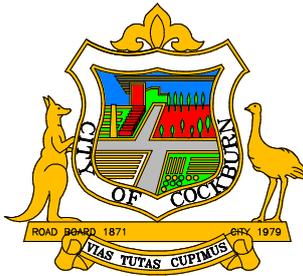


# **CITY OF COCKBURN**



## **ORDINARY COUNCIL**

## **AGENDA PAPER**

**FOR**

**THURSDAY, 8 APRIL 2010**

**14.2 (OCM 08/04/2010) - PROPOSED METROPOLITAN REGION SCHEME AMENDMENT NO. 1180/41 (COCKBURN COAST DISTRICT STRUCTURE PLAN) - LOCATION/OWNER: VARIOUS (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council:

- (1) receive the Metropolitan Region Scheme Amendment No. 1180/41; and
- (2) make a submission to the Western Australian Planning Commission as follows:
  1. Requesting that the railway crossing points identified on the Cockburn Coast District Structure Plan be rezoned from 'Railway' reserve to 'Urban Deferred' to ensure that some form of grade separated access is both acknowledged and permitted at these strategic points along the railway line.
  2. Supporting the remaining proposals contained within Metropolitan Region Scheme 1180/41.

**COUNCIL DECISION**

**Background**

The Western Australian Planning Commission ("WAPC") has resolved to amend the Metropolitan Region Scheme ("MRS") in accordance with the provisions of the *Planning and Development Act 2005*. The purpose of the amendment is to rezone the North Coogee industrial area to reflect the outcomes of the now adopted Cockburn Coast District Structure Plan ("District Structure Plan") (Attachments 2 and 3).

The WAPC has recently commenced advertising of the proposed MRS amendment. Submissions are due by 14 May 2010, and as a directly affected agency it is necessary that the City of Cockburn makes submission on the amendment

## **Report**

### Cockburn Coast District Structure Plan

The District Structure Plan has been prepared to guide future land use and transport initiatives within the area stretching between South Beach and the Port Coogee marina. The WAPC resolved to endorse the District Structure Plan in August 2009.

The District Structure Plan proposes the following key elements:

- An urban, mixed development, focussed on a bus rapid transport system connecting to Fremantle.
- Predominately medium to high density development, with a potential future population of 10,800 residents;
- Regeneration of the South Fremantle power station, as the hub of the new town centre.
- Construction of Cockburn Coast Drive to facilitate regional traffic movements and enable Cockburn Road to facilitate transit oriented development.
- Linear open space corridors connecting the Beeliar Regional Park and the coastal foreshore.

The rezoning of this land under the MRS is one of the first steps that are required to implement the District Structure Plan.

### MRS Amendment Details

The purpose of the amendment is to rezone the North Coogee industrial area to 'Urban Deferred', and to rationalise the 'Parks and Recreation' and 'Primary Regional Road' reservations to reflect the outcomes of the District Structure Plan (Attachment 2).

The amendment includes the following key proposals which are listed below, with an explanation of their specific purpose.

1. Rezone approximately 91.55 hectares from the industrial zone to the urban deferred zone.

The rezoning the majority of the District Structure Plan area to 'Urban Deferred' is proposed, given that there are a number of strategic and statutory issues that need to be resolved prior to the urban zone being applied to the subject land.

The WAPC Development Control Policy *Guidelines for the Lifting of Urban Deferment* (2007) set out the criteria for the lifting of urban deferment, and these requirements will need to be addressed prior to the WAPC agreeing to the transfer of land from 'Urban Deferred' to 'Urban'. In addition, the WAPC have set out further details regarding what will be required in this regard, including:

- \* Substantially progressed, advertised draft amendments to the Local Planning Scheme.
- \* Preparation of a district water management strategy; and
- \* An infrastructure master plan indicating the necessary provision of major infrastructure.

2. Realignment and rationalisation of the Primary Regional Roads reservation between Rockingham Road and the Fremantle Port freight rail line.

The Fremantle to Rockingham "Controlled Access Highway" (CAH) 'Primary Regional Roads' reservation is currently located to the western extent of Manning Reserve. Transport analysis undertaken to support the District Structure Plan has identified the need for construction of this portion of the CAH (referred to as Cockburn Coast Drive), to support the redevelopment of the Cockburn coast area, and growth in the corridor generally. Therefore realignment and rationalisation of the Primary Regional Roads reservation is proposed to enable the establishment of a lower design speed road. This realignment will also reduce the potential impact on Beeliar Regional Park and the ridgeline in this location, with Cockburn Coast Drive proposed to be located to the western aspect of the ridgeline.

The portions of the existing 'Primary Regional Road' reserve (to the east of the realigned reserve) are proposed to be rezoned to 'Parks and Recreation' reserve.

3. Minor rationalisation of parks and recreation reservation to the west of the primary regional roads reservation (Fremantle to Rockingham Controlled Access Highway) and within the coastal Parks and Recreation Reserve (CY O'Connor Reserve), to the Urban Deferred zone.

The realigned Primary Regional Road results in 2.65 ha of fragmented 'Parks and Recreation' reserve to the east of the proposed road. This land is not covered by the Beeliar Regional Park Management Plan or the Bush Forever site, and the vegetation is in degraded condition. This land is proposed to be rezoned to 'Urban Deferred'.

To the west of existing freight rail line there is 2.3 ha of 'Parks and Recreation' reserve proposed to be rezoned to 'Urban Deferred'. This corresponds with the land development area depicted in the District Structure Plan, which will serve to provide passive surveillance and activation adjacent to the coastal foreshore.

4. Rezoning part of the South Fremantle Power Station site (part of Lot 3) from 'Parks and Recreation' to 'Public Purposes – Special Use' and a portion of Lot 3 and all of Lot 2 Robb Road to 'Urban Deferred'.

The South Fremantle Power Station site is currently reserved for 'Parks and Recreation'; however, public access to the site is prohibited, given that it is owned in freehold by Verve Energy, and there are safety risks associated with the current state of the building.

The purpose of the proposed rezoning of this site to 'Public Purposes – Special Use' is to enable the future retention and adaptive reuse of the power station building, while providing ongoing development approval responsibility with the WAPC. The site would remain in state ownership and be developed on a leasehold basis to ensure that outcomes relating to public use, land use mix and access are met.

It is proposed that 2.13 ha of land within the balance of Lots 2 and 3 are to be rezoned to 'Urban Deferred' to enable private land development to support the refurbishment of the Power Station building. The remainder of Lot 3, adjacent to the coast, is proposed to be retained as 'Parks and Recreation' reserve.

#### City of Cockburn's Comments

The proposals contained within the MRS Amendment are consistent with the outcomes of the District Structure Plan. It is considered that 'Urban Deferred' is the appropriate zoning for land identified for future urban uses where there are still environmental and planning issues to be resolved. This is certainly the case for the land within the Cockburn Coast District Structure Plan.

The proposed rezoning of the South Fremantle Power Station site supports the intent outlined in the District Structure Plan for the future regeneration of the South Fremantle Power Station as the mixed use hub of the redevelopment.

#### Specific Comment - Crossings of the 'Railways' Reservation

The District Structure Plan (Attachment 3) appropriately shows four strategic access points across the 'Railways' reserve. It is

recommended that these crossings be rezoned to 'Urban Deferred', as it is considered that the success of the District Structure Plan will be largely measured by the manner in which it reunites the public with the coast. By rezoning these crossing points from 'Railway' reserve to 'Urban Deferred' this will ensure that some form of grade separated access is both acknowledged and permitted at these strategic points along the railway line.

### Town Planning Scheme Implications

In terms of implications on City of Cockburn Town Planning Scheme No. 3 ("TPS3"), the MRS Amendment will require amendments to be undertaken to ensure consistency between the MRS and TPS3.

The majority of the area identified for proposed 'Urban Deferred' under the MRS is currently zoned 'Industry' under TPS3. The City intends to rezone this land to 'Development' zone. This area will also be included within a 'Development Area', and a 'Developer Contribution Area'. The 'Development Area' provisions for the area will underpin the 'Development' zoning for the area, and will set out more detailed guidance on the development of local structure plans (within Schedule 11 of the Scheme).

It is therefore recommended that Council make a submission to the WAPC as per the content of this report.

### **Strategic Plan/Policy Implications**

#### **Demographic Planning**

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.

#### **Natural Environmental Management**

- To conserve, preserve and where required remediate the quality, extent and uniqueness of the natural environment that exists within the district.

#### **Transport Optimisation**

- To ensure the City develops a transport network that provides maximum utility for its users, while minimizing environmental and social impacts.

### **Budget/Financial Implications**

Nil

### **Legal Implications**

Nil

## **Community Consultation**

Submissions on the MRS Amendment are due to the WAPC by 14 May 2010.

The District Structure Plan was subject to extensive community consultation, and was advertised for four months between June and October 2008.

No consultation on the MRS Amendment is required by the City of Cockburn; however, a notice has been included on the City's website advising that the amendment is being advertised for public comment. Affected landowners have also been advised by the WAPC.

The City of Cockburn will undertake community consultation on all future amendments to TPS3 in accordance with the *Town Planning Regulations 1967*

## **Attachment(s)**

1. Location Plan
2. Proposed MRS Amendment 1180/41
3. Cockburn Coast District Structure Plan

## **Advice to Proponent(s)/Submissioners**

NA

## **Implications of Section 3.18(3) Local Government Act, 1995**

Nil