



Tydeman Planning Policy

Planning and Place Making Branch

FREMANTLE PORTS TYDEMAN PLANNING POLICY

INTRODUCTION

The Tydeman policy area is adjacent to the Inner Harbour. It is the location of various port and other uses. As part of the long-term planning for the Inner Harbour, this area will become increasingly important to accommodate uses that support the working port in its trade facilitation role. The focus of the planning for this area is to support port and related uses, to avoid the introduction of incompatible urban uses that could inhibit trade growth and to support the long-term sustainability of the Port of Fremantle. The policy provides strategic direction with the aim of also assisting other parties in appropriately planning around the policy area.

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

The policy area abuts industrial and urban uses. As the port and related uses continue to grow in line with economic growth, it is expected that the nearby urban uses will similarly increase in scale. It is recognised that the introduction of any urban uses in proximity to the policy area in the future will require careful planning to ensure port growth can be achieved, while coexisting with possible future urban uses.

DESCRIPTION

This policy applies to the shaded areas detailed below.



OBJECTIVES

1. To clarify the purpose and function of the Tydeman 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 an efficient working port.
3. To specify land uses that are considered appropriate for the Tydeman policy area.
4. To describe critical issues pertaining to new or additional uses within the Tydeman policy area.
5. To ensure that any use/development represents the optimal use of the area and does not restrict other uses within the policy area.
6. To ensure that all proposed land uses are linked with the transport network, planned with cognisance of future transport linkages and contribute to long-term sustainable planning.
7. To outline administrative processes and how any variations will be addressed.

POLICY STATEMENTS

1. Land uses within the Tydeman policy area are to recognise and maintain port functions, as described in the *Port Authorities Act 1999*. These functions include uses that depend on trade and/or close proximity to the port to be viable, efficient and effective.
2. Land uses within the Tydeman policy area are to support the growth of the Port of Fremantle, and the effectiveness and efficiency of port operations, and future trade or shipping growth. Landuses which are incompatible as set out in the *Buffer Definition Study* will not be contemplated for this area.
3. Proposed activities/uses will be excluded from the Tydeman policy area if they:
 - are not port services or uses that support port operations or related transport functions
 - adversely affect the provision of a service for or in connection with the operation of the port
 - cannot comply with onsite parking, vehicle manoeuvring and building setbacks as prescribed within 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.

The Buffer Plan does not allow the following sensitive uses within Area 1: childcare facilities, aged persons facilities, prisons, schools and hospitals.

4. Good planning is essential to the future success of the Port of Fremantle. New uses are to demonstrate:
 - linkages with the local and wider transport network; all proposals are to be accompanied by a transport plan
 - on-site accommodation, that is parking and manoeuvring areas, for all vehicles including staff and visitors
 - compatibility with other existing or planned future uses
 - that the subject use needs to be located in close proximity to the port to be viable, efficient and effective or to contribute to the sustainability of the port
 - that security will not be affected.
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. This extends to accommodating transport planning initiatives that assist port operations.
6. All uses and 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*
 - *Planning Guidelines*.

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.
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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