

FREMANTLE PORTS' EAST VICTORIA QUAY PLANNING POLICY

INTRODUCTION

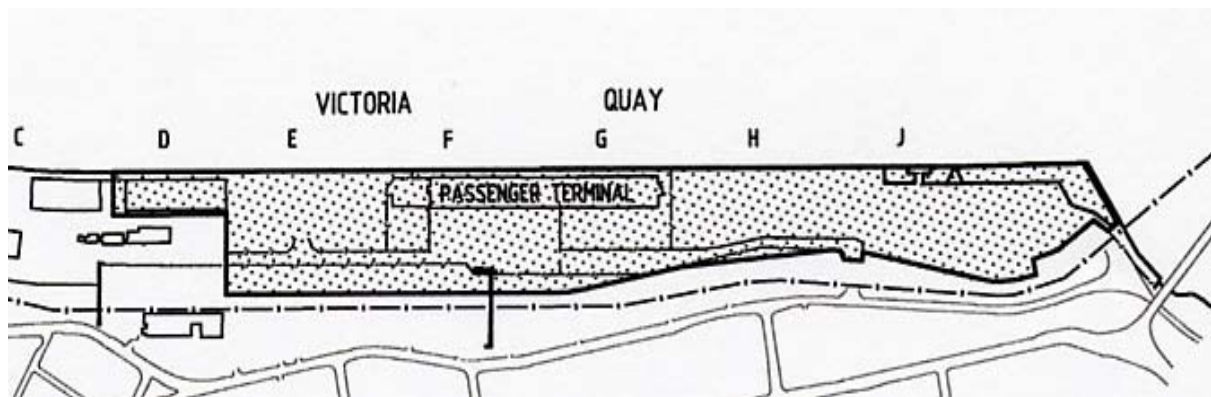
The East Victoria Quay Policy Area is an important part of the Inner Harbour. Strategically it is the location of many port and related uses. As part of the long term planning for the Inner Harbour, this area will become increasingly important to accommodate uses that support the working port in its trade facilitation role. The focus of the planning for this area is to support port and related uses. This is consistent with the Port Installation reservation over the policy area under the Metropolitan Region Scheme.

It is imperative that any decisions for the East Victoria Quay Policy Area support the long term sustainability of the Port of Fremantle.

Transport planning is inextricably linked to the land use planning for the East End Victoria Quay policy area, it is essential that it be undertaken to ensure that land transport to and from the area is effectively integrated with the broader transport network.

The policy area is surrounded by industrial and urban uses. As the port and related uses continue to grow in line with economic growth, it is expected that the nearby urban uses will similarly increase in scale. This document provides strategic direction for the sustainable planning of the policy area, with the aim of also assisting other parties in appropriately planning around the site.

DESCRIPTION



OBJECTIVES

1. Clarify the purpose and function of the East Victoria Quay policy area and ensure it is communicated effectively.
2. To ensure that all new uses/development integrate with and make a positive contribution to the long term sustainability of the Port of Fremantle and its role as a dynamic and efficient working port.
3. To specify land uses that are considered appropriate for the East Victoria Quay policy area.
4. Describe critical issues pertaining to new or additional uses within the East Victoria Quay policy area.
5. To ensure that any use/development represents the optimal use of the subject area, and does not restrict other uses within the policy area.
6. To ensure that proposed land uses are linked with the transport network, and contribute to long term sustainable transport planning.
7. Outline administrative processes and how any variations will be dealt with.

POLICY STATEMENTS

1. Land uses within the East Victoria Quay policy area are to recognise and maintain port functions, as described in the Port Authorities Act, as the primary role of Fremantle Ports. These functions include uses dependent on trade and / or close proximity to the port in order to be viable; and uses that support the operations of the port and need to be in close proximity to the port in order for the port to be viable, efficient and effective.
2. Land uses within the East Victoria Quay policy area are to support the sustainability of Fremantle Ports, and the effectiveness and efficiency of port operations, and future trade or shipping growth.
3. Proposed activities / uses shall be excluded from East Victoria Quay if they:
 - Are not port operational or uses that support port or related transport functions. An exception to this is the use of the Passenger Terminal and Function Centre for special events and functions, providing that this is not seen as having an adverse impact on port operations.
 - Do not demonstrate compliance with safety standards.
 - Do not link with the local and wider transport network.
 - Do not meet security standards.
 - Cannot comply with on site parking, vehicle maneuvering, and building setbacks.
4. Good planning is essential to the future of the Port of Fremantle. New uses are to demonstrate:
 - Linkages with the local and wider transport network

- On site accommodation (parking and manoeuvring areas) for all vehicles (staff, visitors, etc).
- Compatibility with other existing or planned future uses.
- That there will be no interference with the safe navigation of ships as a result of any activities or associated lighting or reflective building materials.
- An ability to support the forecast growth in general cargoes that are to be handled within the policy and adjacent port area.
- That the subject use needs to be in close proximity to the port in order to be viable, efficient and effective or for the port to be viable, efficient and effective.
- That security will not be affected.

Note that Fremantle Ports' requires the proponent to prepare a transport plan prior to consideration of any development proposals which should demonstrate efficiency in truck movements to and from the port area.

5. Significant port, industrial and related uses are located around and near the policy area. Opportunities to create synergies with these uses, for the purpose of facilitating trade will be encouraged.
6. All uses/development must pay particular attention to complying with the intent and requirements of:
 - Inner Harbour Port Development Plan.
 - Inner Harbour Landscaping Masterplan
 - Port Authorities Act
 - Inner Harbour Buffer Definition Study
 - Passenger Terminal Conservation Plan
7. D Shed and F and G Sheds (located at the ground level of the Passenger Terminal building) are to be used for port functions, as described in the Port Authorities Act.
8. Passenger Terminal upper level may be used for port functions, including passenger ships, and port related uses. This upper level may also be used for special events/functions that are compatible with port operations. Special events/functions are to demonstrate pedestrian and, traffic and parking management, and compatibility with port functions. Special events/functions are subject to the approval of Fremantle Ports.
9. Berths C (part), D, E, F, G, H and J and the small craft pens are to continue to be used for port functions.
10. The Passenger Terminal building, and surrounding land is listed on the State Register of Heritage Places, any development to the building (internal and external), and surrounding land is subject to Heritage Council of WA approval.
11. Maintenance of D Shed shall be undertaken in a sensitive manner with cognisance of its age.

APPLICATION

1. This policy is not retrospective.
2. The requirements of this policy may only be varied subject to the approval of Fremantle Ports' Board. In considering a variation, the proponent of the variation is to demonstrate:
 - Grounds for variation
 - Merits of the proposal
 - No negative impacts on port operations in the short and long term
 - Why an alternative location, external to the port boundary is not being pursued.
 - Economic, social and environmental benefits of the proposal.
3. Extension, variations and renewals of leases will be considered in terms of their ability to achieve port, land use and transport planning objectives, and are subject to determination by Fremantle Ports' Board.