

FREMANTLE PORTS

2016 ROUS HEAD PLANNING POLICY

PLANNING BRANCH



FREMANTLE
PORTS

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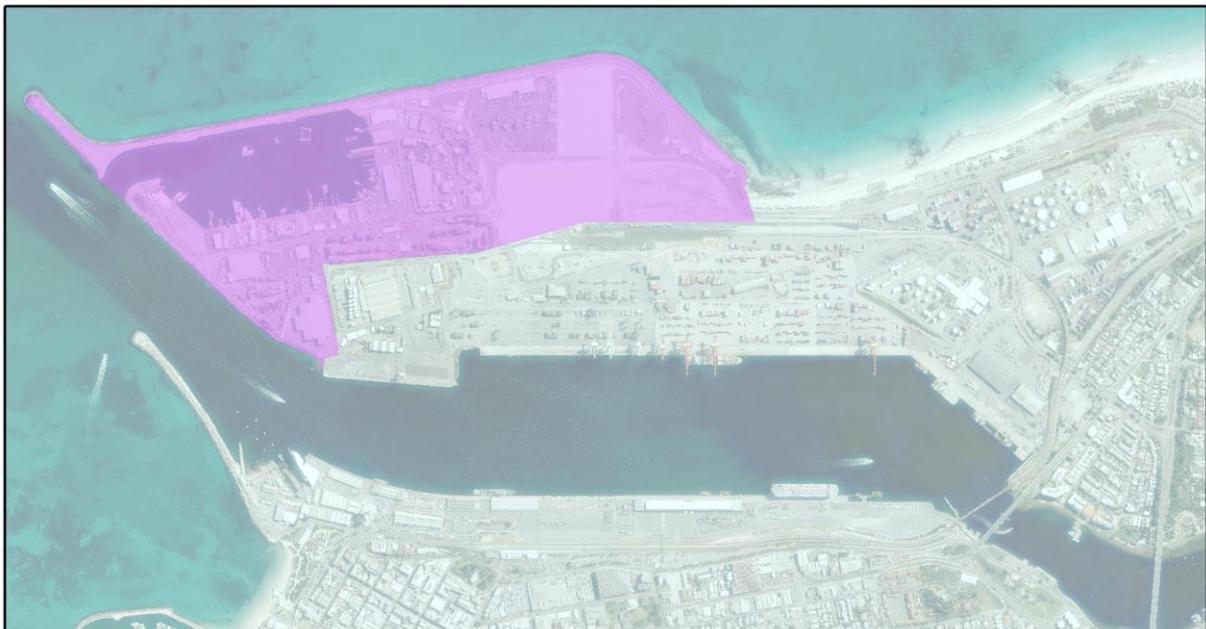
INTRODUCTION

The Rous Head policy area is an important part of the Inner Harbour. Strategically it is the location of many port and related uses. As part of the long-term planning for the Inner Harbour, this area will become increasingly important to accommodate uses that support the working port in its trade facilitation role. The focus of the planning for this area is to support its port and related uses and to ensure urban uses which could inhibit trade growth do not locate in this area.

It is imperative that any decisions for Rous Head support the long-term sustainability of the Port of Fremantle.

Transport planning is an essential component of the planning for the Rous Head policy area. It is important to ensure that the transport system within the policy area operates efficiently and is effectively integrated with the broader transport network.

DESCRIPTION



OBJECTIVES

1. To clarify the purpose and function of the Rous Head policy area and ensure it is communicated effectively.
2. To ensure that new uses/development integrate with and make a positive contribution to the long-term sustainability of the Port of Fremantle and its role as a dynamic and efficient working port.
3. To specify landuses that are considered appropriate for the Rous Head policy area.

4. To describe critical issues pertaining to new or additional uses within the Rous Head policy area.
5. To ensure that any use/development represents the optimal use of the subject area, and does not restrict other uses within the policy area.
6. To ensure that proposed landuses are linked with the transport network, and contribute to long-term sustainable planning.
7. To outline administrative processes and how any variations will be dealt with.

POLICY STATEMENTS

1. Landuses within the Rous Head policy area are to recognise and maintain port functions, as described in the *Port Authorities Act 1999*, as the primary role of Fremantle Ports. These functions include uses dependent on trade or close proximity to the port in order to be viable; and uses that support the operations of the port and need to be in close proximity to the port in order for the port to be viable, efficient and effective.
2. Landuses within the Rous Head policy area are to support the sustainability of Fremantle Ports, and the effectiveness and efficiency of port operations, and future trade or shipping growth.
3. Proposed activities and uses shall be excluded from Rous Head if they:
 - are not port operational or uses that support port or related transport functions
 - cannot comply with on-site parking, vehicle manoeuvring, and building setbacks as defined in the *Planning Guidelines*
 - do not demonstrate compliance with safety standards
 - do not link with the local and wider transport network
 - do not meet security standards.
4. Good planning is essential to the future of the Port of Fremantle. New uses are to demonstrate:
 - linkages with the local and wider transport network
 - an ability to integrate with traffic generated by other uses
 - on-site accommodation (parking and manoeuvring areas) for all vehicles (staff, visitors, etc.)
 - compatibility with other existing or planned future uses
 - that there will be no interference with the safe navigation of ships as a result of any activities or associated lighting or reflective building materials
 - an ability to support the forecast growth in container and general cargo trades
 - that the proposed use needs to be in close proximity to the port in order to be viable, efficient and effective or for the port to be viable, efficient and effective
 - that security will not be affected.

Fremantle Ports requires the proponent to prepare a transport plan prior to consideration of any development proposals. The transport plan should demonstrate efficiency in truck movements to and from the area and use of rail where possible.

5. Significant port, industrial and related uses are located around and near the policy area. Opportunities to create synergies with these uses for the purpose of facilitating trade will be encouraged.
6. All uses/development must pay particular attention to complying with the intent and requirements of:
 - *Inner Harbour Port Development Plan*
 - *Fremantle Ports' Landscape Style Guide*
 - *Port Authorities Act 1999*
 - *Inner Harbour Buffer Definition Study*.
7. Prior to considering new, renewed or amended lease arrangements, opportunities to amalgamate lots will be explored; the purpose being to create larger lots that are capable of accommodating new, or existing port and related uses that require larger lot sizes.

APPLICATION

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



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