pedestrian centre in freo is just going to disrupt what could be a nice area for people to hang out in shops cafes etc. no one wants a giant cop shop across from their morning coffee.

This is awful - this is not what locals want at all. I've lived in Fremantle my whole life and do not want to see this development here. What is wrong with the station on High Street? What a waste of money. We don't want more money invested in policing.

The new building design looks wildly out of place given the heritage of the Fremantle area. If a new police station should be constructed it should really utilise the empty existing structures (such as the woolstores) within the fremantle area, rather than create a new building that doesn't fit in with the location. Police stations should feel at home within the area they are in, in order to create a sense of belonging, rather than standing out.

Don't build this. It would be culturally horrifying.

With an enormous boost to the States profit, you'd think that we would be spending more resources to actually benefit the community. This gargantuan structure in the middle of a heritage area is contradicting the attempt to revitalise an area.

Fremantle can benefit way more from community driven approaches without the necessity of an over the top, police headquarters.

More resources to the community!! It's appalling, a gross overstep of police power and will damage the authentic character buildings in Fremantle. Cops out, people in.

I am in favour of this site for the new Police Station. The fact that it will be visible to the public is a bonus

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The proposed plan for Police Headquarters in Fremantle disregards the desperate need for funding in a number of spaces including mental health, homelessness, the Fremantle cat bus, reconciliation, childcare and small business support. It is obnoxiously large, expensive and unnecessary, especially considering the number of vacant spaces available in Fremantle currently. It also disregards the desperate need for housing in the rental market and overshadows the current beauty and aesthetic of a town historically rich in architecture. I'm ashamed to live in a town that considers this kind of building worthy and representative of such a wonderful community and sincerely hope a more modest, in-tune proposal comes to fruition. One which accommodates to those in need and the variety of crisis currently occurring within our very beautiful town.

I oppose the development of a police headquarters/station using this property. There are so many projects, initiatives, and investments with tax dollars that would benefit residents of the city of Fremantle, surrounding suburbs, and broader community such as those focused on health, particularly mental health, homelessness, families, AOD etc especially with the current cost of living crisis.

Please don't do this, it's a massive eye sore. And the police are scary

As a long term fremantle resident I do not believe this project has been well considered. The negatives are the costs of the building- its large size and prominent location - the absence of using current vacant commercial buildings - the lack of public facilities on offer for tax payer money.

No thanks. What a waste of funds. Not within the centre of Fremantle which has such a community environment.

I believe this proposal will hugely effect the area of Fremantle. Having such a huge, and expensive, HQ built put on south terrace, is an insult to the people of Fremantle. After being told there are no funds for the CAT bus, after having no 24 hour toilets for people experiencing homelessness, after housing crisis and rental crisis, after the distrust of police and police funding, this is where 100 million dollars is going. Fremantle is an area that values community and safety, but this is not the way to do it. This money could be so much better spent, and explore alternative options for the policing HQ. There is absolutely no doubt this will cause a huge outcry. South terrace thrives off its beautiful, small, old buildings, and plonking a massive, expensive, police mansion on it, goes against everything Fremantle stands for and the people of Fremantle work for. I implore the city if Fremantle and police to rethink this decision.

'We already have a police station in Walyalup (Fremantle). We do not need \$100 MILLION spent on a new station.

This community needs SUPPORT SERVICES to address community issues.

Not simply more police control or response to issues that have escalated due to lack of support services and help within the community.

The community doesn't want precious funds spent on a huge, new and EXPENSIVE police station.

The community of Fremantle DESPERATELY needs money spent on services such as:

- The CAT bus (free transport service) SIMPLE but LIFE CHANGING for RESIDENTS (Particularly for those most vulnerable in the community, such as the aged and indigenous folk) as well as visitors/tourists of Fremantle.

If not for the community that LIVES here, then at the very, very VERY least, for tourism revenue for our town.

- public toilets and showers

(We have a massive homelessness problem, now including educated, young persons due to the HOUSING CRISIS)

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- Mental health services
- Drug and alcohol services
- renewable energy sources

If building is to go ahead, THIS SPACE COULD BE USED INSTEAD FOR:

- emergency/short term safety for those experiencing domestic violence and abuse (a safe and secure place to get self and child dependents away from the abuser, and with help to make plans to create a new foundation of stability and safety for the lives of victims of domestic violence, including dependent children).
- medical, mental health or wellbeing services
- child care or Montessori education spaces
- educational training services
- Community meeting spaces

Restaurants, cafes, local businesses and creative studios.

ANYTHING ELSE.

To bring support and vibrancy to our community.

Fremantle does not need this new build for a police station! We need to spend more money on housing options.

Why ruin a good thing???

Proposed police headquarters development - that's a big no from me

Why on earth do you manage to find the funds for a new \$100 million dollar police station but back track on Film studios to bring much MUCH more revenue to WA? No money for homelessness that is so terrible at the moment. No funding for arts? No funding for more cat bus services for Fremantle? No new mental health facilities? public toilets? a hospital that functions? any addiction services? what about if the police station had 24 hr public facilities like beds or showers or toilets access for those who are in dire need of support but are just targeted by police? free wifi for those in need of access? Community spaces for people to meet, yarn, hold discussions? Domestic violence outlets for those fleeing abuse? Support for kids who need emergency short term assistance? WHAT GOOD IS THIS GOING TO BRING considering how racist and vile the police force already is?

The building is excessively big when there are many vacant buildings and shops in Fremantle already.

Congestion caused for the building of this will be a nightmare not to mention all of the noise and pollution it will generate.

There is already a massive police HQ in the city which is only a short distance away so I am unsure why a building of this size needs to be provided?

There needs to be more funding towards social services like drugs and alcohol, homelessness, emergency housing etc in conjunction with a development of this scale. Perhaps if the lower floors of this building offered spaces for these types of facilities to coexist it would make more sense for our local community.

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Massive building, is there any community facilities available (ie: emergency child mining, coffee/tea, lockers, showers, toilets, mental health resources) can this become not just an office space buy a community space where people can be supported and aided in time of need. Are there any other vacant buildings in fremo that could be utilised, heritage brought back to life? Is there a need to build a new huge building?

The plan for the new police headquarters is looking like a huge misdirection of funding. The development is also a waste of resources. Alternatively utulising already existing empty spaces which are plenty in fremantle would not only provide a space for the proposal at 94 south terrace, it would also provide a solution to the problem of empty spaces in waylalup.

Suggestions if 24 public toilets, showers, wifi, safe spaces would make the proposed development a muvh more valuable space to the community.

The proposed space is looking to be like an oversized and imposing structure which creates visual pollution to the area. There must be better designs which can be better integrated into thw scenery.

The size and scale of the design 'overwhelming' and incohesive. The impact of such a voluminous building on South Terrace will be negative and unwelcome, given its proximity to our City Centre, the markets, the Old Jewish synagogue and the residential and retail properties, south of the build. The architectural design suggests 'old fashioned radiator heaters', and perhaps 'cheese graters', in appearance. Whilst development of the area is welcome, it is out of step with Fremantle's 'feel' and will likely collect a derisory moniker.

This is the silliest thing I have ever seen. What an absolute waste of money. Plenty of vacant land elsewhere in fremo if you want a new pig pen.

I wish to state my objection to this current development application. As a current student and former resident of Fremantle, it is disheartening to see so much money allocated to a brand new development when we have countless buildings vacant and available for use. It appears there is no intention to allocate space in this building to community services - mental and public health clinics, training facilities, employment and housing services targeted at those who are financially stricken - all desperately needed and all valuable investments that have been proven to reduce antisocial behaviour and criminal activity. Public servants, such as the police, deserve a reasonable working environment - but not at this cost.

Subject: Opposition to Proposed Police Station on South Terrace, Fremantle

To whom it may concern,

I am writing this letter to express my deep concern and utter disgust regarding the proposed construction of a police station on South Terrace in Fremantle. I firmly believe that this location is entirely unsuitable for such a facility, and I strongly oppose this ill-conceived plan.

First and foremost, South Terrace is a vibrant, historic street that serves as a hub for local businesses, residents, and visitors alike. It embodies the unique character and charm of Fremantle, attracting tourists from around the world. The introduction of a police station in this area would disrupt the cultural ambience and the positive energy that currently thrives. We are trying to connect central Fremantle to South Fremantle - not divide it.

Furthermore, the proposed design for the police station is incompatible with the surrounding architectural landscape. Fremantle is renowned for its distinctive heritage buildings, and the suggested design simply does not harmonize with the existing aesthetic. Erecting a structure that clashes with the surrounding environment would be an eyesore and a disservice to the city's rich architectural heritage.

In addition to the aesthetic concerns, I firmly believe that the decision to build a police station on South Terrace is a wasteful allocation of both time and

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taxpayer money. There are numerous alternative locations that would be better suited for such a facility, taking into account factors such as accessibility, impact on local businesses, and integration with existing infrastructure. By choosing an inappropriate site, valuable resources are being misdirected and squandered.

I implore you to reconsider the proposed plans and continue to engage in open dialogue with the community. I believe it is crucial to explore alternative options that align with the spirit and values of Fremantle. By actively involving local residents, business owners, and heritage preservation experts, we can work together to identify a more suitable location and a design that respects and enhances the unique character of our city.

In conclusion, I strongly urge you to halt the construction of the police station on South Terrace. Let us redirect our efforts towards finding an alternative site that is in line with the community's best interests, respects our rich heritage, and ensures the efficient use of public funds.

Thank you for your attention to this matter. I trust that you will take my concerns seriously and act in the best interest of Fremantle and its residents.

Sincerely,

WE DONT NEED TO SPEND MONEY ON A POLICE STATE! Surely there is a better use for this money and space, it's so disheartening knowing that having a higher police presence is considered the answer and not what we have been asking for since forever but only been heard since the 70s, this is the history wars winning, John Howard lied to us! FUND SCHOOLING, the homeless, organisations that have actual decent and accurate data not an institution that have had MULTIPLE Failed royal commissions, this is so stupid.

1. ADAPTIVE REUSE: I think we should be a City that generally prioritises adaptive reuse over the construction of NEW buildings (wherever appropriate). Especially for Government Buildings. This to both activate vacant spaces, and to save on resources (people, materials, money, planet). We should be leaders in this area (the government should definately be leaders in this area). A big shiny, flashy BRAND NEW building (FOR POLICE USE ONLY) is very un-Fremantle. Marine House would be the perfect site to refurbish into a perfectly excellent police station.

2. COST: \$100 million dollars is unjustifiable for a Police Station - and no doubt this cost will blow out. Seriously, this is not an effective use of public money. I'd raise my eyebrows at tens of millions, but ONE HUNDRED MILLION is beyond outrageous. This is tax payers money. We have citizens eating out of bins. This project should be struck off on this basis alone.

3. FOR THE PEOPLE: Perhaps the development could be repositioned as a PUBLIC SERVICE CENTRE and as well as a police HQ, also contain 24 hours toilets, public showers, lockers, spaces for community meetings, tea and coffee facilities for seniors, free wifi and charging stations... how about (SHOCK) safe, dry spaces for people to sleep? Could ANY of the money be directed to mental health and drug/alcohol services? Something that works towards prevention, and support - rather than punishment? Yes it absolutely could and should be.

4. LOOK AND FEEL: Someone commented to me that the design has a very WHITE MAN WELCOME look and feel. And I tend to agree. Seeing as the police prioritise the locking up of Indigenous people, this building is particularly insensitive to that population. Big, towering, glossy, new... Also insensitive to the incredible Fremantle architecture. I LOVE GOOD ARCHITECTURE and I appreciate that great buildings can make a city - but this huge glossy American-style box (FOR POLICE USE ONLY) is pretty unsympathetic. Nothing we'd be proud of. It's also absolutely over-the-top massive (how many police do we actually have to work in here? It is also a prison?).

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5. ENVIRONMENT: I'm not sure if this building is carbon neutral, or perhaps designed to be an energy producer through integration of renewable energy? Does it use water efficiently, is it built with sustainable materials? In a way this is kind of irrelevant, as the actual construction of the building, the tons of materials needed, and all the resources which will go into the construction will be terrible for the environment, on both a macro and a micro level. As per my point above (adaptive reuse) - there is a better and cheaper way to house these public servants. All new buildings should be evaluated on impact: impact on people, place, look/feel, environment, budget....

Generally it's heartbreaking that the government (and the Council) would celebrate the expenditure of public/ tax-payers money on an enormous Police station (and therefore the Police force, enhancing our shameful position as a Police State), and at the same time have massive social problems gagging for funding, long-term support and decent, human-led solutions. We don't have 24hour public toilets. People are queuing in the Beach Street carpark for free food. Creative people are being forced out of the city. We have reduced, and will cut, the public CAT bus. Our EV charging stations don't work...we need more doctors and nurses, teachers, social workers, aged care, youth services.... It's generally really disappointing for a progressive city that us residents love so, so much. We don't want to be known for being a City that is dominated by an enormous \$100 million dollar police station. We can, and should, do better than that.

To whom it may concern,

I am writing as a concerned resident about the proposed police complex at 92 South Terrace. I am asking that the Council reconsiders the planned building, as it does not properly reflect Fremantle's values of community, sustainability, and creativity.

Bringing a District Police Complex into Fremantle provides an opportunity for Fremantle to again be a leader, this time in quality design. It is an opportunity to do design better, and for the building to be built and designed for our community, rather than simply adjacent to it.

What if the ground floor of this building included 24hr access lockers, public toilets, community rooms, green space to sit in, and artwork by local artists?

I do not believe that the proposed building delivers an 'empathetic and creative response to the historic fabric of Fremantle'. Instead, the proposed building dominates the streetscape. I also share the concerns raised about the fragility of the archeological site that this building is meant to be developed on.

Additionally, I am concerned about the lack of green space in this development. A line of trees facing the street is seen, but these will take many years to grow and are the minimum 'green space' that could be delivered in this project. I think it would be amazing to see this police complex continue to showcase Fremantle's value of sustainability, through a design that prioritises green space. Studies have also shown that green space encourages positive social interactions, cultivating social cohesion. One study even found that "green space may contribute to lower crime risk in neighborhoods."

The proposed building claims that public artwork plays a 'critical role', however, no such artwork can be seen from the exterior of the building. Again, this is an opportunity for Fremantle's creativity to be showcased.

Rather than simply building a police complex that could be built in any Perth suburb, there is an opportunity for the design to reflect Fremantle and its values.

I am asking that the Council passes on the many community concerns to the State Government about this design. I hope that they will fight for a design that accurately represents our Fremantle community.

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I think the building plans look very harsh and lean into a retro brutalism look that I wish would be left in the past. Another big concrete block with some minor details on the outside. I cannot see anything in the plans about how the building has been planned to have a sustainable, low impact on the environment when it is up and running which I think should be a priority for all government buildings planned, if not all planning going ahead. I also think it is a joke to make mention of the site's possible significance to Indigenous Australians without having this fully investigated at this stage of planning. I can't speak to whether they would want to have a say on the planning of a building that will incarcerate them at a higher rate than any one else. There is also mention of community significance and service but no where on these plans are facilities for the community only staff. I think money could be much better spent on actual projects for the community such as increasing sustainable housing and building, supporting struggling community members with rising cost of living as well as mental and physical health services.

This is absolutely not what Freo wants. I am totally against this in the heart of Fremantle. We should be spending our money on movement towards positive change, better care for those experiencing homelessness, children and families, infrastructure to support the people of Fremantle, not police them. I implore you to think towards positive solutions for Fremantle.

'- Not sympathetic to Fremantle's character or the surrounding heritage precinct.

- Four storeys will be imposing next to the historic synagogue on the corner, and have a detrimental impact on the world heritage listed Fremantle Prison, as it's within the listing's buffer area.

- Long, inactive frontage will combine with Fremantle Hospital's dated exterior to make it an even more uninviting walk into the heart of Fremantle.

- Numerous empty buildings that could be adapted for a police station already in Fremantle rather than spending 100 million dollars on a new one.

the proposed development on south terrace, really isn't needed in Fremantle, and the idea of having a HUGE police station in the middle of town isn't great especially when we have so many empty buildings in the city already, why wouldn't an unutilized building be used rather than building a new one? also how many times do we need to move the police stations around, in 10 years' time will it move again?

Poor use of funds

I'd like to express my strong opposition of the proposed plans to build such an unnecessary structure in the heart of Fremantle. Nothing about this monstrosity will aid our community and we have multiple spaces that could be refurbished and renovated for the police.

The new police building for Fremantle is a really important project and there is a lot to consider. I thought about this carefully and constructively as I wanted to try and avoid my immediate knee-jerk reaction in regards to the scale and location which both don't seem right to me. Access would be a key consideration and I think at this first hurdle the design and location fails. Police vehicles in and out of that location at the gateway to the cappuccino strip where lots of pedestrians and families will be heading to the markets or the footy or to a restaurant, seems completely inappropriate and potentially dangerous. Police vehicles then need to navigate through tight Fremantle streets to get to main roads. I would have thought an area near the Woolstores where access to Canning Hwy and Leach Highway would be much easier would be better operationally. Equally I don't think the entrance to Fremantle should be a huge police edifice. It is imposing and is a poor use of space that could be used for public amenity and apartments to address the need for densification and increased residents and will bring more of a community feel to this part of town. With apartments to be built across the road from this location and the footy oval precinct to be redeveloped with community in mind, I would urge a reconsideration. The design of the building itself in terms of its aesthetic I find foreboding and almost intimidating. It would be OK on St Georges Terrace in the city, but not at the entrance to our historic port town. Put it where the old warehouses are on Beach Street or even the East end of High Street. or Queen Victoria Street I support the local police and the great job they do. They deserve a really functional new building that best suits their needs, but, as a Fremantle resident and business owner I don't want the Freo police building in this location. It is not the right spot. Thanks for taking my submission.

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At first, when I first saw it from the top of the plan, I didn't like it straight away. I thought it looked glassy and too modern for Fremantle, But then, after looking at it in more detail, and each side an angle of the plans and specifically reading what each material is made from and the colour, I actually quite like it and from a longevity point of view can understand the materials they are proposing to use.

I think it will blend in very well with the surrounding buildings, and to sum it up I do like it.

Please do not do this

You don't have a budget for the CAT bus but can whip out millions out of your ass for this? How about you spend millions of dollars on solving the housing, cost of living, homelessness, mental health and climate crisis instead???? then this new police station wouldn't even be necessary. Take a look around you. This is taxpayer money, is it such a wild idea to actually improve the lives of them instead of this fuckery??

Fremantle is prime real estate, the developments in this area need to focus on retail, hospitality, arts and culture - not a huge police station. This is an absurd use of space in this area.

Fremantle does not need this.

I do not support the plans for the proposed New District Police complex at 94 South Tce. I don't believe that it reflects the values and needs of the Fremantle community. The proposed plan fails to attend to some of the wider needs and wants of residents of Fremantle and lacks alternate uses for the space that could be used to serve a broader purpose. The opportunity for this kind of development and the funding it would receive can, and should be, used to create a more dynamic space for residents to benefit off of.

Some more functional uses of the space could include 24 hour community access lockers, public bathrooms, free wifi and a space to display local art.

I don't feel that the proposed design affectively integrates Fremantle's rich culture and history in a way that is meaningful and will encourage more of a sense of community. Furthermore, I share concerns around the lack of green space in the development and feel that this could be a real opportunity to push a project that is reflective of a broad community interest in sustainable and economic progression. Both aesthetically and environmentally it feels shortsighted and underdeveloped as an idea.

I think that the vast amount of vacant property in Fremantle is also being very overlooked and that this is an opportunity to look at new ways of filling these spaces.

This kind of funding would be better used to improve Fremantle's culture and liveability in a wider set of areas including free public transport, shared community spaces, investment into the arts and the upholding of Fremantle's already distinctive culture and history.

I'm asking that the council hears the communities many concerns about this project and pushes the project in a direction that more accurately reflects the populations needs.

Freo is a place of art, culture and good vibes. I don't believe paying for a very large and very expensive police station is in freos best interest. perhaps that money could be spent investing in the arts more or small businesses more or mental health services more or teen programs more. How about instead of spending money trying to scare crime away with a big flashy building it's put into preventing it to begin with, because as we all know prevention is better then cure. Food for thought, eat up and remember why you, yes you person reading this, why you love freo.

As a fremantle resident & homeowner, I have real concerns about this building's:

> lack of street frontage / a closed off building in that area

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- > the location's influx of humans - at an already traffic congested area, let alone parking.
- > the impact it will have visually in a tourist & hospitality focused area.

I am also really disappointed a new building is being erected, when there are so many existing empty buildings in more appropriate locations that could be acquired.

This is a stain on our city and a condemnation of its people. It is a sculpture to our neglect and the vested and corrupt interests of this state. Where is our social support? Where is our rehabilitation of criminals and funding towards such initiatives? Where is our social housing and cost of living support? There is not a single legitimate aim of this project relating to solving crime, it is antagonistic, and represents the unscientific and oppressive method of brutally suppressing any segment of the population and community that does not play by the rules - ironically by an unaccountable institution, which holds more in common with an armed gang than a civil service - that is notorious for doing the exact same while being protected from the consequences.

Give our communities hope and support, not the boot.

I have lived in Fremantle for 20 years. This proposed building is obnoxious and destroys the local heritage of such a central location. It is an utter eyesore and very industrial-looking next to the historical charm of the Old Synagogue and Cappuccino Strip. Furthermore, as a police station the building takes up precious real estate for public servants that should be situated outside the very epicentre of Fremantle. This precious space must be reserved for use and enjoyment by citizens and tourists- the actual people of Fremantle.

This development is completely unacceptable. There is an abundance of vacant premises in the Fremantle CBD that could be repurposed for use by the police. How about resources for the homeless? Or mental health facilities? This is an absolute disgrace.

This is an atrocious use of money on a bad idea. So many other things Walyalup needs more than a 100 million dollar police station!

I do NOT support this plan. This funding could be so better off in more vulnerable areas, please do better. This is not what fremantle needs.

Right now Fremantle feels comparatively void; it's become a town full of pop up bars, pop up pastel pink shops and Air BnBs. We don't have the upmarket anymore, the town square is a hub for chain stores. After all the talk of FOMO supporting local community, it's just become a microcosm for relocated government offices in the middle of town. It's got the quick fixes; chemists, burgers, expensive groceries, beer and football. Meanwhile there's long standing local businesses like Junction, Anglicare and the Juicy Beetroot that are struggling to survive. These are the places we need to fund.

So funnelling 100m into a whopping 4 story cop shop that overshadows half the street just feels like a sick joke. We need more community spaces, facilities and groups so we can support one another collectively. We need a hospital that isn't a dank 70s wind-tunnel, a psych ward with holistic long-term strategies. We need less air BnBs and more affordable housing in town so that as locals we have the capacity to check in on one another. The main street should be a place to celebrate community, not celebrate institutionalised power structures.

\$100million spent on this is ludicrous when the issues that police are targeting are not being resolved systemically or justly. This is not a useful expense when our justice and social systems continue to fail us.

This land and budget could be used for so many better things than a gigantic police station. I hope this building could be used for something more productive such as the basic needs of residents and visitors with toilets, free drinking water and necessary services rather than increasing police presence and overshadowing other businesses.

Fremantle needs more community venues! A police station doesnt need to be in the towns centre

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As someone who works in Fremantle this is an absolutely mind boggling decision. There's a million better things that could be done with all that money. Y'all should be ashamed.

I am against this submission due to the fact that our state government cant find money to house the homeless, or assist with the cost of living crisis/ rental crisis. We cant find money to help the vulnerable in our community but yet we can find 100 million for this?

No. No. No. We do not want a big fancy cop shop in freeo

This is getting ridiculous. Why do we need a \$100 million dollars more granted towards the police force when it could go to people in need like the unhoused and more affordable housing and even used to reduce the cost of living for the communities of Perth. Especially in Fremantle? The arts centre of Perth I would say and you're going to scare off any chance of developing and growing the performing arts in WA. Terrible decisions being made every day.

With the lack of services for folks in need, this is the LAST thing that our tax dollars should be spent on. Housing, mental health, NDIS, Medicare etc... This is not it. Do better.

To whom it may concern,
No, please do not build this !
No thank you.
No police station.
Yours sincerely,

I don't want a police station that costs \$100 million in Fremantle.

Absolutely not

Why is this excess plan being prioritised over 'budget concerns' surrounding funding for mental health, homelessness, the CAT bus, drug and alcohol rehabilitation, arts?!

I would be a lot more supportive if the proposal included more community supportive aspects such as free public toilets/showers, lockers, community meeting & 'drop in' spaces, mental health support services.

The new police station project - why does it cost so much? Why does all the tax payers money go to something that I do not think is necessary? There are so many empty buildings, why can the police station not go there? What's wrong with the police station now? Is it too old and not flashy enough? Why isn't our money going to more important things like homelessness or mental health or something that was actually useful like the CAT bus and many other things. Why do we need another police station with better looking offices? I am appalled that something costs that much. I am appalled that not other things are priority. I hate that we don't have a choice and this is happening and that we have absolutely no say.

This building is inappropriate for the city of fremantle. It seems like a prestige building built for scale at a large cost, that is disrespectful to the community. Being a police station it automatically precludes any possible public amenity, as the building type is inherently hostile - as the plans show.

This development is not in keeping with the charm & scale of Fremantle. I think a positive outcome would be using this budget to repurpose some of the beautiful existing buildings throughout Fremantle that currently sit vacant.

Building a police station only reinforced authoritative approach to community social issues.

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If you were to build a community centre that big how would the community respond ? It there accomodation possibilities in there for our vulnerable and homeless?

This is only going to create fear and divide the community. The meaaage to the community is that we need to be controlled and dominated by police. To adhere or risk being locked up.

The building looks brutalist and takes away from the old world charm of Fremantle.

Please pleas for the love of god use your cities already existing community builders and compassion to try something more innovative with this money- there are plenty of very intelligent people in your community who will tell you that apthoritive control is now way to solve social issues

I believe, like a thousand of my fellow residents that this is a terrible use space and resources. Please re think !!

We are owners of Marine House and would like to submit an alternative proposal for the proposed Fremantle Police Station. Please see the attached short paper setting out the concept.

i did submit this in text form earlier today but i noticed without formatting it was hard to read so I now attach it for your reading ease.
thanks

see 6 page Word file.

As a resident on Howard Street I am opposed to the proposed Police Complex Development on South Terrace. The scale and location of the complex will deactivate the walk between central Fremantle and Wray Avenue and potentially reduce foot traffic in this area, thus reducing safety and conviviality within the community.

The proposed development is HUGE, it will alter the community landscape significantly. It is located very close to a lot of residential properties, and very glitsy in its appearance- I am concerned about the amount of high speed police traffic/sirens in our residential area as well as the visual impact of such a large and out of place building in that location.

The reactivation of the Old Synagogue site (which has been a great asset for Fremantle) and the plans for Fremantle Oval would be easily overshadowed by this imposing development.

Part of the delight of Fremantle is being able to move about between lower level more heritage areas, promoting foot traffic and interaction.

This proposed development is very large/tall and would create a barrier to movement between South Terrace and Parry St. Currently the carparking there creates (parking which is required) but also a lovely connection through the carpark, behind the Old Synagogue to the Oval.

The build will be long and difficult on this site.

There is a large are of land in the old Woolstores location which would be much better suited to this project.

I am absolutely in support of better facilities for the police complex but this location does not make sense as a development to connect Fremantle to Wray Ave and South Fremantle. I am very concerned it could alter the Fremantle Landscape and community connection significantly and for the worse.

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I am concerned about the size of this project (space and cost). Is there not some established government buildings that could be used in the meantime (even if just leased). This is a huge commitment of taxpayer money when the community at large are struggling with COL crisis and immediate struggles which these funds could potentially support with?

'It is immediately apparent upon assessing the available plans that the proposed location and concept designs for the police station are woefully misguided, on a range of fronts. This is about on par with the demented and completely uninformed idea to put a film studio on a thin strip of land at Victoria Quay; hemmed in by a port on one side and a train line on the other while abutting a tourism/heritage/entertainment precinct - the mind truly boggles... Thank goodness it was rescinded and moved elsewhere after key members of the screen industry campaigned hard to bring the State Gov to its senses (after a lot of wasted time and effort).

Similarly, this police station is another case of trying to jam a round peg into a square hole:

- Scale completely out of sync with its heritage/entertainment precinct surrounds to dwarf the Synagogue and Norfolk Hotel while also encroaching on/dooming any future development plans for the south end of the historic and iconic Fremantle Oval.
- Contributing absolutely nothing to - even diminishing - Fremantle's singularly unique 'sense of place' (I mean, even an electrical sub station would probably contribute more interest). Separate to the ridiculous scale, the design aesthetics are inconceivably dull, matched only by the dullness of the activity that would take place within the building.
- The destruction of a 150year old convict built wall (I mean, seriously? Frankly, that's criminal - oh the irony!)
- Obviously the site is too small, hence the sky rocketing costs to - yep - jam that round peg into a square hole. And as I recall, this was exactly the same unfolding narrative as the Victoria Quay film studio debacle, whereby there was a brief attempt to throw more money at the project to overcome the insurmountable problems with the site before it was finally conceded unsuitable.
- Diminishing any chance to further entice foot traffic from central Fremantle down South Terrace to the wonderful Wray Ave precinct and beyond to South Fremantle.

Fremantle is a singularly unique destination and the land upon which it sits is finite. The police head quarters does not NEED to be positioned precisely on that site and can fulfil all its duties perfectly well elsewhere. We have to preserve and protect what makes Fremantle special, with intent, or that unique sense of place will be watered down, little by little, until Fremantle one day becomes Subiaco or another forgettable Perth urban centre.

I implore the key decisions makers on this project to start looking for a new location that is better suited for all parties - the police and the community.

Surface parking is an incredible poor use of land I therefore support redeveloping the site into a higher and better use. Surface parking also encourages car dependency which is not good for our cities or our planet.

The scale of the proposed built form is ok given the hospital and the 1960s flats across the road and approved hotel. However, the design is not sympathetic to the important heritage context next door at the Synagogue and more broadly in the area including the prison. I would support this development if it were amended to include a more sympathetic design that fits in better with its highly important surroundings.

Fremantle doesn't need a police palace ... They'll just abuse more locals

Please do not build this. The last thing Fremantle needs is a huge, expensive, ungainly police headquarters right in its centre. The money would be better spent on projects that prioritise community engagement. If a new police station is absolutely necessary, I see no reason why a retrofit of existing buildings would not

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suffice. A police headquarters of this scale would do nothing but counteract the good work that the City of Fremantle has undertaken in recent years to invest in arts and community, choking visitor numbers and encouraging an avoidance of further investment by business owners in the city.

I am a resident of Arundel St, Fremantle and live within 500m of the proposed Police Station Development.

In my opinion, the route into Fremantle, heading north along South Terrace, is one of the key gateways into town center. Passing the hospital building you are greeted with open vista to the FOMO complex and more importantly, some of the key heritage assets that Fremantle offers, being the Fremantle oval through to the tree lined hill before the Fremantle Prison. These assets should be visible and accessible to be valued and not hidden behind a modern administrative building. Fremantle will ultimately lose this value if the development proceeds.

Second, the location is highly undesirable for a large Police building. The corner of South Terrace and Norfolk St is one of the busiest junctions for cars and pedestrians alike. Being a local resident I am fully aware of the regularity of police vehicles that need to leave the town center, often at speed. There are other areas of Fremantle that would highly benefit from 'activation' with development and investment funds.

This is incredibly unnecessary. There are so many vacant office spaces in Freo already, however, if you insist on having a purpose-built facility then at the very least there should be public amenities on the ground floor. Freo needs so much help with drug and alcohol services, mental health services, and other services to help the vulnerable, and building a massive \$100M building for the police is a big F you. With all that has come out around the treatment of Indigenous people in incarceration, you're going to put a police palace in an area with many homeless Indigenous people. Read the room.

we don't need to spend that money on a cop shop when there are many struggling individuals living on the streets in the heart of fremantle

As a project funded by public money the lack of consideration of the community and public amenity is astounding. Noting that a respectful civic presence and extension and connection to the public realm were identified as core to the design's success, what it actually presents is a walled-off fortress offering nothing but a small, glorified carpark space as public benefit to the community.

A 4-star Greenstar rating is hugely disappointing for a government funded project in 2023, especially considering the investment of public funds going into this. Plenty of other government buildings have achieved higher rating - if you can't do this as a government department pouring millions of public funds into this project, then why would any private developments bother to achieve anything greater.

I am concerned with the expansive use of pavers throughout the complex - for what is claimed to be a 'welcoming' space for the public will be made of hard and forceful materials with quite frankly a very conservative use of landscaping. I would expect for this to be pushed further, including the use of permeable paving to support drainage and add more greenery to an otherwise sandstone compound. This should be a demonstration of the city's urban greening strategies - to build what is quite frankly a bulk standard building with a facade that flaunts wealth, the lack of detailed consideration is egregious.

I would also like to point out the People and Design Features section of the Greenstar rating where it states "deliver strong outcomes for indigenous or disadvantaged and under-represented social groups." Where is this in this project? Once again, a paved carpark plaza you seem to believe will be used for 'community events' is simply a joke.

I am also curious why NABERs not an option for this project.

I see issue with the scale next to the old synagogue - I understand creating a connection between the synagogue and the large hospital but the east facing facade seems large in the renders and takes away the beauty of the building which i believed you were trying to 'respect'.

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Ultimately a disappointing and tone-deaf use of public funds that has seen the presentation a mediocre design that sits comfortably within the minimum requirements of everything - a disgusting effort from a government department.

So many better things the money could be used for ie, keeping the cat bus running

I believe this to be poor use of government funds. There is a pre-existing police station already located in Fremantle, disregarding the fact that there are also many vacant properties which can instead be utilised at a much lower cost if the new station is a necessity. Government funding should instead go towards (including but not limited to): affordable housing, mental health services, public transport services, renewable energy development, homeless shelters, free public utilities (showers, toilets, etc.).

This is an absolute monstrosity and should not be allowed to be built. There are FAR better things to be built that could be useful for the entire community. Completely against this proposal.

Hello

I am contacting you to make a complaint about the proposed police station in Fremantle.

This seems like a completely unreasonable place to spend government money in the time of a housing and homelessness crisis.

It is really disappointing to see this decision being made by our representatives. I am disgusted that this is a priority and would like to see a really convincing explanation of why this is considered a good use of \$100 million if this plan is to go ahead.

I am contacting you to ask you not to go ahead with this development and to put the money to better use. We are experiencing a housing crisis, people are suffering and in need of government assistance, I am asking that our decision makers rethink their decision and put this money where it is desperately needed.

This is a bad use of space and will contribute negatively to the vibrant space that is fremantle. This valuable central city space should be used for more engaging community based purposes. Very concerning to see this proposal. Myself and many others strongly advocate for its dismissal.

I do not support this proposed development at all. The proposed budget for this project is absolutely disgraceful, considering all the better things these costs and resources could be allocated to that some how can not be afforded on our budget. I find it despicable that the cost and access to affordable housing, mental health, education, and the cost of living all continue to rise, attributing to the suffering of so many, while our government officials and representatives only think of themselves. This project is not for the people, but a ridiculous waste and spit in the face.

Really disappointed to see this is where money is being spent - so many other areas Freo could use assistance in regarding community support. Sincerely, a long time local.

Cannot believe the government thinks this is a good allocation of funding. This will only do more to widen the gaps of inequality in fremantle, an absolutely abhorrent idea!

To whom it may concern,

It seems completely UNNECESSARY to propose constructing a brand new building for the new police headquarters, when there are so many enormous vacant buildings already sitting there in the heart of Fremantle that could be utilised. Aside from that it seems completely UNCHARACTERISTIC of Fremantle to have a modern eyesore towering over the south terrace and it's beautiful historic charm, which i think is a key part of our city's personality.

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I'd like to hope there's no reason to blow the original budget out by a further 50 MILLION DOLLARS, to build a building that seems to make no sense to most people that live in and work in the area.

Thanks for the consideration.

Hello.

My name is [REDACTED] and I live in freo just right near the hospital and also i suppose very near this new police station that is being planned.

Please dont put that there its big and gross and ugly and unnecessary. It does not fit with the fremantle vibes at all and I would truly hate to see it built.

I am defintey not in favour.

Thanks.

I think this proposal is completely and utterly unnecessary. There is so much vacant property in fremantle that could be repurposed... and even if not, is 100 million dollars really necessary? 100 million:... think about what kind of good you can do for fremantle with that kind of money.

Multiple empty buildings in Fremantle - why not utilise Fremantle culture by occupying one of these buildings and do the necessary renovations?

I think 100m dollars is ridiculous- the money can be spent on a lot more community building things and solve multiple problems facing the Fremantle community.

I do not approve of this. We have a place station that does nothing already. Adding a 100 million dollar station makes no sense.

100 million.. are you kidding? What an absolute overkill and waste of money and resources. There is a pandemic of homelessness, mental health illness, cost of living crisis, and THIS is what you are putting ONE HUNDRED MILLION DOLLARS TOWARDS?! What a slap in the face to the people of Freo.

I am writing to express my strong opposition to the proposed Fremantle District Police Station development, estimated at a cost of \$100 million. As the President of the East Freo Playgroup, I understand the importance of public safety and law enforcement services. However, I believe that the proposed development represents a significant waste of taxpayer money. Furthermore, I would like to propose that if the development proceeds, the ground floor should include several facilities that can benefit the wider community.

Questionable Allocation of Funds

The estimated cost of \$100 million for the Fremantle District Police Station development raises concerns regarding the allocation of taxpayer money. At a time when our community faces various pressing issues, such as rising cost of living, access to education, homelessness, healthcare, and infrastructure development, it is crucial that we prioritise spending in a way that maximises the benefit for the public as a whole. Investing such a significant amount solely in a police station project seems disproportionate and fails to address the holistic needs of our community.

Addressing Community Needs

Rather than solely focusing on constructing a police station, which primarily serves the interests of law enforcement, I propose that the ground floor of the development be designed to include essential amenities that would benefit the entire community. By incorporating facilities such as 24-hour public toilets, lockers, showers, free Wi-Fi, community meeting spaces, and tea/coffee facilities, we can create a multifunctional space that caters to the diverse needs of the public.

a. 24-Hour Public Toilets and Showers: Accessible and clean public restrooms and showers are essential for promoting public health and well-being. By

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including these facilities, we address the needs of homeless individuals, travellers, and those who lack access to such amenities, ultimately enhancing their dignity and quality of life. Homelessness is a pressing issue that requires attention and support from our community.

b. Lockers: Providing secure lockers will be valuable for individuals who require a safe place to store their belongings while attending nearby events or engaging in daily activities. It can also benefit those who commute to work or engage in recreational activities in the area.

c. Free Wi-Fi: In an increasingly connected world, access to the internet is crucial for communication, education, and participation in the digital economy. By offering free Wi-Fi, we bridge the digital divide and provide opportunities for individuals who may not have regular internet access at home.

d. Community Meeting Spaces: By dedicating space within the development for community meetings, workshops, and events, we foster social cohesion and create opportunities for collaboration and engagement. These spaces can be utilised by local organisations, non-profits, and community groups, strengthening our community fabric.

e. Tea/Coffee Facilities: Including tea/coffee facilities in the building promotes a sense of hospitality and encourages interaction among community members. It provides a gathering place for conversations, fostering a stronger sense of community and connection.

f. Short-term/Emergency Child Care: By incorporating a short-term or emergency child care facility, we address a critical need for parents who require temporary child care services due to unexpected circumstances. This provision supports working parents, emergency situations, and families in need, ensuring that they can access vital services without unnecessary burden.

By integrating these amenities, we transform the proposed development into a versatile space that truly benefits the community at large. This approach aligns with our responsibility to ensure public funds are utilised efficiently, addressing immediate community needs while still maintaining the necessary law enforcement infrastructure.

I somewhat understand the proposal for a police headquarters. But this is not the place at all. In my opinion this massive building would ruin the lovely small feel that fremantle is special for. Also, I would think having it inland in between fremantle and Perth. (Or in Perth being the capital) would make more sense. I'm not against the building it's just the wrong place for it. Thank you

An absolute eyesore. I completely reject the proposal. Use existing infrastructure. Foster community, not a police surveillance city, spend the money in NEEDED areas such as community engagement, at risk support and mental health funding

Uncharacteristic and unnecessary in every sense. We do not want or need this ugly building in our charming and beautiful city of Fremantle. A complete waste of taxpayers money. \$100,000,000?! You have got to be joking! There are so many other things we could spend that money on that would actually benefit the community of Fremantle.

To whom it may concern,

I have grown up in Fremantle and now work within the city and live in the surrounds. Our beautiful, bustling city has so many wonderful attractions and embodies the value of community.

This development goes firmly against the values of the community.

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One of the largest issues the City of Fremantle has faced over the past years is vacant buildings and shops. We have so many buildings in this city that could be utilised for this purpose.

Furthermore, do we really want a large police station looming over our city?

I don't believe it is in the best interest of our city to move ahead with this proposal. The building in the proposal is not welcoming and It reinforces that police presence is very much alive in Fremantle, and with that comes taking a punitive approach to our citizens.

We have a diverse range of people that live in Fremantle, and many who are vulnerable and street present. What these people need is not a huge new police station looming over them, but money put into community safety and programs that are approachable.

Lastly, If this new building is to go ahead let's make it more community friendly please. Not a building with an iron force gate to shut the public out. We need to be building community back up.

No thanks :)

NO

I do not want them to make the development. Build it outside of Fremantle town.

Just no

I went to university in Fremantle. This will destroy the aesthetics and vibe of the Fremantle atmosphere and it's history.

Please don't proceed with the new police station plan. It will destroy the community.

Government money needs to be applied to the ground roots. Not high rises when there are so many available heritage buildings in our town.

I am not interested in having such a building in my city. Spend that money on the homeless situation we have, affordable rents ECT. Fremantle has so many issues which will not be fixed by the police having a massive building. Some of my worst experiences are with the Fremantle police. Give them some mental health training before building them a palace. Surely they can use some of the vacant buildings that are all over Fremantle? Surely some of that money can be used to help fill those buildings?

The proposed building is too large and does not suit the aesthetic of Fremantle. Putting a police station in the Center of Fremantle is a poor use of prime realestate and would be more financially viable elsewhere

The proposed building is ugly and not in keeping with local architecture. It's also is a ridiculous location and will destroy the Freo vibe in this spot

I make this submission on the new police building and object to it for the following reasons,

1. The height and scale are out of keeping with the heritage area that it is to be built in.
2. The street scape will not be activated along this stretch of South Terrace.
3. A Heritage wall is to be partly demolished so that police cars can access the building. This is totally unacceptable when we have so little heritage walls left in Fremantle.
4. The building makes the future use of the historic Fremantle oval development compromised.

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5. 100 million dollars seems like an enormous amount of money when there are so many more pressing issues in Fremantle at the moment.
6. Marine House is sitting vacant in central Fremantle and could be converted for a much smaller amount of money
7. I personally don't like the design. Out of keeping, wrong place..

We are owners of Marine House and would like to submit an alternative proposal for the proposed Fremantle Police Station. Please see the attached short paper setting out the concept.

As a devotee of Fremantle I am very concerned about the impact of this project on the City. Firstly, the location for this large new building makes it a serious barrier to the free flow of pedestrians from the Fremantle Oval revitalisation through to South Terrace, and destroys any hope of activating that critical strip of the road between the Cappuccino Strip and the Wray Avenue precinct. Secondly, the design of the building makes no attempt to respect its surroundings. I am entirely comfortable with contemporary architecture in Fremantle - I applaud it, in fact - but this proposed building looms over its Old Synagogue heritage neighbour as though it's barely aware of the precious built environment it's been dropped into. In my view, the police station would be far better in its originally proposed location in Cantonment St, but if this site is to be forced on the City, the design needs to be significantly revisited to respond far more respectfully to its location.

This is the wrong place for a police building. This is the wrong place for a building of this size. It will dominate Fremantle and change the character and spirit of the main thoroughfare.

'If you are shocked and need ideas for your submission, here is mine:

We already have a police station in Walyalup (Fremantle). We do not need \$100 MILLION spent on a new station.

This community needs SUPPORT SERVICES to address community issues.

Not simply more police control or response to issues that have escalated due to lack of support services and help within the community.

The community doesn't want precious funds spent on a huge, new and EXPENSIVE police station.

The community of Fremantle DESPERATELY needs money spent on services such as:

- The CAT bus (free transport service) SIMPLE but LIFE CHANGING for RESIDENTS (Particularly for those most vulnerable in the community, such as the aged and indigenous folk) as well as visitors/tourists of Fremantle.

If not for the well-being of the community that LIVES here, then at the very, very VERY least, to aid in tourism and it's town revenue.

- public toilets and showers
(We have a massive homelessness problem, now worsening due to the HOUSING CRISIS)

- Mental health services

-Drug and alcohol services

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- renewable energy sources

If building is to go ahead, THIS SPACE COULD BE USED INSTEAD FOR:

- emergency/short term safety for those experiencing domestic violence and abuse (a safe and secure place to get self and child dependents away from the abuser, and with help to make plans to create a new foundation of stability and safety for the lives of victims of domestic violence, including dependent children).

- medical, mental health or wellbeing services

- child care or Montessori education spaces

- educational training services

- Community meeting spaces

Restaurants, cafes, local businesses and creative studios.

ANYTHING ELSE.

To bring support and vibrancy to our community.

I'm a 35 year old professional, and I live and work in Fremantle - have done for the last 10 years. Many of my clients are nightclubs, bars and restaurants in Fremantle, all of whom I've spoken with about these plans. Although there is a desire from most people to see a station (stay) in town, the general consensus is that the proposed location isn't suitable, the size isn't useful and the architectural design doesn't actually serve the public.

Location-wise, placing a looming station at the entrance to town feels overbearing and unwelcoming; it means for police to access issues that happen in Fremantle (proper), police will need to scream through a major intersection and an important pedestrian footfall area - where The Old Synagogue, The Norfolk and the Freo Markets meet. It's one of the busiest places in town - surely from an access and safety perspective, this isn't the best place for the station.

Losing a public parking lot is also a shame. Personally, I'd like to see an old building reinstated and reused for the station; Marine House feels like a good fit, as do some of the warehouses down near Officeworks.

Do large stations serve the public better than smaller, more localised stations? My experience running large scale public events in Fremantle has taught me that we often only have 2-4 officers rostered on to care for the Freo community (I'm talking off-peak). When there's been issues at events that have required police assistance (members of the public becoming violent or posing as a threat to the safety of children) I've had a hard time getting police on site as the rostering serves a very large area (Fremantle, Hamilton Hill, and areas further South). With this new station, will more resources be dedicated to Fremantle, or will our small, pedestrian-focussed community that relies on footfall be a depot for police officers destined for the outer suburbs?

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Moving to the design of the building - I find the architectural rationale particularly lacklustre, almost bordering on offensive. Police are, first and foremost, public servants; yet the design rationale barely touches on the needs of the community, glossing over the human aspect, delving into "archi speak" and leaning heavily on the lack of upkeep/maintenance requirements.

To better serve the people of Fremantle, a rationale that considers the needs of the people that live here would have been much more appropriate. Some examples might be;

- How can the public feel safer in town and in the presence of police? Might a green space or public park have been a good integration so parents can stop by and kids can play? It would also be a great spot for community outreach activities (by police).
- Fremantle DESPERATELY lacks public amenities. As a major public servant depot, I'd expect the provision of several nice 24/7 public toilets, showers and free lockers - so that people sleeping rough (approx 100 people in Fremantle) and visitors to town might store their gear safely, with the help of public servants. Great piece of positive PR for police too (we care, we help, we're safe).
- I'm sure you'll hear this a lot, but the design looms over town. It's too big. The annex is redundant. It's fundamentally ugly.
- A solar-powered building with green /living walls would be so interesting to see. Political nightmare from a public spending point of view, but so is this monstrosity.

Finally, I'd like to understand the economic impact of this particular location on the City. Will WAPOL pay council rates? What happens to offset the loss of parking income? We all know the CoF relies heavily on parking income in the absence of adequate rate-payers (and thanks to our friends at Notre Dame). I can't help but think this location will hit Freo twice, and hard.

In closing: we should have been consulted. This is such a disappointing decision made by the State (I understand this feedback is in vain, and yet, here I am!) The Fremantle community *should* be thrilled about a new station and more money being spent on safety, but the gaps in planning, consultation and community needs' consideration are just so vast.

There are so many amazing building in Freo that sit vacant and preserve our city's rich history and port vibes. Why build a NEW building that looks like a casino instead of bringing back life to an exisiting building. I strongly object against this development as someone who lives, works and plays in the City of Fremantle !

'My main concerns:

- lack of green space, design is too authoritarian, may set a tone that fremantle NEEDS police protection all the time. It would be good to see some public space incorporated:

- A safe area for all people to rest
- 24/7 Public toilets

- valuable land: transparency in what the council receives financially for this project. Is this the best way for Fremantle council to gain revenue from a long term perspective?

- is there a plan to create alternative parking spaces elsewhere? As a business owner, we already have a tough time getting customers into town due to paid parking requirements. Now lack of parking AND paid may hinder us further.

'I am deeply disturbed by this proposal and ask that the Council reject it wholeheartedly. I list my reasons why in dot point:

- + the aesthetic of building is ridiculous. As someone said, it looks like it's off to Mardi Gras.
- + the loss of a section of a convict built wall is shameful.

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- + the building looks imposing and scary, and will only feed the fear that people experience when interacting with police.
- + the site sits at an important juncture between central Fremantle and South Fremantle. This building will prevent these two nodes connecting in a meaningful way. This site should be an attractive pedestrian dominated promenade, not an entry point for police cars.
- + the oval precinct should be better connected with the broader city. This development prevents that ever happening.
- + there are plenty of more suitable sites for this development in Fremantle. Think the east end or near the railway line.

That's all for now. I ask you to please know this back.

The proposed development in its current form is not supportable.

There are five main issues:

1. Too much of the bulk of the building is sitting too close to the heritage-listed Synagogue.
2. The loss of large parts of the convict-built heritage wall is not acceptable
3. The poor activation and passive surveillance of South Tce
4. Traffic issues including emergency vehicles exiting onto a busy road that is heavily used by cyclists and pedestrians and the proposed turn right lane impacting cycling infrastructure.
5. Sustainable design underwhelming 4 star

A brief explanation of each of the above issues is provided below:

Building bulk is too close to the heritage-listed Synagogue

The impact on the Synagogue is not moderate as stated but instead is significant. Too much of the bulk of the building is sitting too close to the heritage-listed Synagogue. This height and bulk needs to be pushed south so the building is staggered towards the hospital site. Additionally, the imposing and non-functional architecture on the south side should be removed.

If the development focused more of its bulk and height to the southern end of the development and lowered its height and bulk on the northern end it would be more acceptable.

Heritage Walls

This proposed development is in the World Heritage buffer zone of the Fremantle Prison. This is the only built world heritage in Western Australia and what occurs in its buffer zone should be considered and sympathetic.

Its world heritage status is due to it being part of a wider convict establishment. However, convict-built walls will be demolished to create entrance and egress for police vehicles at the southern end of the site and to create the piazza at the northern end. This is unacceptable. Better collaboration with the Fremantle Hospital should have enabled use of their access road to avoid unnecessary duplication and heritage damage.

Activation of South Tce

Fremantle needs South Tce to be better activated from the markets to Wray Ave. The purpose and design of this building - a high-security building with one modest public entrance and otherwise walled-off - inhibits and prevents any activation.

Traffic issues

Emergency vehicles will be exiting onto a busy road that is heavily used by cyclists and pedestrians. This is not a good or safe outcome.

Furthermore, the proposed right turn lane that is illustrated on page 309 of supplementary documents will have a negative impact on pedestrian and cycling

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safety. If this were to go ahead there is a chance that existing cycling lanes would need to be narrowed, rather than widened into fully protected lanes as needs to happen.

Sustainable design underwhelming 4 star

The development project documentation has demonstrated credits of only 21% of available Green Star credits and has therefore only met the requirement for a 4star rating which is underwhelming and not the kind of leadership we would expect from a government building. I acknowledge that there are a further 14% expected to be documented by the design team and 4% which require further design progression or contractor appointment to confirm.

I would hope that Green Star credits of at least 50%, with a solid 5star rating, would be a minimum requirement of any development approval.

Conclusion

Fundamentally this proposed development is the wrong location and is undermining an integrated development of Fremantle Oval that better connects with and activated South Tce.

It would be better located in another part of Fremantle without all of the constraints and issues listed above.

Please do not build this monstrosity and ruin the look of beautiful Fremantle. There are so many old buildings already in Freo waiting to be repurposed, please think about using one of them instead

I am concerned that the dimensions and facade of planned building does not suit the streetscape particularly well but I understand the need for the premises to be functional and perhaps this is the best that can be done (unless there is a chance of lowering the western face a little or making it less 'box-like'. However, I am very dismayed about the likelihood that some of the convict-built wall along South Terrace will be removed. I STRONGLY urge reconsideration of ANY removal or destruction of this wall, please, because once more of this unique and historical limestone structure is removed, it is gone forever. It may seem trivial but for many of us who walk or cycle along South Terrace, there is considerable pleasure in seeing this wall and imagining its history - surely it would be possible to build the new complex without further destroying our irretrievable heritage, please.

To Whom It May Concern,

I feel the proposal for the new Police complex at 94 South Terrace in Fremantle has a bulk that will overwhelm the heritage landscape nearby. This could be made less obvious by lowering the West end of the complex.

The site was once the Pensioner's Barracks [Built 1851 & added to 1857] before they were used as a temporary base hospital during the World War; which was then possibly relocated to South Beach near the Hydrodome in the 1950s.

(See Figure 1 [page 3]; The Archaeology of the Convict System in Western Australia by Martin Gibbs;

https://www.asha.org.au/pdf/australasian_historical_archaeology/19_04_Gibbs.pdf and "Pensioner Barracks"

<https://fremantlestuff.info/buildings/pensionerbarracks.html>)

As the Warder's Cottages have now been redeveloped it is important that an archaeological survey be done of the Pensioner's Barracks site once the present car park is scraped away.

The existing Convict Wall on South Terrace must be preserved at all costs as chunks of it have been cut away each time a development took place.

Further References and Links

Campbell, Robin McKellar 2010, Building the Fremantle Convict Establishment, PhD, UWA (Faculty of Architecture). Available online to download (not from this

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site) as a 40MB PDF.

Campbell, R.McK. 2017, Henderson & Coy, privately published in association with the Faculty of Architecture, UWA.

It's too big, too expensive, ugly, a waste of prime real estate, and not in keeping with anything about Fremantle -despite being proposed for the entrance to Fremantle, and to serve the Fremantle Community.

This building is totally overbearing and ruins the entrance to Fremantle, just as South Fremantle is becoming busy and full of life. Instead of creating some kind of continuation with South Fremantle, to build an ugly, overbearing, huuuuge, police station on such prime real estate seems like such a shame. The building itself has no engagement with the public and is a complete waste of tax payers money considering Fremantle is FULL of empty buildings that would be much less overbearing, much more sympathetic to the surrounding architecture and a better use of space and tax payer money. Typical of the police to feel like its appropriate to waste money on a building that does nothing to reach out to the local people or has any sympathy with the local architecture or culture of the community they are meant to be servicing.

The proposed location on south terrace is completely inappropriate for a huge looming police precinct. The hospital already places a large physical and visual barrier between fremantle and the transition into south fremantle, and that area desperately needs more flow and coherence, more publicly usable space. The football oval is an important part of the community and there is an opportunity to use that land to better integrate that area into south terrace with shops, cafes etc rather than dividing it off with a huge private building, allowing connection between the markets, fomo area and wray ave. Fremantle Port and surrounding areas are full of large unused or under used buildings that could be refitted to serve as a police station, without dominating the central area of town, or requiring an entirely new, extravagantly large new precinct to be built on prime land that has previously been available to the community. The redevelopment of the football oval, and the revitalisation since the introduction of AFLW games at the oval, is a perfect time to make better use of that location for the good of the whole community, rather than building a barrier between the people of fremantle and the town. The presence of police in a community should be one of quiet background support, not an imposing fortress as soon as you enter the CBD. Having the police presence be an enormous building leaning over pubs, sports venues and the hospital feels intimidating and inappropriate to Fremantles spirit. There is absolutely no reason for such a central and integral piece of land to be taken out of public use for a building that could much more appropriately be put somewhere else. Fremantle is beginning to feel like an interesting place to be again after years of stagnation and there is an opportunity for new venues, spaces and shops that better match the identity of the city, rather than blocking out an area from use by the public.

It is extremely important we preserve as much of the character of inner Fremantle as possible!! a Development of this scale and size is NOT appropriate for this site so close to the inner City. The unnecessary HOSPITAL HEIGHT always been a blight on the HERITAGE Landscape, indeed can be seen from halfway to Rottnest - this building even higher!!! I have no objection to Police Headquarters just not in this spot - TO HIGH, TO LARGE for this area!!

'I am a local Architect and have lived and worked in Fremantle for 30+ years, I also live in White Gum Valley just up Wray avenue and pass by this site multiple times almost every day of the week, and do believe this development will have a significant impact on the built environment of Fremantle.

I would like to lodge my strong objection to the proposal on multiple grounds, as follows;

- The selection of the site for a large police station is not good for Fremantle's urban design given the following;

- this site is part of the gateway into Fremantle from South Fremantle, White Gum Valley, Beaconsfield, Hilton, Hamilton Hill etc.. on the very popular and well used south terrace. Not to mention the feeder major arterial connection from South st for the bulk of Perth's southern suburbs.

- This will greatly increase the 'dead zone' already created by the hospital and effectively help sever South Fremantle from Fremantle centre.

My understanding was that FCC were re-designing the oval precinct to link this part of south terrace, the oval area and heritage site to ACTIVATE it and provide greater and improved connectivity, replacing this 'ideal' outcome with a commercial facility that has no social engagement feels wrong, and a huge lost opportunity of a potentially linking via publicly interactive development/s. This should be part of a consider workshopped structure plan resolution!

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- A police station will effectively DEACTIVATE this area, and do fear for the proposed hotel site on the other side of the road. Not sure if this would want to be opposite police station hence may remain vacant.
- The site surely is inappropriate from a traffic perspective – police cars coming and going and rushing in this zone feels dangerous and far from ideal.
- Would suggest such a facility shouldn't be in such a key inner urban fabric location, outer edges of Fremantle would be much more logical.
- Disappointed about lack of public consultation in selection of this site, or the development of the design proposal
- The size and mass of the building seems inappropriate for this location, being 4 to 5 storeys may refer to the hospital but not to Fremantle, or the synagogue.
- Why does this need to be such a major facility? again I would think it is likely to cause traffic issues in a problem spot
- The design proposal is totally overbearing of the newly formed and highly successful synagogue development (this style of people focused development would ideally best be extended, this proposal effectively terminates Freo for a few 100 meters if you include the hospital.
- The design proposal bears no stylistic reference or scale breakdown to stitch in with Fremantle, it talks instead to the commercial scale of the Hospital and Arundel flats, both of which are not highly regarded buildings in form or scale.
- RE context streetscape page – I don't see how this scheme reflects the streetscape, the verticality of architectural elements doesn't seem sympathetic to its environment at all, or to the streetscape photographs, e.g. 5 storey entrance element?

In summary I feel this is very much a case of 'the wrong building in the wrong spot' and sincerely hope it is not too late to save this site for a more appropriate and considered development, and suggest it would be much better to seek an alternate location for a new Fremantle police station.

This site and surrounding area should be part of a greater structure plan that looks at the whole Fremantle picture to positively contribute to connecting Fremantle to its world heritage sites and its southern suburbs, both immediate and the greater southern region, and not effectively give away what could be a key site to help achieve this.

This application should be comprehensively refused..

A Police Station on this site is an inappropriate use in the heart of the Markets Precinct. The bulk and scale overwhelms the important heritage buildings on every corner opposite, the Norfolk Hotel, the Scots church and the Technical College.

Equally inappropriate is to put a building which could be anywhere and will generate a lot of traffic on one of the busiest corners in Fremantle.

The building design has no connection to Fremantle. It adds nothing and takes away the friendly atmosphere of one of the liveliest corners of Fremantle.

Why did the government sell the old Police facility on Henderson Street instead of restoring it and upgrading it for modern uses. Poor decision making, and out of touch with the Fremantle Community.

'Dear City of Fremantle,

I would oppose the proposed development on 94 South Tce for the Fremantle Police District Complex on the following grounds:

- The development is not in keeping with the heritage buildings adjacent to the site including the recently refurbished Old Synagogue building, the Norfolk Hotel opposite, the football stadium and Fremantle Prison behind, or with the Fremantle Markets, Scots Presbyterian Church and other historical buildings nearby.
- The proposed development is too large for the site and will obscure much of the surroundings.
- The proposed use for the site as a police station would not create any public amenity or enjoyment of the site and as such it seems an excessive use of public money for which the community will receive largely no benefit.
- A building of this size in this location would be far more acceptable if it were to be used for construction of a theatre, public gallery, indigenous arts centre or some other purpose which provided an economic and social return to the community.

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- A police station would be far better suited to the Marine House building on 1 Essex Street which is currently unoccupied and has been recently refurbished.

As someone who comes from a real estate/development family and having lived and worked in Fremantle all of my life I would strongly urge the City of Fremantle to reconsider its approval for the proposed development.

Yours sincerely,

The proposed Fremantle Police Complex development is too large for South Terrace. It will dominate the skyline and dwarf existing buildings that give Fremantle its character.

From the plans it looks like a well designed and attractive modern building but South Terrace is not the place for it.

I also have questions about why such a large complex is needed in Fremantle.

I strongly oppose this.

The budget and scale of this building is completely inappropriate.

This money would be better spent re-purposing one of the vacant buildings in Fremantle such as Marine House.

The proposed design is jarring next to Fremantle Hospital. There are many existing buildings in Fremantle that could be suitable alternatives.

I am writing to express my concern at the proposed new police headquarters for Fremantle.

The convict built wall on the street frontage is of great importance and must be retained in its entirety. Too much of it has been lost already.

The hospital was a disaster in terms of planning and streetscape. It should not be used as a precedent for another massively over scaled and bulky development.

Its proximity to the world heritage listed Fremantle Prison makes it doubly important that it be kept to a height and scale that does not dominate the prison precinct. If it really needs to be this big then another site should be found.

I don't think that this structure belongs in Fremantle. It will ruin the culture and easy going vibe of Fremantle, deterring foot traffic of people who would boost the economy and liven the city.

In the context of previously living in Fremantle for years and returning later this year due to buying an apartment in Fremantle I make this submission.

Cities and towns draw-in and release people through specific spaces. These spaces become portals of imagination, hope, reflection and release. Even now, past experiences of moving between Fremantle and South Fremantle, through the gateway of South Tce, fills my chest deeply. However, that breath is lost instantly when thoughts come to me of the proposed New District Police Complex (Coplex). It is so big it crushes and at the same time, trivial relative to the needs of the community. It is a monument to power passed into the machine which is built to react and cauterise. In its place, a flower bed maintained and adored would benefit the community more.

In his book "Humankind: A Hopeful History", Rutger Bregman, notices that a consistent effect found within sociology and anthropology, our history, relates to what we expect of people. When we expect people to behave poorly, selfishly and with malice, and further, when we systematise that expectation, you will end

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up with people acting towards such expectation. When you lay the ground for vice, you will reap vice. Equally, if our expectations of people invert to the sunny side, again we will have people meeting those expectations. When you throw the systemised vanguard of punitive justice, the Coplex, at the entrance to a wild, rambunctious, safe and welcoming city, you are concreting your expectations in place for decades. You will reap what is sowed. In its place, a flower bed maintained and adored would benefit the community more.

Scarcity is artificially built into societies. What we need to provide place and space to all of us exists here, in our communities already. The resources we need to house our community, to feed our people, to support them during difficult times and make them smile wider than they thought possible when they woke up that morning are there, available. The Golden Walls of Coplex show the wealth of our people. It is about to be baked into the walls, the cells, the surveillance technology and imbued into the already powerful force of state-sanctioned violence. Once those resources are converted into stone and flesh, they're gone. In its place, a flower bed maintained and adored would benefit the community more.

You might like cops. I don't. Instead of Coplex, in its place, a flower bed maintained and adored would benefit the community more.

I am lived around Fremantle all my life and worked at Fremantle hospital for 17yrs. I walk home from the hospital and choose a variety of routes that take me past Fremantle's historic buildings and streetscapes. Most days this takes me past the remains of the wall. Such places are rare now in WA. The convict-built walls are emblematic of Fremantle and their preservation should be required when new developments are approved. They have gradually been demolished or part removed over the years when they are "in the way" of new buildings. In the case of this police complex they could be preserved since there is already an access section in the wall which should not be enlarged. There is also a road between the hospital and the police building which might provide access to the rear of the building. Opening up the area around the Old Synagogue is not reason enough to remove more of the wall. The current view once inside the existing opening in the old wall is wide and expansive. The current life of modern buildings seems to be 50-70yrs, even public buildings. (Remember the Perth Council building which narrowly escaped demolition when only about 50yrs old). The wall will outlast this building and so should be prioritised. Once gone, it cannot be rebuilt.

The design of this building is too large for this site. It matches the Hospital and spreads the tall wall of buildings along the Terrace and unfortunately diminishes the Old Synagogue. Because it is a very ordinary design it will, in my opinion, take away the opportunity for a smaller scale and superior design for the site.

Submission from The Fremantle Society on Fremantle District Police Complex DAP005/23

July 21, 2023 by John Dowson

Need for a new police complex: The Fremantle Society agrees that a new police complex is needed for Fremantle but argues that the site chosen is highly problematic given its heritage values, the totally insensitive design put forward, and poor access to the wider district by police vehicles from the complex.

Respectful Civic Presence and Rejuvenating Fremantle: The architectural design vision elaborated at 7.0 states that the project will 'provide a respectful civic presence' that builds on a 'continuing contribution to rejuvenating Fremantle.'

Firstly, there is nothing respectful in the massive glass fronted building, alien to anything nearby. The rejuvenation of Fremantle by the State Government has been notable for the disrespectful and low quality projects inflicted on Fremantle – notably the hideous \$100 million Main Roads truck intersection at High Street and Stirling Highway, the ill-proposed and aborted \$100 million film studio idea for Victoria Quay which wasted millions of dollars and years of people's time, the ruination of King's Square with the building of an unnecessary administration building that has left the council heavily in debt - and which has drawn

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condemnation from two former Premiers (Barnett and Lawrence), a former deputy Premier David Parker, former Fremantle MP John Troy and a recent Local Government Minister.

It is specious nonsense for the project architects to claim their design will 'Deliver an empathetic and creative response to the historic fabric of Fremantle.' It subsumes that fabric with a building overly large, alien, and impermeable in design – a blank façade to South Terrace.

As local architect Carl Payne wrote to the Fremantle Society: 'If such a building needs to turn its back to the street and to the community, it probably doesn't belong where it is currently proposed to be'.

In 2005 Fremantle Council spent \$30,000 getting plans drawn up for the site for possible future development, but they were thrown in the bin when it was pointed out they paid no respect to the heritage of the site and surroundings. Here we are 18 years later with the same problem- a massive box planted in the buffer zone of the World Heritage Prison showing no respect for the scale and heritage of the world famous area.

The fact that nearby are serious mistakes from the 1970s in terms of bulk and scale: Fremantle Hospital and Arundel Flats, is not a reason to use them as a precedent for this proposal. They are aberrations, not precedents.

Previously the police occupied a similar sized site on Henderson Street where they could have stayed and spent the \$20 million estimated to deal with asbestos issues and upgrade their facilities. Instead, they seek to spend \$87 million destroying what their own document states to be a site 'requiring an exceptional building located within a unique Fremantle historic setting.'

Percent for Art, Interpretation and Engagement: It is noted that contact with the Aboriginal community has been made for this project on land of international colonial significance, but neither the Fremantle Society, nor any local heritage or historical expert has been contacted that we are aware of. The Fremantle History Society is listed as a group involved in early meetings about the project, but they deny they were ever engaged.

Heritage Wall: The remnants of the boundary wall of the Convict Establishment are highly significant and must not be damaged for this insensitively located project. The proposal to demolish a 12m section and 7.5m section of wall is inappropriate. As SDRP notes (p27): 'The Precinct has obtained World Heritage Listing due to the completeness of the convict-built structures, including the walls.'

Archaeology: If this dystopian proposal proceeds, the archaeology of the site must be respected as being of very high significance, given its former use for so long by so many groups. As the Heritage Council notes (p26 of 29): 'The proposal requires excavation of the site to a depth of 3 meters, which will have an irreversible impact on remaining archaeological evidence.' Adequate time and resources will be needed to allow thorough investigation, and planning undertaken to deal with significant objects found.

Conclusion: The State Government has deliberately not consulted the local expert heritage group The Fremantle Society, which has been in operation for over 50 years, and it should. The Fremantle Society for decades has worked on this site and this area, and in 2005 released a report on this specific site: 'The Future is in the Past.'

In the Development Assessment Panel Planning Report dated May 2023, it is evident from the State Design Review Panel meetings of their concern for the appropriateness of the proposed building in such an important heritage area. Those concerns have not been addressed.

Given the State Government's poor track record in Fremantle with development, this project should be suspended, and a better site found that will be part of

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appropriate and sensitive development for this heritage city of international significance.

John Dowson
President
The Fremantle Society
21 July 2023

Submission on Proposed Fremantle Police Complex



The proposed development in its current form is not supportable.

There are five main issues:

1. Too much of the bulk of the building is sitting too close to the heritage-listed Synagogue.
2. The loss of large parts of the convict-built heritage wall is not acceptable
3. The poor activation and passive surveillance of South Tce
4. Traffic issues including emergency vehicles exiting onto a busy road that is heavily used by cyclists and pedestrians and the proposed turn right lane impacting cycling infrastructure.
5. Sustainable design underwhelming 4 star

A brief explanation of each of the above issues is provided below:

Building bulk is too close to the heritage-listed Synagogue

The impact on the Synagogue is not moderate as stated but instead is significant. Too much of the bulk of the building is sitting too close to the heritage-listed Synagogue. This height and bulk needs to be pushed south so the building is staggered towards the hospital site. Additionally, the imposing and non-functional architecture on the south side should be removed.

If the development focused more of its bulk and height to the southern end of the development and lowered its height and bulk on the northern end it would be more acceptable.



View of Fremantle Synagogue from Parry Street. Griffiths Architects May 2022



Render of the above image from Parry Street shows the building will have a moderate impact on this view. Cox Architects June 2022

Heritage Walls

This proposed development is in the World Heritage buffer zone of the Fremantle Prison. This is the only built world heritage in Western Australia and what occurs in its buffer zone should be considered and sympathetic.

Its world heritage status is due to it being part of a wider convict establishment. However, convict-built walls will be demolished to create entrance and egress for police vehicles at the southern end of the site and to create the piazza at the northern end. This is unacceptable. Better collaboration with the Fremantle Hospital should have enabled use of their access road to avoid unnecessary duplication and heritage damage.

Activation of South Tce

Fremantle needs South Tce to be better activated from the markets to Wray Ave. The purpose and design of this building - a high-security building with one modest public entrance and otherwise walled-off - inhibits and prevents any activation.

Traffic issues

Emergency vehicles will be exiting onto a busy road that is heavily used by cyclists and pedestrians. This is not a good or safe outcome.

Furthermore, the proposed right turn lane that is illustrated on page 309 of supplementary documents will have a negative impact on pedestrian and cycling safety. If this were to go ahead there is a chance that existing cycling lanes would need to be narrowed, rather than widened into fully protected lanes as needs to happen.



Figure 12: Proposed right turn lane on South Terrace

Sustainable design underwhelming 4 star

The development project documentation has demonstrated credits of only 21% of available Green Star credits and has therefore only met the requirement for a 4star rating which is underwhelming and not the kind of leadership we would expect from a government building. I acknowledge that there are a further 14% expected to be documented by the design team and 4% which require further design progression or contractor appointment to confirm. I would hope that Green Star credits of at least 50%, with a solid 5star rating, would be a minimum requirement of any development approval.

Conclusion

Fundamentally this proposed development is the wrong location and is undermining an integrated development of Fremantle Oval that better connects with and activated South Tce. It would be better located in another part of Fremantle without all of the constraints and issues listed above.

Submission Form: 92 South Terrace, Fremantle - DAP005/23

The proposed building for the new District Police Complex on South Terrace, Fremantle, is totally inappropriate for the location, both in terms of its bulk and scale and the lack of respect for important elements of the surrounding built form.

Whilst I do not purport to know what scale of building is required for the police functions proposed to be located in the proposed new complex, if a building of such a scale is required for the Police Complex, this is **not** the place to locate it. The site is too congested for its purpose, exacerbating its intrusiveness into the surrounding area.

The proposed building appears to take its cues on bulk and scale from the brutal and monstrous scale of Fremantle Hospital, which is an aberration, and should not be regarded as a precedent. The bulk and scale of the police complex is excessive.

Moreover, it would perpetuate and 'set in stone' (actually steel, concrete and glass) the absence of street level interactivity from Parry Street (with the exception of the recently re-activated Old Synagogue) almost to Little Howard Street – a 300+ metre stretch of road much of which also has very poor street activation on the opposite side, from the Norfolk Hotel to Arundel Street.

There are two quite large potential redevelopment sites opposite the proposed Police Complex, one of which has an approval for a hotel/mixed-use development. Development of the proposed Police Complex, taking its bulk and scale cues from Fremantle Hospital, would encourage similar over-development – forming a 'canyon' between the historic CBD and the Wray Avenue precinct that would discourage movement between them.

There is nothing about the building that shows respect for the site's significant heritage context. The proposed complex would:

1. Block views to and from the World Heritage Prison.
2. Turn the eastern side of South Terrace into a continuous multi-storey 'wall' removing any sense of openness or connection with Fremantle Oval, which is State Heritage listed.
3. Overly-dominate the heritage buildings to the North, including the Old Synagogue and the Fremantle Oval Grandstand – both of which are State Heritage listed. The Old Synagogue was the first synagogue built in Western Australia and was associated with Jewish community leaders and merchants in Fremantle at the end of the 19th century.
4. Require removal of part of the convict wall, which is of exceptional significance.

All aspects of the proposed new District Police Complex should be reassessed in the context of its history and the surrounding heritage – including the World Heritage Listed Fremantle Prison.

With regard to the site itself, it is likely that the site has significant archaeological value. The first building on the site was the Barracks, built about 1853 for the accommodation of the Enrolled Pensioner Guards. Although all that remains above-ground is the convict-built wall along the footpath, there are likely to be buried artefacts that speak to the history of the site and should be carefully reclaimed, interpreted and cared for.


10th July 2023



July 2023.

To: Western Australian Planning Commission.
and City of Fremantle.

RE: 2023 July Development Application for 94 South Terrace, Fremantle. DAP005/23.
Proposed new district police complex.

Hello *Western Australian Planning Commission, City of Fremantle*, and future Development Assessment Panel if this current development application progresses.

1. This should have been advertised wider to the southern suburbs community.

Real lack of by *City of Fremantle*.

We all saw through *major Perth TV media* of the announcements and criticisms over the years, YET this major consultation was quite hidden. Failure by *City of Fremantle* to properly inform the wider public. All despite *City of Fremantle* claiming in the WA media of their supposed prominence for the southern suburbs of Perth, therefore do not shut us out of the decision-making *City of Fremantle*. Ironical that *City of Fremantle* has relied so heavily on *WA State Government* large investment in the past decade, that it couldn't get a State-wide website (WAPC etc) to advertise this major proposed Development Application.

2. Never agreed with the location, as signed off on /announced by *former WA Police Minister* Michelle Roberts in August 2020.

I'll speak more on that point later, AND it is relevant.

Note: The regional, new police complex of Cockburn Central has opened next to a major freeway interchange.

The major regional police complex at Armadale City Centre is nearly finished. Unsure if overbudget, yet is 2 years overdue.

The long-proposed major Western Suburbs Police complex has not been funded by the *WA State Government*, and not been built yet.

Police cars have turned into mobile police offices, mobile police stations, mobile command centres, fully linked by computers, thereby negating the hyped need for suburban police stations, and for them to have a staff desk open all hours of the day and night.

3. Fremantle Oval and its use, and its future.

Preferred AFL club *Fremantle Football Club* (FFC) to remain there as its home training base. They had already knocked down trees in Year 2000 to build their offices, headquarters building.

City of Fremantle, former City of Fremantle Mayor, and Council went out of their way to keep Fremantle Football Club at the ground, including offering nearby buildings for use. Also, at the same time, *City of Fremantle, its former Mayor, and Council* were also preparing for the eventuality of *Fremantle Football Club* leaving, with additional uses and plans for the spaces and leases the *AFL club* could be deserting. Including health leases with University of Notre Dame. Including hospitality, events leases. Including options to reopen Fremantle Oval, refresh its outer areas, create a community-use vision, demolish the carpark, and reconnect to South Terrace in a harmonious walk-friendly terms. To open-up the oval so it is not boxed-in to South Terrace.

Including potential to future demolish FFC buildings and deliver better redevelopment connecting with South Terrace.

2015 *Fremantle Football Club* chose to leave the Fremantle site, for a completely new, larger site in Cockburn Central. (Imagine if the *WA State Government* had redeveloped downgraded, old Fremantle hospital into a AFL team headquarters, associated health spaces, and rebuilt Fremantle hospital. FFC could have stayed.)

The hospice lodge facilities on South Terrace were demolished, further opening up the oval. Yet then an ignorant *WA State Government* announces plans to ruin Fremantle efforts to transform the prime community space by dumping the large, new police complex on it. Here we are years later with that stupid idea continuing to evolve.

From the pictures of the *Report* it is a huge structure, completely blocking the green oval space from South Terrace.

In effect severing the 'famed Fremantle Oval' from the main street of South Terrace. What an abomination, and planning failure by the *WA State Government* and *Department of Finance* on this.

To the 29 page DA Report:

Page 5. 358 full time officers at full capacity? Is there a massive crime wave going on? What complete overkill! It is shocking the waste of resources being put in here. Is this "job creation" by the *WA State Government*, or over-job creation?

1.2. Disagree with 'comprehensive search' claims.

The *WA State Government* had the money, vast financial resources in the past five years.

Why did it not purchase the empty site across the road from there?

Why did it not use the carparking site across the Alma Street from the Hospital?

Why did it not redevelop the downgraded Fremantle Hospital site to include a multi-storey district police station?

Why did it not buy the multi-deck carparking site on Henderson Street, directly across the road from the *WA State Housing Office*, and close by to their modern Fremantle Courts Complex?

All of these sites I have mentioned (and many more unmentioned) were better sites. Clearly the *WA State Government* and relevant *State Ministers*, including *The Member for Midland* Michelle Roberts MLA, could not properly collaborate for an appropriate 'Fremantle solution'. Clearly their minds were too far away, and they did not care.

Note: Bad decisions have been halted before, 2012 *Department of Finance* idea being peddled for WA Police Headquarters to be built in Murdoch. With the current East Perth Headquarters to be demolished and sold to residential/commercial land developers. Thankfully the former *WA State Government* did not pursue that potential Murdoch disaster in 2016.

1.3.

Agree that WAPC, and the DAP should refuse any MRS amendment for the site. Have the courage to refuse the WA Police Force on this awful attempt to rezone the land for their sole use.

Page 12, 360 personnel? Clearly this complex is gonna be huge. Real overkill. Monstrous exponential growth in police numbers this *WA State Budget* cannot afford into the future. There must be an assumption of more crime.

The Report contains a lot of pretending everyone is happy with it. The community and wider community do not want a large police complex at that site.

Page 23, 5.1. (ii) *The future City of Fremantle Local Planning Strategy*. Claims the site is to zoned *public purpose*. Clearly this shows the weight of the dominant *McGowan State Government*, its (former) *Minister Roberts*, and the *WA State Agency Department of Finance* has had on the process. A process that has not occurred yet.

I disagree, *City of Fremantle* was not allowed a fair, transparent process to create a *new Local Planning Strategy*. The public has been betrayed, and (clearly) some *City of Fremantle staff* have betrayed the community. It is a fixed result if as stated, *the staff are to identify the site* for police purposes. Possibly the *staff* want to put this on their profession resume. Where do those staff reside, are they from Perth? Or did they live far away?

It seems they have offered bare resistance to the money, power, and publicity of the *McGowan State Government* since 2020 on this specific relocation exercise.

Has this not been a long-term project that 'The City of Fremantle' should have shaped since Year 2000? Clearly at an *organisational level* and *Council level*, they have failed this straightforward *significant metropolitan centre* (of Fremantle) matter.

(iii) I disagree, the amenities are not preserved by this huge proposed district police complex. The amenities would have been preserved better if more community, people

uses, had been created from the former carpark site. They would have linked better with “South Terrace”.

5.2.

Now you know *City of Fremantle*, never put a default ‘No Zone’ in. Or it could be exploited for High Voltage power substation, drug rehab centre, large religious group, Mining company building, foreign-owned bank, foreign-owned residential investment company offices, air bnb.

Page 25, 5.1. Doubt some of the validity of claims stating the *City of Fremantle* was fully supportive. I’d say they were supportive of other locations for a *new Police Station*. Also in regards to the support by *some City of Fremantle Officers*, they see this merely as job duties, they didn’t really care for the outcome of reviving Fremantle City and key strategic people locations.

Page 28, 5.6. *Community engagement* has been lacking. The community should have been engaged years before the 2020 publicity announcement, well over a decade ago so the community could have shared advice on where appropriate sites for a new police station were, AND what sites are not appropriate. Also the regional community could have been told what the potential size of the new station would have been. Only in 2023 do we find out it is a district police *Complex*, and is for upto 360 police staff. The paying public have been duped. Another large legacy cost.
(Remember public monies pay for the capital works, the annual costs, equipment, annual salaries, and new equipment/IT/vehicles. What is the lifetime cost of this grandiosity?)

7. Conclusion.

A Major State Government commitment, political motivations. Political motivations revolving around State Elections, and re-elections. Ruining any chances of good-decision making.

More generalised claims that *overall City of Fremantle* supportive of the project. False.

Disagree, the project DOES NOT clearly demonstrate suitability for the *proposed use* of the site.

Therefore the Metro Inner-South Joint Development Assessment Panel needs to REFUSE the proposed development.

Have quickly glanced over the other Appendices attachments.

Clearly an assumption is that South Fremantle Football Club will remain viable, will remain in the WAFL league, and will remain at that site. Note: The *Western Australian Football League* competition is mostly an outdated structure, with its very few *licensed teams* being dominated by antiquated *inner suburbs* of Perth metro. The *Perth metropolitan* boundary and populations have expanded massively since this 'supposed State League competition' was set up. Every entry of a Perth-based AFL team eroded the WAFL competition. Given the growth of regional populations in WA, and dispersion of populations elsewhere in the metro area, the curtain-call for inner-metropolitan WAFL teams is somewhat inevitable. The hundred-year old WAFL structure is unviable. Given the limitations on the number of WAFL licences, how long can it be until teams based in Geraldton and Bunbury are swapped in?

Also to note, is a push by many in Fremantle to get other national sporting codes based at Fremantle Oval. For example a Fremantle based BBL cricket team. The colour, the sponsorship, the fanfare of the two month competition every summer.

Massive Flaw in most of the decision-making, planning documents, and Appendix reports is the assumption of the Fremantle Hospital footprint, buildings, etc.

Fremantle Hospital was downgraded from a tertiary hospital to a mere secondary hospital, with the opening of major tertiary hospital FSH in 2013. The largest and most expensive hospital in WA (and Australia). The downgrading meant there was a large loss of services, AND a massive loss of staff. The brick-based Fremantle Hospital is old, disjointed, sprawling, and has a building life-span. Really is overdue to be redeveloped into a much smaller footprint, with a modern-multistorey medical building (energy efficient, multipurpose, etc). This is what happens when old, former large hospitals are downgraded.

To my point: Where is the planning and decisions on the demolishing & redevelopment of the old Fremantle hospital buildings? What spaces and opportunities that could be created? What they could be used for? Potential public park space, potential residential, potential hotel, potential Police Office space? Is all of that to be impacted, harmed, and diminished by the current 2022 plans for the depicted new Fremantle Police complex?

No answer yet from the WAPC, Department of Finance, Development WA, *State Ministers*?

Other potential sites your new Fremantle Police Station Complex could be built:

Henderson Street Carpark redevelop, near Holdsworth street.

Redeveloped land/building sites on High street. Built over carparking site on William Street. Sites on either side of Suffolk Street, fronting South Terrace. For example 57 South Terrace, a Bridgestone tyre service centre, a concrete blight.

Sites on Alma Street (many), including carpark at corner of Alma/South Terrace.

Irony how a new redevelopment community space opens up in Fremantle City Centre, then the *WA Police Force* steal it. Stolen away from the community.

In Conclusion.

Say no to this *Development Application*.

Inappropriate for the site. Too large. Too severing.

Other more viable sites continue to exist in the Fremantle area, that are far more appropriate for any new District Police complex.

I can offer to freely work alongside *City of Fremantle, State Agencies*, and other willing community-minded persons, to help find/determine a more appropriate site for a modern Fremantle police complex. Please contact me, we can get this done right now, it won't take much extra time. That is a better solution.

Refuse the Development Application.

Regards.



Fremantle Police Station

Alternative Proposal – July 2023

We refer to the current proposal to build a new police station for Fremantle District at 92 South Terrace, Fremantle (DAP005/23). We note the controversy with this proposal, which includes heritage and economic concerns.

We are the owners of Marine House at 1 Essex Street Fremantle, which is now a fully refurbished and vacant office building of approximately 3,600 sqm. We would like to offer the following alternative proposal for the police station, which is intended to:

1. reduce the heritage impact for Fremantle;
2. reduce the development cost of the project; and
3. reduce the environmental impact of the project by using an existing building.

It would require to use of the council car park on the corner of Essex Street and Marine Terrace and therefore the cooperation of Council:



Figure 1: Proposed site inclusion

The concept is to accommodate the specialist aspects of the station in a building on the car park site, while Marine House accommodates the general use requirements. For example, the car park site might accommodate the custodial facility, forensic garage and forensic laboratory. We also

understand there is a need for secure access and parking for specialist vehicles, which could be accommodated in the new building.

Elements of the Proposal

A feasibility study of the proposal would be required to determine its viability and comparative advantages against the current proposal in front of Council. As owners of Marine House, we would cooperate in such a feasibility and facilitate the process if required.

Heritage

Thorough heritage analysis would be required as part of the feasibility. However, the building on our site is not heritage (built in 1986), the car park site is vacant, and any new building is not likely to have significant impact on the heritage amenity of the area.

Adopting this proposal would eliminate the heritage concerns associated with the South Terrace Site.

Environmental

The construction and operation of buildings have a profound impact on the environment, accounting for a significant portion of global energy consumption, greenhouse gas emissions, and waste generation. Adaptive reuse of Marine House offers the State and the Council an effective strategy to achieve sustainability goals.

Key environmental features of Marine House re-use include:

1. Reduced resource consumption
2. Energy efficiency – Marine House already has the latest HVAC air and power management system, and further adaption for energy efficiency is possible, including solar power.
3. Reduced construction waste
4. Preservation of cultural heritage, especially on the South Terrace site
5. Community engagement and social sustainability, especially in and around Esplanade Park

The adaption and re-use of Marine House will provide an excellent example of sustainability practices by the State and the Council, and auger well for similar projects in the future.

Economic

We understand the quoted development cost of the project on South Terrace is approximately \$100 million. Our proposal requires construction of a much smaller building and may require modification of some of the minor features of Marine House.

There are also economic advantages in the fact that Marine House is ready for occupancy, so project timelines are likely to be significantly shortened.

State Government would have the opportunity to redeploy saved capital to better policing or other initiatives.

As owners we confirm that we are prepared to facilitate the project.

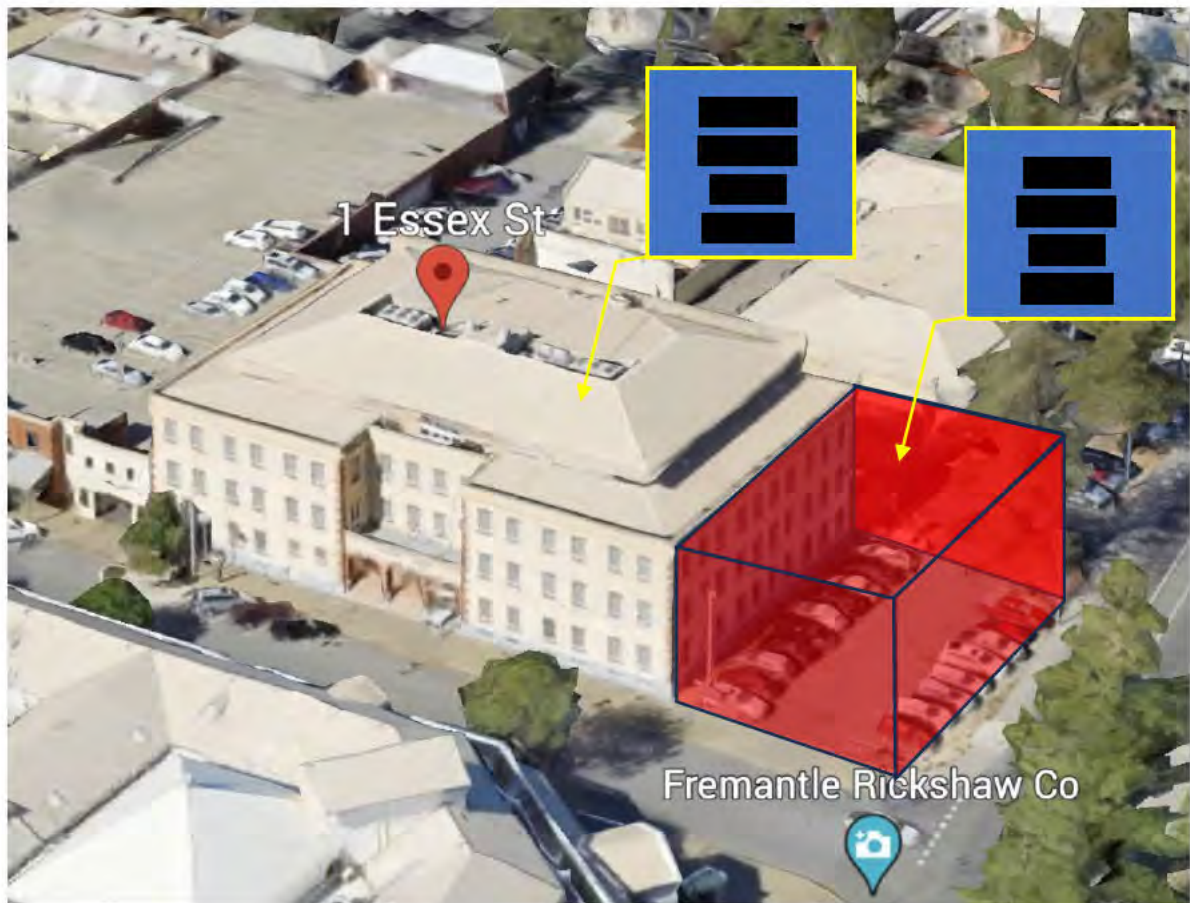


Figure 2: Proposed New Building Envelope Concept

Next Steps

1. Discussion with Council regarding support for this alternative proposal and inclusion of the car park site into the project
2. Inspection of the site with relevant parties
3. Short high-level feasibility study to understand the merit of this proposal against the current project.
4. Determine whether the project warrants more detailed study.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Fremantle District Police Complex – Applicant Response to Public Submissions as summarised by the City of Fremantle

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Theme	DoF and WAPol Response	WAPC Response
Building bulk is not in character with the locality	<p>The size and height of the proposed building is not considered out of character with the locality. The proposed development is predominantly 3 storeys in height – providing an important reading along South Terrace – with a smaller 4th level portion for servicing plant – located towards the rear of the building.</p> <p>There are numerous buildings that either exist, have been approved, or are being planned that are of similar, and larger, scale and bulk to the proposed building:</p> <ul style="list-style-type: none"> • The site is adjacent to the Fremantle Hospital precinct, and the existing hospital building is 7 storeys tall with an additional 8th level for plant. The proposed building has a smaller footprint and height than the existing adjacent hospital building. • Southwest of the site the existing Arundel Court Apartment building is 7 storeys in height. • A 5-storey hotel has a Development Assessment Panel approval opposite the subject site, on the corner of Suffolk St and South Tce. • The adjacent Fremantle Oval precinct is currently undergoing future planning. The current future planning envisages development adjacent to the subject site including a public grandstand and other amenities of approximately 5 storeys in height. <p>The building has been designed to form a graduated height change between the Synagogue building up to the Fremantle Hospital building. The proposed building achieves this and contributes to an appropriate height transition on the eastern side of South Tce, and will fit within the future direction of the surrounding area.</p>	<p>Police operational and safety requirements necessitate a minimum floor space for police stations to function effectively. The applicant has reduced the building mass and height to the minimum possible in response to the locality and SDRP comments whilst meeting these requirements.</p> <p>Building bulk/mass is visually broken up through architectural features including the central window, repeating vertical fin or shade blade elements, and roof form modifications.</p> <p>The building is not inconsistent with buildings to the south, namely the Fremantle Hospital and Arundel Court. It is noted that the Fremantle Hospital A Block building adjacent to the south is a rectangular structure taller than the proposed development and features minimal articulation to breakdown the buildings height or bulk. The proposed building is set back from the lower scale Synagogue (fmr) and is separated by South Terrace from buildings to the west which reduces its impact.</p>
Aesthetically not pleasing	<p>The architectural narrative and aesthetical outcomes have been extensively shaped and informed by the SDRP process – which has included engagement in 4 presentation/workshops. It reflects a high-level contextual response to the site and to the existing Fremantle fabric and to its history.</p> <p>The architecture sensitively responds by incorporating contemporary elements – directly influenced from detailed studies of the surrounding heritage fabric. Key influences for this project include roof forms (pitched, accentuated and sawtooth), brick façade articulations (recess forms and vertical fins), celestial</p>	<p>The proposal has been reviewed at three State Design Review Panel meetings. High-level design quality has been demonstrated. The modified plans reflect positive changes responding to recommendations, which is balanced with the functional and operational requirements of a district-level police station.</p>

Fremantle District Police Complex – Applicant Response to Public Submissions as summarised by the City of Fremantle

OFFICIAL

	<p>elements (drawn from religious architecture), expressed buttresses and faceted elements, verandas (light weight metal and shadow creation) and brick/concrete material interplay.</p> <p>A carefully selected pallet of elements provides a sculpturing of scales, a sensitive rhythm of expression, proportion references and roof form variety. A simple material pallet – brick, glass and concrete are creatively arranged in colour, texture and balance – all drawn for the neighbouring historic fabric and detail.</p>	
<p>Building is too big and bulky and dominating</p>	<p>The new Fremantle District Police Complex has been designed with the required floor area to meet the following WA Police Force requirements:</p> <ul style="list-style-type: none"> • To accommodate and consolidate the various WA Police Force business units from multiple existing premises to create greater efficiencies as a result of being within a single facility. • Consolidation of Fremantle WA Police Force business units within the new facility provides greater opportunities for collaboration with key government stakeholders located in the Fremantle CBD for the benefit of the community. • The size of the building provides necessary growth to accommodate additional police officers from current and future recruitment programs, such as the 950 program, to provide a continuous level of service to the community in line with the predicted growth of the Fremantle CBD and adjacent areas. Essentially future proofing the building and providing a value for money solution for Government. • Close proximity to the Fremantle entertainment precinct provides the ability to deliver a service to maintain public safety and security. • The location provides an ability to ingress and egress to and from the Fremantle CBD and surrounds, thereby enabling a timely response to calls for policing services. • The size of the building is as a result of providing the necessary activity spaces to ensure compliance with the WA Police Force Accommodation Design Criteria to perform the necessary functions required within a contemporary and fit for purpose facility. • This facility significantly enhances WA Police Force’s capacity to attract and retain officers and staff to the Fremantle District. 	<p>The proposed development consists of four storeys with a rooftop plant facility standing at 29.2 metres and 32 metres high when measuring to the tallest points. The plant facilities have been located away from the more sensitive (and lower height) adjacent structures with the roof form and northern façade modified to reduce the stairwell height and remove the ‘fin’ element.</p> <p>Buildings within the locality are mostly one to two storeys with vertical features including spires, rooftop facilities or parapet features increasing heights further. Three or more storey buildings can be found within a short distance from the site, including the FOMO building, Fremantle Hospital (seven to eight storeys adjacent to the site), Arundel Court Apartments (eight storeys) and the approved hotel development (five storeys).</p> <p>The modified plans further address the buildings build and height in response to adjacent buildings, reducing the northern façade height and removing the vertical fin which had extended above the roof line to provide a more appropriate response to the adjacent Synagogue. Modifications to the vertical elements along South Terrace and the framing of the central window have further reduced the perception of height along the building.</p>

Fremantle District Police Complex – Applicant Response to Public Submissions as summarised by the City of Fremantle

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	<ul style="list-style-type: none"> The contemporary activity spaces provided ensures safety for the officers, staff, detainees and the public visiting the building. <p>The building has been deliberately sited in the southeast corner of the property to maximise the setbacks to South Tce and the limestone wall (5m) as well as the Synagogue building (20m) to reduce the impacts on those two heritage elements.</p> <p>The project scale is sculptured to minimise its impact along South Terrace and its overall reading. Service plant is strategically located at the rear of the building reducing its visibility from South Terrace. Level 3 of the building is setback half the buildings length – and reduces height at the important entry/address, as well as that of the neighbouring Synagogue building (ground and 2 levels).</p> <p>The building’s form is celebrating the pivot in axis within the South Terrace alignment which is reinforced with façade articulation – resulting in a reduction in scale/bulk reading.</p> <p>In addition, the design of the building itself has undergone significant refinement in direct response to State Design Review Panel comments to reduce its impact on the streetscape:</p> <ul style="list-style-type: none"> reduced overall building heights – main roof parapet and bulldog lane and shading elements. modified massing – breaking mass up. provide variations in roof form – sculptural skyline elevation refinement/editing along south terrace boundary. use of a celestial element to reinforce terrace ‘hinge’ in the building. increased spatial distance with existing synagogue building. increased forecourt spatial area – reduced ground footprint. enhance experiences in arrival forecourt – via landscape and public artwork. reduced dominance of shading devices. overall editing of geometric elements. 	<p>In response to pre-lodgement SDRP comments, the setback between the Synagogue and proposed building has been increased with tree planting and public artwork proposed for the forecourt area to provide a more appropriate transition between the spaces.</p> <p>The upper terrace space along South Terrace presents an opportunity for landscaping and public artwork to provide ground level interest and an increased setback between the limestone wall and the building. Retention of mature street trees and planting along the southern end of the upper terrace can reduce the perception of building bulk and height when viewed from South Terrace.</p> <p>Therefore, the building design for bulk and height responds to the existing and proposed character of the locality and provides a positive response to raised concerns within the operational and site constraints.</p>
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Fremantle District Police Complex – Applicant Response to Public Submissions as summarised by the City of Fremantle

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	<p>The result is a design that has consciously addressed and strived to reduce the visual interpretation of its size through extensive and considered design responses.</p>	
<p>Proposal has negative impacts on this heritage precinct</p>	<p>It is not considered that the proposal has any significant negative impacts on the stated heritage precinct. Extensive consultation and statutory processes have not identified any unacceptable impact to the heritage precinct from the proposal. The studies completed as part of the Heritage Impact Statement demonstrated that there was no visual impact on views from Fremantle Prison from either ground or upper floor vantage points.</p> <p>The City of Fremantle has been an integral part of the design and planning process for this project, including consultation with its heritage officers. No significant concerns were raised during the formulation of the design proposal.</p> <p>It is noted that the site is not on the State Register of Heritage Places. Notwithstanding, the Heritage Council of WA considered the proposal and provided comments to the decision maker, which are being addressed and complied with.</p> <p>The proposal was also referred to the Commonwealth Department of Climate Change, Energy, the Environment and Water under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> due to its proximity to the Fremantle Prison. That process determined that the proposal was a 'Not Controlled' action and no further action was required. As a 'Not Controlled' action, it was determined that the proposal is unlikely to have a significant impact on protected matters (the Fremantle Prison buffer area).</p> <p>Amendments to the limestone wall have been minimised, and material will be salvaged and reused for general repairs and reconstruction of capping. One of the proposed openings in the limestone wall has been requested by the City to establish Bulldog Lane. The City has confirmed that the gap in the wall in this location has existed in the past, and has been subsequently reconstructed previously.</p>	<p>The Commonwealth Department of Climate Change, Energy, the Environment and Water assessed the development for impacts on the UNESCO World Heritage listing and buffer zone of the Fremantle Prison, deeming it to not meet the threshold of significant impact to the site or its heritage value. Further assessment confirms that the development does not impact documented sightlines for the Fremantle Prison.</p> <p>SPP 3.5 identifies opportunities for developments within heritage precincts to provide a modern interpretation of heritage features, and states that where developments are respectful of the heritage significance and are imaginative and well designed, they should not be discouraged.</p> <p>The design and position of the building within the site has been developed to reduce impacts on adjacent heritage structures. The northern half of the building is set back and has an angled roof form to reduce impacts on the adjacent Synagogue (fmr).</p> <p>The limestone wall along South Terrace is largely retained with much of the section required to be removed for Bulldog Lane located across a previous opening, therefore, minimising the impact to the convict era portions. Details for the appropriate end capping, restoration and maintenance of the retained wall and interpretation of removed wall will be addressed by conditions of approval, including the requirements for a Heritage Interpretation Plan.</p>

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Australian Government

Department of Climate Change, Energy,
the Environment and Water

Notification of Referral Decision – not controlled action

Fremantle District Police Complex Project (EPBC 2022/09345)

This decision is made under Section 75 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Proposed action

**person proposing to
take the action**

Department of Finance of Western Australia
ABN: 61970632495

proposed action

To construction of a four-storey district police station at 94 (Lot 503) South Terrace Fremantle, 13.6km south-west of Perth; as described in the referral received by the department on 24 October 2022 [see EPBC referral 2022/09345]

Referral decision:

Not a controlled action

**status of proposed
action**

The proposed action is not a controlled action.

Person authorised to make decision

name and position

Kylie Calhoun

Branch Head

Environment Assessments West (WA, SA, NT) Branch

signature

A handwritten signature in blue ink that reads "Kylie Calhoun".

date of decision

18 November 2022

DCCEEW.gov.au

John Gorton Building - King Edward Terrace, Parkes ACT 2600 Australia
GPO Box 3090 Canberra ACT 2601 ABN: 63 573 932 849

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State Design Review Panel Final Report For JDAP

Fremantle Police Complex DR3
July 2023

Review attendance

Subject	Fremantle Police Complex DR3	
Date	18 July 2023	
Time	9:30-12:00pm	
Location	140 William Street Perth and video conference (VC) via Teams	
Design Reviewers	Geoffrey London	Panel Member (Chair)
	David Karotkin	Panel Member (Architecture)
	Shea Hatch	Panel Member (Landscape Architecture)
	Marion Fredriksson	Panel Member (Urban Design)
	Alan Kelsall	Panel Member (Heritage)
Proponent Team	Frank Pasquale	Executive Director/ Project Sponsor, Western Australia Police Force
	Greg Knott	Assistant Commissioner, Western Australia Police Force
	Michael Elieff	Program Manager Asset Projects, Western Australia Police Force
	Carly Hendrickse (VC)	Project Officer/ Leader Asset Projects, Western Australia Police Force
	Bret White	Director, Cox
	Francis Kotai	Landscape Architect, Ecoscape
	Scott Jeffrey	Assistant Director, Statutory Planning Services, Department of Finance (DoF)
	David Arrowsmith	Assistant Director/ Principal Project Manager, Buildings and Contracts, Law and Order, DoF
	Philip Griffiths	Heritage Architect, Griffiths Architects
	Andy Ellett (VC)	Senior Project Manager, DoF
Stakeholders	Russell Kingdom	Director Planning, Place and Urban Development, City of Fremantle
	Chloe Johnson (VC)	Manager Development Approvals, City of Fremantle
	Delia Neglie	Planning Manager, Land Use Planning, DPLH
	Isla Finlay (VC)	Planning Director, Land Use Planning, DPLH
	Karen Jackson (VC)	Senior Heritage Officer, Heritage and Property Services, DPLH
Observers	Kelsey Whitwell (VC)	Planning Officer, Land Use Planning, DPLH
	Barbara Gdowski (VC)	Principal Associate to the Government Architect, DPLH
	Amelia Davies (VC)	Senior Executive Support Officer, Government Architect WA, DPLH
Design Review staff	Tanya Ring	Acting Manager Design Review, Design and Built Environment, DPLH
	Zoe Myers	Senior Design Review Officer, Design and Built Environment, DPLH
	Meagan Wells	Senior Urban Designer, Design and Built Environment, DPLH

Declarations

Panel member Alan Kelsall has declared interests due to previous involvement on the Community Reference Group for the project, and prior involvement of his niece on the project team. These have been declared, recorded and assessed to not preclude him from participating in this review.

Briefings

Local Government Design Team	Russell Kingdom	City of Fremantle overview
	Chloe Johnson	
	Bret White	Design Presentation
	Francis Kotai	

Design Review Report endorsement

Chair signature



Geoffrey London, Chair

Executive Summary

Overall The design approach is not yet supported by the Panel and requires further development.

Further review A follow up review of this project is recommended, subject to demonstrated progress against recommendations in this report.

Summary: The Panel thanks the project team for engaging with the design review process.

The Fremantle Police Complex will perform an important civic role for the community and is sited within an area of significant character and historic value. The site is immediately adjacent to the State Heritage listed (former) Fremantle Synagogue and sits within the Convict Establishment area buffer zone for the World Heritage Listed Fremantle Prison.

The Panel acknowledges the improvements made in response to a number of issues raised within the first two Design Reviews, however notes that certain previously raised concerns, that are considered important by the Panel, remain ongoing. Additional design refinement is considered necessary to provide the high level of contextual responsiveness warranted by this unique location.

Key recommendations:

- Edit and simplify the architectural approach with regard to scale, form and materials to mitigate the appearance of bulk and respond more sensitively to adjacent and nearby built form;
- Refine the design of the dominant, blank stairwell form on the northern elevation, to reduce its visual impact on the setting of the adjacent (former) Fremantle Synagogue, a State Registered Heritage Place;
- Consider how the design can better reflect the site's history as part of the Convict Establishment area upon arrival, via enhancements to the entry forecourt and minimisation of convict-built limestone wall demolition;
- Refine the design of the entry forecourt to clarify its purpose, create a welcoming, human-scaled environment and resolve conflicts between vehicular and civic uses;
- Further develop the public art strategy to support contextual responsiveness and Aboriginal cultural interpretation, ensuring that proposals are integrated successfully with the broader design; and
- Continue to collaborate closely with the City of Fremantle to develop the proposed landscape and public realm design.

Detailed comments, aligned with State Planning Policy SPP 7.0 Design Principles, are outlined below.

Design Quality Evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The Panel continues to have concern regarding the responsiveness of the design to local context and character. Edit and simplify the architectural approach with regard to scale, form and materials, to mitigate the appearance of bulk and respond more sensitively to adjacent and nearby built form.
2. Refine the design of the dominant, blank stairwell form on the northern elevation, to reduce its visual impact on the setting of the adjacent Fremantle Synagogue, a State Registered Heritage Place. Consider reducing the height, adding façade articulation and rotating the stairwell 90 degrees to reduce the width of the face to the north.
3. Consider how the design can better reflect the site's history as part of the Convict Establishment area upon arrival, via enhancements to the entry forecourt and minimisation of convict-built limestone wall demolition.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context*

1. The Panel broadly supports the approach to landscape design, which demonstrates an appropriate consideration of planting locations and species selection.
2. Continued collaboration with the City of Fremantle is encouraged regarding streetscape planting, laneway network and public realm design.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The reduction of built form scale towards the north is supported, and consideration of how bulk and scale can be further minimised, particularly via a reduction in scale of the northern stairwell form, would be welcome.
2. The Panel recommends refinement of the roof design to reduce its visual impact, and minimise perceived bulk and mass, on the South Terrace elevation. Consider a further setback if possible and the use of thinner framing devices.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

1. Refine the design of the entry forecourt to clarify its purpose and resolve conflicts between vehicular and civic uses.
2. The provision of an accessible carpark near the entry is supported, however it is suggested that the visitor carparking is reconsidered, given the potential for conflict with pedestrians and the availability of car parking nearby.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

1. Sustainability was not a focus of this review.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

1. The Panel remains concerned that the forecourt lacks the necessary elements to create a safe and comfortable area for the public, particularly given the conflict with vehicular uses. Ensure that the design supports intended civic uses of this space in a manner that provides good levels of amenity and safety.
2. Fremantle is largely experienced on foot, by both residents and visitors, and the Panel recommends further exploration regarding how the ground level, forecourt areas and main entry could be made more welcoming and human-scaled, with consideration given to materials, texture and character.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. The forecourt and public entry require strengthening as visible and legible arrival points, particularly as the central vertical element to the South Terrace façade may be mistakenly perceived as the entrance.
2. The extension of the entry canopy is welcomed, as this will help signal its location while also provide increased weather protection. Consider enlarging further to improve actual entry legibility.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The entry forecourt design could result in conflict between pedestrians and vehicles. Further consideration of the design to this area is recommended, to improve the safety and amenity offered.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. While the intent to hold community activities is welcomed, there is concern regarding how the current entry forecourt proposal could accommodate such programming. Clarify the purpose of this forecourt space and ensure that the design is able to support intended activities
2. Further develop the public art strategy to support contextual responsiveness, heritage interpretation and Aboriginal cultural interpretation, ensuring that proposals are integrated successfully with the broader design.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The Panel supports the proposed use of red brick in the building and strongly recommends exploring ways in which this could be more extensively used within the proposal, given that it is a material used within nearby built form and within the broader context of substantial Fremantle buildings. Consider reducing the proposed extent and nature of metallic finishes, as these lack contextual responsiveness.
2. The architectural language is considered fragmented and varied within a context of geometrically simpler buildings; simplification is encouraged.

FREMANTLE DISTRICT POLICE COMPLEX

SDRP3 ARCHITECTURAL DESIGN RESPONSE AUGUST 2023

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
04-Sep-2023	05-50151-3



SDRP 1-3 RESPONSE PROCESS OVERVIEW

Cox Architecture has continually worked diligently in providing accurate and detailed presentations the SDRP on all occasions. All interim advice from the SDRP 1 (held on 10 May 2022), SDRP 2 (held on 4 August 2022) and the follow up SDRP 2 - Chair Meeting [held 31 Aug 2022] to seek clarification and reviewing seven optional architectural expression and massing studies] - were carefully consisted in detail. Subsequent responses were respectfully assessed against the project’s accommodation brief, the project budget, and the WAPF’s operational requirements.

The architecture and planning proposed for this project have had considerable adjustments and modifications – influencing positively the modifying of architectural expression, basic form/mass arrangement, external and internal planning, as well as key details and materials. An overview of includes:

- increased contextualization - contemporary responses to Fremantle’s heritage built fabric
- reduced overall building heights – main roof parapet and Bulldog Lane shading elements
- modified massing – breaking mass up
- provide variations in roof form – sculptural skyline
- elevation refinement/editing along South Terrace boundary
- use of celestial element to reinforce Terrace ‘hinge’ in building
- increased spatial distance with existing Synagogue building
- increased forecourt spatial area – reduced ground foot print
- enhanced experiences in arrival forecourt – via landscape and public art work
- enhanced historic interpretation of convict precinct
- maximised retention of historic limestone wall
- reduced dominance of shading devices
- overall editing of geometric elements
- robust barrier and furniture at entry
- increased public foyer area + transparency
- increase canopy at entry
- refinement of suitable material palette – both in context and simplicity

SDRP 3 ARCHITECTURAL REFINEMENTS

The proposed design has been refined to reduce the visual impact of the north/west elevation. After further consultation with WAPF it was confirmed that rotating the north/west stair 90 degrees negativity impacted on police operations within the internal planning arrangement and basement areas.

The high ‘fin element’ above the emergency stair has been removed and the stair core cut down – culminating in an overall reduced height of almost 5.5M. The main façade of this stair element has added recesses and jointing articulation within the off white/grey GRC cladding – visually reducing the reading of its scale. The stairs off white/grey form provides a colure and textural back drop which positively assists in the reading of the historic Synagogue building fabric at pedestrian scale.

This articulation also promotes a connection to the ‘celestial’ element – central on the South Terrace elevation – reducing the variation of architectural elements for the building. The parapet roof form has been revised to promote a more positive ‘ending’ to the roof form – ie a parapet shape gesture that is the reverse of roof form at the of Bulldog Lane elevation – thus holistically. completing the building language over the two key elevational expressions along South Terrace.

In addition to the above – it is proposed that the ‘celestial’ form itself, within the South Terrace elevation - also be reduced in height and the form simplified in shape, (ie removed the up-lift fin). This adjustment is directly responding to the revised north/west stair height reduction and removal of ‘fin’ form. It provides a more simplified architectural approach via editing back the original expressive elements and significantly contribute to reduced reading in height and scale for the overall building.









VIEW WITHOUT TREE TO INDICATE CANOPY EXTENSION



VIEW WITH TREES EXPRESSED TO ENTRY ARRIVAL FORECOURT



Your ref: Fremantle Police Complex
Our ref: 20230822 Fremantle Police Complex
Enquiries: Charlotte Flatt (08) 6551 9386

Mr Scott Jeffrey
Department of Finance
16 Parkland Road
Osborne Park, WA 6017

Dear Scott,

FREMANTLE POLICE COMPLEX

Thank you for engaging with the Government Architect Western Australia and bringing this project to the State Design Review Panel on three occasions, including a meeting with the Panel Chair on 5 September 2022.

Several design-related matters, predominantly related to context and character, remained outstanding following the last review on 18 July 2023. A follow up meeting was held with the project design team, assessing planners and the Principal Associate to the Government Architect on Thursday 10 August 2023.


Subsequent to that meeting, changes were made to the proposal. These included modifications to the northern elevation for an improved contextual response to the adjacent State Heritage listed (former) Fremantle Synagogue, increased canopy to the main entry and changes to the roof strategy and South Terrace elevation.

I would like to acknowledge the response to the design review recommendations, as outlined by the updated renders received on 21 August 2023 reflecting the above positive changes, which seek to balance the functional and safety requirements of a District Police Complex located on a site within the Convict Establishment buffer zone for the World Heritage Listed Fremantle Prison.

I thank the team for the high-level design quality demonstrated to this point and look forward to this being carried through to design development and project documentation, including adherence to the principles discussed at the post-review meeting. Please do not hesitate to contact my office, should you require further engagement from myself, or my team.

Thank you for participating in the design review process and all the best progressing this important project.

Yours sincerely,



Rebecca Moore
Government Architect

22 August 2023

cc russellk@fremantle.wa.gov.au
delia.neglie@dph.wa.gov.au
dale.sanderson@dph.wa.gov.au
adelyn.siew@dph.wa.gov.au



10.1 Committee delegation

PC2309-1 SOUTH TERRACE, NO.94 (LOT 503), FREMANTLE – FOUR STOREY CIVIC USE (DISTRICT POLICE COMPLEX) – (JL DAP005/23)

Meeting Date: 6 September 2023
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments:

1. Development Plans
2. Site Photo's
3. Applicants Planning Report and supporting documents
4. City's Impact Assessment
5. Heritage wall diagram

SUMMARY

A Development Assessment Panel application (DAP) has been made by the Department of Finance for a four storey (with basement) District Police Complex development at the site known as No.94 South Terrace, Fremantle.

Public Works DAP applications are exempt from the need to obtain planning approval under Local Planning Schemes but do require approval under the Metropolitan Region Scheme (MRS). This means the Western Australian Planning Commission (WAPC) is the relevant planning authority for compiling the Responsible Authority Report (RAR) for these types of development applications. The City of Fremantle acts in a referral stakeholder capacity to provide advice to the WAPC.

Although the WAPC and DAP will not be bound by the City's local planning framework in its assessment and determination of the application under the MRS, as part of City officers' assessment of this application the provisions of the City's Local Planning Scheme No.4 (LPS4) and relevant Local Planning Policies have been used to help guide its recommendations to WAPC.

It is recommended that the Planning Committee (PC) advise the WAPC that while development of the site for a Civic Use is supported, aspects of the design / built form require further refinement. It is understood, at the time of writing this report, that the proponent is actively engaged through the State Design Review Panel and Department of Planning, Lands and Heritage in design review and modifications.



Update plans have not at this stage been provided to the City for formal review or publication.

PROPOSAL

Detail

Approval is sought for a four storey, roof plant room and basement, district police station building at 94 South Terrace, Fremantle. The new facility is intended to replace the existing Fremantle Police Station, and provide for an increase of police officers with up to 358 full time equivalent at full capacity.

The building has a gross floor area of approximately 12,300m², and while detailed floor plans are not provided, it is explained to be configured as follows:

- Ground level (1965 m² NLA)
 - Foyer and interviews
 - General duties
 - Forensic laboratory
 - Property store
 - Custodial
 - Forensic garage
 - Comms and Services/transformers
 - Communal/social core
 - Staff amenities/circulation
- Level 1 (2010m² NLA)
 - Forensic
 - Inspectors Superintendents Officers
 - Mental Health
 - Youth Policing
 - General Duties
 - Brief Case File Management
 - Communal/Social Core
 - Staff Amenities/Circulation
 - Family Violence Unit
 - Prosecuting
 - District Office
 - PSL Kit
- Level 2 (2005m² NLA)
 - Detectives
 - Operations
 - District Training Operations
 - Meeting
 - Comms and services
 - Staff Amenities/Circulation
 - Communal/social core
- Level 3 (1665m² NLA)



- Plant
- Change room/lockers
- Gym
- Staff amenities (indoor and outdoor)
- Equipment store
- Staff amenity/circulation
- Comms and services
- Record archive
- Level 4
 - Plant, comms and servicing.

The applicant has advised in their planning report, that the basement consists of:

- 95 car parking bays, including 1 universal accessible parking bay and 2 small car bays, for WA Police Force staff and general operations.
- 6 designated motorcycle bays for operations.
- 24 operational bicycle bays plus support maintenance area.
- 30 staff bicycle parking (noting end of trip facilities are located elsewhere in the building).

Vehicle access is provided via a single width crossover on South Terrace (to basement parking). Basement entry looks to be from Bulldog Lane. Pedestrian entrance to the building is via South Terrace.

The applicant describes the proposed building architectural design as:

'The architectural form of the building is contained within a 3-level envelope above a basement carpark. A smaller popup level 4 contains essential plant and is positioned at the rear of the building form. The built scale is respectfully sculptured between Fremantle city buildings and the adjacent 7 level hospital. Its form celebrates the pivoting alignment of South Terrace - resulting in a reduce scale and varying expression - reflecting a more intimate urban response. Simple external materials of brick, glass and concrete are arranged in colour, texture and proportion - empathetically derived from studies of neighbouring historic buildings.

The architectural expression and elements are derived from intense study of the vital historic Fremantle built fabric, subtly referencing key historic elements, textures and colours all creatively interpreted within a contemporary architectural response. The building design outcomes have also been extensively informed by the State Design Review Panel (SDRP) process - and seeks a high contextual response to its site - the core Fremantle fabric and associated history. The project incorporates elements that are drawn from contemporary inspiration from the surrounding urban fabric.'

Development plans are included as attachment 1.



The proposed development is to be undertaken as a public work under the *Public Works Act 1902*. Department of Finance (DoF) and WA Police Force are Public Authorities exempt under Section 6 of the *Planning and Development Act 2005* from the requirement to obtain development approval for public works under a local planning scheme. There are however, a number of requirements that must be applied to the development in complying with Section 6 of the Act, notably that the public authority must have due regard to:

- a) the purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised; and*
- b) the orderly and proper planning and the preservation of the amenity, of that locality at that time; and*
- c) any advice provided by the responsible authority in the course of the consultation required under subsection (3) in respect of the exercise of the right.*

The Section 6 exemption does not extend to the requirements of a Region Planning Scheme and as such, a development approval under the Metropolitan Region Scheme (MRS) is required. As the proposed works are valued at over \$10 million, the application must be determined by the Joint Development Assessment Panel (JDAP). As the application is under the MRS, the Western Australian Planning Commission (WAPC) is the Responsible Authority, and therefore Department of Planning, Lands and Heritage (DPLH) officers will be writing the Responsible Authority Report (RAR) for JDAP.

In applying the Section 6 exemption, the responsible authority for the local scheme (the City of Fremantle), must be consulted. The purpose of this report is to provide a response against the relevant requirements for consideration by DPLH officers when writing the RAR.



Site/application information

Date received: 12 June 2023
Submitted by: Department of Finance
MRS Scheme: Central City
Heritage listing: Historic/ Archaeological Site
Existing land use: Public Car park
Use class: Civic Use (Police Station)

OFFICER COMMENT

Background

Site context

The subject site is located on the northern side of South Terrace, which is a key entry route into the Fremantle CBD. The site has a land area of approximately 5121 m² and was most recently improved as a public carpark. The site is zoned Central City Area under the MRS. The land is not zoned under LPS4.

The site is in a designated Heritage Area (as per the requirements of *Planning and Development (Local Planning Schemes) Regulations 2015*) and is also individually heritage listed as Historic/Archaeological Site. The statement of significance of the Convict Establishment and Tunnels Heritage Area, described in Local Planning Policy 3.6 Heritage Areas (LPP 3.6), is as follows (excerpt):

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

- It covers the area of the original land grant provided for convict purposes in the 1850s and developed in a different form to the rest of Fremantle. It was walled with open green spaces and gardens and buildings in the round, rather than street fronting buildings;*
- Initially including the Fremantle Prison, The Knowle, the Fairbairn Street Ram, Barracks Field (Fremantle Oval), Pensioner Barracks (now demolished), the Warders Cottages and remnant sections of boundary walls and archaeological sites;*
- The Convict Establishment area further provides a zone that contributes to the World Heritage Listed elements;*
- During the Gold Rush era (and after the land was handed to the Colonial Government) it was subdivided to allocate land for civic and community purposes to meet the needs of the rapidly expanding population of Fremantle. This period saw the construction of Fremantle Police Station and Court House, the Fremantle Hospital, Fremantle Markets, Artillery Drill Hall, Scot's Church, the Fremantle Synagogue and Fremantle Oval and the Victoria Pavilion;*
- The establishment is the most intact such complex in Australia. The prison and the Convict Establishment is the outstanding symbol of the period in which Western Australia was developed using convict labour and it is a memorial to the design and supervision of the royal engineers.*

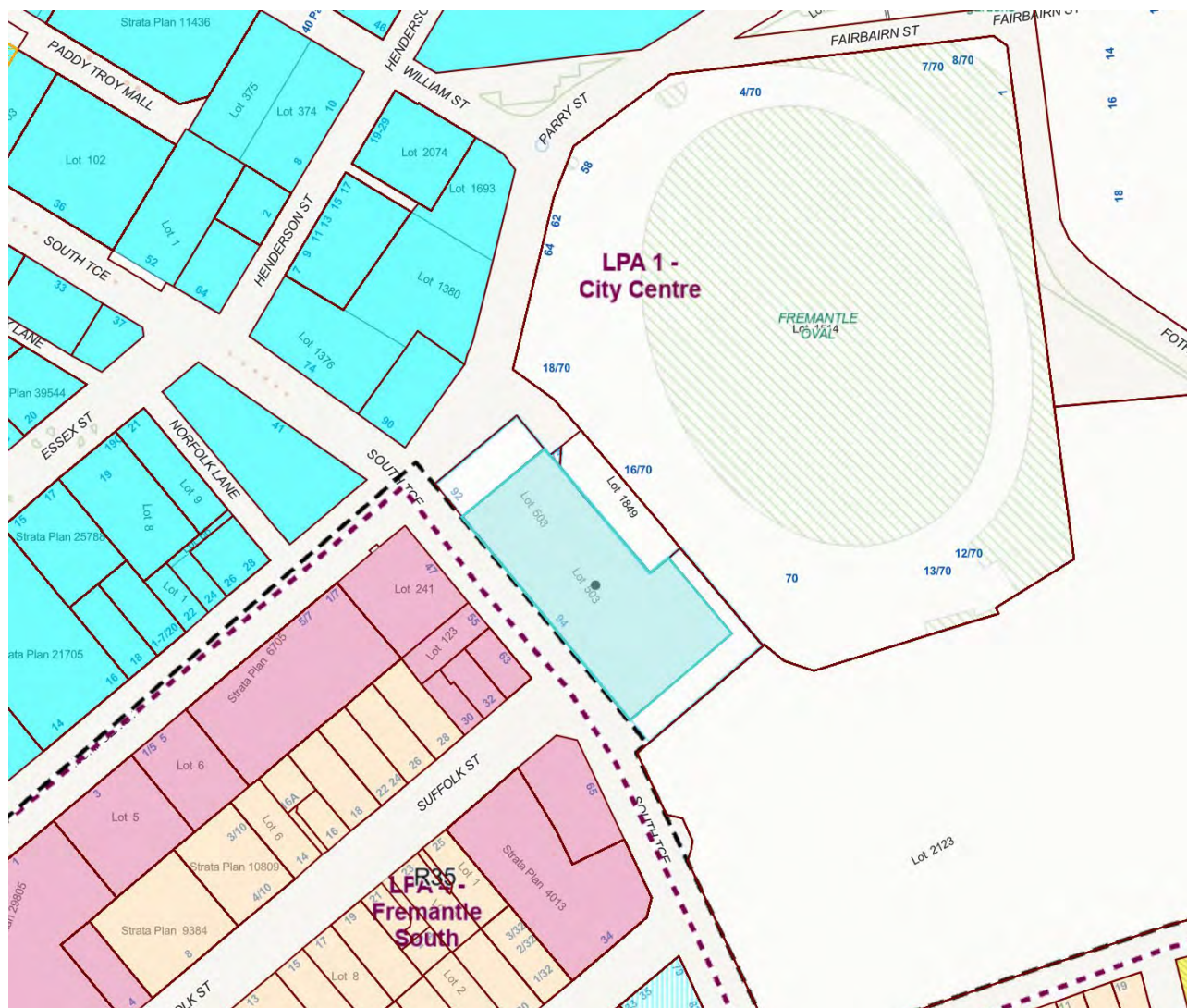


The immediately surrounding area varies in its zoning, built form and its land use but is accepted as being part of central Fremantle. Immediately adjacent to the site to the south of site is Mixed use zoned land under LPS4 which is improved by the two storey Norfolk Hotel (Heritage listed) and single storey commercial tenancies.

To the southwest of site is the existing eight storey Arundel Court apartment building (34 Arundel Street – zoned Residential), and a vacant site at 65 South Terrace (zoned Mixed Use) which has been granted approval for a 6 storey Hotel. To the south/east is the existing eight storey Fremantle Hospital (Public Purposes reserve). To the northwest of the site is the Old Synagogue hospitality venue, which is 2 storeys (unzoned land). To the north is the South Fremantle Football club and the City's former administration building, which along with Fremantle Oval and its grandstand are on a Civic and Cultural Reserve.

Suffolk Street to the south is typically characterised by single and two storey residential dwellings, with many being identified for their cultural heritage significance for their contribution to the streetscape including a row of State Registered Terraces (No. 19 – 23) on the western side of the adjoining Arundel Court car park. This area is zoned Residential, with the properties fronting South Terrace zoned Mixed Use.

The site is located approximately 50 metres from the South Terrace and Norfolk Street intersection, where the City Centre zone under LPS4 starts. The site is also located within 250m of a high frequency bus route and within 800m of the Fremantle Train Station.



Site history

In 2015, The Council identified the former Stan Reilly site for potential future development in its visionary document *FREO 2029: Transformational Moves*. The land was seen as a key site to help activate the precinct as well as deliver integrated access into and around the future oval redevelopment.

In September 2020 Council resolved to advise the State Government that it would support the revocation of management orders on Crown Land (known as Stan Reilly site) exclusively for the purposes of developing a regional police complex on the site and for no other purpose, based on a list of conditions essentially around compensation for the loss of management control on the land and ensuring a future public laneway (Bulldog Lane) would be provided as part of the project.



In January 2021 Council agreed to relinquish the management orders (giving the City ability to use Crown Land as a carpark) with specific requests regarding Bulldog Lane; an area of freehold land within the oval that the State transfer to the City for future development; and relaxing other claims around the notion of compensation.

It is noted that the State Government has now created a separate title for Bulldog Lane and this has now been transferred to the City of Fremantle. There is a legal agreement in place whereby the State Government will fund and build the road, landscape and lighting to Bulldog Lane as part of the Police Complex development. The future portion of the oval to be transferred to the City as freehold land will be negotiated with the State Government as part of the Oval Redevelopment Project. In the interim, a letter of in-principle support has been received from the Minister for Lands.

On 14 October 2022, WAPC granted approval for forward works to the subject site. These approved forward works consisted of:

- The excavation of the car park bitumen to a depth of 300mm throughout the entire site except for the existing substation zone and rear road easement. These works will be monitored by an Archaeologist in line with the AMP.
- Test excavations at key locations to determine the most important areas for large area excavation and excavation of features (e.g. wells or cess pits).
- Large area and feature excavation to a further 1.5 metres in depth over the site. Battering of 1:2 will be undertaken to the boundaries and extremities including up to the wall of the synagogue, and not including Bulldog Lane.
- The investigation and removal, if required, of existing services on the site. Specifically, in the southeast section of the site, the existing substation and associated fence are to be retained during forward works.
- No permanent structures are included in the Stage 2 forward works subject to this application.
- The existing limestone wall adjacent to Bulldog Lane and the adjacent Synagogue will be protected from any damage or degradation. The details of the appropriate protection will be finalised in consultation with the City once the contractor has been appointed.
- The site will be fenced along the South Terrace frontage with a 2.4m high semipermanent solid hoarding and chain link fence. A semi-permanent chain link fence will be installed to the remainder of the perimeter to ensure the security of the site. The existing road access between the City's site to the northwest between the subject site and oval will be maintained during the forward works.



Community Consultation

A Community Reference Group was formed by the applicant early on in the project development stage. The Group consisted of stakeholders predominantly from surrounding businesses and agencies and had no ability to consult more broadly with the wider community due to limitations in its terms of reference.

Due to the strategic significance of this development, the City has undertaken community consultation as part of its role as a referral agency for the DA. The application was advertised between 10 July and 24 July 2023. At the conclusion of the advertising period the City had received 224 submissions, all of which objected to the proposal. The following concerns have been summarized below.

- Building bulk is not in character with the locality,
- Aesthetically not pleasing,
- Building is too big and bulky and dominating,
- Proposal has negative impacts on this heritage precinct.

A complete copy of all submissions on the proposal will be directed to the DPLH officers for the preparation of their RAR.

Statutory and policy assessment

The following assessment sets out the statutory provisions that should be applied in assessing this development. Predominantly, the matters to be considered sit under broad themes of land use, built form and design and heritage.

- Metropolitan Region Scheme (MRS)

The site is zoned Central City Area under the Metropolitan Region Scheme (MRS). The proposal is required to be assessed against Clause 30 (1) of the MRS which requires the decision maker (JDAP) have regard to the following factors when determining a development application:

- i) The purpose for which the land is zoned or reserved under the Scheme.*

The Fremantle Police District Complex would be classified as a Civic use and is considered to be consistent with the Central City Area zoning under the MRS, which is a strategic regional centre for major retail, commercial and office facilities as well as employment, civic, business and residential uses.

- ii) The orderly and proper planning of the locality; and*

The use of the site as a Civic use, meets the statutory intent for the site. The strategic nature of the Central City Area zone, means the development of a district police complex on the site is an important land use addition.



(iii) *The preservation of amenities of the locality.*

The amenity of the locality has the potential to be enhanced through the development and use of the site, rather than its continued use as a public car parking facility. With adjoining uses comprising of a football oval and training facilities, hospital, approved Hotel, existing hospitality venues and residential uses, the proposal for a civic use on this site is appropriate. The addition of over 350 staff to the site, will have added economic benefits to the City Centre.

The site is however located in a prominent location within a considerably significant heritage area and significant weight should be applied to the design quality and heritage impact of the proposal. These matters will be addressed further in the report below.

- *Local Planning Scheme No. 4 (LPS4)*

The development does not require approval to commence development under LPS4. The decision maker (JDAP), is however required to have due regard to the following:

- a) The purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised;*
- b) The orderly and proper planning, and the preservation of the amenity, of that locality at the time; and*
- c) Any advice provided by the responsible authority in the course of the consultation required*

Due to an anomaly on the scheme map, the site is not actually zoned under LPS4. Lots surrounding the development are zoned City Centre, Mixed use and reserved Civic and Cultural or Public Purposes.

Overall, the proposed Civic land use as a district police complex is a supportable land use in the context of LPS4 for the following reasons:

- The land use is consistent with existing businesses and mix of uses in the greater City Centre area and is compatible with the objectives of the neighbouring Mixed-use zone and reserves.
- This civic use is also considered to be a necessary use within a key commercial centre and precinct.



Further to land use, LPS4 sets out provisions relating to built form. The following points are provided for consideration:

- Civic use does not have a specific allocation for vehicle parking, however LPS4 does advise that where it is not listed, that the requirement will be determined by Council. There is limited detail regarding how the building will be used, however it is expected much of the floor area will be occupied in a similar manner to an office. Against the car parking requirements for Office (being 1:30sqm gross lettable area) and the gla of the development being 12, 300sqm, this equates to approximately 410 car bays. Given the development includes approximately 113 on site car bays and the site is located within close proximity to public transport and public parking, the provision is considered appropriate to service the development.
- The same goes for bicycle parking and end of trip facilities. Given the complex will accommodate significant numbers of workers, due consideration should be afforded to the numbers of these provided. An office for example, requires 1 Class 1 or 2 rack per 200m² of gross lettable area, which equates to around 62 bicycle racks. At least two unisex (or one male, one female) shower should be provided for every 10 bicycle racks provided. 30 bicycle racks are provided, and while noted it is provided, no details regarding the number of end of trip facilities are provided.
- The site is on the City's Heritage List and falls within the Convict Establishment and Tunnels Heritage Area, both established under LPS4. It is noted the applicant has provided an Archaeological Management Plan, which should be required to be implemented, with monitoring and assessment by State Heritage given the significance of the Convict Establishment.
- The City's scheme requires that design review be undertaken for buildings over 11m in height. The scheme sets out matters, not dissimilar to SPP 7.0, to assist in determining the design quality of the development. Further discussion on this, is included later in the report.

- State Planning Policy 3.5 – Historic Heritage Conservation

SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. In assessing development applications, the following development control principles are set out (summary):

- Conservation and protection of the cultural significance of a heritage place
- Demolition should be avoided and requires strong justification
- Development should respect and complement the heritage significance of the area

The development site is located within the Convict Establishment and Tunnels Heritage Area and is on the City's Heritage List. The site is surrounded by properties of considerable significance, with many on the State Register of Heritage Places and Fremantle Prison on the World Heritage List (see figure 1).

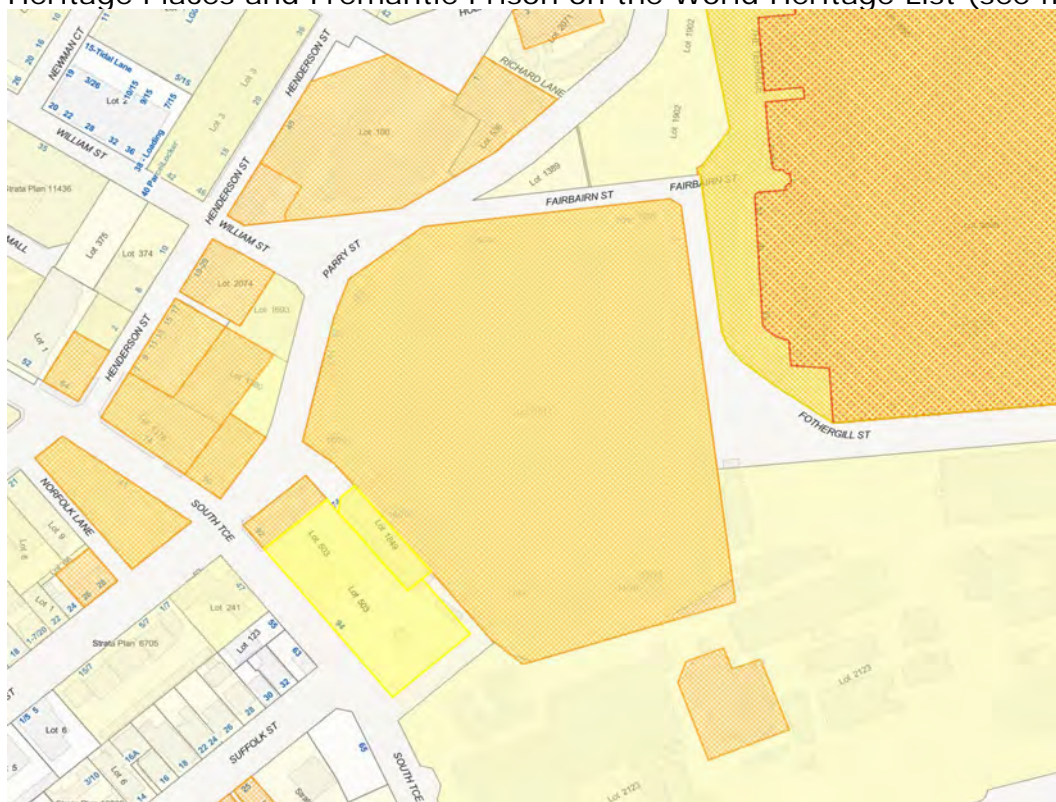


Figure 1- State registered places (orange/hatched) in close proximity to site.

As the City's role in this process is as a referral agency only, it will seek to provide comment on matters of local heritage significance, with the expectation that the Heritage Council of WA will be providing more detailed assessment to DPLH on properties of state, Commonwealth and world significance such as the Fremantle Prison.

A detailed heritage impact assessment is provided as an attachment to this report. Key elements for the decision makers consideration are:

- Interpretation
 - The Burra Charter sets the expectation that interpretation means all the ways of presenting the cultural significance of a place. It may be a combination of the treatment of the fabric, the use of an activities at the place and the use of explanatory material.
 - A site of this significance warrants a professionally written Interpretation Plan which will investigate historic themes and values and design a thoughtful and co-ordinated programme of interpretation that can be applied across the site. This interpretation should cover elements such as the Convict



Establishment, the former uses on site, any archaeology and existing built form on site and Bulldog Lane. Based on the current information, it is not clear how this development proposal interprets its heritage context.

- Existing on-site heritage fabric
 - The extent of demolition of portions of heritage limestone walls needs to be carefully considered. It is noted that there is an existing opening in the wall which is not proposed to be used for vehicle access in this design. It is also noted that the various limestone walls on the site have different levels of significance (see attachment 5).
 - Protective measures must be undertaken during construction on site to ensure this important heritage asset is not damaged.
 - Any development should be subject to a detailed Archaeological Management Plan.
- Interface with adjoining development and streetscape
 - The height, bulk and scale of buildings at the edge of the Convict Establishment form an interface with the surrounding town should be reflect the historic interface. Further, the new development should respond to the surrounding built forms (in particular – the Old Synagogue).
 - Where possible, this new development should not detract from sites of heritage significance, noting they should remain the focus.

At the time of writing this report, the City was made aware that the applicant was working with the state government to address comments from the Heritage Council. At this time, no revised plans have been provided, so the assessment is based on the lodged and advertised proposal.

- State Planning Policy 4.2 – Activity Centres

Fremantle is an established Strategic Centre. A Strategic Centre's role and typical attributes are as follows –

They are multipurpose centres that provide a diversity of uses and are the main focus for housing and employment growth outside the Capital City. These centres provide the full range of economic and community services necessary for the communities in their catchments and wider region. These centres are expected to service substantial populations, providing health, community and social services, be well-served by public transport and provide opportunities for business agglomeration.



The inclusion of a District Police Complex is consistent with the intent of a Strategic Centre.

- *State Planning Policy 7.0- Design of the Built Environment*

SPP 7.0 includes a number of performance-based design principles to assist decision makers in determining the design quality of a development.

Design review is an essential component of this approach as it assists in determining whether the required outcomes have been met, and that minimum levels of design quality are achieved. At least two reviews were undertaken pre-lodgement, with one post lodgement however it was not clear in the applicants documentation, whether any design changes had been resolved to the SDRP's satisfaction.

The City has since been advised that the State Design Review Panel (SDRP) is still actively reviewing the proposal, and final comments on the design merit together with any subsequent amendments to the drawings will be provided to officers at the Department of Planning, Lands and Heritage (DPLH), who will be writing the RAR.

Further, at the time of writing this report, the City was made aware that the applicant was working with the state government to address comments from the SDRP. At this time, no revised plans have been provided for detailed review or public comment, so the assessment in this report is based on the lodged and advertised proposal. Officers will update the proposal on My Say as soon as final plans are released, noting that the JDAP meeting to consider the proposal will include a public agenda and meeting also.

It is recommended that Council set a clear expectation, that the design review process be followed through to its completion, and that any revised drawings in response to review, be provided to all stakeholders for comment prior to a final decision being made by JDAP. The City of Fremantle Design Advisory Committee (DAC) has not reviewed the proposal on the condition that the SDRP conclude their assessment and the minutes and recommendations from the panel be made public via the RAR.

Further, substantial design changes should not be made through conditions of approval, noting that any significant change made through this method, would not be a valid planning condition.

The key principles of SPP 7.0 are as follows:

- *Context and Character*
- *Landscape quality*
- *Built form and scale*
- *Functionality and build quality*
- *Sustainability*



- *Amenity*
- *Legibility*
- *Safety*
- *Community*
- *Aesthetics*

Notwithstanding that design review and commentary is to be provided by the SDRP, officers have undertaken a high-level assessment of the proposal against the SPP7.0. The decision maker is encouraged to consider the following:

- The context and character of the locality surrounding the development site does create challenges, but should be reflected in the design of this development. While to the south/east of the site there are buildings of substantial scale (Fremantle Hospital, Arundel Court and approved 6 storey Hotel), to the west and north of the site, the built form is significantly more modest. In addition to a large number of single storey residential properties, the Synagogue, Fremantle Markets and Norfolk Hotel are all much smaller than the proposed development. The bulk of this development needs to respond more meaningfully to this side of the site through a reduction in height and/or alteration to the design.

In particular, the dominant presence of the escape stair element on the northern end is excessively high and creates a landmark element to receive signage/branding. It is suggested that greater sensitivity and transitioning should occur at this northern end to provide adequate curtilage and backdrop to the Old Synagogue building, rather than visually compete with it.

- The material character of the surrounding built form, which while diverse, is far more solid in its materiality. Predominant use of limestone and brick features in the surrounding streetscapes, as opposed to this proposal which includes fine screening and expansive glass panels.
- Waste management and delivery management should be detailed through appropriate management plans.
- The project has committed to implementing a 4 Star Green Star equivalency rating, not certification. Noting the State Government's objective to achieve net zero emissions by 2050, it is recommended that the development achieve the 4 star Green Star certification as a minimum. This also aligns with the Council's recent commitment to set a target of net zero by 2050.



- Public art is proposed as part of the development, however no detail has been released as to its content or location at this stage. The City's LPP 2.19 Contributions for Public Art and/or Heritage Works does not apply to this site, but sets a generally accepted position on the level of contribution (being valued at one per cent of the development cost). It is recommended that the applicant provide a detailed plan and strategy for the artwork.

In summary, it is recommended that further work may be required on the design to ensure it responds to its significant location and that the design changes required are not able to be dealt with via conditions of approval.

Conclusion

The proposed development has been considered against relevant elements of the planning framework, with strong weight on the importance of this significant context. The importance of the land use is recognised, noting the strategic and local benefits the development of a complex of this scale will bring. However, strong weight must be afforded to the considerable significance of the Convict Establishment and state and local registered properties in any design development.

It is recommended that further design work be undertaken prior to a decision being made on this application, however it is understood that the applicant is actively working with the assessing officers at DPLH to address feedback from SDRP and Heritage Council.

STRATEGIC IMPLICATIONS

Strategic Community Plan 2015-25

The proposed development is considered to make a positive contribution to the diverse economy and services provided within Fremantle. The development will increase the number of workers in Fremantle and boost the local economy, particularly within close proximity of the CBD and its amenities.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil



OFFICERS RECOMMENDATION

That the City of Fremantle advise the Western Australian Planning Commission of its comments regarding the proposed 4 Storey Public Works (District Police Complex) development at 94 (Lot 503) South Terrace, Fremantle (plans dated 30 May 2023), as detailed in the Planning Committee agenda of 6 September 2023 and summarised below:

1. The use of the site as a Civic Use (District Police Complex) is supported, noting the local and regional strategic importance of locating a complex of this scale in the City Centre.
2. Any recommendations from the Heritage Council WA in relation to Fremantle Prison, Fremantle Oval, the Synagogue and other properties within the convict establishment, be implemented in full, noting the City's expectation that this assessment of the impact on these sites will occur at state level.
3. Notwithstanding the point above, that WAPC have due regard to the City's heritage comments and request that further design work on the development is undertaken to reduce the impact on the heritage significance of surrounding properties. Specifically, the proposal should have a detailed heritage interpretation strategy that informs the design, consideration of the treatment and protection of existing on-site heritage fabric (both during construction and in perpetuity) and an improvement to the development's interface with adjoining heritage developments and streetscapes.
4. Any recommendations made by State Design Review Panel (SDRP) are to be incorporated into amended plans and or additional information. Should these recommendations be significant or amended plans be submitted, it is recommended the matter be deferred to allow all stakeholders the opportunity to review.

Any comments and minutes from the SDRP, should be public documents that are published as part of the Responsible Authority Report to the Metro Inner-South Joint Development Assessment Panel (JDAP).

5. Notwithstanding the point above, further design development is recommended to address the principles of SPP 7.0 Design of the Built Environment, with the WAPC's attention drawn to the following:
 - a. The development would benefit from responding more meaningfully to context and character of the locality, including a simpler approach to materiality that is based on the use of limestone and brick.



- b. The impact on the Old Synagogue Building could be improved by remodelling the northern end of the proposal, especially the height and presence of the stair tower.
 - c. Waste management and delivery management should be detailed through appropriate management plans.
 - d. 4 star Greenstar certification should be achieved as a minimum, noting the State Government's position to reach Net Zero emissions by 2050.
 - e. It is recommended that the applicant provide a detailed plan and strategy for the public artwork component, in line with government policy for % For Art.
6. The attention of the Western Australian Planning Commission (WAPC) and Joint Development Assessment Panel (JDAP) is drawn to the submissions made in response to community consultation on the application. The WAPC and JDAP are requested to give full consideration to the issues raised in submissions in the preparation and consideration of the Responsible Authority Report on the application.
7. The car and bicycle parking for the development is supported.
8. Notwithstanding the matters outlined above, if the WAPC is inclined to support the design as lodged, then any approval should be subject to the following conditions:
 - *Prior to lodging an application for a building permit, storm water disposal plans, details and calculations must be submitted for approval by the City of Fremantle and thereafter implemented, constructed and maintained to the satisfaction of the Western Australian Planning Commission, on advice from the City of Fremantle.*

All storm water discharge shall be contained and disposed of on site.

- *The development shall be wholly located within the cadastral boundaries of the subject site including any footing details of the development.*
- *Prior to the lodgement of a Demolition Permit or Building Permit for the various stages of the development hereby approved the owner is to submit a waste management plan for approval by the City, detailing at a minimum the following:*
 - *Estimated waste generation*
 - *Proposed storage of receptacles*
 - *Collection methodology for waste*
 - *Additional management requirements to be implemented and maintained for the life of the development.*



The waste management plan should give consideration to the fact the City is required to manage residential waste. As a result, the waste management plan will need to align with the waste services available to residents. The Waste Management Plan must be implemented at all times to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.

- *Prior to practical completion of the development hereby approved, an outdoor lighting plan must be submitted and approved by the Western Australian Planning Commission. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.*
- *Prior to the issue of a Demolition Permit or Building Permit for the various stages of the development hereby approved, all piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Western Australian Planning Commission.*
- *Prior to the lodgement of a Demolition Permit or Building Permit for the various stages of the development hereby approved, a Construction/Demolition Management Plan shall be submitted and approved, to the satisfaction of the Western Australian Planning Commission addressing, but not limited to, the following matters:*
 - a) *Use of City car parking bays for construction related activities;*
 - b) *Protection of infrastructure and street trees within the road reserve;*
 - c) *Security fencing around construction sites;*
 - d) *Gantries;*
 - e) *Access to site by construction vehicles;*
 - f) *Contact details;*
 - g) *Site offices;*
 - h) *Noise - Construction work and deliveries;*
 - i) *Sand drift and dust management;*
 - j) *Waste management;*
 - k) *Dewatering management plan;*
 - l) *Traffic management; and*
 - m) *Works affecting pedestrian areas.*

Dewatering application must include: -

- *Written approval from department of Water and Department of Park and Wildlife*
- *Dewatering impact report*



- *Before discharge in to the City's storm water system, they need to have a sediment control and weekly monitoring plan.*

The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

- *Prior to the lodgement of a building permit, the following information is to be provided to the Western Australian Planning Commission, on advice from the City of Fremantle:*
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- *Prior to the lodgement of a building permit details regarding the location and strategy for the public art shall be submitted. Prior to occupation of the development, the art shall be installed on site to the satisfaction of the Western Australian Planning Commission.*
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- *Prior to lodgement of a building permit, the applicant is to submit, and have approved to the satisfaction of the Western Australian Planning Commission, a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428.*
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9. Any approval should be subject to the following advice notes:

- Levels as per existing footpath and/or ROW
 - Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
 - Any adjustment in levels is to be achieved within the property boundaries;
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- o Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.
 - o The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above. Please contact the Infrastructure Business Services department via info@fremantle.wa.gov.au or 9432 9999.
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A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via:
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- Prior to any removal of trees from the road reserve, or works that may affect these trees, the applicant should liaise with the City of Fremantle to ensure the appropriate selection and location of trees. Existing trees within the road reserve, shown on the approved plans shall be protected through the implementation of a Tree Protection Zone for protection during construction. Additional information with regard to the tree protection zone requirements can be found here:
<https://www.fremantle.wa.gov.au/residents/trees-and-verges>.
- The applicant is advised to liaise with adjacent land owners with regards to the potential to undertake dilapidation reports prior to commencing site works due to the concerns raised during the community consultation of this application.
- If construction works involve the emission of noise above the assigned levels in the Environmental Protection (Noise) Regulations 1997, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.
Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.



- Effective measures shall be taken to stabilize sand and ensure no sand escapes from the property by wind or water in accordance with the City's Prevention and Abatement of Sand Drift Local Law.
- The applicant is advised that the existing verge tree is to be protected during the construction process with a minimum 2.8x2.8m fencing enclosure.
- The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site. The applicant is advised that the new vehicle crossover shall be separated from any verge infrastructure by:
 - o a minimum of 1.5 metres in the case of verge trees

ALTERNATIVE RECOMMENDATION

Moved: Cr Adin Lang

Seconded: Cr Ben Lawver

That the City of Fremantle advise the Western Australian Planning Commission of its comments regarding the proposed 4 Storey Public Works (District Police Complex) development at 94 (Lot 503) South Terrace, Fremantle (plans dated 30 May 2023), as detailed in the Planning Committee agenda of 6 September 2023 and summarised below:

1. The development of a Civic Use (District Police Complex) in the City Centre is supported, noting the local and regional strategic importance of this function.
2. However, the scale and form of development as proposed is not supported on this site for the following reasons:
 - a. The bulk and scale has an adverse impact on the streetscape and the adjoining heritage elements including the convict-built wall and the state heritage-listed Synagogue and on properties and view sightlines within the world heritage-listed convict establishment.
 - b. The materiality, proportions, massing and detailing of the built form are an inappropriate response to the context and will detract from the streetscape and heritage precinct.
 - c. The building function will not contribute to the activation of this important public realm.
 - d. The highly prominent facade presents as a public attraction, which it is not, and as such the design detracts from the legibility of the City.



3. The City seeks to engage with WAPOL and WAPC to explore a more suitable built form response for this site in response to the matters summarised above and outlined in more detail below, or to identify a more suitable site for the proposed scale and built form elsewhere in the Fremantle CBD.
4. The attention of the Western Australian Planning Commission (WAPC) and Joint Development Assessment Panel (JDAP) is drawn to the 244 submissions made in response to community consultation on the application. The WAPC and JDAP are requested to give full consideration to the issues raised in submissions in the preparation and consideration of the Responsible Authority Report on the application.
5. The City expects the Heritage Council WA will undertake a state level assessment of the impact of this proposal on the world heritage listed Fremantle Prison, Fremantle Oval, the Synagogue and other properties within the convict establishment, and expects that any recommendations of the Heritage Council WA be implemented in full.
6. Notwithstanding the point above, that WAPC have due regard to:
 - a. have due regard to the City's heritage comments;
 - b. share the City's advice with the Heritage Council WA; and
 - c. require the proponent to prepare a detailed heritage interpretation strategy that informs the design, consideration of the treatment and protection of existing on-site heritage fabric, both during construction and in perpetuity and an improvement to the development's interface with adjoining heritage developments and streetscapes.
7. Any recommendations made by State Design Review Panel (SDRP) are to be incorporated into amended plans and or additional information. Should these recommendations be significant or amended documents be submitted, it is recommended the matter be deferred to allow all stakeholders the opportunity to review. Any comments and minutes from the SDRP, should be public documents that are published as part of the Responsible Authority Report to the Metro Inner-South Joint Development Assessment Panel (JDAP)
8. The project establish a minimum target of 4 star Greenstar certification, noting the State Government's position to reach Net



Zero emissions by 2050. This would include consideration of the extensive areas of east and west facing glazing.

9. Notwithstanding the matters outlined above, if the WAPC is inclined to support the design as lodged, then any approval should be subject to the following conditions:

- *Prior to lodging an application for a building permit, storm water disposal plans, details and calculations must be submitted for approval by the City of Fremantle and thereafter implemented, constructed and maintained to the satisfaction of the Western Australian Planning Commission, on advice from the City of Fremantle.*

All storm water discharge shall be contained and disposed of on site.

- *The development shall be wholly located within the cadastral boundaries of the subject site including any footing details of the development.*
- *Prior to the lodgement of a Demolition Permit or Building Permit for the various stages of the development hereby approved the owner is to submit a waste management plan for approval by the City, detailing at a minimum the following:*
 - *Estimated waste generation*
 - *Proposed storage of receptacles*
 - *Collection methodology for waste*
 - *Additional management requirements to be implemented and maintained for the life of the development.*

The waste management plan should give consideration to the fact the City is required to manage residential waste. As a result, the waste management plan will need to align with the waste services available to residents. The Waste Management Plan must be implemented at all times to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.

- *Prior to practical completion of the development hereby approved, an outdoor lighting plan must be submitted and approved by the Western Australian Planning Commission. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.*
- *Prior to the issue of a Demolition Permit or Building*



Permit for the various stages of the development hereby approved, all

piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Western Australian Planning Commission.

- *Prior to the lodgement of a Demolition Permit or Building Permit for the various stages of the development hereby approved, a Construction/Demolition Management Plan shall be submitted and approved, to the satisfaction of the Western Australian Planning Commission addressing, but not limited to, the following matters:*
 - a) *Use of City car parking bays for construction related activities;*
 - b) *Protection of infrastructure and street trees within the road reserve;*
 - c) *Security fencing around construction sites;*
 - d) *Gantries;*
 - e) *Access to site by construction vehicles;*
 - f) *Contact details;*
 - g) *Site offices;*
 - h) *Noise - Construction work and deliveries;*
 - i) *Sand drift and dust management;*
 - j) *Waste management;*
 - k) *Dewatering management plan;*
 - l) *Traffic management; and*
 - m) *Works affecting pedestrian areas.*

Dewatering application must include: -

- *Written approval from department of Water and Department of Park and Wildlife*
- *Dewatering impact report*
- *Before discharge in to the City's storm water system, they need to have a sediment control and weekly monitoring plan.*

The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

- *Prior to the lodgement of a building permit, the following*



information is to be provided to the Western Australian Planning Commission, on advice from the City of Fremantle:

- Archaeological Management Plan to provide for the appropriate documentation, excavation and monitoring of potential archaeological evidence across the site.*
- Prior to the lodgement of a building permit, a detailed Interpretation Plan should be submitted to detail the works, treatment and finish of the Convict Wall both during construction and its ongoing protection and maintenance to the satisfaction of the Western Australian Planning Commission.*
- Prior to the lodgement of a building permit, a copy of documentation from the Green Building Council of Australia or a suitably qualified professional stating how the development will achieve a Green Star rating of at least 4 Stars shall be submitted to the satisfaction of the Western Australian Planning Commission.*
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- *Makes all 224 MySay submissions available to the public.*

1. Any approval should be subject to the following advice notes:

- Levels as per existing footpath and/or ROW
 - Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
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- Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.
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 - o a minimum of 1.5 metres in the case of verge trees

AMENDMENT

Moved: Cr Andrew Sullivan Seconded: Cr Su Groome

To add the following point to the recommendation

That in relation to the public areas surrounding the proposed WAPOL development, Council endorse the following strategic direction:

Bulldog Lane

The City will further explore the urban design of Bulldog Lane taking into account the following design objectives:

- ***the lane is to be configured to accommodate future connection through the oval redevelopment along the western wing of the oval, most likely at basement level;***
- ***the lane is to be configured to accommodate potential connectivity around the southern edge of the oval in liaison with Fremantle Hospital (South Metropolitan Areas Health Services);***
- ***the gradient of the proposed laneway will ideally deliver a consistently gentle slope from South Terrace up to the eastern end where it will provide access to both the oval and the former administration building;***
- ***potential impacts of the new road on the convict wall are to be investigated and mitigated;***
- ***consideration to be given to restoring the convict wall to its original height to improve CPTED and safety (in liaison with***



- SMAHS) and to alternative interpretations for the replacement sections of wall at the eastern end that may improve the public realm;*
- the most appropriate urban design to facilitate pedestrian and emergency connectivity to the oval, including the footpath location/width and landscaping;*
 - deliver safe and efficient intersection designs along South Terrace; and,*
 - the final urban design for Bulldog Lane to be submitted for Council consideration and approval.*

South Terrace

The City will explore potential design changes to South Terrace between Parry Street and Alma Street to accommodate the proposed WAPOL development, Bulldog Lane, other proposed developments in the precinct and the potential expansion of bus stops and drop offs in the area, including:

- retaining the two plane trees closest to the Synagogue with any future crossover to the WAPOL public car park to be designed to accommodate the retention of these mature trees;*
- the plane trees that were located near the bus stop are to be replaced and where possible the avenue of trees extended southwards;*
- opportunities to widen footpaths and to improve pedestrian safety to be included; and*
- in the event the WAPOL development leaves a long section of South Terrace unactivated, that other opportunities to activate the pedestrian realm and improve safety through CPTED measures be investigated, including activating the hospital frontage to the south.*

Oval interface

The WAPOL developers be advised that the oval redevelopment will see a significant increase in usage, will most likely include basement parking and an extension of Bulldog Lane abutting the shared boundary at about the same level as their proposed basement and that the following opportunities to coordinate and accommodate future development should be considered:

- WAPOL to consider extending their basement to the oval boundary or introducing other such structural measures to minimise future disruptions to their operational areas when the oval is redeveloped;*



- *An opportunity for WAPOL to gain a basement level connection to the proposed extension of Bulldog Lane through to Parry Street to provide greater flexibility for their operations;*
- *That events in and around Fremantle Oval are likely to attract large crowds requiring traffic management and/or street closures and that such scenarios should form part of WAPOL's operation brief for the development; and,*
- *Explore opportunities to provide alternative access through to Hampton Road via an eastwards extension of Bulldog Lane.*

Amendment carried: 7/0

Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham,
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

COMMITTEE DECISION ITEM PC2309-1
(Alternative recommendation)

Moved: Cr Adin Lang Seconded: Cr Ben Lawver

That the City of Fremantle advise the Western Australian Planning Commission of its comments regarding the proposed 4 Storey Public Works (District Police Complex) development at 94 (Lot 503) South Terrace, Fremantle (plans dated 30 May 2023), as detailed in the Planning Committee agenda of 6 September 2023 and summarised below:

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the legibility of the City.

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 - a. have due regard to the City's heritage comments;**
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pipied, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage



areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Western Australian Planning Commission.

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 - b) Protection of infrastructure and street trees within the road reserve;*
 - c) Security fencing around construction sites;*
 - d) Gantries;*
 - e) Access to site by construction vehicles;*
 - f) Contact details;*
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 - h) Noise - Construction work and deliveries;*
 - i) Sand drift and dust management;*
 - j) Waste management;*
 - k) Dewatering management plan;*
 - l) Traffic management; and*
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Dewatering application must include:-

- Written approval from department of Water and Department of Park and Wildlife*
- Dewatering impact report*
- Before discharge in to the City's storm water system, they need to have a sediment control and weekly monitoring plan.*

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(i.e. mulch, lawn etc), shall be submitted to and approved by the Western Australian Planning Commission on advice from the City of Fremantle.

- *Prior to the commencement of development details regarding the removal and replacement of street trees shall be submitted to and approved by the Western Australian Planning Commission on advice from the City of Fremantle.*
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- *Prior to lodgement of a building permit, the applicant is to submit, and have approved to the satisfaction of the Western Australian Planning Commission, a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428.*
- *Prior to the issue of a Building Permit for the development hereby approved, end of trip facilities shall be provided, to the satisfaction of the City of Fremantle. Prior to occupation of the development the approved end of trip facilities must be installed and thereafter be maintained for the life of the development, to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.*
- *Prior to the issue of a Building Permit for the development hereby approved, lockers shall be provided, to the satisfaction of the City of Fremantle. The facilities must thereafter be retained for the life of the development to the satisfaction of the Western Australian Planning Commission on advice from the City of Fremantle.*
- *Makes all 224 MySay submissions available to the public.*

10. Any approval should be subject to the following advice notes:

- Levels as per existing footpath and/or ROW
 - Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;



- Any adjustment in levels is to be achieved within the property boundaries;
- Details of all existing and proposed levels to be shown in the submitted working drawings for a building permit, to show that existing footpath levels are maintained.
- Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.
- The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above.

Please contact the Infrastructure Business Services department via info@fremantle.wa.gov.au or 9432 9999.

- In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via <http://www.fremantle.wa.gov.au/development/policies>.
- A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via: <https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf>
- The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.
- Prior to any removal of trees from the road reserve, or works that may affect these trees, the applicant should liaise with the City of Fremantle to ensure the appropriate selection and location of trees. Existing trees within the road reserve, shown on the approved plans shall be protected through the implementation of a Tree Protection Zone for protection during construction. Additional information with regard to the tree protection zone requirements can be found here: <https://www.fremantle.wa.gov.au/residents/trees-and-verges>.
- The applicant is advised to liaise with adjacent land owners with regards to the potential to undertake dilapidation reports prior to commencing site works due to the concerns raised during the community consultation of this application.



- If construction works involve the emission of noise above the assigned levels in the Environmental Protection (Noise) Regulations 1997, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence. Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.
- Effective measures shall be taken to stabilize sand and ensure no sand escapes from the property by wind or water in accordance with the City's Prevention and Abatement of Sand Drift Local Law.
- The applicant is advised that the existing verge tree is to be protected during the construction process with a minimum 2.8x2.8m fencing enclosure.
- The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site. The applicant is advised that the new vehicle crossover shall be separated from any verge infrastructure by:
 - a minimum of 1.5 metres in the case of verge trees

That in relation to the public areas surrounding the proposed WAPOL development, Council endorse the following strategic direction:

Bulldog Lane

The City will further explore the urban design of Bulldog Lane taking into account the following design objectives:

- *the lane is to be configured to accommodate future connection through the oval redevelopment along the western wing of the oval, most likely at basement level;*
- *the lane is to be configured to accommodate potential connectivity around the southern edge of the oval in liaison with Fremantle Hospital (South Metropolitan Areas Health Services);*
- *the gradient of the proposed laneway will ideally deliver a consistently gentle slope from South Terrace up to the eastern end*



- where it will provide access to both the oval and the former administration building;*
- potential impacts of the new road on the convict wall are to be investigated and mitigated;*
 - consideration to be given to restoring the convict wall to its original height to improve CPTED and safety (in liaison with SMAHS) and to alternative interpretations for the replacement sections of wall at the eastern end that may improve the public realm;*
 - the most appropriate urban design to facilitate pedestrian and emergency connectivity to the oval, including the footpath location/width and landscaping;*
 - deliver safe and efficient intersection designs along South Terrace; and,*
 - the final urban design for Bulldog Lane to be submitted for Council consideration and approval.*

South Terrace

The City will explore potential design changes to South Terrace between Parry Street and Alma Street to accommodate the proposed WAPOL development, Bulldog Lane, other proposed developments in the precinct and the potential expansion of bus stops and drop offs in the area, including:

- retaining the two plane trees closest to the Synagogue with any future crossover to the WAPOL public car park to be designed to accommodate the retention of these mature trees;*
- the plane trees that were located near the bus stop are to be replaced and where possible the avenue of trees extended southwards;*
- opportunities to widen footpaths and to improve pedestrian safety to be included; and*
- in the event the WAPOL development leaves a long section of South Terrace unactivated, that other opportunities to activate the pedestrian realm and improve safety through CPTED measures be investigated, including activating the hospital frontage to the south.*

Oval interface

The WAPOL developers be advised that the oval redevelopment will see a significant increase in usage, will most likely include basement parking and an extension of Bulldog Lane abutting the shared boundary at about the same level as their proposed basement and that the following opportunities to coordinate and accommodate future development should be considered:



- *WAPOL to consider extending their basement to the oval boundary or introducing other such structural measures to minimise future disruptions to their operational areas when the oval is redeveloped;*
- *An opportunity for WAPOL to gain a basement level connection to the proposed extension of Bulldog Lane through to Parry Street to provide greater flexibility for their operations;*
- *That events in and around Fremantle Oval are likely to attract large crowds requiring traffic management and/or street closures and that such scenarios should form part of WAPOL's operation brief for the development; and,*
- *Explore opportunities to provide alternative access through to Hampton Road via an eastwards extension of Bulldog Lane.*

Carried: 7/0

**Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham,
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver**

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

Comment	Response	Additional Information
SDRP Final Report – Key Recommendations		
Edit and simplify the architectural approach with regard to scale, form and materials to mitigate the appearance of bulk and respond more sensitively to adjacent and nearby built form;	<p>The project has continually worked diligently in providing accurate and detailed presentations to the SDRP on all occasions. All interim advice from the SDRP 1 [held on 10 May 2022], SDRP 2 [held on 4 August 2022] and the follow up SDRP 2 - Chair Meeting [held 31 Aug 2022] to seek clarification and reviewing seven optional architectural expression and massing studies - were carefully considered in detail. Subsequent responses were respectfully assessed against the project's accommodation brief, the project budget, and the WA Police Force's (WAPF) operational requirements.</p> <p>The architecture and planning proposed for this project have had considerable adjustments and modifications – influencing positively the modifying of architectural expression, basic form/mass arrangement, external and internal planning, as well as key details and materials. An overview includes:</p> <ul style="list-style-type: none"> • increased contextualization [contemporary responses to Fremantle's heritage-built fabric]. • reduced overall building heights – main roof parapet and Bulldog Lane + shading elements. • modified massing – breaking mass up. 	

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	<ul style="list-style-type: none"> • provide variations in roof form – sculptural skyline elevation refinement/editing along South Terrace boundary. • use of a celestial element to reinforce Terrace ‘hinge’ in the building. • increased spatial distance with existing Synagogue building. • increased forecourt spatial area – reduce ground footprint. • enhanced experiences in arrival forecourt – via landscape and public artwork. • enhanced historic interpretation of convict precinct. • maximised retention of historic limestone wall. • reduced dominance of shading devices. • overall editing of geometric elements. • robust barrier and furniture at entry. • increased public foyer area + transparency. • increase canopy at entry. • refinement of suitable material pallet – both in context and editing. 	
<p>Refine the design of the dominant, blank stairwell form on the northern elevation, to reduce its visual impact on the setting of the adjacent (former) Fremantle Synagogue, a State Registered Heritage Place;</p>	<p>Following the recent meeting with DPLH, GAWA and the City of Fremantle, the proposed design has been refined to reduce the visual impact of the north/west elevation. After further consultation with WAPF it was confirmed that rotating the north/west stair 90 degrees negatively impacted on Police operations within the internal planning arrangement and basement areas.</p> <p>Every effort has been made to reduce the project’s physical footprint at ground level. Extensive workshops with WAPF User Groups investigated and confirmed critical Police activities that are required at ground level - including</p>	<p>Attachment 1 – Revised Renders & Government Architect Response</p>

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	<p>Forensics, Secure Compound Area, Custody Centre, Public Entry and Foyer. Fire and Safety code requirements also require emergency exits at ground level. Meetings with DFES and Western Power [establishing a new substation and switch room] confirmed compliant ground floor locations for their respective infrastructure. The resulting ground floor for the FDPC project accommodates the above with a very constrained site – and with a highly coordinated arrangement – that supports operations/security and safety. It's important to note that the ground plane has been reduced through design responses to the previous SDRP – advice to increase the Arrival Court area.</p> <p>The high 'fin element' above the emergency stair has been removed and the stair core cut down – culminating in an overall reduced height of almost 5.5m. The main façade of this stair element has added recesses and jointing articulation within the off white/grey GRC cladding – visually reducing the reading of its scale. The stairs off white/grey form provides a colour and textural back drop which positively assists in the reading of the historic Synagogue building fabric at pedestrian scale.</p> <p>This articulation also promotes a connection to the 'celestial' element – central on the South Terrace elevation – reducing the variation of architectural elements for the building.</p> <p>The parapet roof form has been revised to promote a more positive 'ending' to the overall roof form – i.e. a parapet shape gesture that is the reverse of the roof form at the end of the Bulldog Lane elevation – thus holistically completing the building language over the two key elevational expressions along South Terrace.</p>	
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Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	In addition to the above the 'celestial' form itself, within the South Terrace elevation, has been reduced in height and the form simplified in shape [i.e. the removal of the up-lift fin]. This adjustment is directly responding to the revised north/west stair height reduction and removal of 'fin' form. It provides a more simplified architectural approach via editing back the original expressive elements and significantly contributes to reduced reading in height and scale for the overall building.	
Consider how the design can better reflect the site's history as part of the Convict Establishment area upon arrival, via enhancements to the entry forecourt and minimisation of convict-built limestone wall demolition;	These issues are addressed in other comments - forecourt, limestone wall and Heritage Interpretation Plan	
Refine the design of the entry forecourt to clarify its purpose, create a welcoming, human-scaled environment and resolve conflicts between vehicular and civic uses;	<p>A quality entry area and arrival experience are critical for the project. Design refinement is proposed through extending the main building entry canopy a further 4.5m along the building façade. This extension provides an additional 45% cover. This canopy extension also becomes more visual from South Terrace and within the Arrival Court – thus promoting enhanced intuitive wayfinding for visitors.</p> <p>This large canopy increases amenity within the Arrival Court – provides greater sun and rain protection as well as reducing the sense of scale upon the journey to the entry via the Airlock.</p> <p>The recent selection of the Public Art for the project has now facilitated new workshops for its integration with the hard and soft landscape. The proposed artworks are highly engaging - providing access to local indigenous stories and context. The specific works located in the Arrival Court will</p>	

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	<p>promote a welcoming and intimate experiences as well as assist in reducing the sense of scale at the entry area.</p> <p>Visitor Parking Visitor parking will be available adjacent to the public entry of the new Fremantle District Police Complex with entry from South Terrace. The parking bays will be for authorised use only with appropriate signage and wayfinding installed to communicate to the public the intended use of the bays. The intended use of the bays will be for visiting lawyers, visitors of detainees, victims of crime and physically impaired members of the community that would make use of the universal access parking. The parking bays will be monitored via CCTV by officers and staff of the new complex to ensure the bays are being used appropriately.</p> <p>The Arrival Court design and planning has previously been adjusted to increase its area and enhance its planning, supporting a more ‘welcoming’ urban and landscape response. WAPF have re-confirmed their brief requirement for 5 car bays - inclusive of a universal parking bay. The proposed layout maximises the available space for pedestrian arrival to the Court area – reflecting the design response to previous SDRP advice. The parking bay dimensions meet the Australian Standards – services by 2-way access exceeding standards at 7m. An additional 1.26m clear safe pathway is provided for users and is demarcated through a change in paving pattern and strategic placement of bollards.</p> <p>Forecourt – Events The intended use of the forecourt is to provide a welcoming approach to the new complex. Additional to this intended use the forecourt will be used to conduct ad-hoc WA Police Force</p>	<p>Attachment 2 – Forecourt Parking Plan Diagram</p>
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Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

organised events. These events will be managed and organised by WAPF to ensure the safety and security of the community who may be attending the event or attending the police complex for other business. The events may include smoking ceremonies, NAIDOC week and other community engagement opportunities.

Alternate Exit (South Terrace)

The alternate exit onto South Terrace will be used for service vehicles such as waste disposal and will be coordinated during non-peak times. Additionally, it is a WAPF requirement that an alternative exit is provided to the complex in the event the primary entrances/exits are unavailable from Bulldog Lane. This ensures that WAPF is able to respond to high priority incidents enabling continuous service to the community maintaining safety and security. In the event the entrances/exits from Bulldog Lane are unavailable, the alternative exit will be used to provide the necessary egress and ingress. On the rare occasion the alternative exit is required to maintain policing services to the community, this will be managed by the WA Police Force via standard operating procedures to ensure the safety of the public.

Potential Rear Laneway Access

The site for the FDPC is bounded by South Terrace, the historic Synagogue Building and its rear extensions, the newly formed Bulldog Lane the and existing SFFC [South Fremantle Football Club] stand and amenities. The FDPC project incorporates a secure compound which is located along the boundary to the existing SFFC. The project team is aware that the City and SFFC have commenced early concepts for redevelopment – a new

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	<p>public/members grandstand and associated facilities and amenities.</p> <p>The conceptual work completed to date proposes a new service laneway along this shared boundary – promoting access through the site and to the proposed basement car parking. However, the level of the laneway is approx. 2m below the level of the project's secure compound – negating any practical vehicle connection or exit. If access were possible, any emergency response conditions may conflict with SFFC operations.</p> <p>Request condition for the preparation of a detailed landscape plans to further address this requirement.</p>	
<p>Further develop the public art strategy to support contextual responsiveness and Aboriginal cultural interpretation, ensuring that proposals are integrated successfully with the broader design;</p>	<p>The project has recently appointed the artist to develop the public artwork for the project. Their proposal is for a series of contemporary artworks specific to the geography and pre-settlement history and culture of Fremantle/Walyalup.</p> <p>The largest artwork, which flows across the raised tree space along South Terrace is based upon the Waugal or Rainbow Serpent as it moves through the land creating the waterways and landforms of the greater Perth area but specifically the Swan River or Derbarl Yerrigan as it flows into the ocean. Within the pedestrian terrace seven carved stone rocks represent the original seven hills of Walyalup and reference the story of the Dwert or Dingo, who was charged with looking after the river estuary. The Dingo's tracks lead visitors into the reception area, while an insert into the paving talks about the story of <i>The Crocodile That Wasn't</i>, or as it is now known a large megafauna lizard that co-existed with Noongar People millennia ago. The internal reception area will feature a</p>	<p>Attachment 3 – Artworks Concept Design</p>

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	<p>handmade woven and coiled rope artwork by Sharyn Egan that in form will reference the external Waugal.</p> <p>The process to further finalise the details in the artist's submission will begin at the end of August.</p> <p>Request condition for the submission of final public art plans to further address this requirement.</p>	
Continue to collaborate closely with the City of Fremantle to develop the proposed landscape and public realm design.	Agreed – the City has been an integral part of the design process to date and has expressed support for the project and design. The City have been consulted as part of this response to design issues.	
Heritage Council		
The Recommendations of the Archaeological Management Plan should be implemented prior to and during works. This includes implementation of Archaeological Management Policies 1-5 to ensure that the recovery of all possible archaeological data is undertaken prior to the development.	Forward works have commenced on the site in accordance with a previous development approval, and the Archaeological Management Plan is being implemented as part of that first stage process.	
Due to the highly significant archaeological resource, it is recommended that an open area archaeological excavation of the entire site is undertaken prior to any works, as per Archaeological Management Policy No 1. As it is likely that substantial materials will be recovered due to the excavation, early and careful consideration should be given to the conservation and storage of any artefactual material associated with significant period of the site.	<p>Forward works have commenced on the site in accordance with a previous development approval. The excavation of the site is taking place in two stages:</p> <ol style="list-style-type: none"> 1. The archaeological excavation over the first month (underway), which is managed entirely by the archaeologist, supported by the contractor. This is focussed on the areas of high archaeological interest and is generally to a depth of approximately 1.5m. 2. The bulk excavation is managed by the contractor with oversight by the archaeologist. The excavation covers the majority of the site and goes to a depth of approximately 2m. 	Attachment 4 – Areas of Archaeological Interest

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	The Archaeological Management Plan is being enacted as part of the Stage 1 Forward Works and includes processes to be followed in the event of any significant material being identified.	
<p>Consistent with the Heritage Council's earliest advice, the adverse impacts of the proposal could be mitigated by adopting the following approaches:</p> <p>a) Limestone wall:</p> <p>i. Retention of a greater portion of the limestone wall</p> <p>ii. Demolished sections of limestone being salvaged and reused for repair</p>	<p>The FDPC project identifies the deconstruction of 2 portions of the existing heritage limestone wall along South Terrace. The City has requested a 12m portion be deconstructed in order to establish the road reserve for the proposed Bulldog Lane. The City has confirmed that there was once a ~7m gap in this section of the wall which was subsequently reconstructed. The City has no issues with the removal of this section of the wall.</p> <p>The WAPF project requires a 7m long section of existing limestone wall [total current length of the existing limestone wall is approx. 106m excluding the existing opening – thus equating to 6.6% of the existing limestone fabric] at the northern portion, to be deconstructed to provide a new vehicle entry/exit for the project. This new aperture supports WAPF operations and management of this new facility. Its dimension and design reflect the projects traffic engineering – permitting safe vehicle turning and manoeuvring for service trucks, the required police operational vehicles and invited public vehicles. Its design width also assists in WAPF's management of pedestrian movement using the same aperture and contributes to the overall safety of the spaces behind</p> <p>Removal will be carefully executed, and the capping stone material stored carefully for general repairs and repair and</p>	

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

and reconstruction of the retained wall.	reconstruction of cappings. Random and course rubble will be set aside in a similar manner for wall repairs. The repaired sections will be executed in the same lime mortar mix developed by Fremantle Prison, which is a mix of Lime Putty, Natural Hydraulic Lime and Crushed Limestone. Jointing will be to match the historic joining and samples will be prepared prior to execution.	Attachment 5 – Proposed Wall End Detail
iii. Limestone material surplus to needs for repair and reconstruction to be used in the gabion wall in their original sizes.	Surplus stone will be retained for use in gabion walls. At this stage the quantum is unknown with wall and capping repair taking priority.	
iv. A more appropriate treatment to the cut ends of the limestone wall for example an NHL render finish	<p>The limestone wall is not robust, being constructed of random and random course rubble set in a lime mortar. The Fremantle Prison mortar/render mix containing Natural Hydraulic Limestone is compatible with limestone but will not protect the ends of walls. Therefore, a robust and separately founded concrete fin has been devised to deal with impacts and to protect the authentic sections of wall. These elements also provide an opportunity for interpretation as noted below.</p> <p>This project responds to the WAPF operational requirements and requires the establishment of vehicle entry/exit through the existing heritage limestone wall – at South Terrace. The proposed new opening has been designed to minimise the extent of deconstruction – as well as to facilitate service vehicles and the WAPF operational vehicles. At the same time – previous SDRP advice indicated strengthening interpretation of this wall. The subsequent design response proposes creating a threshold – incorporating a limestone-coloured concrete beam – flush with the paving and two limestone coloured concrete ‘wall-ends’ fixed to the exposed heritage</p>	

Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

<p>b) New Build</p> <ul style="list-style-type: none">i. A reduced 'fin' to the west elevationii. A simplified roof form <p>c) The preparation of a Heritage Interpretation Plan that provides for appropriate interpretation strategies and implementation to ensure that the stories of the site are shared and understood.</p>	<p>limestone wall. It was considered that these elements would provide physical protection from errant vehicles as well as provide opportunity for interpretation. It also works in tandem with the flush concrete beam in the paving – providing a stronger visual referencing of the wall.</p> <p>Re-constructing these wall ends in original retrieved limestone fabric, would require the installation of additional bollards, providing protection against vehicles. This approach was seen as visually detracting from the limestone wall reading and that of the interpretive threshold itself.</p> <p>Addressed in responses above to SDRP comments.</p> <p>Agreed – the preparation of a Heritage Interpretation Plan is underway and has reached a draft for comment stage. The site has an historic continuum with policing, stretching from the accommodation of Convict Establishment warders, through to migrant receival, hospital, the Stan Reilly Centre for men and now back to policing, albeit in a different form. The Interpretation plan will explore all of these themes with its emphasis on the Convict story.</p> <p>Consideration will be given to the restricted nature of the site and interpretation outcomes will be made accessible from the public domain. It will touch on the Convict Establishment extent and purpose, the role of the warders and later prison guards who were required to live in the cottages and subsequent users. It will talk of world heritage values associated with the Prison and Establishment.</p>	
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Fremantle District Police Complex – Response to SDRP and Heritage Council Comments

	Request condition for the preparation of a Heritage Interpretation Plan to address this requirement.	
A dilapidation survey of Fremantle Synagogue (fmr) should be prepared by a suitably qualified professional prior to any works being undertaken	<p>This has been undertaken as part of the Forward Works package. The dilapidation surveys for the following properties were completed as of 11th August 2023:</p> <ul style="list-style-type: none"> • Fremantle Synagogue • South Fremantle Football Club (club rooms) • Heritage Walls along South Terrace • Heritage wall along Fremantle Hospital • South Terrace footpath (part) • The Arbor, 92 South Terrace • Fremantle Hospital (South Terrace Clinic and western facade of Block B and D) • 63 South Terrace • Norfolk Hotel (part) • Perth Glory Building (western and southern external areas) <p>A drone survey has also been completed. The final reports are currently being compiled.</p>	
<p>The Construction Management Plan should include:</p> <ul style="list-style-type: none"> - Appropriate strategy for the protection of Fremantle Synagogue (fmr). - A requirement for alarmed monitoring of deformation, tilt, vibrations and existing cracks with a trigger level set at 2mm/s for the unit. 	<p>This has been considered and included in the Construction Management Plan as part of the Forward Works package.</p> <p>Request condition for the preparation of a Construction Management Plan to address this requirement.</p>	

Fremantle Police Complex

Transport Impact Assessment

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
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PREPARED FOR:
Cox Architecture

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1 Introduction

This Transport Impact Assessment has been prepared by Transcore in relation to the proposed new Fremantle Police Complex in the City of Fremantle.

The site is located on the northeast side of South Terrace, northwest of Fremantle Hospital and southwest of Fremantle Oval, as shown in **Figure 1**. That figure depicts the zones and reservations of the Metropolitan Region Scheme (MRS) overlaid on a current aerial photo, and shows that the site is within the Fremantle City Centre zone (blue).



Figure 1: Site location

Key issues that will be addressed in this report include intersection capacity and parking provision.

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2 Proposed Development

The proposed development consists of a new police complex, replacing the existing Fremantle police station on High Street, Fremantle.

The new police complex is ultimately anticipated to have up to approximately 358 full time equivalent personnel. This is understood to mean approximately 275 personnel on a “major shift” day although they would not all be on site at the same time as they work different shifts throughout the 24-hour day.

The overall layout of the proposed development (ground floor and basement plans only) is shown at **Appendix A**. The building will have a further four levels above ground floor.

Secure parking for the police complex will be provided at basement level below the building and within a secure compound at ground level on the northeast and northwest sides of the building, as well as visitor parking outside of the gates on the northwest side of the building.

Parking provision on site is proposed to include:

- Basement: 94 car bays (including 1 disabled bay and 2 small car bays), 6 motorcycle bays, 35 police bicycles and 30 staff bicycles; and
- Ground floor: 13 car bays (including 4 electric vehicle charging bays), 1 large vehicle bay (eg. short term parking for Mobile Police Facility vehicle), 1 Prisoner Transport Vehicle space within the Sallyport and 5 visitor car bays (including 1 disabled bay).

The site has already been subdivided to create a 12-metre wide, future public road (Bulldog Lane) along the southeast boundary of the site from South Terrace to Fremantle Oval.

2.1 Vehicle Access

Access to the basement car park will be via a ramp down from the northwest side of Bulldog Lane, with security controlled by roller doors at the top and bottom of the ramp. The roller doors will be activated by security card for entry and by vehicle detector loop for exit.

Bulldog Lane will also provide gated access to the secure compound (including the Sallyport for secure transfer to and from the custodial area of the police complex) on the northeast side of the building.

The proposed development also includes a left in / left out driveway crossover on South Terrace near the northwest end of the site, approximately 40m from the South Tce / Parry St / Norfolk St intersection. Security gates on this driveway will be set back approximately 30m from South Terrace with visitor parking located outside the security gates.

The bin store for the proposed complex is located inside the secure compound at ground floor level adjacent to the northern security gates.

The majority of vehicle access is via Bulldog Lane – with public, emergency and limited service access via the Arrival Court off South Terrace. A summary is provided as follows:

South Terrace - Arrival Court/Compound

- Entry and exit of public vehicles accessing the public visitor parking
- Entry only of the waste truck [proposed weekly] and fuel truck [1-2 times annually] - both exiting via Bulldog Lane
- Exit only by Mobile Police Facilities (MPF) vehicle – special operation only
- Exit only by custody vehicles [Bulldog Lane is also available for these vehicles]
- Exit only by operational vehicles - under emergency response
- Entry only by flatbed tow-trucks delivering vehicles to the Forensic Examination Garage - exiting via Bulldog Lane

Bulldog Lane – connection to compound

- Entry only for MPF vehicle
- Entry and exit of custody vehicles
- Entry and exit of police operational vehicles – normal daily movements and emergency response
- Entry and exit for minor maintenance
- Exit only for waste, fuel, and flatbed trucks

Bulldog Lane – connection to basement

Entry and exit of all vehicles for basement parking including:

- police operational vehicles
- staff vehicles
- police operational motor bikes
- police operational bicycles
- staff bicycles; and
- minor maintenance

2.2 Pedestrian Access

Public pedestrian access to the police complex will be via the Arrival Court adjacent to South Terrace with ground level access to the reception / foyer area at the western corner of the building. There is also a separate exit door from the Custody Centre to Bulldog Lane for release of detainees.



3 Existing Situation

3.1 Existing Land Use

The site is currently utilised as the City of Fremantle's Cappuccino Strip Car Park (155 bays) with access via a single driveway crossover on South Terrace, as shown in **Figure 2**.



Figure 2: Existing situation (2022)

Existing land uses in the immediate vicinity of the site include Fremantle Oval to the northeast, Fremantle Hospital to the southeast and The Old Synagogue and The Arbor (bars and restaurant) to the northwest.

3.2 Existing Road Network

South Terrace is classified as a Local Distributor in the Main Roads WA functional road hierarchy and is under the care and control of the City of Fremantle. It is constructed as a two-lane road with a central median consisting of raised traffic islands separated by painted median sections. On-road cycle lanes approximately 1.0 to 1.5m wide are provided on both sides. An area speed limit of 40km/h applies on this section of South Terrace.

The South Tce / Parry St / Norfolk St intersection is a signalised 4-way intersection and the South Tce / Suffolk St T-intersection has "give way" control on the Suffolk Street approach.

The existing driveway is restricted to left turn out (no right turn out) to South Terrace but left and right turn in from South Terrace are both permitted. The right turn in is made from the right turn lane of the South Tce / Parry St / Norfolk St signalised intersection, as can be seen in **Figure 3**.



Figure 3: South Tce / Parry St / Norfolk St signalised intersection

Right turn across the painted median and single white centre line of South Terrace to enter the car park is permitted under the WA Road Traffic Code. The left turn arrows on the car park exit lane mean that right turn out is not legally permitted.

3.3 Existing Traffic Volumes

Existing traffic volumes on South Terrace have been obtained from SCATS traffic signal control data for the week of 21-27 February 2022. Average weekday traffic (AWT) on South Terrace southeast of Parry Street was approximately 11,144vpd. The AM peak hour (0800-0900) had traffic flows of 896 vehicles per hour (541 northbound / 355 southbound) and the PM peak hour (1630-1730) had 908vph (366 northbound / 542 southbound).

3.4 Road Safety

The Main Roads WA website includes Intersection Crash Ranking Reports that provide summary crash statistics for all intersections that recorded crashes over the 5-year period ending 31 December 2021. Summary crash report information for the two intersections on South Terrace in the vicinity of the site are presented in Table 1 and Table 2.

Table 1. Crash history for the South Tce / Parry St / Norfolk St intersection

Intersection					Total Crashes	Casualty
South Tce / Parry St / Norfolk St					17	1 injury
Rear End	Head On	Side Swipe	Right Angle	Right/Thru	Pedestrian	Other / unknown
5	0	4	2	0	2	2

Table 2. Crash history for the South Tce / Suffolk St intersection

Intersection					Total Crashes	Casualty
South Tce / Suffolk St					2	1 injury
Rear End	Head On	Side Swipe	Right Angle	Right/Thru	Pedestrian	Other / unknown
0	0	0	2	0	0	0

The 2021 crash history at South Tce / Parry St / Norfolk St intersection was an improvement on the 2020 statistics (i.e. 5 years to 31 Dec 2020), which had seen 20 crashes including 3 injuries at this intersection.

3.5 Public Transport

There is an existing bus stop on each side of South Terrace near the subject site. The southbound bus stop is directly adjacent to the site and the northbound bus stop is approximately 100m south of the subject site opposite Fremantle Hospital. These bus stops are serviced by bus routes 511, 513, 520, 530, 531, 532, 548, 549 and the Circle Route (998 and 999), as shown in **Figure 4**.

Fremantle railway station is approximately 750m (less than 10 minutes’ walk) from the subject site.

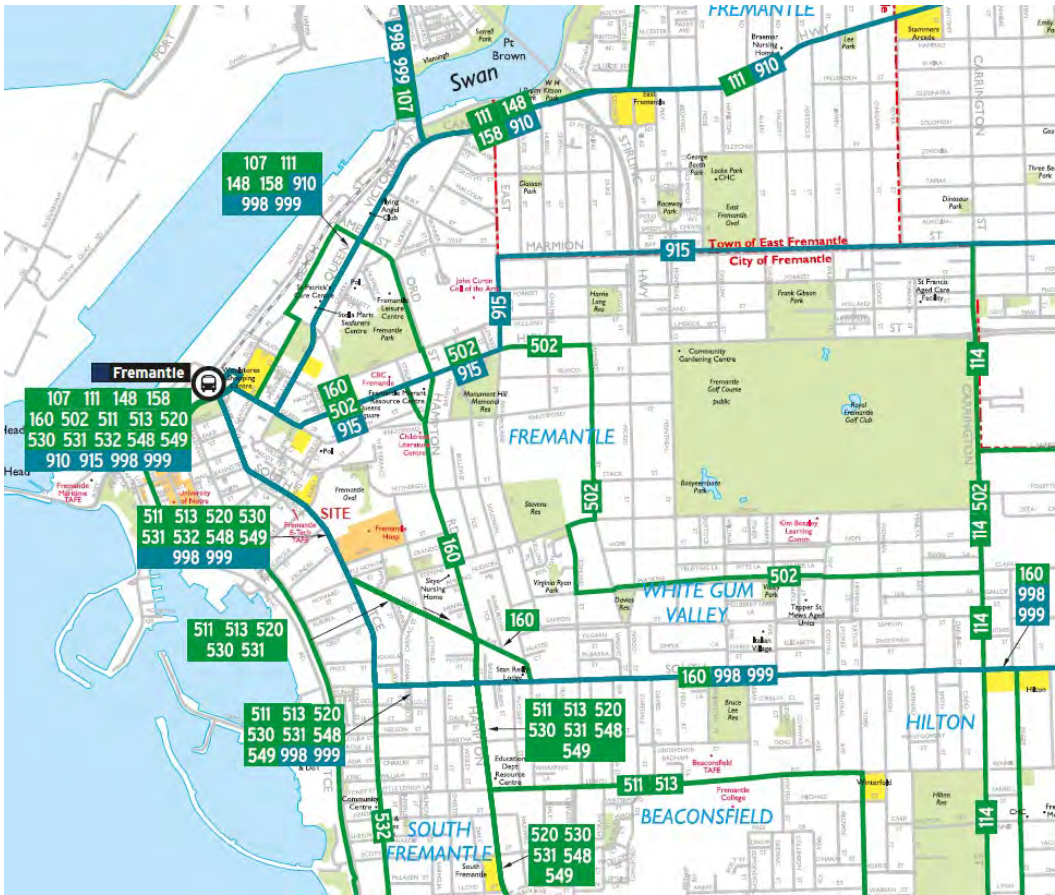


Figure 4: Existing public transport

3.6 Pedestrian and Cyclist Facilities

There are existing footpaths on both sides of South Terrace, Parry Street, Norfolk Street and the northwest side of Suffolk Street.

The Perth Bike Maps (see **Figure 5**) published by the Department of Transport show on-road cycle lanes on South Terrace, Parry Street and Norfolk Street, as well as signed Perth Bicycle Network Routes on other roads north and south of the subject site.

The existing South Tce / Parry St / Norfolk St signalised intersection features bicycle storage areas ahead of the vehicle stop line on three approaches as well as pedestrian facilities on all four approaches.

Pedestrian movements crossing South Terrace are also assisted by the series of traffic islands along this section of South Terrace.



Figure 5: Perth Bike Map

3.7 Changes to Surrounding Area

Future planning for the Fremantle Oval Precinct by the City of Fremantle is illustrated in **Figure 6**. The new 12m-wide road shown from South Terrace to Fremantle Oval has now been created as a road reserve (Bulldog Lane) at the southeast end of the subject site to provide vehicle and pedestrian access to a 5,000m² residential or aged care redevelopment site on the southern side of the oval. No indication of future dwelling yield on that redevelopment site is currently available from the City but for the purposes of sensitivity testing in this Transport Impact Assessment it is assumed that this could potentially yield up to 100 apartments (i.e. if that area was developed at R200 density).

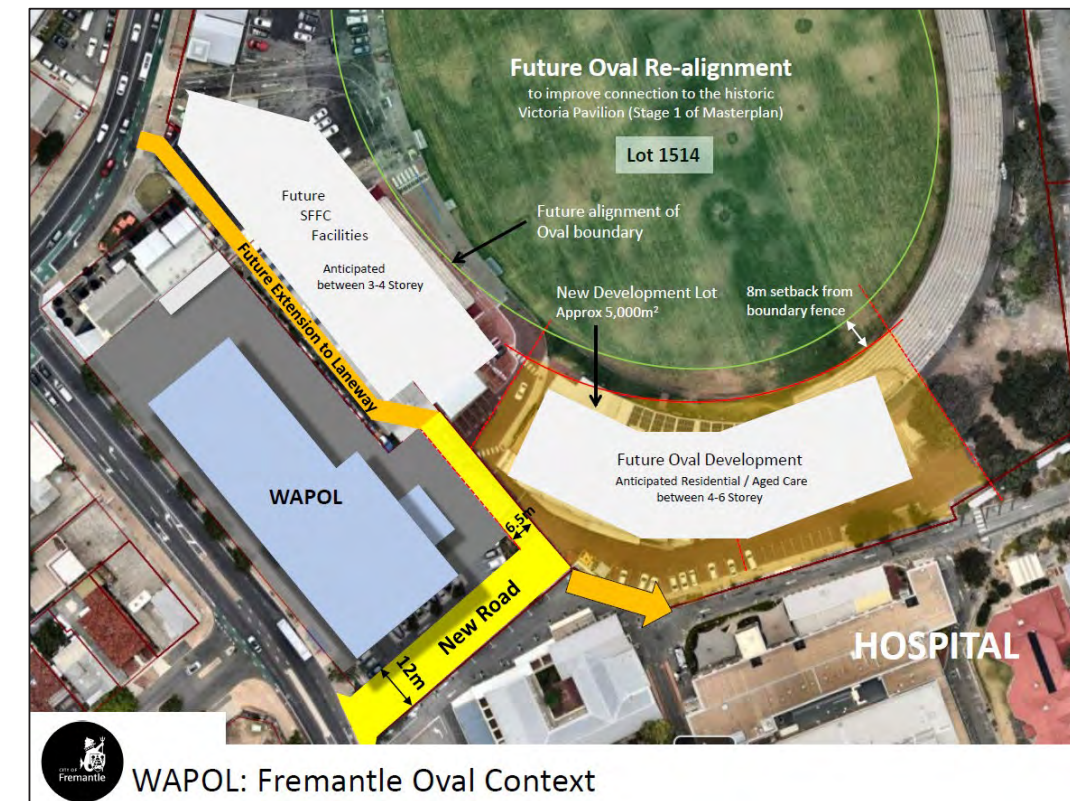


Figure 6: Future Fremantle Oval Redevelopment

3.8 Integration with Surrounding Area

The proposed development involves relocation and expansion of existing police facilities within the Fremantle City Centre and is therefore consistent with land uses in this City Centre zone.

4 Traffic Assessment

4.1 Assessment Period

Analysis of operation of the proposed development, particularly the police shift change times, indicates that the 4pm end-of-shift period would be the period of highest traffic flows generated by the proposed development.

As noted in section 3.3, the existing AM peak hour on South Terrace (0800-0900) had traffic flows of 896vph and the PM peak hour (1630-1730) had 908vph. The existing South Terrace traffic flows during the development peak hour (1530-1630) are relatively similar at 864vph.

Further analysis of the development traffic generation during these periods indicates that total traffic flows on South Terrace, with the development traffic added, will be greatest during the development peak hour (1530-1630). Accordingly, this will be the peak period used for analysis in this report.

WAPC *Transport Impact Assessment Guidelines* recommend analysis to be undertaken for the year of completion of development and ten years post completion.

However, there is no clear indication of traffic growth on South Terrace (SCATS data for February 2020 showed average weekday traffic of approximately 11,700vpd on South Terrace south of the signalised intersection, whereas equivalent February 2022 SCATS data shows this had declined slightly to 11,144vpd), so the analysis in this report is based on existing traffic volumes plus full development.

4.2 Traffic Generation and Distribution

The proposed Fremantle Police Complex has a number of similarities to the proposed Armadale Courthouse and Police Complex, for which Transcore prepared a detailed Transport Impact Assessment report in 2018. This allows Fremantle Police Complex traffic generation to be estimated without requiring further details of future police staff numbers broken down by shift times that are not yet available for the proposed Fremantle Police Complex.

For the Armadale project the police component was projected to have total staff numbers of approximately 271 staff with the “major shift” comprising approximately 198 staff, compared to the “major shift” at the proposed Fremantle Police Complex comprising approximately 275 staff. Accordingly, the peak traffic generation of the Fremantle development is anticipated to be approximately 139% of that calculated for the Armadale police component. Timing of peak traffic flows generated by the proposed police complex is determined primarily by shift change times, with various Business Units operating different patterns and timing of shifts.

Anticipated traffic movements generated by the proposed Fremantle Police Complex during road network peak periods and around the main shift change times are set out in **Table 3**.

Table 3: Fremantle Police Complex Traffic Generation

Period	Hour	In (vph)	Out (vph)	Total (vph)
Police AM peak	0530-0630	93	8	101
	0630-0730	29	28	57
	0730-0830	54	8	62
Road AM peak	0800-0900	24	10	34
	1330-1430	40	13	53
	1430-1530	14	24	38
Police PM peak	1530-1630	11	142	153
Road PM peak	1630-1730	6	29	35
	1730-1830	22	7	29

Virtually all of this Police Complex traffic will use Bulldog Lane. Anticipated turn traffic flows at the South Terrace / Bulldog Lane intersection for each of the time periods listed in **Table 3** are shown in **Table 4** with the corresponding South Terrace traffic flows based on existing February 2022 traffic flows on South Terrace.

Table 4: Fremantle Police Complex Bulldog Lane Traffic Flows

Hour	Nbd thru	Sbd thru	L in	R in	L out	R out
0530-0630	115	66	47	47	4	4
0630-0730	246	182	15	15	14	14
0730-0830	476	270	27	27	4	4
0800-0900	541	360	12	12	5	5
1330-1430	330	400	20	20	7	7
1430-1530	353	489	7	7	12	12
1530-1630	334	535	6	6	71	71
1630-1730	366	547	3	3	15	15
1730-1830	326	394	11	11	4	4

The Police PM peak period (1530-1630) would be the overall busiest period when existing and development traffic are added together.

The traffic movements generated by the proposed Fremantle Police Complex development have been manually assigned on the adjacent road network and the resulting peak period traffic movements generated by this development are shown in **Figure 7**. Nominal visitor traffic flows of 5 in / 5 out have been included at the LILO driveway in this figure.

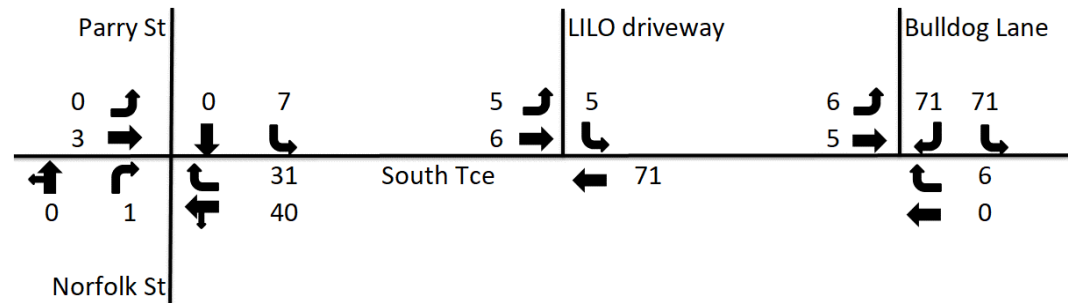


Figure 7: Weekday 1530-1630 traffic generated by the proposed development

As a sensitivity test the potential future traffic generated by future redevelopment of the 5,000m² redevelopment site at the northeast end of Bulldog Lane (within the Fremantle Oval precinct) has also been taken into consideration in this assessment. As discussed in section 3.7 a potential yield of up to 100 residential units (apartments) has been assumed for this analysis.

Traffic generation rates for this potential future residential development have been sourced from the Institution of Transportation Engineers *Trip Generation Manual* (11th Edition) (Land Use 221: Multifamily housing (mid-rise) not close to rail transit). The typical weekday trip rate is 4.54vpd per dwelling unit and the PM peak trip rate is 0.39vph per dwelling unit (60% entering / 40% exiting). Therefore 100 apartments would be anticipated to generate up to 39 vehicle movements during the 1530-1630 peak period of the Police development (round up to 40vph with 24 entering and 16 exiting). The resulting peak period traffic movements generated by this potential residential development at the end of Bulldog Lane are shown in **Figure 8**.

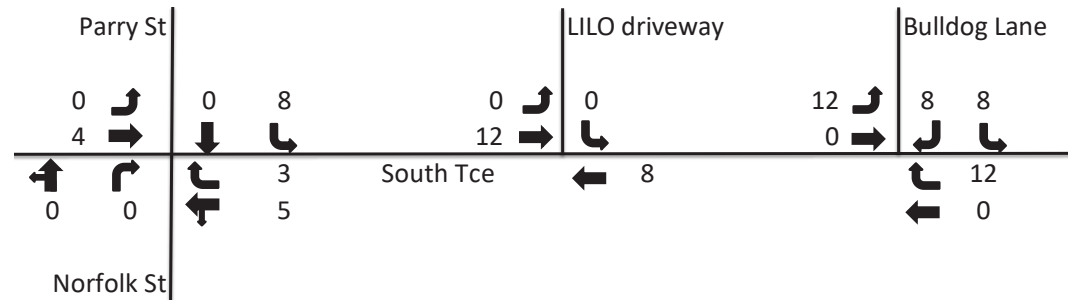


Figure 8: Weekday 1530-1630 traffic generated by 100 apartments

4.3 Future Traffic Flows

Existing traffic flows at the South Tce / Parry St / Norfolk St signalised intersection are documented in section 3.3 and weekday traffic flows during the 1530-1630 period are illustrated in **Figure 9**.

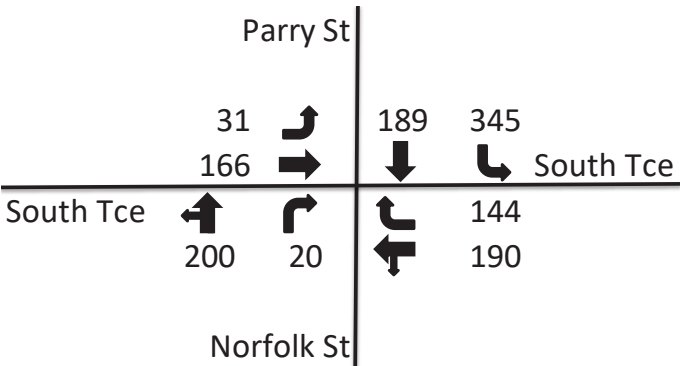


Figure 9: 2022 weekday 1530-1630 traffic at South Tce / Parry St / Norfolk St intersection

As noted in section 4.1, there is no clear indication of traffic growth on South Terrace, so the proposed development traffic flows in **Figure 7** have been added to the existing 1530-1630 traffic flows from **Figure 9** to calculate future traffic flows during this peak period with full development and full occupancy of the subject site. The resulting peak period traffic movements with the proposed development are shown in **Figure 10** and the corresponding peak period traffic flows with the potential residential development at the end of Bulldog Lane are shown in **Figure 11**.

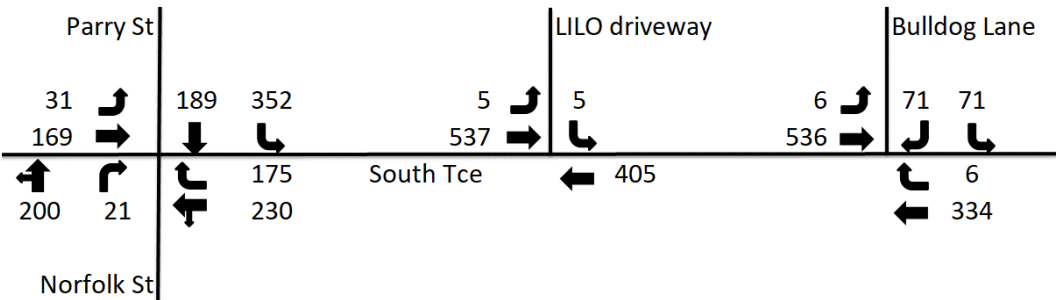


Figure 10: Weekday 1530-1630 total traffic with the proposed Fremantle Police Complex

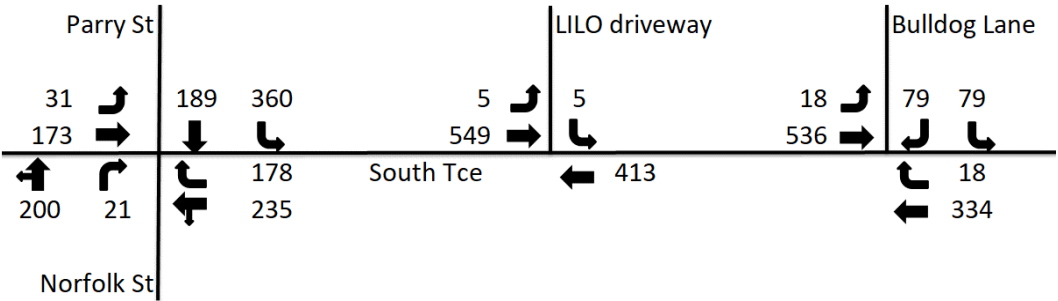


Figure 11: Weekday 1530-1630 total traffic with the proposed Fremantle Police Complex and 100 apartments

4.4 Intersection Analysis

At the location of the proposed Bulldog Lane intersection, South Terrace currently has a section of painted median approximately 2.0m wide and 20m long between traffic islands. It is recommended that this should be widened to form a right turn lane on South Terrace and the 12.5m long traffic island south of the site should be removed to allow this new right turn lane to be approximately 50m long before the next traffic island (north of Arundel St). The 20m traffic island to the north (south of Suffolk St) would also need to be shortened to accommodate the turn paths of vehicles turning right out from Bulldog Lane. This right turn lane concept is illustrated in **Figure 12**.



Figure 12: Proposed right turn lane on South Terrace

The existing kerb-to-kerb width of approximately 11.2m on South Terrace at this location could be reallocated as follows to accommodate this right turn lane: two 1.2m cycle lanes, two 3.0m traffic lanes and a 2.8m right turn lane. These widths would be at the minimum end of the range of

acceptable widths but should be considered satisfactory with the existing 40km/h speed limit on this section of South Terrace and consistent with minimum dimensions common in the constrained environment of the Fremantle City Centre. If increased widths were considered necessary by the City of Fremantle, that would require some minor road widening to relocate the kerbs and narrow the verge on one or both sides of this section of South Terrace.

The operation of the following intersections has been analysed for the future, post-development, 1530-1630 peak traffic flows shown in Figure 10 and Figure 11.

- South Tce / Parry St / Norfolk St signalised intersection;
- South Tce / left in left out (LILO) driveway; and
- South Tce / Bulldog Lane T-intersection.

These intersections have been analysed as a network of intersections using Network analysis in the SIDRA computer software package, using parameter settings specified in current Main Roads WA *Operational Modelling Guidelines*. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

Heavy vehicle flows on South Terrace have been input as Austroads classes 2-5 (6.2%) and 6-9 (0.1%) to represent the existing proportions of rigid trucks / buses and semi-trailers, respectively, recorded in the nearest MRWA traffic count on South Terrace (south of South Street).

The results of the SIDRA analysis are summarised in **Appendix B** and confirm that the analysed intersections and proposed driveway on South Terrace all have sufficient capacity to accommodate the forecast traffic flows, with or without the additional traffic associated with residential development at the northeast end of Bulldog Lane.

The SIDRA results for South Tce / Parry St / Norfolk St signalised intersection are shown in Table B1a (with Fremantle Police Complex) and Table B2a (with Fremantle Police Complex plus 100 apartments). The SIDRA analysis indicates this signalised intersection will operate at degree of saturation 0.411 in both development scenarios with overall level of service B and no movements worse than level of service C. Calculated 95th percentile queue lengths on South Terrace (east) will be approximately 32m long with the Fremantle Police Complex and future residential development and will therefore not impede access at Bulldog Lane.

The SIDRA results for the proposed LILO driveway crossover on South Tce are shown in Table B1b (with Fremantle Police Complex) and Table B2b (with Fremantle Police Complex plus 100 apartments). The SIDRA analysis indicates this crossover will operate at degree of saturation 0.293

to 0.299 in these two development scenarios with all movements operating at level of service A (the best possible rating) with minimal traffic queues and delays.

The SIDRA results for the proposed South Tce / Bulldog Lane T-intersection are shown in Table B1c (with Fremantle Police Complex) and Table B2c (with Fremantle Police Complex plus 100 apartments). The SIDRA analysis indicates this intersection will operate at degree of saturation 0.317 to 0.360 in these two development scenarios with no movements worse than level of service C.

4.5 Impact on Surrounding Roads and Neighbouring Areas

The 1530-1630 peak development traffic flows presented in **Figure 7** would represent the following percentage increases on existing traffic flows during that hour:

- +9.5% on South Terrace southeast of Bulldog Lane; and
- +9.5% on South Terrace northwest of the subject site.

It should be noted that the development traffic peak does not coincide with the road network peak, so the percentage increases during the road network peak would be lower than the figures listed above.

It is therefore considered that the proposed development will not result in a significant traffic impact on the surrounding roads and neighbouring areas.

4.6 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development traffic will be very much less than half of the future total traffic on adjacent roads so it will not represent a sufficient proportion of total traffic volumes to account for a perceptible increase in noise on the surrounding roads.

4.7 Road Safety

During preliminary discussions with officers of the City of Fremantle based on preliminary concept plans, two sightline issues have been asked to be checked.

The proposed Bulldog Lane T-intersection on South Terrace will be approximately 14m from the bus shelter adjacent to the subject site. The City asked for Safe Intersection Sight Distance (SISD) to be checked. Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* indicates 73m SISD for this 40km/h environment, measured from a point a minimum of 3m back from the edge of the road.

The sight distance assessment diagram at **Appendix C** shows that the bus shelter does not obstruct sight lines from Bulldog Lane. When a bus stops briefly in the bus embayment it would obstruct sight lines from Bulldog Lane to approaching traffic on South Terrace but as this is only a brief, temporary obstruction it is considered acceptable given the constrained Fremantle City Centre

environment. There are already numerous other examples of intersection sight lines affected by on-street parking in the Fremantle City Centre, such as the example shown in **Figure 13**.



Figure 13: Example of on-street parking obstructing intersection sight lines

The other sight line issue queried by the City relates to pedestrian sight lines at the top of the basement car park ramp on Bulldog Lane. Sight triangles 2.5m x 2.0m should be kept clear adjacent to the top of the ramp to allow drivers on the ramp to see pedestrians on the footpath approaching the ramp. In order to address this requirement, the proposed barrier walls at the top of the ramp will utilise transparent materials or openings to ensure the required sight lines between drivers and pedestrians are maintained.

4.8 Access for Large Vehicles

There are a number of different vehicle sizes larger than a standard passenger car that need to be accommodated within the site, particularly within the ground level secure compound at the rear of the building. Examples of these larger vehicles include the following:

- Toyota Landcruiser 70 series dual cab with Varley pod (up to 6.1m long) – access to secure compound and basement car park.
- Prisoner transport vehicles up to 6.6m long – access to Sallyport within secure compound (entry from Bulldog Lane / exit available via both Bulldog Lane and South Terrace driveway).
- Rear lift waste truck, diesel fuel delivery truck and flatbed car transporter (up to 8.8m long) – entry via South Terrace driveway / exit via Bulldog Lane.
- Mobile Police Facilities (MPF) vehicle (9.8m long) – entry via Bulldog Lane / exit via South Terrace driveway.

Turn paths for these vehicle movements are provided in **Appendix D**.



5 Parking

Parking provision on site is proposed to include:

- Basement: 94 car bays (including 1 disabled bay and 2 small car bays), 6 motorcycle bays, 35 police bicycles and 30 staff bicycles; and
- Ground floor: 13 car bays (including 4 electric vehicle charging bays), 1 large vehicle bay (eg. short term parking for Mobile Police Facility vehicle), 1 Prisoner Transport Vehicle space within the Sallyport and 5 visitor car bays (including 1 disabled bay).

This is a total of 107 car bays within the basement and ground floor compound plus 5 visitor car bays, plus 1 large vehicle bay and the Sallyport (1 vehicle), forensic garage (1 vehicle) and basement wash bay (up to 2 vehicles), so the total parking provision proposed on site is 117 car spaces and 6 motorcycle spaces.

The 13 car bays in the ground level secure compound will be 6.0m long x 2.6m wide, which is slightly larger than standard 5.4m car bays, to accommodate larger Police operational vehicles.

Basement parking bays will mainly be 5.4m long x 2.6m wide although some will be slightly narrower (six 2.55m wide and four 2.45m wide. Two bays will be small car bays 5.0m long x 2.6m wide.

Access to the basement car park has been checked for vehicles up to 6.1m long. Such vehicles would overhang out of the 5.4m parking bays in the basement car park. Preference should be given to parking those larger vehicles in the ground level secure compound but parking them in the basement is technically feasible when required for operational reasons.

A one-way traffic circulation system is proposed in the basement car park as shown in **Figure 14**. There are several reasons for this proposed one-way traffic circulation:

- Left turn in / left turn out at the bottom of the ramp avoids congestion between inbound and outbound vehicles at the bottom of the ramp.
- If 6.1m long vehicles are parked in the basement, they will restrict the parking aisle width and potentially obstruct two-way traffic circulation but one-way traffic circulation is not impeded.
- The roller door at the bottom of the ramp in the basement will be activated by a vehicle detector loop for vehicles exiting from the basement. The proposed one-way traffic circulation will minimise unintentional opening (or delayed closing) of the roller door by other non-exiting vehicle movements.

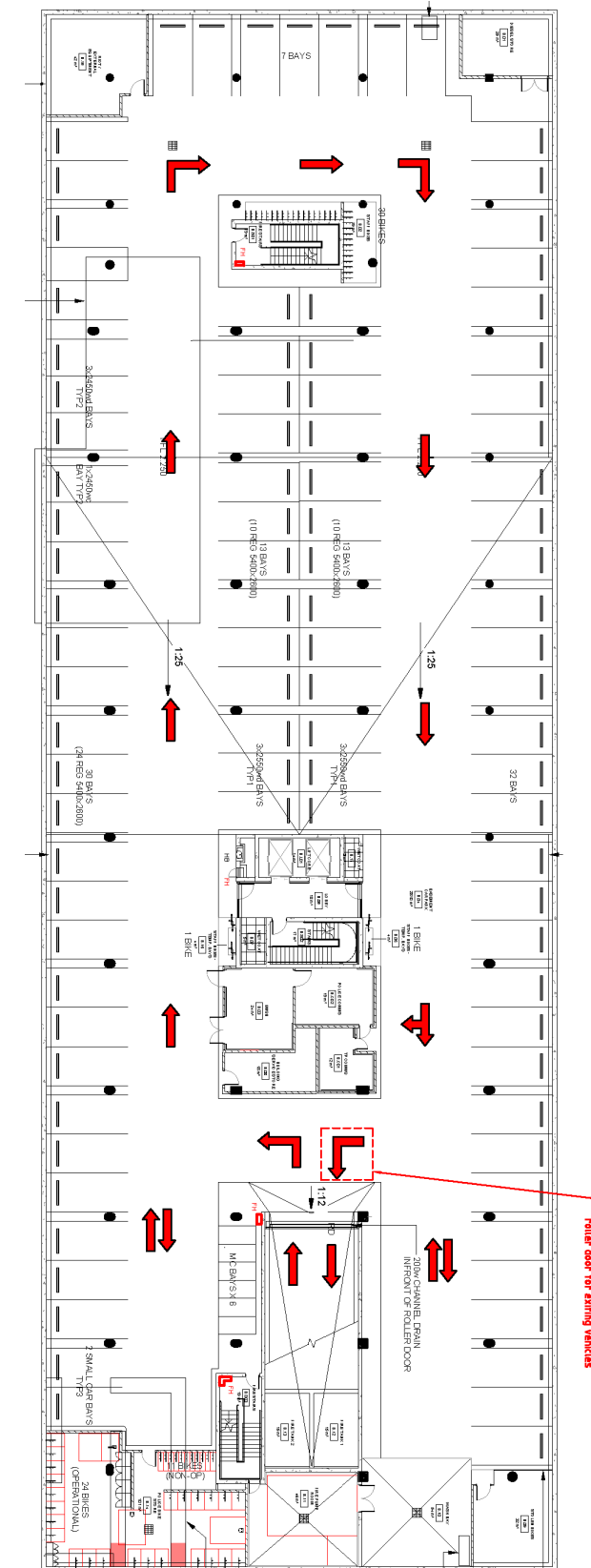


Figure 14: One-way traffic circulation in the basement car park

6 Public Transport

The existing bus services on South Terrace have been noted in Section 3.5 of this report and will provide a satisfactory level of public transport accessibility to the site.

It is also noted that the Fremantle railway station is located less than ten minutes' walk from the site (800m is considered a 10-minute walk – the station is approximately 750m walk from the western corner of the site) which is considered the walkable catchment for a railway station.



7 Pedestrians and Cyclists

Public pedestrian access to the police complex will be via the Arrival Court adjacent to South Terrace with ground level access to the reception / foyer area at the western corner of the building. Pedestrian access connection will be provided from the existing footpath on South Terrace to the Arrival Court. There is also a separate exit door from the Custody Centre to Bulldog Lane for release of detainees.

Bicycle parking is provided in the basement for 35 police bicycles and 30 staff bicycles. The basement is accessible via the vehicle ramp (with security roller doors at top and bottom), lifts in the centre of the building and three stairwells.

The proposed development includes gymnasium and change room facilities (including showers) on level 3, with a total of 360 lockers provided for staff use, which addresses requirements for end-of-trip facilities.



8 Conclusions

This Transport Impact Assessment has been prepared by Transcore in relation to the proposed new Fremantle Police Complex in the City of Fremantle.

The site is located on the northeast side of South Terrace, northwest of Fremantle Hospital and southwest of Fremantle Oval within the Fremantle City Centre.

The site has already been subdivided to create a 12-metre wide, future public road (Bulldog Lane) along the southeast boundary of the site from South Terrace to Fremantle Oval.

Vehicular access to the site will be provided from Bulldog Lane, which will allow full movement access at South Terrace, and via a proposed left in / left out driveway crossover on South Terrace near the western end of the site.

Vehicular access will be controlled by security gates and roller doors except for a 5-bay visitor car park (including one disabled bay) at the western driveway.

A total of 117 car spaces (including the 5 visitor bays and 5 other specialised bays) and 6 motorcycle spaces are proposed on site, mostly in a basement car park accessed via a two-lane ramp from Bulldog Lane.

The new police complex is ultimately anticipated to have up to approximately 358 full time equivalent personnel. This is understood to mean approximately 275 personnel on a “major shift” day although they would not all be on site at the same time as they work different shifts throughout the 24-hour day.

Traffic generation has been estimated by comparison with the Armadale Courthouse and Police Complex, which has a number of similarities to the proposed development. The peak period of traffic generation of the proposed Fremantle Police Complex is anticipated to occur around the 4pm end-of-shift period, with total traffic generation of approximately 153 vehicle movements during the Police PM peak period (1530-1630). This would also be the overall busiest period for total traffic on South Terrace when existing traffic on South Terrace and development traffic are added together.

Traffic analysis has been undertaken for this overall 1530-1630 peak period. The traffic analysis confirms that the South Tce / Parry St / Norfolk St signalised intersection, the left in / left out driveway crossover and the new Bulldog Lane T-intersection will all operate satisfactorily with the additional traffic flows generated by the proposed development.

The existing bus services on South Terrace will provide a satisfactory level of public transport accessibility to the site and the site is also located within the walkable catchment for Fremantle railway station.

Pedestrian access connection will be provided from the existing footpath on South Terrace adjacent to the subject site.

Bicycle parking is provided in the basement for 35 police bicycles and 30 staff bicycles. The proposed development includes gymnasium and change room facilities (including showers) on level 3, with a total of 360 lockers provided for staff use, which addresses requirements for end-of-trip facilities.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.



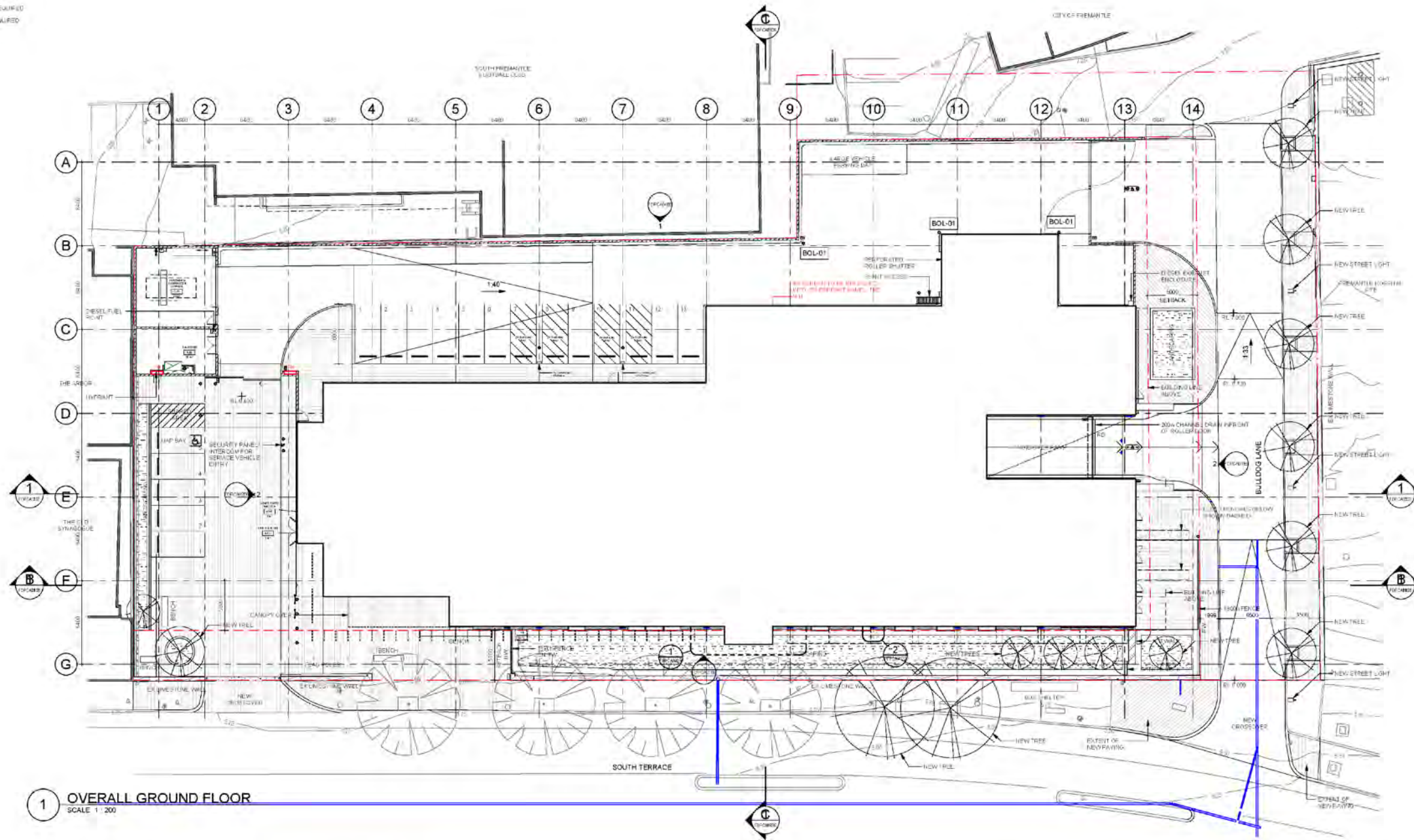
Appendix A

PROPOSED DEVELOPMENT PLANS

GROUND FLOOR CAR PARKING TABLE			
STANDARD BAY (6000x2000)	13	REGULAR VISITOR BAY (5000x2000)	4
		HAMP VISITOR BAY (5000x2000)	1
TOTAL CAR BAYS	13	TOTAL VISITOR BAYS	5

FRL LEGEND

■ A/F RATING REQUIRED
■ 2/H RATING REQUIRED
■ 3/H RATING REQUIRED
■ 4/H RATING REQUIRED



1 OVERALL GROUND FLOOR
SCALE 1:200

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Acoustic	Gabriel P. P. P. P.	Planning	Government of Western Australia
ESD	Putnam Design Services	Quantity Surveyor	Ralph Shallowell
Hydraulic, Wet Fire	Urban Consulting Australia		
Fire Services, BICA, Building Surveyor and CGA	Eastwood & Eastwood		
Landscape and Irrigation	Scoway		
Traffic	Thompson		

1m 2m 3m

Rev	Description	By	Date
1	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
2	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
3	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
4	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
5	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
6	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022
7	ISSUED FOR SCHEMATIC DESIGN	JS	25.10.2022

ISSUED FOR SCHEMATIC DESIGN			
Drawn:	JS	Designed:	JS
Checked:	JS	Principal:	JS
Approved:	JS	Date:	25.10.2022
Scale:	As indicated on plan	Job No:	621111
DF Proj No:	621111-01-1001	DF File No:	621111-01-1001
		Crawing Number:	7

Government of Western Australia
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Building and Construction

ARCHITECTURE

94 SOUTH TERRACE, FREMANTLE 6160

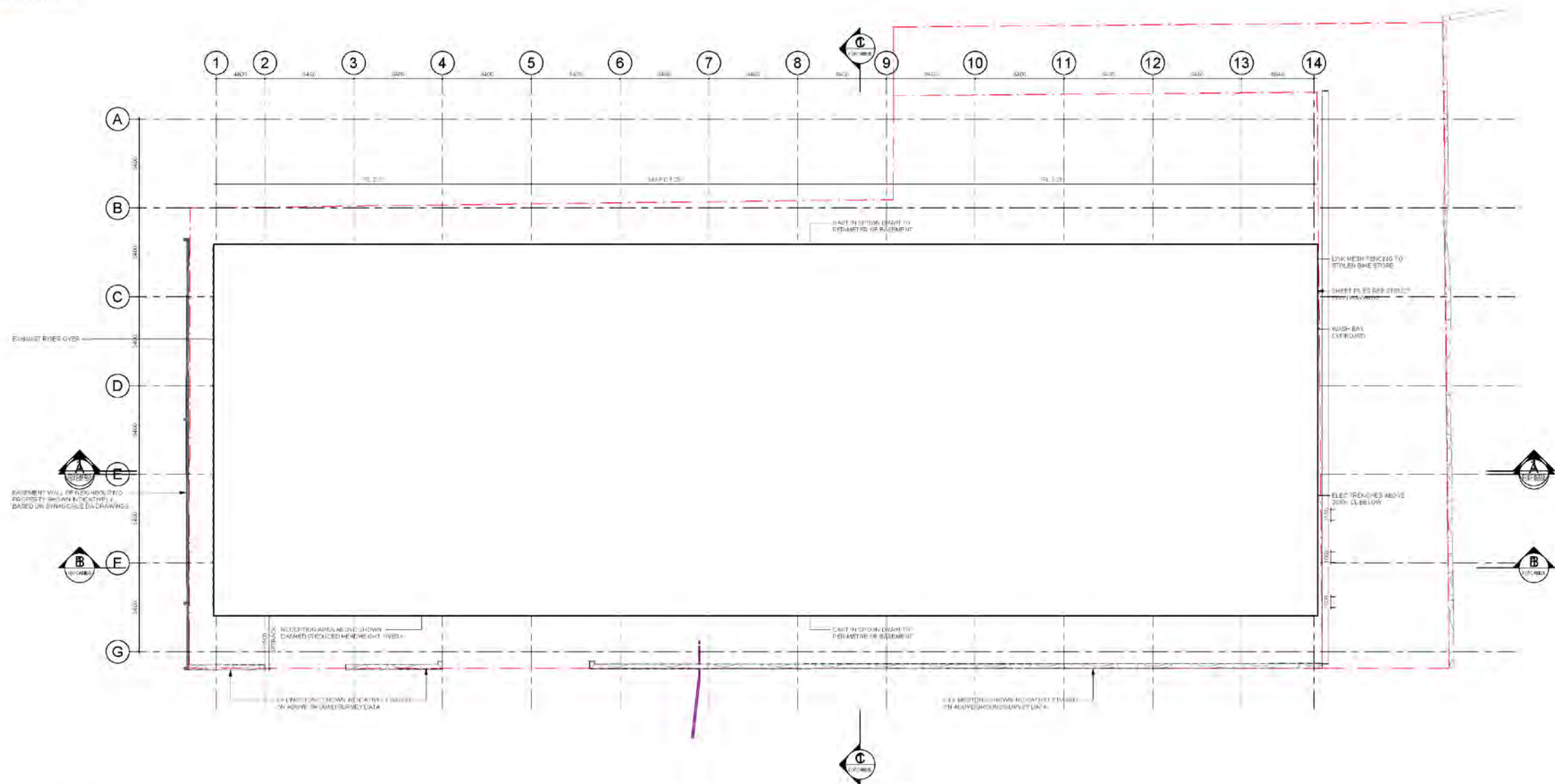
FREMANTLE DISTRICT POLICE COMPLEX

OVERALL GROUND FLOOR PLAN

BASEMENT CAR & BICYCLE PARKING TABLE							
REGULAR BAY (5400x2500)	1	MC BAY (2500x2000)	6	POLICE BIKE (OPERATIONAL)	22	STAFF BIKE (SMALL MINT)	30
UMP BAYS (5400x2000)	1			POLICE BIKE (NON-OPERATIONAL)	18	TEMP. BAYS (OPERATIONAL)	5
SMALL BAY TYPE1 (4000x2500)	5						
SMALL BAY TYPE2 (4000x2500)	3						
SMALL BAY TYPE3 (4000x2000)	2						
TOTAL CAR BAYS	94	TOTAL MC BAYS	6	TOTAL BIKES	40	TOTAL BIKES	35

FRL LEGEND

- 4 HR FIRE RATING REQUIRED
- 2 HR FIRE RATING REQUIRED
- 1 HR FIRE RATING REQUIRED
- 1 HR FIRE RATING REQUIRED



1 BASEMENT
SCALE 1:200

Cox Architecture

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Structural, Civil, Geotechnical and Mechanical	Survey	Archaeological and Heritage	Optical and Laser
Security	Security Consulting Group	Time Planner	Security Risk Assessment
Electrical (inc. ICT / AV) and Vertical Transportation	ETC	BM	IT/ISMS
Acoustic	Sabine Russell Partners	Planning	Expertise in Urban
ESD	ETC Group Design Services	Quantity Surveyor	Guidance (Risk Assessment)
Hydraulic, Wet Fire	ETC Group Design Services		
Fire Services, ECA, Building Surveyor and CDA	ETC Group Design Services		
Landscape and Irrigation	ETC Group		
Traffic	ETC Group		

Rev	Description	By	Date
1	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
2	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
3	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
4	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
5	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
6	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022
7	ISSUED FOR SCHEMATIC DESIGN	ET	14/01/2022

ISSUED FOR SCHEMATIC DESIGN			
Drawn	ET	Designed	ET
Checked	ET	Principal	ET
Approved	ET	Signature	ET
Scale	AS PER ARCHITECT	Date	14/01/2022
DF Proj No	621111.00 / 15.05.0	DF File No	621111.00 / 15.05.0
Job No	621111	Revision	7

Government of Western Australia
Department of Finance

ARCHITECTURE

94 SOUTH TERRACE, FREMANTLE 6160
FREMANTLE DISTRICT POLICE COMPLEX
OVERALL BASEMENT FLOOR PLAN

Appendix B

SIDRA INTERSECTION ANALYSIS

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

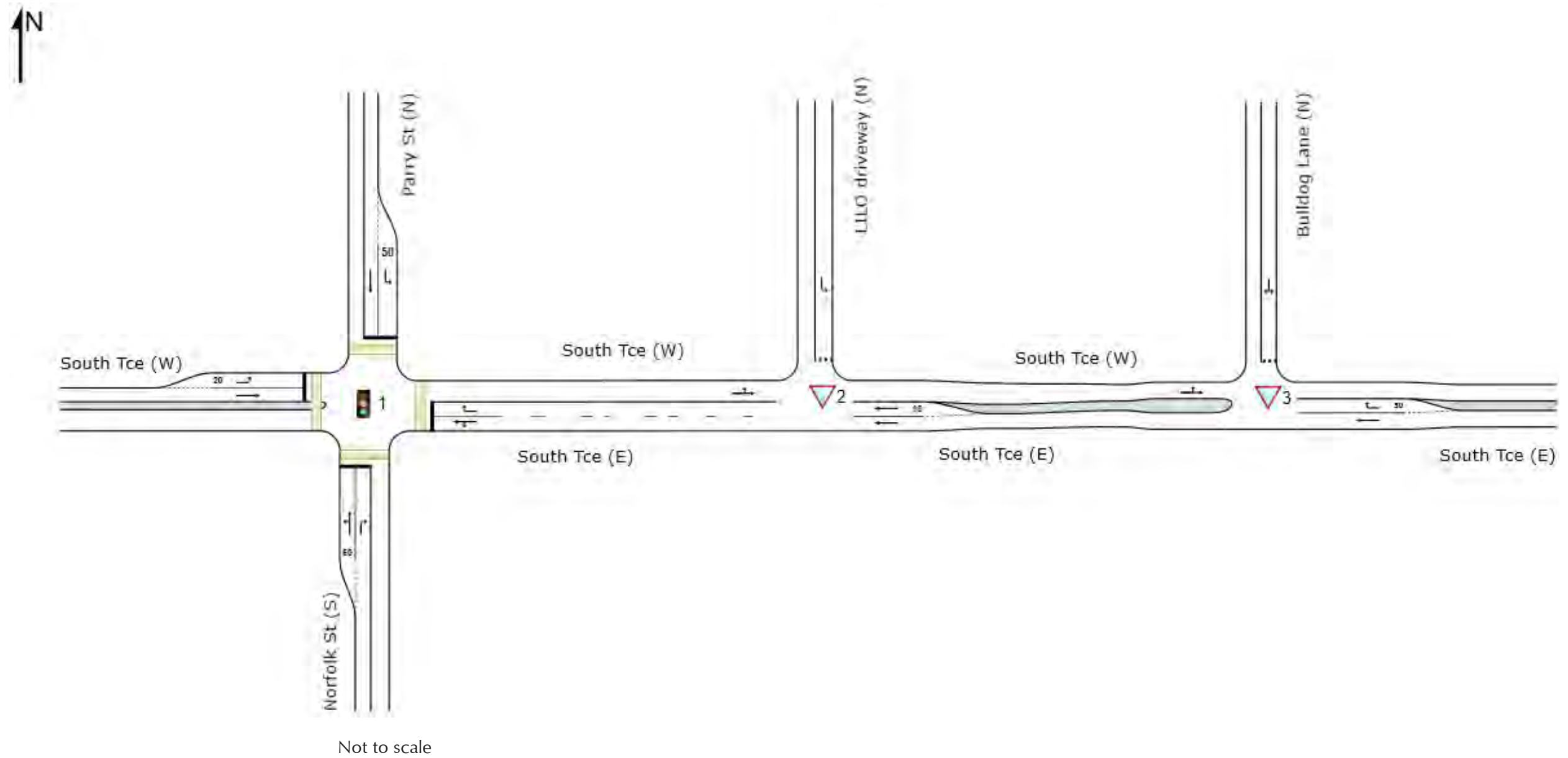


Figure B1. Future intersections layout analysed in SIDRA Network



Table B1a. SIDRA results – South Terrace / Parry St / Norfolk St signalised intersection – 1530-1630 with Fremantle Police Complex

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Norfolk St (S)														
1	L2	53	6.3	53	6.3	*0.411	24.0	LOS C	5.2	40.4	0.86	0.73	0.86	31.0
2	T1	158	6.3	158	6.3	0.411	19.4	LOS B	5.2	40.4	0.86	0.73	0.86	29.6
3	R2	22	6.3	22	6.3	0.105	28.0	LOS C	0.6	4.5	0.86	0.70	0.86	21.2
Approach		233	6.3	233	6.3	0.411	21.2	LOS C	5.2	40.4	0.86	0.72	0.86	29.3
East: South Tce (E)														
4	L2	56	6.3	56	6.3	0.262	11.9	LOS B	4.0	31.3	0.59	0.54	0.59	32.4
5	T1	186	6.3	186	6.3	0.262	8.8	LOS A	4.0	31.3	0.59	0.54	0.59	30.8
6	R2	184	6.3	184	6.3	*0.340	13.3	LOS B	3.1	24.4	0.77	0.73	0.77	22.9
Approach		426	6.3	426	6.3	0.340	11.1	LOS B	4.0	31.3	0.67	0.62	0.67	28.2
North: Parry St (N)														
7	L2	371	6.3	371	6.3	0.374	12.9	LOS B	6.2	48.5	0.60	0.73	0.60	22.5
8	T1	199	6.3	199	6.3	0.389	19.2	LOS B	4.8	37.9	0.85	0.70	0.85	30.4
Approach		569	6.3	569	6.3	0.389	15.1	LOS B	6.2	48.5	0.69	0.72	0.69	26.7
West: South Tce (W)														
10	L2	33	6.3	33	6.3	*0.076	22.4	LOS C	0.7	5.9	0.79	0.68	0.79	26.1
11	T1	178	6.3	178	6.3	0.397	20.9	LOS C	4.5	35.2	0.88	0.72	0.88	23.0
Approach		211	6.3	211	6.3	0.397	21.1	LOS C	4.5	35.2	0.86	0.71	0.86	23.6
All Vehicles		1439	6.3	1439	6.3	0.411	15.8	LOS B	6.2	48.5	0.74	0.69	0.74	27.1
Pedestrian Movement Performance														
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed			
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec			
South: Norfolk St (S)														
P1	Full	53	19.2	LOS B	0.1	0.1	0.80	0.80	196.3	212.5	1.08			
East: South Tce (E)														
P2	Full	53	20.1	LOS C	0.1	0.1	0.82	0.82	197.3	212.7	1.08			
North: Parry St (N)														
P3	Full	53	21.7	LOS C	0.1	0.1	0.85	0.85	198.6	212.3	1.07			
West: South Tce (W)														
P4	Full	53	20.9	LOS C	0.1	0.1	0.84	0.84	199.5	214.3	1.07			
All Pedestrians		211	20.5	LOS C	0.1	0.1	0.83	0.83	197.9	213.0	1.08			

Table B1b. SIDRA results – South Terrace / LILO driveway – 1530-1630 with Fremantle Police Complex

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total HV veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: South Tce (E)														
8	T1	426	6.3	426	6.3	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
Approach		426	6.3	426	6.3	0.117	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.0
North: LILO driveway (N)														
10	L2	5	0.0	5	0.0	0.005	4.9	LOS A	0.0	0.2	0.51	0.52	0.51	18.2
Approach		5	0.0	5	0.0	0.005	4.9	LOS A	0.0	0.2	0.51	0.52	0.51	18.2
West: South Tce (W)														
1	L2	5	0.0	5	0.0	0.293	3.2	LOS A	0.0	0.0	0.00	0.00	0.00	18.1
2	T1	565	6.3	565	6.3	0.293	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
Approach		571	6.2	571	6.2	0.293	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.0
All Vehicles		1002	6.2	1002	6.2	0.293	0.1	NA	0.0	0.2	0.00	0.01	0.00	39.4

Table B1c. SIDRA results – South Terrace / Bulldog Lane T-intersection – 1530-1630 with Fremantle Police Complex

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: South Tce (E)														
8	T1	352	6.3	352	6.3	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9
9	R2	6	0.0	6	0.0	0.007	5.8	LOS A	0.0	0.2	0.53	0.58	0.53	30.6
Approach		358	6.2	358	6.2	0.190	0.1	NA	0.0	0.2	0.01	0.01	0.01	39.7
North: Bulldog Lane (N)														
10	L2	75	0.0	75	0.0	0.317	6.4	LOS A	1.3	9.9	0.70	0.90	0.85	27.7
12	R2	75	0.0	75	0.0	0.317	15.4	LOS C	1.3	9.9	0.70	0.90	0.85	10.5
Approach		149	0.0	149	0.0	0.317	10.9	LOS B	1.3	9.9	0.70	0.90	0.85	22.5
West: South Tce (W)														
1	L2	6	0.0	6	0.0	0.308	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	14.0
2	T1	564	6.3	564	6.3	0.308	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.8
Approach		571	6.2	571	6.2	0.308	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.5
All Vehicles		1078	5.4	1078	5.4	0.317	1.6	NA	1.3	9.9	0.10	0.13	0.12	37.3

Table B2a. SIDRA results – South Terrace / Parry St / Norfolk St signalised intersection – 1530-1630 with Fremantle Police Complex + Bulldog Lane residential (100 units)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Norfolk St (S)														
1	L2	53	6.3	53	6.3	*0.411	24.0	LOS C	5.2	40.4	0.86	0.73	0.86	31.0
2	T1	158	6.3	158	6.3	0.411	19.4	LOS B	5.2	40.4	0.86	0.73	0.86	29.6
3	R2	22	6.3	22	6.3	0.107	28.9	LOS C	0.6	4.6	0.88	0.70	0.88	20.8
Approach		233	6.3	233	6.3	0.411	21.3	LOS C	5.2	40.4	0.86	0.72	0.86	29.3
East: South Tce (E)														
4	L2	56	6.3	56	6.3	0.267	12.0	LOS B	4.1	32.0	0.60	0.54	0.60	32.4
5	T1	192	6.3	192	6.3	0.267	8.8	LOS A	4.1	32.0	0.60	0.54	0.60	30.8
6	R2	187	6.3	187	6.3	*0.348	13.5	LOS B	3.2	24.8	0.79	0.74	0.79	22.7
Approach		435	6.3	435	6.3	0.348	11.3	LOS B	4.1	32.0	0.68	0.63	0.68	28.1
North: Parry St (N)														
7	L2	379	6.3	379	6.3	0.383	13.0	LOS B	6.4	49.9	0.61	0.73	0.61	22.4
8	T1	199	6.3	199	6.3	0.389	19.2	LOS B	4.8	37.9	0.85	0.70	0.85	30.4
Approach		578	6.3	578	6.3	0.389	15.1	LOS B	6.4	49.9	0.69	0.72	0.69	26.6
West: South Tce (W)														
10	L2	33	6.3	33	6.3	*0.076	22.4	LOS C	0.7	5.9	0.79	0.68	0.79	26.1
11	T1	182	6.3	182	6.3	0.406	21.0	LOS C	4.6	36.2	0.88	0.72	0.88	23.0
Approach		215	6.3	215	6.3	0.406	21.2	LOS C	4.6	36.2	0.87	0.71	0.87	23.5
All Vehicles		1460	6.3	1460	6.3	0.411	15.9	LOS B	6.4	49.9	0.74	0.69	0.74	27.0

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Norfolk St (S)											
P1	Full	53	19.2	LOS B	0.1	0.1	0.80	0.80	196.3	212.5	1.08
East: South Tce (E)											
P2	Full	53	20.1	LOS C	0.1	0.1	0.82	0.82	197.3	212.7	1.08
North: Parry St (N)											
P3	Full	53	21.7	LOS C	0.1	0.1	0.85	0.85	198.6	212.3	1.07
West: South Tce (W)											
P4	Full	53	20.9	LOS C	0.1	0.1	0.84	0.84	199.5	214.3	1.07
All Pedestrians		211	20.5	LOS C	0.1	0.1	0.83	0.83	197.9	213.0	1.08

Table B2b. SIDRA results – South Terrace / LILO driveway – 1530-1630 with Fremantle Police Complex + Bulldog Lane residential (100 units)

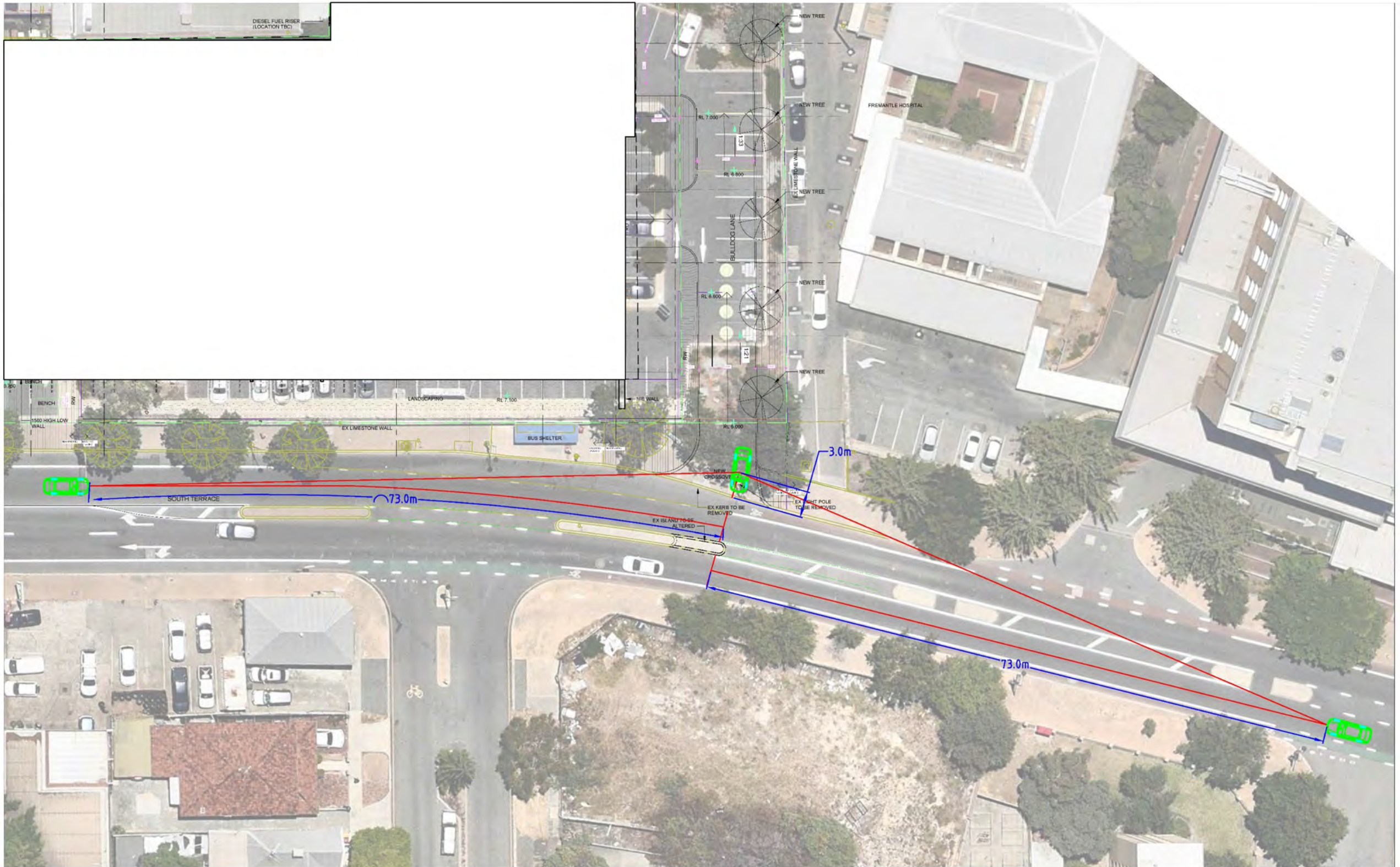
Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: South Tce (E)														
8	T1	435	6.3	435	6.3	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
Approach		435	6.3	435	6.3	0.120	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.0
North: LILO driveway (N)														
10	L2	5	0.0	5	0.0	0.006	5.0	LOS A	0.0	0.2	0.51	0.53	0.51	18.0
Approach		5	0.0	5	0.0	0.006	5.0	LOS A	0.0	0.2	0.51	0.53	0.51	18.0
West: South Tce (W)														
1	L2	5	0.0	5	0.0	0.299	3.2	LOS A	0.0	0.0	0.00	0.00	0.00	18.1
2	T1	578	6.3	578	6.3	0.299	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
Approach		583	6.2	583	6.2	0.299	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.0
All Vehicles		1023	6.2	1023	6.2	0.299	0.1	NA	0.0	0.2	0.00	0.01	0.00	39.4

Table B2c. SIDRA results – South Terrace / Bulldog Lane T- intersection – 1530-1630 with Fremantle Police Complex + Bulldog Lane residential (100 units)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: South Tce (E)														
8	T1	352	6.3	352	6.3	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9
9	R2	19	0.0	19	0.0	0.020	6.0	LOS A	0.1	0.6	0.54	0.63	0.54	30.5
Approach		371	6.0	371	6.0	0.191	0.3	NA	0.1	0.6	0.03	0.03	0.03	39.2
North: Bulldog Lane (N)														
10	L2	83	0.0	83	0.0	0.360	6.9	LOS A	1.6	11.8	0.72	0.94	0.93	27.1
12	R2	83	0.0	83	0.0	0.360	16.4	LOS C	1.6	11.8	0.72	0.94	0.93	10.0
Approach		166	0.0	166	0.0	0.360	11.6	LOS B	1.6	11.8	0.72	0.94	0.93	21.8
West: South Tce (W)														
1	L2	19	0.0	19	0.0	0.314	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	13.9
2	T1	564	6.3	564	6.3	0.314	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	39.7
Approach		583	6.1	583	6.1	0.314	0.1	NA	0.0	0.0	0.00	0.02	0.00	38.8
All Vehicles		1120	5.2	1120	5.2	0.360	1.9	NA	1.6	11.8	0.12	0.16	0.15	36.4

Appendix C

SIGHT LINE ASSESSMENT



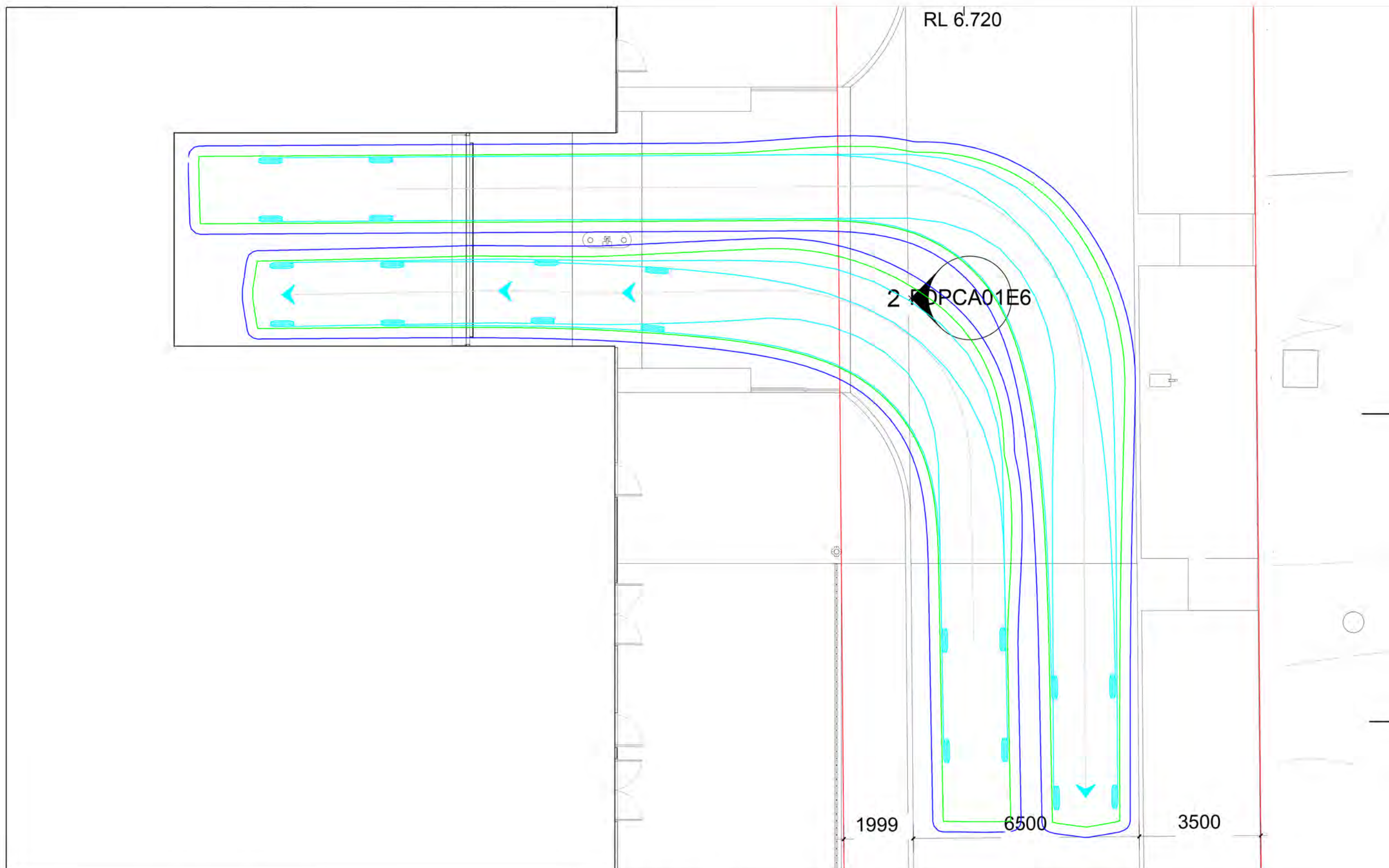
Fremantle Police Complex
Sight Line Assessment
SISD 73m for frontage road speed 40km/h

t20.127.sk19
17/06/2022
Scale: 1:400 @ A3



Appendix D

VEHICLE TURN PATHS



Fremantle Police Complex

6.1m Toyota LandCruiser 70

Vehicle circulations (to and from basement ramp)

LEGEND

Vehicle Body
Wheel Path
300mm Clearance

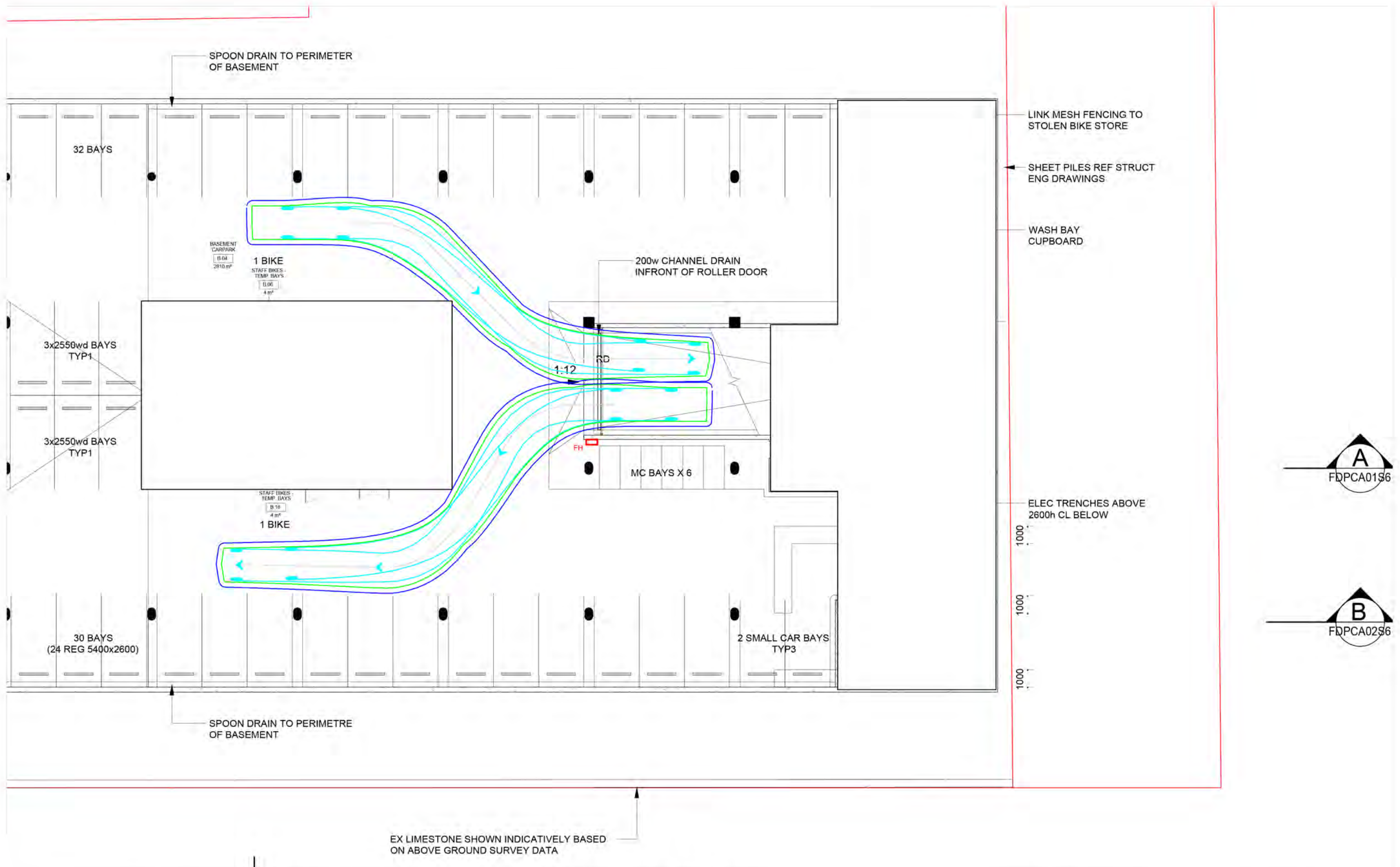


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21/10/2022

Scale: 1:200 @ A3



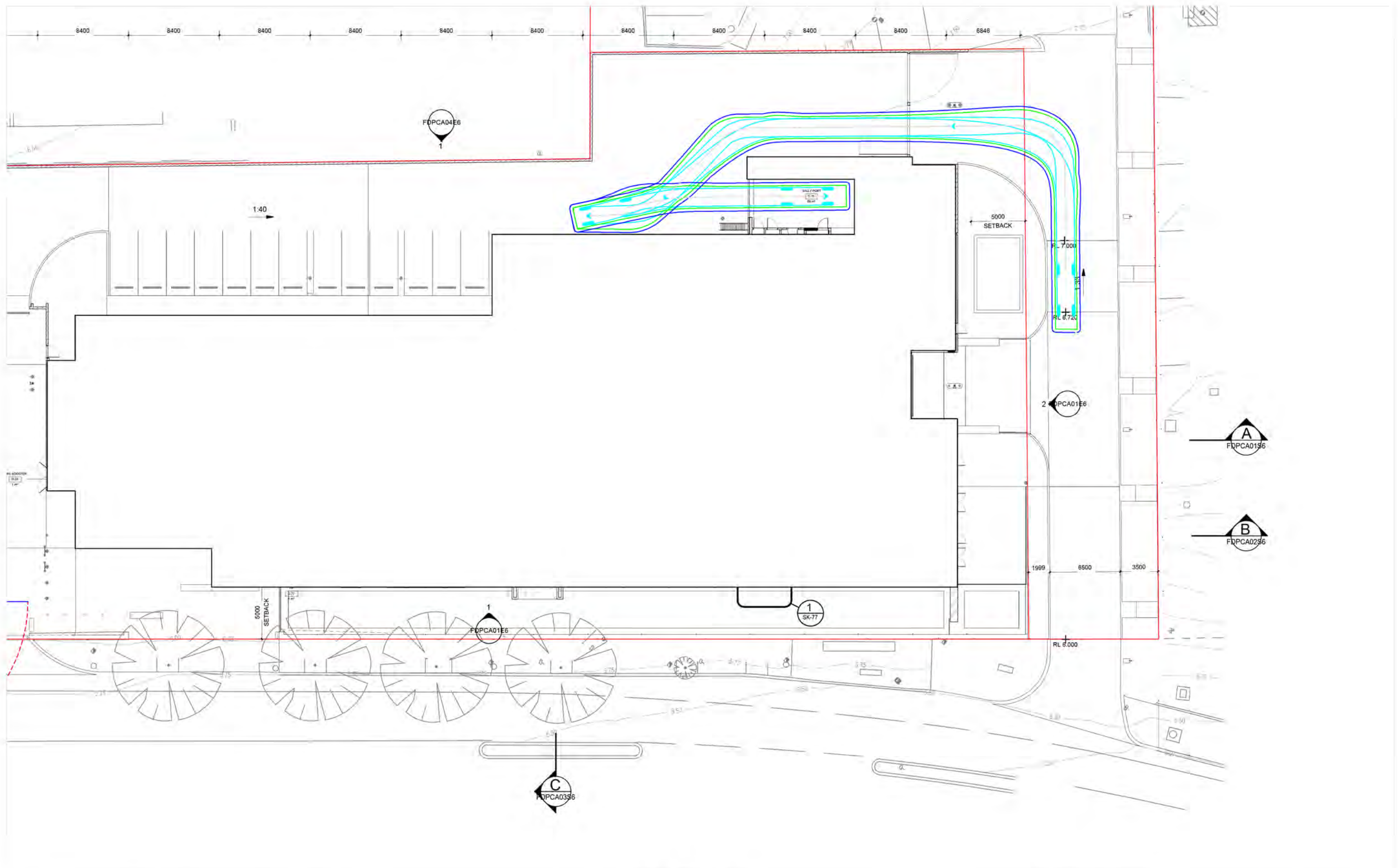


Fremantle Police Complex
6.1m Toyota LandCruiser 70
Vehicle circulations (to and from ramp)

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t20.127.sk24a
21/10/2022
Scale: 1:200 @ A3





Fremantle Police Complex

6.6m Truck
6.6m truck access to Sally Port

LEGEND

Vehicle Body
Wheel Path
300mm Clearance

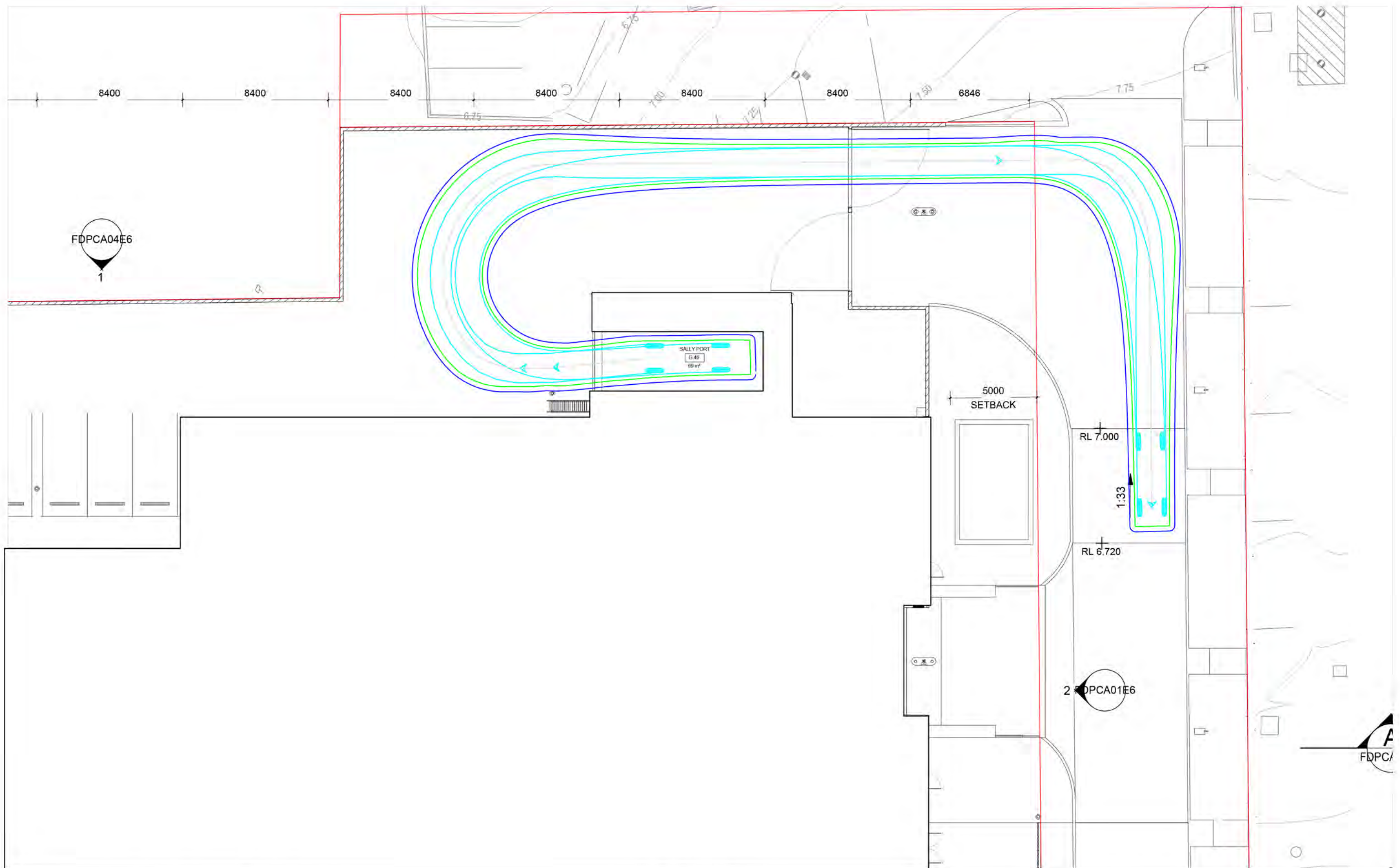


t20.127.sk27a

21/10/2022

Scale: 1:200 @ A3





Fremantle Police Complex

6.6m Truck
6.6m truck exit from Sally Port

LEGEND

Vehicle Body
Wheel Path
300mm Clearance

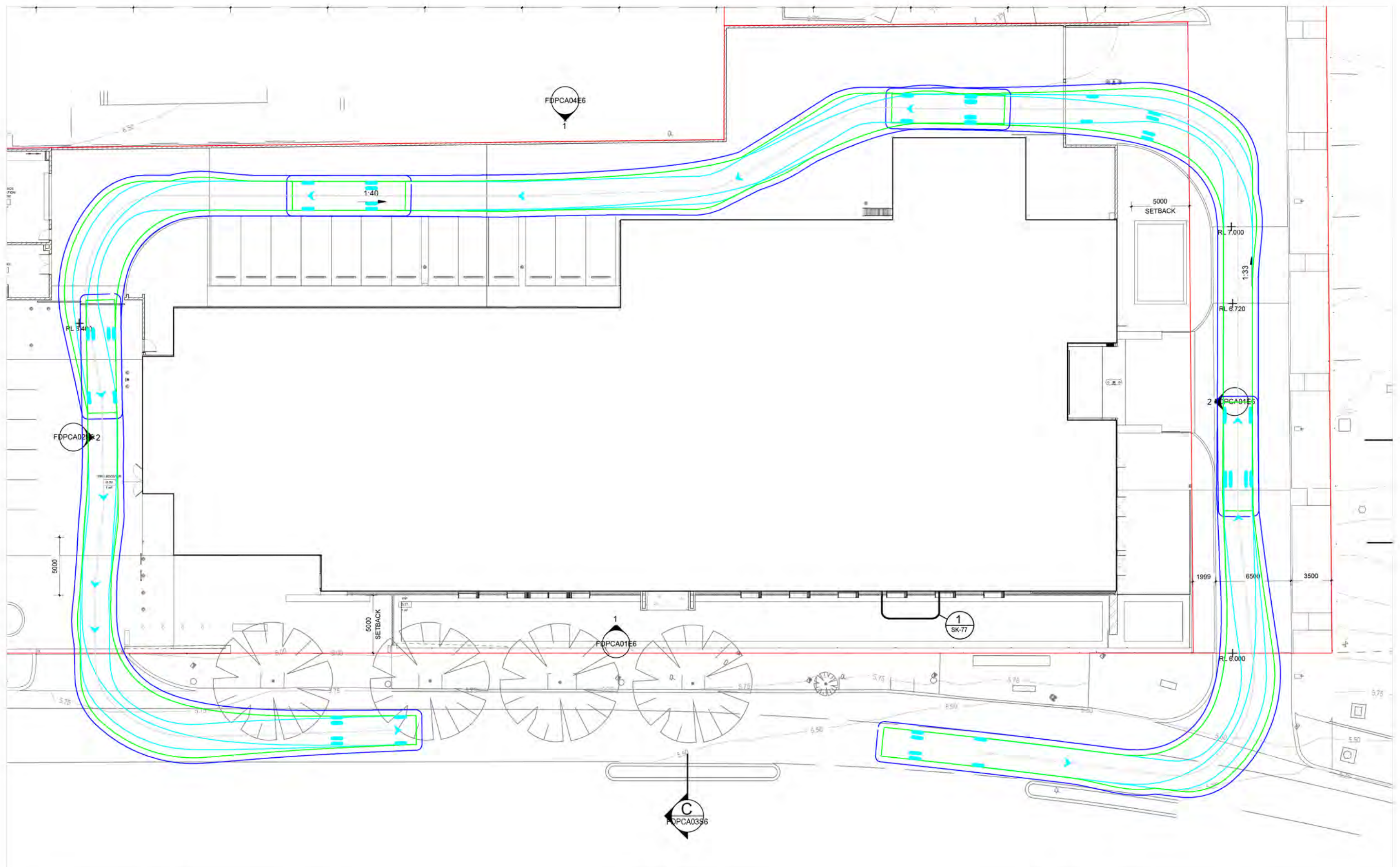


t20.127.sk28

21/10/2022

Scale: 1:200 @ A3





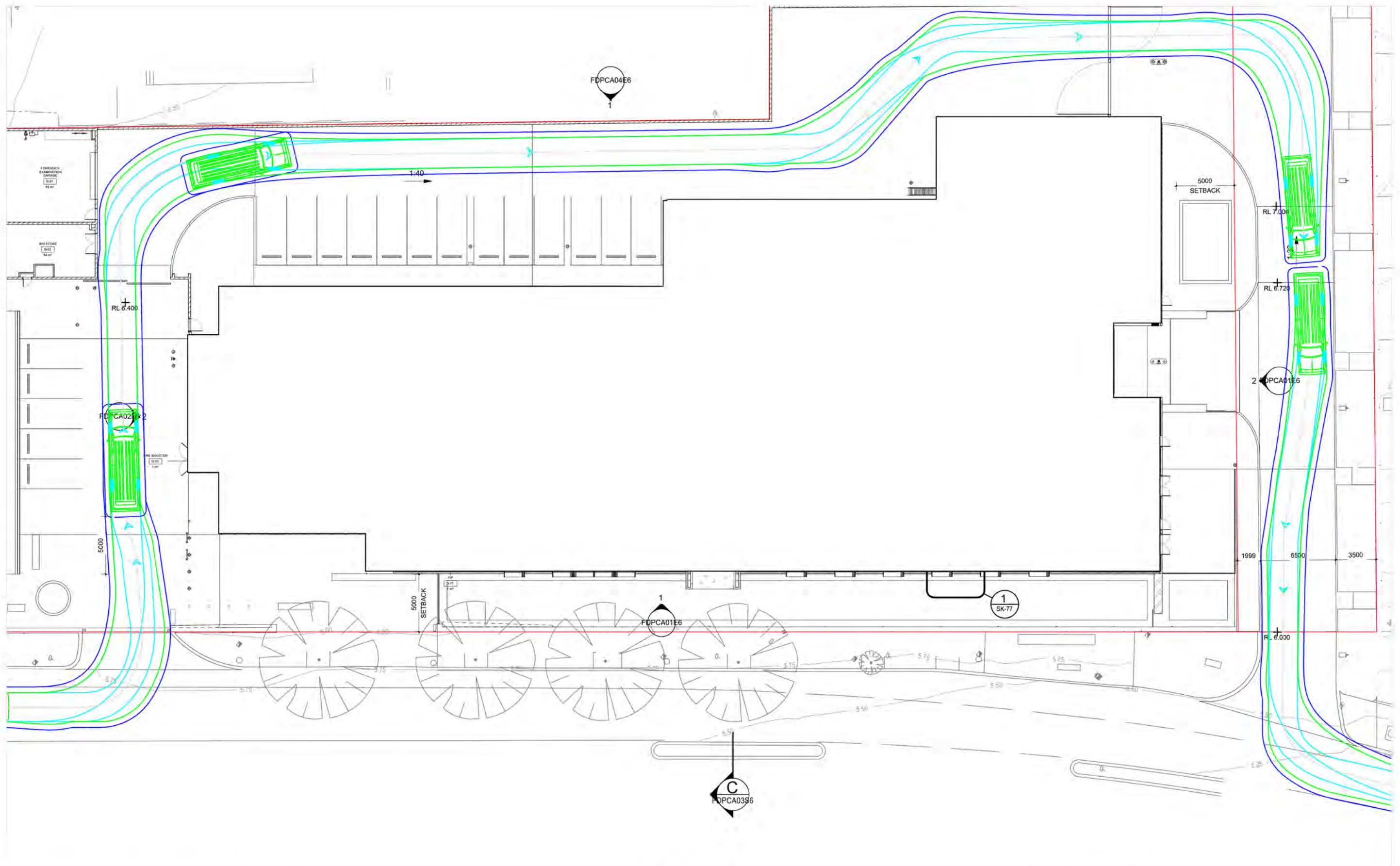
Fremantle Police Complex
 9.8m Mobile Police Facilities Vehicle
 9.8m vehicle circulations

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.127.sk22b
 21/10/2022
 Scale: 1:300 @ A3





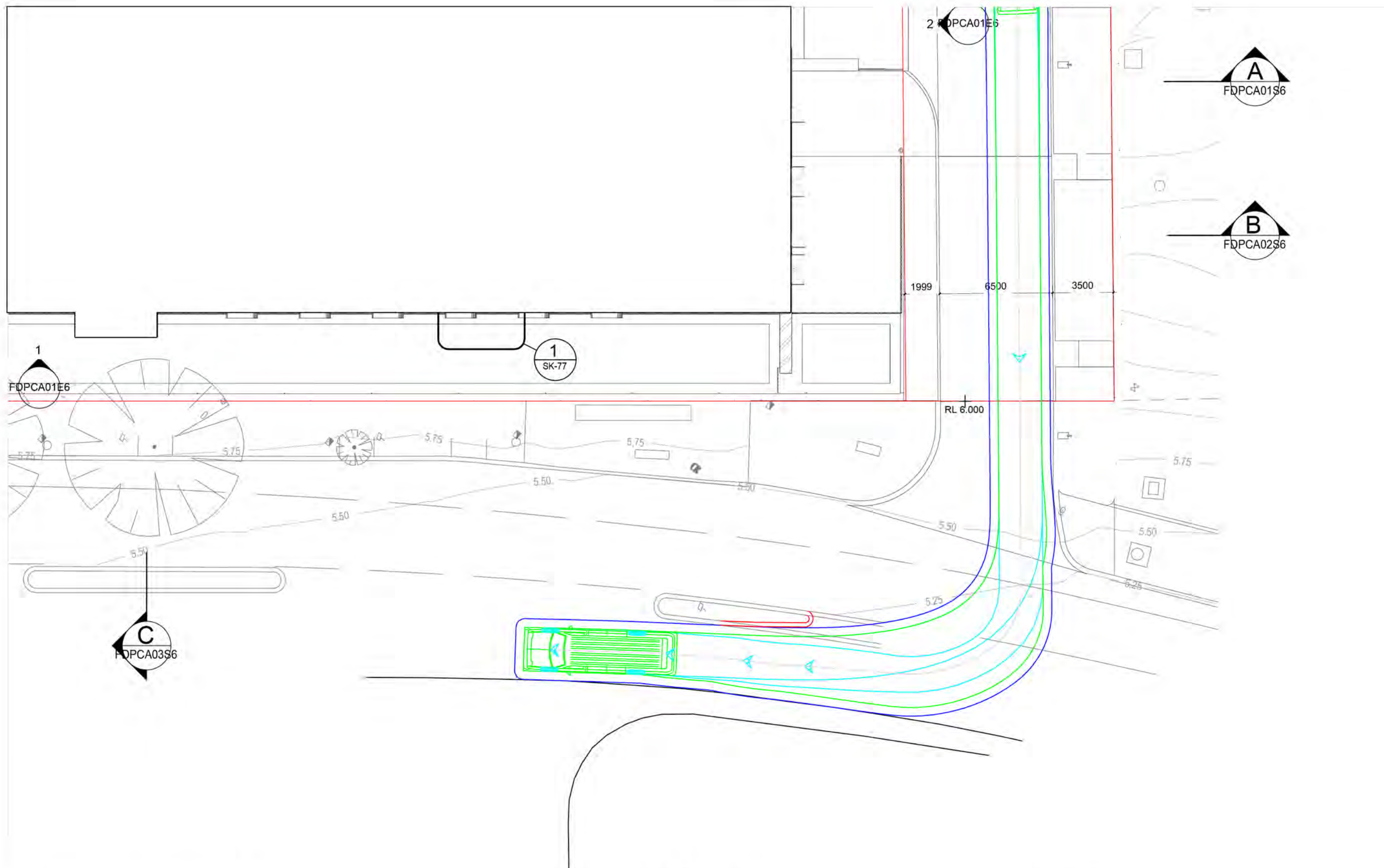
Fremantle Police Complex
 Austroads 2013:8.8m Service Vehicle
 8.8m vehicle circulations 1

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.127.sk21b
 21/10/2022
 Scale: 1:300 @ A3





Fremantle Police Complex

Austroads 2013:8.8m Service Vehicle
Modify traffic island on South Terrace for service vehicle
Right turn exit

LEGEND

Vehicle Body
Wheel Path
500mm Clearance

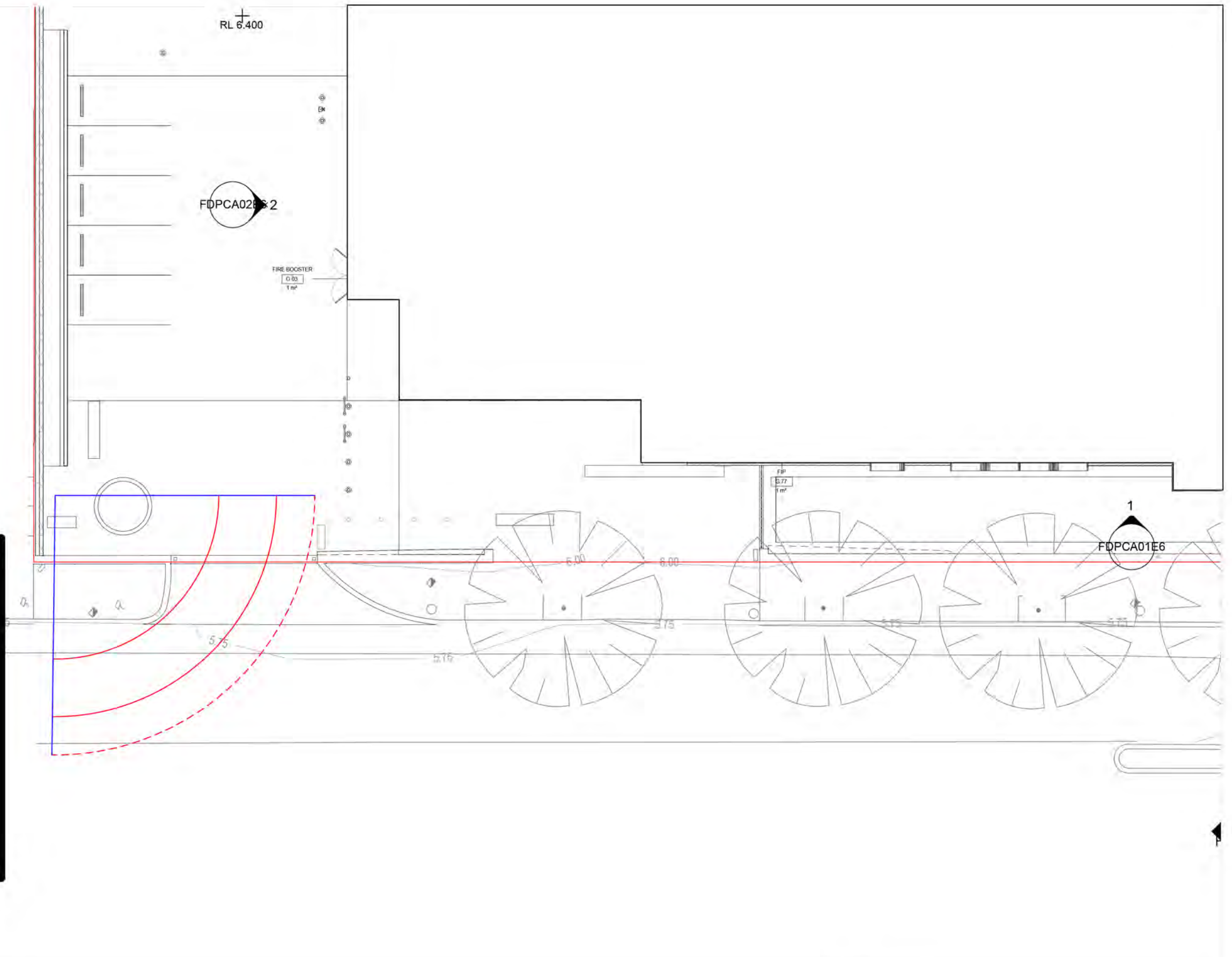
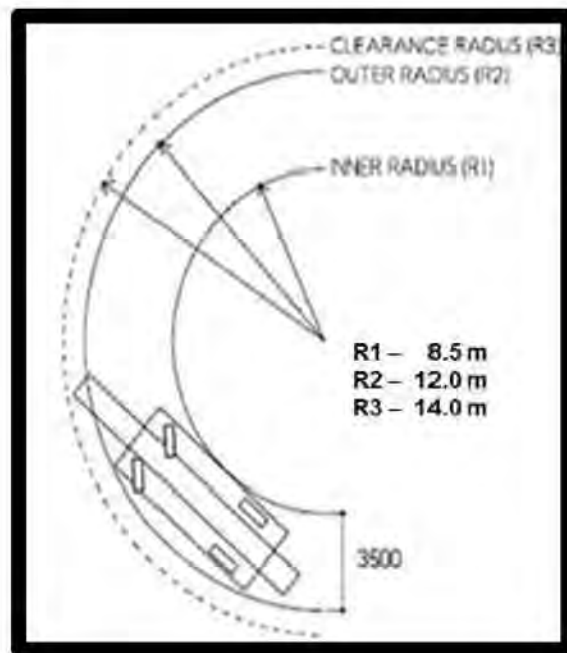


t20.127.sk29

21/10/2022

Scale: 1:200 @ A3





Fremantle Police Complex
Fire Appliance Turn Template

t20.127.sk18a
21/10/2022
Scale: 1:200 @ A3

