

3.5.2 The Railway Station Precinct (Refer to Drawing 03 & 04 in Appendix A.1)

The Fremantle Railway Station is Fremantle's premium public transport interchange and one of the State's most important railway stations. With heavy pedestrian use and traffic activity, a historic, irregular street pattern, plus the social, cultural and economic uses that are typical of a city, the railway station precinct is a busy and complex place.

A key objective of the Phillimore Street Integrated Master Plan, consistent with that of its immediately preceding study, is a significant improvement to the pedestrian environment around the railway station and the integration of these works with a new pedestrian crossing to Victoria Quay and strong linkages between the station and the city.

The design for the Railway Station Precinct and its links to the city is unified by paving that extends from the façade of the historic railway station to the north facing edge of the building along Market and Short Streets. The paving design clearly demarcates and prioritizes pedestrian pathways and clear sightlines between the railway station and bus port to the city (Figure 12). Phillimore Street is intentionally not paved with the same materials envisioned for the pedestrian forecourt as this has always been an important street as opposed to a pedestrian mall. It will continue to function as such and it should retain that appearance.



Figure 12 - Railway Station precinct overview

The Fremantle Railway Station Forecourt

Currently, bus and taxi access to the station forecourt is slightly west of the T-junction at Market and Phillimore Streets. Car access to the parking area off Elder Place and the junction of Queen Street together present a blighted and confusing place for pedestrians, cyclists and drivers. It is also an unattractive entry to the historic city.

To support the shortest walking distances between buses and trains, the railway station forecourt is congested with buses, taxis and pedestrians, railings, barriers, and transport related signage. As a result the view between the city and the railway station is dominated by traffic and its infrastructure. The area is unattractive, potentially unsafe and clearly in need of a major upgrade as pedestrians leaving/accessing the Station are channelled into the congested side pathways with the direct route blocked by the safety fences, shelters and bus drop off stops, not mentioning the busses.

To draw attention to the heritage architecture of the station building, and to give greater prominence to the City's major public transport facility, this Master Plan presents a new design for the station forecourt that relocates the bus interchange further to the eastern end of the station. This recommendation provides essentially unobstructed sightlines and a relatively clear pedestrian way between the station's arched entry and the city (Figure 13). The Public Transport Authority has engaged an architect independent of this study team to develop a detailed design for the bus interchange. The Public Transport Authority's intention is to develop the forecourt design in accordance with the intentions of this Master Plan while addressing in further detail its own operational requirements.

The pedestrian linkages to the city are visually reinforced by the introduction of a large triangular shaped expanse of paving that clearly focuses attention on the entry to the railway station. In addition to clarifying pedestrian movement along Market Street the proposed improvements should generate greater pedestrian movement into Victoria Quay and Queen Street. The proposed improvement to the area around the former Pumping Station should encourage private owners to upgrade/redevelop their properties facing this space and the station.

The majority of existing trees will be retained and pruned to restore their form. A selection of new tree species will be introduced to provide shade and visual softening. New trees will be restricted in number so as not to obscure views of the station's architecture. In addition to lighting and public seating, the station forecourt will be further enhanced by the re-introduction of a significant decorative garden planter near Phillimore Street, however, details of this garden remain subject to a maintenance agreement between the City of Fremantle and the Public Transport Authority. This new garden will reference the former Victorian rose bed that was clearly visible in the forecourt of the original railway station. The new garden will include lighting, seating and heritage interpretation.

The road alignments to Phillimore Street and Market Street will be modified and kerb-side parking rationalised to improve traffic flow and incorporate a continuous cycle lane along Phillimore Street. The existing taxi rank and CAT bus stop will be reconfigured to improve visibility and functionality. The Traffic section in this report describes the modifications in greater detail.



Figure 13- Proposed Railway Station Forecourt

Fremantle Railway Station Upgrade

The Public Transport Authority has recently commenced improvements and restoration of the façade of the railway station building to preserve and enhance its significant heritage architecture.

Adjacent to the proposed new entry point, within the western end of the station building, there is an opportunity for a small commercial tenancy. This tenancy may include a “breakout” area with the facility being suitable for a kiosk, information centre or similar use.

The Master Plan has been prepared with these works in mind although detailed discussions or designs addressing these intended works have not formed part of this study and should be separately addressed in the detailed designs of the spaces / facilities.

New Pedestrian Crossing to Victoria Quay

A new pedestrian at-grade crossing to Victoria Quay is proposed between the location of the former pedestrian overpass and the western end of the railway station building. The purpose of this crossing is to provide direct access to the waterfront area via the new Commercial Precinct on Victoria Quay. The new crossing will be integrated into an open public plaza at the western end of the railway station. This plaza is made possible by the demolition of the existing advertising hoardings which obscure sightlines to the station from the western end of Phillimore Street, and also diminish the perceived value of the heritage architecture. The demolition of the hoardings and the proposed relocation of a staff parking area will provide the Public Transport Authority with an opportunity to develop some commercial land in the public plaza area.

The exact location of this new crossing is subject to further detailed discussions between PTA and Fremantle Ports and the actual design of the crossing will need to account for the existence of a disused rail platform, an oil store and the footings to the former overpass, each of which is heritage listed. The new crossing will also require the relocation or reconfiguration of some railway operations equipment and railway lines. The design of the crossing and its associated safety infrastructure such as fencing and signage will need to be carefully considered so that the finished result is consistent with the urban design standards described and illustrated in this Master Plan. It is intended that this crossing and the crossing proposed at the extension of Cliff Street be similar in material and appearance.

A formerly approved public artwork that references the former pedestrian overpass will be integrated into the plaza design. The artwork will be located near the old oil store. The existing pedestrian crossing in this vicinity will be removed.

The materials, detailing, finishes and urban furniture of the new plaza must be coordinated to ensure that the implemented works are consistent with the design of the station forecourt and the new streetscape works on Market Street and Phillimore Street.

New Railway Crossing at Pakenham Street

A new railway crossing for vehicles and pedestrians is proposed as the northern extension of Pakenham Street onto Victoria Quay. While the key purpose of this new crossing is to improve vehicular traffic movements, a pedestrian crossing will be included as part of the detailed design.

A more detailed description of this crossing is included under the Traffic section of this Report.

Pioneer Park and Elder Place

Pioneer Park, formerly known as “Ugliland” is an historic public park that is in need of the upgrading and revitalisation that is promoted in this study to bring it to a physical standard commensurate with the unique city. Pioneer Park presents numerous opportunities for interpretation and artworks that reflect its rich cultural heritage. Themes for such interpretative works should include, among others, aspects of “Ugliland” and the demarcation of the 1829 shoreline that traverses the park.

In addition to improved hard and soft landscaping, the interpretation of the areas’ former function as a town block could include reconstruction of the former buildings to house the much needed in the city centre youth facility, improved lighting, seating, artworks and additional infrastructure to re-present this green space as a quality rest, recreational and meeting place on the edge of a busy urban setting.

This Master Plan promotes a hard-paved urban plaza on the eastern side of the intersection of Market Street and Phillimore Street. The space, known as Elder Place, is poorly defined and has become quite blighted through decades of neglect.

A vacant site, currently used as a carpark, has its access directly off Phillimore Street, presenting a confusing and potentially dangerous situation for drivers. It is proposed that this access be relocated to Queen Street and the land- owner be encouraged to develop the property with a well designed building, its architecture sympathetic to the impressive facades that extend to Market Street.

Clearly seen from the entry of the railway station, Elder Place currently presents an unattractive and seemingly unwelcoming entry statement into Fremantle. With the restoration and re-use of the historic pump station (which is still in operation), the heritage listed drinking fountain and the backdrop of attractive architectural facades, this Master Plan proposes a major upgrade of Elder Place to form a quality urban plaza to function as a popular meeting place and distinctive entry threshold for those visiting Fremantle via the railway station and bus interchange.

The new intersection at Phillimore Street and Market Street will enable a marginally wider pavement around the Pumping Station and provide much clearer pedestrian crossing points across Phillimore Street. A major upgrade of Pioneer Park and Elder Place, with and the careful selection and placement of trees and planting beds throughout the area to reinforce sightlines and pedestrian pathways, enhance pedestrian comfort and provide shade and wind protection will provide a greatly improved and distinctive public realm.

The Master Plan recommends the locations of a few specifically commissioned artworks and interpretive signage themed on the local heritage. Urban lighting, benches, bins, bollards, barriers and signage etc, are to be designed or specifically selected to add harmonious detail and functionality. All new infill or freestanding buildings must be designed to reinforce the overall design strategy to maintain the prominence and unity of the built urban fabric.

4.0 Conclusion

The Phillimore Street Integrated Master Plan addresses the current and foreseeable issues associated with increased pedestrian and vehicular access to Victoria Quay. The Master Plan provides safe and attractive pedestrian ways between the harbour and the city and promotes a unified, distinctive and quality public realm that conserves and enhances the exceptional character and heritage value of this part of Fremantle. When implemented, Phillimore Street, the Cliff Street crossings and the Railway Station with its forecourt will be greatly improved as a functional, unified and clearly identified urban precinct that will be a valued public asset within the unique city of Fremantle. Furthermore, the improved linkages between the harbour and the city set a standard of urban design that enhances exciting opportunities for carefully considered commercial and tourism developments on Victoria Quay.

4.1 Approvals

Following the public advertising period, there will be a requirement for the Master Plan to receive formal approval from the relevant statutory approval agencies. The formal approvals process will require liaison with and briefing of the Western Australian Planning Commission, Main Roads Western Australia, The Office of Rail Safety, The City of Fremantle and the Heritage Council of Western Australia. There may also be a requirement for consultation with key utilities such as Western Power and the Water Corporation.

4.2 Implementation Strategy

The next stage of planning for the Master Plan is to establish how it will be implemented. This will involve further studies into the physical requirements such as timing of construction of new pedestrian areas, rail crossings and road upgrades. Furthermore, implementation planning will involve detailed negotiation between the relevant land owners with regard to sharing of costs and incorporation into the respective capital works budgets.

4.3 Key Outcomes

Cliff Street Precinct

1. Reconfiguration of the confusing intersection that currently exists at Cliff Street and Phillimore Street and the creation of two crossings into Victoria Quay, one for pedestrians and the other devoted primarily to vehicles.
The pedestrian crossing is achieved by extending Cliff Street northwards onto Victoria Quay and configuring this as an impressive pedestrian boulevard. The controlled vehicular crossing is achieved by extending Phillimore Street in a westerly direction across the rail tracks and onto Victoria Quay Road.
2. The reconfigured intersections enable the creation of a public plaza and rest place, which references the former recreation grounds shown on the 1887 plan of Fremantle as "Phillimore Gardens". The historic weighbridge within the new plaza is to be conserved and adapted to a new use. Heritage interpretation is to be included throughout the plaza.

Railway Station Precinct

1. The creation of a major public plaza and shared forecourt in front of the historic Railway Station through the reconfiguration of the bus terminal. The public forecourt is to be paved and landscaped to feature the architecture of the station and provide a comfortable, safe and pedestrian friendly urban place for public transport users. The station forecourt design is to be extended to the city's edge to form stronger linkages to the city centre and Pioneer Park is to be re-landscaped to give it greater public appeal and community use.
2. Provision of a prominent at-grade pedestrian crossing between the Railway Station forecourt and Victoria Quay. The new pedestrian only crossing is to be located between the alignment of the former pedestrian overpass and the western end on the Railway Station. The actual location is to be finalised after further detailed investigations.
3. Introduction of traffic signals at the reconfigured intersection of Market Street and Phillimore Street that, in addition to the modification of the road and paving alignments, will improve pedestrian and traffic flow in and around the station.
4. Creation of a new signalised intersection at Pakenham Street and a controlled railway crossing access crossing to Victoria Quay.

A.0 Appendices

- A.1 Master Plan Drawings
- A.2 Traffic Investigation Report
- A.3 Heritage Impact Report
- A.4 Reference Documents
- A.5 Bibliography

A.1 Master Plan Drawings

A.2 Traffic Investigation Report

A.3 Reference Documents

The following reports and studies were reviewed as part of the Phillimore Street Integrated Master Plan;

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Perspective art by Good Impressions (Ron Tapper)

Aerial photography provided by the City of Fremantle

Photography of Fremantle taken by Tom Griffiths

A.4 Bibliography

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