

# **Preliminary Report Cockburn Vision Dialogue 14 May 2005**

## **Message from the Minister –Hon. Alannah MacTiernan**

Thank you for taking part in this very important community engagement event.

The Cockburn Coast, comprising South Beach, Robb Jetty, Port Coogee and Woodman Point, is a significant area of coastal land, and community involvement in how it is to be developed is crucial.

We are committed to working with you, the community, to develop a forward thinking and integrated plan for the whole area.

Historically, the area has been home to the South Fremantle power station, a major abattoir, marshalling yards and other noxious industries.

With the relocation of much of that industry to more suitable locations, we now have the opportunity to transform this area and unlock its undoubted potential.

Your work today will be used by government and decision makers in planning decisions that will shape the area's future for the next 50 years.

I would like to acknowledge our Steering Team for their support and assistance.

My thanks also, to the staff of the Department for Planning and Infrastructure and other agencies for their efforts in making this event successful.

## **The Purpose of Dialogue**

To develop a plan that takes the Cockburn coastal industrial land and creates a vibrant, mixed use community that links with existing communities and maximizes the quality and sustainability of planning along the coastal corridor.

## **The Aims of Dialogue**

*Dialogue* aims to -

- Broaden understanding of the issues with comprehensive, balanced information and a tour of the site;
- Provide opportunities to share views, jointly problem solve, learn from one another and from experts;
- Seek common themes on the direction forward; and
- Prioritise what needs to be done to get there.

## The Process

The Minister appointed a Steering Team of government, industry, environment, and community representatives to ensure the process was fair, accountable and transparent.

The first stage of the process involved a survey of 4,000 residents from the Cockburn region, with participants asked questions about how they thought the Cockburn Coast should be developed in the future.

For this process to be truly representative of the people of the area participants were randomly selected to complete this survey and attend the *Dialogue*.

The aim was to get a good understanding of all of the different views in the community so they can be incorporated in the new plan for the Cockburn Coast.

Of those who completed the survey, 140 volunteered to attend the *Dialogue*.

Comprehensive and balanced background information and presentations were selected to ensure informed debate at the forum, including fact sheets, issues papers and a summary of the survey findings.

The background information package was sent to participants ten days prior to the *Dialogue*, to encourage them to prepare for the day.

A web page was developed on the Western Australian Planning Commission website ([www.wapc.wa.gov.au](http://www.wapc.wa.gov.au)) to provide information about the *Dialogue*.

Participants were taken on a guided tour to familiarise them with the site.

At the *Dialogue*, participants were grouped at tables of ten for a series of interactive sessions, with facilitators guiding discussions at each table and ensuring that all group members were heard and all viewpoints aired.

An overview of the results of the community survey was presented and participants were then asked to describe their vision for the Cockburn Coast.

Networked computer technology was used to link the ideas of individuals and groups to a theme team, which identified common themes and beamed these back, almost instantly, to the *Dialogue* room.

This session was followed by presentations from a variety of stakeholders including the City of Cockburn, City of Fremantle, Coogee Coastal Action Coalition, Coogee Beach Progress Association, existing landowners and business representatives and an urban design consultant.

Information focussed on a range of issues including transport such as road, public transport and freight; site contamination issues; heritage; environment; coastal processes; the power station; and urban design issues.

Participants were given the opportunity to listen to, and to question, a panel of experts.

Subsequent interactive small group sessions involved participants being asked to determine which scenarios they liked, which they disliked and what suggestions they'd make for change.

The resulting "*Priorities for Cockburn Coast Vision*" outlined in this Preliminary Report will be further analysed and a Final Report will be released in June.

This Final Report will be submitted to the Steering Group, and then to the Western Australian Planning Commission and the Minister, as well as all participants and the media, with recommendations and responsibilities for action. The Steering Group will continue to meet and recommend to the Minister a process and timetable for progressing the outcomes.

### **A Sharing of Views**

The *Dialogue* was organised to get a good understanding of all of the different views in the community.

Small group interaction and latest technology was used to ensure every person's voice could be heard and common ground could be sought.

The focus was on broadening participants' understanding of the potential development options and determining local preferences.

These are the key themes that describe what participants, the people of the Cockburn region, want for the future of the Cockburn Coast.

### **Your Vision for the Cockburn Coast**

- A. Mainly green open recreational space, natural as possible, preserved from development, no high rise except power station.
- B. Power house redeveloped as an icon, with mixed use.
- C. Medium to high density housing developments to ensure sufficient population for a viable community, to support a comprehensive public transport system.
- D. Vibrant beach culture, with access for young and old to cafes, restaurants, housing, active and passive recreation.
- E. Limited developments and plenty of access to beach for general public.
- F. Good public transport through the area, well linked to major routes through to Fremantle with good east west access.
- G. Vibrant community area that is family friendly, clean and plentiful public facilities, which is a destination for locals and tourists.

## **Preferred Scenarios to Balance Type of Development**

### **A. Suburban**

#### *LIKES*

- Good for families
- Limited amount can create pockets of diversity
- Can be sustainable if properly controlled
- Quiet lifestyle, privacy, green space

#### *DISLIKES*

- Too low density and car dependent
- Isolation, Dead during day, Don't know your neighbours
- Fewer local services
- Plenty of this already
- Fences & barriers

#### *WHERE APPROPRIATE*

- Inland, away from coast east of Cockburn Road away from the freight line

### **B. Suburban Village**

#### *LIKES*

- Mixed use provides employment, variety & vibrancy.
- Suits a range of families & ages & affordability
- More efficient land use creating more public open space
- Provides density and variety
- Allows transport options services and jobs and creates a place for people to be

#### *DISLIKES*

- Style of architecture and monotonous

#### *WHERE APPROPRIATE*

- Area 1 & 4, back from the coast.
- along major roads and near public open space

## **C. Urban Village**

### *LIKES*

- More affordable
- Good public transport provision with high density
- Can live and work in the same area
- Diverse community including aged care

### *DISLIKES*

- Dislike - Height of buildings, blocks off views.
- Cramped, noisy, potential for slum
- Inappropriate for coastal living

### *WHERE APPROPRIATE*

- Around Power Station and surrounding centres.
- Areas 2 & 3

## **Extent of Power Station and Surrounds Development Acceptable to Afford Desired Public Uses**

### **A: Demolish and redevelop**

#### *LIKES*

- Like provides developer with certainty and financial return
- Start with a clean slate
- New possibilities for mixed use development

#### *DISLIKES*

- Loss of heritage in the area\*
- Lack of diversity
- Loss of an icon. No public access or commercial operations.\*
- Demolishing a building of heritage and aesthetic value\*

#### *EXAMPLES OF OTHER COMMENTS*

- Turn into public open space

## **B: Adaptive reuse as iconic structure**

### *LIKES*

- Provides public open space
- Restoring beautiful landmark building
- Likes Retains the iconic structure and park/open space.\*

### *DISLIKES*

- Elitist and exclusive\*, limited public access
- Limited capacity for mixed use to attract community.
- Limits access to building - exclusive, won't attract people

### *EXAMPLES OF OTHER COMMENTS*

- Hotel, casino, public building, shopping complex

## **C: Adaptive reuse as part of an integrated coastal node**

### *LIKES*

- Fits in with height and business appeal for business opportunities and creates population for usage
- Likes - potential for creativity and diversity

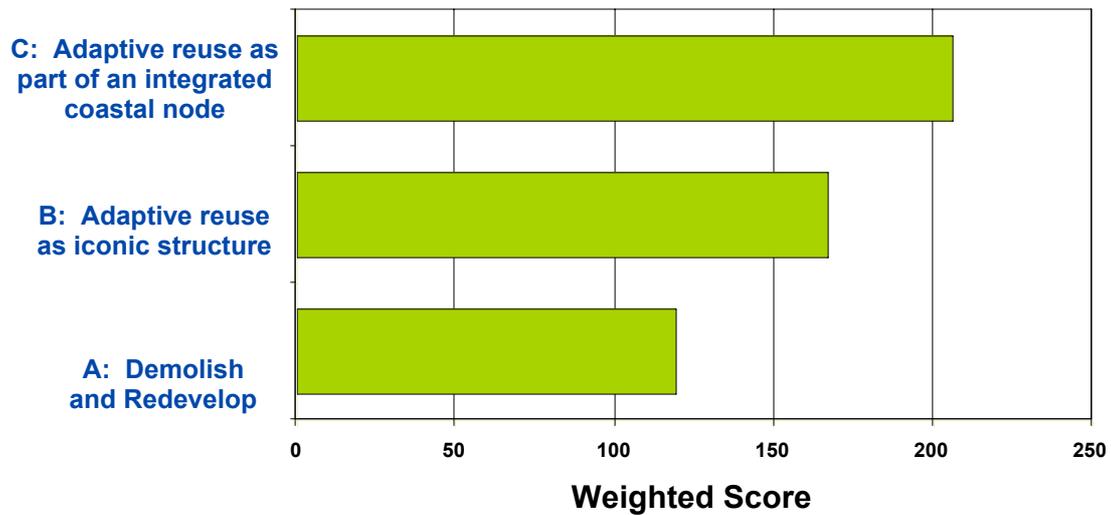
### *DISLIKES*

- Exclusivity but not as much as scenario B
- More congestion
- Not enough park land

### *EXAMPLES OF OTHER COMMENTS*

- Incorporate small parks and reserves
- Hotel and accommodation (use as short stay apartments)

## Reasons Underlying Preferred Scenarios for Power Station and Surrounds



## Scenarios Describing the Beach Experience Preferred

### A: Natural Beach

#### *LIKES*

- Natural look and visually appealing
- Preserves local coastal environment.\*
- Provides support for dunes, gives escape from CBD, possibility to have natural toilets and facilities\*
- Retain natural habitat and vegetation
- Low cost

#### *DISLIKES*

- Limited car parking
- Limited access by disabled and aged people

#### *EXAMPLES OF OTHER COMMENTS*

- Pathways to give beach access and limit erosion
- Northern section of area 2 and area 6 and 7.

## **B: Suburban Beach**

### *LIKES*

- Good provision of facilities with easy access and recreational area.
- Family friendly picnic & recreation facilities.
- Mixed use.

### *DISLIKES*

- Height of residential buildings
- Loss of dunes and protection of coast
- Reduces aesthetic appeal. Input
- Costs for infrastructure & maintenance.
- Parking impact on beach

### *EXAMPLES OF OTHER COMMENTS*

- 30% of coastline should be this form; in bottom half of area 2.
- At Power station
- Low level retail associated with this beach

## **C: Urban Beach**

### *LIKES*

- To be placed at high density areas - power station or marina.\*
- Gives people more of reason to visit.
- Greater use of beachfront, all year round.
- Creates vibrant a local centre, great social hub for young people, families offers a lot to visitors
- Provides a commercial backing to support and sustain a development.

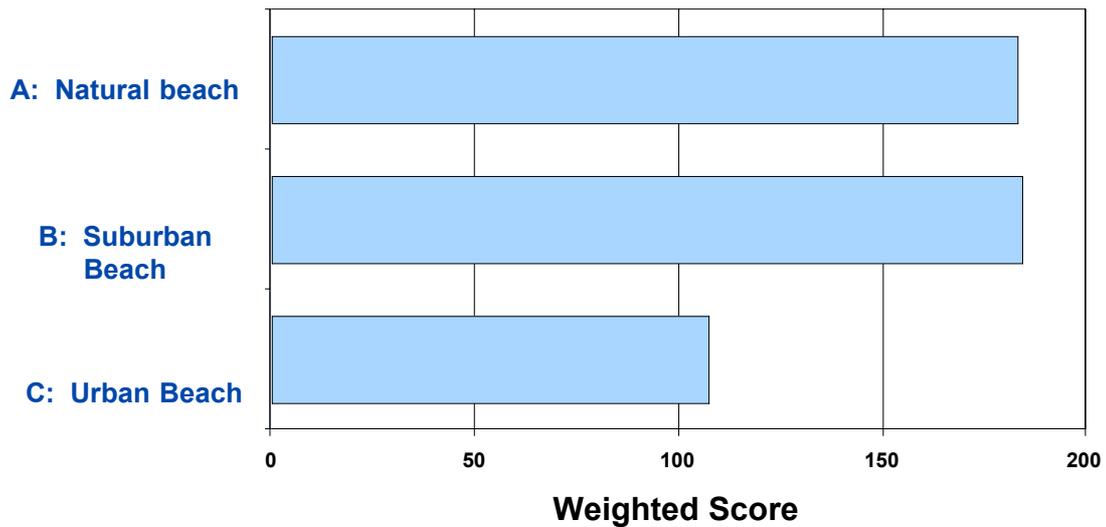
### *DISLIKES*

- Potential social problems with high rise, density residential.
- Congestion traffic & people.
- Destroy environmental character of the coast\*

### EXAMPLES OF OTHER COMMENTS

- Should be close to train stations and town centre
- 10% of the coast
- Appropriately at power station and marina areas with good parking

### Reasons Underlying the Beach Experience Preferred



### Preferred Functions for the Road Network between Robb Jetty and Surrounding Communities

#### A: Emphasis on regional traffic movement

##### LIKES

- Facilitates large scale regional traffic
- Good traffic flow

##### DISLIKES

- High speed and limited number of intersections
- Community segregation and divides residential areas
- Difficult for pedestrians and cyclists
- Takes up a lot of space and is ugly
- Divides community (limited local connectivity)
- Encourages car use
- Encourages high speed, unsafe for pedestrians & cyclists.

### *EXAMPLES OF OTHER COMMENTS*

- Can use Stock or Rockingham Rd as main arterial.
- Only suitable for eastern edge of area.

### **B: Emphasis on local connections**

#### *LIKES*

- Good for community, pedestrians and businesses
- Traffic is slower and less dangerous.
- Good interaction between all sectors of the community
- Encourages local businesses.
- Supports some public transport.
- Integrate passenger rail in existing corridor

#### *DISLIKES*

- Still too much reliance on cars and likely to be congested.
- Conflict between local and regional traffic.
- Congested intersections
- Public transport not direct, meanders through suburbs.

### *EXAMPLES OF OTHER COMMENTS*

- Resume the Freo-eastern bypass

### **C: Emphasis on land use and transit integration**

#### *LIKES*

- Encourages use of public transport.
- People friendly.
- Great for access for young people and those without cars
- Reduces reliance on cars and reduces street parking.\*

#### *DISLIKES*

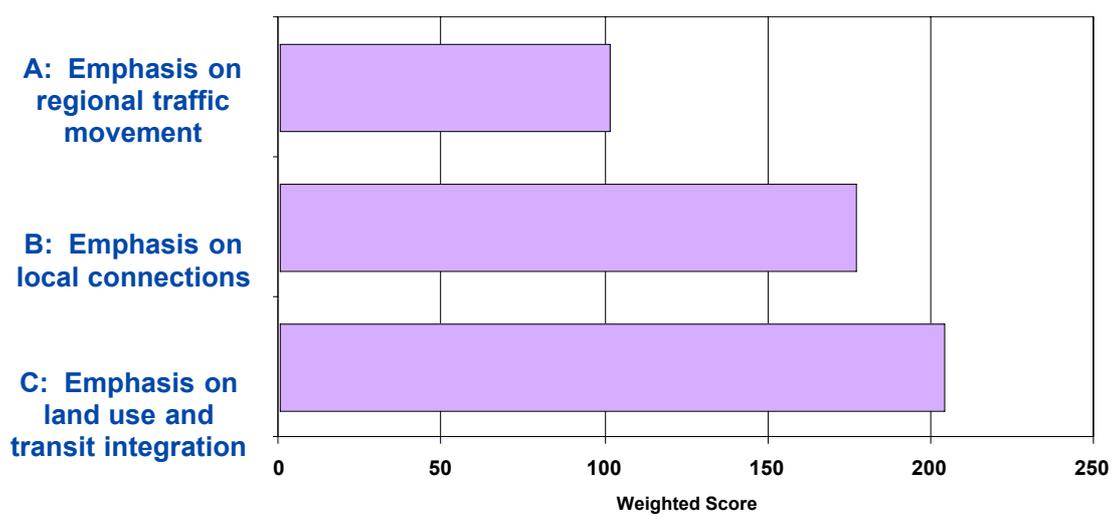
- Wide road reserves cuts the suburb in two.
- More traffic/noise in local area.

- Conflict between regional and local traffic
- Uses too much land, bigger footprint
- No flexibility with light rail - prefer extensive bus services/ cat **buses**.

*EXAMPLES OF OTHER COMMENTS*

- Incorporate boulevard with trees and greenery along the major roads.

**Reasons for Road Network Preferences**



## Vision Themes – Ranked

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**B:** Power house redeveloped as an icon, with mixed use.

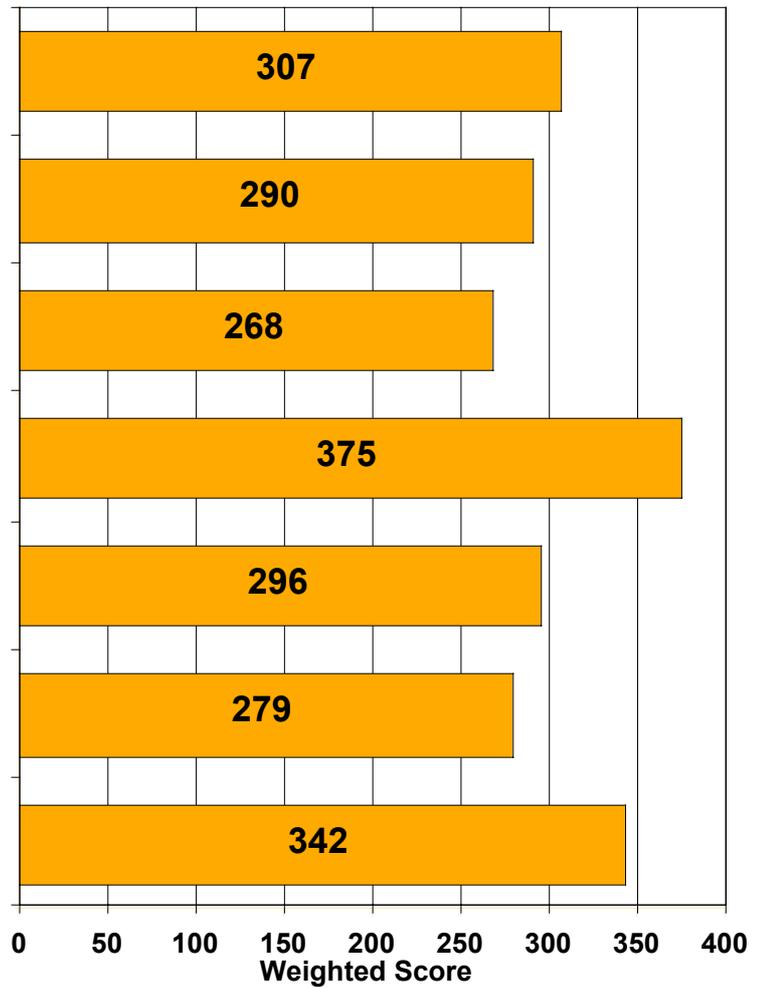
**C:** Medium to high density housing in mixed use developments to ensure sufficient population for a viable community, to support a comprehensive public transport system.

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**F:** Good public transport through the area, well linked to major routes through to Fremantle with good east west access.

**G:** Vibrant community area that is family friendly, clean and plentiful public facilities, which is a destination for locals and tourists.



## **Cockburn Vision Steering Committee**

Paul Frewer (Chair)  
Department for Planning and Infrastructure

Andrew Everett  
Western Power

Ross Holt  
Chief Executive officer  
Landcorp

John Schaffer  
Schaffer Corporation Limited

Stephen Lee  
Mayor, City of Cockburn

Paul Paino  
Paino & Associates

Daryll Smith  
Community Representative

Chris Tallentire  
Conservation Council

Peter Tagliaferri  
Mayor, City of Fremantle

Linda Goncalves  
Councillor, City of Cockburn

Janette HartzKarp  
Consultant, Office of Minister for Planning and Infrastructure