

COCKBURN COAST

District Structure Plan

COCKBURN COAST REFERENCE GROUP

MEETING 2 SUMMARY

Prepared for
Department for Planning & Infrastructure

February 2007



TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Planning & Transport Update	1
2. THE SUSTAINABILITY FRAMEWORK	2
2.1 Background	2
2.2 Socio Economic Context	2
2.3 Sustainability Framework Strategies.....	4
2.4 Housing Mix	6
3. NEXT MEETING.....	7

1. INTRODUCTION

The second Cockburn Coast Reference Group meeting was held on Saturday 3 February 2007 at the Tradewinds Hotel East Fremantle.

The purpose of the meeting to was to:

- present the sustainability framework
- seek input on weighting the sustainability principles
- seek broad consensus from reference group members on the key measurement indicators

Please refer to Appendix A for the full participation list and Appendix B for the meeting agenda.

1.1 Planning & Transport Update

Ray Haeren from Taylor Burrell Barnett (and on behalf of Worley Parsons) provided a brief planning and transport update. The key findings were:

Heavy Rail is not suited to the Cockburn Coast area.

- Investment costs are high
- Potential negative impacts on urban form
- There is unlikely to be sufficient demand
- Physical limitations in linking to Fremantle station

Local Bus services could be used effectively, however:

- They do not meet the reference groups desire for a 'high profile' public transport solution
- They are unlikely to result in a significant increase in public transport use
- They have limited impacts on the development of medium to higher density land uses

Light Rail is a potential option for the long term.

- There is unlikely to be sufficient demand for this mode in the short to medium term
- This technology is not currently used in Perth
- Higher level of visual impact from overhead wires
- This mode offers limited benefits over Bus Rapid Transit, however capital costs are greater

Bus Rapid Transit is the preferred option.

- This mode provides the greatest flexibility
- Reduced capital investment costs whilst still providing a 'high profile' system
- Will provide developers and land owners with confidence that a high profile public transport system will continue to operate in the area in the future

2. THE SUSTAINABILITY FRAMEWORK

2.1 Background

Dr Mike Mouritz from the Department for Planning & Infrastructure outlined the background to sustainability framework.

The sustainability framework will:

- help to inform and assess the plan for the March workshop and beyond
- achieve the best planning outcomes for the Cockburn Coast area in its entirety
- ensure government policy and broader public good outcomes are achieved
- push the sustainability envelope

Planning for Cockburn Coast must reflect State policy and be influenced by global issues and conditions. State Government policy is to intensify development in inner areas (see Network City and the State Sustainability Strategy). Given this, the estimated residential population will be 8000, based on land capacity:

Cockburn Coast	8000
Port Coogee	3500
South Beach	1000
TOTAL	12,500

Liveable Neighbourhoods has a target of 60% employment self-sufficiency (% of jobs vs. population). Of the 12,500 residential population, approximately 6,500 will be of working age. To meet the 60% target, provision of 3,700 jobs is required, of which 3,300 should be in the redevelopment area.

2.2 Socio Economic Context

John Syme from Syme Marmion & Co gave an overview of the socio economic context for the Cockburn coast area and presented the sustainability framework. The key points were:

- There is expected to be high proportion of over 55yrs by 2021 in both the City of Cockburn (25% of total) and the City of Fremantle (33% of total).
- There is an expected increase in lone person households by 2021 in both the City of Cockburn (24% of total) and the City of Fremantle (38% of total).
- In the City of Cockburn there is a high proportion of manufacturing workers and jobs, a low proportion of white collar jobs and a low number of tourist related jobs.
- In the City of Fremantle there are a large number of jobs catering for the wider region and a high proportion of white collar jobs.
- Employment self sufficiency is a measure of Local Job Stock / Employed Local Workforce. High levels of employment self-sufficiency correlate with long term economic sustainability.

- Liveable Neighbourhoods recommends a ratio of 60% in all District Structure Plans
- The City of Cockburn is currently 68% and the City of Fremantle is currently 212% (a super regional centre)
- These levels are high and if maintained indicate a sound basis for economic sustainability. Low levels of employment self sufficiency such as 38% in Joondalup result in dormitory suburbs and quality of life and wellbeing issues
- In order to achieve employment self sufficiency, **3,720** jobs will be required in Cockburn Coast area
- There are approximately 400 jobs proposed in the South Beach and Port Coogee development.
- Therefore **2,820** jobs will be required on employment land in the development area (assuming 500 work at home). This will require **23 – 44** ha net of employment land

Question & Answer

Q	Has the potential for increasing number of young retirees (ie 40-50 age group) been considered in the socio economic analysis?
A	It has allowed for an ageing population but not a decrease in the working population in the 40-50 age group
Q	44 ha of land for employment within the study area seems very high given the status of Fremantle and Cockburn as major regional employment centres
Q	The City of Cockburn is expecting huge growth in industrial areas. 60% employment self sufficiency is too high for this area. The mix, not the number of jobs is important.
A	Agree that we don't need more industrial jobs but we need to consider the role of this area. Does it want to create employment; does it feed back into Fremantle and Cockburn? The area should not have 0% employment self sufficiency; the project should aim for a reasonable amount of employment
A	What is the fear of 60% employment self sufficiency?
Q	The fear is that it would be unsustainable for the Cockburn coast area, and that given the status of Fremantle and Cockburn there would empty shops/unprofitable businesses etc.

The general message from the reference group members was:

- Don't lose sight of 60% employment self sufficiency
- However also consider the regional view, and the existing status of Fremantle and Cockburn as major employment centres
- 40% employment self sufficiency could be more appropriate.

2.3 Sustainability Framework Strategies

A sustainability framework has been prepared to guide planning and development in the study area. The purpose of the sustainability framework is to enable comparison of various structure plan options.

The Reference Group has adopted a number of sustainability principles for the study area. Each principle will be implemented through a range of strategies. The strategies take their lead from established government policy for new urban development and regeneration projects.

To make the triple bottom line sustainability framework more robust, the relative importance of each strategy was scored by the members of the Reference Group. This was done collectively as a group and individually on a feedback sheet, with each strategy given a ranking out of 10 (10 being the most important, 1 being least important).

In order to achieve a comparison of various structure plan options, it is necessary to identify which of the overall outcomes are more important and which outcomes are not as important. Since each outcome will be achieved through specific strategies, the strategies need to be weighted according to importance. The weighting process enables all stakeholders to have individual input into the framework to arrive at an overall group/stakeholder average weight or overall degree of importance for each strategy. The workshop results (including group feedback, individual feedback and relative weighting) are shown in the table below:

Strategy	Group Feedback (out of 10)	Individual Feedback (average)	Relative Strategy Weighting
Maximise Energy Efficiency	10	9.7	8.9%
Maximise Water Efficiency	10	9.8	9.0%
Responsive to Climate Change	9	8.5	7.7%
Maintain Biodiversity	9	8.4	7.6%
Environment			33.3%
Site responsive design	8	8.4	2.8%
High levels of connectivity	7	7.9	2.6%
Maximise safety/wellbeing	8	8.7	2.8%
Interpret sites of significance	10	7.9	2.6%
Diverse housing form/dwelling type	10	8.7	2.8%
Range of housing affordability options	10	8.1	2.6%
Social diversity/integration	10	8.0	2.4%
High speed/frequent public transport	9	9.4	3.1%
Access to public transport	10	9.6	3.1%
Maximise alternate modes of transport	10	9.0	2.9%

Community and stakeholder consultation and participation	10	9.0	2.9%
Universal access design	10	8.2	2.6%
Social			33.3%
Maximise public benefit from expenditure	10	9.4	9.3%
Maximise scale and diversity of employment base	6	7.2	7.0%
Promote economic development and employment opportunities	8	7.6	7.5%
Best practice information technology and telecommunications	10	9.6	9.5%
Economic			33.3%

The results of the stakeholder weighting exercise show that:

- Maximising water efficiency is the most important environmental consideration
- Access and frequency of public transport are the most important social considerations
- Best practice IT and Communications and maximising public benefit from expenditure are the most important economic considerations.

A range of measures or criteria have been developed which directly relate to the strategies to measure the outcomes contained in each option. Based on these results, structure plan options that respond very well to the more important considerations will score more highly, those which respond less well to important considerations will not be scored as highly. The framework will identify areas where 'trade offs' will be made and will also be able to monitor the progress of the preferred development option during implementation.

2.4 Housing Mix

Reference group members were shown housing mix scenarios that could be applied to the Cockburn coast area. It was noted that the Perth Metro and Fremantle scenarios would yield a population too small to support Bus Rapid Transit and would not fit the state policy requirements.

	Perth Metro	Subi Centro	Fremantle	East Perth	Manly	St Kilda
Single Residential	78%	26%	43%	5%	12%	9%
Medium Density	13%	53%	31%	11%	11%	11%
High Density	9%	21%	26%	84%	77%	80%
Total	100%	100%	100%	100%	100%	100%

Reference group members were asked to provide feedback on their preference for five housing mix scenarios. The following is the group feedback on the scenarios (recorded by votes) and the averaged individual feedback. The averaged feedback lists a rating between 1 -5 where 1 is the most liked and 5 is the least liked scenario. A total of 24 feedback sheets were received.

	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Single residential	0%	3%	6%	9%	12%
Medium density	42%	33%	22%	11%	0%
High Density	58%	64%	72%	80%	88%
	100%	100%	100%	100%	100%
Preference (number of votes)	7	17	15	8	0
Preference (average weighting)	3.4	2.0	2.5	2.9	4.4

The results suggest that Scenario B and C had the highest level of support. The feedback received will assist in developing a housing mix measurement indicator for the sustainability framework. This will be used when assessing concept options for the Cockburn coast district structure plan.

3. NEXT MEETING

The next meeting of the Cockburn Coast Reference Group will be held at 9am on Saturday 17 March at the **Fremantle Maritime Museum Function Room**