

maritime museum

connectivity

this sporting life

reclaim

ships, trade + cargoes

culture + heritage



Fremantle and the Swan

revitalisation

COX HOWLETT+BAILEY WOODLAND

april 2000

Fremantle Waterfront

masterplan for the redevelopment of the western end of victoria quay

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- Proposed Buildings
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fig. 01 masterplan

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Fremantle Waterfront

Foreword

The Fremantle Waterfront Steering Committee commissioned Cox Howlett + Bailey Woodland to prepare the *Fremantle Waterfront Masterplan* in November 1997.

We acknowledge the valuable assistance provided by the Steering Committee and staff throughout the development of the masterplan. The members of the Committee are as follows;

Premier
Minister for Transport
Minister for the Arts
Minister for Planning
Mayor of Fremantle
Chief Executive Officer, Fremantle Port Authority
Director General, Ministry for Culture and the Arts
Acting Commissioner of Railways
Chief Executive, Government Projects Office

Additionally, we acknowledge the co-operation, assistance, and comment of the City of Fremantle Councillors and staff.

Executive Summary

Planned Revitalisation of the Fremantle Waterfront

The *Fremantle Waterfront* provides a plan to regenerate the western end of Victoria Quay. The objective of this document is to guide new development, reinforcing the area's cultural and heritage significance, while providing a significant addition to the public realm.

For many years this area has been under utilised. In 1993 the State Government negotiated the return of the America's Cup winning yacht *Australia II* from Sydney. This acted as a catalyst for the development of the *Fremantle Waterfront* masterplan to revitalise the western end of Victoria Quay.

This will be achieved through stimulating public and private investment in infrastructure and projects with an appropriate mix of uses that will complement the existing activity in Fremantle. The distinct features evident in the form and character of Victoria Quay and that of the adjacent West End of Fremantle are to be retained, while increasing the connectivity between the port and the city. Connections with adjoining locations, including the Roundhouse, Bathers Beach, Fishing Boat Harbour, and the city centre, will increase the access to the site. The Port of Fremantle provides a dynamic setting for the new development.



A new Maritime Museum at Forrest Landing will be the focal point of the *Fremantle Waterfront*, communicating past and current achievements. It will feature several themes to tell the story of Western Australia's rich maritime heritage. The new Maritime Museum will complement the existing Maritime Museum. The celebration of the maritime heritage and culture of Western Australia is a vital part of this project.

The *Fremantle Waterfront* will be a vibrant, destination for both residents and visitors to Fremantle alike. Special consideration will be given to elements on the waterfront that interpret the maritime and social history of the area. Heritage structures are to be adapted or reused in order to maintain and enhance the industrial character of the precinct, whilst allowing families to enjoy the unique environment of the western end of Victoria Quay.

The focus of port activity in more recent times has concentrated on North Quay and the eastern end of Victoria Quay, as the western end of Victoria Quay has become less suitable for the shipping requirements of the Port of Fremantle. The activities subsequently located within the existing buildings at the western end of Victoria Quay include the TAFE college, museum facilities, retail, and cafes, all of which complement and contribute to the Fremantle experience.



The following points outline the objectives for the *Fremantle Waterfront*.

Objectives

- Ensure consistency with a busy and thriving working port.
- Reclaim the waterfront through greater connectivity.
- Create a new world class Maritime Museum as the focal point for the *Fremantle Waterfront*.
- Recognise the social, industrial, architectural, and maritime heritage significance.
- Retain the existing industrial character of the waterfront.
- Encourage an appropriate diversity of uses that complement Fremantle.
- Provide a lively, safe, and accessible destination for people of all ages.

The *Fremantle Waterfront* masterplan establishes a planning and development framework and sets out design guidelines to ensure the objectives are met.

Key Features

These features are set in the context of the western end of Victoria Quay which has a rich and colourful heritage, and distinctive character.

- The new world class Maritime Museum is located at the beginning of Victoria Quay, where Fremantle and the ocean merge. A new water body is proposed to provide a setting for restoration of old boats and maritime story telling.
- A sense of arrival to the *Fremantle Waterfront* is established by a forecourt, immediately adjacent to the Fremantle Railway Station. New buildings will frame this forecourt which overlooks Pioneer Park.
- Strong linkages are created between the *Fremantle Waterfront*, the West End of Fremantle, Fishing Boat Harbour, the Esplanade, and the Roundhouse.
- Pedestrian promenades are generated by extending Cliff and Pakenham Streets onto the *Fremantle Waterfront*. The Cliff Street promenade features the C Y O'Connor Statue in its current location.
- Pedestrian and vehicular access is provided by creating a new entry immediately west of the Railway Station, to the juncture of 'C' and 'D' Sheds.
- A dedicated access point to the *Fremantle Waterfront* is established at Gate 2 by realigning Victoria Quay Road within the current Rail Reserve.
- The Fremantle TAFE College will continue its strong presence on the *Fremantle Waterfront*.
- Ferry operations will continue on *Fremantle Waterfront* with enhanced berthing and passenger facilities.

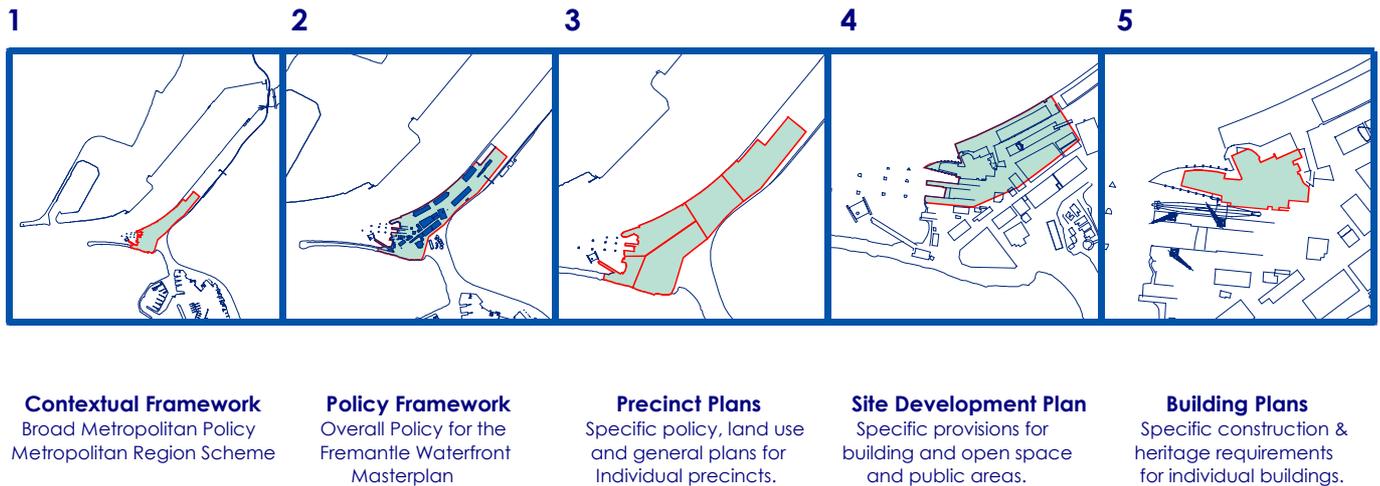
The following issues have been addressed within the masterplan.

- **The Port of Fremantle**
The Inner Harbour will continue operating as a busy and thriving working port. The new development shall not conflict with the operations of the Port of Fremantle.
- **Reclaiming the Waterfront for Fremantle**
The *Fremantle Waterfront* creates a greater connectivity between the waterfront and the city. The accessibility and visual connections between the City of Fremantle and the *Fremantle Waterfront* are improved. Pedestrian and vehicular connections are established at Market, Pakenham and Cliff Streets. The reduction of the rail reserve will significantly contribute to the re-unification of Fremantle and the waterfront.
- **Western Australian Maritime Museum**
A world class Museum shall be sited at Forrest Landing. The museum will provide a landmark building at the beginning of the wharf structure designed by the engineer C Y O'Connor, and will tell the maritime stories of Western Australia. The existing Maritime Museum in Cliff Street will continue as a ship wreck museum and accommodate museum administration and research staff.
- **Heritage Significance**
The heritage of the *Fremantle Waterfront* is of industrial, social, maritime, and architectural significance. The retention and reuse of significant buildings and structures will provide a sense of continuity with the area's past.

-
- **Retention of Industrial Character**
The existing industrial character of the waterfront is to be retained and protected. The strong linear character of the wharf and sheds is indicative of the *Fremantle Waterfront*, as is the utilitarian and industrial character of the workshops and slipways. New development will be sympathetic to the contextual character.
 - **Appropriate Land Use**
An appropriate mix of uses, compatible to the working port and the area, will be introduced that will sustain visitor interest and complementing the West End of Fremantle and the city centre. The aim is to provide viable economic activity while preserving the distinctive character of the waterfront. The masterplan does not propose residential development.
 - **Public Transport**
Situated adjacent to Fremantle's major Public Transport Terminus, the *Fremantle Waterfront* is ideally located to attract visitors arriving by public transport.
 - **Pedestrian Amenity**
The level of publicly accessible open space throughout the development will be increased. New pedestrian access points onto the waterfront will be created at Fremantle Railway Station and Phillimore Place.
 - **Vehicular Access**
An integrated traffic management scheme will be developed. A new vehicular entry point onto the waterfront will be created from Market Street. Victoria Quay Road will be realigned within the current rail reserve, providing unrestricted entry from Gate 2. Vehicular access will be retained at the end of Phillimore Street. The plan allows for the existing cycle path to be realigned with Victoria Quay Road and connecting to the South Fremantle cycle path.
 - **The Rail Reserve**
The reduction of the railway reserve will also reduce the barrier that separates Fremantle from its waterfront. New at grade crossings will increase the accessibility of the *Fremantle Waterfront*.

Planning Framework

All of the above issues have been addressed in preparing the masterplan. In order to achieve the objectives and successfully manage the development, a Planning and Development Framework has been prepared in conjunction with design guidelines. The establishment of the *Fremantle Waterfront* masterplan will guide the continued evolution of the precinct in a manner consistent with the character of the area and aspirations of the Western Australian community.



The Precincts

The *Fremantle Waterfront* has created several precincts for the purposes of land use designation. The five precincts that have been identified within the site, outline a detailed plan for the *Fremantle Waterfront*.

- The Maritime Museum Precinct
- The Slipways Precinct
- The Commercial Precinct
- The Ferry Precinct
- The Slip Street Precinct

The Maritime Museum Precinct

A new world class Western Australian Maritime Museum is to be established at Forrest Landing. The site, at the beginning of Victoria Quay creates an opportunity for a significant landmark structure. The *Fremantle Waterfront* recognises the dramatic context and opportunities of the site. The Oberon class submarine, HMAS Ovens, will be sited on the northern most slipway. This will provide a complementary external exhibit for the Maritime Museum. A new water body in Maritime Square, overlooked by 'A' Shed and the workshops, provides an opportunity for interactive displays.

The Slipways Precinct

The existing slipways are retained. The slipways also present the opportunity for construction and repair of historic craft. Most of the existing buildings are to be retained and adapted as appropriate. The existing beach remnant will also be retained.

The Commercial Precinct

A main entry point is created for *Fremantle Waterfront* opposite Pioneer Park and immediately adjacent to Fremantle Railway Station. A forecourt, framed by new buildings, establishes a sense of arrival for the visitors of the *Fremantle Waterfront*. This will provide a highly accessible and attractive pedestrian link between the city centre and the waterfront.

The Ferry Precinct

The Swan River and Rottnest Ferries will be located between 'B' and 'C' Shed. The ferry terminal will accommodate several vessels and provide significant levels of patronage, which would in turn enhance the commercial opportunities within the precinct. 'E' Shed will remain.

The Slip Street Precinct

The character of Slip Street and the Workshops will be enhanced with activities such as arts, crafts, commercial, and retail opportunities. The character of Slip Street is a unique industrial streetscape, its preservation and enhancement will provide a significant contribution to the establishment of the precinct's identity. The TAFE facilities will continue to operate at their present site. However, TAFE facilities will not be limited to this precinct. In addition a new development site has been identified at the western extremity of the precinct near Point Marquis.

Community Consultation

The Fremantle Waterfront Steering Committee commissioned the *Fremantle Waterfront* masterplan in November 1997. A draft report was released in June 1998 and comment by the community was invited. The extensive public consultation included thirty public meetings, six half day workshops, public displays in libraries and shopping centres, an internet website, the distribution of 10,000 brochures, and independent market research.

Approximately 450 responses from the public were received raising various issues within the masterplan. The final document responds to community consultation.

Fremantle Waterfront Development Plan

The masterplan for the redevelopment of the western end of Victoria Quay creates an opportunity to revitalise a highly significant but under utilised site.

The Fremantle Waterfront Steering Committee commissioned this report in November 1997. A draft report was released in June 1998 and comment by the community was invited. The public consultation process has resulted in changes being incorporated into the final masterplan.

The West End of Victoria Quay

Victoria Quay was built by C Y O'Connor at the turn of this century and his statue, located in front of the Fremantle Port Authority Administration Building, commemorates the contribution he made to Western Australia. Earlier this century, the area was one of the busiest parts of the port. The past few decades have witnessed significant changes to the western end of Victoria Quay.

From the 1950's to 1970's Victoria Quay welcomed the majority of the post-war migrants to the State. Passenger shipping was at its peak. The early 1960's saw the construction of a new modern passenger terminal. In 1964 the new three storey signal station combined with the eight storey administration building were completed. 1966 saw nearly one hectare of Arthur Head excavated, where the limestone was used for the construction of J berth at the eastern extremity of Victoria Quay.

Due to the increase in industrialisation of the port, notably the use of containerisation, the majority of operations have moved to the eastern end of Victoria Quay and North Quay. The port continues a presence on the western end of Victoria Quay in the form of navigation aids, the Administration building, and the signal station.

As the Port of Fremantle has lessened its presence on the *Fremantle Waterfront* so alternative land uses have found a home. An educational presence is formed by the TAFE college currently leasing buildings in the Slip Street Precinct. 'E' Shed was relocated in the 1990's and has been adapted for retail, food, and beverage outlets. 'A' Shed and 'B' Shed have several uses ranging from historic boat display, maritime tourism, to cafes and retail. Port maintenance sheds and port fire station are located adjacent to the Administration building.

Victoria Quay and its immediate environs contains many buildings and structures with heritage significance. The site is also rich in terms of social and industrial history. These structures serve as sign posts to the past. The built form of the western end of Victoria Quay has an industrial aesthetic, due to the utilitarian uses of the buildings themselves and the requirement for large areas for cargo handling and freight rail lines. This is in significant contrast to the town of Fremantle which contains some of the most significant urban streetscapes in Western Australia. The linear buildings of the quay, primarily defined by the curved wharf, provide an exciting contrast with the tight urban form of Fremantle's West End.

Current access to the site is restricted to a footbridge adjacent to the Railway Station, and at grade crossings at Phillimore Place. Pedestrian entry at Phillimore Place is currently ill defined. The rail reserve is in excess of current requirements, and creates a barrier between the city and the port.

The Fremantle Waterfront is now to be reclaimed, resulting in a greater sense of awareness and pride in past achievements.



legend

 Study Area

 Existing Buildings
in Study Area

 Open Space

fig. 02 the study area



masterplan @ april 2000

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Fremontle Waterfront

The *Fremantle Waterfront* has a unique character, due to being part of an operating port with its associated support facilities. The *Fremantle Waterfront* plan provides new development opportunities whilst encouraging the existing operations of the energetic and successful Port of Fremantle. These port operations are currently situated to the east end of Victoria Quay and North Quay.

Navigation and marine safety have been considered. Projections into the navigation channel are not permitted, to ensure safe manoeuvring of vessels within the Inner Harbour. The lighting regime for the Fremantle Waterfront shall be cognisant of navigation lights. In addition, significant reflections of sunlight into the navigation channel need to be avoided. Existing sight lines to navigational aids are to be protected. The current pilot boat landing stage at Corkhill Landing will be retained.



Studies have been commissioned by Port and Harbour Consultants and by MP Rogers and Associates to determine the effect of the wave climate on the operation of a ferry terminal adjacent to the existing facility at C berth. The findings of these studies indicate that the operation of a ferry port is not unduly affected by the wave climate in all but the most inclement conditions. Detailed design will be a precursor to implementation.

The Port's main point of access to the eastern end of Victoria Quay, is through Gate 3 from Beach Street. Oversize vehicles will be able to access the waterfront via the new vehicular entry point at Market Street. Gate 2 is proposed as the major vehicular access point to car parking facilities on Fremantle Waterfront, once additional port land has been realised through the realignment of Victoria Quay Road on reclaimed rail reserve. Security of port areas will be required to be maintained in the final proposal for realignment.

Risk assessment studies have been undertaken to assess the level of societal and individual risk at the new development. The studies show that they are within internationally accepted levels of risk.

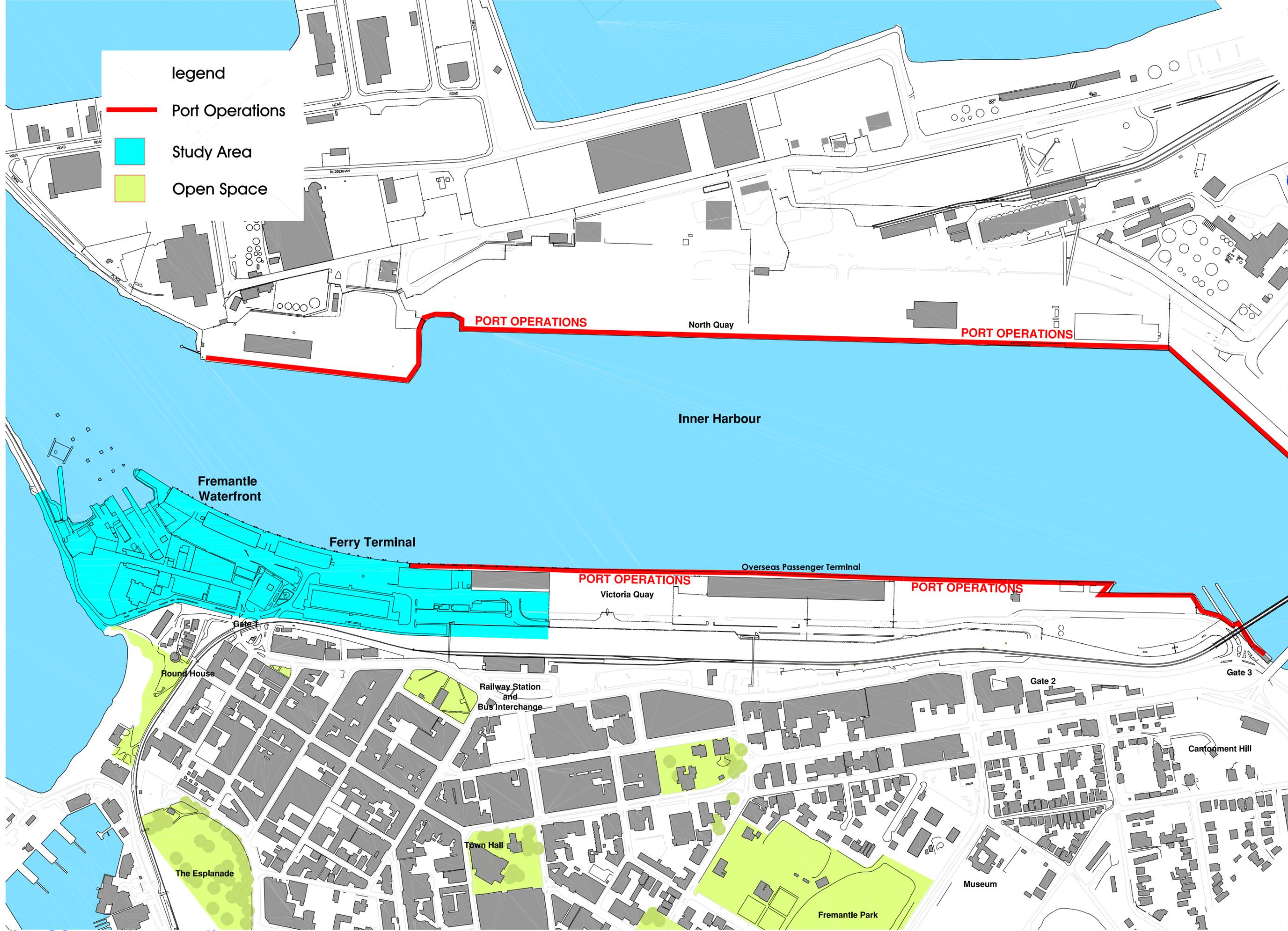
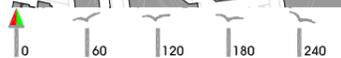


fig. 03 port operations



The *Fremantle Waterfront* plan increases the level of connectivity with the city, and range of family orientated uses available in the unique environment of the western end of Victoria Quay. Despite its proximity to the city centre, the western end of Victoria Quay is currently relatively isolated. Connections to the area are at present limited to a footbridge connection to the west of the railway station and an ill defined at-grade access at Cliff Street. A further connection exists via Bathers Beach from the northern Fishing Boat Harbour to the Arthur Head precinct.



A number of opportunities have been identified to improve connectivity between the *Fremantle Waterfront* and the city centre. These include:

- The establishment of an at-grade crossing of the railway line immediately west of the Railway Station allowing at-grade crossing for pedestrians and vehicles in the vicinity of the current footbridge location.
- The establishment of an at-grade pedestrian crossing as an extension of Pakenham Street.
- The extension of Cliff Street as a pedestrian promenade, featuring the C Y O' Connor Memorial. Vehicular access is rationalised to one point of entry at the intersection of Phillimore and Fleet Streets.
- The establishment of a pedestrian route westward from the existing railway platform direct to the *Fremantle Waterfront*.
- The upgrading of the existing path adjacent to the TAFE Hall and new development site connecting Fishing Boat Harbour, and Bathers Beach directly with Slip Street and the Maritime Museum Precinct.
- Re-opening of the tunnel under the Roundhouse to allow direct pedestrian access from High Street to Bathers Beach, which will have direct access to the Slip Street Precinct.

The masterplan also promotes fluid movement of pedestrians throughout the site by connecting the linear open spaces.

The landmark site of Forrest Landing is a place of great significance in Western Australia's maritime history. It overlays an original headland, which was a traditional point of outlook and crossing of the river mouth before it was recorded as the landing point of Captain Fremantle in 1829. The siting of the new Western Australian Maritime Museum in this location re-establishes the history and symbolism that have been lost over time. It will be one of a few maritime museums in the world to be located in the vicinity of a working port.

The significance of many of the adjacent structures is embraced, in the design of the museum. In addition, the museum design relates to the slipways to the south, and the contribution that the various elements of marine industry make to the sense of place.

The location for the maritime museum has the ability to offer the most dramatic setting suitable for an iconic building of great cultural and architectural significance. The built form, at the start of the gentle curve and linear flow of the wharf, offers an interesting spatial relationship with the existing buildings in the vicinity. For museum users, the building would offer unique views of the port, the passing of large ships, harbour activities, and the Indian Ocean. The museum would similarly be clearly visible from many locations around the harbour. For visitors, the approach sequence would be both interesting and attractive. The materials and forms of the surrounding buildings and structures create a unique context in which to design a dramatic building that reflects the maritime industrial character of the site.



The new Western Australian Maritime Museum establishes strong connections with the existing maritime museum, the Roundhouse, Fleet Street, Slip Street, and Bathers Beach, creating a complementary visitor destination. Several themes have been chosen for displays and exhibitions in the new Maritime Museum, including:

- Aborigines and the Sea – Culture and Heritage
- The Great Southland – ‘Myth and Reality’
- A Port and A River – Fremantle and the Swan
- Western Australia's Lifeline – Ships, Trade and Cargo.
- Conflict and Cooperation – the Rise of the Fishing Industry
- Bark Canoe to Australia II – this Sporting Life
- The Silent Worlds – the Defence of Western Australia

The new museum will house a key exhibit, the America's Cup winning yacht “Australia II”. The display of this exhibit is a strong determinant of the built form of the museum, both in terms of location within the building and its height.

The site of the *Fremantle Waterfront* has considerable heritage value in terms of historical evidence of the development of the Port of Fremantle. The *Fremantle Waterfront* plan recognises the heritage values of the area and retains the significant heritage buildings and structures through sensitive re-use and adaptation. It is impractical to preserve all buildings and structures “as is” when their original intended function has ceased. The continuing survival of heritage items often relies on viable re-use.

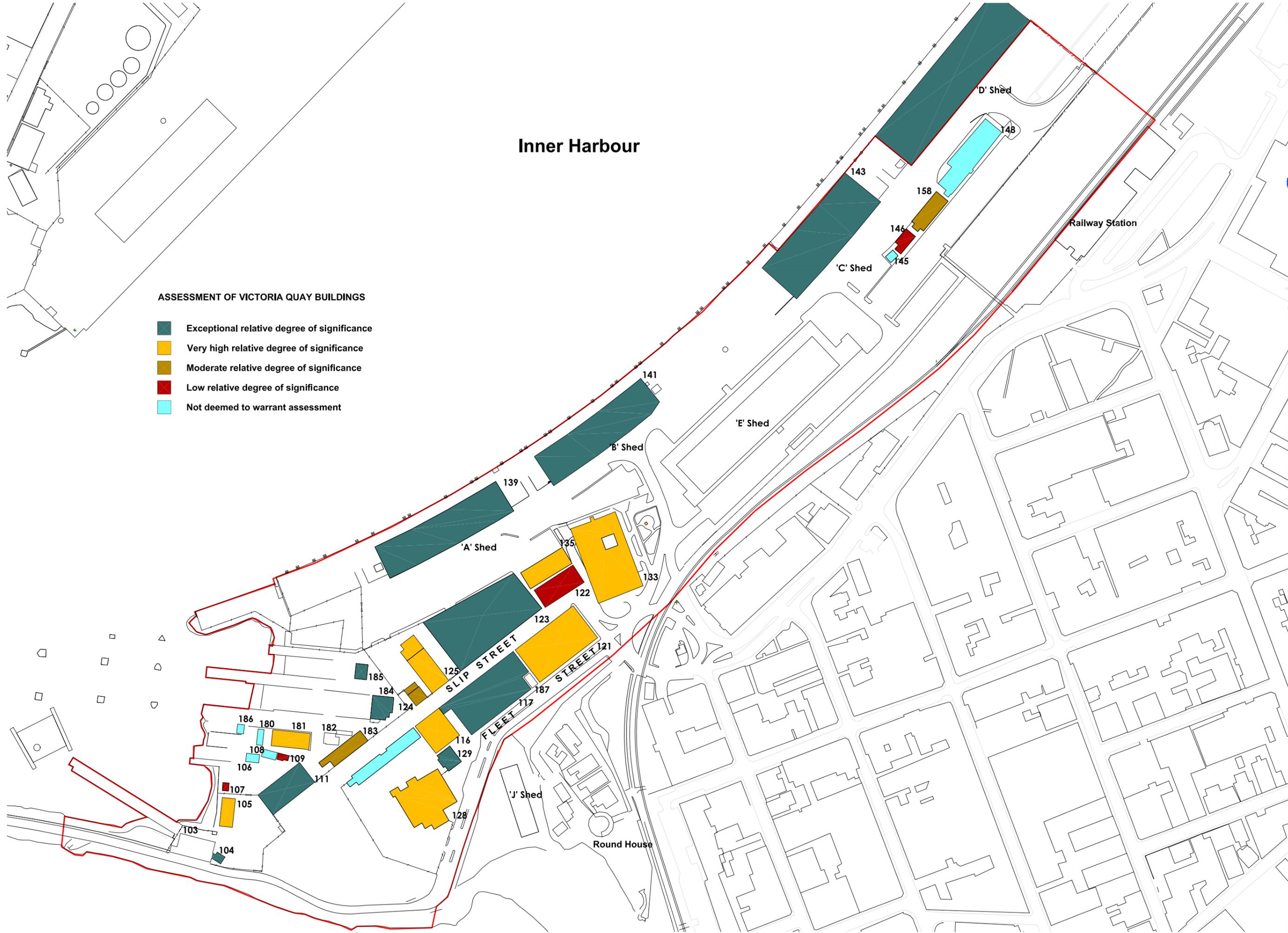
The cultural significance of the area includes the indigenous inhabitants, early European settlement, development of the port infrastructure, impact of the port activities on the social fabric of Fremantle, and the significance of Victoria Quay as the first contact with Australian soil for the majority of early migrants to Western Australia. The general location of the *Fremantle Waterfront* contains two distinct locations of Aboriginal significance, namely the Swan River with its mythological associations and the Roundhouse with its historical use as a staging post for the deportation of Aboriginal people to Rottneest.



It is the intention of the *Fremantle Waterfront* to promote reference to the first landing of European settlers at Arthur's Head through an appropriate architectural element, which will form part of the new maritime museum. The museum design has responded with the inclusion of “The Terrace of First Landing” being a roof deck above the theatrette on the north side of the building which can be accessed from both inside and outside. From this terrace, spectacular views of the harbour and the north and south moles can be seen and is an area for quiet contemplation.

In addition, the maritime heritage of the port, the history of the port's development, and the people who built, worked in, and passed through the port will be celebrated. Such celebration could include interpretation through the maritime museum, visual contact with shipping, proximity to the working port, introduction of maritime related activities, and the appropriate use of public art opportunities.

To ensure the validity of the heritage related proposals contained within the plan, independent opinions have been sought from nationally recognised experts in the field of heritage and conservation. The Fremantle Port Authority commissioned an independent assessment of the heritage value within the study area in 1996, (produced by Ian Molyneux) this has been used to guide the *Fremantle Waterfront* plan. Both Eric Martin from the Cox Group and Ian Stapleton from Clive Lucas, Stapleton and Partners have made separate assessments of the masterplan addressing the findings of the Molyneux study and on-site observations. In both cases, the *Fremantle Waterfront* plan has been deemed to be consistent, or capable of being consistent, with the recommendations of this study. Ian Stapleton has concluded, “*the proposal is an outstanding one, that **combines** conservation within the urban design and the potential for financial viability*”.



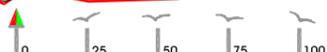
ASSESSMENT OF VICTORIA QUAY BUILDINGS

- Exceptional relative degree of significance
- Very high relative degree of significance
- Moderate relative degree of significance
- Low relative degree of significance
- Not deemed to warrant assessment

Inner Harbour

Railway Station

fig. 04 heritage significance



The *Fremantle Waterfront* development will retain the existing industrial character of the port. This character reflects its past occupation as an industrial port, and its proximity to the existing dynamic port. A balance between commercial enterprise, retention of the distinctive character, and encouragement of port activities, is a key objective for the success of revitalising this area of the Fremantle waterfront. The contrast between the dense urban form of the West End of Fremantle and the utilitarian and industrial nature of the *Fremantle Waterfront* will be retained.

Existing buildings will be retained and recycled as appropriate. New development and open spaces will interpret the character but never the less be of a contemporary design. The design of street furniture will also take into account the industrial theme of the area.



The retention of industrial character goes beyond heritage controls in preserving certain buildings. It concerns the particular nature, placement, form, and materials of the buildings, street furniture, and open space. This will achieve an enduring destination for visitors and residents of Fremantle alike, that communicates the history of the area, not just in events, but in terms of the fabric of the buildings, open spaces, and machinery. There is strong support for interpretive signage, and public art at significant places throughout the site. This is far more meaningful if the setting retains its basic form.

A diverse range of activities currently exist on the *Fremantle Waterfront*. However the intensity of the activity is relatively low. The intensity of use will be increased to create an attractive destination of distinctive character. The *Fremantle Waterfront* masterplan provides a framework to guide future development. A range of land uses are proposed to create a commercially viable development which provides maritime, recreational, commercial, educational, and community services, in a family-friendly environment;



- Port related activities
- Marine Industry
- Educational Facilities, including TAFE
- Tourism
- Railway Operations
- Commercial Offices
- Market, Retail, and Food and Beverage
- Historic Boat Display
- Ferry Operation
- Emergency Services

The current uses are compatible with the plan for the *Fremantle Waterfront*. The masterplan promotes a wide range and vibrant mix of uses at a level of intensity that will encourage the development to become a significant destination for Fremantle residents and visitors.

The *Fremantle Waterfront* masterplan proposes the relocation of the Fremantle Port's maintenance workshop activities, storage capacity, and port fire station operations to a site outside the study area. Given that the focus of the Inner Harbour operations is now on the North Quay and eastern end of Victoria Quay this relocation is deemed a practical response, releasing buildings and land for more appropriate uses.

The benefit of retaining the berthing of non-trading vessels in the vicinity of the development (subject to the wharf's structural capacity) is viewed as beneficial to the *Fremantle Waterfront*. The berthing of visiting sailing ships, and the continuation of the berthing of STS Leeuwin, are all considered to be highly desirable and would enhance the maritime identity of the precinct. Similarly the continued presence of marine industries and crafts would consolidate the identity of the *Fremantle Waterfront* as a maritime precinct. The *Fremantle Waterfront* identifies opportunities to capitalise on the desirability of waterfront locations to generate an incentive for activities to be located within the development.

Commercial offices, educational facilities, retail, food and beverage, historic boat display, and arts facilities are all considered as desirable components of the *Fremantle Waterfront*. These uses generate a significant worker density and visitor demand, and ensure that the level of human occupation is maintained at an appropriate level during the working week. The existing TAFE college is considered to make an important contribution to the development, providing a significant range of maritime educational courses. The masterplan does not propose residential development.

The dynamics of any urban area changes over time as a result of public expectations, and market demand. It is therefore recommended that the nature of uses within the development be reviewed on a regular basis. The current plan for land uses is detailed in the Precinct Plans.

Fremantle Waterfront is ideally located to encourage visitors to use public transport. It is sited adjacent to Fremantle's main public transport terminus, and is within easy walking distance of many of the important visitor destinations in Fremantle, such as the Fishing Boat Harbour, the Cappuccino Strip, the Round House, the central retail district, and Fremantle Markets.

The *Fremantle Waterfront* is in close proximity to the railway station and the terminus for a significant number of local and suburban bus routes. The whole site is within seven minutes walk from the Bus and Rail interchange. The Department of Transport is currently planning to relocate the suburban bus routes terminating in the Cantonment and Queen Street vicinity to the Railway Station. *Fremantle Waterfront* will be one of the best served locations, in the metropolitan area, by public transport.

The Ferry Terminus located between 'B' and 'C' Sheds is within easy walking distance of the Railway Station and therefore increases the importance of the *Fremantle Waterfront* as a hub of public transport activity.

The potential for an integrated public transport system concentrating on all established visitor destinations and including the *Fremantle Waterfront* will be of great benefit to visitor comfort and business trade throughout Fremantle.

It is envisaged that the *Fremantle Waterfront* will be part of a C.A.T.S. (Central Area Transit System) network within Fremantle, which has the ability to connect the principal destinations within Fremantle. For example a route structure may be able to connect the west end of Victoria Quay/Arthur Head and the ferry terminal with the Railway Station, South Terrace, Fremantle Gaol, Fremantle Hospital, the Fishing Boat Harbour, and the Esplanade in a continuous loop.

The success of the *Fremantle Waterfront* is largely dependent on creating an attractive, stimulating, safe, and comfortable pedestrian environment, for people of all ages. The *Fremantle Waterfront* promotes;

- the significant amount of pedestrian space.
- the encouragement of public transport patronage over use of the private car.
- the desire to establish strong and attractive promenades between the *Fremantle Waterfront* and the activities within the city centre and the Fishing Boat Harbour.

The *Fremantle Waterfront* seeks to establish vibrant activities at “street level” along the primary pedestrian routes. Large areas of open space, such as that proposed for Maritime Square, require activities and interest to be established within the space.



In addition to maintaining pedestrian interest through the site, there is also a need to ensure comfort and safety. The use of colonnades, verandahs, and shade structures is encouraged, along with the provision of appropriate lighting, seating, rest, and recreation areas.

The *Fremantle Waterfront* aims to provide pedestrian friendly destination without unconditionally restricting traffic. The use of on-street parking is encouraged to create a buffer between pedestrians and moving vehicles. Where both pedestrians and traffic share roadways, the pavement treatment should respond to the scale and nature of pedestrian space.

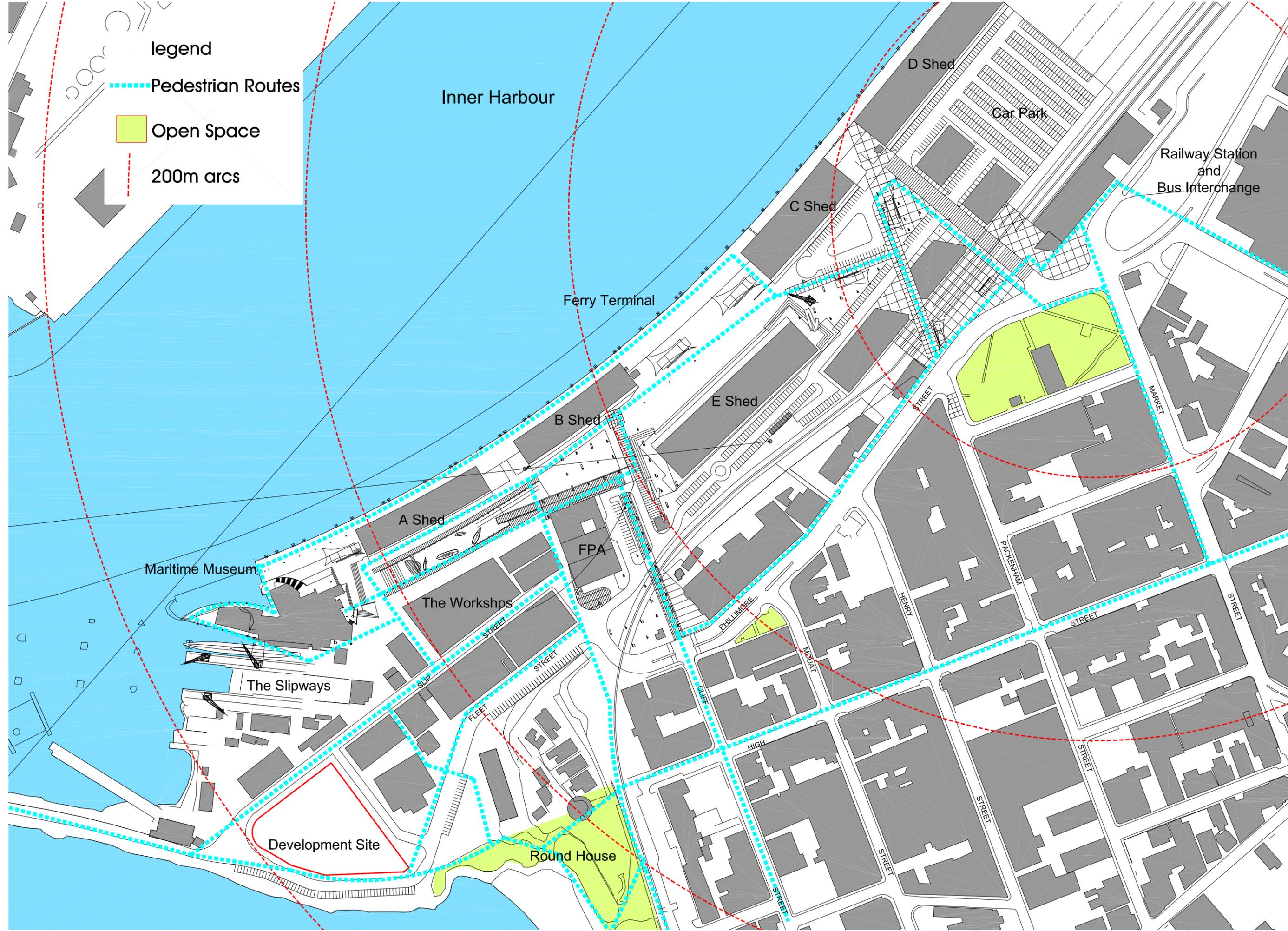


fig. 05 pedestrian movement



masterplan @ april 2000

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Fremantle Waterfront

The integration of vehicular traffic into existing urban structures is one of the most difficult issues faced in the design and management of urban areas. Fremantle is no exception. The street network is constrained by a relatively intact turn of the century urban fabric and by its peninsular geography. Western Australia also has high levels of car ownership and low public transport patronage. The unique urban fabric, which constrains traffic movement is, however, one of Fremantle's greatest assets. Its picturesque streetscapes attract a high proportion of visitors, who in turn generate high levels of traffic. Within this context, the aim is to promote a responsible traffic regime which improves Fremantle's current traffic situation. Key elements of the traffic management strategy include:

- The creation of a new at grade crossing of the rail reserve adjacent to the west end of the Railway Station, to create a new focus allowing direct access to the *Fremantle Waterfront*
- Permanent direct access will be via Gate 2, once Victoria Quay Road has been realigned.
- The establishment of the primary parking area for the *Fremantle Waterfront* at the eastern end of the site between the Railway Station and 'D' Shed.
- Oversize vehicle access for the port will be accommodated via the new entry point to the *Fremantle Waterfront* at Market Street.
- Connecting Slip Street and Fleet Street to create a continuous loop, which will aid coach and service vehicle movements to the maritime museum.
- The east-west route through the site has been made purposely indirect to ensure that the *Fremantle Waterfront* is not used as an alternative road access to the west end of Fremantle.
- Public Open Space will provide service access, albeit with restricted hours of operation.

Car Parking

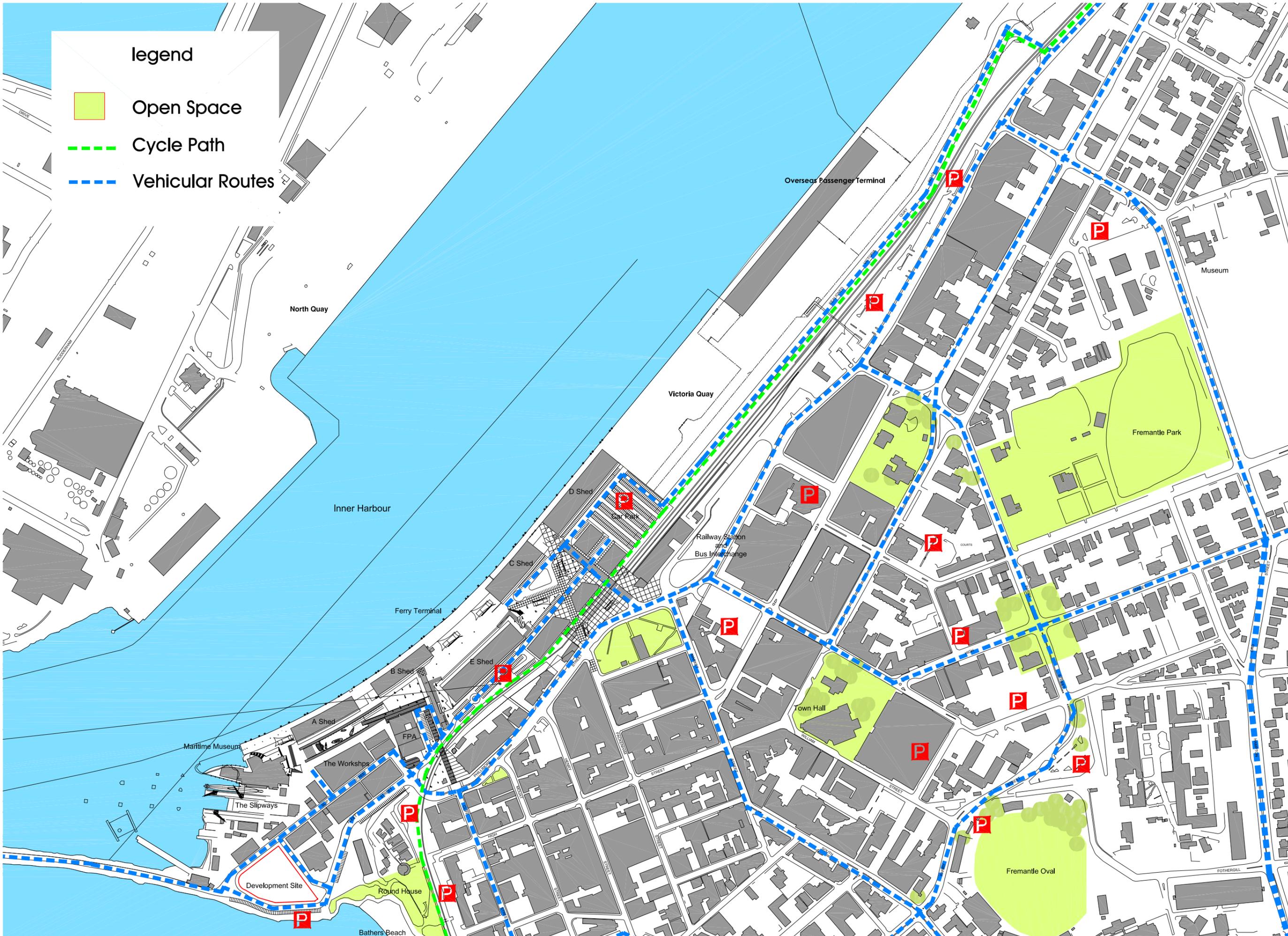
The Fremantle City Council and the *Fremantle Waterfront* have jointly commissioned a comprehensive traffic study and the findings of this study have been incorporated in this report. The traffic management strategy includes car parking proposals. The main car park for the development is located adjacent to Fremantle Railway Station, and direct access is obtained via Victoria Quay Road, thereby reducing traffic pressure within the centre of Fremantle. On street parking is provided throughout the site. Basement car parks are located at the FPA building and the new development site. A detailed breakdown of carparking locations is provided in the Planning and Development Framework.

Cyclists

The interest and safety of cyclists has been considered. The masterplan allows a proposed cycle route immediately adjacent to the rail reserve. The cycle routes capitalise on the linear nature of the site, and the dual use capacity of the open space areas. The proposed realigned Victoria Quay Road within the existing railway reserve incorporates the cycle lane extending from Gate 2 through the full length of the waterfront precinct, connecting the existing cycle path to South Fremantle.

legend

- Open Space
- Cycle Path
- Vehicular Routes



Fremantle Waterfront

fig. 06 vehicular access



masterplan @ april 2000

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The *Fremantle Waterfront* development is bounded by a railway reserve on its southern side. At present this railway reserve acts as a physical, visual, and psychological barrier between the development and the city centre, with crossings limited to a footbridge in the vicinity of the railway station and at-grade road crossings at Cliff Street. The railway is currently used for freight services to and from the North Quay port operations area, with the suburban passenger rail service from Perth terminating at Fremantle Railway Station.

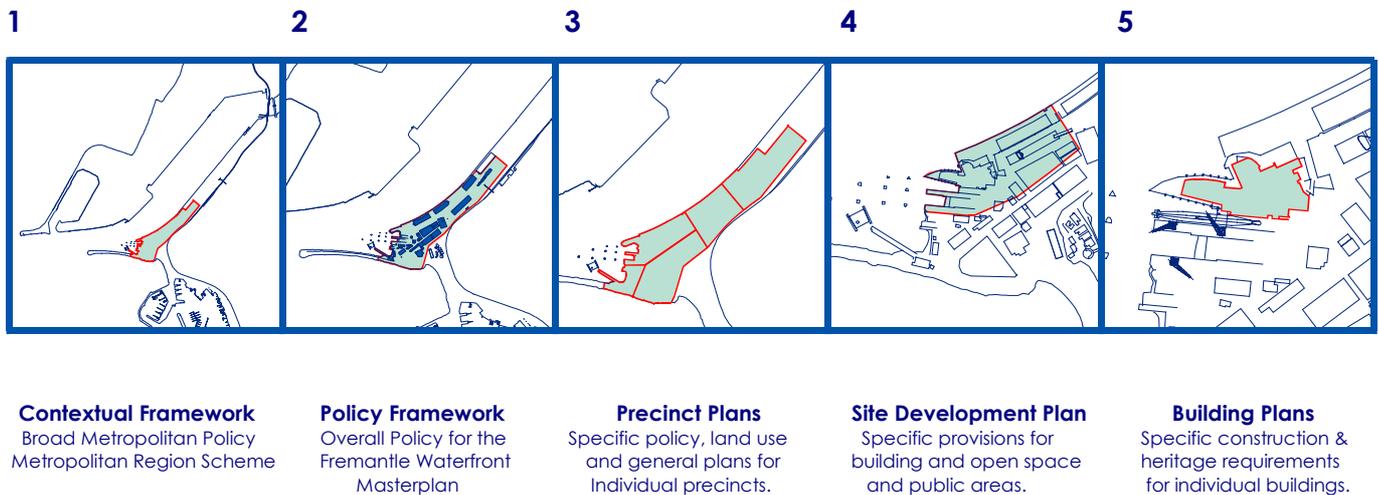
Due account has been taken of the Ministry for Planning; "Planning Study: Review of Fremantle and Cockburn Freight Passenger Rail Requirements" resulting in a recommended reduction in the amount of railway land commensurate with the level of operations and in accordance with the report. It is accepted that the requirement for a freight rail line will continue to be important to the operations of the Port.

The continuation of the freight service for port operations is acknowledged as an established fact. The rail track requirements include only a single track between the Fremantle Railway Station and Cliff Street with a reserve width not less than the current minimum between Cliff Street and Fishing Boat Harbour. Westrail have also indicated that there is no requirement for overhead electrification beyond the Fremantle Railway Station.

The reduction of the rail reserve offers the following opportunities:

- The establishment of 'at-grade' crossings for both pedestrian and vehicle movement.
- The realignment of Victoria Quay Road within the current Westrail reserve to allow unrestricted access at Gate 2, and the realisation of additional land for use by the Port.
- Reduction of the reserve width to minimise perception of the railway.
- The use of built forms and landscaping to screen the railway reserve.

Planning and development on the Fremantle Waterfront will take place in accordance with an overall planning framework comprising five distinct stages as set below:



This planning framework clearly demonstrates that the Masterplan does not represent the final stage in the development approval process. The Masterplan provides a framework and statutory basis to guide and coordinate future development. This will ensure the dangers of ad-hoc development will be avoided while maintaining and promoting the maritime character of Fremantle. It also allows for specific issues to be dealt with at the appropriate stage in the approval process.

Contextual Framework

The Fremantle Waterfront site is Reserved under the Metropolitan Region Scheme for 'Port Installation & Railway Reserve'. In accordance with the provisions of the Metropolitan Region Town Planning Scheme Act (Clause 16 and 29) any development on Reserved land would be determined by the Western Australian Planning Commission.

Policy Framework

In order to establish an appropriate basis for the Commission to determine individual development proposals, a Policy Framework is provided. The Masterplan is sufficient in its detail to establish overall development objectives, the urban form, proposals for land use disposition, movement systems, services and individual planning precincts.

Precinct Plans

The Masterplan designates a number of precincts. Each precinct is distinguished by their land use intent and built form character. These will have a number of predominant land uses which are intended to be treated in a flexible manner to allow Victoria Quay to develop the richness and vitality of a landmark waterfront development. The Masterplan establishes a set of broad urban design guidelines (ie scale, height, form and materials) which can be further enhanced via site development or building plans.

Site Development Plan

The site development plan is concerned with urban design, context, floor space, height, the relationship of a building with its surroundings and any relevant performance criteria.

Building Plans

These plans will be specific for individual buildings as required.

Car Parking

A traffic study prepared for the Fremantle Waterfront as part of the masterplan process determined the required number of car parking bays for the development was 1094. The table set out below provides a summary of the proposed car parking bays.

Area	Car Bays
At grade parking near 'D' Shed	370
Deck Parking	334
Parking Adjacent to 'E' Shed	90
Fleet Street / Point Marquis Road	106
Multi Purpose Centre	200
Total	1100

The Study area has a diversity of buildings and uses. The precinct plans provide a detailed description of the masterplan. They illustrate how the specific vision for each precinct is realised. The Precincts are:

- Maritime Museum Precinct
- Slipway Precinct
- Commercial Precinct
- Ferry Precinct
- Slip Street Precinct

The following sections describe the design intent and permissible land uses for each of the precincts.

The Maritime Museum Precinct

This precinct includes, the new maritime museum, 'A' Shed, the workshops, fire station, the two northern most slipway, and Maritime Square.

The *Fremantle Waterfront* embraces the significance of many of the adjacent structures and their ability to enhance the setting of the museum. 'A' Shed, and the workshops address Maritime Square and therefore have a close relationship to the Maritime Museum enclosing the square. A water body is proposed for the centre of Maritime Square flanked by timber platforms, that provide protected walkways to the Museum. This water body is intended to be used to exhibit small craft, and provide interactive displays in conjunction with the Maritime Museum.

The Oberon Class Submarine, HMAS Ovens, will be sited on the northern most slipway, providing a complementary external exhibit for the museum.

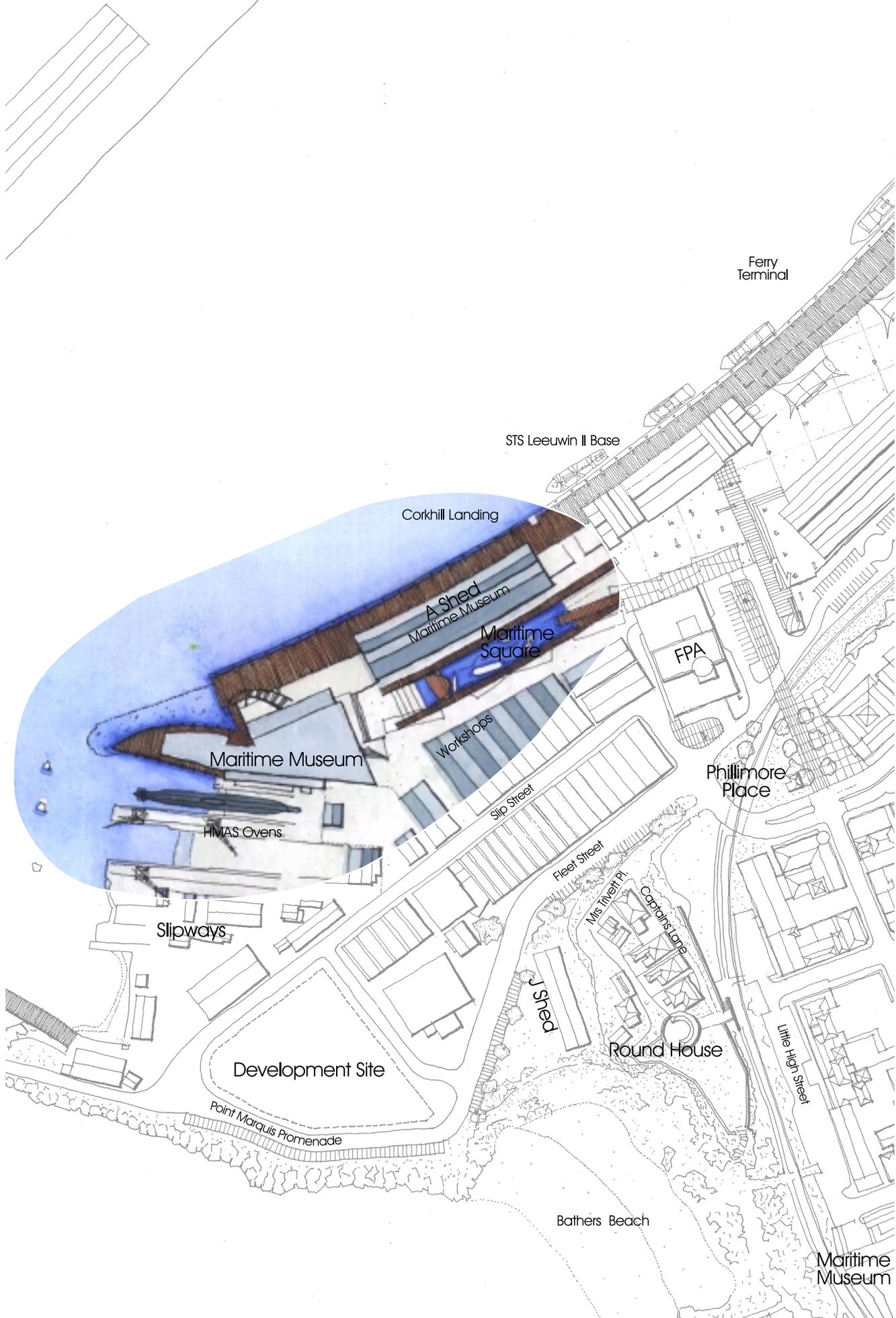
The location for the maritime museum precedes the gently curved linear flow of the wharf, and the site offers an interesting spatial relationship with the existing buildings in the vicinity. For museum users, the building offers unique views of the port shipping and harbour activities and out over the Indian Ocean as the building is encircled by a board walk that is contiguous with the beginning of Victoria Quay. For visitors, the approach sequence would be both interesting and attractive. The materials and forms of the surrounding buildings and structures create a unique context within which the dramatic building reflects the maritime industrial character of the site. Tenants of this precinct are encouraged to display their activities at ground floor level to allow greater interaction between indoor and outdoor spaces.

The intent is for the workshops to be adapted for alternative uses that increase the interaction and public contact with future activities within these buildings. A Shed is to be used as part of the Maritime Museum exhibition space.

LAND USES

- Maritime and port functions
- Maritime museum, exhibition and display, including working exhibits
- Maritime Industry
- Maritime education training and research
- Cultural heritage exhibition and interpretation relevant to the site
- Passive recreation
- Maritime arts, crafts, and trades (manufacturing on site encouraged)
- Cafés and restaurants
- Retail
- Maritime related tourism (eg Tour Offices)

fig.07 maritime museum precinct @ april 2000



Fremantle Waterfront

The Slipway Precinct

The slipways precinct retains the slipways and associated flanking structures, cranes, winch gear, and several of small shed structures. The existing remnant of beach is retained. The area has previously been used for maritime support services. The masterplan recognises the heritage significance of the slipway infrastructure and associated machinery, and the contribution that these elements make to the maritime character of the *Fremantle Waterfront*.

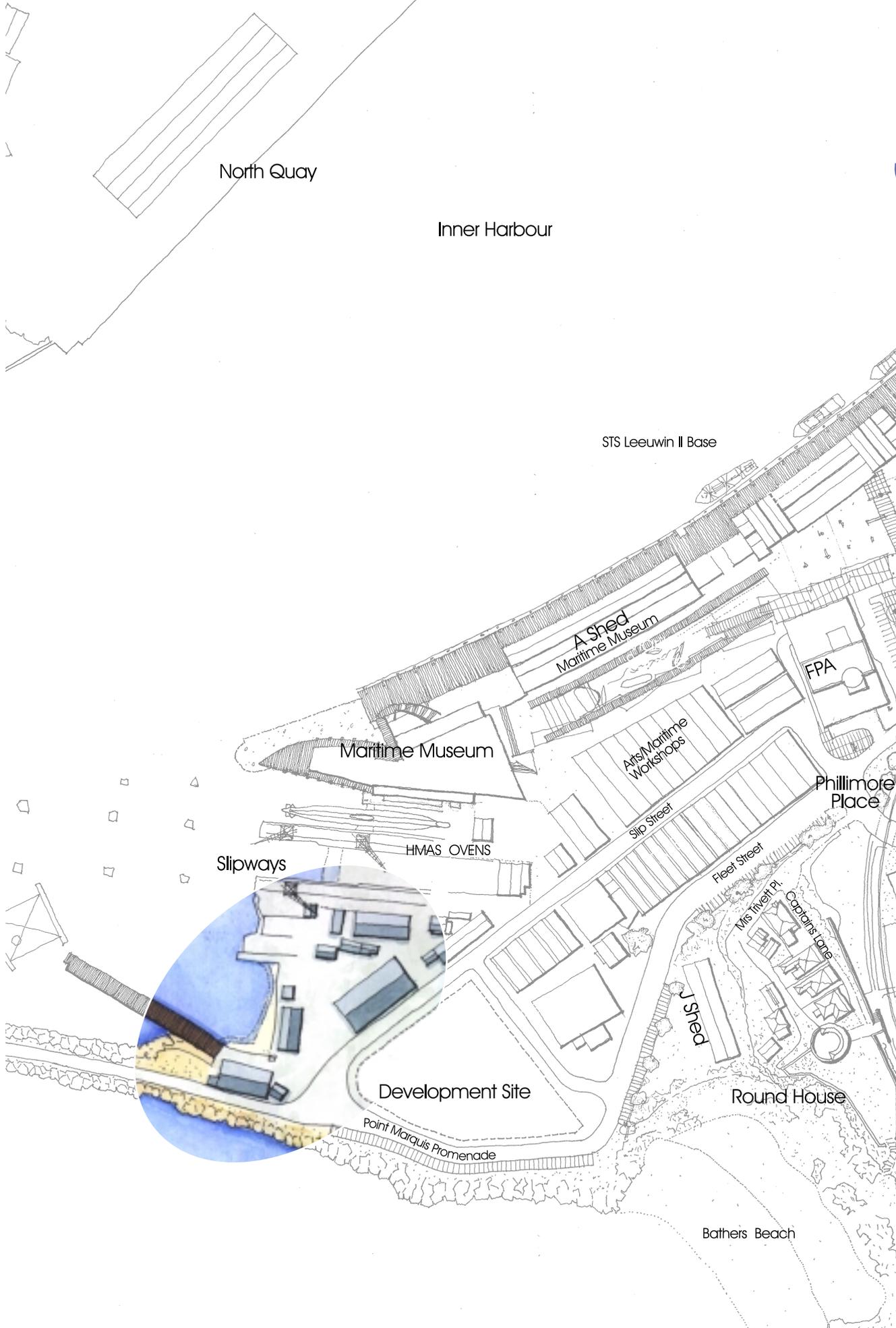
The masterplan promotes the retention of the slipways. It is envisaged that the slipways will be utilised for the display of large vessels, and for the reconstruction and maintenance of historic vessels.

The site contains many industrial artifacts and provides insight into the activities that took place over the last hundred years. It provides an opportunity to provide a credible working display for visitors to the museum. It is an area where there are activities of maritime education, research, and training, together with the potential for the reconstruction of historic vessels, all in the same vicinity.

LAND USES

- Maritime industry and aquaculture including ship building and repairs
- Maritime museum, exhibition and display, including working exhibits
- Maritime research
- Maritime education and training
- Maritime and Port functions
- Tourism
- Retail
- Passive Recreation

fig. 08 the slipway precinct @ april 2000



Fremantle Waterfront

The Commercial Precinct

The central 'street' of the west end of Victoria Quay can be viewed as the spine of the study area and plays an important part in the integration of the various activities and built forms within the *Fremantle Waterfront*. Maritime Square terminates the 'street' to the southwest and the Commercial Precinct to the northeast. The development plan recognises the unique experience of being at the wharf edge and that the sense of exhilaration is contrary to the intimate nature of spaces normally anticipated when built form meets the waters edge. The Commercial Precinct is located at the start of this spine. A significant area of new development is planned in this area, creating a definitive link between Fremantle and the waterfront.

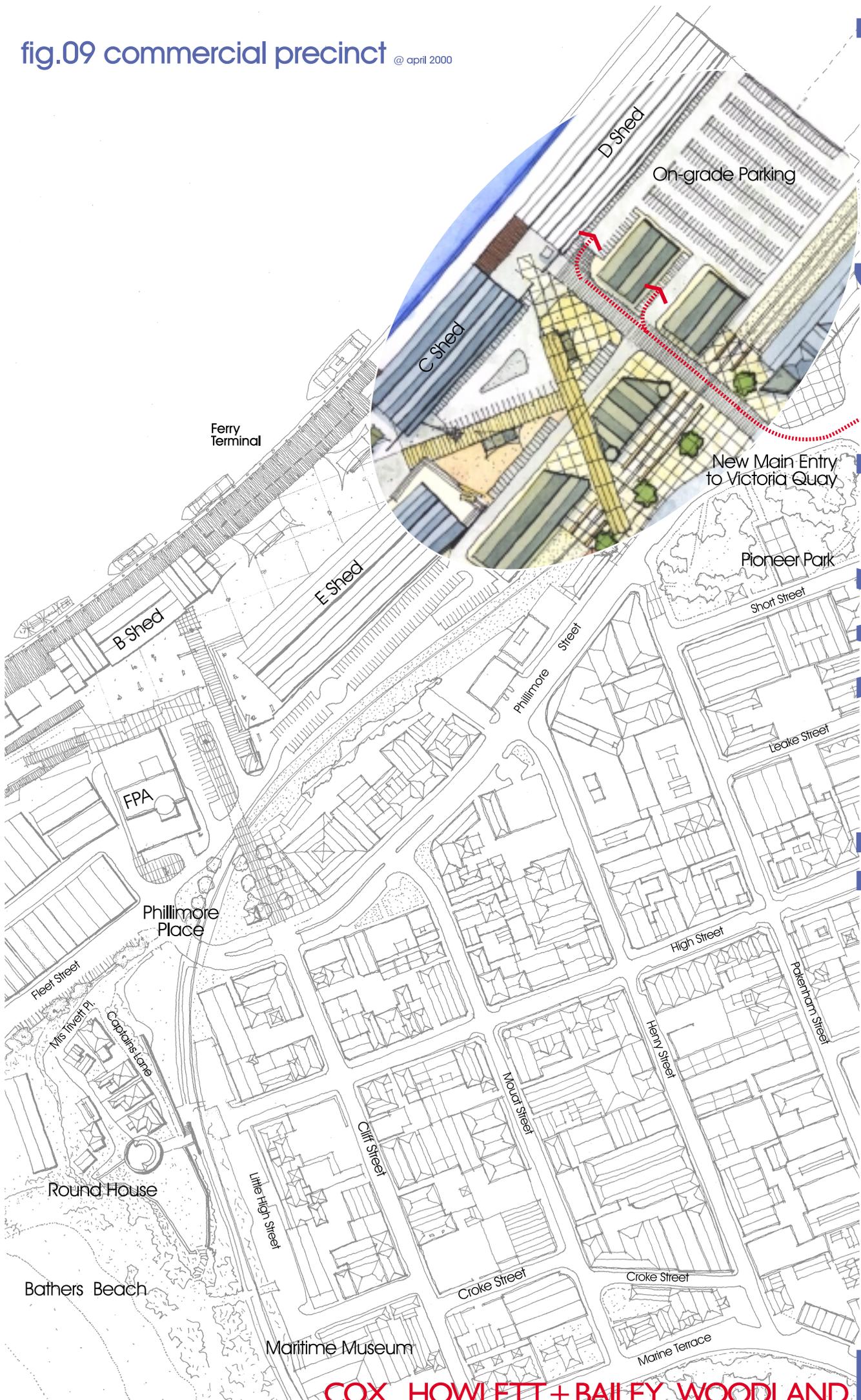
The Commercial Precinct, adjacent to the Railway Station, creates a memorable entrance to the *Fremantle Waterfront*. A distinct sense of place is achieved signalling a sense of civic proprietary. The close relationship with the Railway and Bus terminus, and its location at the junction of Market and Phillimore Streets, will ensure that for many visitors this development opposite Pioneer Park will be the first impression of being in Fremantle. Activities that interact with the public will be encouraged at ground floor level. Whereas uses such as commercial offices will be on the upper floors. Tenants will be encouraged to display as much of their activity to the public as is practical. An integrated precinct of interior and exterior spaces is promoted.

The at grade crossing of the railway between *Fremantle Waterfront* and the city centre opens up vistas from the city that enhances awareness of the port activities. Pioneer Park adjacent to the *Fremantle Waterfront* entry has a greater focus, as development will address the park from all four sides.

LAND USES

- Port administration and maritime related offices
- Transport and car parking (public and private)
- Rail Reserve
- Professional and commercial offices
- Maritime and Port functions
- Retail
- Marine trade outlets eg, boating materials and supplies
- Cultural heritage exhibitions and interpretation relevant to the site
- Maritime arts and craft workshop, display
- Maritime industry, research and exhibition
- Port functions
- Water based transport and associated facilities
- Cafés and restaurants
- Education and entertainment
- Passive recreation

fig.09 commercial precinct @ april 2000



Fremantle Waterfront

The Ferry Precinct

The ferry terminal has been indicated in the area of 'B' Shed, and 'C' Shed. The formation of the ferry terminal allows a direct relationship to be established between the previously relocated 'E' Shed and the river. Importantly, the ferry terminal has the potential to attract a large number of patrons. A lower section of wharf will be incorporated into the design of the ferry terminal.

The opportunity has been identified to utilise part of 'C' and 'B' Sheds as ferry terminal facilities. These would house ticket sales, check-in facilities, and pick-up and drop off movements, rendezvous points, and freight handling. The road networks adjacent to 'C' and 'B' Sheds will provide for short term parking and coach movements. In assessing the potential for a ferry terminal, supporting studies have investigated the wave conditions, and the marine and land based requirements. 'B' Shed currently contains the *Leeuwin II* sail training ship base and the continuation of this use is supported.

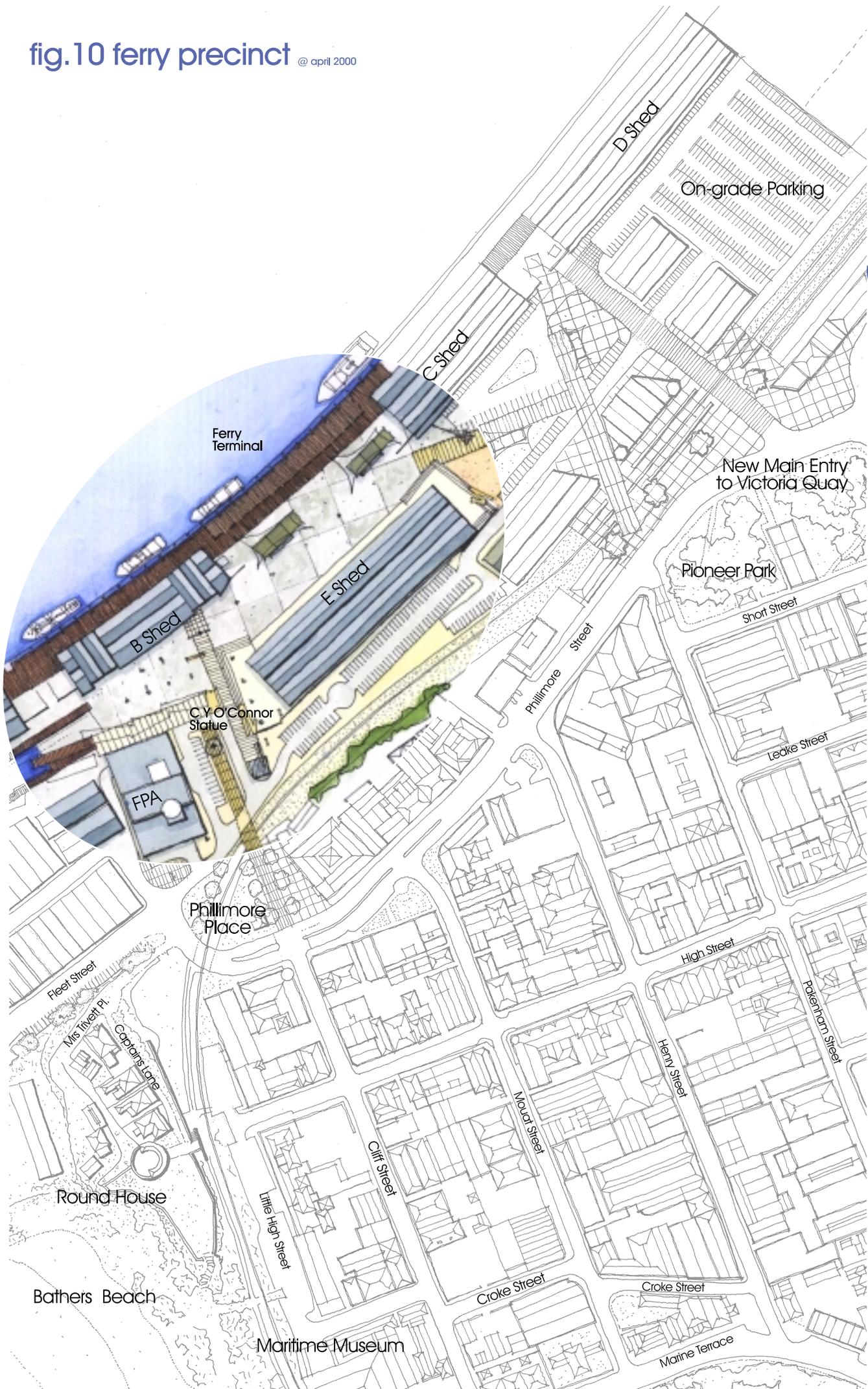
The unique spatial quality of the wharf edge has been retained and enhanced, allowing the activities within the wharf sheds ('B' and 'C') to spill out onto the wharf deck at B berth, and between 'B' and 'C' Sheds. The establishment of contemporary shade structures to provide protection from sun and wind enhances the opportunity for external activities. A number of pavilions along the central spine are proposed, these pavilions capitalise on their locations to provide cafés and kiosks, encouraging public use and habitation of the space.

The FPA administration building is one of Fremantle's most significant landmarks and its incorporation into the vision for the Fremantle Waterfront is essential. It is recognised that the continuation of the existing use as office accommodation is desirable in establishing a favorable worker density within the precinct. The enhancement of the immediate environment will increase the attractiveness of office accommodation. The masterplan does however recognise the potential for the podium level of the FPA building to be redeveloped with uses that enable a greater degree of public interaction, (for example, cafés, restaurants, retail, interpretive, etc) and capitalise on the building's location within the precinct.

LAND USES

- Port Administration and maritime related offices
- Transport and car parking (public and private)
- Rail Reserve
- Professional and commercial offices
- Port functions
- Retail
- Marine trade outlets eg, boating materials and supplies
- Cultural heritage exhibitions and interpretation relevant to the site
- Maritime arts and craft workshop, display
- Maritime industry, research and exhibition
- Water based transport and associated facilities
- Cafés and restaurants
- Education and entertainment
- Passive recreation

fig.10 ferry precinct @ april 2000



Fremantle Waterfront

The Slip Street Precinct

Slip Street is a remnant of the area's port industrial use and displays a unique industrial streetscape. The masterplan recognises the desirability of retaining and enhancing the quality of Slip Street. It is proposed to retain the shed structures along the length of Slip Street, and to augment the streetscape with sympathetically scaled infill at its western end. Uses along Slip Street will continue to relate to arts and marine industry and capitalise on a synergy between the Maritime Museum, traditional marine skills and crafts, and marine-related education. It is envisaged that these uses will be complemented by mixed use commercial and retail activity.

This precinct constitutes the area generally south of, and including, Slip Street. This area was originally a high rocky promontory, which was in turn quarried and reduced to its present level. The outcrop, on which the Roundhouse and associated buildings sit, is the last vestige of the hill. Since being quarried, the land has been used for port industrial and railway uses, and more recently, educational purposes.

This precinct is situated a few minutes walk from the Fishing Boat Harbour, with which it has a strong visual connection from the north of Bathers Beach. An increased level of publicly accessible pedestrian routes through this precinct are proposed in order to connect to the existing paths along Bathers Beach.

The pedestrian connection will be through the western end of the TAFE workshops to Slip Street and a pedestrian route along the western side of the Blacksmith's building.

Opportunities have been identified to increase the TAFE presence on the waterfront, which will not be limited to the Slip Street precinct. The TAFE college has a considerable number of maritime courses and its location with the *Fremantle Waterfront* is of considerable value to the development.

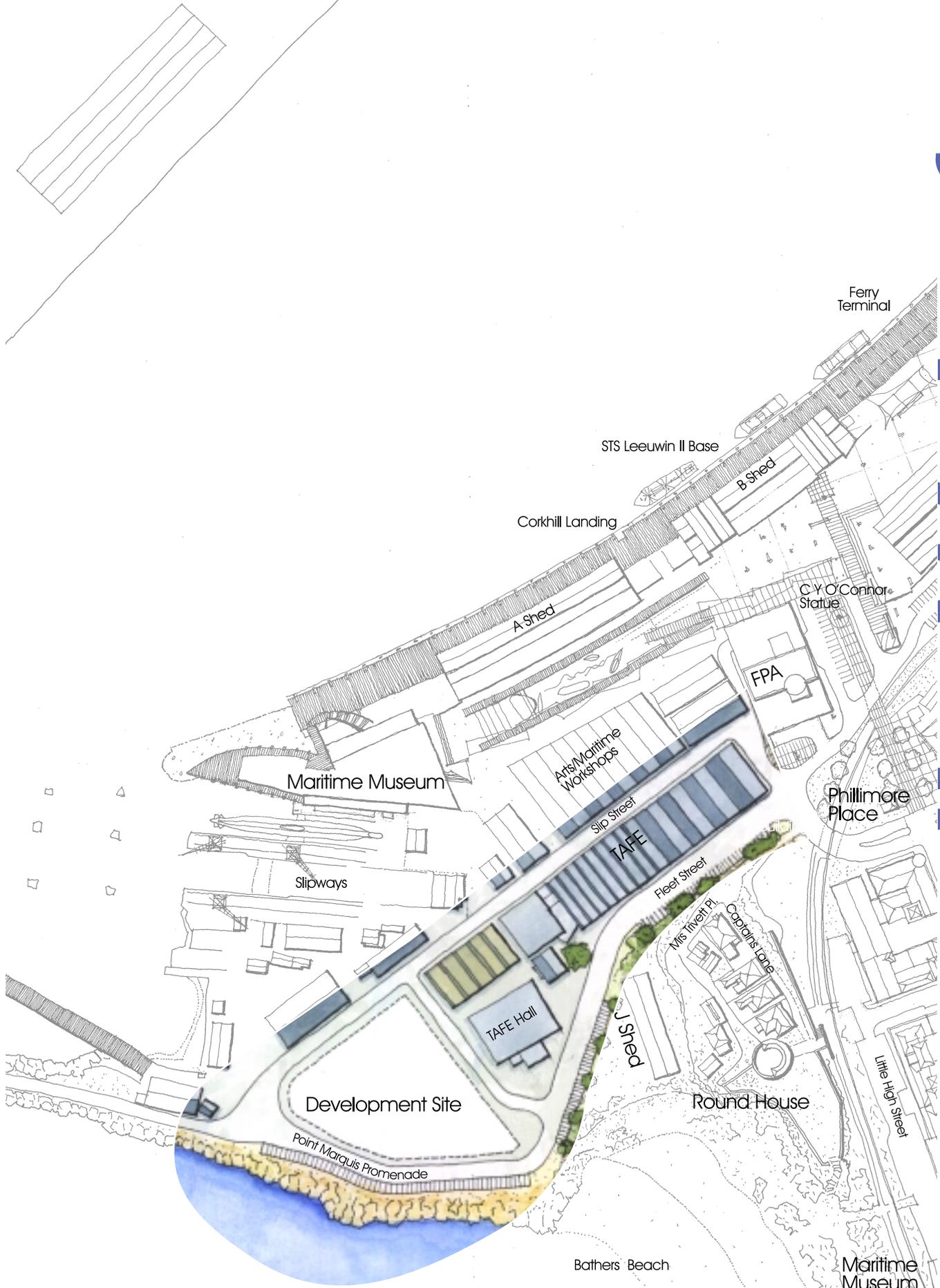
The masterplan identifies an opportunity to establish a significant landmark building at the south western extremity of Arthur Head. It is important that the western extremity of the *Fremantle Waterfront* is developed in such a manner as to provide a significant addition to the vistas along Slip Street and the Port Marquis Promenade. Car parking can be accommodated below the development to supplement the car parking provided adjacent to the railway station.

The Port Marquis Promenade is identified as a coastal buffer strip running from Bathers Beach to the start of the south mole. The promenade serves to protect views of the Roundhouse and the remnant of Arthur Head whilst ensuring that the waterfront is clearly retained in the public domain. The eastern end of the promenade offers the opportunity to refer to the whaling activities and the former use of the Roundhouse tunnel, in addition to connecting with the reopened tunnel.

LAND USES

- Marine Industry
- Education, training, and research
- Trade, services and professional offices
- Maritime arts and crafts workshops and display
- Passive recreation
- Retail

fig.11 slip street precinct @ march 2000



Fremantle Waterfront

Design Guidelines are established in order to enhance and preserve cultural heritage and economic viability.

The masterplan outlines a clearly legible urban form of a scale that is appropriate to *Fremantle Waterfront*. Connectivity with the west end of Fremantle is demonstrated by the extension of the street grid onto the *Fremantle Waterfront* by extending Pakenham and Cliff Streets as pedestrian promenades. Existing and new vistas are protected by the established network of streets, promenades, and open space. Market Street is extended onto the waterfront as a pedestrian and vehicular access Street is extended.

The 'Gateway' to the *Fremantle Waterfront* is presented as a forecourt adjacent to Fremantle Railway Station. The new development that frames the back of the forecourt will be consistent in scale to their neighboring buildings. The built form of these buildings take into account important vistas from Market Street, Pakenham Street, and Pioneer Park onto *Fremantle Waterfront*.

The linear 'street' that exists between the sheds 'A' through to 'D' and 'E' Shed, the Port Administration Building and the workshops will be retained with no major structures interrupting the views to successive buildings and ultimately to the new Western Australian Maritime Museum. This 'street' will be predominantly pedestrian, although taxi's, coaches, public transport, and service vehicles will have controlled access. The 'street' becomes a spine of people activity. A series of single level pavilions are proposed to relate directly onto this space without changing the distinct nature of building placement.

The wharf is backed by the important structures of 'A' Shed, 'B' Shed, and 'C' Shed. The activities within 'A' and 'B' Sheds are encouraged to take advantage of the large industrial sliding doors to allow activity to spill out onto the wharf thereby creating an exciting waterfront promenade.

Cliff Street is proposed to be extended as a pedestrian promenade through Phillimore Place to the C Y O'Connor Statue. The rationalisation of the road layout at the Cliff Street/Phillimore Street intersection creates the potential for a unique urban space. Phillimore Place is technically outside the scope of this study, but its is hoped, that by creating one vehicular entry point at Phillimore Place, Fremantle City Council will respond to this by incorporating a vision for this urban space in their strategic plan.

New buildings within the Slip Street Precinct will reinforce the streetscape to Slip and Fleet Streets. Slip Street is extended to meet Fleet Street. The addition of an intermediate cross street creates a connected street network with distinct urban blocks.

The west end of Fremantle has a commercial and civic nature whereas the *Fremantle Waterfront* has a utilitarian and industrial character. This difference is recognised as an important part of the sense of place created by the *Fremantle Waterfront*.

Urban Form

The aim is to create a clearly legible urban scale that is appropriate to Fremantle. The distinct character of the waterfront in comparison to that of the west end of Fremantle is to be recognised, and cultivated. However an increased level of connectivity is to be achieved through the extension of the Fremantle street grid onto the *Fremantle Waterfront* at key locations.

New developments shall not pose an unacceptable hazard to port activities. New developments shall respond to, but not copy, the existing architecture.

Fremantle Waterfront promotes the concept of zero front setbacks to preserve and enhance the street line, and the use of verandahs and colonnades to create sheltered pedestrian environments.

Generally building heights shall be consistent with the existing urban fabric. Typically new buildings shall be 2 to 3 storeys in height.

Prominent landmark sites such as the Maritime Museum and the new development site building at the western extremity of the *Fremantle Waterfront* should be permitted to be developed to a greater height with the proviso they do not substantially restrict views from the Round House. The Maritime Museum is a landmark building with specific height requirements due to the nature of the displays to be housed in the building. As an appropriate and desired activity within the *Fremantle Waterfront* with a significant civic presence, it is appropriate that the height of the building should exceed that of the general built environment. However it should be noted that the design of the Maritime Museum has taken into account vistas and view corridors so that the building does not unnecessarily inhibit existing views. Further to this the Maritime Museum design has sought to create new and exciting views from and including the *Fremantle Waterfront*.

The arrangement and delineation of new buildings shall take into account the retention and adaption of existing heritage structures. The form of new building should reference the existing utilitarian nature of the existing built form. A contemporary interpretation of the existing buildings are encouraged. Indicative features include;

- Multi-ridged roofs
- Multi-paned industrial windows
- Skylights
- Large openings
- Simply articulated facades
- Exposed framed structures

In general, building heights should not exceed that of the existing workshops and sheds. However there is a notable exception to the general scale, in the FPA building. As a landmark building, with significant heritage value, it is necessarily different from the general built form. In line with this existing situation, the new Maritime Museum is considered a landmark building, with a public and civic presence.

Awnings, Verandahs, and Shade Structures

Any protrusions from the street front shall be sympathetic in character, materials, and colour, to both its locations on Victoria Quay and its' immediate location. Designated view corridors should not be obstructed. The design of verandahs etc. are encouraged to take cues from the location's industrial character.

Proportions

The scale, massing, and proportions of any new development shall take into account the current buildings of Victoria Quay and those immediately adjacent, in the Fremantle City Centre. The differences between the massing of the historic commercial centre of Fremantle and those of Victoria Quay are recognised.

While existing structures are generally single or two storeys, new buildings could have more floors whilst retaining the same height of adjoining structures. Higher elements would be supported, in particular on the larger multi-purpose centre site and Museum site. However the buildings should be designed not to inhibit important views such as those from the Round House. New buildings should also be designed to avoid adverse over shadowing or wind tunnel effects.

Materials

The industrial buildings of Victoria Quay are predominantly a mix of profiled steel panels, painted fibrous sheet, brick, steel, and painted timber. New buildings should continue the character of the existing buildings by utilising the same palette of materials. A contemporary interpretation of the existing buildings is promoted and not a repetition or reconstruction.

Colours

Broad ranges of colours exist currently on the Quay. However, the main impression is of a palette of pale colours. Colours used for buildings should be sympathetic to the current pale colours. Strong colours are used in moderation and may be permitted in detail elements. A suggested palette would consist of pale greens, pale blues, and pale greys. Detail colours that would be acceptable range from ochre and blues and greens. Federation Colours are considered inappropriate to the industrial nature of the site.

- Colours used should not interfere with the normal port operations or cause detriment to be the visibility of navigation marks.
- Buildings of significant heritage value should incorporate colour schemes that satisfy heritage and conservation principles.
- Roof colours are predominantly light greys and white. A continuation of this colour scheme is supported.
- Adverse reflection is to be avoided and is to be considered in the choice of colour scheme.

Public Open Space

Although connections between port and city are being reintroduced the boundary between their differing characters is retained. For example heavily planted parks would be an inappropriate treatment for public spaces on Victoria Quay. Its industrial urban character is to be retained. Sunshades appropriately designed are a more acceptable method of sun protection. Timber, bitumen, stone, concrete, and gravel are recommended ground surface materials.

Open spaces adjacent to the wharf edge should retain their large scale and expansive character and openness to the water. Smaller and more intimate spaces are located away from the wharf edge and along the pedestrian approach routes to Victoria Quay. This will reduce the perceived distance between attractions of the *Fremantle Waterfront*, the railway station and other adjoining areas. One such space is that central to the new buildings located west of the train station.

A water body is planned central to Maritime Square so as to enhance the waterfront experience. This water body is intended for the interactive display of small boats and fishing vessels, in conjunction with the Maritime Museum. The form of the water body reflects the curve of the wharf. It is a response to the utilitarian nature of the site as against a character that would be alien to the precinct.

New materials used in open areas should reflect the industrial character of the western end of Victoria Quay. Materials that would satisfy this objective would include asphalt, stone, concrete, timber, metal, and gravel.

The area between Sheds 'B'-'C' and the edge of the wharf is to be retained as public open space, enforcing the concept of a waterfront promenade. The 'linear street' between 'A'-'C' Sheds and the workshops and 'E' Shed is to be retained as a continuous open space reflecting the curve of the wharf.

Landscape and Vegetation

A landscape strategy is adopted to enhance the existing sense of place, interpreting historical precedence and defining the public realm into identifiable precincts, whilst contributing to the safety and comfort of the users of the *Fremantle Waterfront*. Native salt tolerant species are preferred in areas where the use of landscaping is approved.

For pedestrian shading purposes framed structures are preferred. To appreciate the landscape strategy it is essential to understand that the concept of landscape encompasses more than just "green" areas but embraces the entire public realm including streets and the wharf areas. The landscape strategy influences the choice of ground treatment, street furniture and planting. The landscape strategy should also influence the development of a lighting strategy for the *Fremantle Waterfront*.

The plans illustrate a number of areas where the landscape strategy is evident, for example: in determining the treatment of the existing wharf structure, re-establishment of the timber decking would enhance the appreciation of the heritage value of the timber piled structure.

The judicious use of native planting along the Point Marquis promenade which would enhance the coastal quality of the place and refer to the experience of the place prior to its development.

The masterplan identifies several major open spaces are proposed. These require a more specific strategy. The active use of the Waterfront Gateway is promoted to ensure that pedestrians interact with the space. The smaller park established at the Cliff Street/Phillimore Street intersection needs to be a strong, well-vegetated space that provides a focal point for the surrounding buildings.

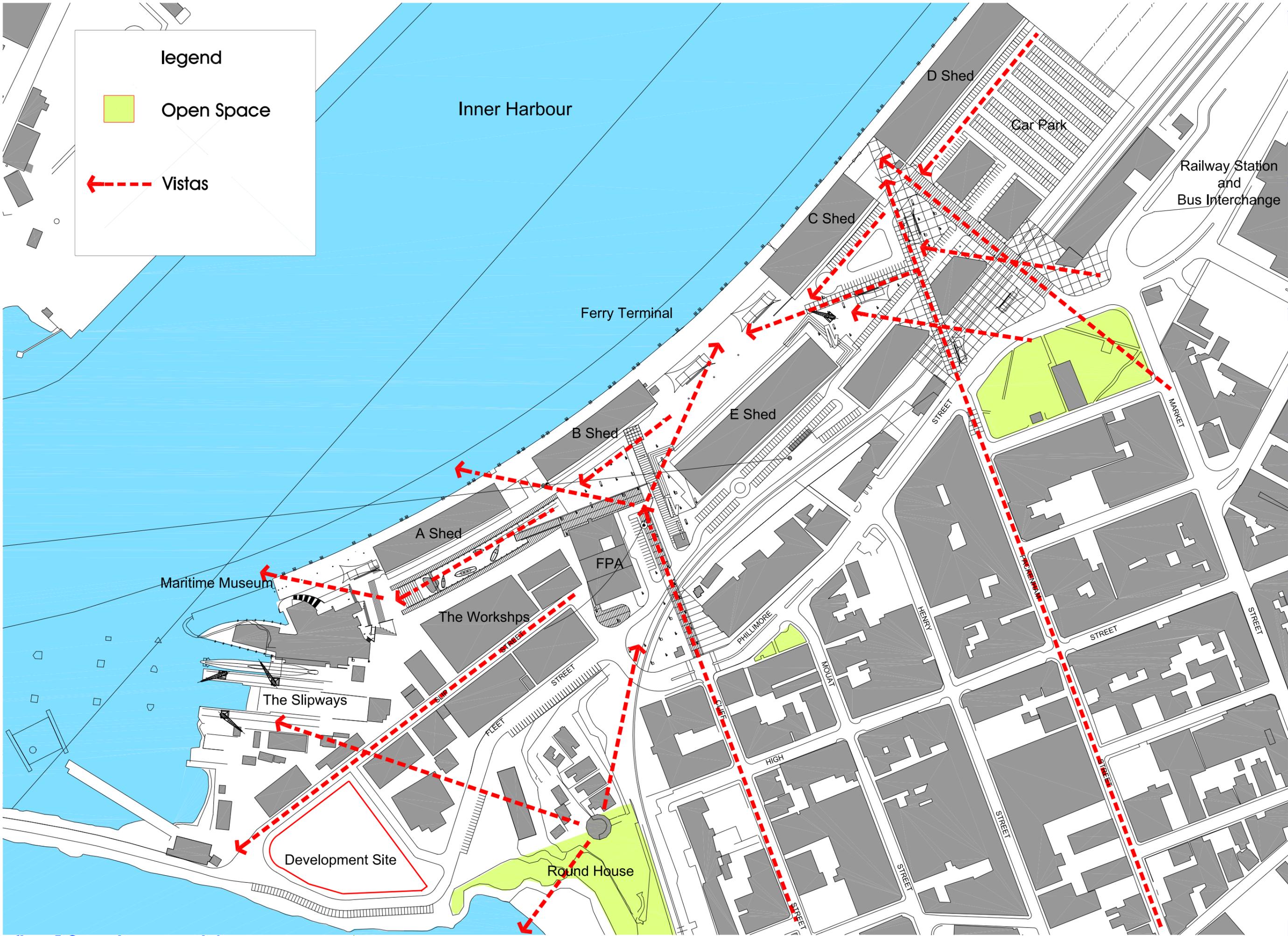
In selecting planting within the Fremantle Waterfront precinct, consideration is to be given to the appropriate selection of the height and species in relation to the scale and nature of the different spaces. For example the selection of low scale native coastal plants would be appropriate for the southern edge of Arthur Head but not appropriate for the urban context of Phillimore Street or Cliff Street. Planting in areas of high pedestrian volumes should capitalise on the opportunity to provide shade and hence encourage pedestrian movement.

View Corridors

Identified view corridors shall be protected. Developments are required to retain view corridors in order to preserve the regeneration and integration of the west end of the port. Landscaping and street furniture placement will be cognisant of defined vistas and view corridors. Consideration is to be taken of opportunities to frame particular views.

Signage

Cultural-heritage interpretation signage is encouraged throughout the site to provide information on the area's heritage and explain the operation and development of the port. This will be part of a coordinated public signage plan, developed in association with the Fremantle City Council. Commercial and corporate advertising, as opposed to signage, will generally not be permitted.



Fremantle Waterfront

fig. 12 view corridors



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Coordinated directional signage is to be provided along vehicle and pedestrian/cyclist approach routes and on the Quay. This should take into account colour requirements, visitor information needs, safety and security requirements, and heritage interpretation. Signage must be consistent with port operational safety, hazard and other signage.

Colour and graphics are encouraged to reinforce the industrial and utilitarian vocabulary of the site. The specific design of signage throughout the site should be seen as a positive element. Signage should be sympathetic to the site context.

Lighting

Street lighting in public spaces encourage extended hours of use and contribute to public safety. Lighting design will be required to take into account the potential adverse affect on the safe navigation of shipping.

The design of lighting structures is to be consistent with the design theme for street furniture. An industrial and utilitarian design vocabulary is supported.

Public Art

Public Art is strongly supported. Industrial and maritime themes are encouraged. Art that has an interpretive quality to communicate the area's social and industrial history should be specifically supported.

Street Furniture

The design of street lighting, public seating, public bins, signage is required to reflect the maritime industrial nature of the area.

The industrial and utilitarian design vocabulary of the site is encouraged to be used creatively in the design of seats, waste bins, light posts, shade structures, bollards. A cohesive and intelligent design scheme integrated with the design of the major open spaces is the intent.

The potential for Public Art to be incorporated into the design of Street Furniture is encouraged and supported.

Pedestrian Access

The *Fremantle Waterfront* includes a substantial amount of public open space. The open space is viewed as not just the squares, but includes the 'streets', it is an inclusive approach that views the open space as a continuous environment. Unrestricted pedestrian access to all public open space is envisaged. There is a continuity of open space throughout the site, yet the character of each space is to have an individual signature. The continuity of space may be provided by a consistent design theme displayed in the street furniture throughout the site, thereby increasing the sense of a specific place.

Strong connections are established between Fremantle and the Waterfront with the extensions of Cliff and Pakenham Streets. These pedestrian promenades signify the process of reconnecting Fremantle with its waterfront, allowing stronger connections with the Esplanade and Fishing Boat Harbour.

Additional strong pedestrian links are to be found with the Roundhouse, the existing Maritime Museum, the 'Cappuccino Strip' of South Terrace, and the Fremantle Markets. Many of Fremantle's significant places of interest are within ten minutes walk of the Fremantle Waterfront.

Rubbish and Recycling Facilities

Design of rubbish collection points that are visible to the public shall be sympathetic to their environment. Central rubbish collection points that are easily accessible by rubbish trucks should be located on subsequent precinct plans. The design and position of bins and/or enclosures are required to be sympathetic to the immediate surroundings.

Cyclist Amenity

The existing network of cycle ways are connected within the Fremantle Waterfront. Cycle parking facilities will be provided within the site. The design of these facilities are envisaged to complement and be integrated with that of new street furniture.

Service Access

Service access to buildings at the western end of the precinct is provided for via Fleet Street and Slip Street. It is proposed Slip Street becomes a one way system. Public Open Space throughout the precinct will allow access for service vehicles to all development. However, in order to maintain certain areas as pedestrian precincts, hours of access will be restricted. On street parking, distinct parking precincts, and rear service courts avoid fragmentation of the urban form.

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