

FREMANTLE HARBOURS WATERFRONT PRECINCT

DEVELOPMENT GUIDE

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INTRODUCTION

Informed by the Fremantle Harbours Master Plan the Fremantle Harbours Waterfront Precinct Development Guide explains the Department of Transport's vision, design principles and development objectives to assist leaseholders when proposing development.

The Fremantle Harbours Waterfront Precinct Development Guide (Guide) outlines the principles, intentions, and considerations governing the development and design of this iconic precinct. Nestled along the Western Australian coastline, Fremantle Harbours is more than just a location; it is a rich tapestry of history, culture, and potential. It exudes a unique charm that encapsulates the essence of maritime heritage while envisioning a vibrant future. Here, the past harmoniously converges with the present, casting a vision for the future, with the built environment playing a pivotal role in shaping this ongoing narrative.

This Guide serves as a compass for those entrusted with shaping the future of Fremantle Harbours Waterfront Precinct. It is a valuable resource that highlights the aspirations of the Department of Transport. Offering a framework for

design considerations, it establishes a set of principles and intentions that endorse sustainability, cultural respect, and a people-centric approach.

The Department of Transport's Fremantle Harbours Master Plan establishes the vision for the Harbour.

“To retain an authentic working harbour enriched with diverse land uses, enhanced public spaces for people and connections to the city centre and its surrounds.”

Specifically, the Waterfront Precinct intent is to:

“Promote tourism and recreational development in a family friendly and safe environment with a range of activities and destinations.”

The Guide is a roadmap that encourages thoughtful design, responsible development, and a commitment to ensuring that Fremantle Harbours remains a treasured destination for generations to come. It underscores the idea that exceptional places are not simply constructed; they are nurtured, curated, and inspired by the collective dreams of all who visit and work in this locale.

This is the Guide for Fremantle Harbours Waterfront Precinct — it endeavours to enrich and honour the past while shaping a promising and vibrant future for this iconic Western Australian precinct.

PART 1: THE GUIDE





HOW TO USE THIS GUIDE

The Guide demonstrates the Department of Transport vision and has been derived from engagement with stakeholders and leaseholders.

A deep understanding of place has informed the design principles. This has then been translated into specific development provisions. The general Precinct Provisions apply to all development and include design intent and design considerations. Place Provisions are specific to the leaseholder areas.

Development Guide



**ESTABLISHES A
PRECINCT VISION**



**OUTLINES A PROCESS FOR
DEVELOPMENT REVIEW**



**PROVIDES BUILT FORM & LAND
USE GUIDANCE**

1

UNDERSTAND PLACE

The precinct has a rich sense of place.



**MANJAREE
(FAIR EXCHANGE)**



HARBOUR



**MARITIME
INDUSTRY**



HOSPITALITY

2

CONTEXT & DESIGN PRINCIPLES



**DESTINATION
CREATION**



**ENHANCE
EXPERIENCE**



**WORKING
HARBOUR**



**CHARACTER
PRECINCTS**



**STORIES OF
COUNTRY**



ACCESS

3

PRECINCT PROVISIONS

The Precinct Provisions apply to all built form proposed within the precinct.



4

PLACE PROVISIONS

These specific provisions apply to the leasehold areas across the precinct.

PART 2: OPERATION





THE PRECINCT

THE PLACE

Fremantle Harbours Waterfront is a place for the people.

The land was reserved to facilitate redevelopment of the fishing harbour to support the America's Cup, including construction of Challenger Harbour, new wharves, car parking, facilities for the fishing industry and retail/food outlets.

(Metropolitan Region Scheme (MRS) Public Purpose Reserve – Special Uses, gazetted on 10 October 1986, Amendment No. 627/33A).

APPLICATION

This Guide applies to parts of the Fremantle Harbours Waterfront precinct including the current locations of:

- To the north including Bathers Beach building
- To the east including Little Creatures
- All sites west up to Kailis
- Access long Mews Road
- To the southwest including Be Apartments

LEASE BOUNDARIES

The Department of Transport (DoT) has a number of agreements with local government and private businesses within the precinct.

The lease boundaries associated with private businesses are negotiated with each lease renewal.

Generally the intent is for the public realm to be in the control and management of DoT.

Car parking has typically been under the management of the City of Fremantle.

Currently, lease holdings are the footprint and curtilage of the building except for a couple of notable exceptions.

With proposed redevelopment lease boundaries may be refined through the lease agreement.



STUDY AREA

The Guide applies to the study area within the Waterfront Precinct

- 1 _ Currently Cicerello's & Cha Cha
- 2 _ Currently Little Creatures
- 3 _ Previously Joe's Fish Shack
- 4 _ Currently Kailis
- 5 _ Currently Be Apartments
- 6 _ Fremantle Marine Rescue
- 7 _ Currently Bathers Beach House

STAKEHOLDERS

The Fremantle Harbours area is reserved for "Public Purposes – Special Use" in the Metropolitan Region Scheme which requires all new development proposals to be determined in accordance with the requirements of the Metropolitan Region Scheme Text.

The Fremantle Harbours area is Crown land in the tenure of the Minister for Transport, with care assigned to the Department of Transport (DOT) under the Marine and Harbours Act 1981. The Minister is responsible for delivering harbour infrastructure, managing its operations, and facilitating private sector development.

The Fremantle Harbours Master Plan defines the Department of Transport's vision for the Harbour and is supported by the Public Domain Report, Fremantle City Centre Access Context Analysis & Fremantle Harbours Access Strategy, and this Development Guide.

Landowner



Department of Transport

- The Fremantle Harbours area is Crown land reserved under the Metropolitan Region Scheme for Public Purposes – Special Use. The land is vested in the Minister of Transport. The Department of Transport is the responsible agency to manage the development of land as per the requirements of the Marine and Harbours Act 1981.
- The Minister is to deliver harbour infrastructure, manage its operations and facilitate private sector development.
- Non-leased public areas and roads are maintained by DOT.

Leaseholders Business owners



- Areas are leased from the State for private development.
- Lease boundary and length of lease is determined by the lease agreement.
- The lease boundaries can be amended via a re-negotiated lease with DoT, where the proposal is in accordance with the Master Plan and this Guide.

Community



People of Fremantle & WA

- People that come to the Harbour for work, recreation and reflection.

Vesting



City of Fremantle

- Mews Road (South) vested in the City of Fremantle.
- Paid car parking bays and on street parking is leased to and managed by the City.

Development Approval



Development Assessment Panel (DAP) Western Australian Planning Commission (WAPC)

- Depending on the scale and significance of a development application there are a number of development approval pathways. Refer to Approval Pathway section in this Guide.

City of Fremantle, Heritage Council etc

- Referral agencies

APPROVAL PATHWAY

DoT has established a preferred two (2) phase pre-lodgement pathway which focuses on:

- Up front engagement with DoT to achieve alignment on the development journey.
- Early consultation with approval authorities and referral agencies.
- Encouraging a collaborative process with all relevant agencies.
- A commitment by DoT, referral agencies, and the leaseholder to meet multiple times during the design review process.

- A leaseholder led process supported by DoT.
- At the commencement of the process, DoT would determine if the proposed application was generally in keeping with the objectives of the Fremantle Harbours Master Plan. If it supported the application, then DoT would support the progress of the application as appropriate.

- DoT is considered the landowner and is required to sign the relevant application forms. Typically the Proponent will be the Leaseholder (or authorised agent).
- DoT will support innovative design outcomes that are guided by the principles and place provisions within this document and the State Planning Policy 7.0 – Design of the Built Environment.

Phase 1: Pre-lodgement Phase

STAGE 1 Leaseholder initiate development



STAGE 2 Work with DoT to refine design



STAGE 3 Engage with Stakeholders & Design Review



Phase 2: Formal Lodgement Phase

STAGE 4 Lodge Development Application & Review



Phase 1: Pre-lodgement Phase

STAGE 1

Leaseholder initiate development



The Proponent (typically the leaseholder) should liaise with the Department of Transport (DoT), when proposing redevelopment of a leasehold area. This discussion is to occur early in the concept creation process. The Proponent is to provide DoT a general understanding of proposed land use, height and massing.

Significant development is defined as a complete redevelopment of a site (new building); a large (greater than 15%) alteration or addition; or a major change to the external facade of an existing building. A preliminary design review will be required for any significant development. The design review will form part of the lease amendment process as set out in the DoT Maritime Commercial Leasing Guidelines, including:

- Leasing by public competition (refer Step 2, within Section 3.2 of the Leasing Guidelines)
- Leasing by direct negotiation (refer Step 3 within Section 3.3 of the Leasing Guidelines)
- Requests for development/redevelopment or change of use during the term (refer Section 3.5 of the Leasing Guidelines)

Note: This initial stage does not commit the leaseholder to redevelopment in any way.

STAGE 2

Work with DoT to refine design



Proponents are required to work with DoT to ensure the proposed redevelopment generally aligns with the vision within the Fremantle Harbours Master Plan. The intent is for both DoT and the Proponent to be aligned concerning the benefits of the redevelopment prior to engagement with stakeholders, design review and development determination. Proponent requirements:

- Provide DoT with sufficient clarity of development intent
- Demonstrate to DoT capacity to meet the intent of the Development Guide
- Ensure that sufficient technical studies have been completed such as, but not limited to, transport analysis, that supports the proposed development services/infrastructure requirements and/ or initial engineering analysis

For significant development or redevelopment DoT reserves the right to obtain a peer review of the initial design from an independent design practitioner and/ or suitably qualified town planning professional. The purpose of the review would be to assess the design against the provisions of state design policies and alignment with this Guide.

The peer review may also inform bespoke lease provisions intended to manage any potential impacts of the development on the purpose of the Regional Reserve and functions of DoT.

Note: Prior to formal lodgement (see Stage 4 of this Guide) DoT will be required to sign relevant application form as the landowner.

APPROVAL PATHWAY

Phase 1: Pre-lodgement Phase (continued)

STAGE 3

Engage with Stakeholders & Design Review

(DPLH, CoF, Heritage Council)



The Proponent, along with DoT, will engage with DPLH officers to explain:

- Nature of development and its significance.
- Referral agencies required to be engaged.
- The Government Architect Office will recommend a design review pathway appropriate for the scale of development. DPLH will advise on the recommended number of pre-application meetings to support engagement, clarify the development determination pathway and resolve design and amenity issues prior to formal lodgement (stage 4).

DoT acknowledges that design review is an important part of the development assessment process and highlights that the Fremantle Harbours Master Plan and this Guide provide a vision for the development that is supported by the department.

In general, there are two design review pathways:

- Tier 1 Review - State Design Review Panel - External panel of experts to review development proposals that are of State significance.
- Tier 2 Review - Government Architect Western Australia (GAWA) internal review.

The most appropriate design review pathway will be identified at Stage 3, providing the Proponent with certainty.

Phase 2: Formal Lodgement Phase

STAGE 4

Lodge Development Application & Review



The determining authority will be identified at Stage 3 of this DoT process. Development applications will be lodged with the City of Fremantle or direct with DPLH online. Refer to Table 002 - Pathways A, B & C.

In accordance with proper statutory planning processes the development application may be referred to other agencies ie Heritage Council for comment. When determining the development application the determining authority (identified at Stage 3 of this DoT process) will undertake an assessment and review or all comments /recommendation from referral agencies.

There are three identified pathways for development review and determination, they include:

- Pathway A - Development Assessment Panel
- Pathway B - Significant Development Pathway
- Pathway C - Metropolitan Region Scheme development pathway

Refer to Table 002: Application Review Process table.

DESIGN REVIEW

Design review is an important part of creating good design outcomes.

Criteria for determining whether a proposal is suitable for Tier 1 review (SDRP review) are as follows:

- State or Regional Significance: The project is of significance to the State or a particular region
- Location: The project is located in an area that has particular importance and/or sensitivity, whether this be historic, environmental, or relating to a particular character or use.
- Prominence: The project is situated on a prominent site, with high levels of public visibility and/or political sensitivity.
- Complexity: There are complex challenges to overcome that require a sophisticated design response.
- Precedence: The project establishes a precedent for a type of development within an area.

If a project is not considered suitable for Tier 1 review, it will be recommended for Tier 2 review, which will be a Government Architect of Western Australia (GAWA) led process that will be tailored to the needs of each proposal.

APPROVAL PATHWAY

Phase 2: Formal Lodgement Phase (continued)

STAGE 4 (continued)

Lodge Development Application & Review



REFERRAL

Within the Fremantle Harbours heritage considerations are an important part of the development application review. At the time of writing this Guide the Heritage Council are assessing if Fremantle Fishing Boat Harbour is included in the State Heritage Register.

Under the Heritage Act 2018, advice from the Heritage Council is required for proposals that affect places included in the State Register. *The Heritage Council will be a referral agency as part of the pre-lodgement process, Stage 3. Any concerns should be addressed at pre-lodgement.*

Under the Aboriginal Heritage Act 1972 there is a requirement to engage with Registered Knowledge Holders in respect to a place. Names are available from DPLH.

A summary of heritage places with the study area and surrounding the site is provided in Table 001: Fremantle Harbour Aboriginal and European Heritage Places table.

Table 001: Fremantle Harbour Aboriginal and European Heritage Places

PLACE	HERITAGE STATUS
3420 Fremantle Anglesea Point	Lodged. Information has been received in relation to an Aboriginal cultural heritage place, but is yet to be assessed under Section 5 of the Aboriginal Heritage Act 1972.
P24491 Fishing Boat Harbour, Fremantle	Heritage Council Assessment Program and City of Fremantle Heritage List
P25225 West End Fremantle	State Heritage Register
P22601 West End Conservation Area	City of Fremantle Heritage Area
P896 Round House & Arthur Head Reserve	State Register of Heritage Places and City of Fremantle Heritage List
P22524 Arthur Head Precinct	City of Fremantle Heritage Area
P18586 the site of Long Jetty	P18586 the site of Long Jetty has a continuing protection order of the place and that has implications of needing Minister to issue a permit if works are proposed for the place.

Phase 2: Formal Lodgement Phase (continued)

Table 002: Application Review Process

PATHWAY	DESCRIPTION	APPLICATION	STAKEHOLDER ENGAGEMENT	DETERMINATION
A	Proponent opt in for Development Assessment Panel (DAP)	Development value over \$2 million.	Pre-lodgement engagement with DoT, DPLH and other relevant referral agencies as per stage 3 of this DoT Guide. Referral to stakeholders will be part of formal development review.	Metro Inner-South Joint Development Assessment Panel The Department of Planning Lands and Heritage (DPLH) as responsible reporting agency to provide a recommendation to the DAP.
B	Proponent opt in for the new permanent significant development pathway Part 11B	Development valued at \$20 million or more. Applications of State or regional importance can be authorised by the Premier on recommendation of the Minister of Planning.	Pre-lodgement engagement with DoT, DPLH and other relevant referral agencies as per stage 3 of this DoT Guide. Referral to stakeholders will be part of formal development review.	Western Australian Planning Commission (WAPC).
C	As per the Metropolitan Region Scheme	Applications that do not meet any of the above criteria.	Pre-lodgement engagement with DoT, DPLH and other relevant referral agencies as per stage 3 of this DoT Guide. Referral to stakeholders will be part of formal development review.	Western Australian Planning Commission (WAPC).

DEVELOPMENT FRAMEWORK

The Fremantle Harbours Master Plan and supporting reports assist leaseholders to understand

the Department of Transport's development vision within Fremantle Harbours.

Fremantle Harbours Master Plan

Establishes the long term precinct vision and informs the design intent



Fremantle City Centre Access Context Analysis & Fremantle Harbours Access Strategy

Guides transport solutions for DoT, CoF, DPLH & leaseholders



Public Domain Report

Guides DoT in public realm upgrades

Public Domain Style Guide



Development Guide

Provides a process for development review with a focus on the built form

Bathers Beach Northern Gateway

Challenger Harbour & Mews Road (West)

Central Gateway

Master Plan proposes extensive new built form, plazas & new road connection. Guidance not included in this Guide

MASTER PLAN

The Department of Transport Fremantle Harbours Master Plan offers guidance for the Development Guide in three main areas:

BATHERS BEACH NORTHERN GATEWAY:

Design Intent: Enhance connections between Bathers Beach and Fishing Boat Harbour.

Key considerations include clear sightlines, shared pedestrian-vehicle spaces, enhanced pedestrian connections, and diverse aquatic activities.

CHALLENGER HARBOUR & MEWS ROAD (WEST):

Design Intent: Enhance pedestrian amenities.

Opportunities for a marketplace and events space within the wharf car park area are identified. Improved connections with boardwalks and public realm enhancements are desired. Mews Road (West) will feature on-street parking and tree canopies to support pedestrian movements.

CENTRAL GATEWAY:

Design Intent: Create a vibrant mixed-use area connecting the precinct across Esplanade Park.

Existing pedestrian gateways remain, with enhanced connections through Esplanade Park to the City Centre. Active ground floors, alfresco dining, and public realm upgrades are encouraged.

A new active public plaza along the waterfront will support boat berthing and new small businesses.

Overall, the plan aims to establish vibrant mixed-use areas while enhancing connections and amenities, focusing on Bathers

Beach, Challenger Harbour & Mews Road (West), and Central Gateway.

The new mixed-use area along Norfolk Street extension will be informed by separate guidance.



PART 3: CONTEXT





POLICY CONTEXT

The Department of Transport is aligned with the State Governments desire to support good design outcomes. An effective way to implement great places is via alignment with the objectives of the State Planning Policy framework.

GOOD DESIGN

Development within Fremantle Harbours will provide good design outcomes aligned with the State Government Design WA suite of policies. The objective is to create built environments that reflect the distinctive characteristics of a local place and promote developments that contribute to a vibrant and enjoyable precinct.

Fremantle Harbours is an important activity centre that complements the Fremantle City Centre and activities surrounding the Fremantle Port.

Proponents are to consider the design of structures within a precinct context. The proximity to diverse businesses requires a collaborative and holistic approach to design solutions that enable an urban fabric prioritizing the working harbour and enhancing the hospitality and tourism aspects of the waterfront precinct.

This Guide provides Place Provisions that consider the interrelationship of the built, cultural, and natural components of the existing urban environment. It responds to the urban structure, integrates with the established public realm visions, and expands on the economic and social functions of the precinct. In particular, it provides Place Provisions to describe DoT's preferred built form outcome.

STATE PLANNING POLICY 7.0 - DESIGN OF THE BUILT ENVIRONMENT:

State Planning Policy 7.0 seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. The Policy also supports consistent and robust design review and assessment processes.

State Planning Policy 7.0 Design of the Built Environment



Context and character



Landscape quality



Built form and scale



Functionality and build quality



Sustainability



Amenity



Legibility



Safety



Community



Aesthetics

1. Context and character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

2. Landscape quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

3. Built form and scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

4. Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

6. Amenity

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

7. Legibility

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

9. Community

Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.

10. Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

STRATEGIC DESIGN DRIVERS

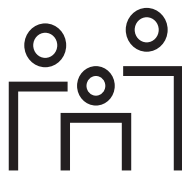
The Fremantle Harbours strategic drivers have been created after extensive engagement with the DoT, leaseholders, stakeholders and referral agencies.

These drivers form the foundation for decisions associated with the redevelopment of the Fremantle Harbours.



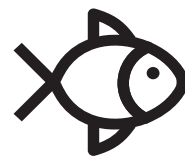
DESTINATION CREATION

Enabling State tourism, a place to stay, a place for the locals to visit and increase activation within the precinct.



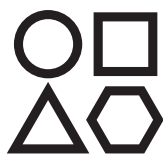
ENHANCED EXPERIENCE

Drawing families into the harbour and encouraging them to spend the day.



WORKING HARBOUR

The harbour as a living expression of our fishing history. Ensuring that maritime activities are still an important part of the harbour experience.



CHARACTER CREATION

One harbour but many experiences informed by place.



STORIES OF COUNTRY

Including all stories in a culturally safe way.



ACCESS

Inclusive ways to get to and through the precinct.

DESIGN PRINCIPLES

Engagement with stakeholders revealed various design principles which have been translated into specific design guidelines for each precinct.



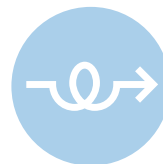
COUNTRY

- Consult with local knowledge holders about significant stories and suitability.
- Collaborate with local knowledge holders.
- Create a cultural narrative led by local aboriginal people.
- Adopt culturally safe practices.
- Explore Aboriginal Led interpretation and stories.



CHARACTER

- Reflect the different sub-precinct's character.
- Enhance waterfront access.
- Build with consideration for the waterfront.
- Improve the water's edge experience.
- Maintain human-scale building mass.
- Sight, sound and smells play an important connection and memory of a place and its story.



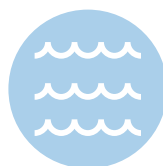
GOVERNANCE

- Collaboratively establish a transparent development approval process.
- Focus on achieving high-quality, culturally appropriate outcomes that align with the importance of Fremantle Harbours.
- Promote good design.
- Support informal stakeholder engagement before the statutory approval process.



ENVIRONMENTALLY RESPONSIVE

- Encourage development incentives to achieve environmental outcomes.
- Embrace a climate-positive approach.



SEA LEVEL RISE

- Include sea-level rise considerations in the design process.



WORKING HARBOUR

- Establish safe movement networks within the working harbour.
- Encourage people to interact with the working harbour.
- Make the harbour's operations transparent to visitors.



EXPERIENCE

- Orient toward water, ocean, harbour, and beach.
- Overlook boardwalks and public areas.
- Enhance the water's edge experience.
- Attract people to the water's edge with universal access.
- Create a flexible ground floor that supports various activities.



DESTINATION

- Create welcoming entrances.
- Draw people into the precinct through diverse destinations.
- Encourage people to spend time in the precinct.
- Ensure year-round attraction.
- Provide views into and across the precinct.
- Foster new views to significant landmarks:
 - Arthur Head
 - WA Maritime Museum
 - South Mole



ACCESS

- Create welcoming entrances, especially for public transport.
- Prioritize pedestrian-friendly environments.
- Enhance micro-climates.
- Ensure universal design connections to the water's edge.
- Promote engagement with the working harbour.

DEVELOPMENT VISION



WATER CONNECTS US



PART 4: PRECINCT PROVISIONS





PRECINCT PROVISIONS

The Precinct Provisions outline how the built environment should respond to the local context, enhancing and supporting the long-term vision for Fremantle Harbours. The Proponent should engage in a collaborative process with the Department of Transport (DoT) to ensure the proposal addresses these place initiatives. Conducting a design review of the proposed development will be a fundamental part of the approval process.

CONNECT TO WATER

Intent:

The sights, smells, and sounds of water are what attract people to the Harbour. Connection to "kep" (water) is the primary guiding design principle.

Design Considerations:

- Connection may be established through a direct visual corridor.
- Extension of boardwalks or public areas to provide enhanced access to the water's edge.

- Views can be created through permeable materials, such as glazing in the built form.
- Built form may be reoriented to enhance existing views of the water or gain new ones.
- Create a connection between precinct gateways and the water by preserving existing connections while also striving to create new connections.
- Connection to water is supported by a pedestrian-first approach to movement networks.

COUNTRY

Intent:

Develop a deep and meaningful understanding of Country and explore culturally safe ways to interpret these learnings.

Design Considerations:

- Work collaboratively with cultural knowledge holders to understand the appropriateness of expressing local Aboriginal stories within the

Bathers Beach precinct.

- If suitable, commit to culturally safe practices to engage with the local Whadjuk community.
- Co-create culturally safe places with Elders and Traditional Owners that reflect the stories of the place.
- Invite Traditional Owners to identify how they would like to engage early and throughout the design process.

HERITAGE, CHARACTER & CONTEXT

Intent:

Ensure that buildings respond to and enhance the richness of the existing local character to create a vibrant and attractive Harbour where people can enjoy the water.

Design Considerations:

- Consider meaningful ways to connect to the water.
- Built form should contribute positively to a contextual and nuanced sense of place.



PRECINCT PROVISIONS

- At Bathers Beach, the built form should respond to the history of the place, Manjaree, a place of fair exchange and gathering for Aboriginal people. Consider direct access to "kep" (water) and the natural coastal dune vegetation.
- At Fishing Boat Harbour, consider how the evolution of the maritime industry and the influence of family migration post-WWII can be reflected in the iconic entertainment and hospitality venues.

- Identify ways that development in Challenger Harbour can evoke the enthusiasm of defending the America's Cup, passion for sailing, and the sense of calm and tranquillity that comes with being close to the water's edge.
- Ensure interfaces with the working harbour allow for a safe, maritime-focused working space.
- New built form should re-interpret and re-use existing materials to respond to and enhance different character areas.

PERFORMANCE & EXPERIENCE

Intent:

Built form should support a climate-positive approach that is environmentally responsive, passive, and adaptable.

Design Considerations:

- Development should support the State Government's net-zero targets.



Little Creatures

Ferris wheel

Joe's Fish Shack

Mews Park

Precinct Built Form Scale

- Redevelopment should adopt a restorative approach to natural ecosystems, increasing the quality and quantity of natural elements within the precinct.
- Enable better connections to transport options that make zero and low carbon choices easier.
- Incorporate zero waste and end-of-life strategies into the built form, with a "reuse first" approach.
- Incorporate Water Sensitive Urban Design outcomes.
- Design for a net-positive energy outcome through passive design, energy-efficient systems.

- Create a precinct that entices pedestrians and cyclists into a space that optimizes a comfortable micro-climate all year round.
- Express culture, heritage, and character in culturally safe ways to enrich the local sense of place.
- Engage with stakeholders early in the design process.
- Design flexible, adaptive spaces that can adjust to future climate events.

- Reflect on the vision established in the Fremantle Harbours Master Plan and the benefit to future generations.
- Consider the potential for precinct-scale energy generation, distribution, and storage.

Built form outcomes should consider future climate projections by utilizing and designing to suit the appropriate RCP (representative concentration pathways) scenario as advised by the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC).



Cicerello's Fremantle

Char Char
Restaurant + Bar

The Co-Op Fremantle

Bathers Beach House

Bathers Bay

PRECINCT PROVISIONS

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Built form should support a climate-positive approach that is environmentally responsive, passive, and adaptable.

Design Considerations:

- Development should support the State Government's net-zero targets.

PRECINCT ACTIVITIES



Places to be with family



Event places



Places to relax



Places to shop



Unique water places



Teaching places



Fun places



Places to explore



Safe places



Learning places



Office places



Market places



Exciting places



Places for all ages



Meeting places



Working places



Sailing places



Event places



A place to get your crays



Eating places



Stretching places



Destination places



Artists places

PRECINCT PROVISIONS

- Redevelopment should adopt a restorative approach to natural ecosystems, increasing the quality and quantity of natural elements within the precinct.
- Enable better connections to transport options that make zero and low carbon choices easier.
- Incorporate zero waste and end-of-life strategies into the built form, with a "reuse first" approach.
- Incorporate Water Sensitive Urban Design outcomes.
- Design for a net-positive energy outcome through passive design, energy-efficient systems.
- Create a precinct that entices pedestrians and cyclists into a space that optimizes a comfortable micro-climate all year round.
- Express culture, heritage, and character in culturally safe ways to enrich the local sense of place.
- Engage with stakeholders early in the design process.
- Design flexible, adaptive spaces that can adjust to future climate events.

- Reflect on the vision established in the Fremantle Harbours Master Plan and the benefit to future generations.
- Consider the potential for precinct-scale energy generation, distribution, and storage.

Built form outcomes should consider future climate projections by utilizing and designing to suit the appropriate RCP (representative concentration pathways) scenario as advised by the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC).

DESTINATIONS, LAND USE, & ACTIVITY

Intent:

As the precinct evolves over time, the Harbour will have a vibrant waterfront that preserves the working harbour, delivers short-stay accommodation, provides entertainment, and becomes the preferred place for hospitality. Land use should align with the long-term vision of Fremantle Harbours as detailed in the Fremantle Harbours Master Plan.

Design Considerations:

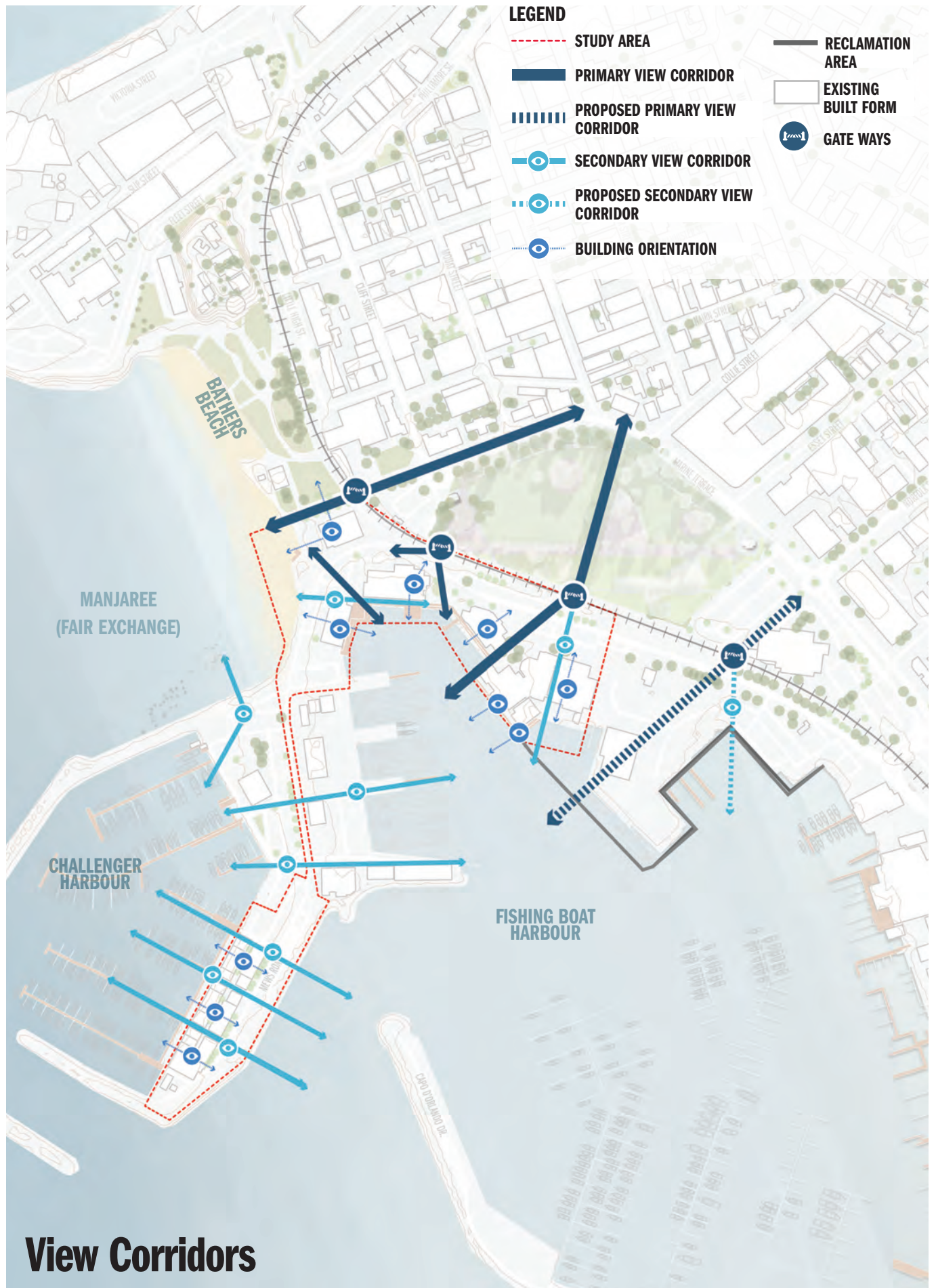
Preferred Land Uses:

Primarily, land uses should strike a balance between the working character of the harbour and activities that attract visitors to the precinct.

There should be a mix of long-term and temporary activation-focused land uses to invigorate the precinct.

Uses may include activities related to and promoting the maritime and fishing industry, expansion of uses iconic to the harbour, short-term accommodation (with an activated ground floor), an interpretive cultural centre showcasing the Country and migrant history of the harbour, increased commercial diversity through office, small-scale retail, and co-use spaces.

Enable a user-friendly recreational boating environment, especially in relation to additional short-term



PRECINCT PROVISIONS

moorings to allow people to enjoy the food and beverage offerings in the precinct.

Temporary and event-based land uses are effective in drawing people into the precinct. These one-off or regular events need to be balanced with the working nature of the harbour. Temporary uses may include events showcasing the fishing industry, regular events that attract people to the precinct, and annual events that reflect the fishing boat heritage, such as the Blessing of the Fleet. It might simply be direct fishing boat trades at the harbour early morning.

Subletting of buildings to provide small lease areas for local or start-up businesses.

Support land uses that appropriately activate and promote safety in the public realm.

Prohibited Land Use:

Uses that adversely and detrimentally impact the operations of Fishing Boat Harbour.

PROGRAM OF USE

Intent:

Draw people into the precinct with safe, comfortable, and inclusive places that provide activities for a diverse mix of users.

Design Considerations:

- The Fishing Boat Harbour plazas, Mews Road (central), and Bathers Beach should be the primary focus areas for activity and events.
- Create flexible buildings that can accommodate a range of temporary uses.
- Enable passive surveillance of temporary, attractive, and comfortable event spaces.
- Activity spaces should respond to the important balance between the working harbour and a hospitality destination.
- Identify ways that spaces can help extend the length of the trading day for businesses.
- Understand how built form can respond to the seasonality of the precinct, expanding capacity in summer and providing comfortable places in winter.
- Actively balance the spatial distribution of temporary and long-term land uses within the precinct.

PUBLIC REALM INTERFACE

Intent:

Create an attractive, accessible place for visitors and a safe space for the functions of the working harbour. The Fremantle Harbours Master Plan, DoT Public Domain Report, and Public Domain Style Guide provide guidance for the public realm.

Design Considerations:

- The precinct includes a mix of

public realm characters to which the surrounding built form should positively contribute. Natural spaces to the north complement the maritime industrial aesthetic to the south.

- Within the curtilage of the built form, endeavour to deliver a greater tree canopy while recognizing the complexity that comes with structures over the water.
- Within and immediately adjacent to the built form, support the integration of endemic plant species aligned with the DoT Public Domain Style Guide.
- Focus on year-round user comfort in the design of the activated building edges.
- Ensure an inclusive and accessible transition for people of all ages and abilities between the public realm and built form.



William Street
5 Storey



Fremantle Port
11 Storey - 46m



Short Street
4 Storey



Cliff Street
4 Storey



Public Housing
31m



Town Hall Tower
6 Storey



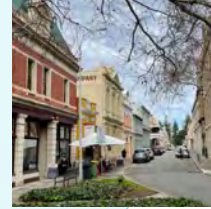
West End
2 - 3 Storey



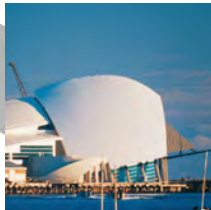
West End
2 - 3 Storey



West End
2 - 3 Storey



West End
2 - 3 Storey



WA Maritime Museum
35m



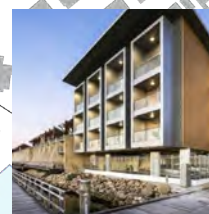
Fremantle Port Cranes



Building Heights

(in metres)

- 0 - 7.9
- 8 - 11.9
- 12 - 15.9
- 16 - 19.9
- 20 - 23.0
- Landmark



BeApartments
4 storey



WA Shipwrecks Museum
Storey



Little Creatures
3 Storey



Araucaria sp.



Working boats

PRECINCT PROVISIONS

- Built form should respond to and contribute to the range of functions and activities available in the public realm.

FORM

Intent:

Ensure that building scale and form respond to the maritime and industrial character within Fishing Boat and Challenger Harbour. Structures should respond to the natural features and cultural narrative within Bathers Beach.

Design Considerations:

- Built form should draw inspiration from the existing form, including the utilitarian character of A-frame sheds and the practicality of sawtooth warehouses.
- Consider the scale and design of buildings that support flexible uses, new patterns of use, and the integration of new sustainable technologies.
- Create flexible buildings that can accommodate a range of uses that readily respond to

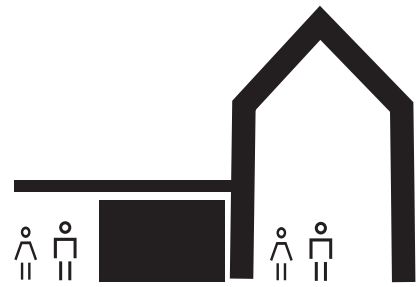
technological, demographic, or environmental changes.

- A-frame pavilions to be one of the simple geometric forms that can be considered in redevelopment.
- Enable innovative use of existing structures while preserving heritage and character features.

- Allow visual permeability of structures to always have the activities inside on display.
- Locate and arrange buildings to optimize natural ventilation for occupants, solar access, weather protection, and minimize the impact of wind on people in the public realm.
- Encourage simple forms echoing the utilitarian nature of a working harbour.
- Cantilevered form can be considered where working harbour outcomes are not impacted
- Adopt the principles of Crime Prevention through Environmental Design (CPTED) in designing structures.
- Carefully consider the nature of separations and connections between buildings, with particular reference to heritage fabric, access to view corridors, and the need to create buildings in the round.
- Built form should support a series of well-connected legible spaces that reinforce the primary view corridors to the water.



Large areas dedicated to shade



Large awnings



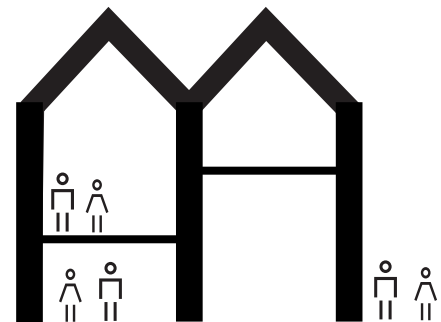
Pavilion style spaces



Mixed use structures with awnings



Permeable structures



Referencing maritime form



Cantilevered structures



Simple utilitarian form

Built Form Types

PRECINCT BUILT FORM



Shaded pathways



Simple geometric structures



Built form addressing the water



Built form creating inviting plazas



Shaded seating



Open voluminous spaces



Activated ground plane



Multi-use spaces



Gathering places with industrial aesthetic



Creating visual interest at night



Pleasant micro-climates open to the public



Dynamic forms with cantilevered elements



Direct connect to water



Large awnings



Shaded places for people



Capacity for form to respond to climate



Temporary structures



Diverse spaces for all ages



Industrial aesthetic



Engagement with the waters edge



Places between buildings



Visually permeable structures that shade



Forms that reflect maritime form



Reference to maritime history

PRECINCT PROVISIONS

- Active uses should be located on the ground floor, with less active uses located above.
- Extending and terracing the boardwalk in places will allow more places for events, interaction with the water.
- Built form on jetties and piers should not adversely impact views and connections to the water.
- Built form bulk should be broken down intermittently to provide connections to views of the water.
- Encourage built form to frame the views and extend or cantilever toward the harbour (taking consideration of the transport requirements of a working harbour)
- Built form to include operable surfaces by way of large sliding gates, doors, grills and screens that open up the buildings in a

theatrical way to indicate levels of activity and to moderate climatic conditions, creating a comfortable micro-climate

- Ground plan to provide openings in the structure to allow pedestrians to move 'through' the structure to the water.
- Temporary (or pop-up) structures to be semi-permanent, robust and have longevity. Such structures can be placed in the public realm once approved by DoT.

EDGES & INTERFACES

Intent:

Built form in the precinct interfaces with hospitality venues, the working harbour, public realm, boardwalks, local roads, and natural spaces. The diverse nature and complexity of these edge conditions need to be

carefully considered to ensure high levels of amenity and safety.

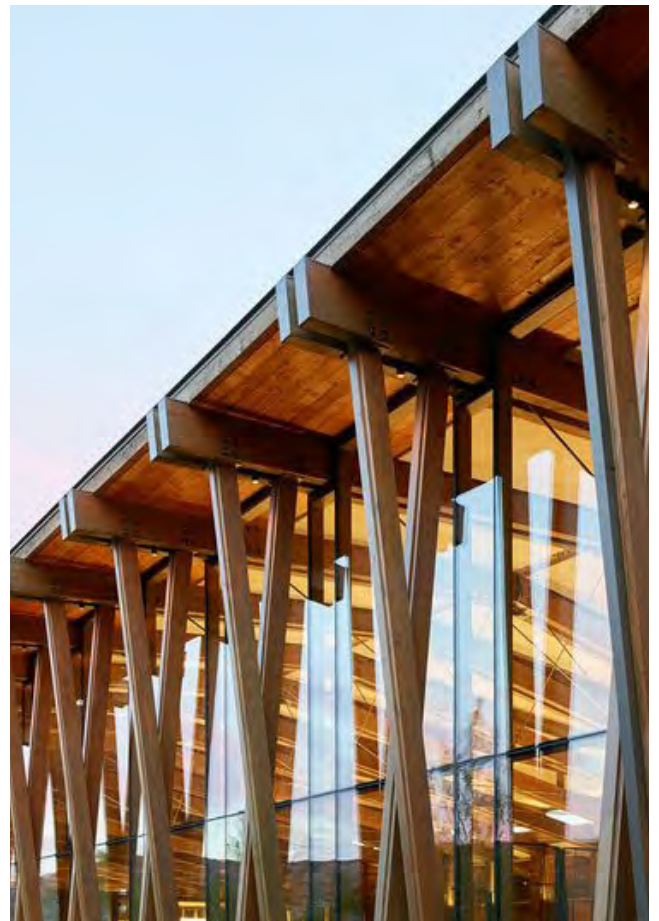
Design Considerations:

- Built form should have active edges at the ground level on primary and secondary façades.
- Create indoor and outdoor gathering spaces for visitors with a focus on pleasant micro-climates that support user comfort and urban cooling.
- Soften plaza and building edges with waterwise native plant species.
- Create articulated façades with diverse materiality.
- Provide awnings to key movement corridors.
- Consider buildings in the round and the importance of screening service areas from public view.
- Ensure safe edges between



Materiality

PRECINCT MATERIALITY





PRECINCT PROVISIONS

the entertainment and working areas of the harbour, considering movement networks, servicing areas, and noise management.

LEGIBILITY & WAYFINDING

Intent:

Create a precinct with legible, comfortable, and safe movement networks that link destinations for pedestrians in the precinct.

Design Considerations:

- Enhance precinct wayfinding through building placement to respond to primary and secondary view corridors.

- Allow built form to be accessible, legible, and intuitive.
- Consider how new structures can be important landmarks at precinct gateways and assist with wayfinding.
- Utilize landscape design to support built form legibility and wayfinding.
- Preserve and enhance the existing Fishing Boat Harbour waterfront address as the primary destination.
- Create effortless connections from the precinct gateways to the water.
- Enhance connections between public transport options and destinations within the precinct.

HEIGHT & SCALE

Intent:

The precinct is to accommodate modestly scaled built form. A diversity of building heights will support form that positively interfaces with a vibrant, people-focused public realm, encourages short-term accommodation options, and enables patrons to enjoy the iconic hospitality businesses that exist in the Harbour. It also opens opportunities for new

commercial business types that will bring workers into the precinct.



PART 5: PLACE PROVISIONS





PLACE PROVISIONS

The Guide applies to the Study Area within the Waterfront Precinct as defined by the Fremantle Harbours Master Plan. There are six areas located within three precincts. These areas have additional provisions specific to the built form.

Bathers Beach Northern Gateway

- Area 1 - Currently occupied by Bathers Beach House
- Area 2 - Currently occupied by Kailis
- Area 3 - Currently occupied by Cicerello's & Cha Cha

Challenger Harbour and Mews Road

- Area 4 - Currently occupied by Be Apartments

Central Gateway

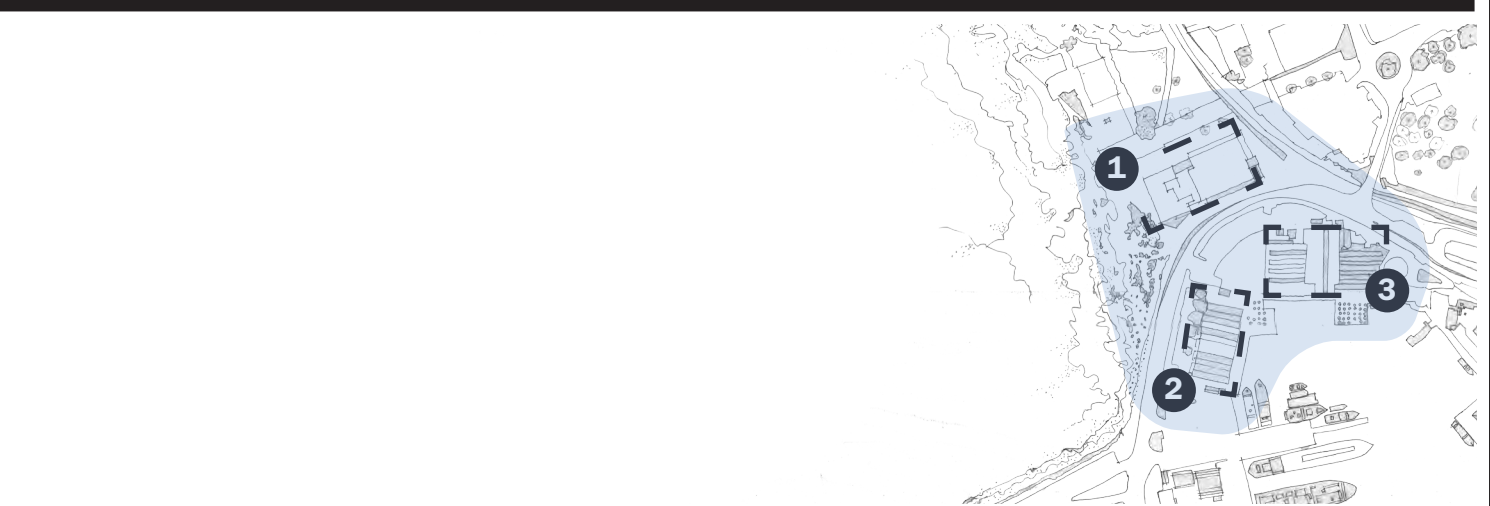
- Area 5 - Previously occupied by Joe's Fish Shack
- Area 6 - Currently occupied by Little Creatures

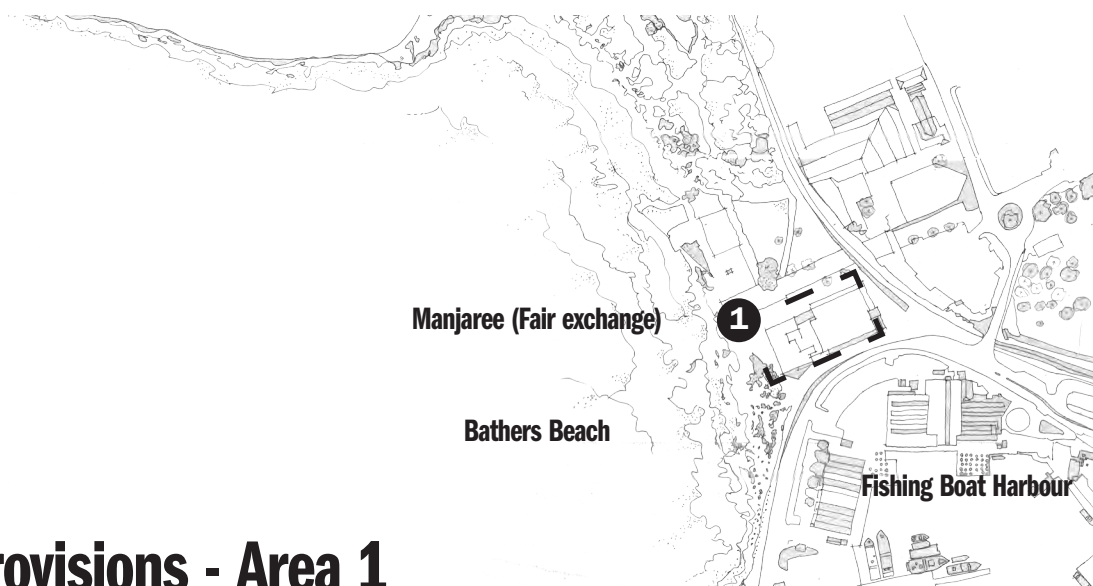


PLACE PROVISIONS

Bathers Beach Northern Gateway







Specific Provisions - Area 1

Design Opportunity:

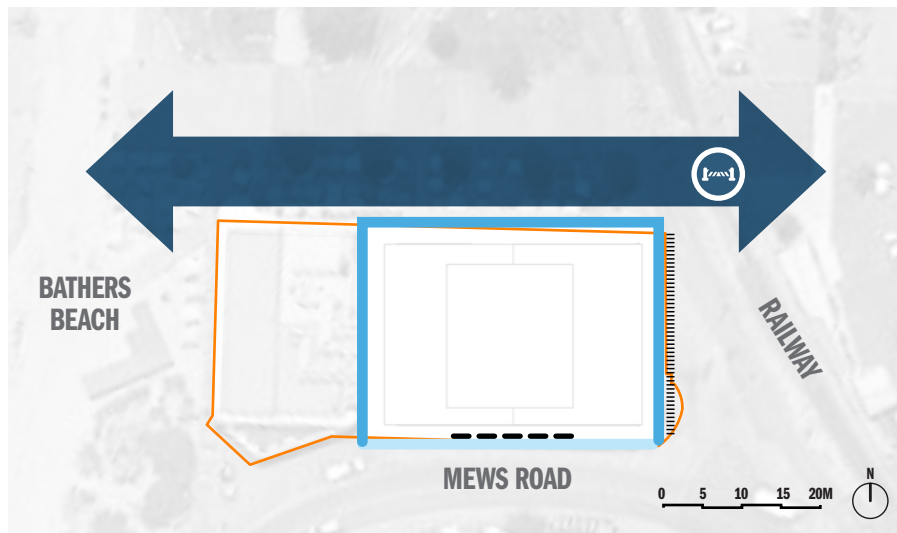
- Redevelopment to create a landmark address at the precinct entrance.
- Built form to orient toward primary façades.
- Adopt a design approach that recognises the historical fabric, character and cultural significance of the Fremantle Fisherman's Co Operative.
- Explore interpretation of place history in a culturally safe way.
- Built form footprint to enable a strong primary view corridor between Fishing Boat Harbour and Bathers Beach, consider retreating built form from the beach edge to the east.
- Ensure the existing vibrant pedestrian area to the north facade is preserved with a human scale interface with the promenade.
- Explore options to enable visitors to directly connect with the natural beach edge expanding on alfresco dining.
- Bathers Beach is a unique natural place in the Fremantle City Centre, built form to draw inspiration from these natural landscape features, creating a distinctive place within the harbour.
- Continue to provide a natural alfresco edge to the west of the structure interfacing with the beach.

- Design to reflect on local history. This location embodies a rich tapestry of history, blending over 50,000 years of Nyoongar custodianship with the arrival of the British Crown in 1829. Manjaree (Arthur Head) played a pivotal role as a gathering place for many Nyoongar groups to trade and engage in social interactions. However, the assertion of sovereignty by the British Crown brought about significant changes to the area's dynamics. The shipwreck of the Marquis of Anglesea in the same year attracted fishing communities to South Bay, initiating a hub for selling their catch. This led to subsequent developments, including the construction of the first jetty in 1831 and the addition of a second jetty along Essex Street, followed by the establishment of South Jetty in 1850. The 1868 arrival of the convict transport Hougoumont, improvements to Long Jetty in 1873, and reclamation efforts in the 1880s contributed to the evolution of the Esplanade. The burgeoning local fishing industry experienced significant growth, driven by the contributions of Italian and Greek immigrants. By 1897, Bathers Bay and Anglesea Point emerged as pivotal elements of the old Fremantle

port, including whaling and boat-building. The commencement of the Owen Anchorage Railway Line in 1902 and the transformation of South Jetty into Fisherman's Jetty in 1904 further underscored the area's evolution. Significantly in 1947, following a fisherman strike, the Fremantle Fisherman's Co Operative was formed and the Co Op built in 1950, currently a facade can be seen at the east end of Bathers Beach House. The Co Op was largely made up of migrant families from Molfetta and Capo d'Orlando in Italy and Funchal in Portugal.

Development Provisions

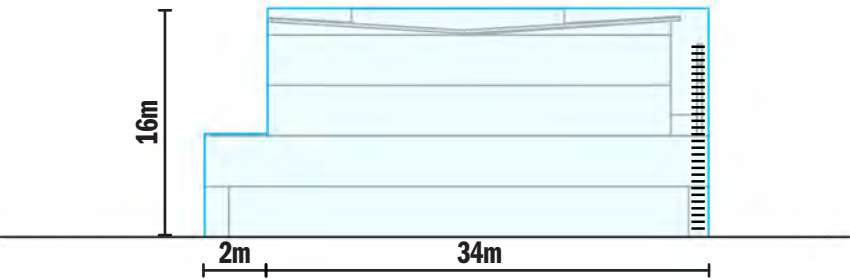
- Development to be contained within the building envelope.
- Development application to provide a view corridor study.
- Development to consider treatment of historical elements e.g. proposals for façade retention and adaptive re-use.
- Maximum building height: 16m providing for a four (4) storey development.
- Address the requirements of the Aboriginal Heritage Act 1972, Lodged Heritage Place **3420 Fremantle Anglesea Point**.



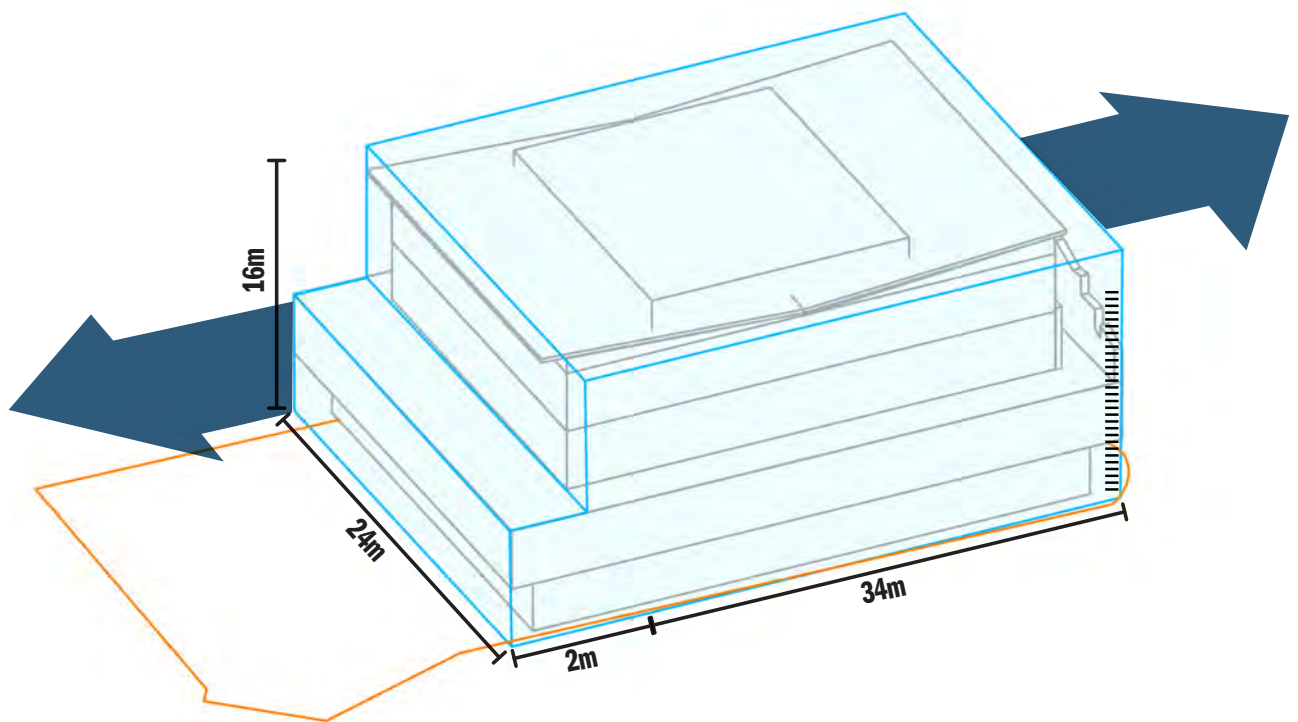
LEGEND

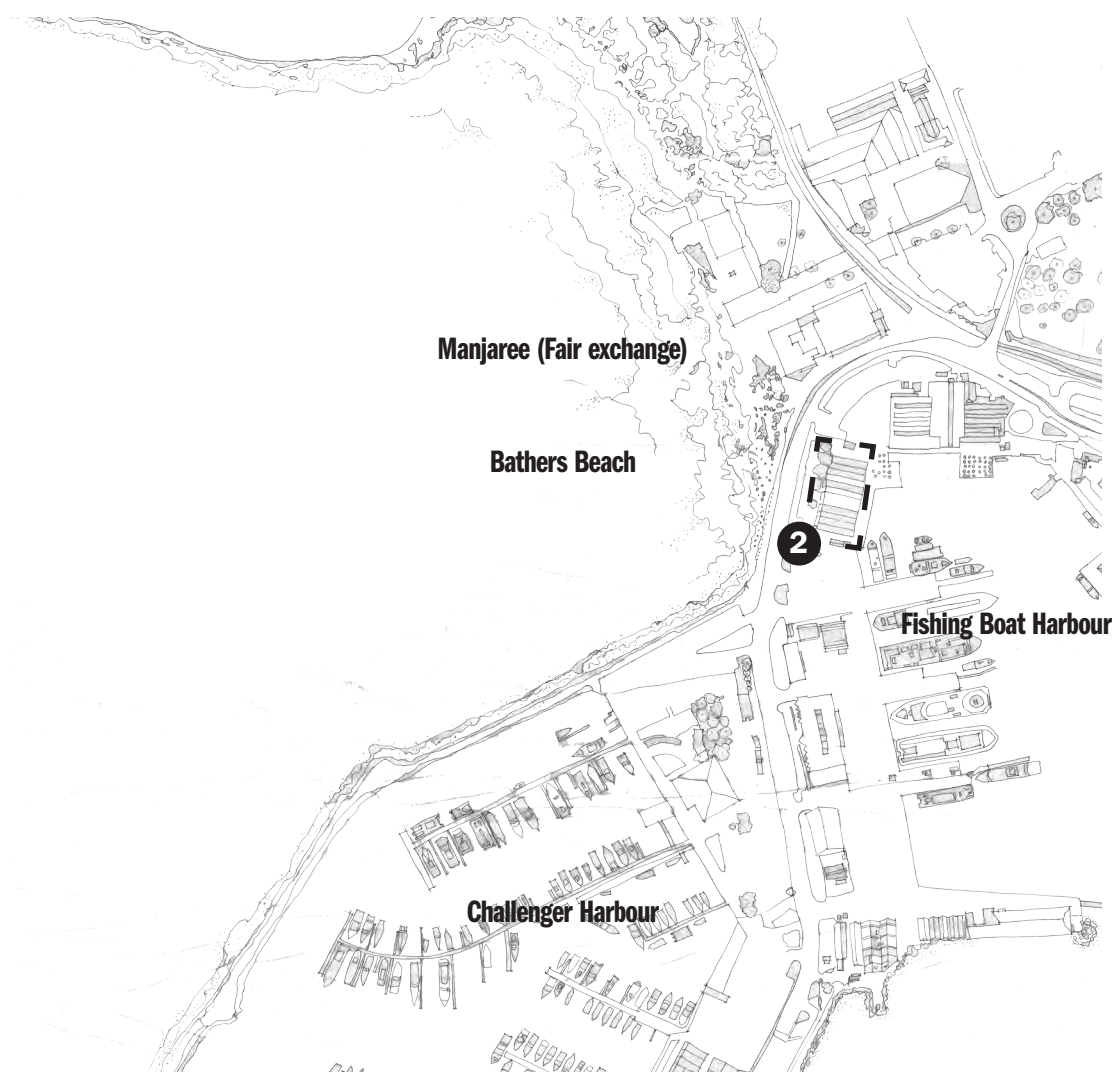
- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ PRIMARY VIEW CORRIDOR
- ||||| FACADE OF FREMANTLE FISHERMEN'S COOPERATIVE
- PRECINCT GATEWAY

CROSS SECTION



3D VIEW





Specific Provisions - Area 2

Design Opportunity:

- Capture views of both Fishing Boat Harbour and Bathers Beach.
- Orient built form to address the public realm such as plaza, alfresco, boardwalks, and Mews Road.
- Built form to orient toward primary façades.
- Identify ways to connect patrons with the daily routines of the working harbour located to the south of the building.
- Consider integrating co-located car parking into the built form screened from public view.
- Ensure visual and direct permeability along the length of the building for the general public to see the ocean or the harbour if they are on Mews Road, at

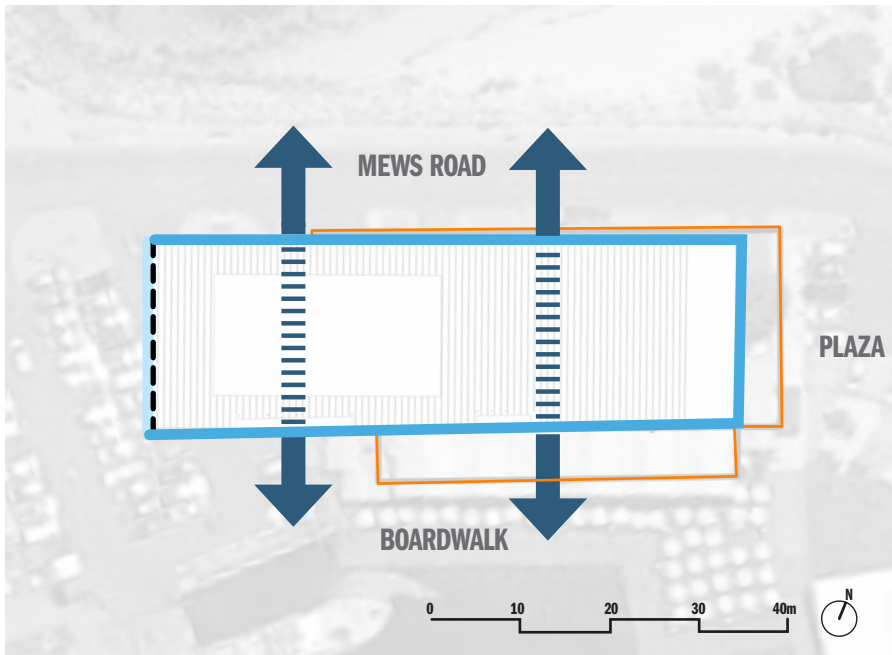
Bathers Beach or promenading on the harbour boardwalk.

- Provide additional shade to the public open space to the north of the building, creating a pleasant space for people to move between the harbour and the beach
- Design to reflect on local history. From the construction of the first jetty in 1831 to the flourishing tourism and hospitality scene in the 1990s. The Kailis family has been part of the growth of the fishing industry driven by Italian and Greek immigrants in the 1880s, and significant developments such as the creation of Challenger Harbour in 1987. Over time, Fremantle has evolved from a port focused on fishing and maritime activities to include a

vibrant tourist destinations with restaurants, bars, and cultural attractions.

Development Provisions

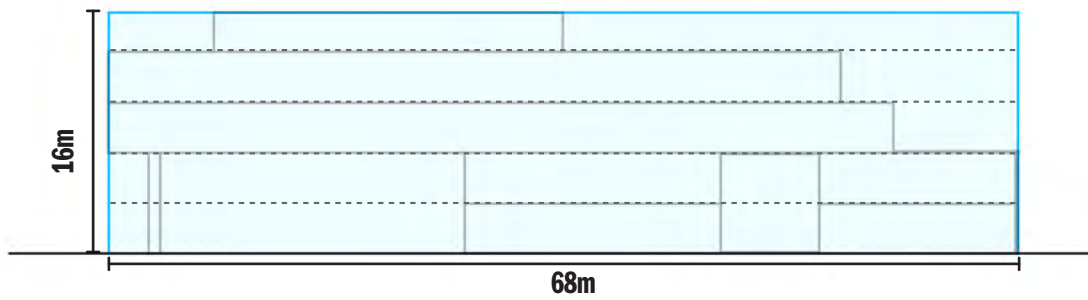
- Maximum building height: 16m providing for a four (4) storey development.
- At two points provide clear, convenient and safe publicly accessible thoroughfares through the building during business opening hours. The thoroughfare is to be 6m wide and have a clearance of at least 3.5m, suitable lighting, passive surveilled and located on the ground floor.



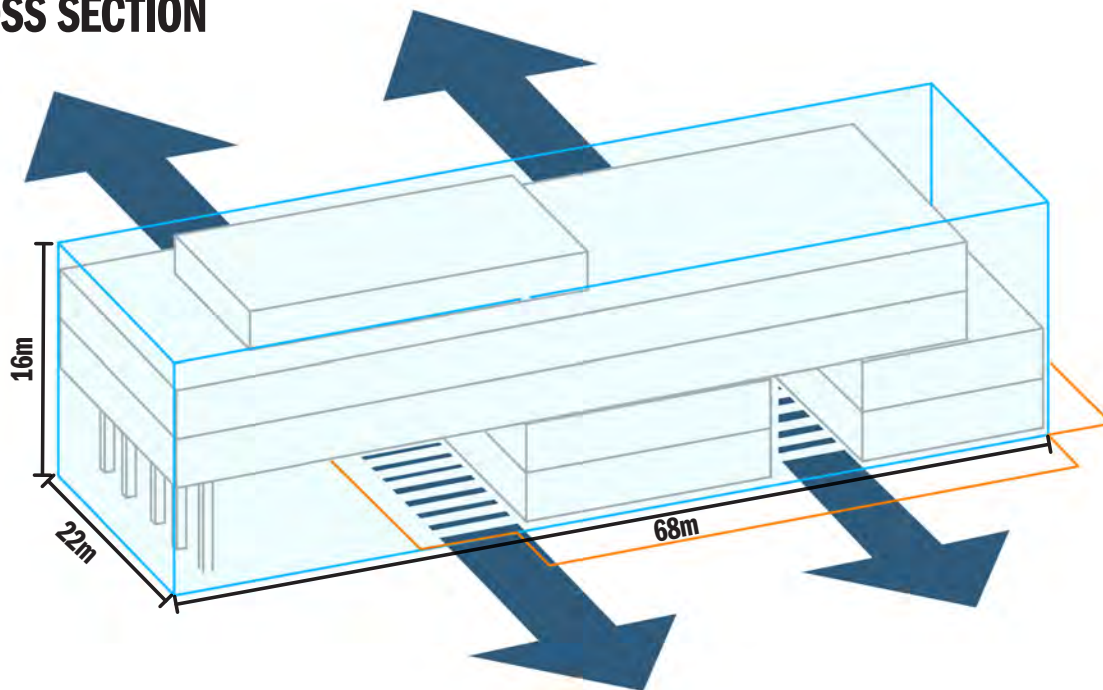
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- - - SERVICING LOCATION
- ↕ PRIMARY VIEW CORRIDOR
- ||||| PUBLIC ACCESS THROUGH BUILDING

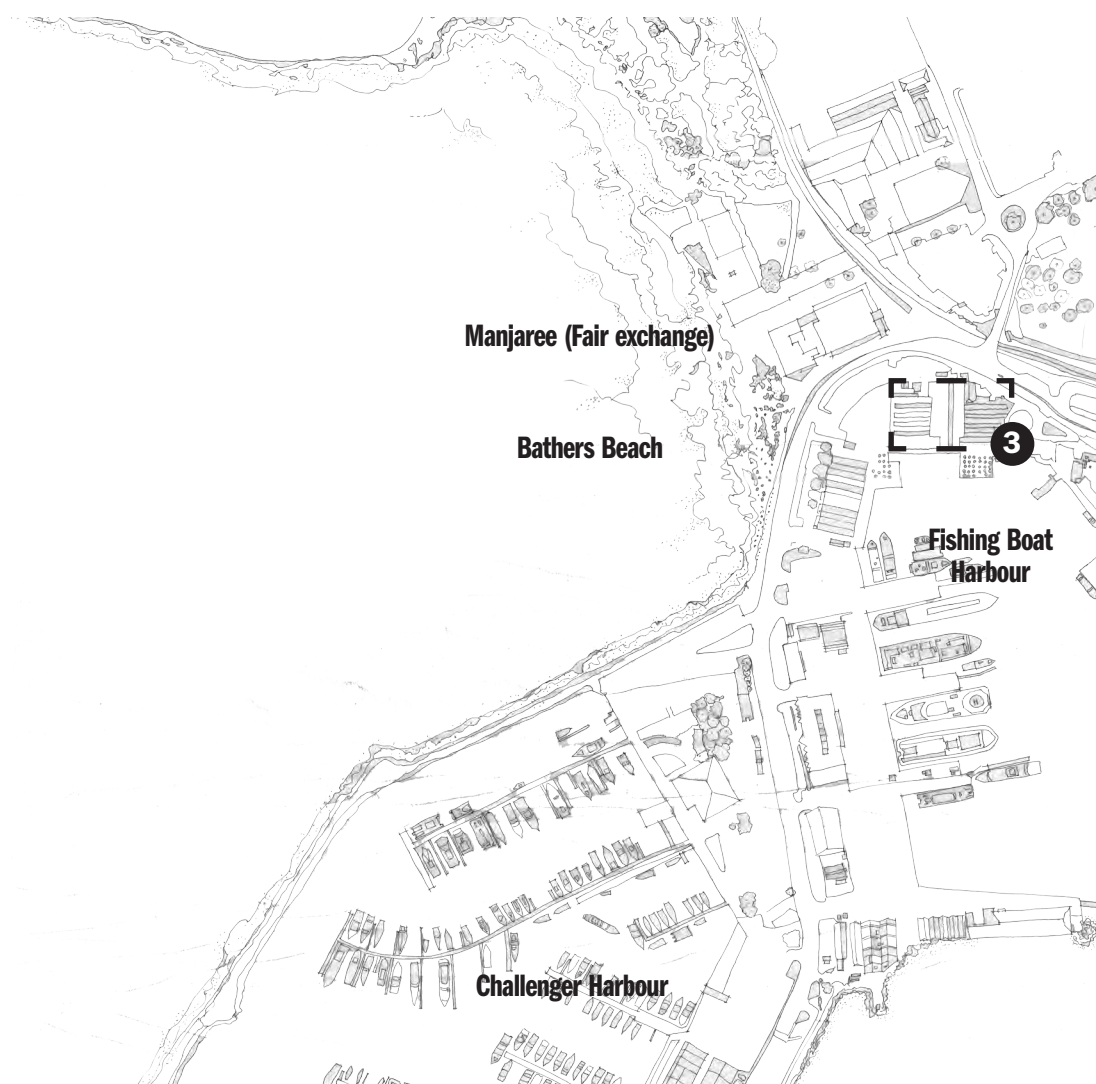
PLAN



CROSS SECTION



3D VIEW



Specific Provisions - Area 3

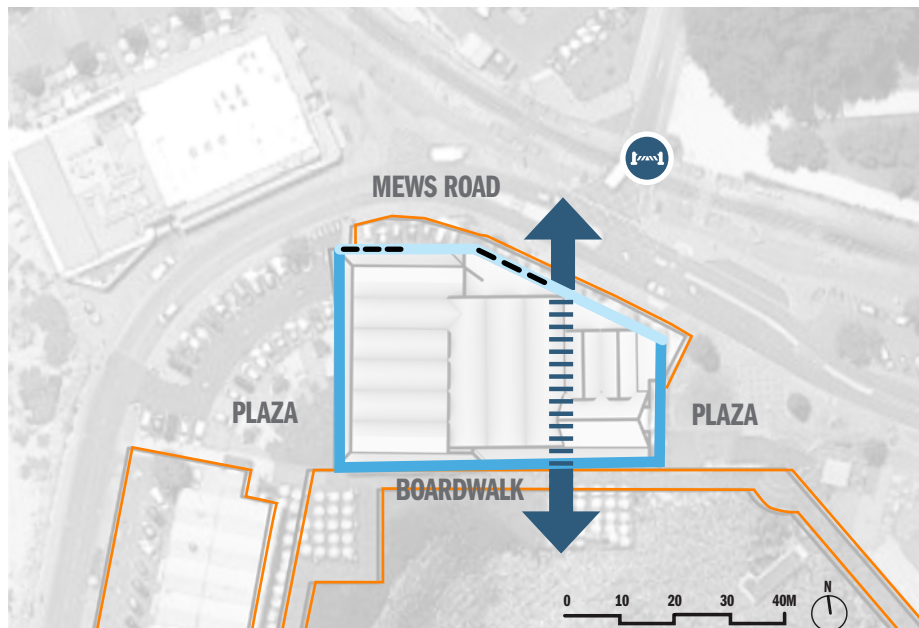
Design Opportunity:

- Built form to orient toward primary façades.
- Increase activation of the built form adjacent to Mews Road.
- Create an integrated interface between structure and plaza to the west.
- Explore new, direct connections from precinct gateways to the water's edge.
- Consider shared, screened servicing locations.
- Conform to a general three (3) storey height overall with opportunities for additional height to reinforce the landmark and entrance nature of the site.
- Provide a visual and direct permeable structure to enable people to move directly from the Harbour gateways to the water.

- Design to reflect on local history. Once a single jetty with a fish market the harbour has become an entertainment destination known for its food and beverage outlets. In 1958 that Steve Cicerello opened a fish market and small fish and chip shop on reclaimed land in the Harbour. Cicerello's and Char Char Bull went on to complement the excitement of the America's Cup defence in 1987. In 1997 the modest Cicerello's building was demolished and replaced by a restaurant. In 2003 the boardwalk was installed. The Waterfront Precinct is now a flourishing tourism and hospitality, marking Fremantle a key hub for leisure and maritime activities.

Development Provisions

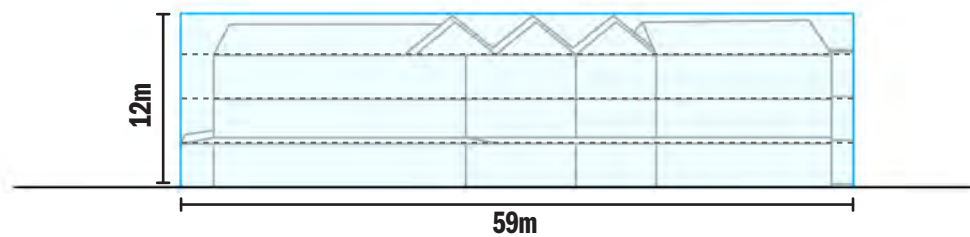
- Development to be contained within the building envelope excluding a landmark feature toward the precinct gateway.
- Maximum building height: 12m providing for a three (3) storey development.
- Provide at least one clear, convenient and safe publicly accessible thoroughfare through the building during business opening hours. The thoroughfare is to be 6m wide and have a clearance of at least 3.5m, suitable lighting, passive surveilled and located on the ground floor.



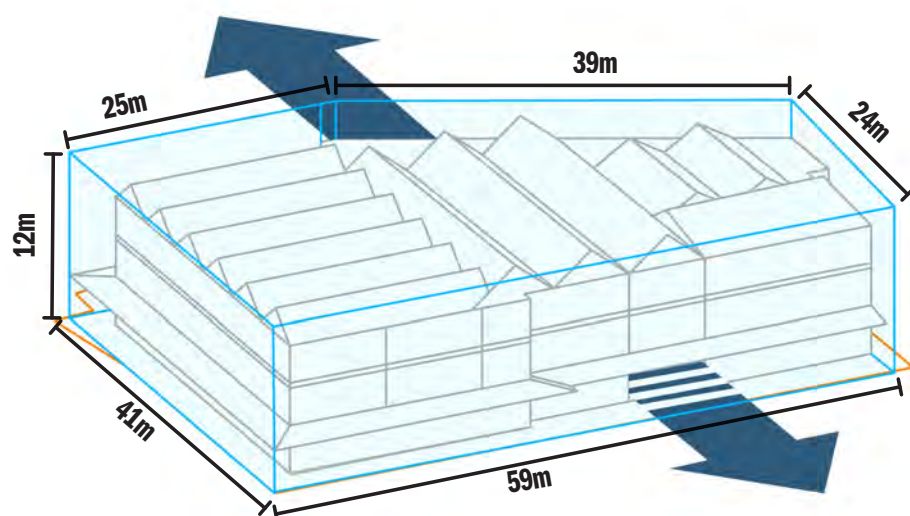
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- - - SERVICING LOCATION
- ↔ PRIMARY VIEW CORRIDOR
- ||||| PUBLIC ACCESS THROUGH BUILDING
- PRECINCT GATEWAY

PLAN



CROSS SECTION

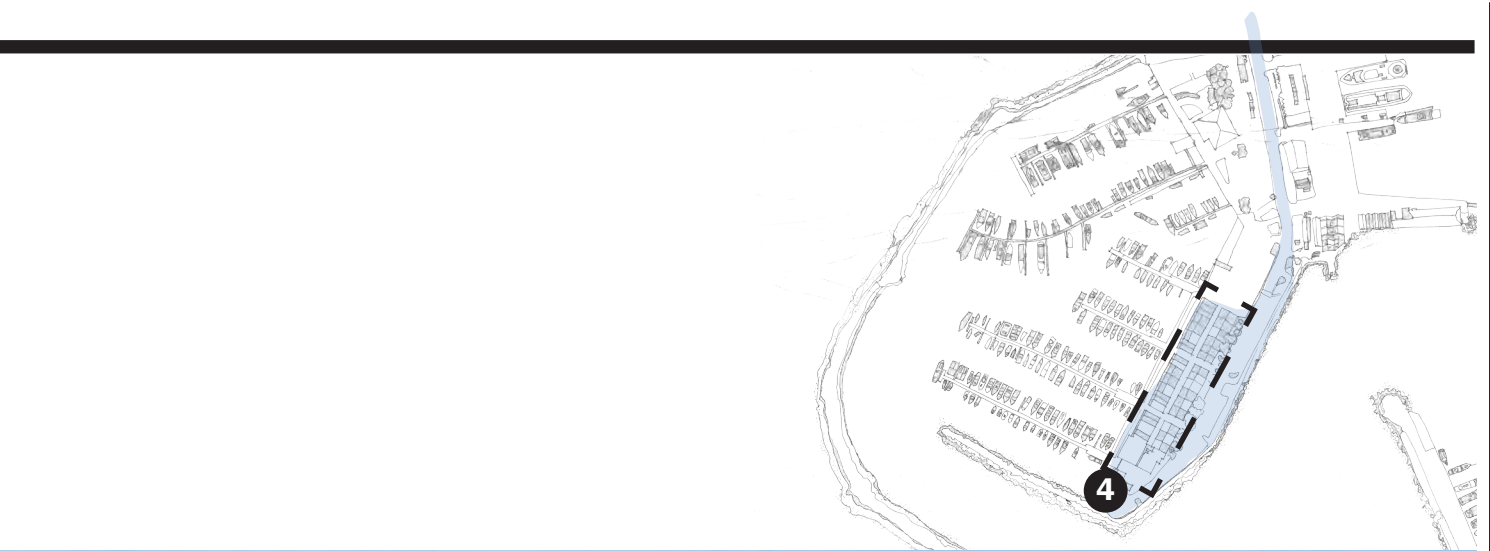


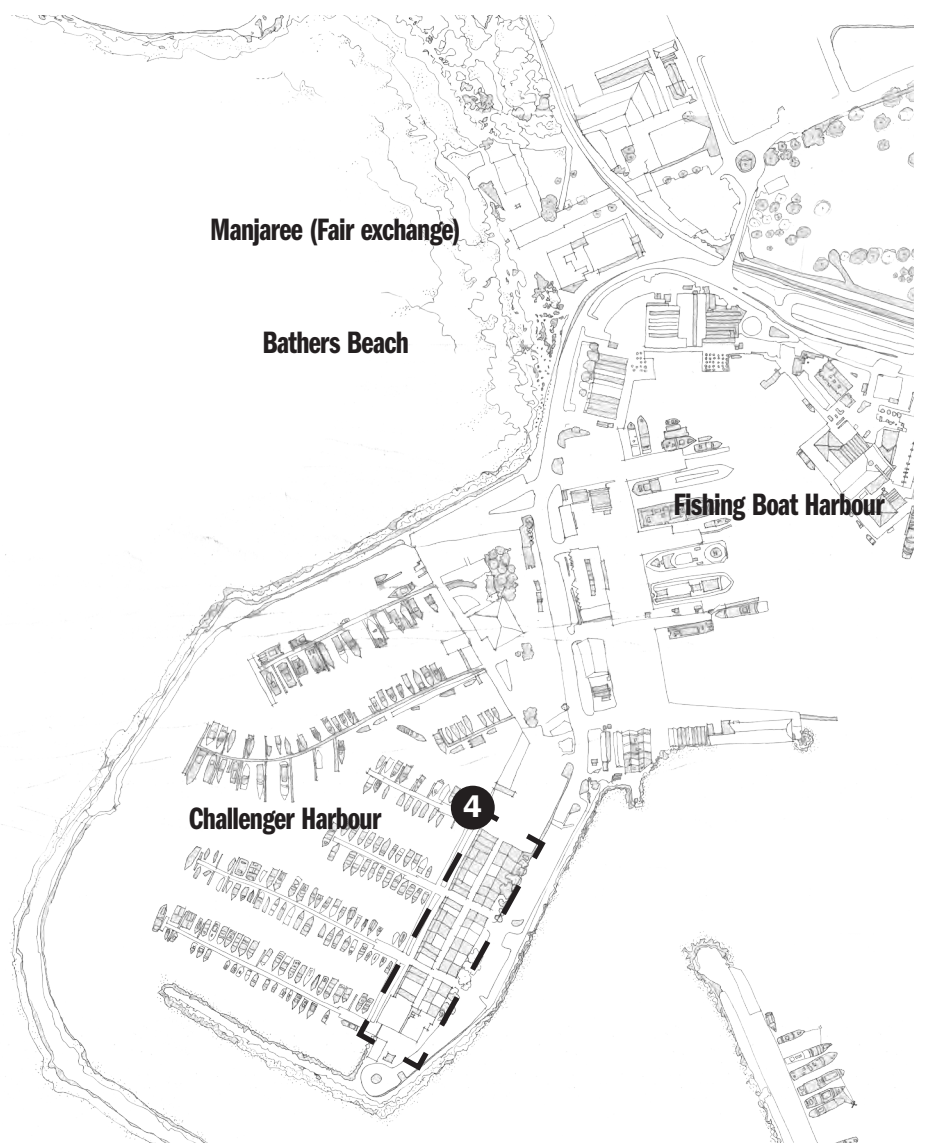
3D VIEW

PLACE PROVISIONS

Challenger Harbour & Mews Road (West)







Specific Provisions - Area 4

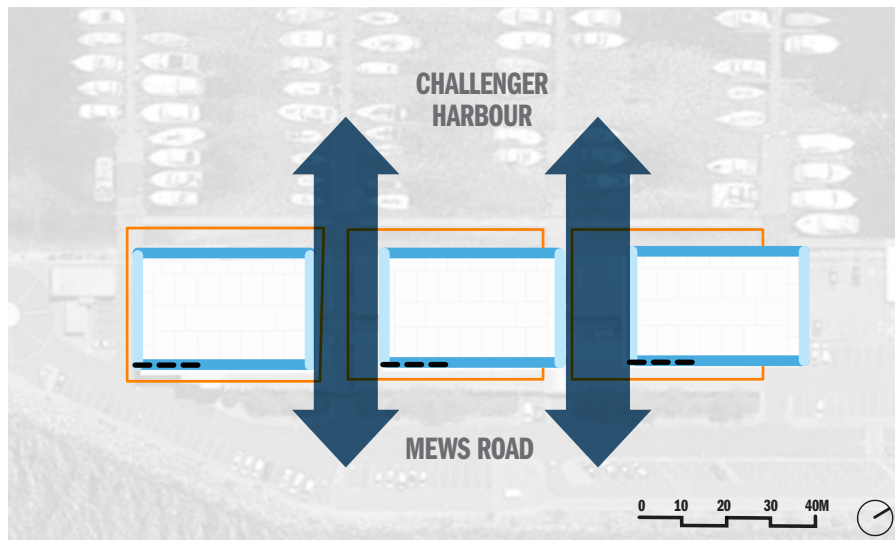
Design Opportunity:

- Enable more diverse views of the water.
- Support accommodation choice and room type diversity.
- Create high-amenity connections between public realm and yacht moorings.
- Clearly define a private/public edge to the structures.
- Support more secure car parking management on site.
- Create an edge to the north and south that supports pedestrians to connect with the boardwalk to the west.
- Built form primarily orientate toward the water however also provide passive surveillance over public walk ways.

- Design to reflect on local history. Challenger Harbour was developed in 1987, to enable the community to engage with the America's Cup defence. Fremantle became the subject of a worldwide focus following Australia II winning the Americas Cup. The harbour was created through the demolition of the Long Jetty piers and has since become a significant maritime hub, offering berthing facilities, recreational amenities, and commercial spaces. Over the years, Challenger Harbour has played a pivotal role in Fremantle's maritime landscape, contributing to its reputation as a vibrant waterfront destination.

Development Provisions

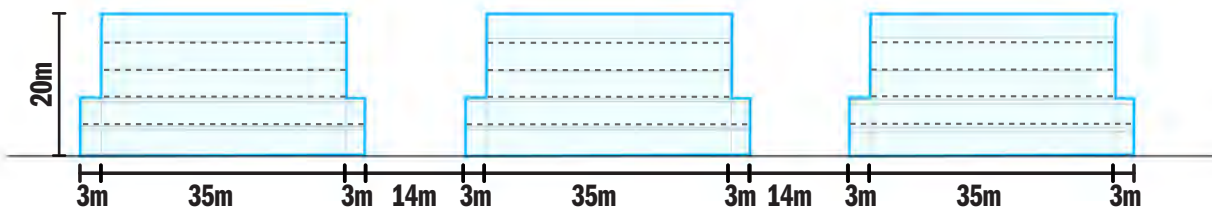
- Development to be contained within the building envelope.
- Maximum building height: 20m providing for a five (5) storey development.



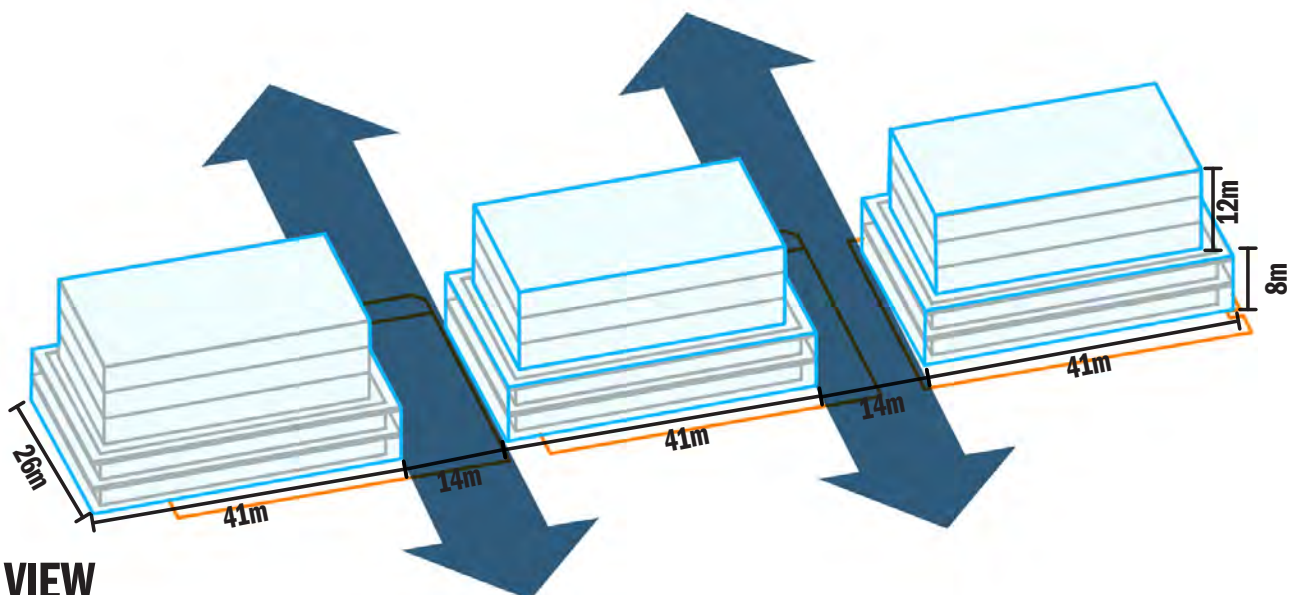
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ SECONDARY VIEW CORRIDORS AND PEDESTRIAN MOVEMENT

PLAN



CROSS SECTION

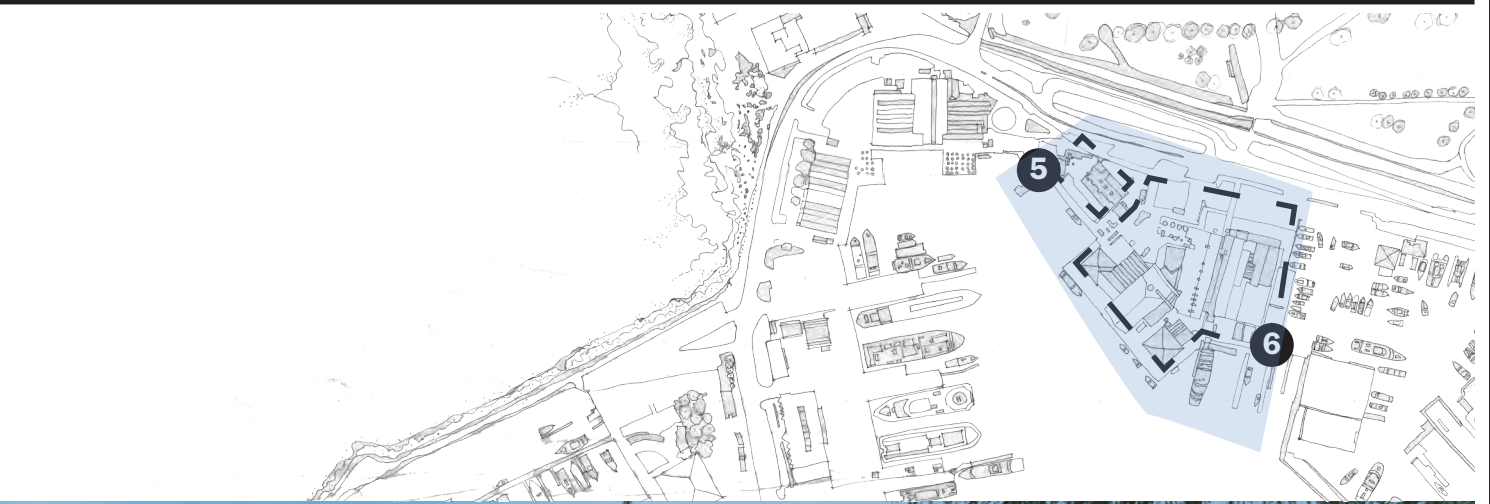


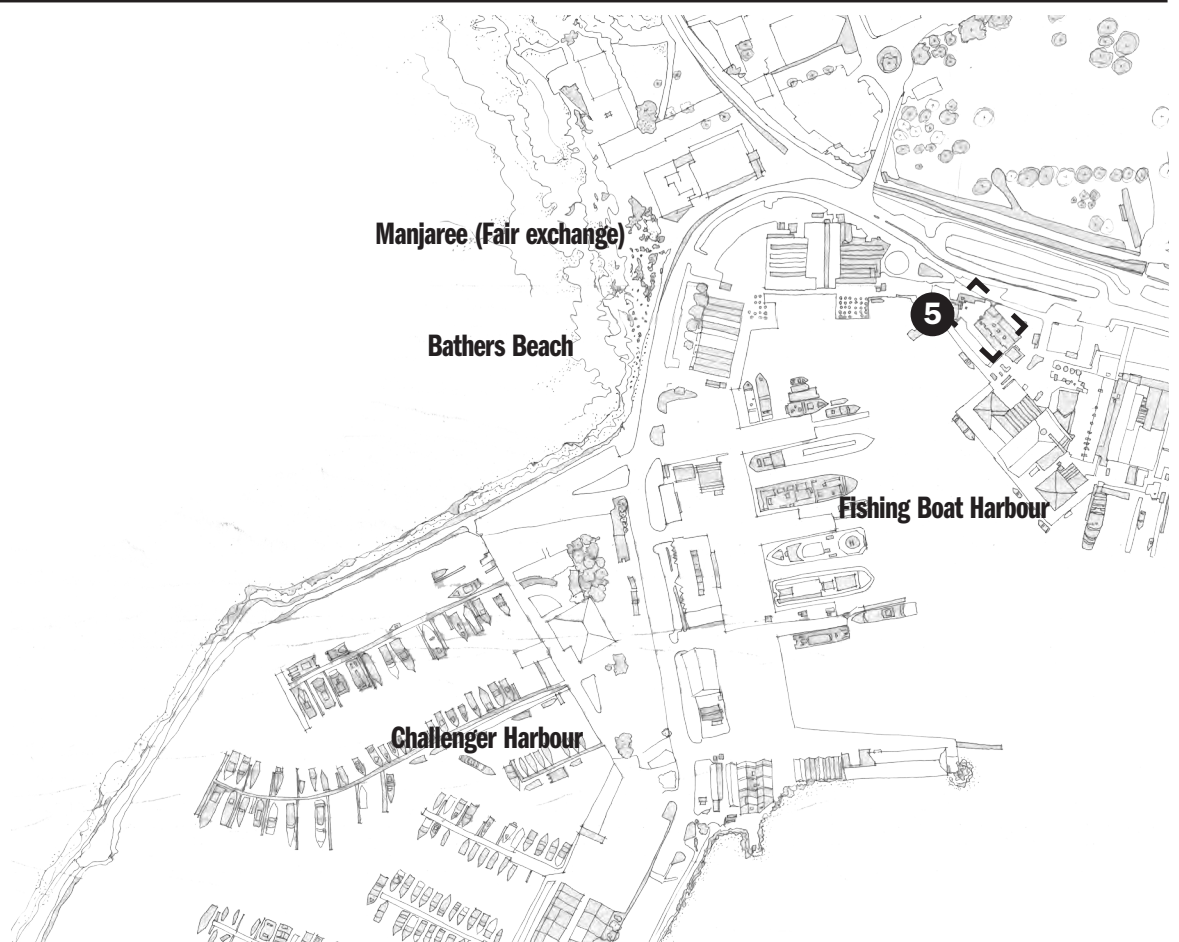
3D VIEW

PLACE PROVISIONS

Central Gateway







Specific Provisions - Area 5

Design Opportunity:

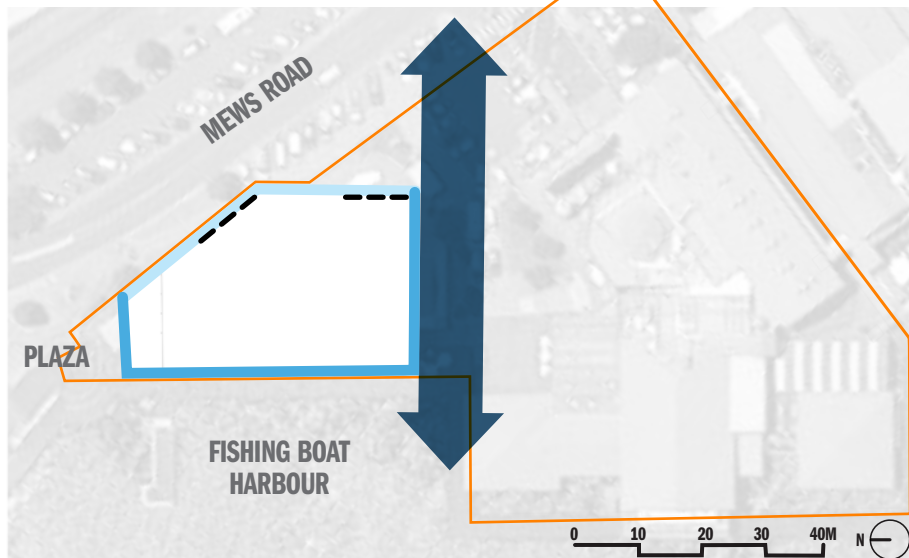
- Redevelopment to create a landmark address at the precinct entrance.
- Built form footprint to enable a direct view corridor from the precinct gateway to the water.
- Massing to step down to the north-west to create an appropriate interface with the existing plaza area and reduce overshadowing.
- The western edge of the leasehold may become a space for events - as one of the most prominent addresses in the harbour.
- Built form on the ground floor to create a universal connection to precinct boardwalks.
- Resolve infrastructure and utility locations to support the long-term visions for the Harbour.
- Demolish the existing derelict structure and provide a temporary public realm, prior to redevelopment.

- Design to attempt to minimise overshadowing of the public realm in winter to the east.
- Design to reflect on local history. In 1985, Joe's Fish Shake made its debut, introducing a novel dining experience with its à la carte offerings. Just two years later, in 1987, Fremantle hosted the prestigious America's Cup defence, drawing international attention to the area. By 1993, Fishing Boat Harbour had transformed into a multifaceted hub, accommodating the Fremantle Yacht Club and fishing industry support facilities. Throughout the 1990s, tourism and hospitality thrived, bolstering the local economy and cultural landscape. In 2004, the inauguration of "The Jetty," a poignant memorial honouring the pioneering fishermen who laid the foundation for Fremantle's fishing industry. Situated on the original

alignment of the South Jetty, this memorial bears the names of 608 individuals who played pivotal roles in shaping the local maritime heritage, serving as a testament to their enduring legacy and contribution to the community.

Development Provisions

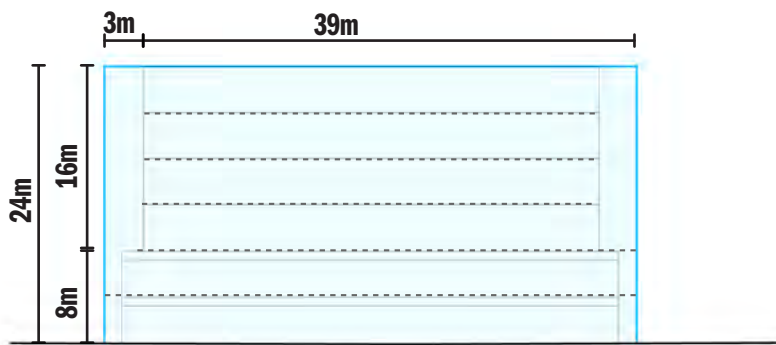
- Development to be contained within the building envelope.
- Maximum building height: 24m providing for a six (6) storey development.



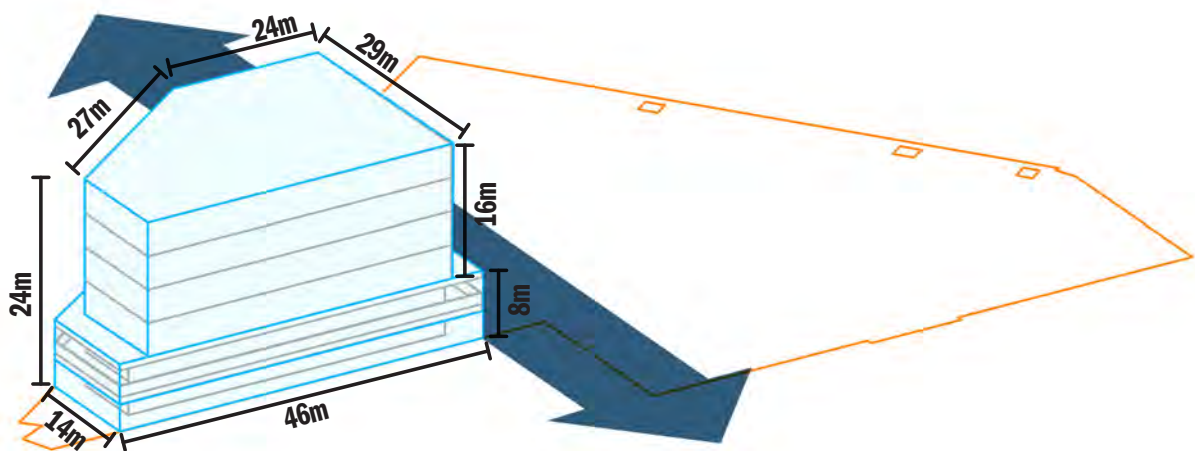
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ PRIMARY VIEW CORRIDOR

PLAN



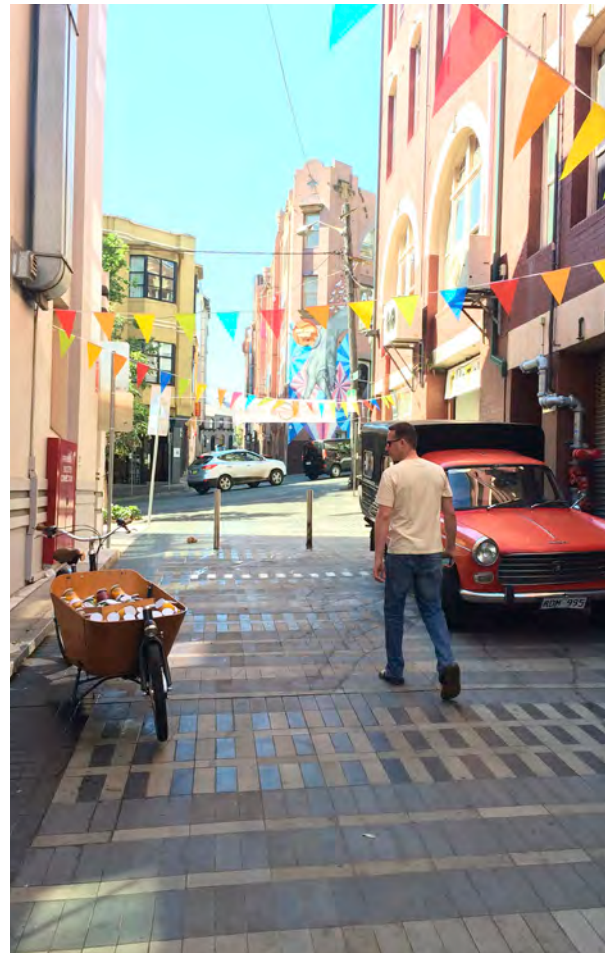
CROSS SECTION

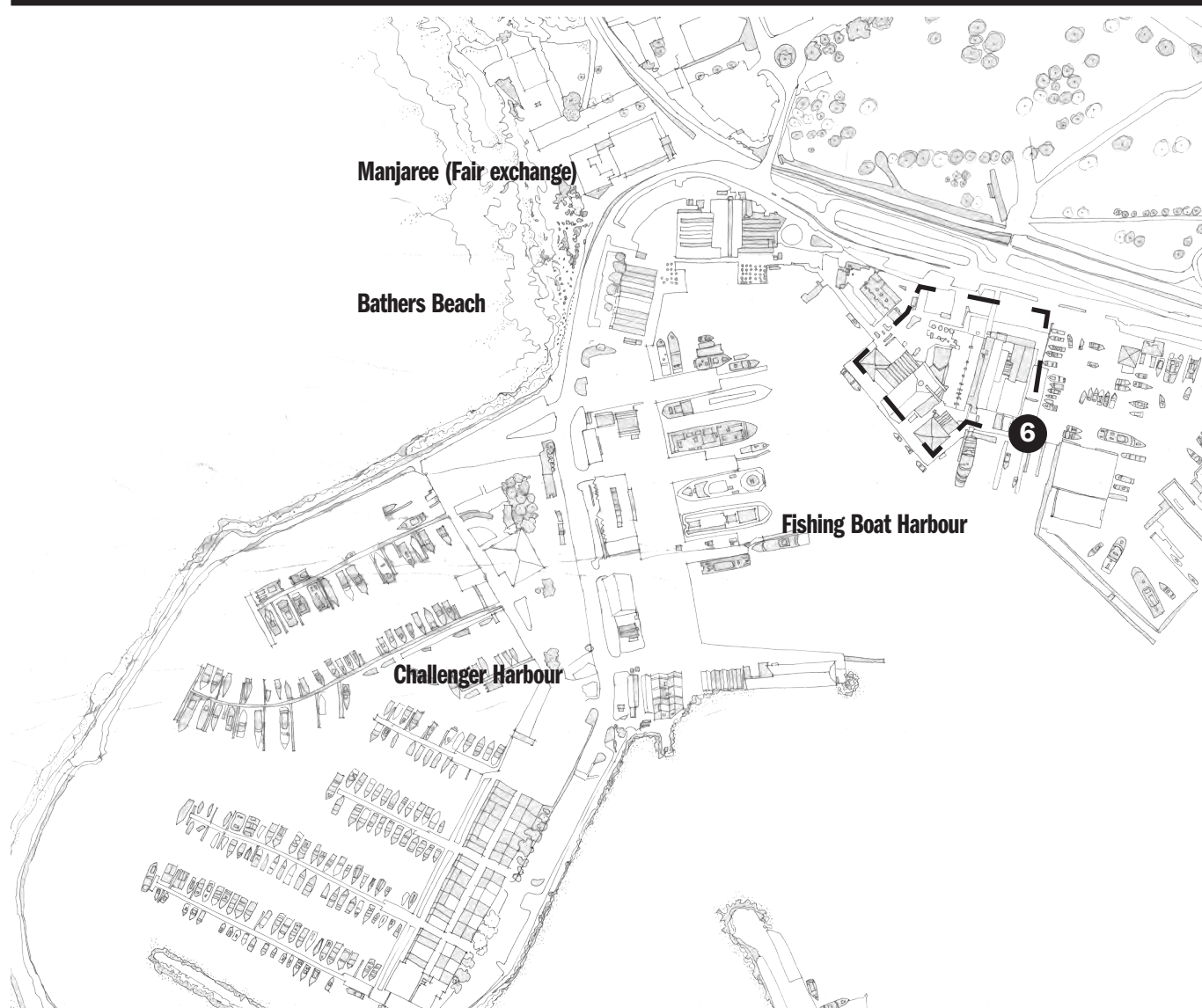


3D VIEW

PLACE SCALE







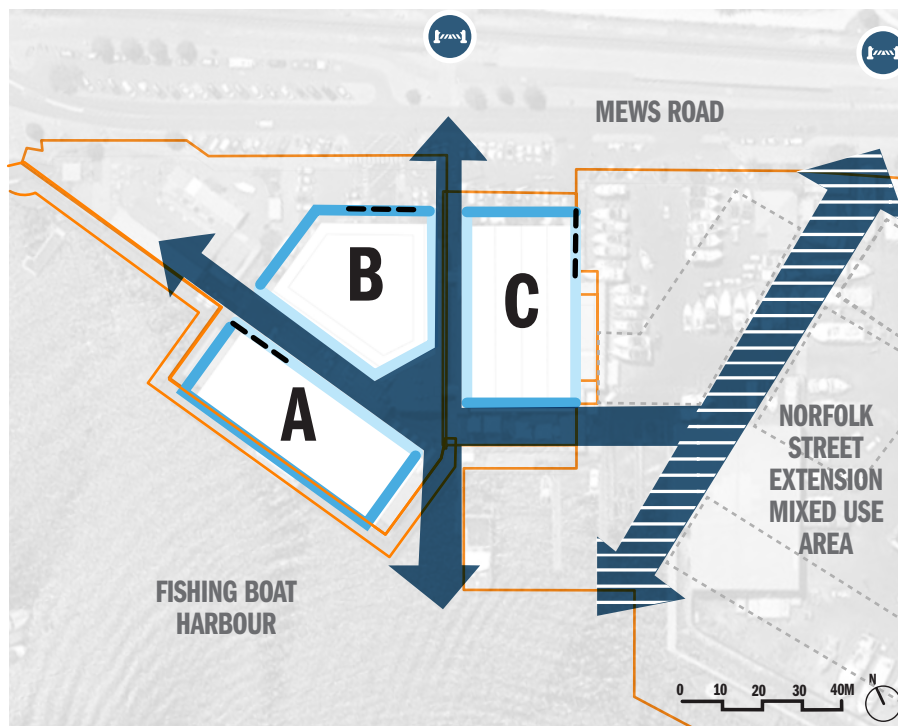
Specific Provisions - Area 6

Design Opportunity:

- Area 6 is the transition between the Waterfront Precinct and the Central Gateway as defined in the Fremantle Harbour Master Plan.
- The master plan states that the proposed Norfolk Street extension will bring the city centre to the water's edge within the new Mixed- Use Precinct. This initiative introduces an urban built form response with associated mixed and diverse land uses. The scale and intensity of this built form is distinct to that in Areas 1 - 5.
- Built form within Area 6 will have an intensity and scale that enables a transition into the proposed higher intensity Central Gateway.

- Proposed built form needs to support the creation of a "main street" which is the extension and pedestrianisation of Norfolk Street into the harbour.
- Design to reflect on local character and history. In the early 1980s, the harbour had a seafood processing factory, Marine & Harbour Office, trawler berthing, fish market, Cicerello's, Lombardos and Fremantle Boat Lifters. For a period the Boat Lifters site transitioned into an iconic crocodile farm. The landscape continued to evolve, marked by the construction of a shed in 1987 to accommodate the Taskforce '87 yachts during the America's Cup. The dynamic

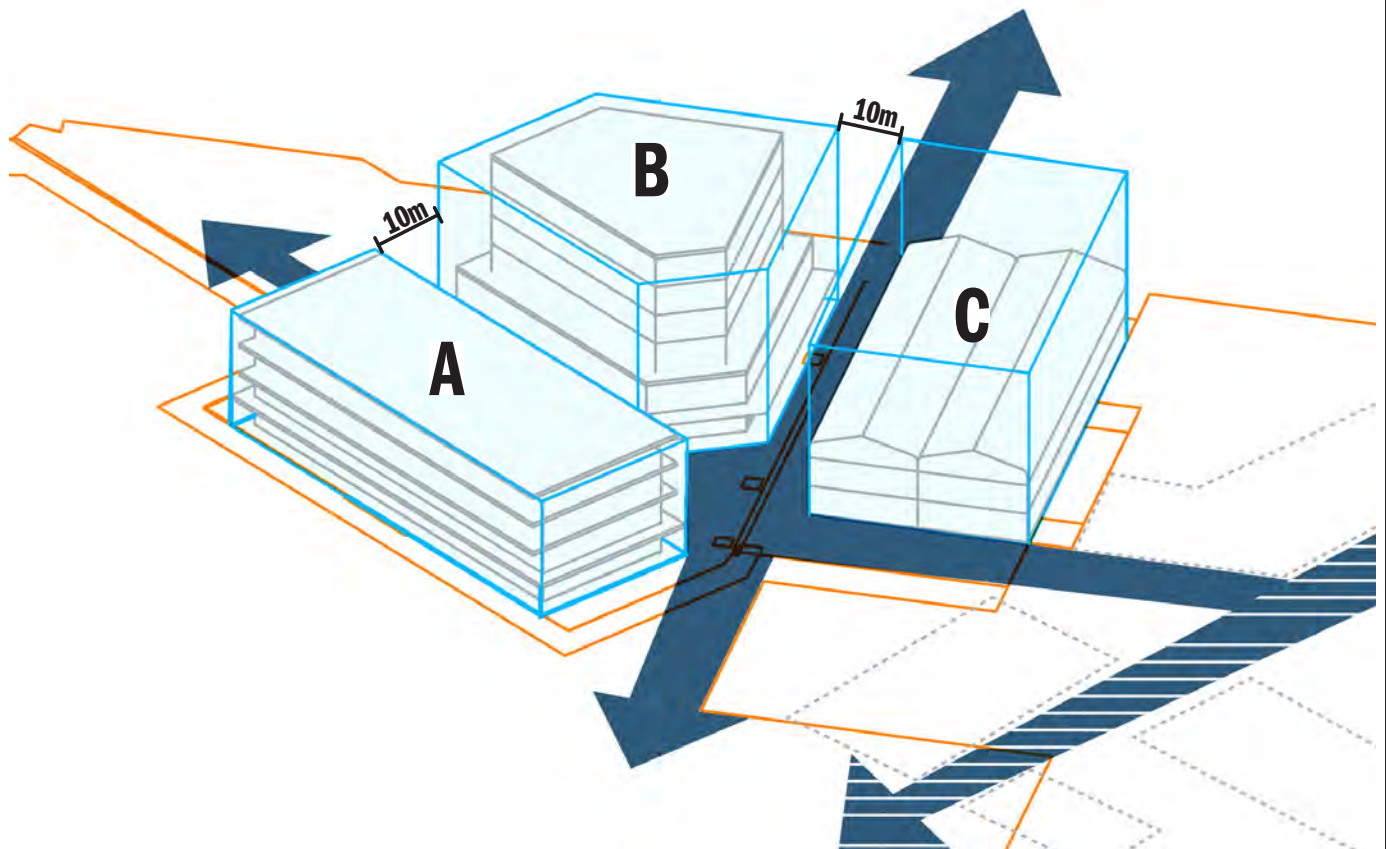
waterfront environment eventually paved the way for the emergence of Little Creatures Brewing, which officially opened its doors in the former boat facility in 2000.



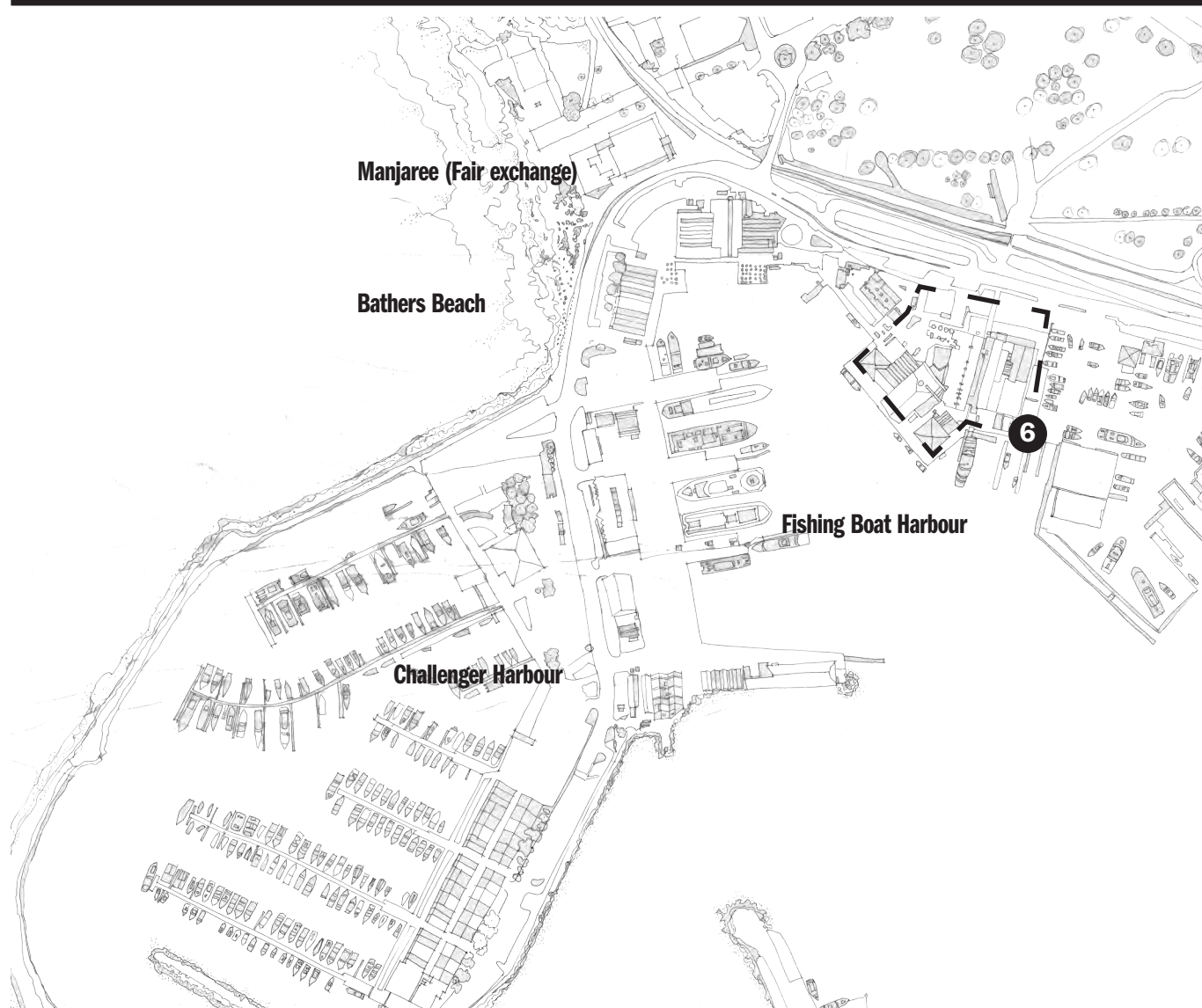
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ SECONDARY VIEW CORRIDORS AND PEDESTRIAN MOVEMENT
- ↗ PROPOSED PRIMARY VIEW CORRIDOR
- PROPOSED MASTER PLAN BUILT FORM
- PRECINCT GATEWAY

PLAN



3D VIEW



Specific Provisions - Area 6 A

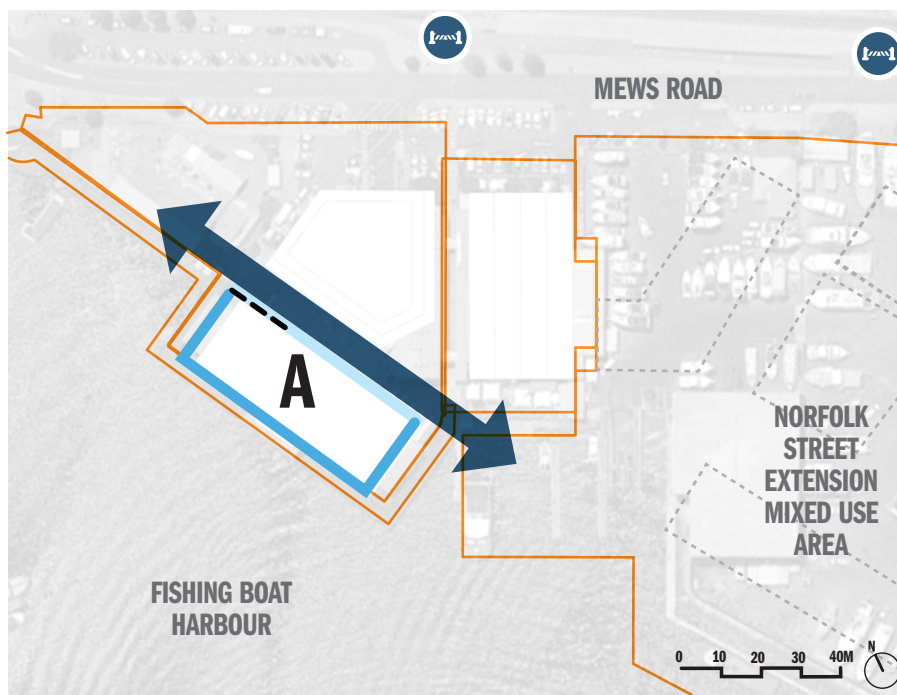
Design Opportunity:

- Scale of development to transition between the modest scale of the precinct and the proposed higher-intensity mixed-use area.
- Reconsider movement, access, and car parking arrangements to provide a pedestrian-first approach and safe servicing of business activities.

- Built form to address the primary view corridor between the precinct gateway and water.
- Consider ways to enhance the amenity of the secondary view corridor.
- Resolve infrastructure and utility locations to support the long-term vision for the Harbour.

Design Opportunity - Area 6 A:

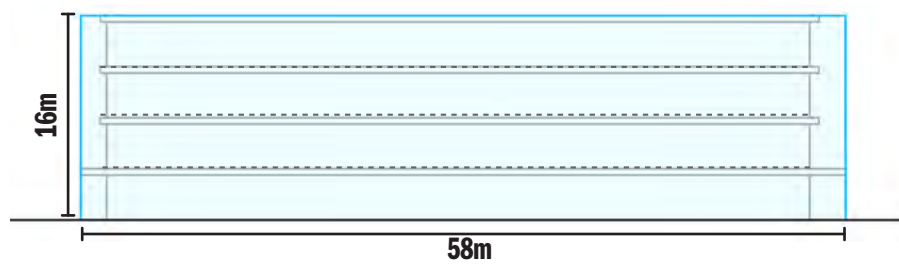
- Development to be contained within the building envelope.
- Maximum building height: 16m providing for a four (4) storey development.



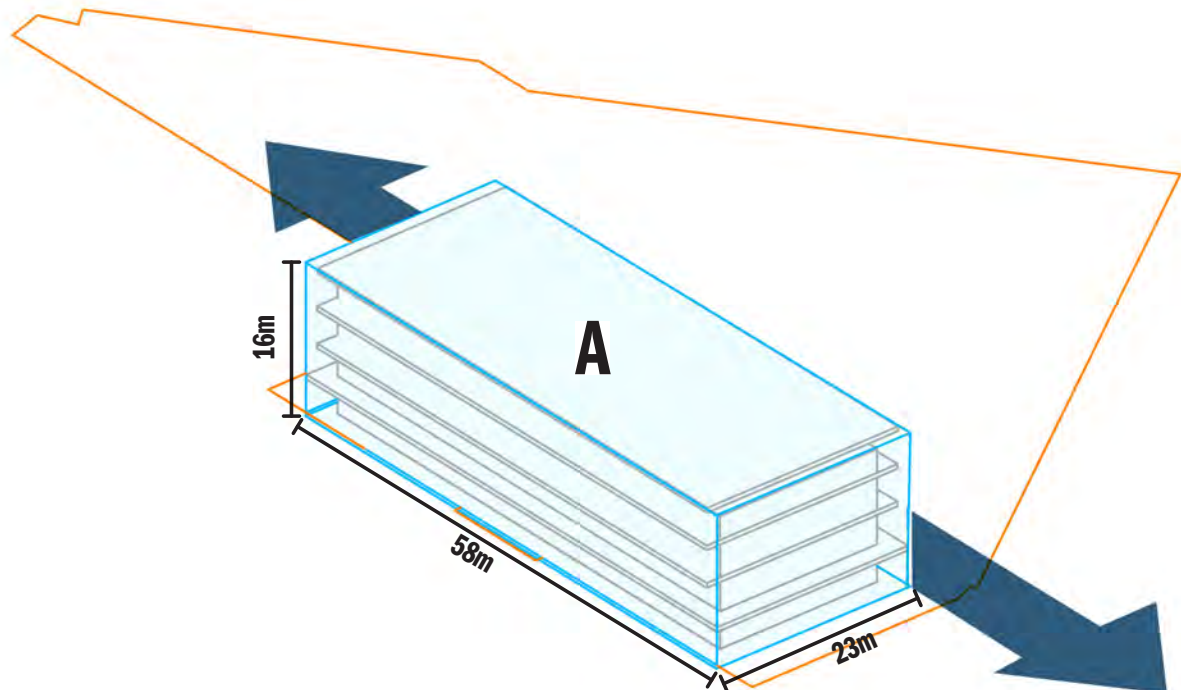
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ SECONDARY VIEW CORRIDORS AND PEDESTRIAN MOVEMENT
- PROPOSED MASTER PLAN BUILT FORM

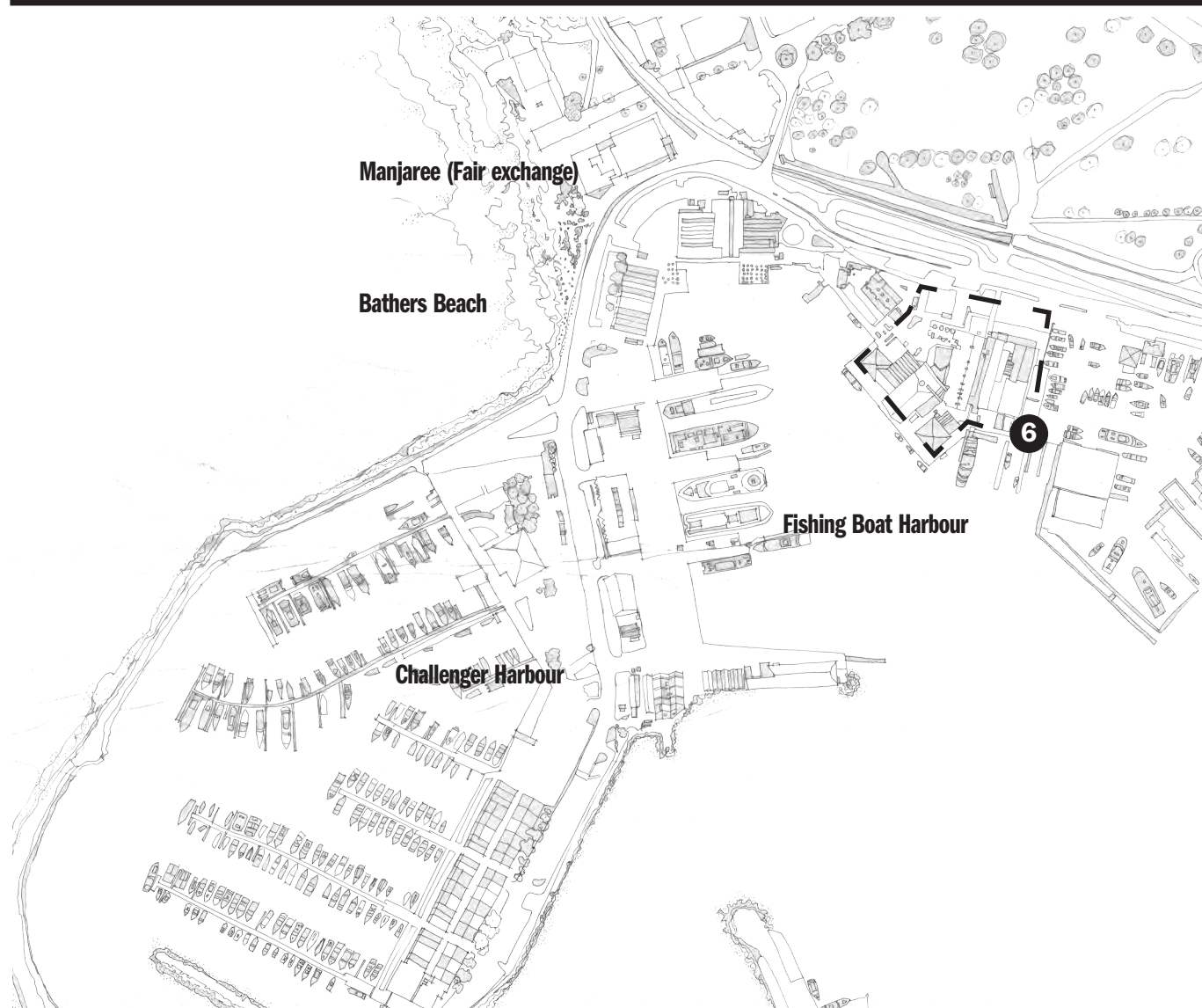
PLAN



CROSS SECTION



3D VIEW



Specific Provisions - Area 6 B

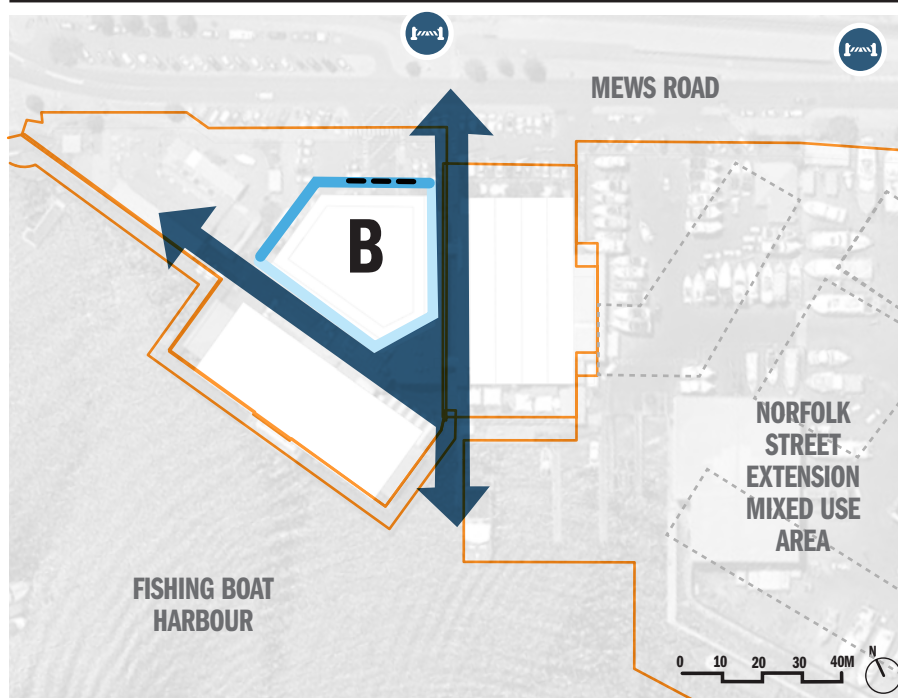
Design Opportunity:

- Scale of development to transition between the modest scale of the precinct and the proposed higher-intensity mixed-use area.
- Reconsider movement, access, and car parking arrangements to provide a pedestrian-first approach and safe servicing of business activities.

- Built form to address the primary view corridor between the precinct gateway and water.
- Consider ways to enhance the amenity of the secondary view corridor.
- Resolve infrastructure and utility locations to support the long-term vision for the Harbour.

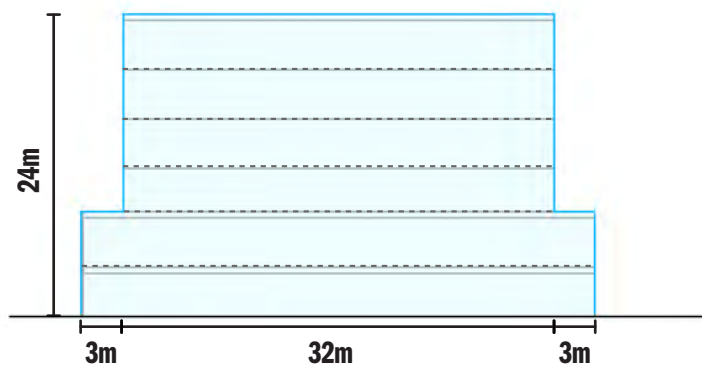
Design Opportunity - Area 6 B:

- Development to be contained within the building envelope.
- Maximum building height: 24m providing for a six (6) storey development.

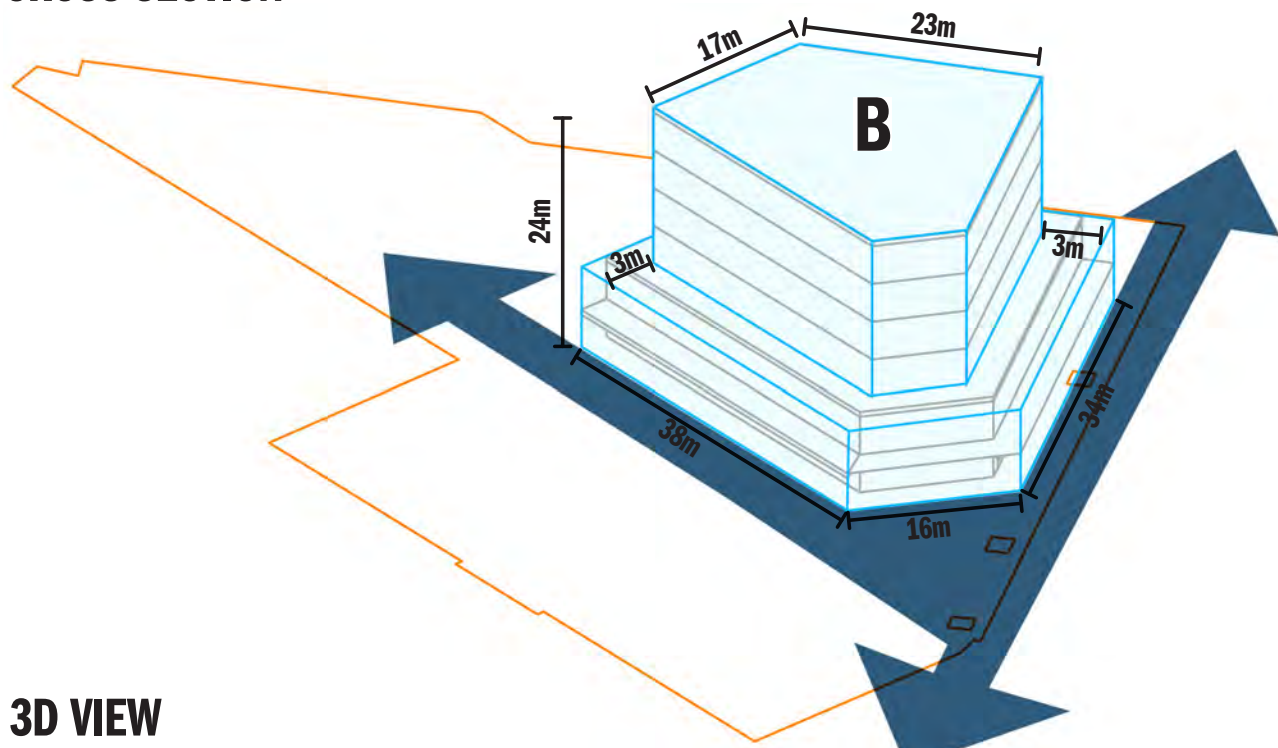


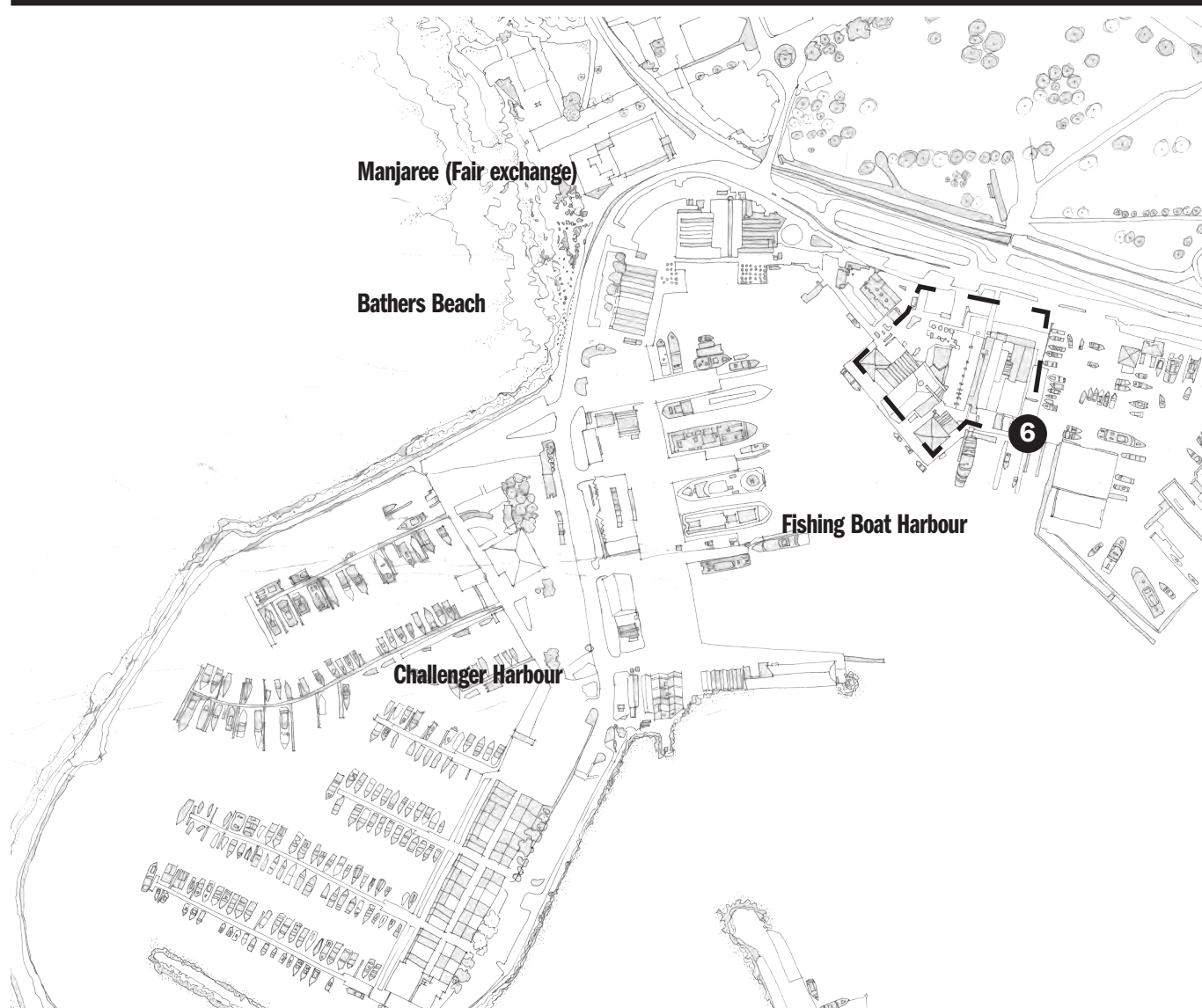
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- ↔ SECONDARY VIEW CORRIDORS AND PEDESTRIAN MOVEMENT
- PROPOSED MASTER PLAN BUILT FORM



CROSS SECTION





Specific Provisions - Area 6 C

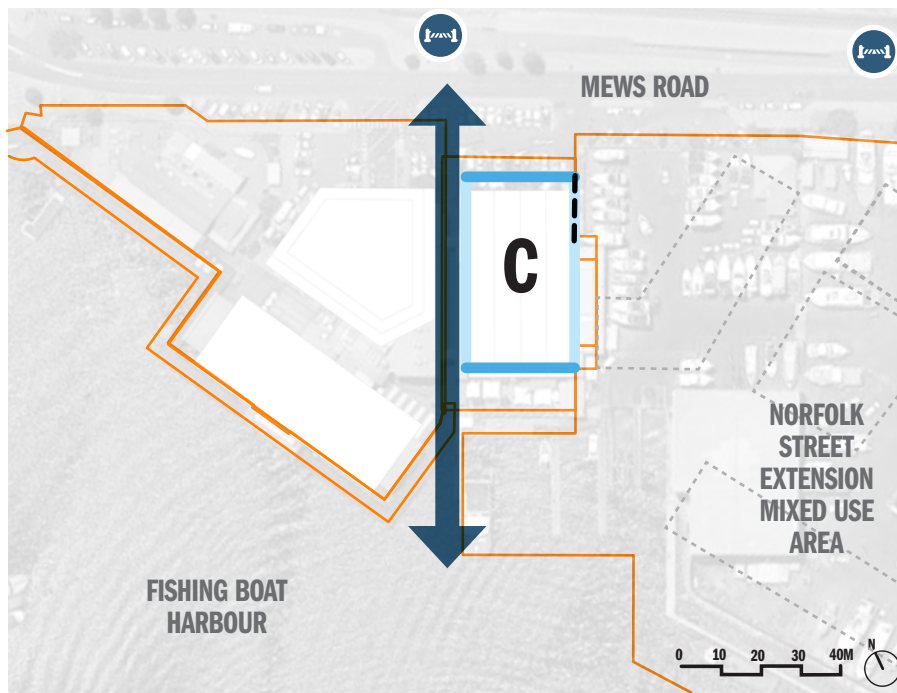
Design Opportunity:

- Scale of development to transition between the modest scale of the precinct and the proposed higher-intensity mixed-use area.
- Reconsider movement, access, and car parking arrangements to provide a pedestrian-first approach and safe servicing of business activities.

- Built form to address the primary view corridor between the precinct gateway and water.
- Consider ways to enhance the amenity of the secondary view corridor.
- Resolve infrastructure and utility locations to support the long-term vision for the Harbour.

Design Opportunity - Area 6 C:

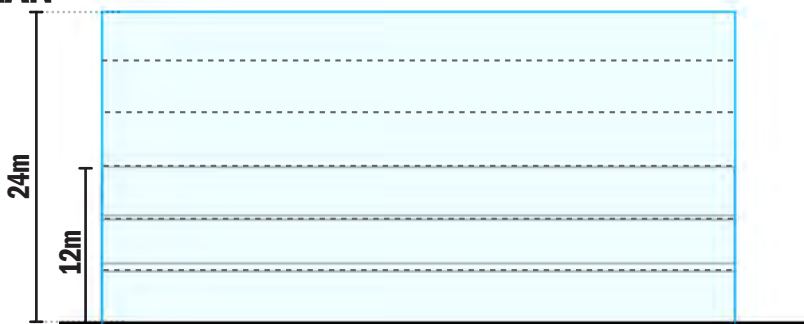
- Development to be contained within the building envelope.
- Maximum building height: 24m providing for a six (6) storey development.



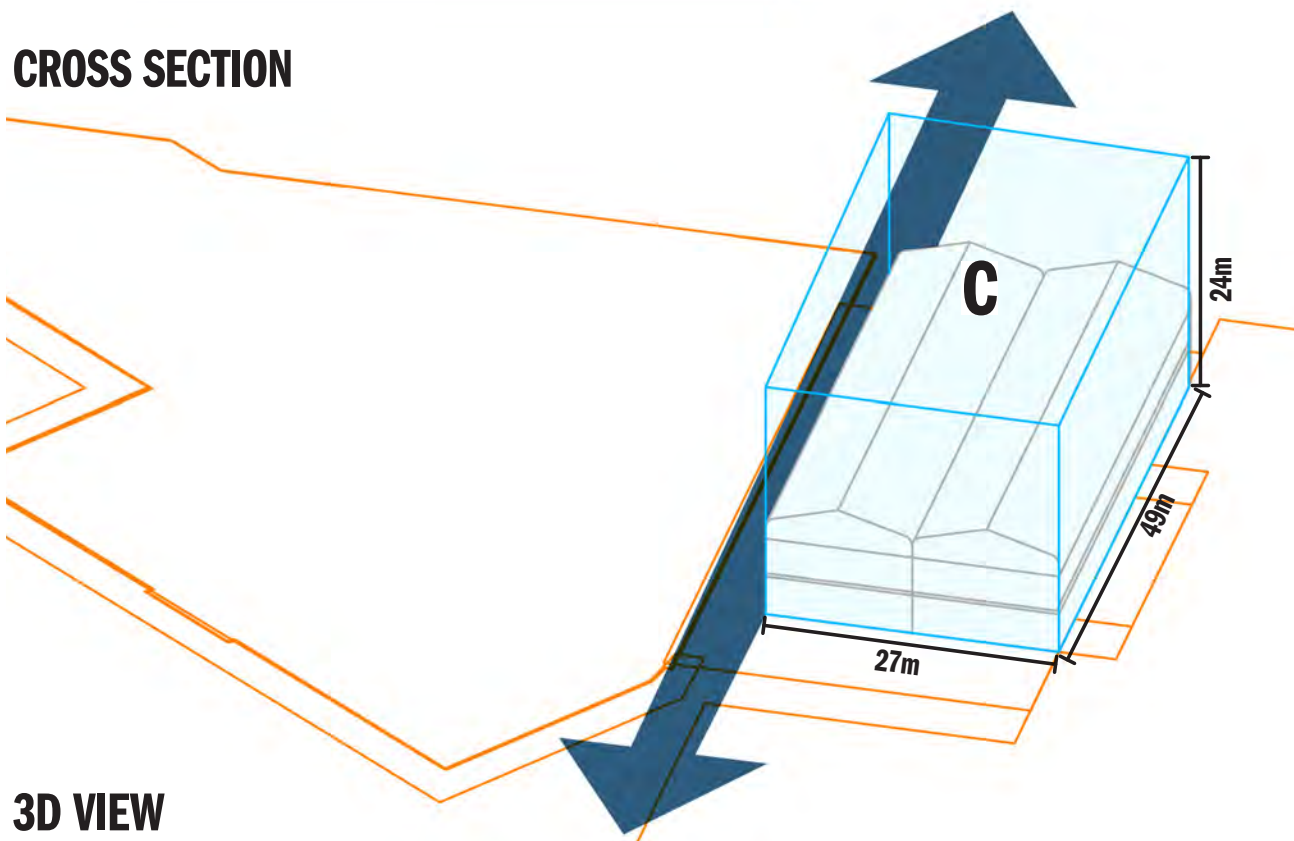
LEGEND

- PRIMARY FACADE
- SECONDARY FACADE
- CURRENT LEASE BOUNDARY
- SERVICING LOCATION
- SECONDARY VIEW CORRIDORS AND PEDESTRIAN MOVEMENT
- PROPOSED MASTER PLAN BUILT FORM

PLAN



CROSS SECTION



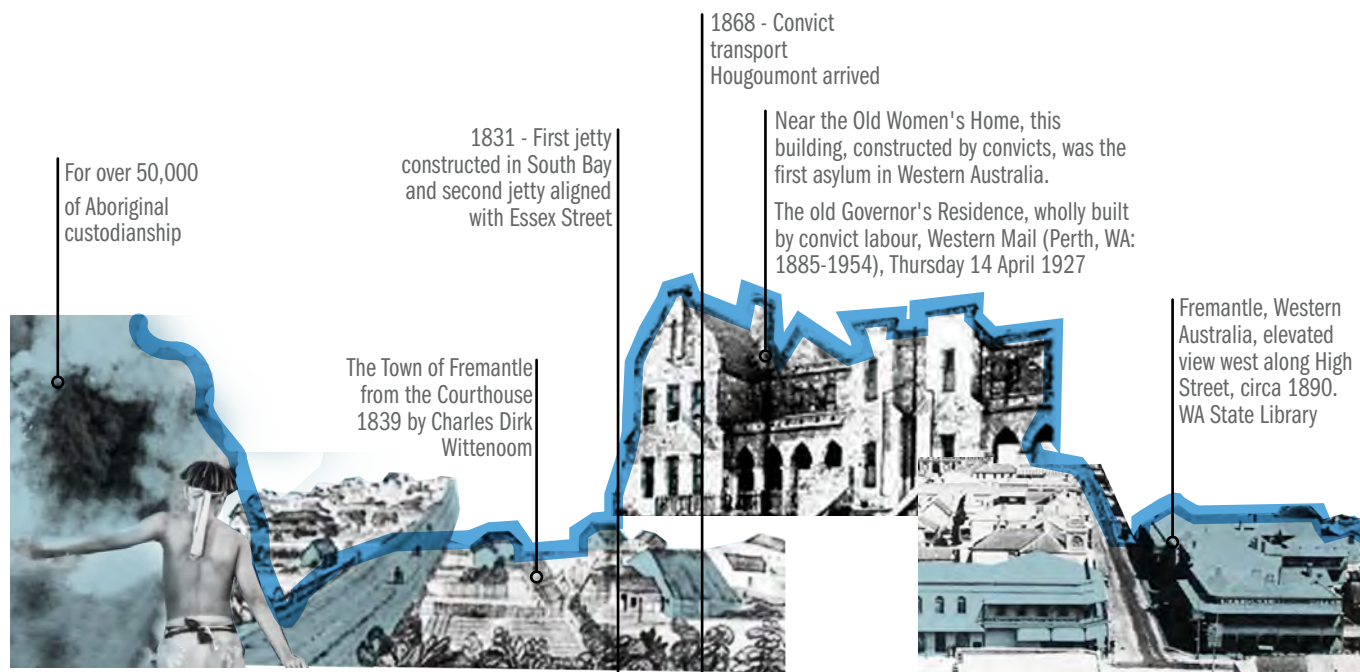
3D VIEW

PART 6: FREO & HARBOUR HISTORY





FREO HISTORY



1829

Whadjuk Noongar boodja

The Whadjuk people, belonging to the Noongar nation, have inhabited Boodja (Country) for over 65,000 years, with Walyalup (Fremantle) holding profound cultural significance. Ancient dreaming narratives, including stories of land expansion and sea level rise around 8,000 years ago, form the bedrock of Whadjuk Noongars' identity and connection to the land. Walyalup served as a neutral meeting ground for diverse groups, facilitating trade, communication, and ceremonial practices, including funeral rites guiding spirits to their journey across the sea to Wadjemup and beyond, thus underscoring its pivotal role in cultural traditions.

Colonisation & Pre Convict Era

The arrival of British colonizers at the Swan River in 1829 drastically altered the traditional way of life for Whadjuk Noongars, disrupting their connection to ancestral lands. Initially, Fremantle emerged as a modest settlement characterised by timber structures, stables, and warehouses, with a small population comprising mainly wealthier settlers who constructed some stone and brick buildings. Economic activities such as fishing, whaling, boat-building, and marine services thrived in the early years, centered around landmarks like the South Jetty and Cliff Street. Dr. TB Wilson, RN, who arrived in Fremantle in October 1829, observed the nascent settlement as "Several tents pitched on a low sandy neck of land," highlighting the rudimentary nature of early colonial infrastructure.

1883

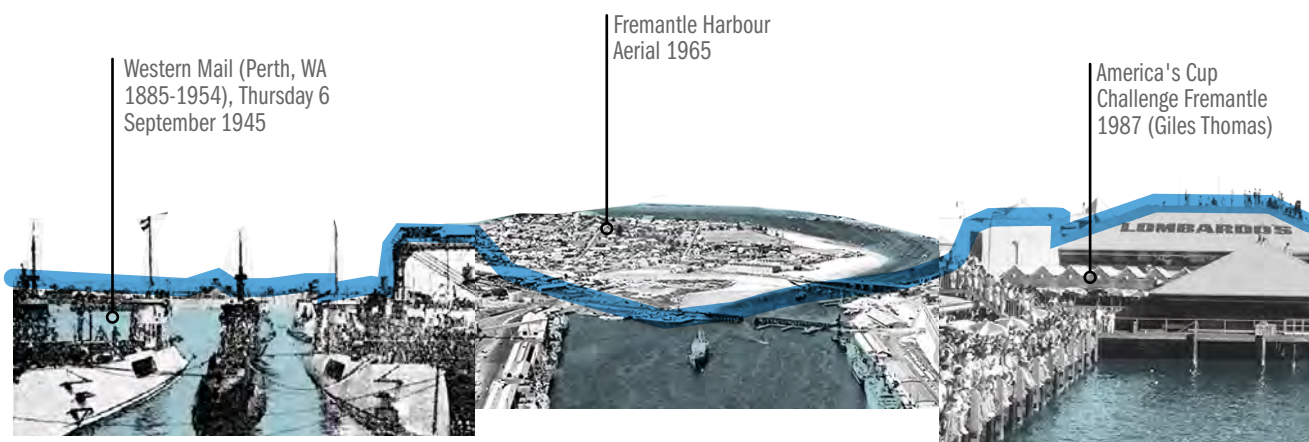
Convict Era

The Convict Establishment was strategically situated on the outskirts of town, distinct from commercial activities. Utilising convict labour, essential infrastructure like roads, bridges, and public buildings, including educational and law enforcement facilities, were constructed, enhancing Fremantle's civic landscape. The establishment of the Town Council in 1883 signalled a pivotal moment, ensuring the City's trajectory towards robust infrastructure and facilitating efficient goods trade via the port and newly established railway network for decades to come.

1890

Gold Boom

The discovery of gold in Western Australia during the 1880s and 1890s triggered a significant influx of migrants and spurred economic growth. The grant of responsible government in 1890 provided the means to finance large-scale public projects like the Inner Harbour. This period witnessed a transformation of Fremantle's town center, marked by the emergence of Market Street and Kings Square, featuring iconic landmarks such as the Town Hall and the new Railway Station. Much of Fremantle's enduring architectural heritage, comprising warehouses, bond stores, commercial buildings, and hotels, reflects the prosperous legacy of this era.



1945

Inter-War to Post-War Period

During the Inter-War and immediate post-World War II eras, Fremantle experienced relative stability but limited economic advancement. World War II saw the port assume a crucial role in Australia's defence effort, prompting the conversion of many local buildings for military purposes. Additionally, Fremantle served as a primary gateway for waves of migrants arriving in Western Australia post-World War II, contributing to the region's cultural and demographic evolution. This led to an invigoration of fishing activities with the development of the Fishing Boat Harbour, with associated commercial sales and fish markets.

1960s

Mining Boom

The mining boom of the 1960s and 1970s catalysed substantial transformations in Fremantle's central district. Historic buildings from the gold boom era were demolished to make way for modern shopping complexes and larger retail outlets, notably along Adelaide Street. Concurrently, the port underwent a process of mechanisation and containerisation, leading to workforce reductions and the departure of many working-class families from the city, reshaping its demographic landscape.

1987

Revival & Change

In 1987, Fremantle hosted the America's Cup competition, igniting a wave of commercial revitalization. This period saw the emergence of vibrant dining precincts, marinas, the iconic 'cappuccino strip,' and extensive restoration efforts for significant historic landmarks. Consequently, Fremantle experienced a surge in tourism, with the establishment of Notre Dame University further contributing to the revival of its West End district.

HARBOUR HISTORY



For over **50,000** years
it has been Manjaree
(Place of fair exchange)



1829

Colony - First Arrivals

1947

Fremantle Fisherman's Co
Operative and Co Op built - the east
end of Bathers Beach House

1950s - Cicerello's (44 Mews Road)
developed as a fish market and small
fish and chip shop
1997 - Cicerello's new restaurant

1831-1904

1831 - First jetty constructed in South
Bay and second jetty aligned with Essex
Street

1850 - South Jetty constructed and tram
way added

1873 - Long Jetty improved berthing at
Bathers Beach

1904 - South Jetty becomes Fisherman's
jetty

1908-1987

1908 - Wooden breakwater built with wooden fish
markets built beside jetty

1987 - Long Jetty piers destroyed to construct
Challenger Harbour, some remain in Bathers
Beach

1986 - Kailis opened the
Kailis Fishmarket Cafe



1987

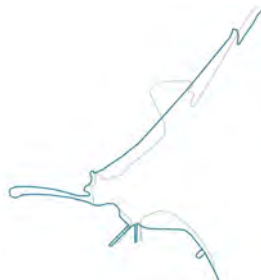
1987 - America's Cup defence



1830's



1890's



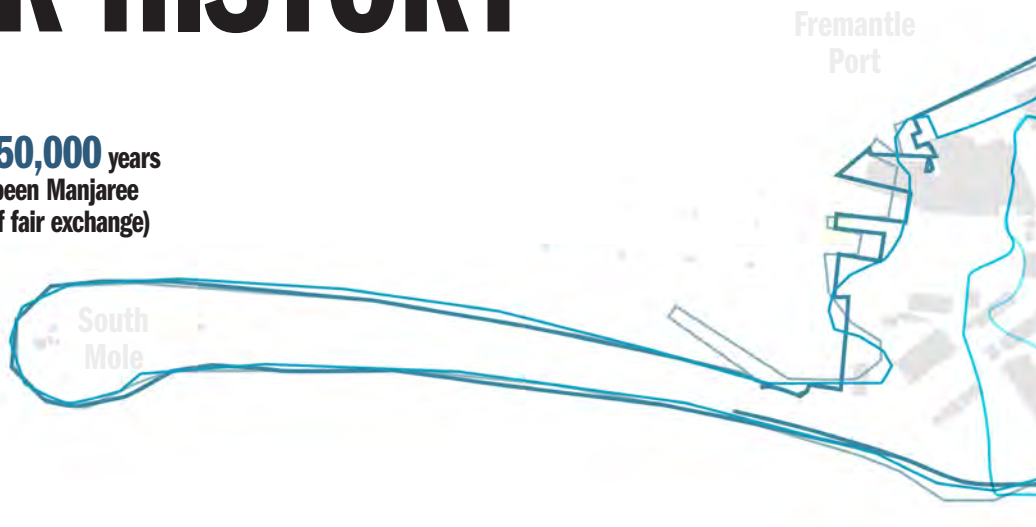
1910's

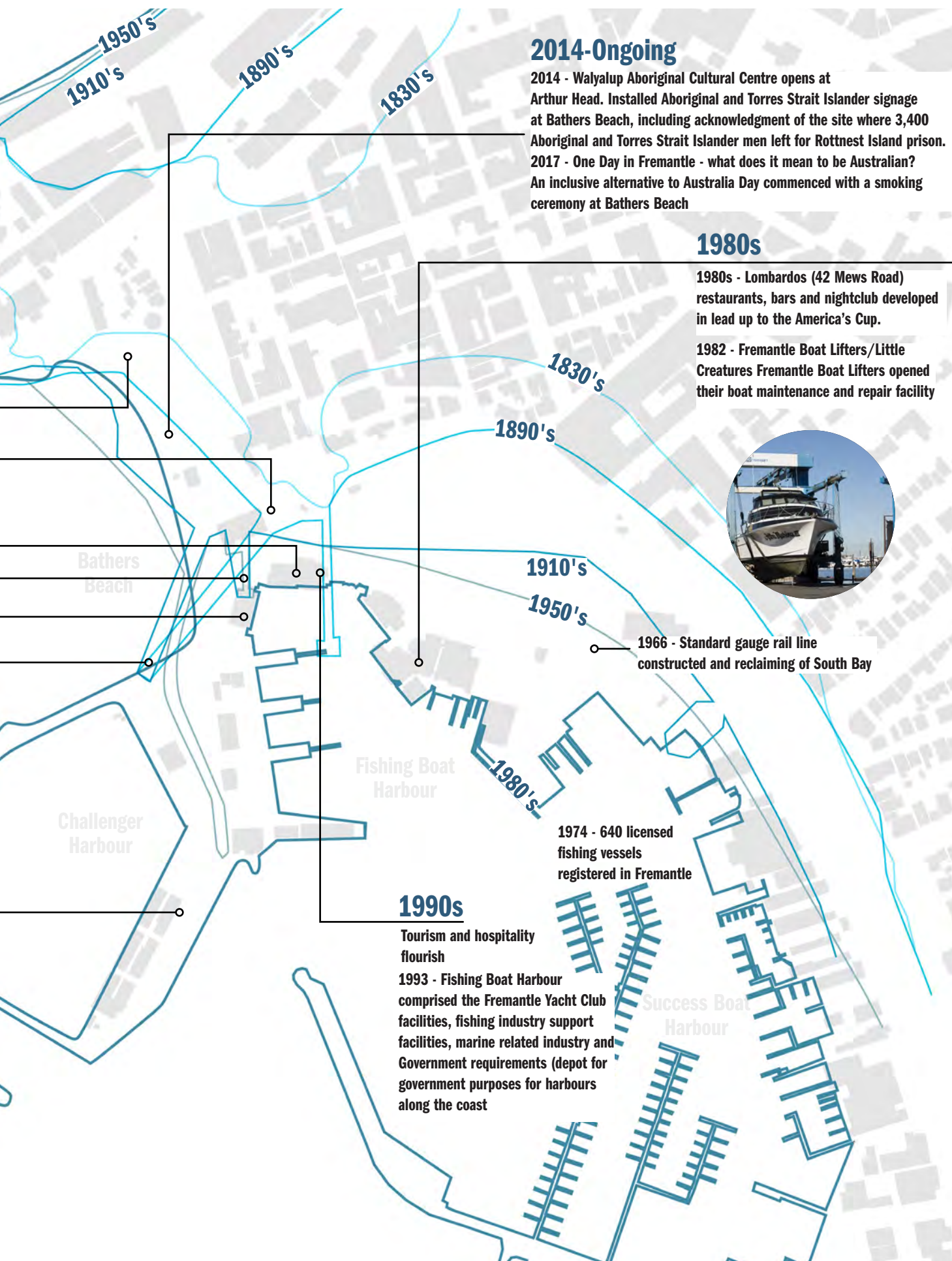


1950's



1980's - Present





2014-Ongoing

2014 - Walyalup Aboriginal Cultural Centre opens at Arthur Head. Installed Aboriginal and Torres Strait Islander signage at Bathers Beach, including acknowledgment of the site where 3,400 Aboriginal and Torres Strait Islander men left for Rottnest Island prison.
2017 - One Day in Fremantle - what does it mean to be Australian? An inclusive alternative to Australia Day commenced with a smoking ceremony at Bathers Beach

1980s

1980s - Lombardos (42 Mews Road) restaurants, bars and nightclub developed in lead up to the America's Cup.

1982 - Fremantle Boat Lifters/Little Creatures Fremantle Boat Lifters opened their boat maintenance and repair facility



1966 - Standard gauge rail line constructed and reclaiming of South Bay

1974 - 640 licensed fishing vessels registered in Fremantle

1990s

Tourism and hospitality flourish

1993 - Fishing Boat Harbour comprised the Fremantle Yacht Club facilities, fishing industry support facilities, marine related industry and Government requirements (depot for government purposes for harbours along the coast)

HARBOUR HISTORY

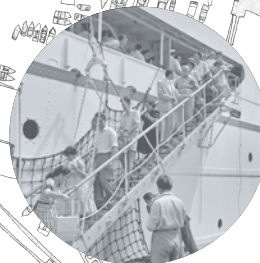
THE RICH HISTORY OF FREMANTLE RUNS DEEP IN THE FREMANTLE HARBOURS



For over 50,000 years it has been Manjaree (Place of fair exchange)



1829 - Colony - First Arrivals



The 1890s gold rush & 1945 war migrants arrive



1948 - New maritime rituals such as blessing of the fleet



1987 - America's Cup defence thrust the harbour onto the world stage

Manjaree (Fair exchange)

For over 50,000 years Manjaree has been a place of Fair Exchange. There are places of tremendous importance to the Whadjuk people where valuable items were traded, families gathered for kinship and law making, and where young men and women who had 'come of age' met their future husbands and wives.



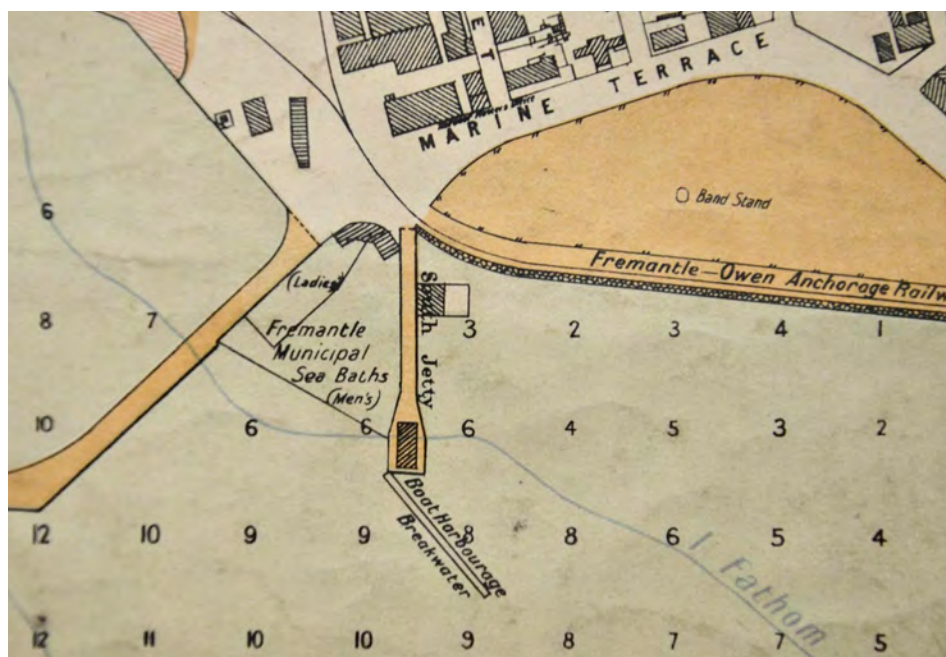
HARBOUR HISTORY

Colony Creation

In April 1829, the HMS Challenger arrived in the waters off the Western Australian coast near the mouth of the Swan River. Captain Charles Fremantle raised the British flag at Arthur Head to claim the Swan River Colony, later Western Australia, for Britain. By June 1850, 75 convicts had arrived.

Fishing Boat Harbour has historic significance as the site of the first landings when the Swan River Colony was founded. It was the site of the South Jetty and has

been the home of Fremantle's fishing fleet since the first days of the colony, although the Harbour itself was not developed until the post-World War II period when cray and prawn fishing became major commercial activities, particularly by migrant families.



Post WWII Migration

More than one-third of Western Australia's population was born overseas. Millions of migrants have come to Western Australia by sailing ship, steamship, naval vessel, and ocean liner, either in transit to other

Australian ports or as immigrants intending to make Western Australia their home. Immigrants from all over the world have made Australia a very culturally diverse society.



HARBOUR HISTORY

Fishing Boat Harbour

The Fremantle Fishing Boat Harbour has a long history, dating back to the early days of the Swan River Colony. It's been a working harbor since the 1920s and is now a popular destination for locals and tourists.



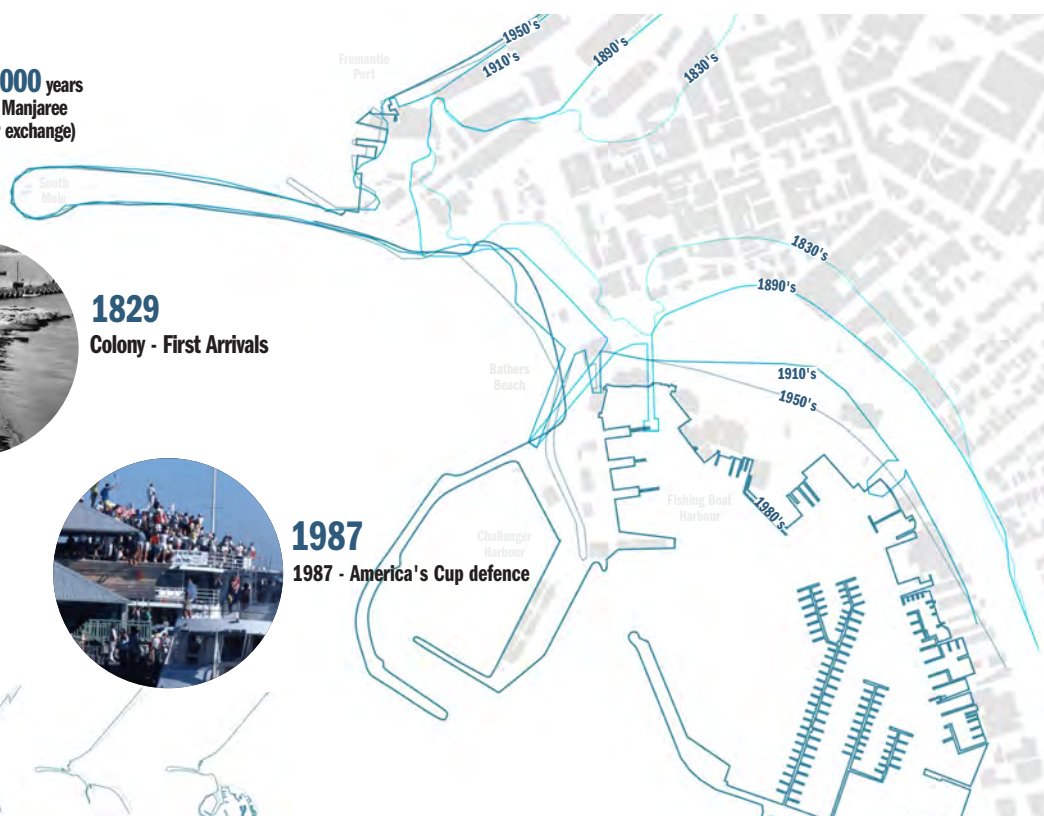
For over **50,000** years
it has been Manjaree
(Place of fair exchange)



1829
Colony - First Arrivals



1987
1987 - America's Cup defence



Early History and the Rise of Fishing Activities

- The first landings in the Swan River Colony were made at the site of the South Jetty
- Fishermen moored their boats and sold their catch at the South Jetty in the 19th century
- A single jetty was built with fish markets at the end
- A 300-metre breakwater was built in 1919 to provide anchorage for fishing vessels

Post-WW2 Development and the Fishing Boom

- The harbour became a major commercial fishing port for cray and prawn fishing, especially for migrant families
- In 1962, a southern breakwater was built to create more sheltered mooring space
- Between 1969 and 1972, pens were built to house up to 120 fishing boats

The America's Cup Era and Tourism Development

- Fremantle hosted the America's Cup in the 1980s.
- In 1987, the harbour was the site of the 26th America's Cup challenge, where Kookaburra III defended the Royal Perth Yacht Club's title.
- The harbour upgrades supported both tourism and commercial fishing, with new attractions like Lombardo's and Cicerello's transforming the area into a popular destination.

Today: A Vibrant Hub of Fishing and Tourism

- The harbour is still a working and a popular destination for visitors
- It is home to restaurants, bars, cafes, and nightclubs
- It is also a popular place to watch traditional maritime activities

HISTORICAL PHOTOS



'The only Jetty, 1870' South Jetty, later fish market jetty



The newer long Jetty



The Long Jetty in Fremantle, Ca 1897: A Snapshot of Maritime Activity Before the Harbour Completion



Landing fish on the jetty at Fremantle Harbour, ca.1905



Fishermen show off their catch, ca.1923



Fishermen from Fremantle in the 1950s used craypots made locally by hand. (Supplied: State Library of WA)



Boats moored in the Fremantle Fishing Boat Harbour, 1960.



Fremantle Fishing Boat Harbour ca.1905.



Italian fishing boats in Fremantle in 1933 – the early boats were wooden sailing vessels. (Supplied: State Library of WA)



Cicerello's Seafood Shanty, 1984



A busy scene at the Fremantle fish markets



Fishing boats in pens at the Fishing Boat Harbour, 2007.

Today



Remnant Long Jetty piles and structure



'To the Fishermen' memorial

HARBOUR HISTORY

Blessing of the Fleet

The rituals of the place emerged from the home countries of many migrants. The Blessing of the Fishing Fleet is a well-established religious and civic tradition in the City of Fremantle. It is a reminder of the religious traditions of the

Italian people, especially those from Molfetta and Capo d'Orlando. September 8th, 1948 was the first festival and procession.



Thrust onto the World Stage

In 1987, Fremantle became the centre of the world. In 1983, the yacht Australia II, owned and built by a West Australian syndicate helmed by Alan Bond, snatched the America's

Cup from its home country after 132 years. It is now 40 years since that historic win when then - Prime Minister Bob Hawke declared the following day that

"any boss who sacks anyone for not turning up to work today is a bum!" Challenger Harbour was created specifically to defend the cup.



CONNECTION TO WATER

PEOPLE COME TO THE HARBOUR TO CONNECT TO THE WATER



**REPLENISHING
KEP**



**SAND BETWEEN
YOUR TOES**



**CRAY IN YOUR
HAND**



**WIND IN YOUR
HAIR**

**TIME WITH
FRIENDS**

**FLAVOURS OF
THE SEA**

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Pinterest – Coco Tam's Beach Bar in Koh Samui – A cozy nightspot on Bophut Beach – Go Guides Coco Tam's is a fun and popular beach bar in Fisherman's Village, just outside The Wharf Samui shopping mall.

Tony's Farm / Playze (pinterest.com) Completed in 2011 in Shanghai, China. Images by Bartosz Kolonko. Tony's Farm is the biggest organic food farm in Shanghai, which produces OFDC certified (member of IFOAM) vegetables and fruits.

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20080827_17 Solar trees | These 'solar trees' use photovolta... | Flickr Adelaide, South Australia, Australia These 'solar trees' use photovoltaic panels to recharge their batteries during the day. They light up and cycle through different colours at night. Sculpture: Solar Mallee Trees, 2005 Artist: Anthony Materne

<https://inhabitat.com/venger-wind-unveils-worlds-largest-rooftop-wind-farm-in-oklahoma-city/>

Just a moment... (inhabitat.com)

"I Want My Places to Come Alive": In conversation with Brian Mac | ArchDaily

Solar Trilogy Wind Sculptures Kinetic Sculptures That – Otosection

Page 57:

Bodrum Demirbuku Houses Club House | Erginoglu & Çalışlar - Arch20.com

Gallery of muscat's marsa plaza acme 18 – Artofit Completed in 2019 in Mascate, Oman. Images by Francisco Nogueira. ACME has completed Marsa Plaza, Oman's largest new urban square in a generation. Situated in the centre of Al Mouj Quarter Studio News - Flavin Architects

Vivirías en una casa hecha con contenedores reciclados (micasarevista.com)

Bismarck House in Bondi by Andrew Burges Architects | Yellowtrace Bismarck house in sydney's bondi by andrew burges architects. Andrew Burges Architects have breathed new life into a semi-detached house in Sydney's Bondi, experimenting with unconventional planning & use of materials.

Gallery of Cuexcomate Community Center / Federico Colella + Aleyda Resendiz + Brenda Hernandez + Riccardo Caffarella - 21 (archdaily.com) Re:lab Arquitectos | Federico Colella, Jaime Navarro - CENTRO COMUNITARIO EN XOXOCOTLA - Divisare

filipe saraiva arquitectos designs pentagonal house-shaped residence in portugal (designboom.com)

antiroom II, a self-assembled floating pavilion in malta built for EASA link 2015 Floating islands you can visit | CN Traveller White veils blow in the wind on the Antiroom II, a suspended, circular walkway near Valletta, Malta. antiroom II, a self-assembled floating pavilion in malta (designboom.com)

Page 84 - 85:

Smoking Ceremony with the Yugumbeh Dancers
(fremantlefc.com.au)

History of Fremantle, Western Australia from 1829 to WWII (1945) (fremantlewesternaustralia.com.au)
Sketch of the town of Fremantle from the Court House – Arthur's Head, Western Australia C.D. Wittenoom, 1839, SLWA

Historical Australian Towns: Fremantle, WA: Known For Its Maritime History

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WoodsideAgedCare_FAQBooklet_FINAL.pdf
(eastfremantle.wa.gov.au) The historic boundary of Woodside Estate, prior to 1912.

Photo Gallery | Celebrating Fremantle's Southern and Eastern European Migrants | My Say Freo
<https://mysay.fremantle.wa.gov.au/migrants/widgets/315563/photos/90677> Hungarian migrants arrive on Aurelia, 1956

<https://www.fremantle.wa.gov.au/sites/default/files/Walyalup%20Reconciliation%20Action%20Plan%202019-22.pdf> Wardarnji Festival at Fremantle Arts Centre.

Walyalup Reconciliation Action Plan 2019-22.
pdf (fremantle.wa.gov.au) <https://www.fremantle.wa.gov.au/sites/default/files/Walyalup%20Reconciliation%20Action%20Plan%202019-22.pdf>
Walyalup Reconciliation Action Plan July 2019-22, Wardarnji Festival at Fremantle Arts Centre.

Walyalup Reconciliation Action Plan 2019-22.
pdf (fremantle.wa.gov.au) <https://www.fremantle.wa.gov.au/sites/default/files/Walyalup%20Reconciliation%20Action%20Plan%202019-22.pdf>
Walyalup Reconciliation Action Plan July 2019-22, Aboriginal Smoking Ceremony at Bathers Beach in Fremantle.

Page 90 - 91

<https://picryl.com/topics/maps+of+fremantle> Small section of the south west corner of - Public Works Department Plan number 8474 of Fremantle circa 1900. Context - this plan was made during the time w:C.Y. O'Connor was working on improving Fremantle Harbour. Features of interest: Arthurs Head, Harbour Master Building adjacent to it, railway lines to Long Jetty and Short Jetty passing through buildings

Plan of the Fremantle Municipal Baths in the 1900s - Fremantle Long Jetty - Wikipedia https://en.wikipedia.org/wiki/Fremantle_Long_Jetty#/media/File:Plan_of_the_Fremantle_Municipal_Baths_in_the_1900s.jpg The Municipal Sea Baths between the jetties, Public Works Department of Western Australia plan 15300 updated version 31.12.1910

https://en.wikipedia.org/wiki/Bathers_Beach_Fremantle#/media/File:Fremantle_Jetty_and_Bathers_Beach_with_2_ships_1870_Fremantle.jpg
Tall ships off Fremantle Jetty with Bathers Beach in the foreground in 1870.

Photo Gallery (we'd love you to contribute yours in the information / nomination form) | Celebrating Fremantle's Southern and Eastern European Migrants

| My Say Freo <https://mysay.fremantle.wa.gov.au/migrants/widgets/315563/photos/90551> Italian women from the L' Amicizia Club doing needlework in St Paul's Church Hall

History | Welcome Walls | Western Australian Museum <https://museum.wa.gov.au/welcomewalls/history> British immigrant get their first glimpse of Fremantle c. 1930

Image Copyright Western Mail, Commemorating 'The West Australian' Centenary, 1933

History | Welcome Walls | Western Australian Museum <https://museum.wa.gov.au/welcomewalls/history> Displaced Persons from Lithuania: Mrs Lydia Drescheris with her children and a friend Image Copyright Western Australian Museum

Photo Gallery (we'd love you to contribute yours in the information / nomination form) | Celebrating Fremantle's Southern and Eastern European Migrants | My Say Freo <https://mysay.fremantle.wa.gov.au/migrants/widgets/315563/photos/90552> Austrian workmen, 1951.

Photo Gallery | Celebrating Fremantle's Southern and Eastern European Migrants | My Say Freo <https://mysay.fremantle.wa.gov.au/migrants/widgets/315563/photos/90677> Hungarian migrants arrive on Aurelia, 1956

Photo Gallery (we'd love you to contribute yours in the information / nomination form) | Celebrating Fremantle's Southern and Eastern European Migrants | My Say Freo <https://mysay.fremantle.wa.gov.au/migrants/widgets/315563/photos/90676> Migrants arrive at Fremantle 1962

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<https://www.facebook.com/warfff> <https://m.facebook.com/warfff/photos/pcb.254758926990365/254758560323735/> WA Rock Lobster Fishers' Federation

Blessing of the Fleet – St Patrick's Basilica Fremantle (fremantlepatrick.org.au) <http://fremantlepatrick.org.au/blessing-of-the-fleet/>
Photo: Michelle Tan/Archdiocese of Perth.

<https://m.facebook.com/fremantleblessingofthefleet/photos/a.1435157270076741/2388438731415252/?type=3> Blessing of the Fleet 2019 - Sunday 27th of October

<https://www.facebook.com/profile/100079538375650/search/?q=blessing%20of%20the%20fleet> WA Rock Lobster Fishers' Federation. Guiseppe Pittorino carrying the Madonna dei Martiri as part of the Blessing of the Fleet in the early 1960s.

File:1983 Western Australia registration plate 7EF♦585 Home of the America's Cup.jpg - Wikipedia https://en.m.wikipedia.org/wiki/File:1983_Western_Australia_registration_plate_7EF♦E2%99%A6585_Home_of_the_America's_Cup.jpg License plate issued in Western Australia when they won the America's Cup in 1984.

State Library Of Western Australia, Portable offices and other buildings used at Fishing Boat Harbour, Fremantle for the 1987 America's Cup Defence, 333718PD Dinkum Discounts selling souvenirs at

Fremantle for the 1987 America's Cup 1986.

<https://museum.wa.gov.au/virtualmuseum/13253> Western Australian Museum · Virtualmuseum · America's Cup Challenge - Fremantle 1987, America's Cup Challenge - Fremantle 1987 Giles Thomas

<https://www.smh.com.au/interactive/2017/americas-cup/> Spectator craft off Fremantle. Photo: Courtesy of Jackie Reid

Australia II - Boxing Kangaroo Flag | Western Australian Museum <https://museum.wa.gov.au/research/collections/australia-ii/marine-history-introduction/australia-ii-boxing-kangaroo-flag> Flag is copyright of Alan Stannard. Published in "Australia II - the official record", Joyce Childress Management Pty.1984 (P.O Box 754, Potts Point, NSW 2011. p. ? Telephone : (02) 358-2873. ISBN 0 959131302. Mike Lefroy reference : 8. There is no second - A2/83 - battle flag

Page 98-99:

<https://www.themercury.com.au/news/tasmania/cray-fishers-in-limbo-as-market-stays-shut/news-story/6fb5b6a735ab9d040f3ba6e3e5a259d7>

<https://www.viator.com/tours/San-Juan/San-Juan-Small-Group-Night-Sail/d903-5888NIGHT>

Top 20 Outdoor Restaurants In and Around Cape Town - Cape Tourism <https://www.capetourism.com/cape-town-outdoor-restaurants/>

Anderton's Fish and Chips | Take Away Menu Online (andertonsfishandchips.co.uk)

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