

DRAFT COCKBURN COAST DISTRICT STRUCTURE PLAN FREQUENTLY ASKED QUESTIONS

How has the plan been prepared?

The structure plan is a composite that has evolved from a series of concept plans, featuring alternative land use and transport configurations. These concepts were tested and presented to the reference group for input, and have been informed by a series of targets and sustainability principles formed in conjunction with the group.

Throughout the plan's development, the concepts have been subject to a sustainability assessment process, ensuring that the plan meets social, economic and environmental benchmarks and requirements.

Who has been involved in the plan's preparation?

The draft Cockburn coast district structure plan has been prepared by the Department for Planning and Infrastructure on behalf of the Western Australian Planning Commission.

Guided by a Steering Committee, comprising of State and local government representation, the plan has also been prepared with the input of the Cockburn coast reference group, including landowners, local community members and stakeholders.

What does the plan propose for the South Fremantle Power Station?

A redeveloped South Fremantle Power Station forms the heart of a new town centre for Cockburn coast. It is envisaged that the Power Station and its immediate surrounds will be a major attraction, with the potential for a mix of festival retail, commercial, residential, tourism and community uses.

A series of regeneration principles are outlined within the structure plan report providing direction on heritage treatment, potential future uses and implementation.

How high will buildings be?

The Cockburn coast district structure plan provides for a range of heights, densities and dwelling types. The structure plan generally has a preferred range of height within the residential precincts of between 3 and 5 storeys, with specific sites having the potential for landmark, gateway or iconic buildings.

These sites are to be subject to further detailed design and planning investigation, however the draft structure plan provides for potential height ranges of between 5 and 16 storeys dependent on the precinct. These sites are to be identified at the local structure planning stage, however will need to be located in accordance with the State Planning Policy 2.6 State Coastal Planning Policy.

State Planning Policy 2.6 provides for height restrictions within 300m of the horizontal setback datum. Only two precincts within the district structure plan area are partially

located within the 300m height restricted area - Robb Jetty precinct and the Power Station precinct.

Landmark buildings are those to be located at the end of major view corridors and at strategic locations along the ridgeline, while gateway buildings will be located at major entrance points into the development area.

How does the plan relate to Government policy on height in coastal locations?

Height in coastal developments is regulated by the Western Australian Planning Commission's State Planning Policy 2.6-State Coastal Planning Policy.

State Planning Policy 2.6 State Coast Planning Policy applies to all urban development within 300m of the horizontal setback datum and prescribes that the height of buildings should be limited to a maximum of five storeys (and not exceeding 21 metres in height) and higher structures up to a maximum of eight storeys (and not exceeding 32 metres) in height may be permitted where:-

- a) process of full consultation;
- b) the proposed development(s) is suitable for the location taking into account the built form, topography and landscape character of the surrounding area;
- c) the location is part of a major tourist or activity node;
- d) the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore; and
- e) there is visual amenity of the foreshore and ocean from nearby residential areas, roads and public spaces.

Only two precincts within the district structure plan area are partially affected by the 300m height setback zone - the Power Station and Robb Jetty precincts.

The district structure plan provides for the regeneration of the South Fremantle Power Station as a major mixed use activity node, forming the hub of the new community and a regional attractor. It is therefore considered that higher structures in accordance with the eight storey height limit are applicable within the 300m setback of the Power Station precinct, and the plan provides for six to seven storeys within the activity node. This development will complement the existing scale of the South Fremantle Power Station, which is the equivalent of 8 storeys. Higher structures provided for within the precinct will be located beyond the setback area of State Planning Policy 2.6.

The Robb Jetty precinct provisions enable a general height range of three to five storeys, dependent on location. Nominated gateway and landmark buildings, allowing for a height of up to seven storeys and subject to more detailed planning in terms of location, will also be located beyond the setback area of State Planning Policy 2.6.

Importantly, these gateway and landmark sites will need to be identified at the local structure planning phase and will be limited to key locations such as the termination of major view corridors, strategic locations along the ridgeline and at major entrance points into the development area.

How many people will live there?

The draft Cockburn coast district structure plan has the potential for a new community of 10 800 residents and 5300 dwellings. The draft district structure plan outlines a proposed dwelling mix of single storey and terraced dwellings, low rise and higher rise apartments, developed in conjunction with the Cockburn coast Reference Group.

When will building start?

Redevelopment is unlikely to commence until at least 2011/2012. This is due to the requirements for rezoning, local structure planning and the planning and environmental approvals process.

What happens next?

The draft Cockburn coast district structure plan will be available for public comment for a three month period until 15 September 2008. Following this, the comments received will be reviewed and the plan revised if necessary. Approval of the structure plan will then be sought from the Western Australian Planning Commission (WAPC).

Once adopted, the subject land will need to be rezoned under the Metropolitan Planning Scheme and the local planning schemes of Cockburn and Fremantle. Alternatively, the land may be subject to a redevelopment authority, in which case, a redevelopment scheme will need to be prepared.

Local structure planning will also need to occur on a precinct basis in parallel with the rezoning process to provide further detailed guidance to future development. Subdivision and development will then follow in accordance with the adopted structure plans.

What will be the impact on local roads and public transport?

Regardless of whether the structure plan area is to be developed or not, Hampton Road is forecast to be congested in the transport modelling completed for the project. Dependent on the modelled scenarios, additional traffic generated by the structure plan area on Hampton Road has an upper estimation of 6180 vehicles per day. This forecast traffic increase places an increased emphasis on the need for transit priority in the coastal corridor.

The structure plan therefore advocates transit priority along Hampton and Cockburn Roads through the reallocation of existing kerbside lanes for transit priority. The reallocation is considered necessary in encouraging public over private vehicle transport to meet sustainability and Network City principles, and will provide for greater capacity in terms of people movement, as opposed to private vehicle movement.

Regional traffic and some local traffic will be encouraged away from Cockburn Road along Cockburn coast Drive, to be constructed within the existing Primary Regional Road reservation as a district distributor integrator style road, or further east to Stock Road. Cockburn coast Drive will be responsive to the topography.

Cockburn Road through the project area is intended to carry low speed, local traffic and include two dedicated transit lanes.

A bus rapid transit system will utilise the transit priority lanes to service residents, employees and visitors of Cockburn coast and connect back to Fremantle train station. Bus rapid transit, utilising distinctive vehicles and offering frequency and efficiency through priority measures, has been determined as the most feasible form of public transport in the short to medium term. This system does not preclude the development of light rail in the corridor in the future if the technology is applied in Perth and demand is sufficient.

The local activity nodes within the district structure plan are focussed on the bus rapid transit stops, and will enable a mix of employment, retail and residential opportunities within close proximity to public transport.

Are there contamination risks in the soil?

The Cockburn coast's industrial history has resulted in the contamination of soil and groundwater. Preliminary analysis has identified known and suspected contaminated sites, as well as those remediated to an extent.

Prior to development, detailed site investigations and remediation will need to be undertaken, as well as approvals sought through the *Contaminated Sites Act 2003*.

What sort of industry/ businesses/jobs do you expect?

It is too early at this stage to outline the type of businesses that will ultimately locate within Cockburn coast, however the plan provides for the transition of existing industrial employment to more intensive employment catered for by professional suites and offices. Professional and tourism related jobs will be encouraged within the structure plan area, as they are currently under-represented in the broader City of Cockburn area.

The draft structure plan establishes a preferred employment self-sufficiency target of 60% and a minimum of 40% (employment self-sufficiency being the proportion of jobs against the working population). This equates to employment land required for a minimum 2800 jobs within the structure plan area. This target is important in reducing private transport demand and in encouraging Cockburn coast as an employment destination for the local community.

The draft structure plan provides for several land use classifications facilitating employment – mixed business, local activity nodes and mixed use. The Power Station precinct and Darkan precincts will be the major employment nodes within the project area, serviced by transit stops at the adjacent local activity nodes.

How much affordable housing?

A target of 20% affordable housing has been provided within the draft Cockburn coast district structure plan, in addition to the diversity of dwelling types and sizes proposed. This target will enable housing that is accessible to low to moderate income households (lowest 40% of income distribution) and will include dwellings for private purchase or rent, and social housing provision (those provided by Government or community housing providers).

This target will ensure that diversity is achieved in demographics, incomes and household types, which in turn will contribute to the vibrancy, energy and activity within the place.

Specific mechanisms to achieve the target, beyond the district structure plan, will need to be established by the ultimate delivery agency, or agencies.

How have the coastal requirements been accommodated within the district structure plan?

A key component in the development of the structure plan has been the identification of a physical processes coastal setback line, which will dictate the distance from which development can occur from the coast. This setback line takes into account the natural coastal processes at the location, consideration for severe storm events

and provisions for climate change, in accordance with the Western Australian Planning Commission's State Planning Policy 2.6 – State Coastal Planning.

In addition, a Coastal Planning Strategy has been prepared to provide further direction on the type of beach experiences along the Cockburn coast, management issues and items to be addressed through a foreshore management plan.

How can I make a submission on the draft Cockburn coast district structure plan?

Comments are sought on the draft Cockburn coast structure plan by close of business **15 September 2008**. Submissions can be made either through using the submission form provided on the WAPC website (www.wapc.wa.gov.au/cockburncoast) or in writing, and should be directed to:

Cockburn coast Project Manager
Department for Planning and Infrastructure
469 Wellington Street
PERTH WA 6000

Further information on the draft district structure plan is also available on the WAPC website or by contacting the Department for Planning and Infrastructure on 08 9264 7777.