

NORTH FREMANTLE FORESHORE PLAN

OBJECTIVE

The objective of this policy is to guide land use through a coordinated planning framework and provide guidance to landowners, developers and agencies having an interest in the river and foreshore from Queen Victoria Street (the old traffic bridge) eastwards, around to the boundary between Fremantle and Mosman Park and the land immediately adjacent to it.

POLICY

1. Introduction

The North Fremantle river foreshore has been a focus of public attention and development activity by public and private agencies over a long period. There are further prospects of fundamental changes on major sites along the river foreshore, which have implications for public access to the foreshore, and also for the use of adjacent water areas.

There is a need to avoid adhoc, short-term decision-making which may prejudice or forestall long-term options and opportunities. The North Fremantle river foreshore is a valuable local and also regional resource, and there is, therefore, a pressing need for an agreed framework within which planning decisions can be made.

It is appropriate that the plan be jointly prepared and endorsed by the Council and the Western Australian Planning Commission, in view of the central role of both organisations in planning decision-making in the area, and the direct involvement of the Council, and particular Government Department in some sites, as landowners, developers and users. The majority of this task should be undertaken by the Swan River Trust.

2. General Requirements

- 2.1 To develop and maintain a continuous public access route along the North Fremantle river foreshore, where possible in the form of a dual use path, related as closely as possible to the water front whilst ensuring the design, materials used and setting of the facility harmonise with the environment.
- 2.2 To protect and increase the potential for public use of the foreshore beyond simple access at appropriate locations, e.g. for swimming or passive recreation.
- 2.3 To enhance the environmental quality of the area by restoring and preserving natural areas of foreshore, including those areas which may be sensitive to over intensive use.
- 2.4 To ensure that compatibility of the use of foreshore land and adjacent water area.

- 2.5 To ensure that development incorporates the natural advantages of foreshore sites for the benefit of all potential users.
- 2.6 To ensure that development is in a form which takes account of notable views and vistas both from the landward site within North Fremantle and Mosman Park, and from the river and opposite banks.
- 2.7 To identify possible areas of change beyond the immediate context of the foreshore, and to acknowledge those possibilities in developing a plan for the foreshore area.
- 2.8 To ensure that development over water areas takes account of navigational requirements, public access, traffic generation and flood levels.

3. Specific Areas

Diagram One indicates the division of the foreshore into areas as the basis for the more detailed statements which follow:

3.1 **AREA 1**

The portion of North Fremantle “between the bridges” known as Northbank is now predominantly developed.

The Foreshore of Northbank is to be developed as a soft edged and urban landscape generally in accordance with the document Northbank Foreshore Management Plan September 1999 (NFMP). This document was adopted by Council (other than for jetties) and the Swan River Trust in 1996 (with the final report presented to Council in 1999) for the development of the Reserve in accordance with the concept plan (Figure 41 NFMP).

The NFMP shall be reference material when considering development of the foreshore. Objectives and strategies for the development of the foreshore are outlined below and these should form the basis of any development of the foreshore area.

Objectives and Strategies

- a) The Concept Plan shown in Figure 41 of the NFMP (1999) in conjunction with the Northbank Foreshore Concept Plan (Dec 2001 Ecoscape) is to form the basis for the development and management of the Foreshore Reserve and;
 - i. Elements of both designs can be included in the final detailed design plans but must include the provision of a 10 metre wide foreshore to be accessible to the public.
 - ii. Hard edged river wall is to be provided to ensure that a 10 metre reserve is provided to

- protect adjacent buildings and the foreshore from erosion
- iii. The City of Fremantle maintain keyed access to removable bollards at Pensioner Guard Road and Burns Street for use by maintenance and emergency vehicles.
 - iv. The City of Fremantle require developments on lots 29 and 30 to incorporate easements on titles granting access from Doepel Street to the foreshore for the general public as generally indicated on the concept plan as shown in figure 41 of the NFMP. In addition the access way on lot 30 (York Apartments) is to continue to be an access way for public access between Doepel Street and the foreshore.
 - v. The City of Fremantle supports the increased recreational opportunities inherent in the concept plan.
 - vi. The City of Fremantle accept ongoing management responsibility of the parks and recreation reserve and public open space with the view to increasing recreational activity associated with a waterfront environment.
 - vii. The City of Fremantle further assess the need and appropriateness of additional facilities in the foreshore area such as a children's play equipment, recreational facilities for youth including basketball and skateboarding facilities.
 - viii. The City of Fremantle prepare a parking policy to guide future development of the Northbank site to ensure that adequate on street parking is provided and remains available for the general public using the foreshore areas.
 - ix. At the confluence of the dual use path and the promenade, the two functions should be visually and physically separated through material selection, landscaped separation and placement of bollards. Signage indicating the limits of the DUP should be included.
 - x. The 'T' intersection on the DUP along the bottom of the Stirling Highway bund shall be illuminated.
 - xi. Signage be installed to limit the use of grassed areas to passive recreational activities.
 - xii. Swimming shall be prohibited for the entire foreshore length. Appropriate signage should be installed.
 - xiii. Signage should be provided at all fishing locations warning of the danger of strong tidal and storm currents. Users of the Fremantle Traffic Bridge should be encouraged to wear life jackets or use upstream fishing points. Emergency buoyancy devices should be located on the bridge.

- xiv. Any public jetty and/or publicly accessed private jetty shall be sign posted to prohibit swimming and diving. Emergency buoyancy devices should be located at all publicly accessible jetties.
 - xv. The urban design should be designed to satisfy the following parameters:
 - 1. All high pedestrian activity areas shall be illuminated to achieve a minimum of 2 lux and an average of 10 lux across all paved areas.
 - 2. Paving shall be flush;
 - 3. Changes in levels should be clearly identified through material and or colour change and be well illuminated;
 - 4. All ramps and stairs to have handrails;
 - 5. Changes in level up to 600mm shall be clearly identified with a minimum of repeating bollards and changes in colour and/or material. The high level edge shall include a kerb of a minimum 100mm height;
 - 6. Changes in levels greater than 600mm shall be protected with balustrading or an upstand wall;
 - 7. Jetty and boardwalk edges over water or tidal zones shall include an upstand of approximately 100mm along the leading edge;
 - 8. Jetty and boardwalk over shallow water shall incorporate balustrading as a means of protecting the public from risks associated with falling or diving into shallow water.
 - xvi. The City of Fremantle prepares a periodic maintenance schedule.
- b) To develop a foreshore landscape to the eastern end of the site which integrates with the adjacent foreshore landscapes to the east and maintains a natural soft sandy edge. To provide passive recreation requirements of the community.
 - c) To continue the soft edged landscape area as far west as is possible within the constraints of the hydrodynamic conditions and width of the foreshore reserve.
 - d) To retain historic industrial elements wherever possible such as existing concrete boat ramps.
 - e) To provide for a suitable transition between soft and urban landscapes and to ensure that public access to the urban landscape is unambiguous.
 - (i) Establish a transition zone between the soft edged natural landscape and urban landscape along the foreshore where it narrows from 50 metres to 10 metres wide.

- (ii) Provide a continuous promenade from the western extremity of the urban landscape area to Burns Street.
 - (iii) Introduce man made methods of retaining the promenade and stabilising the narrower sections of the foreshore reserve where the hydrological profile of the water bed and beach require protection.
- f) To develop an urban landscape at the western end of the site which integrates and is compatible with adjoining land uses.
 - (i) To retain where possible and to interpret the historical elements of the waterfront industrial area.
 - (ii) To remove obsolete and poorly constructed structures.
 - (iii) Introduce perceived variations to the existing high-water mark by allowing for small hard edged embayment, boardwalks and wharfs extending out over water in a variety of locations and heights.
 - (iv) Provide access under the Fremantle Traffic Bridge and beyond.
 - (v) To incorporate materials and street furniture which compliments a wharf environment.
- g) On street parking for 195 bays has been provided to cater for demand for the use of the foreshore and other activities in Northbank.
- h) Retaining walls used for the protection of the foreshore is to be;
 - (i) A random rock armour wall that should be used in the soft edge areas and under structures such as boardwalks and wharfs.
 - (ii) A monolithic faced wall utilising materials of off form concrete, limestone and reconstituted limestone in the urban landscape that are exposed.

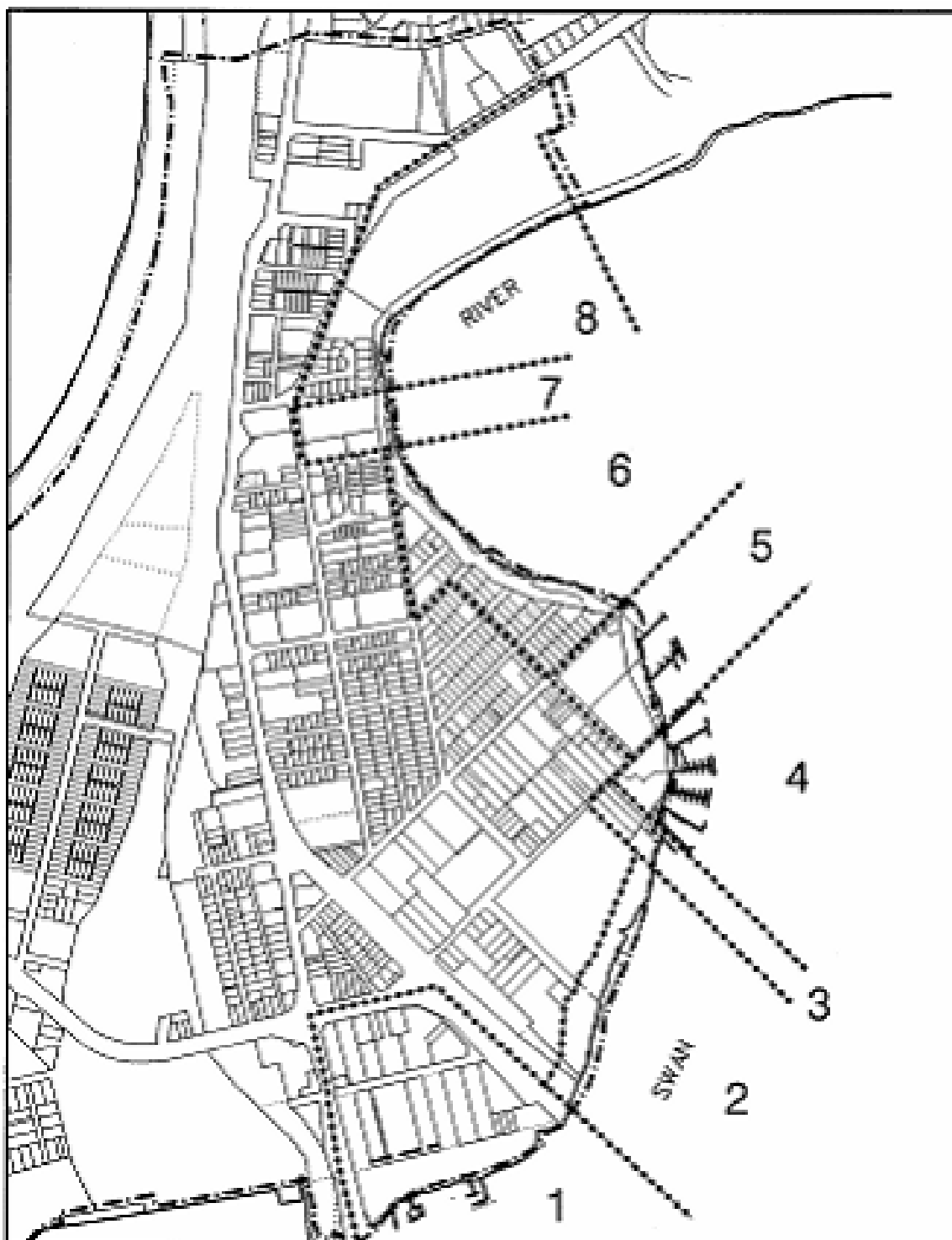


Diagram One **North Fremantle Foreshore Areas**

3.2 AREA 2

This area should be retained and restored as a natural beach foreshore; use would be mainly for passive recreation. The aesthetic appearance and recreational use of the area should be enhanced by landscaping using indigenous species.

The existing route for pedestrians and cyclists should be maintained.

Although the beach near Stirling Bridge is used for boat launching, no formal boat ramp or jetties should be allowed off this foreshore.

As the Special Use Reserve adjoining Stirling Bridge is not used for any special purpose, the land should be reserved for Parks and Recreation to complement the existing foreshore and Gilbert Fraser Reserve.

The existing facilities and public amenities should be upgraded and clearly sign posted. Given the increasing residential nature of North Fremantle and the suitability of the area for recreation, provision should be made for further public facilities such as barbecues and cabanas. Some car parking should be provided along the route to the fire brigade building.

3.3 AREA 3

Public access along the foreshore should be established and maintained as an extension of the route from Area 2. Development in this area will be predominantly residential.

Any redevelopment should have due regard for the amenity of the area in terms of the retention of houses of architectural or historical significance, vehicular access, traffic generation, river views and impact on the river foreshore.

Future development should be set back a minimum of 9m from the foreshore boundary.

3.4 AREA 4

The existing public access route through the site should be protected; the public should be aware of its location and availability, and signposting of the site should, therefore, be considered.

Although some marine-related industrial activity will continue in this area, it will be gradually phased out.

Any further development in this area should only be allowed after careful consideration of its possible impact on views over and between buildings from areas uphill, the river and foreshore, adequacy of onsite parking provision and the effects of increased traffic generation on adjacent streets.

3.5 AREA 5

A public access route along the water edge should be established and maintained.

On redevelopment, future use should be mainly medium density residential with a limit of three storeys. A relaxation of the height requirements may be permitted if the proposed development will not have an adverse effect on the amenity and character of the area and is consistent with the objectives of the area.

Commercial use may be appropriate on the eastern area of the site, provided a foreshore reserve of sufficient size for maintenance of foreshore vegetation, a stable bank and public access is established.

The form of development should be groups of buildings positioned so that river views are possible between and over them.

Notwithstanding the existence of the Water Police facility on Harvest Road, the existing public beach at the end of Harvest Road should be protected and enhanced, and views from Harvest Road and John Street to the river should be safeguarded.

As vehicle access to this area can only be obtained via fairly narrow and mainly residential local streets, access, traffic generation and onsite parking provision should be carefully considered in any development proposal.

3.6 AREA 6¹

A public access route should be developed through this area at cliff-top level, incorporating steps or other means of gaining access to the cliff-top from Harvest Road. The position and form of the route should take account of possible safety risks along the cliff edge.

The route should allow for use by both pedestrians and cyclists, however, in view of the steepness of the cliff at Harvest Road, and the fragile nature of the area, cyclists may need to be diverted away from the foreshore at this point, rejoining the foreshore route further north of Alfred Road at an appropriate location.

In order to discourage over-use and avoid degradation of the natural cliff and foreshore environment, only limited formal access to the foreshore at river level will be provided.

The Residential zoned land in this Local Area will mainly be developed to a medium density standard. Given that this site includes the highest, most prominent land along the foreshore, the height and massing of development should be carefully considered.

The existing landscape in this area should be examined and the natural cliff and foreshore vegetation preserved and restored. A development plan for Lot 320 adjacent to Rule Street should be prepared, incorporating landscaping and planting proposals appropriate to the location.

¹ Also refer to D.G.N1 Harvest Road, Corkhill and John Streets and the Swan River Local Area.

3.7 AREA 7²

Although some newer commercial buildings may be retained, redevelopment potential exists over much of the area. New development, at least over the eastern part of the area, should include residential use.

The area has a joint boundary with the State Engineering Works site to the north and the new relationship between the two sites should be considered on redevelopment.

New development should not exceed the height of the existing buildings in the area.

A public access route along the cliff-top should be developed as a continuation of the route through Area 6, and the cliff and river edge similarly protected from over-use.

3.8 AREA 8³

The State Engineering Works is to be redeveloped in accordance with Development Plan No. 7 of Town Planning Scheme no. 3, with preference being given to residential uses.

In residential development, a medium density development is considered appropriate, although a higher density may be acceptable over parts of the site.

The height of development should be carefully considered such that it relates to the topography of the site and the character and amenity of the locality.

Consideration should be given to widening the foreshore reserve or locating public open space along the cliff-top at the rezoning and development stages.

Vehicle access is likely to be from Thompson Road, in view of sharp change of level down onto the site from McCabe Street.

The main public foreshore route should be at cliff-top level with footpaths down the cliff to the water's edge where appropriate.

Development should reflect and allow for links to other major potential development sites to the north and east.

Adopted: 17/11/86
Amended: 01/09/03

² Also refer to D.G.N5 ICI Site - 77 Thompson Road and 69 Rule Streets, North Fremantle.

³ Also refer to D.G.N9 - Rocky Bay Estate (formerly State Engineering Works Site).