



Additional documents

Ordinary Meeting of Council

Wednesday 20 December 2023 6pm



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**C2312-11 PHILLIMORE STREET, NO. 49 (LOT 51), FREMANTLE –
MIXED USE DEVELOPMENT OF EXISTING BUILDING
(OFFICE AND MULTIPLE DWELLING)– (JD DAP007/23)**

Please be advised that officers have provided the following additional attachments to support the report.

1. Additional Attachment - Fly Through Imagery - 49 Phillimore Street, Fremantle- DAP007 23

(please click the link above).

2. Below Figures

(please see four figures below).

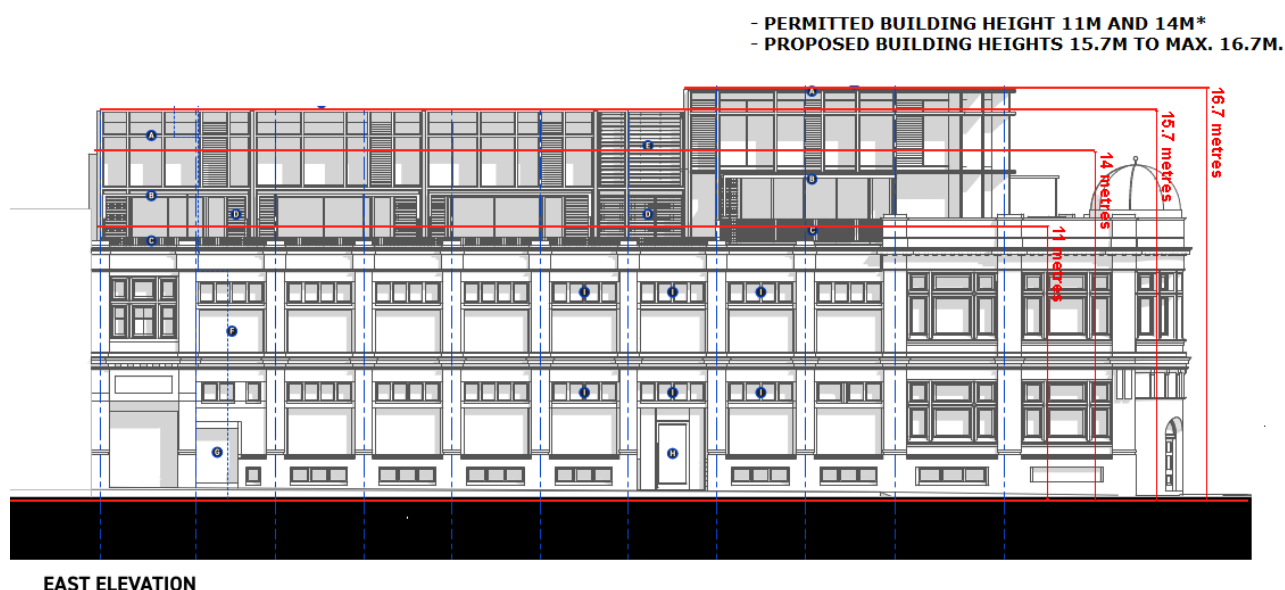


Figure 1 – Illustration of the 11m and 14m (*subject to additional setback of upper storey) permitted building heights and the proposed building heights.

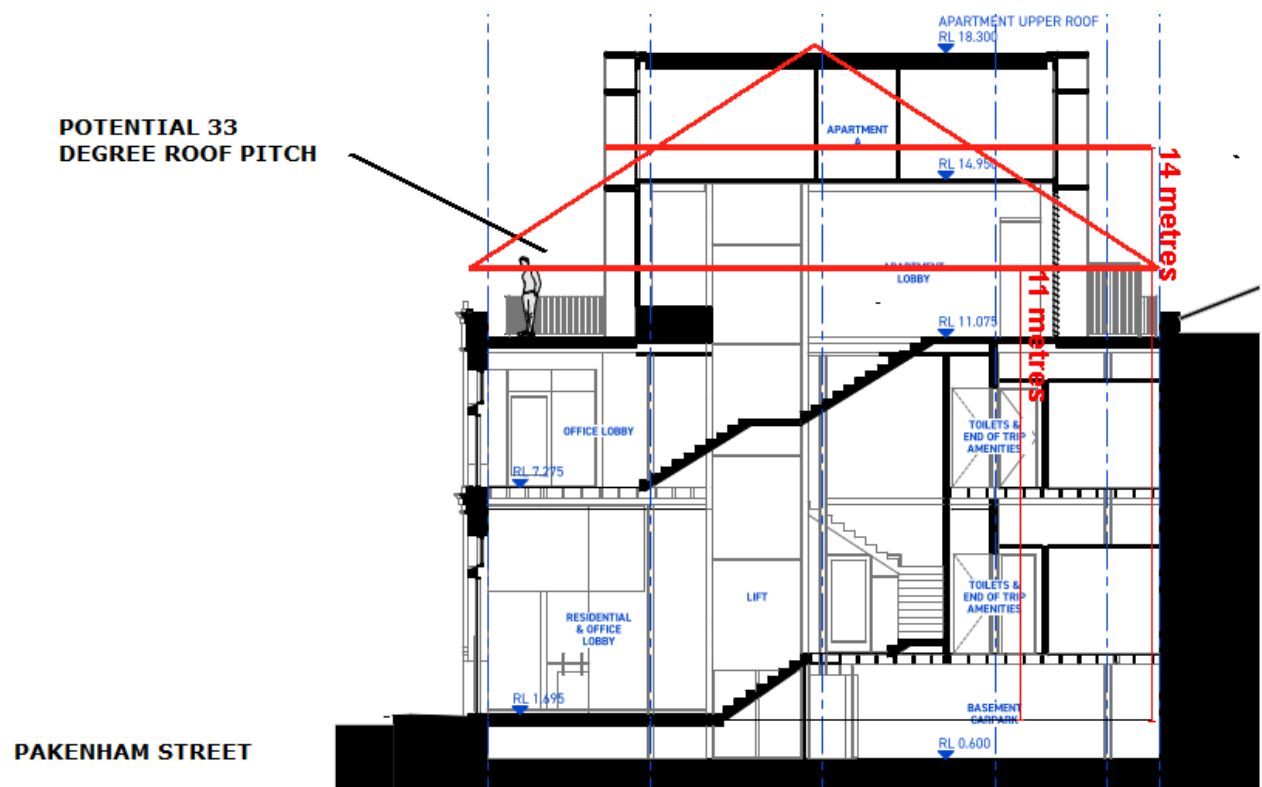


Figure 2 – Cross section illustration of the 11m (with 33 degree roof pitch) and 14m (*subject to additional setback of upper storey) permitted building heights.

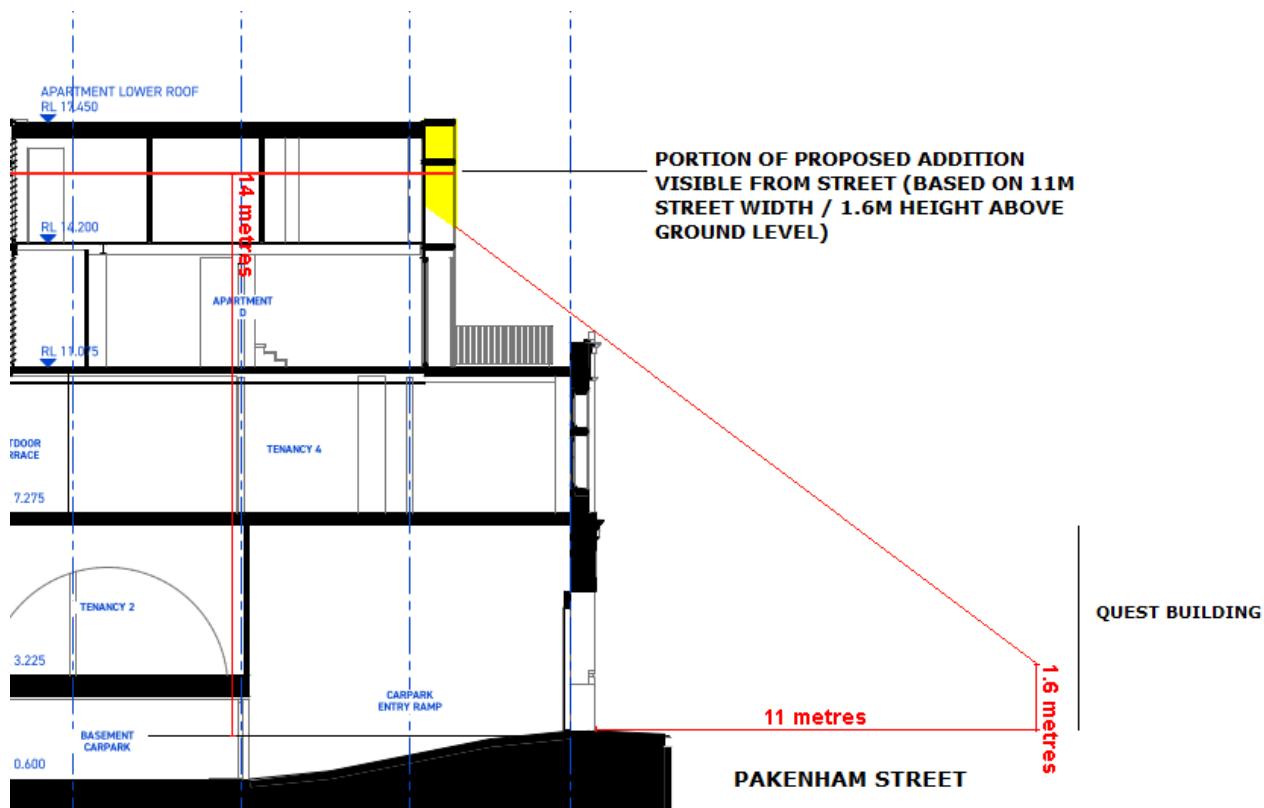


Figure 3 – Illustration of the visibility of the upper storey addition from the opposite side of Pakenham Street.

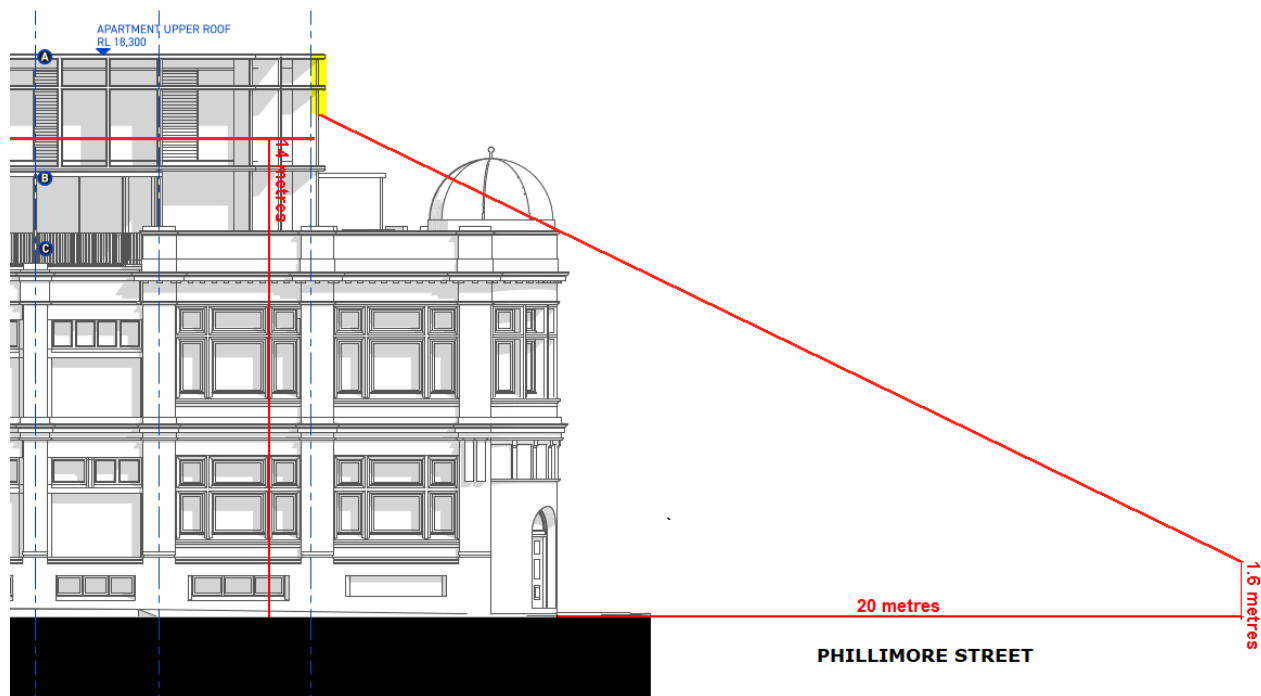


Figure 4 – Illustration of the visibility of the upper floor addition from the opposite side of Phillimore Street.



C2312-13 FUTURE OF FREMANTLE

Alternative Recommendation by Cr Adin Lang

To reaffirm the previous Council position, as per Item SPT1808-8 Council Decision, made at the Ordinary Meeting of Council on 22 August 2018:

Council provides the following feedback to Government, in response to the Future Fremantle: Emerging Vision and Future Scenarios Report:

- 1. Port related employment and activity associated with the inner harbour, including supporting services and maritime industries, are a critical component of the Fremantle region's economy. To retain and if possible expand this economic activity into the future, the inner harbour should be retained in the long term as an operating port with the following characteristics:**
 - a. Shipping functions that include:**
 - i. container handling capacity at North Quay at a scale that can be supported by future land side transport infrastructure and logistics practices which have no greater impact on the local community and urban fabric than current port operations and associated road and rail transport arrangements.**
 - ii. unless there are changes to land side logistics which improve the efficiency and levels of freight on roads during business hours on weekdays, a level of container movements that reflects a viable economic outcome balanced against existing transport infrastructure capacity; likely to be in the range of 700,000 to 1,000,000 TEUs per annum.**
 - iii. cruise ship visits**
 - iv. naval ship visits, excluding any vessels that are nuclear powered, or carry nuclear weapons and/or depleted uranium**
 - v. tall ship visits**
 - vi. pilot functions**
 - vii. Rottnest ferry services.**
 - b. 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 than current transport and logistics arrangements.**
- 2. Victoria Quay should be progressively developed for community, tourism and commercial purposes integrated with non-freight maritime functions, especially enhanced cruise ship passenger facilities. To facilitate this outcome, the vehicle import trade and other freight shipments currently utilising berths on Victoria Quay are a priority for transfer to an alternative port location.**

**Additional documents - Ordinary Meeting of Council
20 December 2023**



Reason for amendment:

The City's position is not clear in the report.



C2312-13 FUTURE OF FREMANTLE

Alternative Recommendation (Option 1) by Cr Ben Lawver

Council provides the following feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. *The potential development of land currently utilised by the Fremantle Port Authority at North Quay presents a unique opportunity to acknowledge, listen to, and ensure the people who first occupied the land benefit both culturally and economically from any non-port development that may occur in the future.*

Welcomes *Notes* the latest planning work from Future Fremantle ~~that~~ investigates *potential* significant government investment ~~in~~ *to* redeveloping port land in the event ~~that~~ container trade is relocated to Kwinana, ~~noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment-positive and diverse in potential economic opportunities, land use, culture and place;~~

2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - over *the next a period of time (10-20+ years)* in the lead up the port potentially relocating, other spatial options ~~may~~ *should* be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north *in a matter that is determined by the Traditional Owners of the land at North Quay;*
3. Notes that the level of ~~future~~ investment in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options) ~~is likely to be proportionate to the level of development/yield that the site ultimately delivers—this is reflected in the current scenarios~~ *should be proportionate to the ambition for development by the Traditional Owners and the City of Fremantle;*
4. **Highlights** *There are at least* three critical issues that require *substantial* early planning, ~~and investment preparation, and coordination before container trades are possibly relocated to Kwinana.~~

Support for any development on Fremantle Port lands at North Quay depend on State Government adequately addressing the three issues



below in order to to build a strong foundation for *Future Fremantle* and an overall positive impact on the broader City of Fremantle:

- a. **ECONOMIC REVITALISATION:** City Centre to its waterfront – including further investment in Victoria Quay; connections across rail corridor; and regional City Centre investment – as a priority;
- b. Establishing a clear, **INTEGRATED TRANSPORT PLAN** for the North Fremantle peninsula which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre;
- c. ~~Research into successful waterfront redevelopments to determine the most suitable~~ **GOVERNANCE MODEL:** *It is vital for any governance model over the Future of Fremantle study area to include the Traditional Owners of North Quay being the landholder and lead entity benefiting economically and culturally from future development of this place.* ~~agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possible be.~~

Reason for alternative recommendation:

The potential development of land at North Quay presents a unique opportunity to acknowledge, listen to, and most importantly, ensure the people who first occupied the land benefit both culturally and economically from any non-port development that may occur in the future.



C2312-13 FUTURE OF FREMANTLE

Alternative Recommendation (Option 2) by Cr Ben Lawver

Council provides the following feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. **Welcomes** *Notes* the latest planning work from Future Fremantle that investigates *potential* significant government investment ~~in to~~ redeveloping port land in the event that container trade is relocated to Kwinana; ~~noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment positive and diverse in potential economic opportunities, land use, culture and place;~~
2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - over *the next a period of time (10-20+ years)* in the lead up the port potentially relocating, other spatial options ~~may~~ *should* be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north *in a matter that is determined by the Traditional Owners of the land at North Quay;*
 - *None of the three scenarios put out for public comment address how the addition of between 25,000-55,000 people and between 15,000-50,000 jobs will resolve concerns raised by Westport which identified it will be the growth of existing commuter traffic (people in cars not vehicles visiting the port) that will be responsible for putting unacceptable pressure on local road;*
3. ~~Notes that~~ *Support for any of the "Future Fremantle" options depend on significant the level of future investment to be made by State Government* in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options) *prior to container trades relocating.*

The investment into public transport infrastructure specifically needs to be sufficient to handle both the existing natural growth in commuter traffic identified by Westport as well as an additional 55,000 residents and 50,000 commuters to North Quay; is likely to be proportionate to the level of development/yield that the site ultimately delivers—this is reflected in the current scenarios;
4. Highlights three critical issues that require early planning and *significant* investment to build a strong foundation for *Future*



Fremantle and an overall positive impact on the broader City of Fremantle:

- a. **ECONOMIC REVITALISATION:** City Centre to its waterfront– including further investment in Victoria Quay; connections across rail corridor; and regional City Centre investment – as a priority;
- b. Establishing a clear, INTEGRATED TRANSPORT ~~PLAN~~ NETWORK for the North Fremantle peninsula *and broader Fremantle community that efficiently connects current and future residents with neighbouring suburbs and key locations to the South and to the East of the existing passenger train station; ~~which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre;~~*
- c. Research into successful waterfront redevelopments to determine the most suitable GOVERNANCE MODEL / agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possible be.

Reason for alternative recommendation:

Westport identified in the future it will be an increase in commuter traffic (not trucks visiting the port) that result in an unacceptable burden on our local roads. With or without a working port in Fremantle, in order for our city to continue to grow and thrive there is a need for significant investment into public transport.



C2312-13 FUTURE OF FREMANTLE

Alternative Recommendation (Option 3) by Cr Ben Lawver

Council provides the following feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. **Welcomes** *Notes* the latest planning work from Future Fremantle that investigates significant government investment in redeveloping port land in the event that container trade is relocated to Kwinana, ~~noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment positive and diverse in potential economic opportunities, land use, culture and place;~~
2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - over *the next a period of time (10-20+ years)* in the lead up the port potentially relocating, other spatial options ~~may~~ *should* be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north *in a manner that is determined by the Traditional Owners of the land at North Quay;*
 - *None of the proposals put forward by the Future of Fremantle Committee provide enough dedicated performance or rehearsal space for the Music & Arts community in Fremantle to grow and thrive alongside 55,000 potential new residents and 50,000 new workers in this precinct.*
3. ~~Notes that Support for any of the "Future Fremantle" options depend on significant the level of future investment to be made by State Government~~ in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options, *and places dedicated for artists and musicians to practice and perform their craft*); ~~is likely to be proportionate to the level of development/yield that the site ultimately delivers—this is reflected in the current scenarios;~~

North Quay is an ideal location for artists of all disciplines to practice and perform their craft on small, medium, and potentially large world-class stages. As an extension of the Fremantle CBD, any plans to develop the Future of Fremantle study area at North Quay should include a broad range of places (both indoor and out) for artists to practice and perform including at least one outdoor theatre that takes advantage of the stunning natural beauty this area provides and is able to accommodate at least 10,000 patrons.



4. Highlights three critical issues that require early planning and *significant* investment to build a strong foundation for *Future Fremantle* and an overall positive impact on the broader City of Fremantle:

- a. ECONOMIC REVITALISATION: City Centre to its waterfront– including further investment in Victoria Quay; connections across rail corridor; and regional City Centre investment *focusing on delivering a diverse world class arts and performance precinct providing ample practice/rehearsal/creative spaces as well as a range of both indoor and outdoor venues able to accommodate performances from both locally grown talent performing for the first time and established artists known around the globe* – as a priority;**
- b. Establishing a clear, INTEGRATED TRANSPORT PLAN for the North Fremantle peninsula which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre;**
- c. Research into successful waterfront redevelopments to determine the most suitable GOVERNANCE MODEL / agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possible be.**

Reason for alternative recommendation:

North Quay is an ideal location for artists of all disciplines to practice and perform their craft on small, medium, and potentially large world-class stages. As an extension of the Fremantle CBD, any plans to develop the Future of Fremantle study area at North Quay should include a broad range of places (both indoor and out) for artists to practice and perform.



C2312-13 FUTURE OF FREMANTLE

Alternative Recommendation (Option 4) by Cr Ben Lawver

Council provides the following feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. **Welcomes** *Note* the latest planning work from Future Fremantle **that** investigates **significant possible** government investment in redeveloping port land in the event that container trade is relocated to Kwinana, *and this work was based on nearly five-year-old assumptions made by the Westport Taskforce. noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment positive and diverse in potential economic opportunities, land use, culture and place;*

We also note the work by Future of Fremantle Committee and Westport only consider the relocation of container trades from Fremantle to Kwinana with all three scenarios presented to the public leaving auxiliary trades such as RORO, Bulk/General Cargo, and livestock to remain in Fremantle for an undetermined period of time.

The successful development of Victoria Quay is heavily dependent on the thoughtful development of land where some of these non-container uses currently operate and a thorough investigation should be completed on the benefit relocating these trades in the short-term will have in support of our aspirations to activate and grow this important corner of our city;

2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - over *the next a period of time (10-20+ years)* in the lead up the port potentially relocating, other spatial options **may should** be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north *in a manner that is determined by the Traditional Owners of the land at North Quay;*
3. Notes that the level of future investment in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options), *and required infrastructure to facilitate the development and integration of Victoria Quay with the existing Fremantle CBD* is likely to **be** *require a substantial upfront investment by State Government to*



be successful; proportionate to the level of development/yield that the site ultimately delivers — this is reflected in the current scenarios;

4. ~~Highlights three critical issues that require early planning and investment~~ *In order* to build a strong foundation for *Future Fremantle* and an overall positive impact on the broader City of Fremantle, *support for any development on Fremantle Port lands at North Quay will depend on State Government adequately addressing the three critical issues below before container trades are relocated to Kwinana:*
 - a. **ECONOMIC REVITALISATION:** City Centre to its waterfront— including further investment in Victoria Quay; connections across rail corridor; and regional City Centre investment – as a priority. *The potential benefits of relocating no-container trades such as RORO, Livestock, and bulk/general to Kwinana prior to a new container port being built in Cockburn Sound need to be fully explored, considered, and publicly reported;*
 - b. Establishing a clear, **INTEGRATED TRANSPORT PLAN** for the North Fremantle peninsula which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre;
 - c. Research into successful waterfront redevelopments to determine the most suitable **GOVERNANCE MODEL** / agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possibly be.

Reason for alternative recommendation:

The development and activation of Victoria Quay is absolutely critical to Fremantle's Future - with or without a container port. Moving non-container trades to Kwinana as a first and early step would allow for this part of Fremantle to reach its highest potential and potentially provide a real-world test case to demonstrate (on a smaller scale) if the outcomes desired at North Quay will match ambitions.



C2312-13 FUTURE OF FREMANTLE

Proposed amendment by Cr Andrew Sullivan

To amend the Officer's Recommendation as follows:

Council provides the following *interim* feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. Welcomes the latest planning work from Future Fremantle that investigates significant government investment in redeveloping port land in the event that container trade is relocated to Kwinana, noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment-positive and diverse in potential economic opportunities, land use, culture and place;
2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - over a period of time (10-20+ years) in the lead up the port potentially relocating, other spatial options may be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north;
3. Notes that the level of future investment in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options) is *likely proposed* to be proportionate to the level of development/yield that the site ultimately delivers – this is reflected in the current scenarios. *That may be acceptable in relation to any proposed development in isolation. However, there is a regional content of public infrastructure that needs to be planned and implemented to ensure the study area is made development ready, can be integrated within existing urban areas and that the significantly larger regional centre is connected to critical catchment areas and aligned business activities to the south and east;*
4. Highlights ~~three~~ critical issues that require early planning and investment to build a strong foundation for *Future Fremantle* and an overall positive impact on the broader City of Fremantle:
 - a. ECONOMIC REVITALISATION: City Centre to its waterfront– including further investment in Victoria Quay; connections across rail corridor; and regional City Centre



investment – as a priority;

- b. Establishing a clear, INTEGRATED TRANSPORT PLAN for the North Fremantle peninsula which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre;**
- c. Research into successful waterfront redevelopments to determine the most suitable GOVERNANCE MODEL / agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possible be;**
- d. Further exploration of transit connectivity between the north and south peninsulas including analysis of rail options that directly connect the two peninsulas;***
- e. An assessment of the viability and impact of retaining the harbour for passenger ships compared to a relocated passenger terminal.***

Reasons for amendment:

To be provided at the meeting.



C2312-13 FUTURE OF FREMANTLE

Proposed amendment by Cr Jemima Williamson-Wong

To amend the Officer's Recommendation as follows:

Council provides the following feedback to Government, in response to the *Future Fremantle: Emerging Vision and Future Scenarios* Report:

1. Welcomes the latest planning work from Future Fremantle that investigates significant government investment in redeveloping port land in the event that container trade is relocated to Kwinana, noting the overall vision is to create a sustainable 'extension' to Fremantle that is employment-positive and diverse in potential economic opportunities, land use, culture and place;
2. Acknowledge the current scenarios, noting the following:
 - All three spatial scenarios are variations of a theme underpinned by fairly traditional 'new urbanism' principles;
 - extensive public engagement, detailed economic modelling and planning analysis will need to be undertaken to fully assess the assumptions, pros and cons of each of these scenarios;
 - ~~over a period of time (10-20+ years)~~ in the lead up the port potentially relocating, other spatial options may be explored that respond to climate change, economics, culture and how best to 'extend' historic Fremantle to the north;
3. Notes that the level of future investment in key public infrastructure (e.g., additional bridges, maritime facilities, public transport options, *arts infrastructure*) ~~is likely to~~ *may* be proportionate to the level of *density/yield achieved in the site development/yield that the site ultimately delivers—this is reflected in the current scenarios but that investigating and delivering water-based transport and connectivity solutions between 'old' Fremantle and North Quay should be prioritised*;
4. Highlights ~~three~~ *four* critical issues that require early planning and investment to build a strong foundation for *Future Fremantle* and an overall positive impact on the broader City of Fremantle:
 - a. **ECONOMIC REVITALISATION:** City Centre to its waterfront—including further investment in Victoria Quay; connections across rail corridor; and regional City Centre investment – as a priority;
 - b. Establishing a clear, **INTEGRATED TRANSPORT PLAN** for the North Fremantle peninsula which is currently suffering from too many unresolved options and a lack of vision and alignment across agencies around place-based planning for a District Centre



(solutions may include additional bridges, ferry transport, or land-based mid tier transport options);

- c. **Research into successful waterfront redevelopments to determine the most suitable GOVERNANCE MODEL / agency for future planning and redevelopment, that incorporates a central role for local government to ensure the economic, built form, transport and cultural extension of Fremantle is the best it can possible be;**
- d. ***Maintaining the protection and conservation of PORT BEACH as a priority within any scenario, acknowledging the importance of this beach not only to people from Fremantle but from all over the South Metro Area.***

Reasons for amendment:

The increase of options for water-based connectivity across the Port should not be contingent on the scale of the density and yield of the site, but rather prioritised throughout them all. In order to create an 'extension' of Fremantle, it will be vital that this connection is done well. It is also clear from community support and past council decisions that the preservation and conservation of Port Beach is especially important. This also needs to be maintained in any scenario, not just the one that delivers the highest economic development.



C2312-14 HILTON PARK PLACE PLAN

Please be advised that officers have provided the following attachments to support the report (please click the links below).

- [1. Draft Hilton Park Precinct Plan – Place Plan](#)**
- [2. Draft Hilton Park Precinct Engagement Report](#)**