

June 2008

# CockburnCoast

# Reborn



Network  
city

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© State of Western Australia  
Published by the  
Western Australian  
Planning Commission  
Albert Facey House  
469 Wellington Street  
Perth, Western Australia  
6000

Published June 2008  
ISBN 0 7309 9638 7  
website: [www.wapc.wa.gov.au](http://www.wapc.wa.gov.au)  
email: [corporate@wapc.wa.gov.au](mailto:corporate@wapc.wa.gov.au)

tel: 08 9264 7777  
fax: 08 9264 7566  
TTY: 08 9264 7535  
infoline: 1800 626 477

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Network  
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# Minister's foreword



## *A bright future for the Cockburn coast*

The Cockburn coast is on the brink of a radical transformation. This draft district structure plan presents a vision of a new Cockburn coast, of a thriving ocean front community living the good life. The ambitious urban renaissance of the Cockburn coast will deliver thousands of new jobs and homes to the area while building on the area's heritage and environmental assets.

A diversity of architecture, promenades, bridges, laneways, street life and the Indian Ocean intertwine to create a new community with its own distinctive beat and flavour. A network of local streets and laneways within the seven Cockburn coast precincts builds upon this founding vision. The emphasis on cycle, pedestrian and public transport connections means a reduced reliance on cars for residents, workers and visitors.

The Cockburn coast will become an outstanding example of a community where people have a choice of housing in a flexible environment for work and recreation. With the new mixed in with the old, it will have grit, heart and soul.

The draft district structure plan builds upon the momentum and effort of the Vision for the Cockburn coast dialogue. In guiding the vision and planning for the 30-year transformation of the Cockburn coast, I commend the initiative and work of the Steering Committee and the landowner and community reference group. Together they have delivered design principles and a framework to transform the Cockburn coast into a premier ocean front destination with people and communities at its heart.

A key to the success of the Cockburn coast project will be bringing so many different activities into one integrated setting: business, residential, tourism, recreation, education and diverse retail.

Turning the rhetoric into reality begins with listening and harnessing the interests of the community, businesses and the Cities of Cockburn and Fremantle. We want to hear what you think about the new Cockburn coast and what it would take for people to consider living and working in the Cockburn coast. To do this it is essential that we have your input. Please take this opportunity to contribute to the future of the Cockburn coast by providing comment on this draft district structure plan.

A handwritten signature in black ink that reads "Alannah MacTiernan".

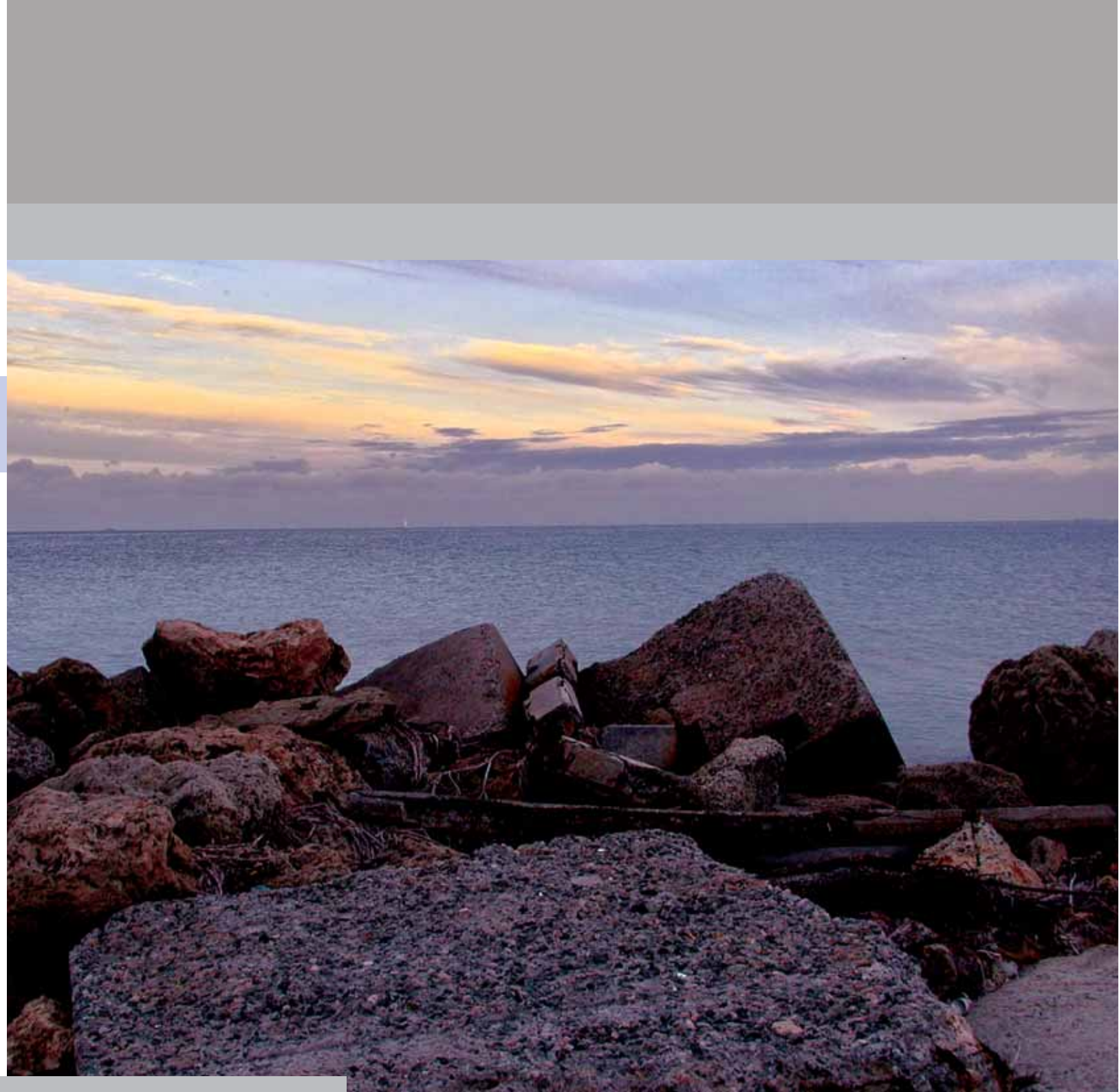
[Hon Alannah MacTiernan MLA](#)

Minister for Planning and Infrastructure



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# Western Australian Planning Commission Statement

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## *An exciting new place within the metropolitan region*

Shaping a more sustainable and lively metropolitan region does not mean adopting standard policies and plans. The Western Australian

Planning Commission (WAPC) seeks to apply Network City principles through plans for specific places which recognise their unique qualities and create a distinctive sense of place.

The proposals for the Cockburn coast are bold and exciting. They take a significant step towards a more sustainable Perth. The WAPC congratulates the Minister for Planning and Infrastructure for providing the leadership and vision for a new Cockburn coast, and commends the Department for Planning and Infrastructure for the consultation, research and planning that lies behind this comprehensive structure plan.

The WAPC has a very specific responsibility in relation to district structure plans – to give advice on how the wider urban region determines the best future for an area. In this case, the Cockburn coast should deliver specific outcomes to the region, including new standards for residential diversity and support for public transport. Equally implementing the structure plan will require the active assistance of many agencies and policy makers at the regional scale, particularly in the area of transport.

These wider realities are brought together in the regional framework which forms a crucial component of the plans for the Cockburn coast. **The regional framework comprises pages 4 to 12 of this document.**

In releasing the district structure plan the WAPC is conscious of the need for further investigations into the sub-regional transport issues of this part of Perth, issues which may influence the implementation of the district structure plan. The following points indicate the substance of investigations needing to be carried out.

- While the draft plan presents a short to medium term public transport option based on a bus rapid transit system, the WAPC sees the need for a wider integrated transport strategy that includes a review of public transport modes in the south-west corridor.
- This wider review should include a more detailed consideration of the extension of local bus services, bus rapid transit, light rail and passenger rail options.
- An integrated transport strategy should address the wider road network issues including east-west and north-south links.
- The relationship between the future regional road and public transport networks will take some time to resolve. The WAPC intends to identify long term solutions, in a timely manner.
- A critical issue related to implementing the proposed bus rapid transit system, if it is adopted, will be prioritising the public transport corridor north of the project area, specifically Hampton Road from Douro Road to Rockingham Road.
- The rezoning of the area from industrial to urban will transform land values. Investment in transport services will further increase values. These benefits warrant landowner contributions towards the cost of infrastructure, particularly public transport.

In advertising the draft district structure plan for public comment, the WAPC welcomes input regarding the district structure plan itself and its relationship to the south-west corridor and the region, in particular road networks and public transport services.



Jeremy Dawkins

Chairman Western Australian Planning Commission



# Cockburn coast reborn

For many years this industrial wasteland with spectacular views of the Indian Ocean and Carnac, Garden and Rottne islands has been left to stagnate. Now, with the support of landowners and the community, the State Government has moved to re-awaken and revitalise this area steeped in industrial and cultural history.

The renaissance of the Cockburn coast has been given added impetus with the development of Port Coogee to the south and South Beach to the north.

This is an opportunity to provide a unique living environment that is accessible for all Western Australians. A medium to high density development that promotes urban infill, the Cockburn coast will have a mix of residential sizes that will provide housing opportunities for people from all walks of life.

It will be designed around public transport networks and employment precincts to provide employment opportunities within the development itself, and easy access to employment away from home.

The groundwork for the redevelopment has been laid through a process of consultation and expert input which has shaped the development of the draft Cockburn coast district structure plan.

The plan is the blueprint for development in the area. It has examined in detail the environment, transport, open space, land use, recreation, socio-economic, sustainability and heritage issues. It is an exciting framework for a regeneration project which will ensure the Cockburn coast retains its heritage and character, while reconnecting the area with the water.

It provides for the sustainable development of the Cockburn coast, while at the same time enhancing the area's distinctive heritage and landscape. It's an opportunity for the development of an exciting community which draws on its proud past to reinvent itself as a vibrant landmark destination.



An architect's impression of the Cockburn coast redevelopment









## Foundations of a new community

For many years the future of the dormant industrial strip book-ended by the Port Coogee and South Beach developments has been the subject of intense debate.

In 2004, the Minister for Planning and Infrastructure announced the State Government's vision for rejuvenating the Cockburn coast area into a thriving community.

In May 2005, community members were given a forum to voice their aspirations for the area through the Vision for the Cockburn coast dialogue.

*"We now have the opportunity to transform this area and unlock its undoubted potential."*

Hon Alannah MacTiernan, Minister for Planning and Infrastructure,  
Vision for the Cockburn coast dialogue May 2005.

Drawing on the ideas put forward at the dialogue, the Minister asked the Western Australian Planning Commission (WAPC) to establish a new plan for North Coogee - a plan to help guide the creation of an exciting, mixed use beach-side community.

The WAPC has recognised that the Cockburn coast project presents a prime opportunity to demonstrate the application of the Network City principles.

It is also understood that the transformation of the Cockburn coast will not happen within a void, so the district structure plan has been carefully crafted to complement its regional context.

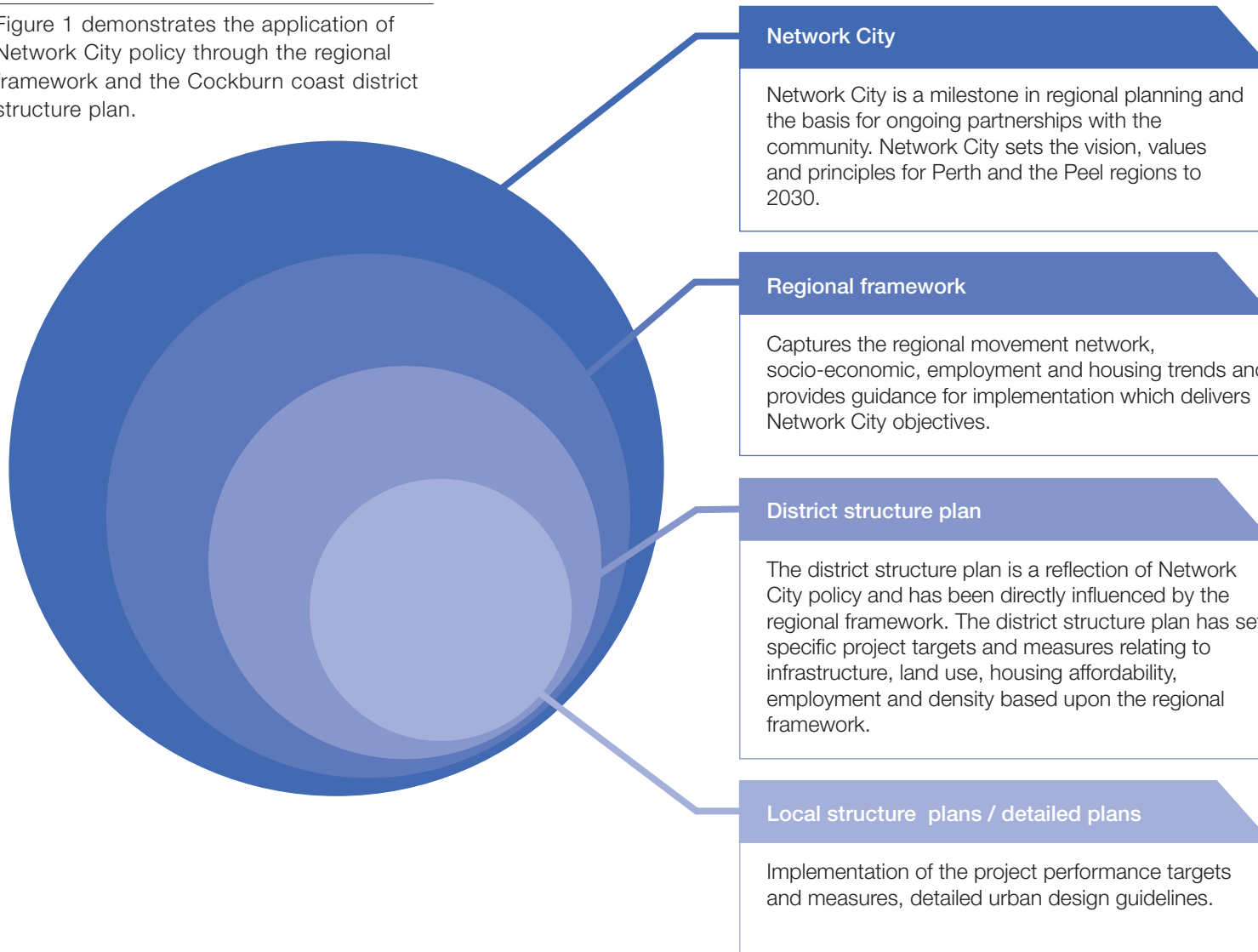
The district structure plan distils the high level principles outlined in Network City - the strategic framework to guide the Perth and Peel regions to a sustainable future - to create a plan for the future that is integrated, creative, forward looking and sustainable.





# Figure 1

Figure 1 demonstrates the application of Network City policy through the regional framework and the Cockburn coast district structure plan.



*“Network City outlines a change in direction for Perth, not only in how we develop as a city but also in how we do the planning.”*

Hon Alannah MacTiernan, Minister for Planning and Infrastructure, 2004.



Indian



0 2 4 6 8 10  
kilometres

Produced by Project Mapping Section,  
Mapping and Geospatial Data Branch,  
Department for Planning and Infrastructure,  
on behalf of the Western Australian Planning  
Commission, Perth, WA, October 2007  
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Base information supplied by Western Australian  
Land Information Authority, GL246-2007-2

### Activity centres bring people together

- key activity centres

### Networks connect people and places

- passenger rail
- primary activity corridors with excellent public transport
- secondary transport corridors for cars, trucks and express buses
- existing/ future other transport corridors
- existing
- proposed

### Communities have a sense of place and belonging

- older areas have many opportunities to strengthen networks and centres
- areas where there are fewer opportunities for urban consolidation outside activity centres and corridors
- future communities will be designed around networks and centres

### The environment sustains the city

- non-development areas
- rural and resource areas including natural vegetation
- industrial
- public services
- freight rail
- area of influence boundary
- Cockburn coast district structure plan

- Headlines**
- manage growth by sharing responsibility between industry, communities and government
  - plan with communities
  - nurture the environment
  - make further use of urban land
  - encourage public over private transport
  - strengthen local sense of place
  - develop strategies which deliver local jobs
  - provide affordable housing

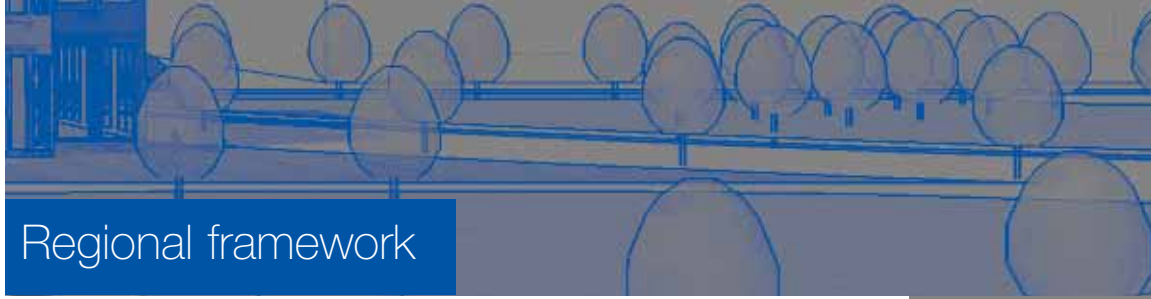
# Figure 2 Regional context

Regional framework

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# Regional perspective

The purpose of the regional framework is to establish a clear schedule of requirements and performance targets, both regional and place-based, to form the basis for policies and plans for implementation by a future redevelopment authority or, alternatively, through local planning schemes. The WAPC believes that a redevelopment authority will be the most effective agency for implementation of this project, and that the Western Australian planning system will be strengthened if the Cockburn coast project takes place within a framework of regionally derived targets and measures.

## Background

The WAPC has adopted the draft State Planning Policy: Network City, which sets the vision, values and principles for the Perth and Peel regions to 2030. The eight fundamental principles capture the essence of the Network City policy, against which planning initiatives, policies and plans are to be tested.

These headline principles are to:

- 1 Manage growth by sharing responsibility between industry, communities and government.
- 2 Plan with communities.
- 3 Nurture the environment.
- 4 Make fuller use of urban land.
- 5 Encourage public over private transport.
- 6 Strengthen local sense of place.
- 7 Develop strategies which deliver local jobs.
- 8 Provide affordable housing

The regional framework captures this regional analysis and provides targets and guidance for implementation which delivers the Network City objectives.

The district structure plan deliberately reviewed the regional movement networks, and socio-economic, employment and housing trends to present a clear picture of the Cockburn coast in the context of its surrounding region and identify the key priorities for the district structure plan.

The district structure plan is a reflection of the Network City policy and has been directly influenced by the regional framework, responding by:

- developing an integrated transport and land use network;
- encouraging mixed use development, supported by higher densities, that is well served by public transport;
- acknowledging and highlighting local identity;
- promoting affordable housing;

- intensifying employment and encouraging employment self-sufficiency; and
- enhancing and reconnecting the community with the area's natural and cultural landscape.

## Responding to regional and local needs

When placed within its regional context, Cockburn coast presents a number of characteristics, challenges and opportunities that need to be accommodated and delivered through the development phases of the project.

A set of high-order requirements that provide a framework to guide implementation are outlined on the following pages.

← Figure 2 demonstrates the position of Cockburn coast within the regional context of Network City.

# External to the project area

## Interface

The Cockburn coast area needs to be established within its regional context, recognising Fremantle as the high-order activity centre and acknowledging the other local centres that provide important employment, service and recreational resources.

A key element of the Cockburn coast plan will be to enhance linkages with the surrounding regional and local activity centres and facilities. It will be particularly important to ensure integration with South Fremantle, Port Coogee and the surrounding suburbs of Hamilton Hill, Spearwood and Coogee via pedestrian, cycle and road networks.

## Integrated transport strategy

The planning for the Cockburn coast has identified the immediate need for a sub regional integrated transport strategy for the south-west corridor, with a particular emphasis on public transport.

The draft district structure plan is sufficiently robust and flexible in terms of development intensity, level of activity and proposed population to accommodate the outcomes of the integrated transport strategy.

## Road network

The integrated transport strategy for the south west corridor should consider the long term need for an east-west road link from Rockingham Road through to North Lake Road, generally along the alignment of the existing primary regional road reservation, with a view to downgrading its current status from a controlled access highway standard road. Consideration should also be given to the deletion of the Roe Highway (Stage 8) primary regional road reservation, in line with the current State Government position.

Regional through-traffic will be directed towards Stock Road as the primary north-south regional road and Cockburn Coast Drive (Fremantle-Rockingham controlled access highway) as a district distributor-style road. In light of this, a review of the primary regional road function of Cockburn Coast Drive from Russell Road northward is warranted.

The draft district structure plan proposes that the Hampton Road/Cockburn Road connection should be seen as an activity corridor that supports a high-frequency public transport service and a variety of land uses. This connection is not to be designed as a high-speed through-traffic route.

## Public transport

Public transport links must be fostered with key activity centres. In the short to medium term, the flexibility of bus rapid transit (BRT), its ability to offer the service quality of light rail (speed, reliability and comfort) and to provide certainty through investment in infrastructure while still being cost effective, have resulted in it being the favoured approach to servicing the Cockburn coast and surrounding communities.

A BRT system will connect with Fremantle train station in the north, with possibility for the extension of the service further south or to the east in the future (potentially linking through to Rockingham or Cockburn Central, which have been identified as a major activity centres). Public transport alignment options north to Fremantle and extensions further south or to the east of the project area will be a key consideration of the integrated transport strategy.

To facilitate the BRT system, transit priority must be secured along the length of Hampton Road and Cockburn Road (through the centre of the project area). It is particularly important to extend a transit corridor along the section of this road between Douro Road and Rockingham Road. A wider road reservation in this section may be necessary to accommodate transport growth.

The draft district structure plan does not preclude the use of light or heavy rail technology along the freight rail alignment in the future should this be provided, with the built form intensity and key structuring elements of the plan compatible with future transit options in this location.

The proposed alignment of the transit corridor (along Hampton and Cockburn road) in the draft district structure plan has the capacity to facilitate light rail technology.

## Freight rail

The freight rail line is a significant component of the State's import and export industries and its operation will continue in the long term. Future development needs to appropriately accommodate the freight rail infrastructure.

## South Fremantle switchyard terminal

The plan calls for the relocation of the South Fremantle switchyard terminal and associated infrastructure. A comprehensive feasibility study is required to determine the ultimate future location and associated relocation cost for the switchyard terminal. It is acknowledged that relocating the switchyard terminal would come at a high cost. The likely funding source for this undertaking would be either from the sale of government land in the project area and/or from allocated government funding.



# Within the project area

## Sense of place

The Cockburn coast will be a high profile area; the experience of other redevelopment projects is that they attract a premium in the market place of 15-25 per cent compared with their immediate region. New development at Cockburn coast must be inclusive and offer a variety of recreation, employment and living opportunities to a wide mix of people.

To achieve social diversity, which is a key objective of the Cockburn coast project, a mix of densities, dwelling size and tenure will be required to address this issue. This will be further strengthened by policy initiatives, for example inclusionary zoning.

The rich Indigenous and European history needs to be demonstrated through the implementation of interpretive strategies, foreshore management, heritage management plans and responsive development around or within sites of significance.

## Regeneration of the South Fremantle power station

The redevelopment of the South Fremantle power station is a critical component of the district structure plan. An essential element of this redevelopment will be meeting the regeneration principles, which include benchmarks for heritage treatment, public access and use, and the long-term economic sustainability of the power station building.

The redeveloped power station will be the landmark feature of the town centre. It will be a major coastal node and will therefore require uses and facilities that will accommodate the needs of the broader catchment area, including recreational, tourism and commercial uses.

## Access to the beach

Access to the beach is a critical factor of the redevelopment, and opportunities to improve access across the freight rail line should be maximised. The redevelopment should strive to achieve, as a minimum, the number of access points illustrated on the district structure plan (figure 4).

There will be different forms of beachfront activity ranging from a high activity beach between the northern arm of Port Coogee and the power station and more passive beachfront activities. The power station sector is seen as a regional beach node, with the O'Connor sector performing a local beach function. A range of users must be accommodated within the hierarchy of beach nodes, including the use of the beach for animal exercise.

## Public transport

The district structure plan requires that the area will be serviced by a bus rapid transit system in the short-medium term, in accordance with Network City and transit oriented development principles.

## Road network

Cockburn Coast Drive (referred to as Fremantle-Rockingham controlled access highway) needs to be constructed in an alignment and form that is responsive to the topography and the regional road network, providing a higher-order alternative to Cockburn Road for regional traffic. Cockburn Coast Drive will be a district distributor integrator-style road, constructed initially as a two-lane road and based on a reduced operating speed than a highway-standard road.

## Employment

Employment within the structure plan area will be concentrated primarily in the Darkan, Emplacement and Power Station precincts. These precincts will offer a range of complementary employment opportunities, while enabling appropriate transitional arrangements for existing lower employment businesses.

## Regional framework

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## Precincts

The project area has been divided into a number of precincts. The district structure plan provides an outline and guides land use, built form character and building height considered appropriate for each precinct. It is intended that this guiding information be followed and implemented in the detailed design of the project area, particularly at the local structure planning and development stage.

## Cost contributions

The lift in land value in the North Coogee area as a result of rezoning industrial land to an urban zoning warrants cost contribution towards infrastructure, particularly public transport.

# Performance targets and measures

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The WAPC is committed to delivering the Network City policy, which encompasses:

- promoting sustainable urban development through land efficiency;
- promoting transit oriented developments, with an emphasis on density and housing diversity around public transit nodes and areas of activity;
- achieving social progress which recognises the needs of everyone; and
- using natural resources prudently.

To contribute to the achievement of sustainable development at Cockburn coast, the WAPC, in reviewing the regional analysis, the Cockburn coast sustainability framework and the integration of the WAPC Network City policy, has set specific project performance targets and measures relating to regional impacts, infrastructure, broad land use, employment and densities.

Table A: Cockburn coast performance targets and measures

|             |                              |   |
|-------------|------------------------------|---|
| Society     | Population                   | Approximately 10 800 people   |
|             | Housing stock                | Approximately 5300 dwellings <sup>1</sup><br>Minimum 3 per cent separate houses<br>Minimum 22 per cent terrace houses<br>Minimum 33 per cent low-rise apartments <sup>2</sup><br>Minimum 31 per cent medium to high-rise apartments <sup>3/4</sup><br>Minimum 20 per cent affordable housing<br>Minimum 20 per cent adaptable buildings<br>15 per cent of homes need to be 'family homes' |
| Economy     | Employment profile           | Estimated working population 6900   |
|             | Employment self sufficiency  | Minimum 40 per cent (approximately 2800 jobs)<br>Preferred 60 per cent (approximately 3800 jobs)  |
| Environment | Resources recycling          | 20 per cent waste reduction (against per capita average)<br>20 per cent wastewater reuse<br>30 per cent reduction in scheme water consumption (against per capita average)  |
|             | Energy efficiency            | 75 per cent dwellings with solar orientation<br>75 per cent dwellings with cross flow ventilation<br>30 per cent reduction in greenhouse gas emissions (against per capita average)   |
|             | Alternate forms of transport | 60 per cent dwellings to be within 800 metres of public transit   |

<sup>1</sup> POTENTIAL DWELLING YIELDS ASSUMES RESIDENTIAL BUILD OUT OF THE SOUTH FREMANTLE LAND FILL SITE AND THE SOUTH FREMANTLE CHALET VILLAGE.

<sup>2</sup> LOW RISE APARTMENTS – 3 TO 5 STOREYS.

<sup>3</sup> MEDIUM RISE APARTMENTS – 6-8 STOREYS.

<sup>4</sup> HIGH RISE APARTMENTS – OVER 8 STOREYS.



# Figure 3 Notional Cockburn coast MRS amendment

## Implementation requirements

To implement the district structure plan, two major issues need to be addressed:

### Socio-economic

- Provide accommodation for a substantial population. The principle is to maximise population while allowing reasonable household diversity.
- Respond to population demographic change and ensure construction of appropriate housing stock.
- Provide for substantial employment self-sufficiency.
- Allow for a broadened economic base.

### Physical planning

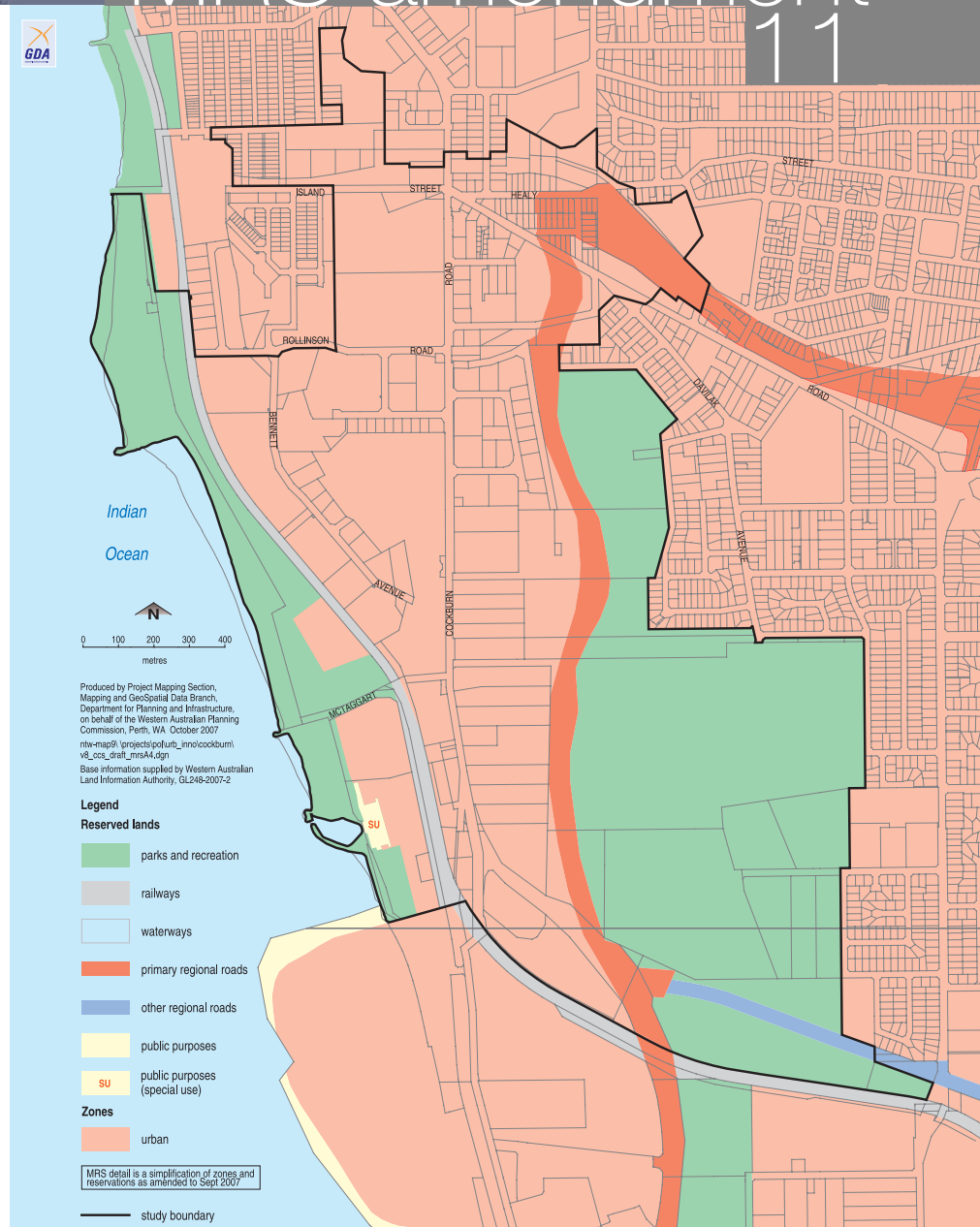
- Provide key regional road connections.
- Provide public transport linked to key destinations.

## Implementation methodology

The project performance targets and measures are to be taken into account when preparing future planning strategies for the Cockburn coast and the Metropolitan Region Scheme (MRS) amendment.

The Planning and Infrastructure Minister has stated that the Cockburn coast is a key government project that would benefit from the concentrated focus of a redevelopment authority. The State Government has approved the drafting of legislation for the creation of a new land development agency, which would incorporate some of the activities of LandCorp and the East Perth and Subiaco redevelopment authorities.

Implementation of the project targets and measures is, therefore, expected to occur through the redevelopment authority, which will be required to prepare a redevelopment scheme to guide future planning and development of the Cockburn coast. Given that the district structure plan requires the endorsement of the WAPC and the Minister for Planning and Infrastructure,



it is expected that the future redevelopment scheme will reflect the district structure plan and, therefore, the performance target and measures established for the Cockburn coast project.

The redevelopment authority scheme is an interim statutory planning framework, with the MRS being the long-term governing instrument. In light of this, the MRS will need to be inclusive of the intended land uses, regional requirements and Network City principles, therefore notionally the Cockburn coast amendment to the MRS would appear as outlined in Figure 3.

In the absence of a redevelopment authority, the district structure plan, inclusive of the project performance targets and measures, will be reflected in the MRS and local planning scheme provisions.

In addition, a sustainability assessment tool has been developed which will benchmark the sustainable development of Cockburn coast. The sustainability tool can measure proposals and programs through all stages of planning and development.

In the future, the redevelopment authority, government agencies and the community will also be able to assess and monitor the sustainability performance of the project and its component parts.

## Monitoring requirements

The key issues that need to be assessed and monitored through the sustainability framework are:

- **environmental issues** – the sustainability of this development and the potential impact on bushland, wetlands, scenic landscapes, natural resources, air and water quality;
- **social issues** – housing supply, housing diversity and mix, community health and development, community inclusiveness and community services;
- **infrastructure provision** – the efficiency of infrastructure use including its timely provision, cost effectiveness, opportunity for innovation, management and maintenance; and

- **economic issues** – the economic base to support the sustainable future of Cockburn coast including self-sufficiency, self-containment, diversity, opportunities for growth, innovation and enterprise.





# Key facts

Located within both the City of Cockburn and the City of Fremantle, the project area is 18 km south-west of the Perth CBD and four kilometres south of Fremantle.

The project area includes a 92-ha industrial strip that once hosted an assortment of industries including the manufacture of munitions, an abattoir and the South Fremantle power station. It also encompasses the former South Fremantle landfill site.

Once part of the industrial backbone of Perth, this land now forms the heart of the Cockburn coast renaissance.

Project area – 331.6 ha

Subdivisible area (minus reserves, roads drainage and public open space) – 91.5 hectares

Residential area – 60 ha

Seven precincts – Power Station, Hilltop, Robb Jetty, Emplacement, Darkan, Fremantle Village and Newmarket

Landowners – eight State Government agencies, two local governments authorities and 182 private landowners

Estimated total population – 10 800





# Honouring the past

*The Cockburn coast is drenched in history - both cultural and industrial. The coastline and the limestone ridge behind it are brimming with stories of shipwrecks, battlers, racehorses, bustling industry, freight trains and traditions.*

*These stories will continue to be told as the Cockburn coast evolves, providing a strong sense of identity and relationship with the past.*

*For different people, the Cockburn coast means different things.*

## Aboriginal heritage

The Cockburn coastal strip is steeped in Aboriginal tradition and still retains important spiritual, social and cultural significance.

Until the arrival of European explorers and settlers, the Swan coastal area was inhabited by the Whadjuk, one of the Nyoongar peoples. The area south of the Swan River and west of the Canning River – which includes the Cockburn coastal strip – was home to the Beeliar group of the Whadjuk.

The Beeliar people had semi-permanent camps in the area, particularly around North Lake and Bibra Lake, and the Cockburn area was part of an extensive communications network that linked Aboriginal groups of the Perth plain with groups further north, south and east. Until the middle of last century, the Robb Jetty camp was still an important meeting place for Aboriginal people and is listed on the Aboriginal Sites Register.

For the Nyoongar people, Dreaming stories passed down through 50 000 years are woven around the area and their bond to the land and sea remains strong.

Respecting and appreciating Nyoongar connections with the land and sea will play an important role in defining the Cockburn coast into the future.

## Colonial heritage

For the early British settlers the Cockburn coast was a hard, miserable place of driving wind, deadly wildlife, bush fires, failed crops and sickly livestock.

In 1829, the year the Swan River was declared a British colony, 169 settlers arrived at Cockburn Sound aboard the ship *Gilmore*, under the command of Thomas Peel.

Establishing the settlement was a struggle, but the first glimmers of the Western Australian “have a go” attitude began to emerge some years later in South Beach - the stage for the colony’s first horse race in 1833. The Cockburn coast’s relationship with the horse industry remains strong today with the beach still regularly used as an exercise area for race horses.



All photography courtesy of the Batty and Fremantle Libraries



In the 1880s, a small group of pensioner guards from Fremantle established a community around Lake Coogee. Although the village did not survive, the small vegetable gardens and orchards that the settlers created were the start of what became a thriving market gardening district.



## Industrial heritage

At the beginning of the 20th century, during the heady gold rush days, Cockburn's potential as an industrial area was well and truly recognised.

It was the location of significant industries – the Robb Jetty abattoir, a factory manufacturing explosives for use in mining and the Fremantle smelting works. In 1903, the Fremantle to Robb Jetty rail line was extended to Woodman Point, giving impetus to the establishment of more industrial activities, including the lime kilns, along the coast.

The most notable achievement during the early industrial era was the construction of the South Fremantle power station which used black coal to generate electricity for the South-West region. The power station was closed in 1985 and is now listed as an interim heritage site.

## Making Cockburn's history come alive

The rich Indigenous and European history of the Cockburn coast will be kept alive through interpretive foreshore management, a heritage trail, comprehensive heritage management and responsive development around or within sites of significance.

The Heritage Council has seven sites within the project area on its permanent or interim heritage lists:

- South Beach horse exercise area;
- South Fremantle power station;
- Robb Jetty chimney stack;
- Randwick stables;
- Newmarket Hotel
- Robb Jetty Morton Bay fig trees; and
- Azelia Ley Homestead.

Each of these sites, along with additional sites listed by the National Trust, will be treated sensitively and creatively to provide a constant reminder of the region's past.

# An urban beach lifestyle

## The beach as a birthright

West Australians love the beach. The pristine white sand, crystal clear waters and relaxed lifestyle are regarded as the birthright of all who choose to live here.

Now, we'll have a chance to experience a new way of living with, and relating to, our coastline.

## A new way forward

With an increasingly developed metropolitan coastline, opportunities to shape a slice of prime beachfront land are rare.

While the views and lifestyle on offer will attract significant investment from the top of end of town, the Cockburn coast will not become an enclave of the rich. The Cockburn coast development will contain an element of affordable housing to ensure it is accessible for all West Australians.

## A place for everyone

Just over 330 ha of land, minutes from Fremantle, has provided a unique opportunity to develop a new style of urban living that makes the most of its beach setting – transforming it from an industrial environment into an attractive place to live, work, learn and play.

It will mean more people can share in the delights of living close to the ocean in a vibrant, friendly community.





# The vision

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*“To create a vibrant, landmark destination that is connected, integrated, diverse and accessible.”*

Cockburn coast will be a sustainable community that honours the area’s rich heritage while creating a new development focused on beachside living.

With a transformed South Fremantle power station as the centrepiece of the development, the Cockburn coast will become a regionally significant location for living, for recreation and to visit.

It will be an attractive, vibrant community populated with lively cafes, restaurants, shops and residential and commercial precincts - all easily accessible via bus rapid transit services.

It will have a collection of great streets with inspiring public places to explore and enjoy, and with extensive public open space providing direct links through the development area to the beach.

The design vision will create a coastal settlement of beauty, charm and vibrancy that showcases world-class architecture and buildings, landscape and water sensitive design and social and cultural sustainability.

New and exciting opportunities for living and working on the coast will be developed in a manner that complements existing residences and enterprises.

This is a unique opportunity for urban consolidation through the renaissance of a former coastal industrial site.

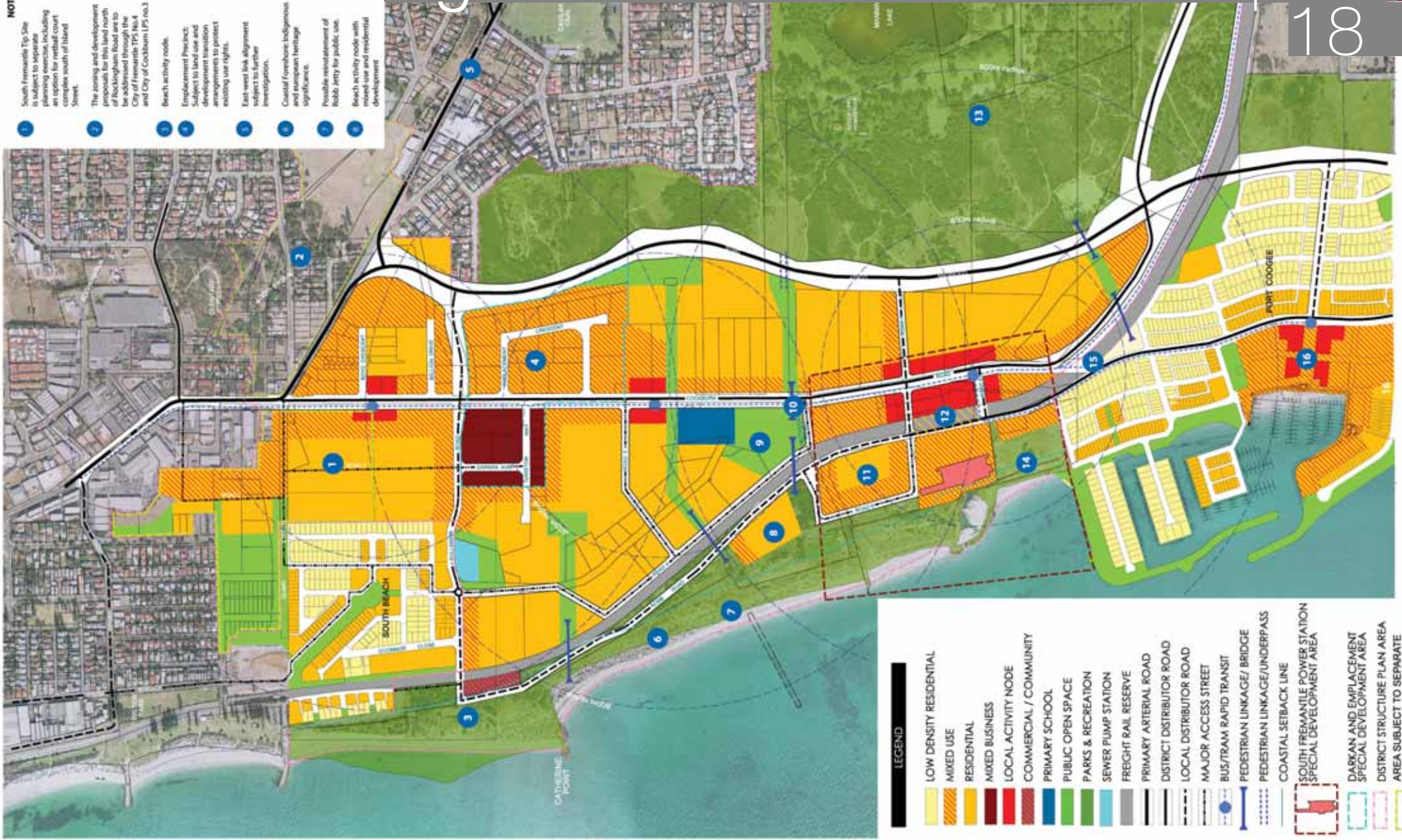
To ensure the project remains faithful to its vision, all future development will be guided by a regional framework which has established a series of performance targets and measures.





- NOTES**
- 1 South Fremantle Tip Site is subject to separate planning exercise, including an option for retail court complex south of Island Street.
  - 2 The zoning and development for the land north of Cockburn Road are to be addressed through the City of Fremantle TPS No.4 and City of Cockburn LPS no.3
  - 3 Beach activity node
  - 4 Employment Precinct: Subject to land use and development transition arrangements to protect existing use rights.
  - 5 East-west link alignment subject to further investigation.
  - 6 Coastal foreshore, Indigenous and seaplan heritage significance.
  - 7 Possible re-statement of Robb Jetty for public use.
  - 8 Beach activity node with mixed-use and residential development
  - 9 Active POS, Shared facility arrangements with Primary School and protection of Robb Jetty chimney.
  - 10 Landlinking opportunity.
  - 11 Reflects preferred outcome of waterfront relocation.
  - 12 Potential for development to be fully integrated with Power Station across rail reserve.
  - 13 Beveler Park enhanced and better linked to development area.
  - 14 High amenity beach and foreshore improvements.
  - 15 Possible alternative Rapid Transport alignment.
  - 16 Port Coogee activity node linked with Power Station node.

Figure 4 The district structure plan 18



- LEGEND**
- LOW DENSITY RESIDENTIAL
  - MIXED USE
  - RESIDENTIAL
  - MIXED BUSINESS
  - LOCAL ACTIVITY NODE
  - COMMERCIAL / COMMUNITY
  - PRIMARY SCHOOL
  - PUBLIC OPEN SPACE
  - PARKS & RECREATION
  - SEWER PUMP STATION
  - FREIGHT RAIL RESERVE
  - PRIMARY ARTERIAL ROAD
  - DISTRICT DISTRIBUTOR ROAD
  - LOCAL DISTRIBUTOR ROAD
  - MAJOR ACCESS STREET
  - BUS/TRAM RAPID TRANSIT
  - PEDESTRIAN LINKAGE/ BRIDGE
  - PEDESTRIAN LINKAGE/UNDERPASS
  - COASTAL SETBACK LINE
  - SOUTH FREMANTLE POWER STATION SPECIAL DEVELOPMENT AREA
  - DARKEN AND EMPLOYMENT SPECIAL DEVELOPMENT AREA
  - DISTRICT STRUCTURE PLAN AREA
  - AREA SUBJECT TO SEPARATE PLANNING PROCESS



# The plan

This forgotten industrial strip along the coast provides an opportunity to create an urban character more vibrant than that typically created in greenfields locations on the urban fringe.

Ultimately, the project area will become a landmark location on the metropolitan coastline. Divided into seven precincts, the project area will contain a mix of medium to high density residential, commercial and recreational development.

To make the most of this opportunity, the Cockburn coast redevelopment project will introduce to Western Australia a new way of beach living that develops the land to its full potential and opens it up to be enjoyed by all.

## Density

The key to the plan is a move toward medium to high density living, to make the most of the available space, and provide a critical mass to support public transport and local business.

Five important principles have guided the development of the district structure plan:

- ensuring people are close to public transport networks;
- creating housing opportunities for a diverse mix;
- reducing urban sprawl;
- creating employment opportunities; and
- promoting sustainable design solutions.

The density of the Cockburn coast redevelopment has been determined according to these principles and in collaboration with the community/landowner reference group.

The guidelines established in the district structure plan will ensure that:

- buildings and streets are on a human scale;
- the “massing” of buildings is moderate; and
- high-quality landscaping is included.

Variations in the density of built form across the project area is essential. The built form profile is enhanced by establishing key mass around the town centre and public transport nodes, and framing parks and open space.

Buildings along the main transport routes, including Cockburn Road, will be developed to five to six storeys.

Buildings on secondary streets will be three to four storeys. Within the project area, nominated gateway sites may be built to heights up to eight storeys, and other identified landmark sites will generally have a height of nine to 11 stories. Some landmark sites will have the capacity for a tower element up to 16 storeys, dependent on location (ie east of Cockburn Road) and performance criteria.

Buildings in key locations will be designed to adapt to changing needs. For example, they may start life as a residential development but then evolve into commercial or office space as time progresses.

Building footprints extending to the street edge will enable active, intimate streets and open spaces will be maximised by encouraging parking behind buildings, on rooftops and in basements.

Acting on analysis from the regional framework and input from the reference group, the plan is guided by the following residential mix:

| Housing type  | Housing mix range   |
|---|---------------------|
| Separate house (R30)  | 3 – 6 per cent      |
| Semi-detached/row or terrace and town house (R50)               | 22 – 33 per cent    |
| Flat/unit/apartment - low rise (R80) <sup>1</sup>               | 33 – 35 per cent    |
| Flat/unit/apartment - medium to high rise (R160) <sup>2/3</sup> | 31 – 37 per cent    |
| <b>Total</b>  | <b>100 per cent</b> |

<sup>1</sup> LOW RISE APARTMENTS – 3 TO 5 STOREYS  
<sup>2</sup> MEDIUM RISE APARTMENTS – 6-8 STOREYS  
<sup>3</sup> HIGH RISE APARTMENTS – OVER 8 STOREYS



## Special development areas

Two areas have been designated as special development areas (SDA) due to their complexity.

The South Fremantle power station provides one of the most exciting aspects of the plan. The plan provides for the total transformation of the heritage-listed power station from a broken-down shell into a major recreational, retail and cultural event centre – attracting people from across the metropolitan area to a family-oriented destination.

The second area encompasses the Darkan and Emplacement precincts, which will be significant employment generators. Existing land use, however, means that the transition from industrial use to an urban focus will need to be carefully managed.

## Open space and community facilities

Complementing the significant amount of regional open space that already exists in the project area will be a number of linear parks – avenues of green that will cascade east-west from the Beeliar Regional Park to the Indian Ocean.

All public areas will be designed for safety, security and health with high levels of universal access and adaptability in built form.

A two-storey school will be built in the centre of the project area, adjacent to district recreation facilities. Detailed discussions were held with the Department of Education and Training to establish the form the school would take and it was agreed a two-storey model was appropriate to the urban vision proposed for the Cockburn coast area.

## Iconic building

A key feature of the project will be an exciting opportunity to create an iconic building. There is potential for the development of two residential apartment towers of up to 16 storeys within a larger development site comprising five to seven storeys residential apartments.

Potentially located in the southern end of the redevelopment area (on the east side of Cockburn Road), the iconic building site is intended to offer the market a major development which would attract national and international interest from premium developers.

## Power station

The heritage-listed South Fremantle power station will be transformed into a major recreational, retail and cultural centre. The redevelopment will be sympathetic to the industrial heritage of the site to ensure its historic value is retained to be appreciated by future generations.

## Employment

To be a vibrant, sustainable community Cockburn coast must provide opportunities for employment within its boundaries and help maximise opportunities for people to work from home.

The district structure plan has a minimum employment self sufficiency target of 40 per cent: around 2800 jobs for a working population of 6900.

Most employment within the project will be focussed in the Darkan, Emplacement and Power Station precincts, where a range of complementary employment opportunities are available.

A number of substantial, long-established businesses continue to operate within the project area, and their right to continue operating must be recognised.

Contemporary trends to working from home will be encouraged via state of the art information technology and a communication network that maximises opportunities for home-based businesses.



## Transport

The car will not be king in the Cockburn coast. Designed as a transit oriented development, all precincts within the project will be focused around public transport nodes, with the majority of the development within a five-minute walk of frequent public transport stops.

Residents and visitors will be able to take advantage of public transport links to Port Coogee, South Fremantle, Fremantle and potentially Cockburn Central.

While bus rapid transit (BRT) is the most viable public transport option for this first stage of the local public transport provision, other modes including passenger rail and light rail will be actively investigated through an integrated transport strategy for the south-west corridor.

The integrated transport strategy will investigate and provide recommendations on regional road and public transport network improvements and opportunities to influence more sustainable travel behaviour.

## Population profile

The estimated housing mix for Cockburn coast compared with the wider cities of Fremantle and Cockburn is as follows:

| Estimated household mix | Cockburn coast 2021 | Cities of Fremantle and Cockburn 2021 |
|-------------------------|---------------------|---------------------------------------|
| Couple with children    | 14-15 per cent      | 33 per cent                           |
| Couple without children | 30 per cent         | 23 per cent                           |
| One parent family       | 10-11 per cent      | 10 per cent                           |
| Other family            | 2 per cent          | 2 per cent                            |
| Group households        | 5 per cent          | 4 per cent                            |
| Lone person households  | 38- 40 per cent     | 28 per cent                           |

SOURCE: ABS (2006) CENSUS OF POPULATION AND HOUSING.

## Tourism

The project will provide a new tourism hub on the metropolitan coast. The redevelopment of the South Fremantle power station will provide many tourism-related opportunities including the potential for a possible boutique hotel, alfresco cafes, exhibitions, weekend community markets and entertainment.

## The social mix

Social diversity will be a key feature of the Cockburn coast redevelopment. While the area's prime location will undoubtedly attract a market premium, it will not be an enclave for the rich. The guidelines outlined in the district structure plan will ensure there is a place for people from all walks of life. Among the guidelines are provisions for a mix of residential densities, dwelling size and tenure. Employment and recreation opportunities will similarly be open to all.

## Affordability

Cockburn coast is prime real estate and at a time when more people are being squeezed out of the property and rental market it is unlikely that a desired, sustainable demographic mix will be achieved under normal market conditions. Intervention and a strong policy response are required to achieve social diversity.

Providing for a range of household types and incomes at the district structure plan level is most easily achieved through guiding the type and size of residences.

A further requirement that 20 per cent of new dwellings be affordable housing for rent or purchase should also safeguard the area's diversity. Included in this target is a proportion of Government-funded or community organisation housing.

This can be achieved on a mandatory or voluntary basis with possible benefits for developers who provide affordable housing including density bonuses or other development concessions.

# Coastal planning

The big challenge in returning this forgotten industrial coastal strip to the community is to engage in coastal recreation and tourism planning that responsibly addresses the physical coastal processes, and the community needs and aspirations, without compromising environmental and cultural values.

A coastal planning strategy for the Cockburn coast has been prepared in accordance with State Planning Policy 2.6 State Coastal Planning Policy. The coastal planning strategy promotes the following:

- 1 a vision for the coast in the project area;
- 2 designated coastal activity nodes; and
- 3 objectives for coastal planning and coastal management actions.

The vision for the coastal planning strategy is to significantly improve the function of the foreshore as a social, environmental and cultural resource, scenic attraction, recreation facility, and in doing so, contribute to the regional and local community.

This coastal planning strategy complements the district structure plan and provides guidance to the proposed redevelopment authority, City of Cockburn and the WAPC for the development of detailed foreshore management plans.

The objectives for the coastal planning strategy are to:

- outline and describe key environmental, cultural, social and infrastructure elements;
- identify major issues and trends, and provide strategic direction on the opportunities and constraints for recreational and tourism uses, infrastructure and developments;
- identify issues that will require management;
- develop management recommendations and an implementation framework to guide a future foreshore management plan; and
- provide guidance on designated recreation nodes and entry points to the foreshore.

Three distinct areas of the Cockburn coast foreshore have been identified, characterised by the nature of existing heritage buildings and uses, type of beach setting and the opportunity to offer a range of beach experiences:

- **South Fremantle power station sector** – incorporating the power station and adjacent switchyard, plus the foreshore area to the immediate north of McTaggart Cove. This sector is classified as a regional coastal node with active and passive recreation opportunities. It is anticipated to be a focal point for the local and regional community and tourists. The revitalisation of the power station will be a unique regional attraction which will offer a diverse range of experiences including cafes, restaurants, shopping and community facilities.
- **C Y O'Connor sector** – which includes the natural beach area between Catherine Point groyne and the South Fremantle power station sector. This sector is classified as a local beach with

passive recreation use, horse exercise and a conservation focus. There is an emphasis on conserving the foreshore reserve and controlling access to this section of beach through the provision of paths and fences.

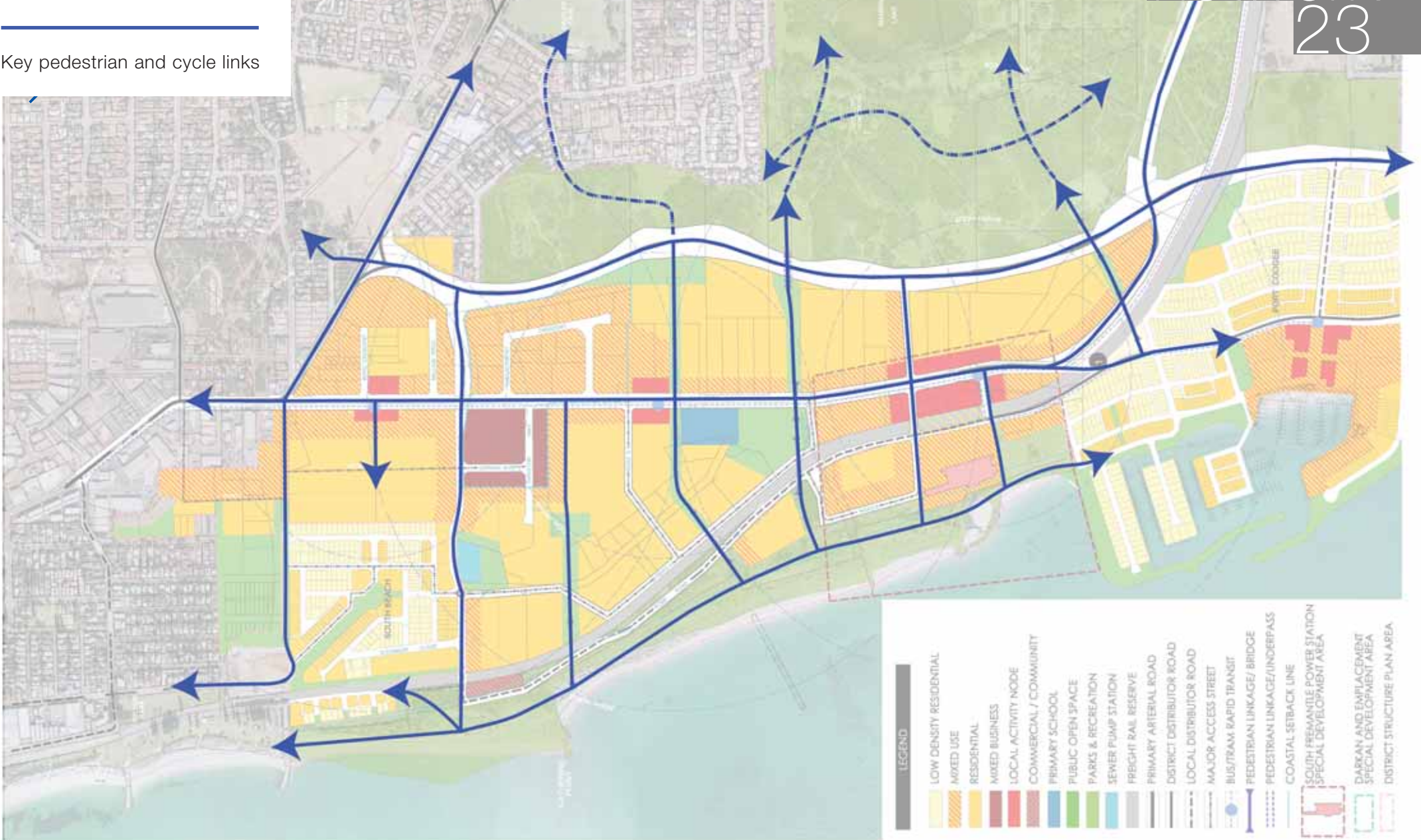
- **North Coogee sector** – located at the western extent of Rollinson Road between the ANI Bradken site and the Cockburn coast structure plan area. This sector is classified as a district coastal node with active and passive recreation. The draft North Coogee Foreshore Management Plan proposes two parklands and facilities such as barbecues, toilets, beach showers, themed playgrounds, and picnic areas.



# Figure 5 Pedestrian and cycle network

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Key pedestrian and cycle links



# Greening the Cockburn coast

The area already contains a significant amount of regional park and recreation reserve along the foreshore and at Beeliar Regional Park. The structure plan calls for the inclusion of east-to-west avenues of green cascading down the hill from Beeliar Regional Park to the foreshore.

These green pathways will help establish major pedestrian, cycle and horse trails to landmark heritage sites, the coast and enable scenic views, which are an important design element of the structure plan. They will integrate water management, habitat protection and recreational opportunities, providing community benefits including:

- preservation of environmental values;
- filtration of storm water;
- opportunities for water harvesting and re-use;
- diverse recreational opportunities; and
- rehabilitating contaminated land.

Pocket parks will be located throughout the project area to ensure that open space is an easy walk from all residences.

There is also the potential to extend the existing horse beach exercise area with equine walking trails through part of the redevelopment area.

## Industrial contamination

The Cockburn coast's long association with industry has left a legacy of confirmed and suspected land contamination.

Before development, each site will require, at a minimum a preliminary investigation of potential contamination and will have to adhere to strict development requirements.

Guiding principles of the project aim to reduce the urban and ecological footprint, aided by a focus on whole-of-cycle resource management, energy, water, waste and building materials.



The figure shows the district level open spaces with indicative landscape treatments. This district open space will be complemented with pocket parks and urban spaces at the more detailed level of planning.



# A sustainable community

The concept of sustainability is a cornerstone of the urban renaissance of the Cockburn coast. The long-term social, cultural, environmental and economic implications are all at the forefront of the district structure plan. The aim is to develop a resilient Cockburn coast that can adapt to change by building strong communities and designing flexibility into its economy, infrastructure and buildings.

Sustainability themes for the Cockburn coast are to:

- encourage best practice design, technologies and concepts;
- create diversity in uses, housing, people and experiences;
- foster innovation in the planning of new communities; and
- generate an integrated, connected, efficient and exciting new urban area that extends on the existing natural assets of the location.

The Cockburn coast sustainability principles outlined in the district structure plan are:

- Tell the story of the Cockburn coast through the identification, management and promotion of

significant sites that contribute to the area's cultural heritage and to build on these unique features to provide a sense of place.

- Demonstrate innovation in the development of Cockburn coast through the application of best practice technologies and design.
- Demonstrate a range of affordable housing strategies.
- Promote efficient use of resources, land and infrastructure.
- Encourage development that is commercially feasible and attractive to the market and to the wider community.
- Ensure diversity of land uses to facilitate locally-based employment, providing services that are appropriate to the needs of the local and wider community.

The implementation of water sensitive urban design principles will be a key component of the Cockburn coast project.

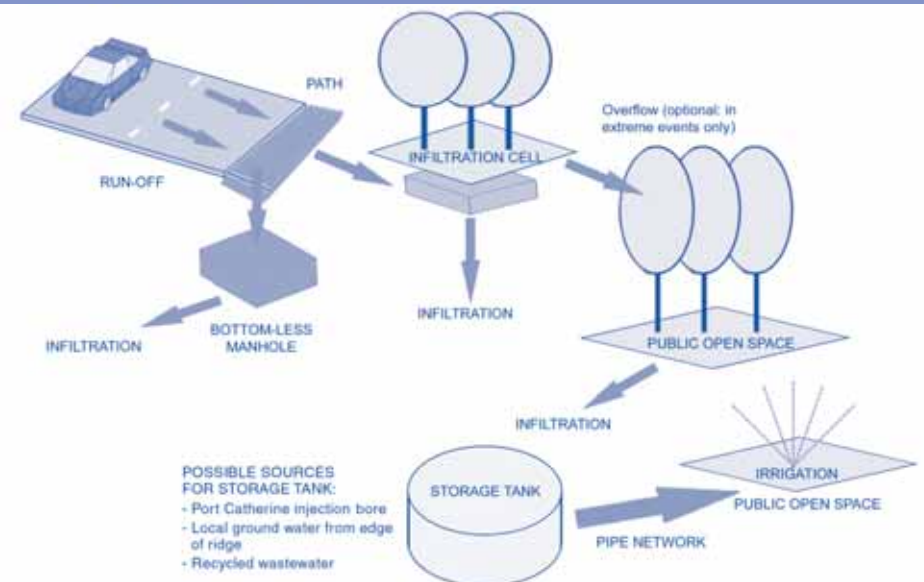


- Demonstrate best practice, responsible environmental management, facilitating remediation and rehabilitation.
- Provide opportunities for the use of alternative transport modes, through the provision of quality transport, cycling and pedestrian infrastructure combined with interconnected urban design.
- Capitalise on the exceptional natural assets of the Cockburn coast through improvement,

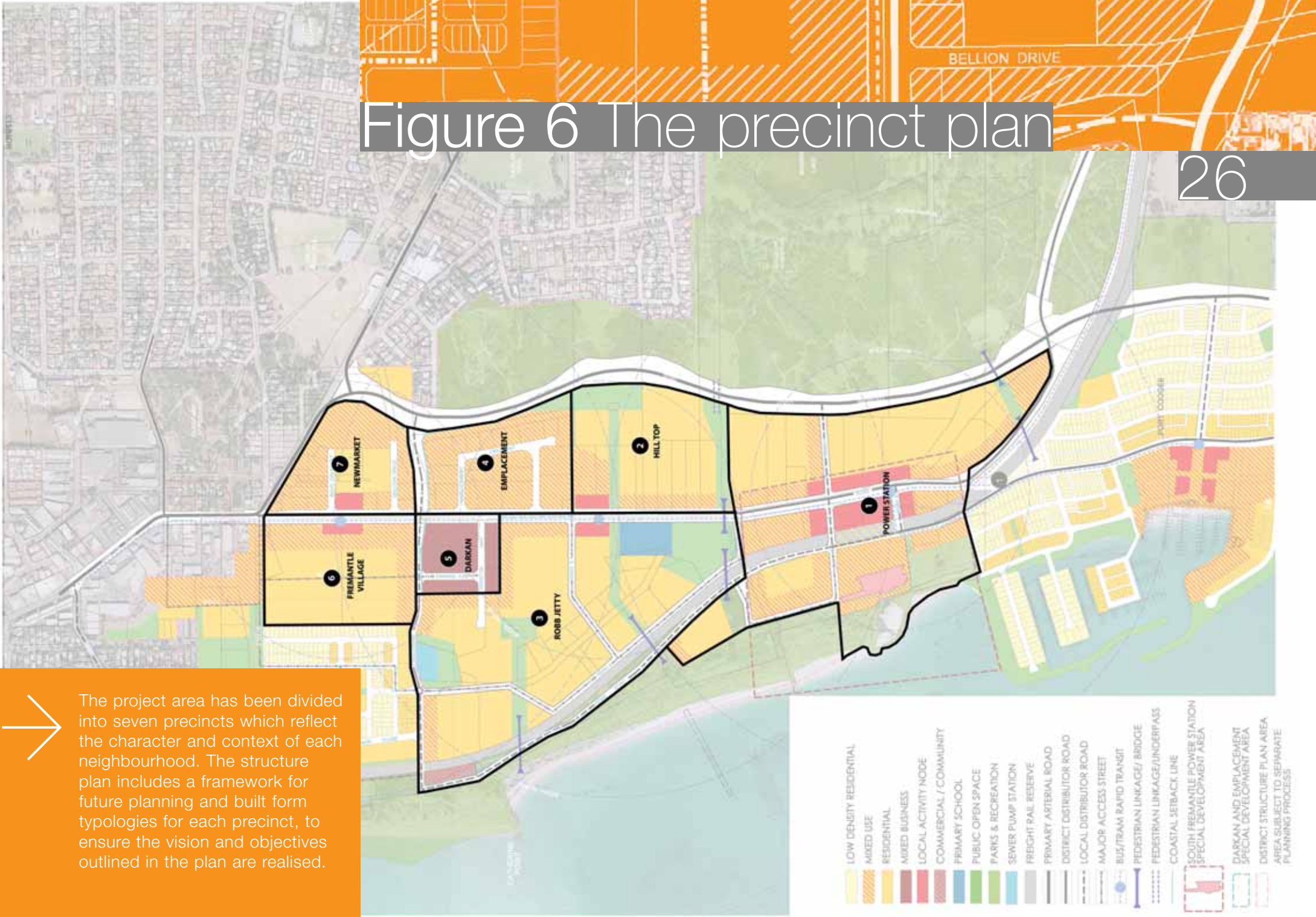
enhancement and provision of greater access to the local environment.

- Demonstrate efficient land use and transport in the structure plan through the application of transit oriented design principles.
- Engage the community in the planning, design and development of the Cockburn coast, instilling a sense of ownership and ensuring equitable outcomes.

## Options for water sensitive urban design



# Figure 6 The precinct plan



➔ The project area has been divided into seven precincts which reflect the character and context of each neighbourhood. The structure plan includes a framework for future planning and built form typologies for each precinct, to ensure the vision and objectives outlined in the plan are realised.





The Power Station precinct will make the most of the foreshore, with its spectacular views of the Indian Ocean.



The power station will be the icon building of the Cockburn coast project.

On the hillside (behind the power station) medium to high density residential development will provide a backdrop to activity around this area and contain a series of landmark and gateway building sites strategically located along Cockburn Coast Drive.

Houses will be designed to resonate with the industrial heritage of the area: picture a contemporary version of the Fremantle wool stores along Cockburn Road.

Key open space links to Beeliar Park and Port Coogee will be critically important to shaping the character of the precinct – contrasting and complementing the industrial inspired buildings.

Centred on the heritage-listed South Fremantle power station, this precinct will become the focus of activity on the Cockburn coast and will be the southern gateway of the project.

Boardwalks, with a beach lifestyle focus and a strong sense of the site's cultural and industrial significance will make this the centrepiece of the development.

The power station will be redeveloped as a major recreational, retail and cultural centre - attracting people from across the metropolitan area to a family-oriented destination.

Left to hibernate on the beach foreshore, this giant of the industrial past will be reawakened with a refurbishment sympathetic to its historic importance and renewed with exciting, complementary additions.

# 1 Power Station precinct

- A town centre focused on the South Fremantle power station heritage building.
- An innovative, energy-efficient, community hub featuring:
  - hotel/short-stay accommodation;
  - alfresco cafes/restaurants and winter garden; and
  - fully integrated public transport links
- Opportunity for entertainment, exhibition, weekend community market and performance space.
- Open space links to Beeliar Park and Port Coogee.
- An architectural response that complements the power station.



## 2 Hilltop precinct

- A predominantly residential area which will be well served by a transit stop, activity node, and mixed use development along Cockburn Road.
- The steep gradient of the Hilltop precinct will allow excellent views through to the ocean.
- A linear park through the precinct to connect Beeliar Park and the coast.
- A strong interface between Hilltop, the primary school and district open space across Cockburn Road.

The excellent ocean views afforded by the steep terrain in the precinct will make this a very special place to live.

Located immediately north of the power station, developers will be encouraged to retain as much of the area's natural character as possible.

This will be a predominantly residential precinct with some office and commercial ground floor uses along Cockburn Road. It will also be home to the project's central transit stop.

Two avenues of green in the form of east-west linear parks will cascade down the hill from Beeliar Park through the Robb Jetty precinct to the beach. Pocket parks will add to the greenery.

Buildings fronting the linear parks should be five storeys with breaks in the development on the north side.







### 3 Robb Jetty precinct

- Medium to high density residential precinct with visual and physical links to the coast.
- Heritage-listed Robb Jetty chimney to provide a focal point for public open space.
- Aesthetic character reflecting the beach lifestyle and appropriate environmental/climatic design response.
- Strong interface with Darkan precinct.
- Significant stands of Morton Bay fig trees connecting with a two-storey primary school in active open space area.
- Mixed use development potential to provide active edges.
- Bridges providing strong pedestrian and cyclist links from linear parks across the freight rail line to the coastline.

Nestled against the foreshore, the Robb Jetty precinct has a strong coastal residential flavour and will be home to significant community assets including a school, district sporting facilities and a small commercial/community opportunity on the Catherine Point foreshore.

Magnificent mature stands of trees and the heritage-listed Robb Jetty chimney will give the precinct a strong sense of the area's heritage. The distinct two-storey school will be located nearby.

Bridges will provide links for pedestrians and cyclists from the east-west linear parks across the freight rail to the coastline.

It will be predominantly high density residential with the potential for mixed use along significant roads including Cockburn Road.

Buildings fronting the green spines are permitted to be four storeys, with sites on the western side and opposite the recreation reserve up to five storeys. Gateway and landmark sites are permitted to be seven storeys.

The precinct will contain three east-west linear parks providing an avenue of green flowing towards the coast. These key areas of open space will give the precinct an attractive urban space intended to draw people and provide interesting links through residential areas to the coast.



4

## Emplacement precinct

5

## Darkan precinct

- Mixed use development centred on Emplacement Crescent.
- Ocean view potential for future development.
- An industrial area with the potential to become an urban environment with a focus on employment generation.
- Special timing, staging and transitional arrangements required.

This precinct will be entirely mixed use and include those lots associated with Emplacement Crescent.

Special implementation controls will protect existing land use and ensure compatibility of future development with those who wish to remain.

For new development, there is the potential for ocean views afforded by the precinct's topography. Development up to five storeys will be permitted on selected sites, with up to seven storeys permitted on gateway and landmark sites.

The precinct will be home to office, commercial and some residential use.

An open space area in the south eastern corner of the precinct will be linked to an east-west linear park. This greenery, as well as streetscape improvements on Emplacement Crescent will bestow a modern, vibrant feel to the precinct.

- Employment focal point for the Cockburn coast redevelopment.
- Existing businesses will be able to stay long term.
- Ability for existing businesses to evolve over time into higher value business uses.
- Interface with surrounding mixed use development.
- Proximity to two transit stops and activity nodes.

Centred on the area around Garston Way and Darkan Avenue and including the existing Fremantle cold stores operation, this precinct will be one of the project's employment hubs.

Two transit stops will provide excellent transport options for employees working in the Darkan precinct.

Existing businesses choosing to stay in the precinct will be able to do so long term, with potential for them to evolve over time into higher value uses.

The precinct will be enhanced by high-quality streetscaping, landscaping and street furniture to ensure the high amenity of the beachside residential precincts flows through to the commercial and industrial areas.





## 6 Fremantle Village precinct

- Reflects the development option of the South Fremantle landfill site which is the subject of a separate planning exercise by the City of Fremantle and LandCorp.
- High-density residential with mixed use on Cockburn Road providing a vibrant hub.
- The most northern transit stop and activity node in the redevelopment area.
- A main street feel to Cockburn Road with slow moving vehicles and a pedestrian-friendly environment.
- Integrated with South Beach and important interface with Darkan precinct.

Located on land currently used by the Fremantle Chalet Village on the former South Fremantle tip site.

Within this precinct, Cockburn Road will have a main street appeal and a pedestrian-friendly design to ensure the area attracts people from all over to shop, eat and visit.

There will be high-density residential living areas with intense mixed-use facilities along Cockburn Road.

Key tall buildings will give the precinct character.

Quality streetscaping and interface of buildings with the urban public realm will ensure that the high standards of amenity in the rest of the project area are carried through into the Fremantle Village precinct.

Landscaping, active street edges, the use of street furniture and other urban public realm treatments will provide high-quality pedestrian environments and urban outdoor spaces.





## 7 Newmarket precinct

- Residential and mixed use focus.
- Opportunity for a development of significance at the high point on the eastern corner.
- Ground-floor office and commercial opportunity on Cockburn and Rockingham Roads.
- Retail activity node at transit stop.

Already populated with existing commercial and strata residential development, there is reduced scope for further redevelopment within this precinct.

However, a development is proposed on the high point at the eastern corner to form a gateway to the project area from the east.

The precinct will have a residential and mixed use focus, with opportunities for ground floor office and commercial interests on Cockburn and Rockingham roads.

As in the Fremantle Village precinct, the quality of streetscaping and interface of buildings with an urban public realm will ensure the high standards of amenity in the remainder of project area are carried through into the Newmarket precinct.



# Next steps

Following the adoption of the district structure plan, there a number of items that should be progressed as a matter of priority. These investigations include:

- integrated transport strategy for the south-west corridor, including review of the regional road network and public transport modes and alignment;
- reallocation of the kerbside lane along Hampton Road, between Rockingham Road and Douro Road;
- groundwater modelling; and
- built form guidelines.

An action implementation framework, detailing priority and procedural items, is provided in Table B. This list is neither exclusive or exhaustive, however provides an outline of the strategic requirements to move Cockburn coast from a structure planning initiative to a development phase.

| Table B: Implementation framework |  |  |                                     |
|-----------------------------------|--|--|-------------------------------------|
| Discipline                        | Action*  | Responsibility*                        | Anticipated / recommended timeframe |
| Planning                          | MRS rezoning   | WAPC                                   | Immediate                           |
|                                   | Local planning scheme rezoning   | LGA                                    | Short-term                          |
|                                   | Local structure planning   | RDA or LGA and landowners              | Short-term                          |
|                                   | Built form guidelines  | RDA or LGA and landowners              | Short-term                          |
|                                   | Cost contributions schedule  | RDA or LGA and landowners              | Short-term                          |
|                                   | South Fremantle power station SDA feasibility study  | RDA or State Government and landowners | Short-term                          |
| Transport                         | Integrated transport strategy for south-west corridor  | DPI/Main Roads/LGA's                   | Immediate                           |
|                                   | Bus rapid transit alignment study and business case  | DPI/PTA                                | Immediate                           |
|                                   | Project plan for lane reallocation on Hampton Road   | LGA/PTA/DPI                            | Short-term                          |
|                                   | Cockburn Coast Drive alignment study   | DPI/Main Roads                         | Immediate                           |
|                                   | Travel demand management strategy  | RDA or LGA                             | Medium-term                         |
| Environmental                     | District water management strategy   | RDA or LGA and landowners              | Short-term                          |
|                                   | Noise and vibration management strategy  | Landowners                             | Short-term                          |
|                                   | Preliminary and detailed site investigations   | Landowners                             | Immediate                           |
|                                   | Contamination remediation and management strategy  | RDA and/or landowners                  | Short-term                          |
|                                   | Foreshore management plan  | RDA or LGA and landowners              | Short to medium-term                |
| Infrastructure                    | Detailed infrastructure strategy   | RDA and/or landowners                  | Short-term                          |
|                                   | Switchyard relocation business case  | State Government                       | Short-term                          |
|                                   | Whole of project business case<br>- service infrastructure<br>- switchyard relocation<br>- bus rapid transit<br>- cost contributions<br>- revenue from Government land | State Government                       | Short-term                          |
|                                   |  |  |                                     |
| Socio-economic                    | Community consultation   | RDA or LGA and landowners              | Short-term                          |
|                                   | Economic and employment strategy   | RDA or LGA and landowners              | Short to medium-term                |
|                                   | Community development strategy   | RDA and/or landowners                  | Medium-term                         |
|                                   | Heritage management plan   | RDA and/or landowners                  | Short-term                          |

RDA - REDEVELOPMENT AUTHORITY

PTA - PUBLIC TRANSPORT AUTHORITY

LGA - LOCAL GOVERNMENT AUTHORITY

SHORT-TERM 1-4 YEARS

DPI - DEPARTMENT FOR PLANNING AND INFRASTRUCTURE

MEDIUM-TERM 5-10 YEARS

\* THE STRATEGIES OUTLINED AND ORGANISATIONS NOMINATED ARE INDICATIVE ONLY

# Cockburn coast draft district structure plan

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## Public submissions

The Western Australian Planning Commission is seeking public comment on this draft Cockburn coast district structure plan. All comments received will be considered by the WAPC before the final document is adopted.

All submissions will be treated in strictest confidence.

When making a submission it is very helpful to:

- clearly state your opinion and the reason for your opinion;
- if possible, outline potential alternatives or solutions to your area of interest;
- if possible, include the section, precinct area or page number which relates to your area of interest; and
- provide any additional information to support your comments.

A public submission form is included overleaf for your convenience. If you prefer to make a comment in an alternative format, please remember to include the relevant details as outlined on the submission form.

**The closing date for submissions is Monday 15 September 2008**

If you would like more information on making a submission, please contact:

**Project Manager**  
**Cockburn coast district structure plan**

**Western Australian Planning Commission**  
469 Wellington Street  
Perth Western Australia 6000

or submit online at –  
[www.wapc.wa.gov.au/comment](http://www.wapc.wa.gov.au/comment)

Tel: 08 9264 7777  
Fax: 08 9264 7566  
Email: [cockburncoast@wapc.wa.gov.au](mailto:cockburncoast@wapc.wa.gov.au)

Please send your submission to:

**Cockburn coast district structure plan project**

**Western Australian Planning Commission**  
469 Wellington Street  
Perth Western Australia 6000

We look forward to receiving your submission.

Further information on the Cockburn coast draft district structure plan, including associated documents, can be found the WAPC website –  
[www.wapc.wa.gov.au](http://www.wapc.wa.gov.au)

The website has the following information:

- Draft district structure plan report
- Regional framework
- The changing Cockburn coast
- Consultant reports including:
  - European Heritage
  - Indigenous Heritage
  - Coastal Process Assessment
  - Transport Analysis
  - Environment Assessment
  - District Water Management Overview
  - Coastal Planning Strategy
  - Cockburn Coast Peer Review
  - Socio-economic Analysis











