

FREMANTLE BOAT HARBOURS DEVELOPMENT POLICY

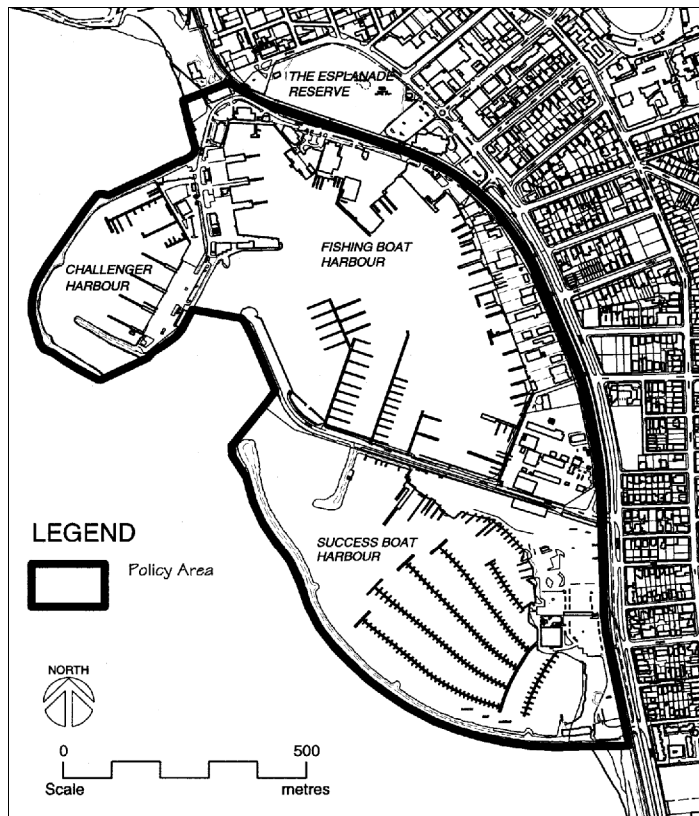
OBJECTIVE

The objective of this policy is to guide development within the Fremantle Boat Harbours in order to:

- Protect and facilitate the continued and orderly development and expansion of fishing and related industries.
- Expand and diversify the economic base, including recreational, tourism, cultural and educational opportunities, as secondary yet related activities to the fishing industries.
- Improve the city to water relationship and improve access to the waterfront.
- Improve the waterfront pedestrian environment and enhance opportunities for the community's appreciation of the waterfront and of maritime activities.
- Maintain the authenticity of the precinct through appropriate mix and vitality of uses, appropriate building scale and form and recognition of cultural heritage.
- Ensure that the Boat Harbours support and complement the activities of the CBD.

POLICY AREA

Policy Area map



APPLICATION PROCEDURE

The Fremantle Boat Harbours are located within a 'Special Uses Reserve' created under the Metropolitan Region Scheme. The Reserve is managed by the Department of Transport. Applications for development approval must be signed by the Department of Transport prior to lodgement with the Council. Dual approval from the Council and the Western Australian Planning Commission is required prior to works commencing. Assessment of applications may require referral to other government authorities. Depending on the intent of the application, a building licence will also be required before works commence.

Development applications are required for demolition, erection, construction or alteration of, or addition to, any building or structure (including signage) on the reserve (including adjoining waters) or the carrying out of any fill or excavation works.

OVERALL DEVELOPMENT PRINCIPLES

The following overall development principles are supplemented by more specific land use and development guidelines provided in the land use 'areas' following section 6 of this policy.

1. Land Use

- 1.1 The primary function of the Boat Harbours is to accommodate the needs of the fishing industry; including the berthing, servicing and maintenance of fishing boats; the processing, storage and retailing / distribution of fishing products; and the administration and supply of the needs of the fishing industry workforce.

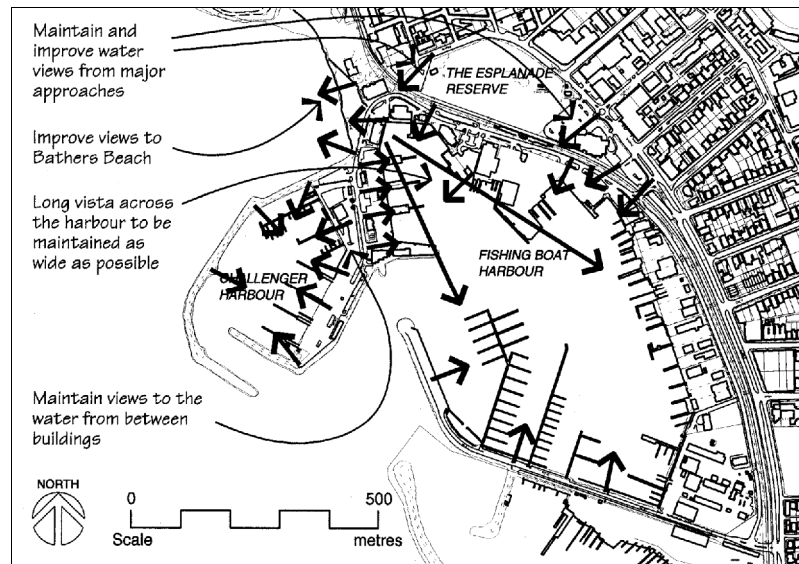
- 1.2 As a secondary function the Harbours should accommodate a range of water related recreational activities; including the berthing (both short and long term) and servicing of other commercial boats and recreational boats, yacht club facilities, commercial boat operations and tours, retailing of waterfront related goods, refreshments, recreational fishing and other opportunities for general appreciation of the water and harbour environment by the public.
- 1.3 The Harbours should also accommodate special events (for example, the Whitbread race, Blessing of the Fleet). The events should be limited in number and should not conflict with fishing industry requirements.
- 1.4 General land uses that are normally found in the city centre and do not rely on a boat harbour location would not be supported as a primary use. These include comparison retailing of general goods and commercial activities and professional offices not related to the fishing or boating industries. These uses would compete with those already provided within the adjacent city centre and could contribute to an oversupply in Fremantle. Land uses that would provide a direct service to harbour workers and visitors, such as convenience retailing, may be acceptable if they are secondary to the primary water related activity. Refer to Land Use Areas later in this Policy for 'preferred uses'.
- 1.5 Residential use (short and long term and permanent) would not be supported. Residential use may conflict with fishing industry requirements (for example, potential conflict between noise from marine industry and residential uses). It is also well provided for within the adjacent city centre.
- 1.6 Reclamation would only be considered if it did not interfere with harbour operations, adversely contribute to a sense of enclosure or cause adverse environmental effects.
- 1.7 Activities should adopt best environmental practices in order to minimise air, water and noise pollution and to minimise consumption of resources.
- 1.8 Development should protect and enhance places of historic value and cultural heritage significance both within and adjacent to the Boat Harbours, and including Bathers Beach, Arthur Head, The Esplanade Reserve and the West End Conservation Area.

2. Built Form

- 2.1 Buildings should be sited in order to maximise views to the water and waterfront activities from the major public spaces within the harbours and from major vehicular and pedestrian approaches to the harbours. Side setbacks are encouraged between buildings, particularly within the visitor and tourist area (Area B) to allow for views, or at least glimpses, of the water, boats, and other maritime elements. Side setbacks are encouraged to each lease boundary as well as lot boundaries. Openings through buildings, particularly long buildings, are encouraged within the visitor and tourist area (Area B) to also allow glimpses of the water beyond.

Front and rear setbacks are required for pedestrian circulation in the visitor and tourist area of the Fishing Boat Harbour and for car parking and other open space uses elsewhere.

Refer to Land Use Areas later in this Policy for specific setback requirements.

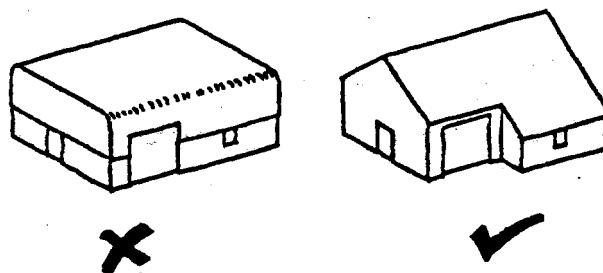


Siting of buildings should maximise views of water from public spaces and approaches to the Boat Harbours

- 2.2 Buildings should predominantly be one or two storeys in order to maintain the traditional scale at the waterfront. An additional mezzanine level may be supported as long as the overall scale of the building is two storey. Higher buildings may be appropriate in the marine industrial area of the harbours (see Area C) to accommodate boat building, boat maintenance and related activities.
- 2.3 Building form within these 'working harbours' should be expressive of its use and function.



Traditional waterfront / maritime character is typified by multi ridged roofs with well articulated facades.



An 'industrial shed' character is appropriate within the marine industry area (Area C), however large 'boxy' structures of little visual expression are discouraged.

- 2.4 Building materials should generally be selected from the following: face brickwork / blockwork, cement render, timber wall cladding, smooth finish prefabricated external grade compressed board, commercial glazing, steel profiled roofing and wall cladding. Any buildings over the water should be of framed construction. Awnings and suspended shade structures should be considered for pedestrian areas.

Consideration should also be given to finish, colour and texture; limestone / buff colours are preferred for heavyweight materials such as blockwork, while framing and lightweight materials could be more colourful in reflection of a fishing and maritime environment.

- 2.5 Development should not detrimentally affect water flow and flushing of the harbours. Structures should also be designed to minimise energy consumption and pollution.

3. Signage

- 3.1 Applications for signage will be assessed under the Council's policy D.B.H6 'Signs and Hoardings'. Comprehensive signage plans will be required for buildings with multiple tenancies. An ad hoc approach to signage will not be supported.
- 3.2 A development application is required for changes to existing signage or new signs on existing buildings. For new developments, signage proposals should be submitted as part of the overall development application.
- 3.3 Signage on buildings should be limited above ground floor level to one major sign per building indicating the name of the building or the major tenant. This sign should not extend above the roofline. Signage should be integrated with the building; signage applied as a box or board fixed to the building would be discouraged. Individual tenants may have no more than one sign per tenant on the exterior of the building and to be located at ground floor level. Only advertising of products produced on site would be supported. Signage design should reinforce its waterfront setting; flashing lights are inappropriate.
- 3.4 Coordinated directional signage should be provided along vehicle approach routes (to parking areas) and pedestrian routes (to major attractions, viewpoints and connections to other parts of the central city). Interpretational signage throughout the major public spaces should provide information on the area's heritage and explain the development and operation of maritime activities.

4. Public Space

- 4.1 The major public spaces within the Boat Harbours should be progressively upgraded with a coordinated range of quality paving, street furniture and lighting. Appropriate signage and public art should be provided that promotes the area's cultural history, including its role in the early development of Fremantle, the fishing industry and the Americas Cup.
- 4.2 Visual and physical links between the major public spaces within and adjacent to the boat harbours, and particularly those in the visitor & tourist area of the Fishing Boat Harbour (see Area B) and to a possible new public square at Bathers Beach, should be reinforced.



Important views from public spaces, particularly those to the water and waterfront activities, should be protected and enhanced.

- 4.3 An improved sense of security after hours should be pursued through adequate lighting, removal of hiding places and provision of public telephones and signage along major pedestrian routes to and from other night-time attractions, parking areas and public transport stops.
- 4.4 Landscaping should reinforce a maritime character. Planting should be carefully selected and located so that views to the water are framed rather than being screened. Low bush planting in public spaces also creates security problems and should be avoided.

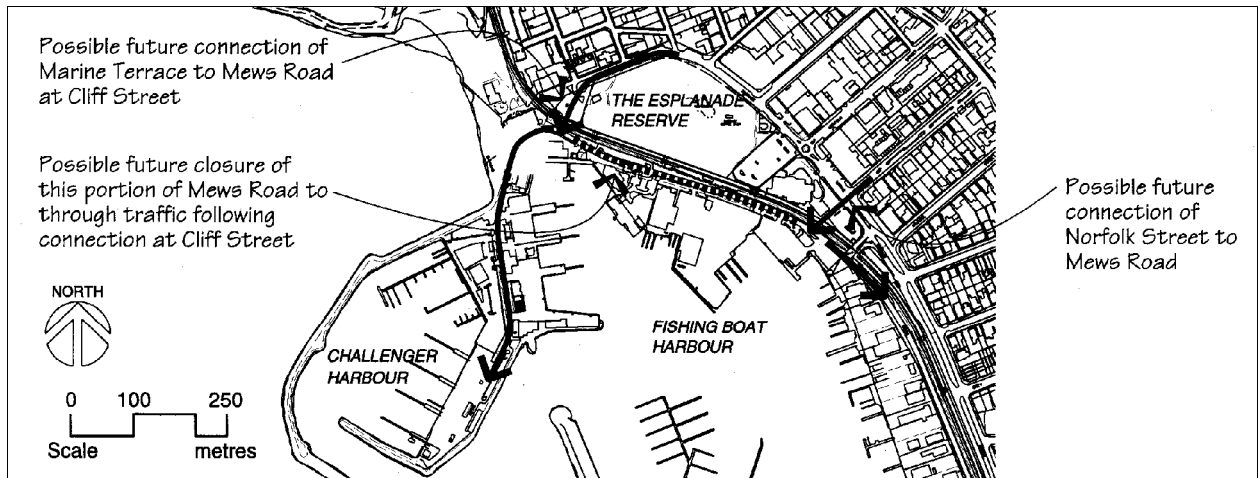


The lines of Norfolk Island Pines through the Esplanade Reserve and adjacent to the Harbour Village development should be connected to reinforce this important spine through the Boat Harbours.

5. Vehicle & Pedestrian Circulation

- 5.1 Development should allow for the possible future connection of Marine Terrace to Mews Road near Cliff Street (as proposed in the Fremantle Port and Boat Harbours Precinct Study, 1997). At that time a section of Mews Road south of this new connection may be closed to through traffic with priority given to pedestrian movement. The extension of Norfolk Street to Mews

Road and the corresponding closure of the connection near Arundel Street has also been proposed. The adjacent rail line will continue to be used for an increasing volume of freight movements.



Possible future traffic circulation within the Boat Harbours.

- 5.2 There is little opportunity for additional public parking, particularly within the northern part of the Fishing Boat Harbour and around Challenger Harbour, and therefore other forms of access should be provided, including cycle, pedestrian, public transport and water transport. Any additional parking areas should be provided to the south of the Fishing Boat Harbour and at Success Harbour.

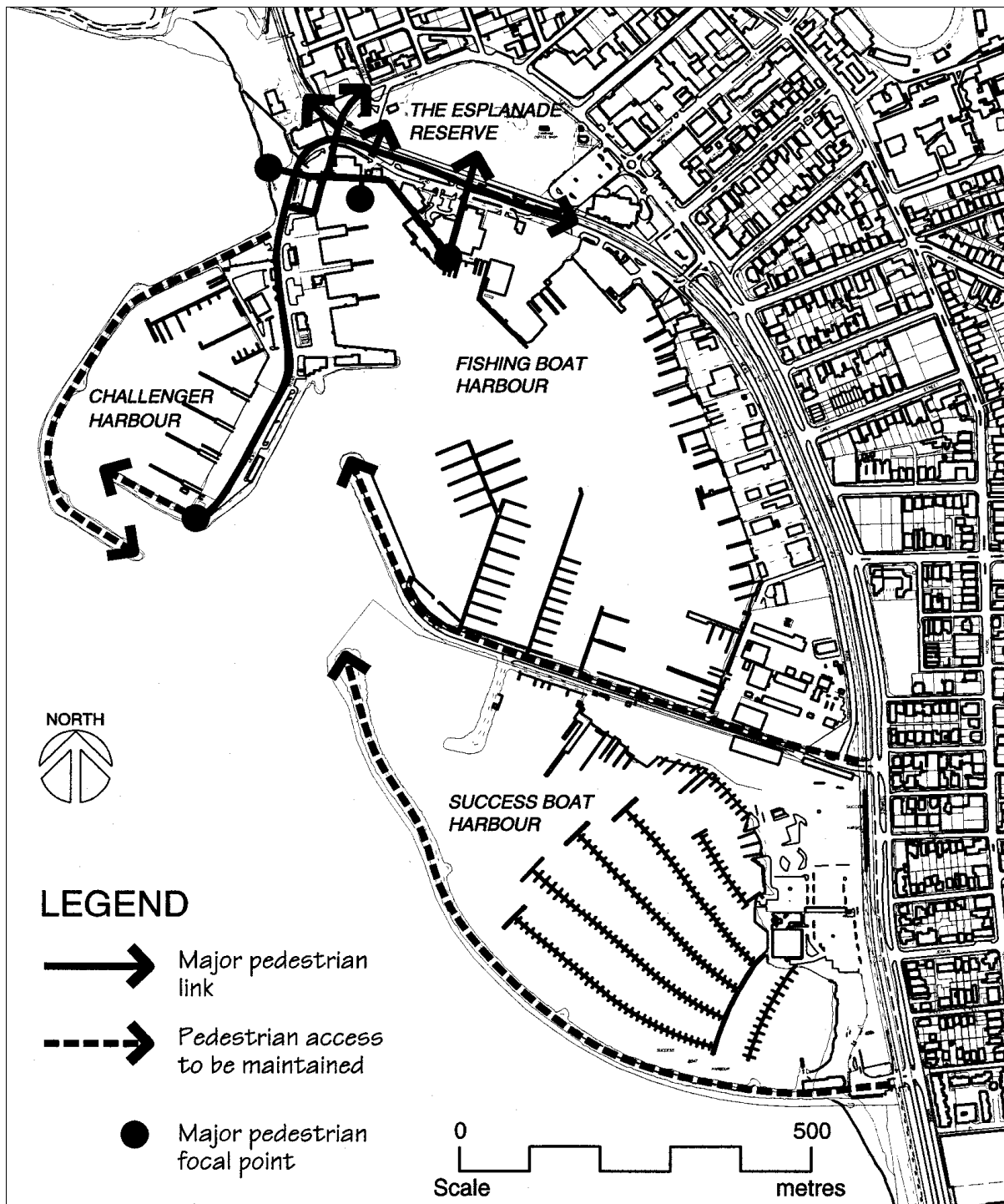
Existing parking areas should make more efficient use of the available area through rationalisation and integration across sites.



The number of crossovers in the visitor and tourist area should be minimised through the use of shared access

- 5.4 Attractive, clearly identified, continuous and safe pedestrian routes through Visitor & Tourist Area B should be provided as shown. Pedestrian links between the Boat Harbours and adjacent areas, particularly the central city / West End and Victoria Quay / Arthur Head, should

be reinforced with appropriate signage and lighting; crossings of the railway line should be clearly identified as 'gateways' between the central city and the boat harbours. Pedestrian access to the waterfront, and to the water at selected locations, should be maximised while satisfying safety and security requirements. Public pedestrian access should be permanently available for the full length of the boat harbours' breakwaters.

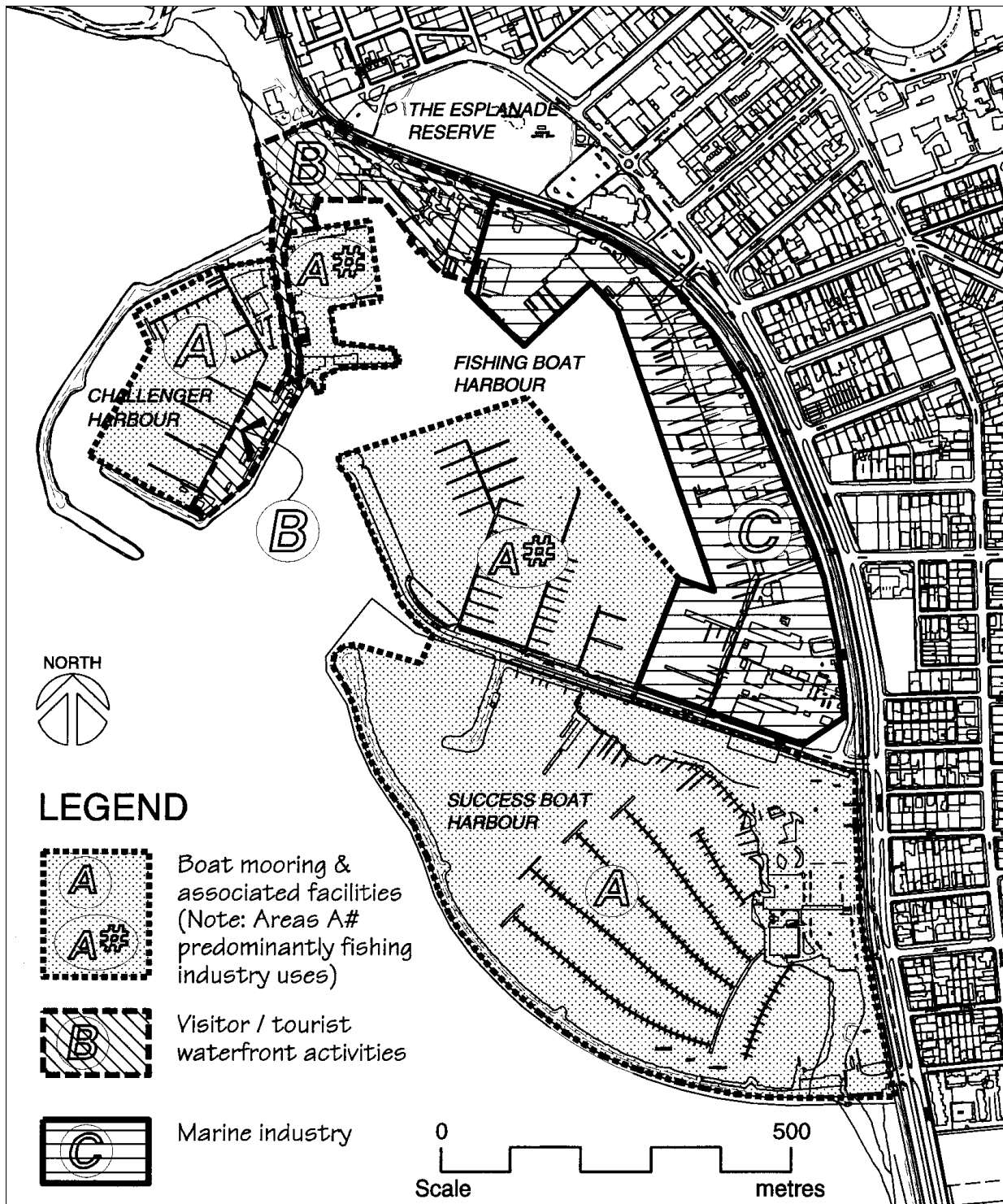


Major pedestrian routes

6. Land Use Areas

- 6.1 In addition to satisfying these overall principles, development within the boat harbours should satisfy specific requirements identified for each of the major

Land Use Areas as located on the map.

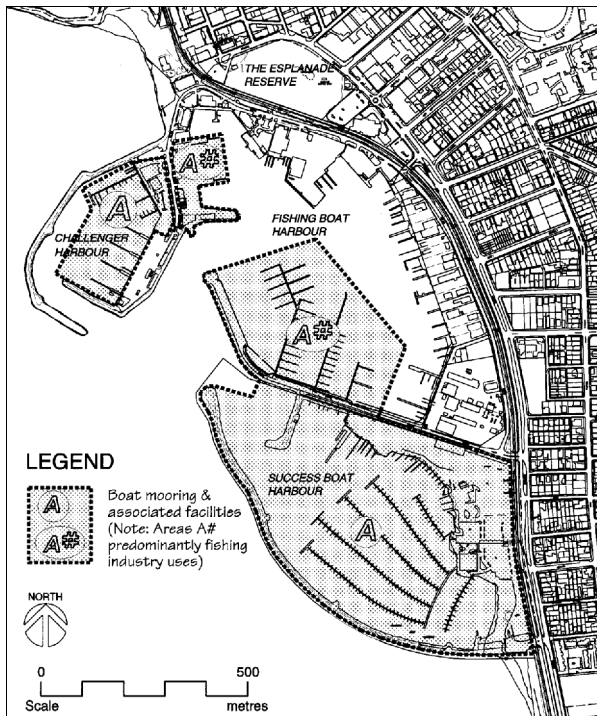


Land Use Areas

AREA A - BOAT MOORING & ASSOCIATED FACILITIES

Description

This area should remain dominated by mooring facilities for boats, with adjacent buildings accommodating related servicing, processing, administration and storage activities. The area within the Fishing Boat Harbour (shown as A#) should be predominantly for the fishing industry, with short term use of any spare capacity for recreation boaters and others. The areas within Success Boat Harbour and Challenger Harbour could be used by a wider range of boats, including recreational, commercial, public and private vessels. The arrangement of jetties and buildings should be functional and efficient; buildings should be low scale and of a maritime / industrial character. Safe and efficient vehicular and pedestrian access should be provided, although public access may not be available in some areas for safety and security. Opportunities for increased parking around Challenger Harbour are limited and therefore improved pedestrian access and other forms of transport are preferred in that area.



Land Use Area A

Preferred Uses

- boat mooring & berthing (short and long term)
- boat refuelling, maintenance, servicing & repair
- administration, crew & club member facilities
- processing / production of fishing industry products
- storage (indoors & outdoors)

Note: In areas marked A# only uses directly related to the fishing industry will be supported, although short

term use of spare capacity could be used by recreational boaters and others.

Development Guidelines

Siting

- Reclamation would only be considered if it did not interfere with harbour operations, adversely contribute to a sense of enclosure or cause adverse environmental effects.
- New buildings over the water would only be supported if they are essential at that location and should be small in area and single storey.
- Buildings should be sited in order to permit frequent views to the water from adjacent public spaces; typical waterfront activities need not necessarily be screened from public view by buildings and/or landscaping.

built form and height

- max. plot ratio 1:1
- max. site cover 75%
- min. setbacks
 - front (to public space) 6m
 - side 3m
 - rear (to waterfront) 9m
- max. building height 8m to eave line or two storeys (whichever is the least) maximum of one storey on any of the piers and jetties.

Signage

- one major sign per building identifying the name of the building or of the major tenant.
- one name sign per tenant at ground floor level.
- advertising only of goods produced on site.

Car parking

- to be provided in accordance with TPS 3
- one bay per 100 sqm of floor area with a minimum of two bays for units of less than 200 sqm.
- on-site servicing and loading facilities to be provided.
- cash-in-lieu of parking to be used for expansion and maintenance of public parking areas and for the establishment and operation of public transport / shuttle transport to and from the area.

Landscaping

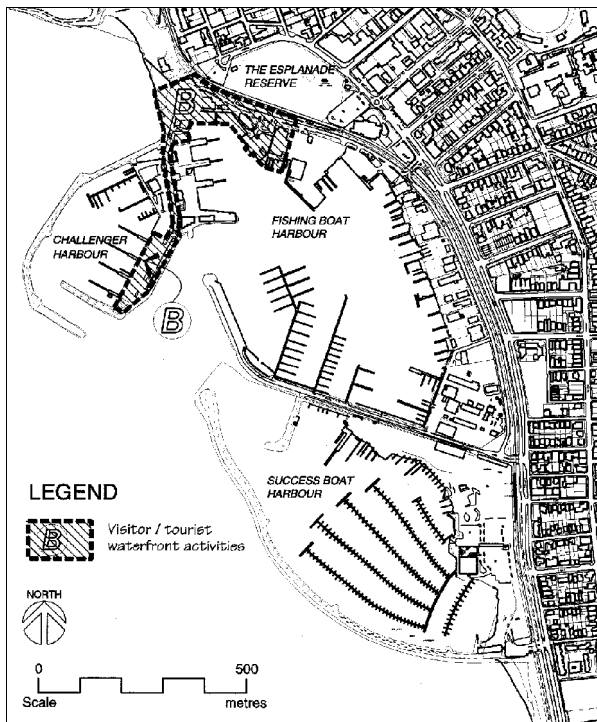
- landscaping within front setback areas should permit views to the water from adjacent public spaces, accordingly this landscaping should predominantly be large shade trees and low ground covers only.

AREA B - VISITOR / TOURIST WATERFRONT ACTIVITIES

Description

This area should remain the focal point of the boat harbours for visitors. It should accommodate a range of recreation and leisure activities (mainly passive) that take benefit from the waterfront location; such as seafood restaurants and take-away outlets, fish and fishing tackle shops, maritime related arts and crafts. The area should attract both locals and tourists and be busy and lively and encourage use 7 days a week and at day and night. It should, however, promote an authentic working fishing boat harbour environment, rather than an overly commercialised 'leisure centre' type environment.

Public access to the area, particularly to the waterfront should be maximised. Traffic should be carefully managed and its intrusion into the pedestrian domain should be minimised. The pedestrian environment should continue to be improved. The possible future development of a public square bounded by the old Fishing Co-op building, the Kerosene Store building and the Maritime Museum buildings, should be pursued.



Land Use Area B

Preferred Uses

- restaurants and cafes (particularly seafood)
- take-away food outlets (particularly seafood)
- tavern / bistro
- processing and / or retailing of seafoods
- retailing of fishing and / or water recreation supplies/clothing

- retailing of maritime related arts, crafts and souvenirs
- retailing of convenience items, particularly for the boat harbours workforce
- short term boat mooring
- ticket offices & information centres for boat transport/tours, special events, etc
- offices for administration of water related activities

Development Guidelines

Siting

- buildings should be sited in order to permit frequent views to the water from adjacent public spaces.
- Reclamation would only be considered if it did not interfere with harbour operations, adversely contribute to a sense of enclosure or cause adverse environmental effects.
- Permanent, free, continuous and level public access is required along the waterfront with connections to Mews Road.

built form and height

- max. plot ratio 1:1
- max. site cover 50%
- min. setbacks
 - front (to the street) 3m
 - side nil (3m preferred)
 - rear (to the water) 3m
- max. building height 8m to eave line or two storeys (whichever is the least)
maximum of one storey on any of the piers and jetties.

Signage

- one major sign per building identifying the name of the building or of the major tenant.
- one name sign per tenant at ground floor level.
- advertising only of goods produced on site.

car parking

- to be provided in accordance with TPS 3.
- parking areas should be integrated across sites and use shared access wherever possible.
- reciprocal use of parking areas is encouraged.
- cash-in-lieu of parking to be used for expansion and maintenance of public parking areas and for the establishment and operation of public transport / shuttle transport to and from the area.

Landscaping

- a line of Norfolk Island Pines should be planted in the front setback areas along Mews Road and the southern edge of Challenger Harbour.
- landscaping within front setback areas should permit views to the water from adjacent public spaces, accordingly this landscaping should predominantly be large shade trees and low ground covers only

AREA C - MARINE INDUSTRY

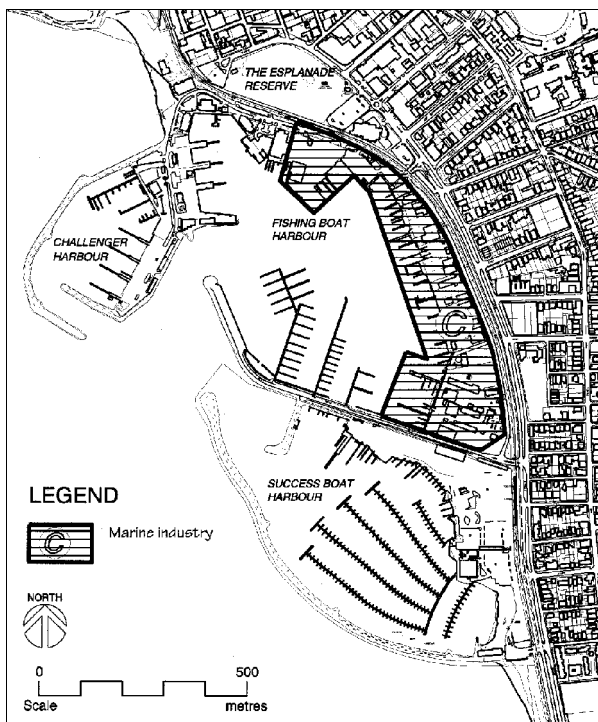
Description

It is important that this area continues to maintain and reinforce industrial infrastructure required to support the needs of the fishing and maritime industry and to enhance employment opportunities in that industry. As the area of land available is limited it is important that all uses are directly related to the fishing and maritime industries.

Uses that could cause conflict with the residential land east of Marine Terrace should be located to the rear of each site and potential conflict minimised through the design of the structure.

The front of developments should present an attractive office / warehouse character to the street. Solid fences and landscape screening should be minimised in order to provide glimpses to the water and to marine activities. Streetscaping of Mews Road should be integrated with the railway reserve and Marine Terrace and principally utilise street trees and ground covers in order to maintain open vistas.

On-site parking should be maximised and opportunities to increase parking along Mews Road should be pursued.



Land Use Area C

Preferred Uses

- All development is, without exception, to facilitate marine and fishing based industry.
- Office, retail, warehouse and showroom uses to focus on the front of each site and facing Mews Road.

- Light / medium industrial uses (including boat building, boat repair and maintenance and engineering) to focus on the rear of each site facing the water in order to reduce any adverse impact on the amenity of the Mews Road and the nearby residential area.
- Storage of marine related products, goods, equipment, materials, liquids and gases, either indoors or outdoors. Boat and equipment display.

Development Guidelines

Siting

- Reclamation would only be considered if it did not interfere with harbour operations, adversely contribute to a sense of enclosure or cause adverse environmental effects
- new buildings over the water would only be supported if they are essential at that location and should be small in area and single storey.
- buildings used for marine repair / maintenance and contain on site airborne contaminants resulting from activities such as sand blasting and spray painting should be given special consideration and sited to maximise the containment capacity of the building.
- buildings should be sited in order to permit views to the water from adjacent public spaces wherever it is practical to do so; typical waterfront activities need not necessarily be screened from public view by buildings and/or landscaping.

Built form

- max. plot ratio 1:1
- max. site coverage 75%
- min. setbacks
 - front 6m
 - side nil (1.5m preferred)
 - 1.5m adjoining common areas
 - rear 3m
- max. building height
 - fronting Mews Road 8m to eave line or two storeys (whichever is the least) see note below
 - fronting the water 12m (higher buildings / structures may be supported in special circumstances)

Signage

- one major sign per building identifying the name of the building or of the major tenant.
- one name sign per tenant at ground floor level.
- advertising only of goods produced on site.

Car parking (minimum)

- 1 bay per 150 sqm of lot area.
- on site servicing and loading bays to be provided.

- cash-in-lieu of parking to be used for expansion and maintenance of public parking areas and for the establishment and operation of public transport / shuttle transport to and from the area.

Landscaping

- front setback area to be 30% landscaped with approved vegetation species.
- 2 metre minimum width of planting bed abutting the front boundary.

note

maximum building height on the Fremantle Boat Lifters site for buildings used specially to house trawlers and

other large commercial vessels for marine repair / maintenance shall be 15m to eave line.

Adopted: 22/11/93, 18/4/94, 7/12/98

Revoked: 24/8/98, 24/8/98

Amended: 19/9/94, 27/1/99