



North Quay Planning Policy

Planning and Placemaking Branch

FREMANTLE PORTS NORTH QUAY PLANNING POLICY

INTRODUCTION

The North Quay policy area is a critical part of the Inner Harbour and is of high importance to the State of Western Australia.

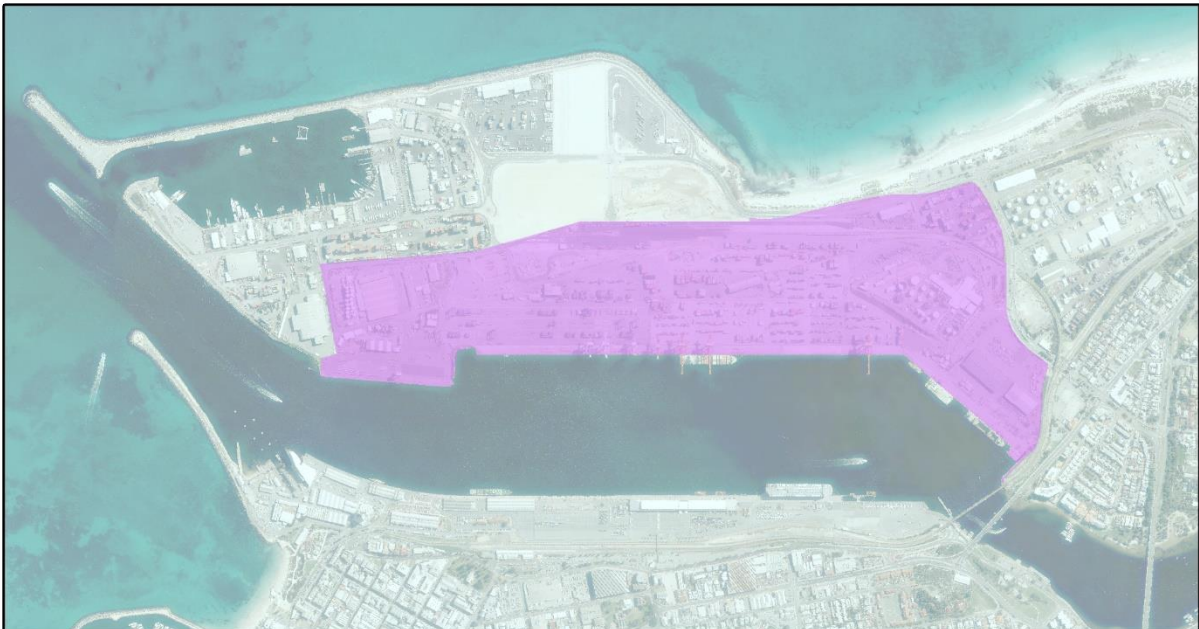
The area accommodates all container trade within the Port of Fremantle and is Western Australia's only dedicated container-handling facilities. This area also accommodates common-user port facilities for the handling of non-containerised general cargo, such as steel products and motor vehicles.

As part of the long-term planning for the Inner Harbour, this area will continue to be required in future years to accommodate container and general cargo trades, as well as uses that support the working port in its trade facilitation role. This is consistent with the Port Installation reservation over the policy area under the Metropolitan Region Scheme. Planning for this area is to support these activities and must ensure urban uses which could inhibit trade growth do not locate in this area.

It is imperative that any decisions for North Quay policy area support the long-term sustainability of the Port of Fremantle.

Transport planning is an essential component of the planning for the North Quay 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 North Quay 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 land uses that are considered appropriate for the North Quay policy area.
4. To describe critical issues pertaining to new or additional uses within the North Quay policy area.
5. To ensure that any use/development represents the optimal use of the subject area and does not restrict other uses within the policy area.
6. To ensure that proposed land uses are linked with the transport network and contribute to long-term sustainable planning.
7. To outline administrative processes and how any variations will be dealt with.

POLICY STATEMENTS

1. Land uses within the North Quay policy area are to recognise and maintain port functions, as described in the *Port Authorities Act 1999*, as the primary role of Fremantle Ports. The principal use of the policy area is to support and facilitate the exchange of cargo at the marine/land interface.
2. Land uses within the North Quay policy area are to support the sustainability of Fremantle Ports, the effectiveness and efficiency of port operations and future trade or shipping growth. Land uses which are incompatible as set out in the *Buffer Definition Study*, such as residential or sensitive uses, will not be contemplated for this area.
3. Proposed activities / uses shall be excluded from North Quay policy area if they:
 - are not port operational or uses that support port or related transport functions and in particular the exchange of cargo at the marine/land interface
 - do not demonstrate compliance with safety standards
 - do not link with the local and wider transport network
 - do not meet security standards
 - cannot comply with onsite parking, vehicle manoeuvring and building setbacks as prescribed within the *Planning Guidelines*.
4. Good planning is essential to the future of the Port of Fremantle. New uses are to demonstrate:
 - linkages with the local and wider transport network
 - on-site accommodation (parking and manoeuvring areas) for all vehicles (staff, visitors, etc.)

- compatibility with other existing or planned future uses
- that there will be no interference with the safe navigation of ships as a result of any activities or associated lighting or reflective building materials
- an ability to support the forecast growth in container and general cargoes that are to be handled within the policy and adjacent port areas
- that the subject use needs to be in close proximity to the port in order to be viable, efficient and effective or for the port to be viable, efficient and effective
- that security will not be affected.

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 port 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 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. All berths within the policy area are to continue to be used for port functions.

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, land use and transport planning objectives, and are subject to determination by the Fremantle Ports Board.



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