CITY OF Fremantle

Meeting attachments

Finance, Policy, Operations and Legislations Committee

12 October 2022

fremantle.wa.gov.au

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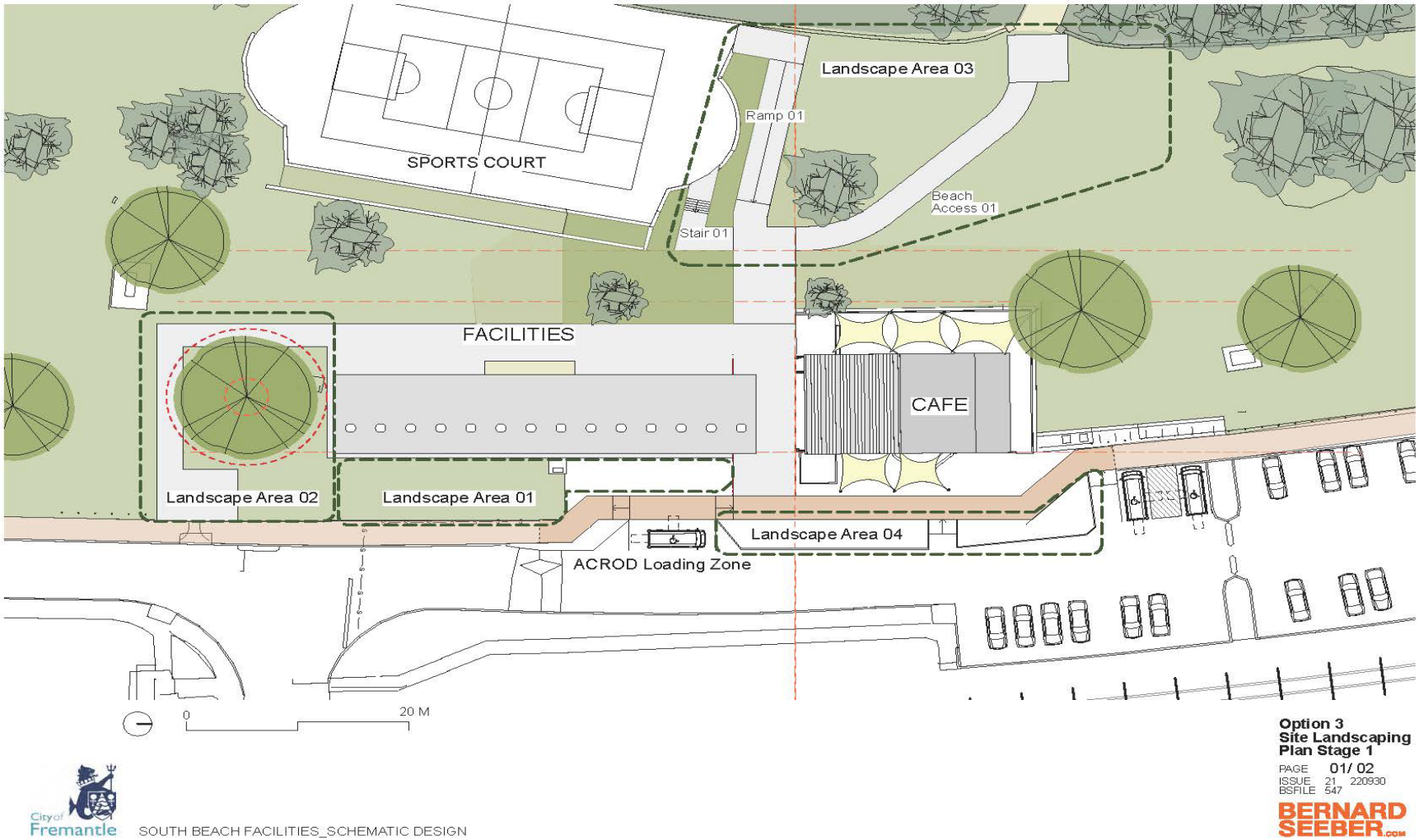
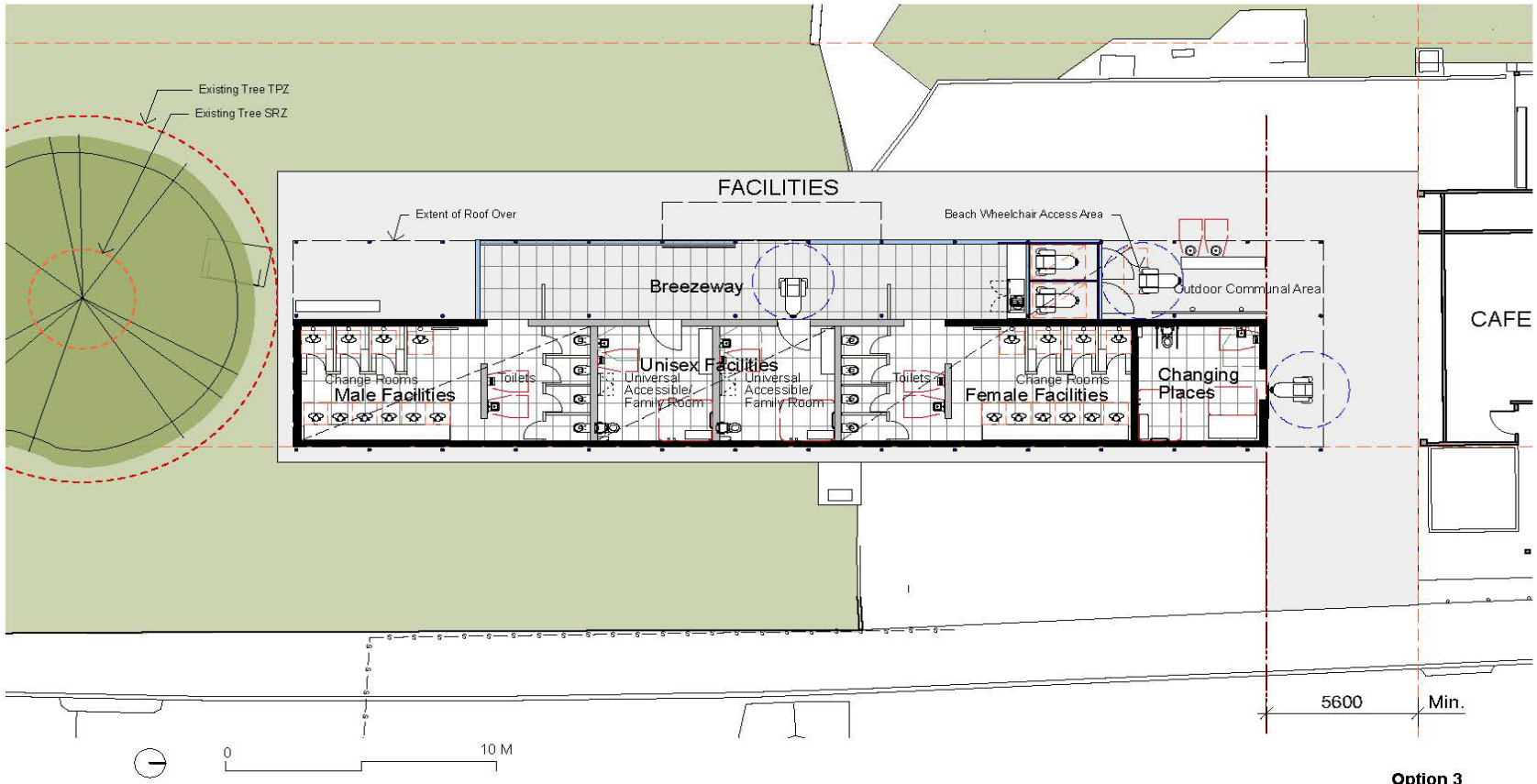
FPOL2210-1 **SOUTH BEACH FACILITIES**

Attachments




Existing Tree TPZ
Existing Tree SRZ
FACILITIES
Extent of Roof Over
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Breezeway
Outdoor Communal Area
CAFE
Change Rooms
Male Facilities
Toilets
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Universal Accessible/ Family Room
Universal Accessible/ Family Room
Toilets
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SOUTH BEACH FACILITIES_SCHEMATIC DESIGN

Parklet Policy

Policy scope

The purpose of this policy is to provide a framework for assessing the suitability of the road reserve, for proposals for the installation of parklets within the road reserve, from adjacent approved use premises and for public purposes in the City of Fremantle.

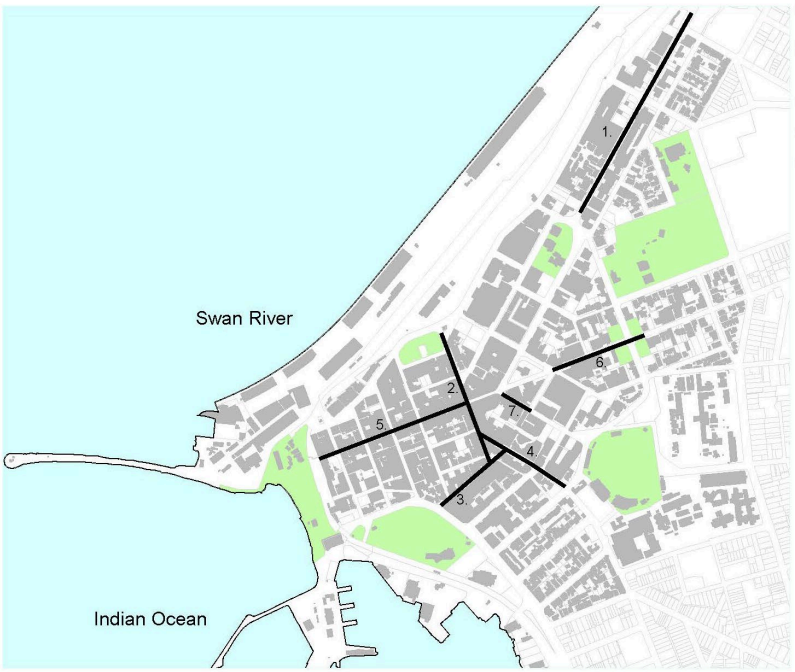
The objective of this policy is to enhance the interest, amenity and vitality of parts of the City by encouraging temporary, well designed, safe and functional parklets in compatible public spaces.

Policy statement

1.1 Parklets will only be located on an Access Road, and where the posted maximum vehicle speed limit is 40kph or lower.

1.2 Parklets will not be located on a Primary, District Distributor and Local Distributor streets which function as a primary public transport route or the following streets:

- Market Street,
- High Street (between Little High St and Parry St, and including High Street Mall),
- Queen Victoria Street,
- Collie Street,
- South Terrace (between Market St and Parry St); and,
- William Street.



1. QUEEN VICTORIA STREET
2. MARKET STREET
3. COLLIE STREET
4. SOUTH TERRACE
   (MARKET STREET TO PARRY STREET)
5. HIGH STREET
   (LITTLE HIGH STREET TO MARKET STREET)
6. HIGH STREET
   (QUEEN STREET TO PARRY STREET)
7. WILLIAM STREET

1.3 The installation of the parklet will not result in the loss of a space that serves a valuable public purpose such as space for the purpose of public transport, taxis, service vehicles, or people with disabilities.

1.4 The location and design of the parklet must not impede or negatively impact upon pedestrian or vehicular movement or sightlines at road junctions and vehicle access crossovers, or impede emergency vehicle movements.

1.5 The parklet proposal must be constructed in such a manner that it is capable of being removed and does not result in the damage, obstruction or permanent removal of existing infrastructure such as hardstand infrastructure (kerbing, paving, crossovers or road drainage), verge trees, lighting, underground services or other services.

1.6 The parklet will be made available for use by any member of the public regardless of whether or not they are customers of the business responsible for the parklet.

1.7 The use of a Parklet for the purposes of outdoor dining shall be in accordance with the provisions of the Alfresco Dining Policy, and must not negatively impact upon the amenity of occupiers in buildings in close proximity to the parklet, with the hours of use restricted to between 7am and 10pm.

1.8 Approval granted for a parklet installation will be initially, and subsequently, for a period of 2 years.

1.9 The Applicant shall make an annual payment and a non-refundable inspection fee for the use of on-street parking bays, and a Bond payment in accordance with the City's Schedule of Fees and Charges.

Definitions and abbreviations

Parklet - The temporary use of a portion of the road reserve, usually roadside vehicle parking, verge or paved areas, for the purpose of providing a space that enhances public amenity through provision of a structure, planters and/or landscaping, seating and/or benches.

Access Road – As defined under the Main Roads Road Hierarchy and is generally a local access road subject to a default speed of 50km/hr or lower.

Amenity Proximity – In this context is 250m.

Responsibility and review information	
Responsible officer:	Manager Infrastructure Engineering
Document adoption/approval details	27 November 2013 SCS1311-5
Document amendment details	
Next review date	2026

Parklet Procedure

Procedure

The objective of this procedure in assessing an application for a Parklet is to enhance the interest, amenity and vitality of parts of the City by encouraging temporary, well designed, safe and functional parklets in compatible public spaces.

General information

1. Proposals for parklets, that satisfy all of the Policy requirements, to be considered for approval will have regard to the following criteria:

1.1 The design of the proposed parklet is interesting and creative, demonstrates an improvement in the quality of public space, is compatible with the established streetscape character, encourages interaction, provides adequate disability and universal access, considers lighting, and maintains or improves public safety in the street.

1.5 The maximum number of existing street parking spaces that may be replaced should not be significantly detrimental to the parking needs of the immediate locality, and should not exceed two bays. Only the parking space(s) in front of the premises occupied by the person/business proposing the parklet may be proposed for replacement, and if the space(s) involved partly overlap the frontage of an adjoining property, the potential impact of the parklet on that property's use and access from the street will be considered in assessing the proposal.

1.6 The proposed parklet should not compromise the existing through footpath width for pedestrian movements.

2. Administrative matters relating to parklet installations

2.1 Notification of an approval will include a statement that the City retains absolute discretion in determining whether to approve any subsequent application to renew the approval, and if an approval is renewed it may be for a shorter period than the original approval.

2.2 Unless otherwise specified, at the end of a parklet's approval period the parklet must be removed and the road reserve reinstated to the same condition as existed prior to the parklet's installation.

2.3 All costs associated with the construction, maintenance, and removal of a parklet must be borne by its proponent.

2.4 An annual fee is payable for an application for approval to install a parklet in accordance with the City of Fremantle Fees and Charges Schedule, however a fee may be required with any other permit and/or approval required under relevant City of Fremantle local laws or other legislation associated with a parklet proposal.

2.7 The City will notify occupiers of business and residential premises adjoining and opposite the parklet that a parklet proposal has been submitted and that it is to be considered by a Standing Committee of the Council once the agenda has been confirmed.

3. Applications for Parklets

An application for a parklet must include:

3.1 A completed and signed application form including a description of the proposal.

3.2 Two copies of site and elevation plans (A4 or A3 to scale 1:100) showing all dimensions, north point, location and street context, existing and proposed infrastructure, including safety measures, proposed means of access for pedestrians, including those with disabilities, existing ground levels and proposed finished floor levels.

3.3 A management plan for the parklet that details the applicant's responsibility for the day-to-day management, upkeep and maintenance of the parklet.

3.4 Any additional information that would help with the assessment of the parklet, such as colour photographs, brochures or other details on the materials and finishes of proposed furniture, fixtures and/or signage.

3.5 A certificate of currency for public indemnity insurance to a minimum value of $10 million.

3.6 The Applicant shall make an annual payment and a non-refundable inspection fee for the use of on-street parking bays, and a Bond payment (or unconditional bank guarantee) in accordance with the City's Schedule of Fees and Charges to cover the cost of any removal, maintenance or reinstatement works which the City may have to carry out due to default on the part of the applicant.

Definitions and abbreviations

***Parklet* -** The temporary use of a portion of the road reserve, usually roadside vehicle parking, verge or paved areas, for the purpose of providing a space that enhances public amenity through provision of a structure, planters and/or landscaping, seating and/or benches.

Responsibility and review information	
Responsible officer:	Manager Infrastructure Engineering
Document adoption/approval details	October 2022 Director Approval Doc ID __
Document amendment details	Nil
Next review date	October 2026

FPOL2210-7 SWAN RIVER CROSSING – DESIGN ANALYSIS

Attachment 1 – BRIDGE

Swan River Crossing Project

Review of Current Design, Released by Government for Public Comment

City of Fremantle

October 2022

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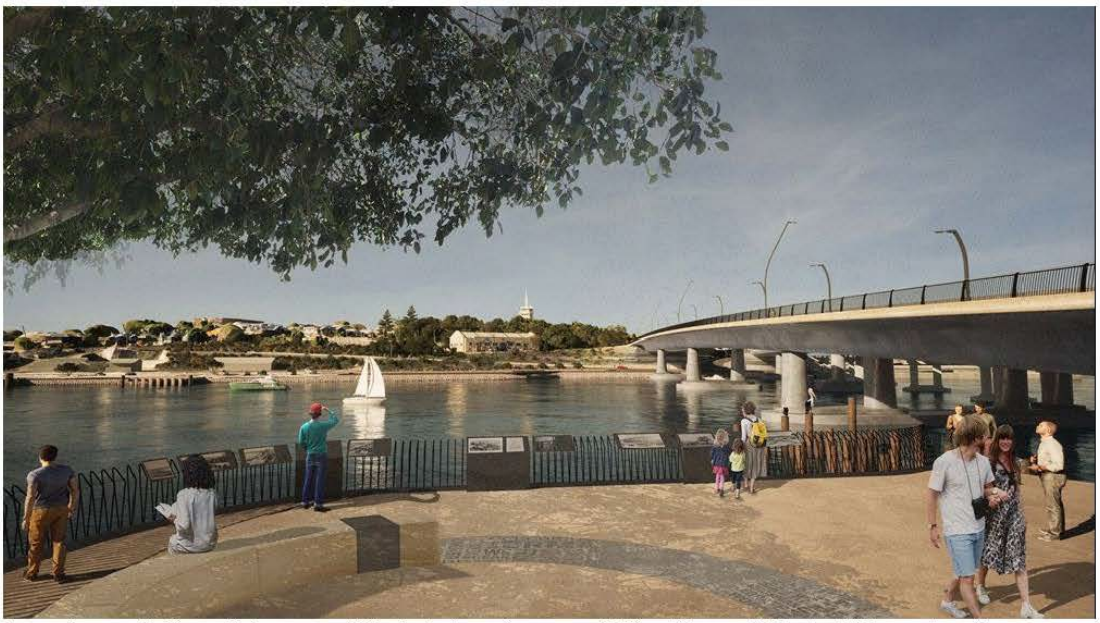


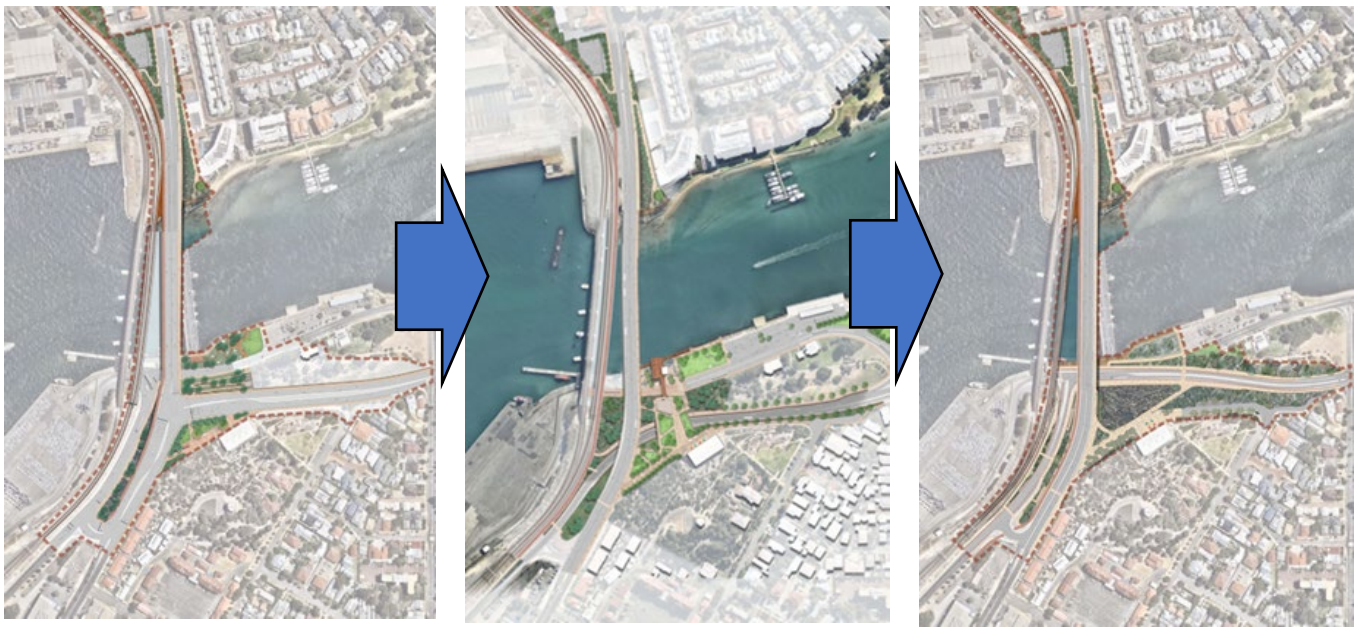
Image of proposed bridge, with Cantonment Hill in the background, courtesy of Bridge Alliance and Main Roads Western Australia

BACKGROUND

Following public consultation by Government in May/June 2021, the Council passed a series of detailed resolutions as feedback on the proposed plan / alignment of the bridge. A revised Concept Plan was prepared by the Bridge Alliance in response to community and council feedback, with the following key components:

- Re-aligned new road bridge, west of existing traffic bridge;
- Changing the priority and geometry of the Canning/Queen Victoria Street intersection;
- Commitment to providing a fast-flowing Principle Shared Path (PSP) for cyclists on the western side of the new road bridge, as well as a finer grain cycling network that would include a slow-speed recreational facility on the eastern side of the bridge that would be designed primarily for pedestrians.

This Revised Concept generated a significant amount of road space and stacking capacity at the main intersection. This led to a Modified Concept that looked at prioritising pedestrian movements from Cantonment Hill to the River by grade separating Canning Highway. This Modified Concept was then further explored and refined to remove the negative aspects of tunnels/dive structures/portals, etc which then arrived at the current design.



1. Revised Concept
(QV/Canning Signalised Intersection)
This was the initial option produced following community consultation.
It essentially moved the bridge alignment to the west and 'flipped' the priority of the intersection.

2. Modified Concept
(Canning in Trench under QV St)

This option was then explored as a way to remove the intersection and number of lanes / amount of asphalt.

3. Refined Concept
(Beach Street Re-alignment)

This option was then explored as a development of Option 2 to avoid the negative 'place-based' aspects of tunnels, trenching and dive structures.

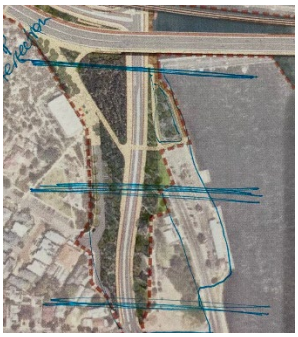
A COMPARATIVE ANALYSIS

The table below provides a high-level assessment, by the City of Fremantle, of the design evolution process:

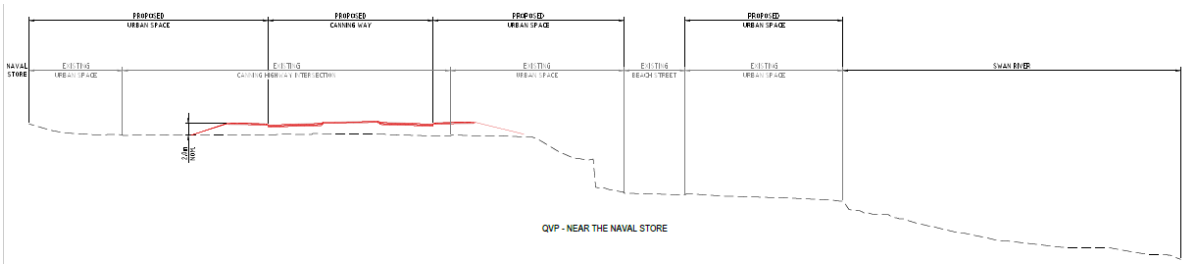
Considerations	1. Revised Concept (QV/Canning Intersection)	2. Modified Concept (Trench)	3. Refined Concept (Beach St Re-alignment)
A Place for People	• Two roads (6-8 lanes) to cross between Cantonment Hill and river. • No increase in public realm between Cantonment Hill and River. • Some opportunities for place-based urban design. • Road in front of Naval Stores will be approx., 2m higher than current levels.	• A green walkway over Canning Highway between Cantonment Hill to the river. • Increased space in front of Naval Store. • Except for green link, mostly inhospitable public realm flanked by traffic trenches, tunnels and dive structures.	• One road (2 lanes) to cross between Cantonment Hill and river. • Large increase in public realm between Cantonment Hill and River. • Significant 'at-grade' opportunities for place-based urban design, if key pedestrian crossings are incorporated.
Traffic Changes	• All current traffic movements maintained.	• Canning Highway merges into single lanes after East Street, under QVS (no signals). • Canning Highway connects to Beach Street. • Port access / vehicles use modified Beach Street and East Street.	• QVS north-south direct route into Fremantle. • Beach Street (river) traffic uses East Street to connect to Canning Highway. • Canning Highway connects to Beach Street (referred to as Beach St Re-Alignment).
Cycling Facilities	• Includes PSP. • Includes recreational cycling facilities on 'pedestrian' side of new traffic bridge, however, link to foreshore is indirect / unintuitive.	• Includes PSP. • Includes recreational cycling facilities on 'pedestrian' side of new traffic bridge, however, cyclists would use lift to access foreshore.	• Includes PSP. • Includes recreational cycling facilities on 'pedestrian' side of new traffic bridge, which connects to foreshore with a direct and legible route.
Future Proofing (Access to Victoria Quay)	Future road access to Gate 3, Victoria Quay, remains via 'hairpin'.	Future road access to Gate 3, Victoria Quay, via modified Beach Street and East Street.	Future road access to Gate 3, Victoria Quay, via new re-aligned Beach Street.
Rainbow Artwork	Needs to move.	Needs to move.	Needs to move.
Asphalt vs Open Space (South Bank Foreshore only)	Road pavement area = 11,250 Open space = 25,600	Road pavement area = 10,200 Open space = 27,350* * includes areas around dive structures, portals, etc.	Road pavement area = 7,500 Open space = 28,800
DDA / Universal Design	Incorporates lengthy zig-zag path to achieve compliant gradient, to augment steps. Does not achieve Universal Access Design outcome.	Relies on mechanical lift to overcome a 9m level difference to access foreshore from green link.	Achieves acceptable gradients for 'at grade' footpaths to foreshore.
CPTED (Crime Prevention Through Environmental Design)	No major issues, except for zig-zag path down to foreshore.	Multiple issues with grade separated solution; lack of pedestrian permeability; and reliance on a public lift.	No major issues. Design retains 'eyes on street' principle and open public realm.
Summary	A workable solution that focuses on car movements and no changes to the road network. Limited / some improvements to the public realm and future place.	A bold engineering option that, as a result of grade separating movements / modes, generates multiple technical and 'place-based' issues, difficult to resolve.	A workable solution with potential to create the best 'place-based' outcome if key issues are resolved around: - Pedestrian access / amenity; - Traffic modelling /access / redistribution.

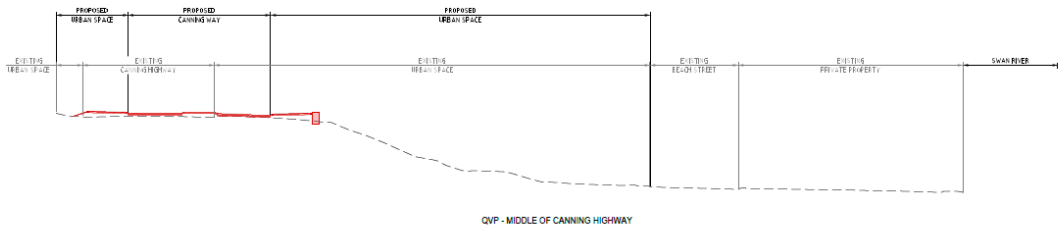
CROSS-SECTIONS

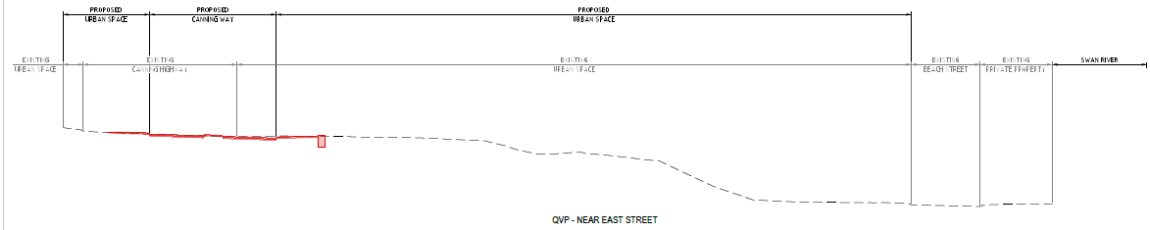
The following cross-sections show the differences between the three designs that evolved over the past 12 months, in the following three locations:



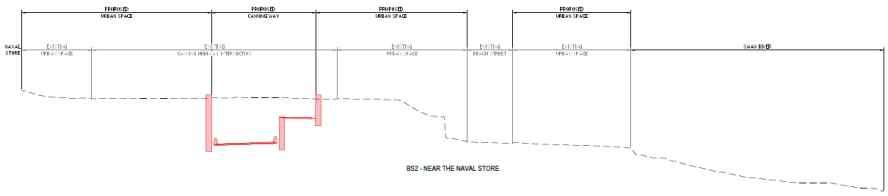
1. **Revised Concept** (Queen Vic/Canning Intersection)

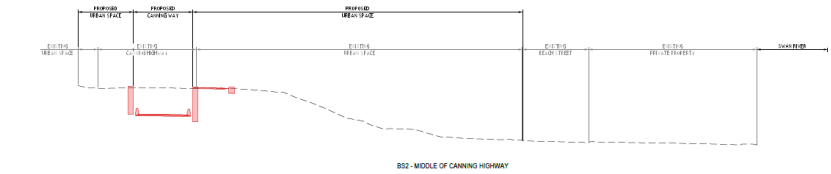


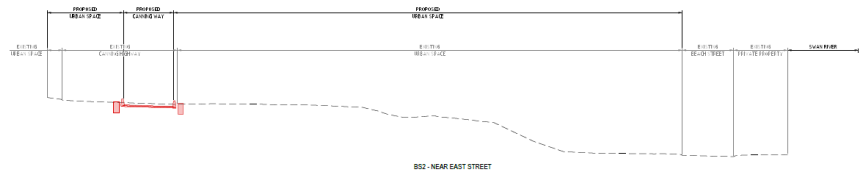




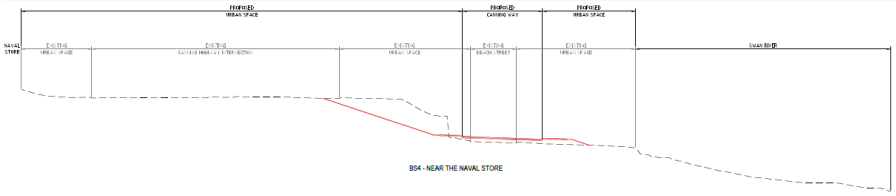
2. Modified Concept (Trench)

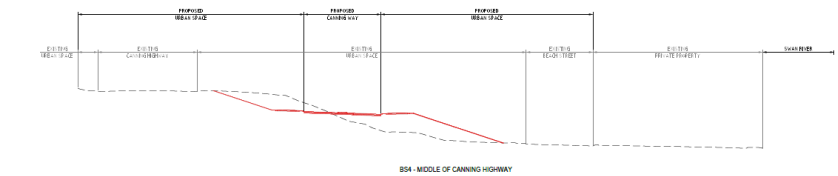


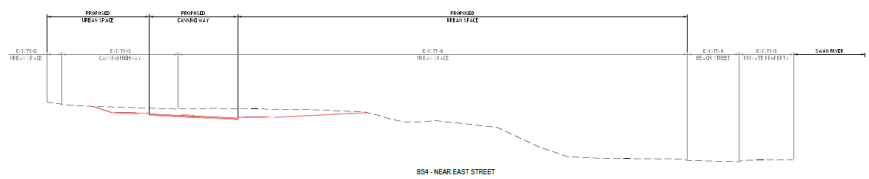




3. Refined Concept (Beach St Re-alignment))







An analysis of nett gain/loss of Public Open Space from East Street through to QVS.

Existing	Current Proposed Beach Street Realignment
	
Pavement Area (m2) = 11,400	**Pavement Area (m2) = 7,500**
Urban Area (m2) = 23,700	**Urban Area (m2) = 28,800** (gain of 5,100m2)

Existing	Queen Victoria Street Priority
	
	Pavement Area (m2) = 11,250
	Urban Area (m2) = 25,600 (gain of 1,900m2)

Existing	Canning Highway Trench
	
	Pavement Area (m2) = 10,200
	Urban Area (m2) = 27,350 (gain of 3,650m2)

Current Bridge Design

DIAGRAM: **Place / Urban Design Opportunities**

KEY

1. Connect Cantonment Hill to Foreshore.
2. Activate Naval Store Forecourt.
3. Road Connection to Future Port Redevelopment.
4. Fully connected pedestrian foreshore walk / boardwalks.
5. Future Redevelopment.
6. Future Foreshore Enhancements.
7. WSUD: nutrient stripping wetlands / swale to treat stormwater.
8. Potential to replace 'hairpin' road connection with urban intersections and redevelopment that 'fit the grid/grain' (on Burt Street alignment).
9. Potential area of public realm that could be subjected to Community Design Ideas / Engagement.