



# **ADDITIONAL DOCUMENTS**

## **Strategic Planning & Transport Meeting**

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Wednesday 15 August 2018 at 6pm

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**PROPOSED AMENDMENTS – SPT1808-01 – SCHEME AMENDMENT 68 –  
SUBMITTED BY CR R PEMBERTON**

**Proposed amendment 1**

To add an additional part 3 to the officer's recommendation as follows:

3. *That the CEO inform landowners in the scheme amendment area that notwithstanding points 1 and 2 above, Council maintains the view that in the longer term the optimum planning outcome for this area would be redevelopment as a high density mixed use/residential precinct. If at a future date landowners in the area demonstrate to the City a stronger commitment to participating in arrangements to jointly fund and implement road network improvements needed to support such development, the Council would be willing to consider commencing a fresh planning process to facilitate such a redevelopment outcome.*

**Reason/s for change**

To give a clear message about the council's strategic intent for the area.

**Proposed amendment 2**

The reference to the close of submissions period on page 6 of this report should read (31 **July**) not (31 August). Elected members are requested to note this correction.

**Reason/s for change**

Correction to information in officer's report

## **OFFICER AMENDED RECOMMENDATION – SPT1808-3 – FREMANTLE PORT - WESTPORT TASKFORCE – FUTURE OF INNER HARBOUR**

### **Officer amended recommendation**

1. Council adopts the following as a statement of its current position in respect of the future of Fremantle Port Inner Harbour:
  - a. The inner harbour should be retained as an operating port with the following characteristics:
    - I. shipping functions that include:
      - i. container handling capacity at North Quay
      - ii. a cap on container movements that reflects a viable economic outcome, with a target in the range of 700,000 to 1,000,000 TEUs per annum
      - iii. cruise ship visits
      - iv. naval ship visits
      - v. tall ship visits
      - vi. pilot functions
      - vii. Rottnest ferry services.
    - II. efficient logistics practices to optimise use of the road and rail transport infrastructure network for freight movement in a manner that does not place any greater burden on the local community and urban fabric.
  - b. The vehicle import trade, livestock, scrap metal and other bulk goods are a priority for transfer to an alternative port location.
  - c. Victoria Quay should be developed for community, tourism and commercial purposes integrated with non-freight maritime functions, especially enhanced cruise ship passenger facilities.
  - d. Port related employment and services in Fremantle are a critical component of the city's economy to be retained and if possible expanded.

### **Reason/s for change**

Re-format part 1 of the recommendation to number sub-parts of the recommendation for greater clarity.

**PROPOSED AMENDMENT – SPT1808-3 – FREMANTLE PORT - WESTPORT  
TASKFORCE – FUTURE OF INNER HARBOUR – SUBMITTED BY CR R  
PEMBERTON**

**Proposed amendment 1**

To amend part 1.a.i.iv of the officer's recommendation as follows:

- iv. ***naval ship visits, excluding any vessels that are nuclear powered, or carry nuclear weapons and/or depleted uranium.***

**Reason/s for change**

Nuclear capabilities could pose unnecessary risk to the local community caused by either an accident, or being a military target.

**PROPOSED AMENDMENT – SPT1808-04 – CROSSOVERS POLICY REVIEW–  
SUBMITTED BY CR R PEMBERTON**

**Proposed amendment 1**

To add an additional part 2 as follows:

2. **That staff be requested to incorporate wording to address the following matters in the modifications to infrastructure guidelines and management direction documents on crossovers to be presented to council in a future report, at the same time as reporting back on the outcome of public advertising of the amendments to the local planning policies in (1) above:**
  - a. **consideration of the impact of crossovers on street parking.**
  - b. **ensuring that the footpath is continued in a uniform manner across the alignment of crossovers (paving/surface treatment) to ensure visual continuity and good pedestrian amenity, safety and accessibility.**

**Reason/s for change**

To ensure consideration of all key issues affecting the placement, extent and design of crossovers in the policy review.