

# Fremantle Ports Development Guidelines



FREMANTLE  
PORTS

# Development Guidelines

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## Fremantle Ports' Key Contacts

In the first instance contact is generally made with Fremantle Ports' Port Planner on 9430 3471.

### Other important contacts are:

Environment	Environmental Advisor	9430 3327
Fremantle Waterfront	Manager Fremantle Waterfront Development	9430 3415
Engineering	Manager Engineering	9430 3312
Electrical	Manager Electrical	9430 3323
Property leasing	Commercial Property Manager	9430 3361
Safety	Port Safety Advisor	9430 3402

### Lodgement of Applications

Development Proposals can be lodged by mail or in person. All plans are to be no larger than A3.

#### Mail

Planning Manager  
Fremantle Ports  
PO Box 95  
Fremantle WA 6959

#### In Person

Planning Manager  
Fremantle Ports  
1 Cliff Street  
Fremantle WA 6959

#### Email

[planning@fremantleports.com.au](mailto:planning@fremantleports.com.au)

# Development Guidelines

## Purpose

The Development Guidelines have been developed to enable a dynamic built environment which has the flexibility to respond to future needs of the Port of Fremantle.

## Application

The Development Guidelines are applicable to development on all land and waters within the boundary of the Port of Fremantle.

## Aims

The aims of the guidelines are to:

1. Ensure that the overall development of port land is consistent with Fremantle Ports' mission which is to facilitate trade in a sustainable manner
2. Encourage land uses and developments that make a positive contribution to the economy
3. Facilitate the design and construction of port facilities that optimise the efficiency of port operations
4. Integrate new developments, existing land uses and the transport network
5. Promote sustainable landuse and transport
6. Ensure legislative requirements are met



Emeritus Professor George Seddon (dec) and co Steering Committee members of Fremantle Ports' Landscaping Committee planting the first tree to launch Fremantle Ports' Port Landscaping Program.

## **1.0 Introduction**

The Development Guidelines have been prepared to provide the necessary guidance for Fremantle Ports and its tenants to undertake a development within the boundary of the Port of Fremantle.

The Development Guidelines are a planning document that provides the basis against which developments, which includes new development and the upgrade of existing structures, are assessed. It includes information such as setbacks and other development requirements.

### **1.1 Fremantle Ports' Role**

Development within the boundary of the Port of Fremantle needs to be consistent with the Port Authorities Act 1999 and Fremantle Ports' mission which is to facilitate trade in a sustainable manner.

Fremantle Ports' functions, as defined by the Port Authorities Act 1999, are to:

1. Facilitate trade within and through the port;
2. Plan for the future growth and development of the port;
3. Undertake or arrange activities that will encourage and facilitate the development of trade and commerce generally for the economic benefit of the State;
4. Control business and other activities within the port;
5. Operate the port in a safe and efficient manner;
6. Maintain and preserve vested property and other property held by it;
7. Protect the environment.

## **2.0 Development Consent and Requirements**

Planning within the Port of Fremantle is governed by documents including the Port Authorities Act 1999, the Planning and Development Act 2005 and the Metropolitan Region Scheme (MRS). The different development requirements are detailed as follows.

### **2.1 Port Works and Facilities**

Generally 'Port Works' and 'Port Facilities', as defined in the Port Authorities Act 1999, only require development consent from Fremantle Ports. Where other agency approvals are required the applicant is to consult with Fremantle Ports prior to the application being submitted.

### **2.2 Non-Port Works**

Other types of development are classed as 'Non-port Works'. These will require Fremantle Ports' development consent as well as approval/consent by other bodies which may include WAPC, Heritage Council of WA and local government. Where other agency approvals are required the applicant is to consult with Fremantle Ports prior to the application being submitted.

# Development Guidelines

## 3.0 Application of the Development Guidelines

The Development Guidelines are applicable to all development on land or waters within the boundary of the Port of Fremantle. Developments covered by these guidelines include:

- Demolition of any existing structure;
- Erection or construction of any new structure;
- Alteration of/addition to any existing buildings or structure; and
- Earthworks, fill and land excavations.

Any development within the scope of these guidelines will need to be assessed by Fremantle Ports through the Development Assessment process, unless the proposed development is classed as a 'Permitted Development' that is exempt from requiring development approval.

### 3.1 Permitted Development

There are a range of Permitted Developments as listed in Table 1 below that do not require development approval. For Permitted Developments Fremantle Ports requires the applicant to make contact with Fremantle Ports' prior to undertaking any works. Approval may still be required from external approval authorities. It is the responsibility of the proponent to investigate if external approvals are required. Assistance to determine if other approvals are required may be obtained from Fremantle Ports'.

The Permitted development exemptions do not apply to the Victoria Quay Waterfront area.

**Table 1 - Permitted Developments**

1	The re-painting of the external surface of any building or structure.
2	Minor alterations to the on-site landscaping provided it complies with the Landscaping Development Policy and does not exceed an area of 100m <sup>2</sup> .
3	Installation of unlit signage that is not for commercial purposes that is no greater than 1.0m in height or 1.0m <sup>2</sup> in area, and is consistent with the requirements of the Signage Development Policy.
4	Construction of fences provided they are consistent with the requirements specified in the Port Operational Areas Development Code.
5	Construction or installation of an access ramp for people who require mobility assistance provided that it is designed and constructed in accordance with AS1428: Design for Access and Mobility.
6	Installation of an antenna provided that it is the only antenna on-site, is not free standing and is not higher than 2.0m above the roofline.
7	Flagpoles provided that there is only one flagpole installed on-site and that it does not exceed 6.0m in height.
8	Installation of skylight windows, hot water units, windows and doors provided they are part of an existing approved structure, do not protrude above the existing roofline, do not involve any structural alterations and comply with the requirements of the Building Code of Australia and any relevant Australian Standard.
9	Works urgently necessary for public safety, safety or security of plant or equipment, maintenance of essential services, or protection of the environment.
10	Any works that are temporary and in existence for a period not exceeding 48 hours, or such longer time as formally agreed with Fremantle Ports.

## 4.0 Structure of the Development Guidelines

This document is structured in two parts:

### Part A - Planning Review

### Part B - Development Assessment

These have been created so that they each align with the respective phases of Fremantle Ports' Development Assessment process.

The intent of creating two separate parts is to enable the strategic planning issues covered in Part A to be considered and assessed separately from the specific development issues that are covered in Part B. Part A provides a high level planning review of a proposal to give a proponent some surety before committing to prepare full plans. This requires minimal information to be submitted. Part B requires detailed plans and text to be submitted.

### Diagram 1 - Development Assessment

#### Part A Planning Review Phase

This is focussed upon ensuring that the proposal is consistent with the strategic planning for the Port of Fremantle.

All proposals will need to demonstrate consistency with the the relevant strategic planning documents.

#### Part B Development Assessment Phase

This is focused upon ensuring that the proposal adequately address key development issues as identified in the Development Codes.

Proposals will need to demonstrate consistency with the Development Codes and Development Policies.

#### External Approvals & Licences

It is the responsibility of the proponent to indentify and obtain all required external approvals and licences.

# Development Guidelines

## 4.1 Fremantle Ports' Assessment Process - The Steps

The steps involved in the Fremantle Ports' assessment process are detailed in Table 2 below. This is an indicative process which may vary.

1	Proponent contacts Fremantle Ports to discuss proposal.	Part A Concept Assessment Phase
2	Fremantle Ports provides initial advice to proponent.	
3	Proponent prepares and submits a proposal in accordance with the requirements of Part A - Planning Review.	
4	The proposal is assessed in the Planning Review phase and Fremantle Ports either grants in principle consent or declines the proposal.	
5	Proponent prepares a detailed proposal in accordance with the requirements of Part B - Development Assessment.	Part B Development Assessment Phase
6	Proposal is assessed in the Development Assessment phase and conditional consent is granted.	
7	Proponent obtains external approvals and licences as required.	External Approvals & Licences
8	Where required the proponent obtains a Building Code of Australia Certification and provides a copy to Fremantle Ports to clear the relevant condition.	
9	All other development approval conditions are cleared.	Finalisation
10	Proponent proceeds with development.	

## 4.2 Assessment Timeframes

Proponents should allow 60 calendar days for completion of a Development Assessment, Planning Reviews will be completed generally within several working days. Fremantle Ports will endeavour to minimise these times. However, the actual time required will depend upon the complexity of the proposal and adequacy of the information submitted.

## 4.3 Assessment Fees

No fee is levied on proposals during the Planning Review. If a proposal proceeds to the Development Assessment phase, a fee will be required to be paid. No fee is payable at the time of submission. Fremantle Ports will determine the applicable fee and issue an invoice to the proponent. The fee is to be paid prior to Fremantle Ports' issuing any advice on a proposal.

The fee structure excluding GST is:

Estimated Development Cost	Scheduled Fee
Not more than \$50,000	\$300 excl GST
More than \$50,000	Fixed charge of \$300 plus 0.02% of project value to a maximum of \$2,900 excl GST

#### **4.4 Consultation with Fremantle Ports' Staff**

Proponents are encouraged to consult with Fremantle Ports' as early as possible prior to submitting a proposal at the Planning Review phase. This will provide an opportunity for Fremantle Ports to provide feedback, recommend improvements, and advise of the relevant requirements that will assist in facilitating assessment.

#### **4.5 Lodgement of Applications**

Applications can be lodged at the following addresses:

##### **Mail**

Attention: Planning Manager  
Fremantle Ports  
PO Box 95  
Fremantle WA 6959

##### **In Person**

Attention: Planning Manager  
Fremantle Ports  
1 Cliff Street  
Fremantle WA 6959

##### **Email**

[planning@fremantleports.com.au](mailto:planning@fremantleports.com.au)

#### **4.6 Information Requests - Assessment Time**

Please note that during the assessment process Fremantle Ports may request further information. The assessment time period will stop until the required information is received.

# Development Guidelines

## 4.7 Additional Approvals and Licences

Prior to the commencement of any development works the proponent must ensure that all required approvals, licences and permits are obtained. The commonly required approvals, licences and permits are listed in Table 3. The information provided in this section is not a comprehensive list of the additional approvals, licences and permits. It is the responsibility of the proponent to ensure that all relevant approvals have been obtained prior to work commencing.

**Table 3 - Additional Approval, Licence and Permit Requirements**

Building Code of Australia (BCA)	Non-Port Works - The proponent will need to obtain a building licence from the relevant local government authority prior to the commencement of development works.  Port Works, services and facilities - The proponent will need to obtain BCA certification from an appropriately qualified person, including a licensed Building Surveyor, prior to the commencement of any development or works.
Department of Environment and Conservation	Some types of development or activities may require an approval or licence in accordance with the requirements of the Environmental Protection Act 1986.
Department of Minerals and Petroleum (DMP)	Proponents will need to obtain a licence for the storage and handling of dangerous goods in accordance DMP requirements.
FESA	Fire hydrants and other required fire fighting resources are to be provided in accordance with FESA requirements.
Fremantle Ports' Permit to Work System	Fremantle Ports will advise if one or more of the following Permits to Work are required prior to the commencement of development works: <ul style="list-style-type: none"><li>▪ Excavation Permit</li><li>▪ Hot Work Permit</li><li>▪ Use of Portable Generators Permit</li><li>▪ Forklift Drivers Permit</li></ul>
Heritage Council of Western Australia	Developments on a heritage place that is included on the State Register of Heritage Places will need to be referred to the Heritage Council of Western Australia for assessment.
Water Corporation	Approval from the Water Corporation is required if a new connection to the reticulated water supply, reticulated sewerage system or if a new water meter is required.

## **4.8 Part A Planning Review**

### **4.8.1 Overview**

The intent of the Planning Review is to ensure that all new developments are consistent with the strategic planning for the Port of Fremantle.

To be granted consent at the Planning Review phase, a proposal will need to demonstrate that is consistent with the strategic planning documents for Fremantle Ports such as the Inner Harbour Port Development Plan, planning policies etc. These planning documents can be found in the Port Planning and Development section on Fremantle Ports' website (<http://www.fremantleports.com.au/Planning/>). Power supply is a critical element of any proposal and is to be addressed at this stage.

### **4.8.2 Planning Review Requirements**

To undertake an assessment of a proposal at the Planning Review phase sufficient information is required to demonstrate that the proposal is consistent with the aforementioned requirements. In most cases the following information should be sufficient:

- Site plans and elevation drawings that indicate the location and scale of the development and various locations of activities that are proposed for the site. These plans should include dimensions of buildings and boundary setbacks; and
- A brief report, or letter, that describes the proposal and how it is consistent with the strategic planning for the port.

If the information provided sufficiently demonstrates concurrence with the strategic planning requirements, Fremantle Ports will then be able to grant in principle consent and advise the proponent of any key issues to be addressed in the detailed planning assessment stage, known as the Development Assessment phase.

## **4.9 Part B - Development Assessment**

### **4.9.1 Overview**

The intent of the Development Assessment is to ensure that all development issues with each proposal are addressed.

To assist proponents in identifying and addressing significant development issues, Fremantle Ports has prepared Development Codes and Development Policies that identify these issues and provide details of the outcomes that are expected.

For Fremantle Ports to grant consent it needs to be satisfied that all development issues have been identified and that they have been adequately addressed. This includes demonstration that appropriate measures will be implemented to manage any operational risks.

# Development Guidelines

## 5.0 Development Codes

The purpose of the development codes is to identify the key development issues that need to be addressed for new developments. There are two development codes: Port Development Code, and Victoria Quay Waterfront Code. These have been prepared to reflect the different development requirements in each area.

To identify and address development issues, each Code has specific Design Goals. The Design Goals then has a set of Performance Criteria that provide further detail on outcomes to be achieved to meet the objective of the Design Goals.

### 5.1 Fremantle Ports Development Policies

Development Policies have been prepared to provide further detail on how to meet selected performance criteria within the Development Codes. Each proposal is to be consistent with the objectives and policy statements contained within the relevant Development Policies.

### 5.2 Performance Based Assessment Approach

The structure of the Development Guidelines has been designed to promote a performance based assessment approach. With this approach the focus is upon achieving overall development outcomes rather than addressing specific development criteria. The overall intent of this approach is to allow greater flexibility to enable a proponent to design developments that meet the operational needs of the site, whilst making a positive contribution to the Port of Fremantle.

### 5.3 Development Proposal Requirements

For Fremantle Ports to be able to assess a Development Proposal the proponent has to provide sufficient information that demonstrates how the proposed development is consistent with relevant Design Goals for the subject site.

#### Development Proposal Report

Development Proposals should be accompanied by a report or letter that details how the proposal is consistent with the requirements of the relevant Development Code and Development Policies.

The Development Proposal Report should indicate where it has achieved all the relevant Acceptable Solutions and Policy Statements, and adequate justification of how Performance Criteria and Policy Objectives have been met.

### Plans

Professionally drawn plans to an appropriate scale (either 1:100, 1:200 or 1:500) incorporating the following details should be provided with all Development Proposals:

- the location of the site, including street names, lot number, north point and the dimensions of the site
- the existing and proposed ground levels over the whole of the site
- the existing and proposed finished floor levels
- the location, height and type of all existing structures and vegetation proposed to be removed
- the existing and proposed means of access for pedestrians and vehicles to and from the site
- the location, number, dimension and layout of all car parking spaces to be provided
- the location and dimensions of any area proposed to be provided for loading or unloading of vehicles carrying goods to and from the site and the means of access to and from those areas
- landscaping proposed
- elevations showing the location of signage including dimensions, materials, and colours
- plans, elevations and sections of any buildings proposed to be erected or altered and of any building that will be retained
- details of the location and design of stormwater drainage specifying how the method of disposal for stormwater and how it is integrated with water sensitive urban design measures that are proposed for the site
- any other plan or information that Fremantle Ports may require to assess the Development Proposal.

### Specialist studies

Any specialist studies that Fremantle Ports has requested the proponent to undertake such as a traffic plan or traffic flow modelling (internal and external to the site), heritage, environment, engineering or urban design studies.

## **6.0 Port Development Code**

The Port Development Code details the development requirements for all of the following areas of the Port of Fremantle:

- North Quay
- Rous Head
- East End of Victoria Quay
- Kwinana Bulk Terminal
- Kwinana Bulk Jetty
- North Fremantle Port Land

The Port Development Code does not apply to the West End of Victoria Quay.

# Development Guidelines

The intention of this code is to promote a high standard of development that achieves the following key outcomes:

- A high standard of visual amenity
- Promotion of sustainable transport, land use and building design
- Protection of the local environment
- Efficient site operation
- Trade facilitation
- Safe and efficient vehicle movements

## Design Goal I

### Site Planning

OBJECTIVE - To ensure that all developments are designed to provide appropriate setbacks to neighbouring buildings and adjacent roads and that sufficient space is provided for on site operational activities.

#### BOUNDARY SETBACK

Performance Criteria	Acceptable Solutions
P1.1 Buildings and ancillary structures are appropriately setback from road frontage boundaries in order to make a positive contribution to the streetscape.	A1.1 The primary building on the lot should be setback at least 2.5m from the road-frontage lease boundary.  In the case of a corner block, the building should be setback at least 2.5m from both of the road fronting lease boundaries
P1.2 Buildings and ancillary structures are appropriately set back from neighbouring lots.	A1.2 Buildings should have a nil setback on only one side boundary. Buildings shall be setback at least 6.0m from at least one of the other side boundaries in accordance with the requirements of the Building Code of Australia.

#### SITE COVERAGE

Performance Criteria	Acceptable Solutions
P1.3 The site coverage of all buildings and associated structures must allow sufficient space for: landscaping; car parking; operational areas; and vehicle access & movements.	A1.3 The building footprint*, including all structures to the rear of buildings, should not exceed 70 % of the site area subject to the permitted use of the site.  *Building footprint refers to the total roof area of the development.

## SITE LAYOUT

Performance Criteria	Acceptable Solutions
P1.5 Storage areas for goods and materials should be designed and located so that they do not detract from the visual amenity of the local area.	A1.5 Areas for storage of goods, materials and containers on the site should be located to the side or rear of a building and be effectively screened, or located within a building to minimise their visibility from the main street frontage
P1.6 The front setback area should not be dominated by vehicle parking areas.	A1.6 Access driveways and car parking should not occupy more than 70% of the frontage of the development as measured from the side boundaries.  Car parking should be predominantly located to the side and rear of developments, wherever possible.

## Design Goal 2

### Landscaping

OBJECTIVE - The overall visual amenity of the site is to be optimised through the provision of quality landscaping.

Performance Criteria	Acceptable Solutions
P2.1 Landscaping is to be incorporated into all new developments to improve the visual amenity of the operational areas of the port.	A2.1 All landscaping shall be designed and installed in accordance with the requirements of the Landscaping Design Development Policy.

# Development Guidelines

## Design Goal 3

### Building Design

OBJECTIVE - Building design is to be of a high standard so that all development makes a positive contribution to the visual amenity of the port.

#### ARCHITECTURAL QUALITY & BUILDING FINISHES

Performance Criteria	Acceptable Solutions
P3.1 All buildings and ancillary structures are to incorporate a variety of building forms, materials and treatments to create a high standard of building design and visual amenity.	A3.1 All buildings and ancillary structures, including warehouses, should exhibit high-quality visual amenity and construction standards.  All buildings should provide innovative, flexible or varied treatments of each of the following elements: <ul style="list-style-type: none"><li>▪ Façade treatments – the design of façades are to be visually appealing and add to the streetscape. This may be achieved through good design as well as use of different colours, textures or materials.</li><li>▪ Front entry - all buildings shall provide a canopy recess, awning or colonnade at the principal entry;</li><li>▪ Roof design - should incorporate a combination of pitch, design, height and style;</li><li>▪ Variation of building façade - Parapet design, roofing heights and building treatments, recesses and overhangs.</li></ul>

#### MECHANICAL PLANT AND EQUIPMENT

Performance Criteria	Acceptable Solutions
P3.2 Mechanical plant, air-conditioning units or telecommunications equipment is not to detract from the visual amenity of the building or the locality.	A3.2 Air-conditioning units, telecommunications equipment or mechanical plants shall be concealed in suitably designed screened enclosures or positioned behind the roofline, to prevent visibility from any street frontage.

## DEMOUNTABLE BUILDINGS

Performance Criteria	Acceptable Solutions
P3.3 The use of demountable buildings is not to detract from the visual amenity of the site or the port area.	<p>A3.3 The proposed development should not include the use of demountable buildings. Where they are used they should only be used for a maximum period of 18 months. A bank guarantee to the value of \$50,000 is to be lodged with Fremantle Ports prior to a temporary structure being placed on site. This will be returned once the structure is removed.</p> <p>Where demountable buildings are proposed as a temporary use they shall meet the following requirements:</p> <ul style="list-style-type: none"> <li>▪ the design of the demountable building should be highly articulated and use a combination of design treatments such as: eaves or awnings; shade structures over windows; additional fixtures such as verandas.</li> <li>▪ Demountable buildings should not be visible from any street frontage.</li> <li>▪ The demountable building shall incorporate at least two different external building materials or treatments;</li> <li>▪ The design of the demountable building shall incorporate at least two different, but complimentary, external colours;</li> <li>▪ The roof shall have a minimum of pitch of at least 10% or use a variety of roof forms;</li> <li>▪ All service and utility conduits and air conditioning units shall be appropriately concealed;</li> <li>▪ The bottom of any demountable building shall be skirted by suitable material that is complementary to the building design; and</li> <li>▪ landscaping should be provided around the demountable building.</li> </ul>

## SIGNAGE

Performance Criteria	Acceptable Solutions
P3.4 Signage is designed and installed so it does not detract from the visual amenity of the locality.	A3.4 All signage shall be designed and installed in accordance with the requirements of the Signage Development Policy.

# Development Guidelines

## Design Goal 4

### Sustainable Development

OBJECTIVE - All buildings and developments are to be designed and constructed to optimise environmental outcomes.

#### SUSTAINABLE BUILDING DESIGN

Performance Criteria	Acceptable Solutions
P4.1 Buildings are to be designed and built to optimise their environmental effects.	A4.1 Buildings should be designed to incorporate, as far as possible, the sustainable design measures as contained in the Sustainable Design Development Policy.

## Design Goal 5

### Stormwater Management And Water Sensitive Urban Design

#### OBJECTIVES

- to ensure that stormwater is appropriately managed to reduce its environmental impacts;
- to protect port buildings and infrastructure from water damage; and
- to maximise opportunities to reuse stormwater and treat it as a resource.

#### STORMWATER MANAGEMENT PLAN (SMP)

Performance Criteria	Acceptable Solutions
P5.1 Stormwater drainage onsite is to be designed to:  minimise the environmental impacts of stormwater management; and  to protect buildings and infrastructure from flooding and water logging.	A5.1 A site based Stormwater Management Plan (SMP) will be required that demonstrates how onsite stormwater management will: <ul style="list-style-type: none"><li>▪ reduce the environmental impacts of stormwater management and disposal;</li><li>▪ protect buildings and infrastructure from flooding and water logging.</li></ul> Note: Please liaise with Fremantle Ports' Environment officers (9430 3327) for further details of what is required in the SMP.

INTEGRATION WITH LANDSCAPING & WATER SENSITIVE URBAN DESIGN (WSUD)

Performance Criteria	Acceptable Solutions
P5.2 Stormwater management and WSUD are to be integrated with the on site landscaping to optimise the environmental outcomes.	A5.2 The SMP and the site plans should demonstrate how WSUD principles have been incorporated into onsite stormwater management and with the onsite landscaping to minimise the environmental impacts of stormwater management.

**Design Goal 6**

**Environmental Management**

OBJECTIVE - To ensure that all environmental risks are identified and appropriately managed.

ENVIRONMENTAL MANAGEMENT PLANS

Performance Criteria	Acceptable Solutions
P6.1 All developments undertaken should be managed in accordance with a:  Construction Environmental Management Plan (EMP); and/or an  Operational Environmental Management Plan.	A6.1 Construction and operational EMPs shall be submitted to Fremantle Ports for review and comment in accordance with any requirements as specified by Fremantle Ports' Environment officers (9430 3327).

# Development Guidelines

## Design Goal 7

### Infrastructure & Utilities

OBJECTIVE - To ensure that all developments are provided with the required utilities and services in order for the site operations to be effectively carried out in a safe and environmentally sound manner.

#### INFRASTRUCTURE AND UTILITIES

Performance Criteria	Acceptable Solutions
P7.1 All sites are to have adequate access to the required infrastructure and utilities.	A7.1 Buildings shall be provided with infrastructure to a standard that would be required for a development to function effectively, including: <ul style="list-style-type: none"><li>▪ Reticulated water;</li><li>▪ Reticulated sewerage;</li><li>▪ to an approved aerobic treatment unit or equivalent, where connection to the reticulated sewerage system is not possible;</li><li>▪ Electricity;</li><li>▪ Telecommunications; and</li><li>▪ Gas service where required.</li></ul>
P7.2 Building design and layout include provisions for additional infrastructure to facilitate future telecommunications services.	A7.2 Conduits should be provided to enable the future provision of fibre-optic cabling and other 'smart-wiring'.
P7.3 Development provides appropriate storage and collection areas for waste management and removal.	A7.3 Appropriately sized and located waste storage areas shall be incorporated into the site layout and building design.

## Design Goal 8

### Safety And Risk Management

OBJECTIVE - To ensure that all significant risks are identified, managed and that legislative requirements are met.

#### OPERATIONAL RISK MANAGEMENT

Performance Criteria	Acceptable Solutions
P8.1 Development meets Australian quarantine and customs legislative requirements.	A8.1 Development shall comply with any requirements of AQIS and Australian Customs Service and associated Commonwealth legislation.
P8.2 Risks and hazards associated with the storage or transport of hazardous or flammable materials:  Satisfies all local, State and Commonwealth legislation and/or requirements; and  Does not endanger any person or the natural or built environment.	A8.2 Storage of any hazardous or flammable materials: <ul style="list-style-type: none"><li>▪ shall be appropriately licensed in accordance with any applicable State or Commonwealth legislation;</li><li>▪ shall not pose a safety, environmental or health threat to any adjoining areas or people;</li><li>▪ shall be appropriately separated from surrounding sensitive land uses.</li></ul>

#### FREMANTLE PORT BUFFER AREA DEVELOPMENT GUIDELINES

Performance Criteria	Acceptable Solutions
P8.3 All buildings within the Inner Harbour area are to be designed to protect occupants from the risk and amenity impacts associated with port operations.	A8.3 All buildings and developments in the Inner Harbour area shall be designed and constructed in accordance with the built requirements of the Fremantle Inner Harbour Buffer Definition Study.

# Development Guidelines

## OCCUPATIONAL HEALTH AND SAFETY REQUIREMENT

Performance Criteria	Acceptable Solutions
P8.4 Construction sites are to be managed and operated to ensure a safe workplace is provided for all employees.	A8.4 The requirements of the Occupational Safety and Health Act 1984 (WA) shall be met during the construction of any development.

## Design Goal 9

### Site Safety And Security

OBJECTIVE - Site security and safety is to be appropriately managed through the provision of adequately designed outdoor lighting and fencing.

#### OUTDOOR LIGHTING

Performance Criteria	Acceptable Solutions
P9.1 A high standard of safety and security for operational areas is to be provided by providing adequate lighting.	A9.1 All operational areas shall be lit to a standard appropriate to allow for a safe night-time working environment.  Lighting structures shall be of a sufficient height to provide enhanced safety and security of an area.
P9.2 Outdoor lighting to be designed so that it does not adversely impact upon nearby localities or communities.	A9.2 Outdoor lighting shall be designed and installed in accordance with requirements of AS4282 Control of the Obtrusive Effects of Outdoor Lighting and not interfere with port operations.

#### FENCING

Performance Criteria	Acceptable Solutions
P9.3 All fencing must provide for safety and security purposes where required.	A9.3 Appropriate fencing shall be provided to prevent unauthorised access to all sites where required by legislation or where site activities pose a hazard to the public.
P9.4 All fencing must make a positive contribution to the visual amenity of port operational areas.	A9.4 All fencing shall be black in colour and be constructed of: <ul style="list-style-type: none"> <li>▪ palisade fencing for MISC security areas;</li> <li>▪ cyclone mesh fencing for other operational areas; or</li> <li>▪ a suitable alternative material to be approved by Fremantle Ports.</li> </ul>

## Design Goal 10

### Site Access, Vehicle Circulation, And Parking

#### OBJECTIVES

- To ensure that safe and efficient access is provided to all sites so that all site activities can be carried out safely without interfering with the safe and efficient operation of other port activities; and
- To ensure that sufficient parking is provided on site that is safe to use and appropriately designed.

#### VEHICLE ACCESS AND CIRCULATION

Performance Criteria	Acceptable Solutions
P10.1 Internal circulation roads and service areas are designed and located in such a way that enables the safe and efficient movement of trucks and service vehicles.	A10.1 Site plans must demonstrate how internal circulation roads and services areas have been designed to enable the safe and efficient movement of trucks and service vehicles in accordance with the requirements and recommendations of AS 2890.2 Off street commercial vehicle facilities.  Note - Traffic modelling may be required.
P10.2 Safe and efficient access is to be provided for all vehicles accessing the site.	A10.2 All vehicle access points (driveways and crossovers) must be designed to enable safe and efficient access to the site in accordance with the requirements and recommendations of AS 2890.2 Off street commercial vehicle facilities or AS 2890.1 Off street car parking.
P10.3 Vehicle movements associated with a site are not to interfere with the safe and efficient movement of vehicles in the port area.	A10.3 Site plans must demonstrate how the movement of vehicles to and from the site will not interfere with the safe and efficient movement of vehicles in the wider port area.
P10.4 All pavement, internal roads, access points and car parking areas are to be constructed to a high standard.	A10.4 All proposed internal roads, pavement areas, driveways and crossovers, and car parking areas must be appropriately constructed to ensure that they can handle day to day use without suffering excessive damage.

# Development Guidelines

## CAR PARKING

Performance Criteria	Acceptable Solutions
P10.5 Sufficient car parking is provided onsite to meet the needs of all employees and visitors.	<p>A10.5 Sufficient parking must be provided onsite to accommodate all vehicles, expected to visit the site, without the need for parking to be provided offsite.</p> <p>The number of vehicle parking spaces provided on site should not be less than specified in Table 1 - Onsite car parking requirements.</p> <p>The minimum sizes for vehicle parking spaces must be in accordance with the requirements and recommendations of AS2890.1 Off street car parking.</p>
P10.6 Car parking to be integrated with landscaping and WSUD.	A10.6 The design of all car parking areas should be integrated to with the landscaping and the stormwater management for the area to achieve improved visual amenity and environmental outcomes.

Table 1 Onsite car parking requirements

Development Type	Parking Rate
Industry	2 car spaces per tenancy or lot + 1 per 100 m <sup>2</sup> of GFA
Office	1 car space per 30 m <sup>2</sup> of GFA
Restaurant	1 car space per 8 m <sup>2</sup> of GFA
Shop	3 car spaces + 1 per 50 m <sup>2</sup> of GFA
Warehouse and storage	2 car spaces per tenancy or lot + 1 per 1 000 m <sup>2</sup> of GFA
Specialised use e.g. terminals	As specified by Fremantle Ports
Other development types	As specified by Fremantle Ports

### Notes:

- Where the parking rate is calculated to a fraction, the rate is rounded upwards.
- Despite rates calculated using this table, the rate of spaces provided will always be to the satisfaction of Fremantle Ports.
- Where there are two or more uses in the same development, the overall rate is the sum of separately calculated rates based on the GFA of each use.
- A minimum of one or more disabled access spaces is to be provided at a rate of one space per 100 ordinary parking spaces, or part thereof.
- Disabled car spaces are to be designed and constructed in accordance with AS2890.6-2009 Off-street parking facilities for people with disabilities.

## Design Goal 11

### Incidental Development Requirements

The following performance criteria are additional development requirements that will need to be met in order to obtain development consent from Fremantle Ports.

#### TENANT AND AGENCY LIAISON

Performance Criteria	Acceptable Solutions
P11.1 Adjoining tenants may need to be consulted to ensure there is compatibility with adjoining developments.	A11.1 Fremantle Ports will advise when adjoining tenants are to be notified in writing of the proposed development by the proponent.

#### GEOTECHNICAL CONDITIONS

Performance Criteria	Acceptable Solutions
P11.4 Ground conditions are to be prepared to an engineered standard to allow for imposed loadings.	A11.4 All ground level pavements, slabs and hardstand should be certified by a Registered Professional Engineer to withstand proposed loadings of buildings, vehicles, structures and container stacking.

#### COMPATIBILITY WITH PORT OPERATIONS

Performance Criteria	Acceptable Solutions
P11.5 Development must not adversely impact on the safe navigation of vessels within the Port.	A11.5 Building materials shall be non-reflective where they are to pose a navigational hazard.  Location and orientation of lighting must not pose a navigational hazard.
P11.6 Developments within port waters must not interfere with port operations.	A11.6 Development works within port waters shall not interfere with: the movement of ships; stevedoring operations; or the maintenance of port infrastructure and facilities.

#### BUILDING CODE OF AUSTRALIA

Performance Criteria	Acceptable Solutions
P11.6 All developments must meet Building Code of Australia requirements.	A11.6 Compliance with BCA criteria is mandatory.

# Development Guidelines

## 7.0 Victoria Quay Waterfront Development Code

The Victoria Quay Waterfront Code details the development requirements for the Victoria Quay Waterfront area.

The intention of this development code is to promote development in the Victoria Quay Waterfront which achieves the following outcomes:

1. Protect and recognise the heritage and industrial character of the Victoria Quay waterfront;
2. The creation of a safe pedestrian environment;
3. The development of a visually attractive and interesting waterfront area;
4. Ensure that the waterfront area is well connected to and integrated with other localities external to the port area;
5. Promotes sustainable building design; and
6. Protects the local environment.

### Design Goal I

#### Building Design

OBJECTIVE - Building design is to be of a high standard in order to ensure that all developments make a positive contribution to the visual amenity of the port.

Performance Criteria	Acceptable Solutions
P1.1 The building incorporates a variety of building forms, materials and treatments to create a strong sense of visual interest and unique style.	A1.1 New buildings should use a variety of roof forms and materials and/or treatments compatible with the Victoria Quay Waterfront Urban Design Manual.  The development should generally comply with the intent of the Fremantle Waterfront Masterplan.
P1.2 Site frontage and roof scapes remain visually unaffected by plant equipment and/or telecommunications equipment.	A1.2 Air-conditioning units, telecommunications equipment and mechanical plant shall be located in screened enclosures integrated into the building design or behind the roofline, to restrict visibility from street level.
P1.3 Building form complements and integrates with the overall character of the streetscape and the waterfront.	A1.3 Building height should be generally consistent with the intent of the Fremantle Waterfront Masterplan.  Building materials, structures and forms must be consistent with or compliment other buildings within the precinct.  All developments shall not incorporate demountable buildings.  Setbacks should be consistent with the general intent of the Fremantle Waterfront Masterplan.

## SIGNAGE

Performance Criteria	Acceptable Solutions
P1.4 Advertising signage is consistent with the overall strategy, and provides clear direction throughout the waterfront.	A1.4 Advertising signage should comply with the following documents: <ul style="list-style-type: none"> <li>▪ Tenant Signage Guideline Victoria Quay ;and the</li> <li>▪ Victoria Quay Waterfront Urban Design Manual.</li> </ul>

## Design Goal 2

### Heritage

OBJECTIVE - Developments are appropriately planned and designed to ensure that they are compatible and sympathetic with the heritage values of the Victoria Quay Waterfront precinct.

#### HERITAGE MANAGEMENT

Performance Criteria	Acceptable Solutions
P2.1 New buildings and additions are to complement the existing heritage buildings and places within the waterfront.	A2.1 Proponents should take a contextual design approach for additions and/ or alterations to a heritage place or for new development in accordance with the requirements of the Fremantle Waterfront Masterplan.  The development should comply with the general intent of the Fremantle Waterfront Masterplan and the Victoria Quay Waterfront Urban Design Manual.
P2.2 Development involving a building or place that has been entered on the State Register of Heritage Places meets the requirements of the Heritage of Western Australia Act 1990 and other relevant legislation.	A2.2 All development applications for property or place that has been entered on the State Register of Heritage Places must demonstrate compliance with the relevant heritage requirements.  Sufficient heritage information shall be provided with development applications that require referral to the Heritage Council of Western Australia (HCWA).

# Development Guidelines

## Design Goal 3

### Sustainable Development

OBJECTIVE - All buildings and developments are to be designed and constructed to reduce the environmental and social impacts of their operations as far as practicably possible.

#### SUSTAINABLE BUILDING DESIGN

Performance Criteria	Acceptable Solutions
P3.1 Buildings are to be designed and built to reduce their environmental and social impacts.	A3.1 Buildings should be designed to incorporate the sustainable design measures contained in the Sustainable Design Development Policy.

## Design Goal 4

### Stormwater Management

#### OBJECTIVES

- To ensure that stormwater is appropriately managed to reduce its environmental impacts;
- To protect the port buildings and infrastructure from flooding and water logging; and
- To maximise opportunities to reuse stormwater and treat it as a resource.

#### STORMWATER MANAGEMENT PLAN (SMP)

Performance Criteria	Acceptable Solutions
P4.1 Stormwater drainage onsite is to be designed to :  Minimise the environmental impacts of stormwater management; and  To protect buildings and infrastructure from flooding and water logging.	A4.1 A site based Stormwater Management Plan (SMP) must be prepared that demonstrates how onsite stormwater management will: <ul style="list-style-type: none"><li>▪ reduce the environmental impacts of stormwater management and disposal;</li><li>▪ protect buildings and infrastructure from flooding and water logging.</li></ul> Note: Please with Fremantle Ports' environment branch for further details of what is required in the SMP.

## STORMWATER RE-USE

Performance Criteria	Acceptable Solutions
P4.2 Stormwater reuse opportunities to be identified and implemented wherever possible.	A4.2 Wherever possible, stormwater reuse opportunities should be identified and implementation measures detailed in the SMP.

## Design Goal 5

### Environmental Management

OBJECTIVE - To ensure that environmental risks are identified and appropriately managed.

#### ENVIRONMENTAL MANAGEMENT PLANS

Performance Criteria	Acceptable Solutions
<p>P5.1 All developments undertaken must be managed in accordance with a:</p> <ul style="list-style-type: none"> <li>▪ Construction Environmental Management Plan (EMP); and/or an</li> <li>▪ Operational Environmental Management Plan.</li> </ul>	A5.1 Construction and operational EMPs have been submitted to Fremantle Ports in accordance with any requirements as specified by Fremantle Ports' Environment officers.

## Design Goal 6

### Safety And Risk Management

OBJECTIVE - To ensure that all risk are identified and appropriately managed, as well as ensuring that all relevant legislative requirements have been met.

#### FREMANTLE PORT BUFFER AREA DEVELOPMENT GUIDELINES

Performance Criteria	Acceptable Solutions
P6.1 All buildings with the precinct are to be designed to protect occupants from the risk and amenity impacts associated with port operations.	A6.1 All new buildings and developments must be designed and constructed in accordance with the built requirements for of the Fremantle Inner Harbour Buffer Definition Study.

# Development Guidelines

## OCCUPATIONAL HEALTH AND SAFETY REQUIREMENTS

Performance Criteria	Acceptable Solutions
P6.2 Construction sites are to be managed and operated to ensure a safe workplace is provided for all employees.	A6.2 The requirements of the Occupational Safety and Health Act 1984 (WA) must be met during the construction of any development.

## Design Goal 7

### Incidental Development Requirements

The following performance criteria are additional development requirements that will need to be met in order to obtain development consent from Fremantle Ports.

#### GEOTECHNICAL CONDITIONS

Performance Criteria	Acceptable Solutions
P7.1 Ground level geotechnical conditions are constructed to a sufficient engineering standard to allow for imposed loadings.	A7.1 All ground level pavements, slabs and hardstand areas have been certified by RPE or CPE to withstand proposed loadings.

#### COMPATIBILITY WITH PORT OPERATIONS

Performance Criteria	Acceptable Solutions
P7.2 Development must not adversely impact on the safe navigation of vessels within the Port.	A7.2 Building materials selected shall be non-reflective in areas where they may pose a navigational hazard. Location and orientation of lighting shall not pose a navigational hazard.
P7.3 Developments within port waters must not interfere with port operations.	A7.3 Development works within port waters shall not interfere with: the movement of ships; stevedoring operations; or the maintenance of port infrastructure and facilities.

BUILDING CODE OF AUSTRALIA

Performance Criteria	Acceptable Solutions
P7.4 Building design and construction must meet all relevant requirements of the Building Code of Australia.	A7.4 No acceptable solution is prescribed as compliance with performance criteria is mandatory.

### 8.0 Glossary and Definitions

AIR QUALITY	To do with the level of particulate gases, vapours, pollens and micro-organisms in the air.
AQIS	Australian Quarantine Inspection Service
ATU	An aerobic treatment unit is a mechanism for treating sewage either wholly or partially by aerobic means.
BCA	Building Codes of Australia
CEMP	A construction environmental management plan is an EMP that is prepared to specifically address the environmental risks associated with the development and construction phase of a proposed development. A CEMP is superseded by an OEMP once the construction has been completed.
CFC	Chlorofluorocarbons were formerly used as refrigerants and aerosol can propellants, but were withdrawn as they are a ozone depleting substance.
CPP	Certified Practising Planner
CPTED	Crime prevention through environmental design is an approach to deterring criminal behaviour through I design. CPTED strategies rely upon the ability to influence the decisions that precede criminal acts.
CROSS VENTILATION	The circulation of air through a building through openings on either side of a building.
EER	Energy Efficiency Ratio - means the ratio of the total cooling capacity of a system or piece of equipment to the effective power input of any given set of rating conditions.
DEVELOPMENT	Means the development or use of any land, including: <ul style="list-style-type: none"> <li>a) any demolition, erection, construction, alteration of or addition to any building or structure on the land;</li> <li>b) the carrying out on the land of any excavation or other works;</li> <li>c) in case of a place to which a Conservation Order made under section 59 of the Heritage of Western Australia Act 1990 applies, or thing that: <ul style="list-style-type: none"> <li>i. is likely to change the character of that place or the external appearance of any building;</li> <li>or</li> <li>ii. would constitute an irreversible alteration pf the fabric of any building.</li> </ul> </li> </ul> <p>(Source: Planning and Development Act 2005)</p>

# Development Guidelines

EMP	An environmental management plan is a project specific document, which documents the environmental risks and likely impacts associated with a proposed development, and then identifies a set of controls and performance measures to be implemented and monitored to mitigate and/or reduce the level of environmental risk to an acceptable level. An EMP may be specific to the construction phase (CEMP) or operational phase (OEMP) of a development, or it may cover both.
ENERGY EFFICIENT	Used to describe design features of buildings, infrastructure, plant and equipment that have been designed to reduce the demand or need for energy.
EXCAVATION	The breaking of any ground surface by person or machinery for any purpose, including, for example, the penetrating of the ground surface to drive steel or wooden pickets for any use such as erecting marquees, temporary barricades, flag lines or temporary signs.
FREMANTLE INNER HARBOUR BUFFER DEFINITION STUDY	A study that defines a buffer around the Inner Harbour that addresses a range of potential amenity and risk impacts that may result from port activities.
FREMANTLE WATERFRONT MASTERPLAN	A study that guides planning within the West End of Victoria Quay known as the Victoria Quay Waterfront area. Plans and studies for this can be accessed at <a href="http://www.fremantleports.com.au">www.fremantleports.com.au</a>
GPT	Gross pollutant trap
GREEN POWER	Renewable energy sourced from the sun, wind, water and waste. Refer to <a href="http://www.greenpower.gov.au">http://www.greenpower.gov.au</a> for further information.
GREENHOUSE GASES	Atmospheric gases that contribute to global warming, which include carbon dioxide, methane, water vapour and chlorofluorocarbons (i.e. CFCs)
GROUNDWATER	Water that exists beneath the earth's surface in underground streams and aquifers.
GWP	Global warming potential is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming.
HAT	Highest astronomical tide
HCFC	Hydro chlorofluorocarbons are used as a replacement for CFCs and are an ozone depleting substance. Their use is currently being phased out.
HCWA	Heritage Council of Western Australia
IEQ	Indoor environment quality describes the cumulative effects of indoor air quality, lighting and thermal conditions. Poor IEQ is responsible for many health problems in the workplace.
IHPDP	Inner Harbour Port Development Plan
INNER HARBOUR	The Inner Harbour refers to the areas of the Port of Fremantle located adjacent to the city of Fremantle, extending along the Swan River from the railway bridge down to the harbour entrance, and incorporating North Quay, Rous Head, Victoria Quay and the North and South moles.
LCA	Life cycle assessment is a complete assessment of all of the environmental impacts of a building or a product over the entire life cycle from the harvesting of materials to the ultimate disposal or reuse of the materials, which can be useful to find the most

	sustainable products.
METROPOLITAN REGION SCHEME	The Metropolitan Region Scheme is the legal land plan covering town planning throughout the metropolitan region of Perth, Western Australia. It classifies land into broad zones and reservations and is administered by the WAPC.
OEMP	An operational environmental management plan is an EMP that is prepared to specifically address the ongoing and day to day environmental risks associated with the operational phase of a proposed development.
OUTER HARBOUR	The Outer Harbour refers to the area of the Port of Fremantle located to the south of Fremantle and within Cockburn Sound.
PORT FACILITIES	Port facilities are defined under section 3 of the Port Authorities Act 1999 (WA) as facilities provided for or in relation to port activities or the administration of the port and includes: <ul style="list-style-type: none"> <li>a) Maritime structures and other buildings, structures and enclosures;</li> <li>b) Railways; and</li> <li>c) Machinery, equipment, vessels, vehicles and aircraft.</li> </ul>
PORT OF FREMANTLE	The Port of Fremantle, refers to all land, waters and development within the boundary of Fremantle Ports as defined under the Port Authorities Act 1999 (WA). This incorporates the Inner and Outer Harbours and all private development and use of land within the bounded area.
PORT WATERS	All tidal water within the port limits.
PORT WORKS	Port works are defined under section 35 of the Port Authorities Act 1999 (WA) as works for port purposes and includes: <ul style="list-style-type: none"> <li>a) Designing, constructing, extending, maintaining, removing or demolishing - <ul style="list-style-type: none"> <li>i. Maritime structures and other buildings, structures and enclosures; and</li> <li>ii. Railways, roads, bridges, dams and embankments;</li> </ul> </li> </ul> <p>And</p> <ul style="list-style-type: none"> <li>b) Reclaiming land from the sea or a river.</li> </ul>
RESERVED LAND	Means any land that is reserved under the Metropolitan Region Scheme. Examples include 'Port Installation' and 'Public Purpose - Special Use'. Refer to the WAPC website ( <a href="http://planning.wa.gov.au">planning.wa.gov.au</a> ) for more information.
SCHEME WATER	Drinking quality water that is supplied by the Water Corporation.
WAPC	Western Australian Planning Commission
WSUD	Water sensitive urban design
ZONED LAND	Land zoned under the Metropolitan Region Scheme for use or development.

# Development Guidelines

## Appendix A - Development Policies

Appendix A includes the following policies:

1. Sustainable Design Development Policy
2. Landscaping Design Development Policy
3. Signage Development Policy

These policies apply to all areas of the Port of Fremantle excluding the Victoria Quay Waterfront area.

## Sustainable Design Development Policy

### Introduction

Fremantle Ports is committed to facilitating trade in a sustainable manner. One way of achieving this outcome is through the use of sustainable building design. The purpose of this development policy is to promote the incorporation of sustainable design measures into buildings and developments at Fremantle Ports.

Note - It is recommended that this development policy is read in conjunction with the Fremantle Ports Sustainable Design Guidelines, as the guidelines provide details of suggested measures that can help to meet the requirements of this policy.

### Objectives

To encourage the design and construction of sustainable buildings and developments at Fremantle Ports that achieves the following outcomes:

- Optimised environmental outcomes;
- Promote conservation and efficient use of resources;
- Reduce waste and increase reuse and recycling; and
- Promote sustainable land use and transport options.

### Application

This policy is not retrospective.

This policy applies to all development including the construction of new buildings, redevelopment or refurbishment.

### Development Policy Statements

#### Energy Use

- 1.1 Buildings and developments are to be designed to improve energy use efficiency and to promote the use of renewable energy sources wherever possible.

#### Water Use

- 2.1 Buildings and developments are to be designed to reduce scheme water consumption through water use efficiency measures and water harvesting/re-use opportunities.

#### Building Material Selection

3.1 Wherever possible building materials with a reduced environmental impact should be selected.

#### Air Quality

4.1 Buildings and developments are to be designed, or to incorporate measures, that maintain optimal air quality by minimising the release of airborne pollutants.

#### Transport

5.1 All developments should be designed to promote the use of sustainable transport options.

#### Waste Management

6.1 Appropriate waste management measures should be implemented in order to reduce the environmental impacts of site operations.

#### Indoor Environmental Quality

7.1 All buildings should be designed to provide an optimal work environment.

#### Development Application Requirements

All development applications that involve the construction of new buildings or facilities should be accompanied by a brief report that details how the Development Policy Statements contained within this policy have been addressed.

Where the proposed development cannot meet the Development Policy Statements, the proponent's report is to demonstrate that all reasonable steps have been taken to incorporate sustainable design features.

## **Landscaping Design Development Policy**

### Introduction

Fremantle Ports is committed to the responsible and sustainable development of its land, which includes the design and installation of landscaping on port land in both the Inner and Outer Harbours.

Quality landscaping can help to achieve a range of benefits that improve the visual appeal of the Port of Fremantle as well as helping to reduce the environmental impacts of port operations. It is also important to ensure that landscaping does not interfere with the safe operation of port facilities.

The Landscaping Design Development Policy applies to all areas of the port excluding the waterfront precinct which has its own requirements.

# Development Guidelines

## Objectives

The objectives of this policy are to achieve landscaping within the Port of Fremantle that is to be designed to ensure that it:

- is integrated with the local environment and provides a visually pleasing and unified setting for port developments;
- replicates and enhances ecological processes to reduce the environmental impacts of port operations; and
- does not conflict with port operations and port infrastructure.

## Application

This policy will apply to all developments, including upgrades and refurbishments for example buildings, car parks, storage areas and roads and access points.

## **Development Policy Statements**

The landscaping for all new port developments should meet the following requirements:

### Provision of visually pleasing landscaping

- 1.1 Landscaping must be consistent with the intent of the Fremantle Port Landscape Masterplan.  
Note - Landscaping for Outer Harbour sites should seek to achieve outcomes similar to what is proposed for the North Precinct in the Fremantle Port Landscape Masterplan.
- 1.2 A minimum of the 5% of the site area must be landscaped.
- 1.3 Landscaping must provide a pleasing visual setting for port developments by providing landscaping along road frontages and landscape screening to storage and operational area wherever possible.
- 1.4 In addition to the above minimum landscaping area requirement, a minimum of one tree for every 6 car parking spaces should be provided.
- 1.5 Plant species selected for landscaping should be drought tolerant native species that are suited for coastal conditions as specified in the Fremantle Port Landscape Masterplan.
- 1.6 Street trees should be planted for new developments where they do not exist in accordance with the recommendations of the Fremantle Port Landscape Masterplan.

### Minimising landscaping conflicts with port operations

- 2.1 Landscaping proposed must not interfere with existing or proposed services or utilities.
- 2.2 Landscaping must not adversely impact upon port operational activities.
- 2.3 Landscaping must not interfere with sightlines for vehicle access points and any road or internal access way.

## Environmental Management

3.1 Water Sensitive Urban Design (WSUD) principles should be integrated into the landscaping.

Note - Refer to the 'Stormwater Management Manual for Western Australia' (available from the Department of Water website) for further information on how to meet this requirement.

3.2 Landscaping in or adjacent to sites identified as 'Quarantine Approved Premises' must demonstrate compliance with the relevant Australia Quarantine & Inspection Service (AQIS) requirements.

3.3 Landscaping should be, wherever possible, designed so that trees are planted in appropriate locations to help improve the energy efficiency of buildings.

## Development Application Requirements

The landscaping plan to be submitted as part of a development application is to include:

- Site plan detailing all existing and proposed buildings, storage areas, car parking, internal roads, underground and vehicle and pedestrian access and exit points on site;
- Full details of the location and types of plants to be planted on site (include details of the common and botanical names of the plants, size at planting and at maturity, and a brief description of the plant's characteristics (appearance etc);
- Line of sight for intersections and vehicle access ways to demonstrate that landscaping does not interfere with the safe movement of vehicles;
- Location and type of irrigation systems proposed, including details of where irrigation water will be sourced from; and

## Landscaping Maintenance Plan

All landscaping plans are to be accompanied by a brief landscaping maintenance plan that demonstrates how landscaping, irrigation and other crucial elements will be maintained over the long term.

# Signage Development Policy

## Introduction

Signage within the operational areas of the Port of Fremantle play a valuable role in identifying the location of business and helping to facilitating the safe movement of port related traffic. The Signage Development Policy has been developed to help guide the form and design of all signage in the Port Operational Areas.

## Objectives

All advertising and directional signage in the Port of Fremantle is to be designed so that it:

- Provides easily understood information;
- Compliments building form, design and colour;
- Makes a positive contribution to the amenity of the streetscape and the port;
- Is constructed of high quality and durable materials;
- Is consistent with other relevant policies and standards; and
- Facilitates the safe and efficient operation of port facilities.

# Development Guidelines

## Application

This policy is not retrospective.

This development policy applies only to development within Port Operational Areas. For signage in the Victoria Quay Waterfront area, please refer to the Victoria Quay Waterfront Development Code.

## Development Policy Statements

### Identification Signage

- 1.1 All identification signage requires approval from Fremantle Ports;
- 1.2 Identification signage shall be used for business identification purposes only and shall not be used for the advertising of any products or services;
- 1.3 Signage shall not be mounted about the roofline of any development. Signage painted on rooftops is not allowed;
- 1.4 Signage shall not have an area greater than 20% of the area of the wall to which it is applied;
- 1.5 Signage should not be applied to more than two walls within any development;
- 1.6 Banners, bunting, sandwich boards or other similar promotional advertising signage are not allowed;
- 1.7 There should be no more than two identification signs installed for any leasehold area in the Port Operational Area;
- 1.8 Lighting associated with advertising signage shall not interfere with the safe movement and operation of vehicles, any navigation aids, and the amenity of the streetscape and the safe operation of port facilities.

## Development Application Requirements

### Identification Signage

All proposals seeking consent for identification signage must include the following information:

- Site Plan showing location of proposed signage;
- Elevation Drawings showing: location of the signage, dimensions and area of the signage, design and proposed colours of the signage, and any illumination.

Sufficient information must be provided in these plans to demonstrate compliance with the Development Policy Statements contained within this development policy.





## Fremantle Ports

DEVELOPMENT GUIDELINES

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