

5.0 The Plan

5.4 Character Statements

5.4.1 Cockburn Coast Foreshore

The coastal foreshore represents a unique opportunity to reinstate a north-south linkage of dunes and dunal vegetation in an otherwise generally degraded section of coast as a result of past industrial and human activity.

This section of coast has a historical connection with human activity, associated with the Power Station, Robb Jetty and Aboriginal use of the site. Therefore, it is appropriate, in a historical context, to reinstate activity at key nodal points along the beach. Coastal activity nodes are identified at Catherine Point, Robb Jetty and in front of the Power Station.

The Indigenous and European historical association and use of this coast will play an important role in informing future development and activity. For instance, Robb Jetty represents a place of positive interaction between the indigenous population and the Robb Jetty site, with many indigenous people being employed at Robb Jetty.

It will also be important to retain and rehabilitate the dune system to create a strong north-south environmental and pedestrian link through the site.

The conceptual landscape and public infrastructure represented in this Master Plan along the foreshore is indicative only and illustrates the opportunity and intent to focus public activity at Catherine Point, Robb Jetty and at the South Fremantle Power Station site. This is in accordance with the principles contained within the District Structure Plan. It is important to acknowledge that the coastal foreshore design will be informed by the following studies and will also be subject to approval by the relevant authorities:

- Coastal Foreshore Management Plan
- Coastal Hazard Risk Management Assessment, detailing the following:
 - care, control, maintenance and management requirements for coastal protection infrastructure along the coastline over a 100 year timeframe
 - reinforcements that are required to existing and new infrastructure, agency responsibility for undertaking these works and likely costs.

The Coastal Hazard Risk Assessment would need to be prepared prior to, or concurrently with, the foreshore management plan to ensure a comprehensive plan is developed for the foreshore. Refer Figure 46.



Figure 46_Coastal Foreshore



Physical development at any point within the foreshore will be subject to further planning and consultation to enhance and protect this important ecological, recreational and movement corridor



Retention and rehabilitation of the foreshore dunes will be an integral component and focus within the Foreshore Management Plans



Concept Plan of portion of the Coastal Foreshore Reserve adjacent to the Power Station

5.0 The Plan

5.4.2 Green Corridors

The green corridors are an integral structural component of the Plan. They will facilitate east-west pedestrian and cycle movement and provide a physical and ecological connection between the foreshore and Manning reserve.

The green corridors play an important role in bringing the beach and coastal experience into the development through appropriate landscaping, planting, public art and other treatments.

A shared path for cyclists and pedestrians allows safe passage through the development east to west. All streets adjacent to green corridors are shared surface paved streets to slow traffic and allow pedestrian priority and permeability to parkland spaces. Key linkages within these green corridors could include heritage trails that allow the user to explore the rich cultural and historical heritage of Cockburn Coast.

Green corridors are community open spaces playing the role of a backyard for people living in apartments. They will provide a range of facilities and functions, and these will be developed further in consultation with the City at the Local Structure Planning Stage. Activities may include:

- Picnic and BBQ areas
- Children's play areas
- Community allotments/Community Gardens
- Recreational facilities
- Open parkland spaces
- Bushland, dunal and native planting

Water Sensitive Urban Design Principles (WSUD) will be adapted in the green corridors, with the aim of catching water locally and promoting infiltration. Public art, place making, event programming and way finding strategies will enhance these spaces and make them enjoyable places to recreate in.



Above: Green corridors will accommodate a variety of functions and activities, and will be the principal place of recreation alongside the beaches



Figure 47_Green Links



Concept Plan of green spine

5.0 The Plan

56 5.4.3 Power Station Activity Centre

The Power Station will be the primary and ultimate employment hub for Cockburn Coast. It will be an important commercial, recreation and prime visitor destination through historic interpretation and story telling, which will complement and not detract from, the local retailing and small scale commercial opportunities that will be provided along the Robb Jetty Main Street.

In this regard, built form around the Power Station Precinct will be the most intense and urban node in Cockburn Coast incorporating contemporary buildings, shared streets, public plazas and a revamped Power Station building, which will accommodate a range of commercial, civic and community functions.

The Precinct will need to have a strong built form presence, given that it is located at the southern entrance into Cockburn Coast and interfaces with Port Coogee. This is achieved by high quality architectural form and larger buildings.

There is a potential to further explore a public marina which would further consolidate the built form opportunities to activate the Power Station

building. It is anticipated a marina facility would enable additional infrastructure and commercial opportunities to contribute to the viability of redevelopment of the precinct and wider Cockburn Coast.

A public marina is contemplated as an opportunity to enhance the Power Station Precinct, but would need to be subject to detailed investigation, negotiation, design and approvals prior to being realised.

A protected family beach will provide informal recreational activities to complement the intensity of commercial development and the tranquil feel of the marina.

A waterfront promenade connects the Power Station to Port Coogee and Robb Jetty Plaza with shade and resting points along the way. Open parkland areas with bbq and picnic facilities are adjacent to the waterfront.

Plaza spaces interact with the Power Station providing spaces for alfresco dining and other activities for families to enjoy such as interactive water features.



Figure 48_Power Station Activity Centre



Concept drawing of Power Station Boardwalk



Example of mixed use activated frontages

5.0 The Plan

5.4.4 Robb Jetty Plaza

Walking west along Robb Jetty Main Street will take you to Robb Jetty Plaza which is the key plaza of Cockburn Coast situated right against Robb Jetty Beach. Its beach front location provides 180 degree panoramic ocean views yet it is protected by small scale buildings, such as eateries and boutique shops from the strong prevailing south-westerly summer winds.

Robb Jetty Plaza is to provide a flexible space for activities such as markets, alfresco dining, concerts, outdoor cinema, performances and seasonal festivals to occur.

Cultural opportunities, such as a small gallery or event space, may be considered.

An iconic jetty which is an artistic interpretation of the old Robb Jetty will provide a historical journey from the plaza to the ocean.

Planting and canopy structures provide shade and protection from the wind and seating elements are for people to relax and enjoy the views.

Catenary lighting provides interest and allows the space to be used day and night.



Example of activated plaza

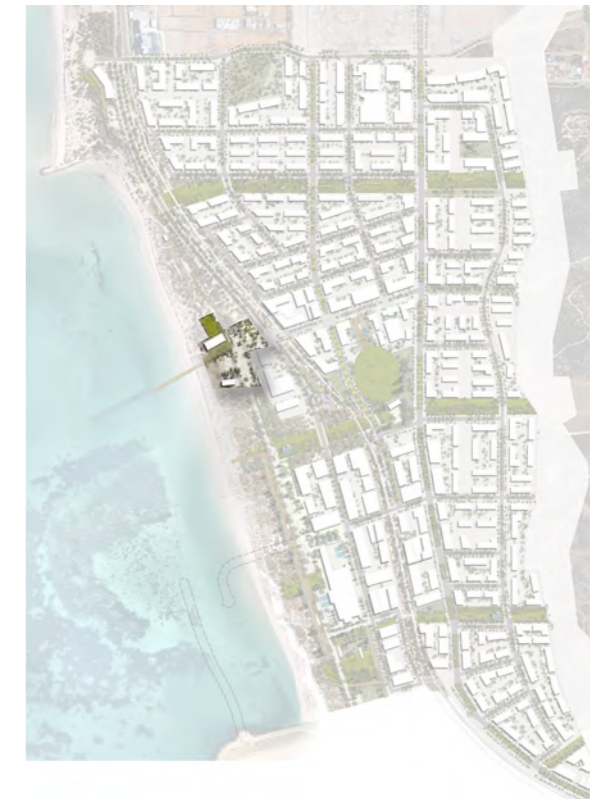


Figure 49_Robb Jetty Plaza



Indicative Visualisation of Robb Jetty Plaza



Concept Plan of the potential for Robb Jetty Plaza to interact with the foreshore

5.0 The Plan

58

5.4.5 Catherine Point Reserve Activity Node

Catherine Point is a popular beach and therefore the built form will celebrate its location. A small cafe kiosk or other commercial/community on the beach at the western end of Rollinson Road. This opportunity will establish a community focal point during the initial phases of development will encourage accessibility and activity on the coast. The building will be low scale and minimise disturbance to the beach.

The beach is to have a local, casual feel to that of the existing character. Beach access paths will lightly touch the ground protecting and allowing the revegetation of the existing fragile dunal systems. An open parkland space with barbecues facilities and shelters will provide a place for the community to gather. A Pedestrian and cycle network will connect Catherine Point Reserve with South Beach to the north and Robb's Jetty Beach to the south.



Unique East Beach cafe design, UK



Figure 50_Catherine Point Activity Node



Indicative Visualisation of Catherine Point Reserve facing West



Concept Plan showing potential boardwalks and community building at Catherine Point Reserve

5.0 The Plan

5.4.6 Cockburn Road

Cockburn Road will be upgraded to a four lane district distributor road to ensure traffic and transport associated with existing businesses can continue to operate during the transitional phases of redevelopment. The upgrade will include paving and landscaping treatments to ensure Cockburn Road also promotes pedestrian and cyclist activity during this transitional phase.

Ultimately Cockburn Road will be re-configured into a two-lane road which carries local traffic at low speed. Boulevard planting will provide a strong landscape theme and will assist to slow vehicles. Built form fronting Cockburn Road will be of a human scale and provide awnings and canopies to provide protection from the elements for pedestrians. Where there is commercial activity, some residential development will occur at ground level along Cockburn Road to be setback to provide appropriate street front curtilage. A 2 m wide cycle route will allow for safe passage of cyclists along Cockburn Road.

The configurations shown are illustrative of how the transition could be accomplished while maintaining a constant right of way width and setting the kerbs and drainage once.

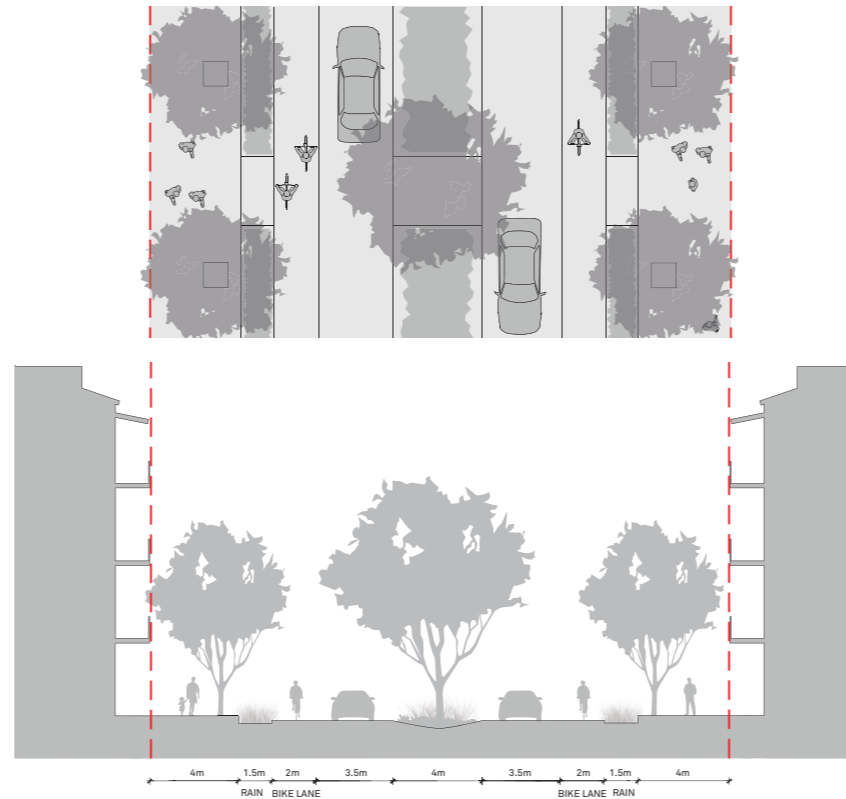


Figure 52_Cockburn Road - 26m Road Reserve
Showing two lanes on Cockburn Road which is the ultimate scenario



Figure 53_Cockburn Road location

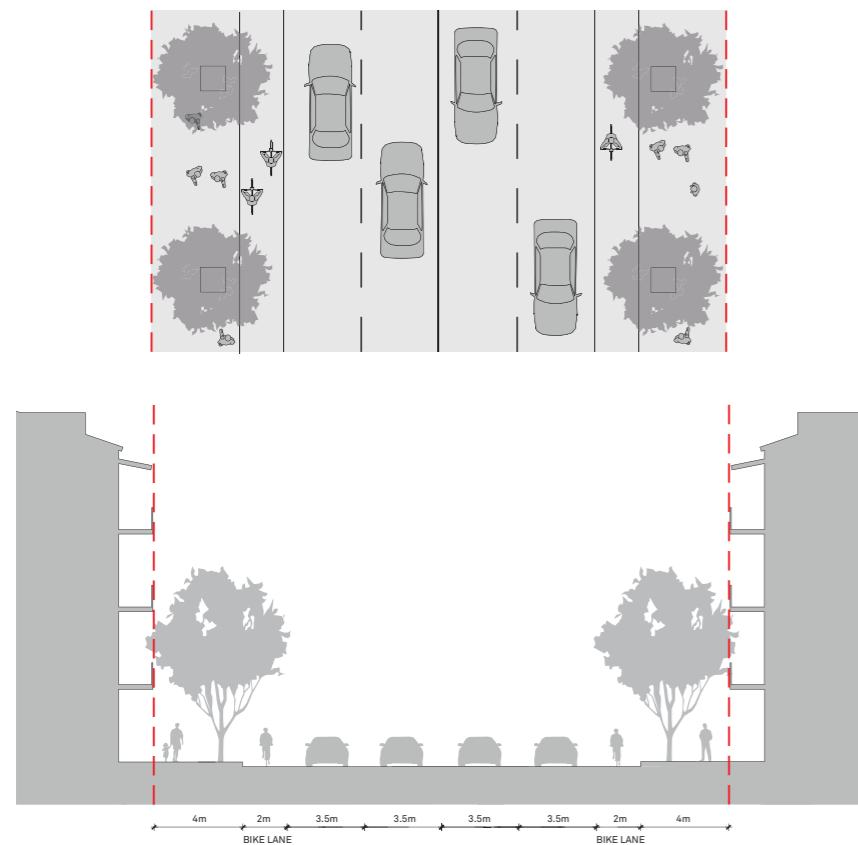


Figure 51_Cockburn Road - 26m Road Reserve
Showing a possible future scenario with four lanes of traffic



Indicative visualisation of Cockburn Road as a two lane road