



COCKBURN CENTRAL ACTIVITY CENTRE STRATEGY

Document Information

Document title : Cockburn Central Activity Centre Strategy

Prepared by: City of Cockburn

Document status: ADOPTED version .1

Version history:

Version	Description	OCM date	Stage
1.0	Draft	10/09/2015	Adopt for advertising
2.0	Draft	10/02/2016	Adopt and forward to WAPC
3.0	Final supported by WAPC	21/07/2016	Strategy supported



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1. INTRODUCTION

DRIVERS OF CHANGE

Cockburn Central is a Secondary Centre experiencing significant growth and undergoing considerable change. This is reflective of the wider City context which has experienced significant and sustained growth over the past several decades, quadrupling in size since 1971 to now over 106,000 residents.

Population growth has had a direct impact on Cockburn Central and further change is expected as the City's population is forecast to grow to over 170,000 residents by 2031 (forecast.id, July 2015) requiring the planning and coordination for a further 65,000 residents.

Over the last decade, centres of activity and influence have shifted with the concentration of populations creating a new core of population surrounding Cockburn Central, straddling the Kwinana Freeway and Perth – Mandurah Railway. This trend is expected to continue with the opening up of development land in the locality of Banjup.

Large expanses of employment lands surround Cockburn Central and as these areas, in addition to the activity centre, continue to grow it is becoming vitally important to coordinate large transport infrastructure items so as to ensure the centre can function sustainably into the future. To this end, one of the key aspects relates to considering further road design options for Cockburn Central. The City posits two potential options for the State Government in this regard, and it is an expectation of both the local government and the community that the State Government engages in this process to ensure that whatever option they select is optimal and delivered in the short term. The continued failure to deliver road infrastructure through Cockburn Central by the State Government is the biggest weakness, and the most significant future threat facing the Activity Centre.

Cockburn Central is unlike many established activity centres that are physically constrained by existing development, and therefore requiring a focus on regeneration, land use mix and employment opportunities. Cockburn Central given its young, emerging nature has considerable “room to move”, however such room can only respond if infrastructure delivery is coordinated. The failed delivery of an acceptable movement network has effectively stalled the centre, and is a basis for this document to drive a course to reach an outcome with the State Government regarding infrastructure delivery.

Large expanses of land are already coordinated under adopted structure plans of which were based upon the very first Activity Centre Strategy for the area known as Thomsons Lake. Explicit to this first plan was a regional road infrastructure solution that would provide the coordinated infrastructure delivery to support the Centre – this element has gone undelivered as Cockburn Central has grown.

While a weakness and threat, the land required for such infrastructure delivery still sits largely undeveloped and underutilised within the eastern portion of the core area. This new version of the Activity Centre Strategy provides two options for the State Government in respect of addressing the activity centre movement issues – these options have to be regarded as urgent, noting the opportunity to achieve the right movement network is quickly disappearing.

The City therefore proposes options that the State can consider in respect of how to deliver a final movement network which provides for additional freeway connectivity, reorientation of regional traffic passing through the activity centre while also improving accessibility by all modes within the activity centre core.

The challenge for Cockburn Central and this Strategy relates to the need to:

1. Coordinate the delivery of key infrastructure items required to support the maturity of the activity centre;
2. Identify urban design related strategies appropriate for the regions most important activity centre;
3. Ensure the emerging urban precincts continue to emerge in their own right but also contribute to a coordinated whole;
4. Given the high level nature of this Strategy, provide an action plan to coordinate key tasks and ensure it is clear on mechanisms to ensure measurable targets are implemented over time – identifying what needs to be done and when.

This last point and the wider view adopted within the preparation of this Strategy, adopts the need to identify what has to be undertaken straight away, acknowledgement of what will come later, in addition to recognising the significant amount of work already undertaken.

The Strategy boundary shown in **Figure 2** is the core and frame area defined within the Cockburn Central Background document, reflecting the area of future

INTRODUCTION

The purpose of the Strategy is to confirm the vision for Cockburn Central Activity Centre and detail the actions required to support the maturity of the centre towards this objective. A key aim sought is to provide the necessary framework to see Cockburn Central transition and mature.

Recent analysis of the Gateways Shopping Centre Main Trade Area suggests the catchment will easily exceed 160,000 persons towards 2036 (**Figure 1**).

Cockburn Central needs to cater for both the local community and the broader sub region. The Strategy provides a framework to guide future growth in a logical and sustainable way. It will be used to guide investment in and around the activity centre.

The Strategy is underpinned by a shared vision, identified within the Cockburn Central Background Analysis and Action Plan (CCBAAP) developed by the City and consulted with key stakeholders in late 2014. This was the precursor to this Strategy, establishing the vision and highest level objectives to shape key actions arising.

This Strategy importantly builds on the large precincts that are already guided by adopted structure plans including Gateways Shopping Centre, Cockburn Central West, Cockburn Town Centre and Muriel Court (Cockburn Central North). It has also been developed in the context of a number of other related studies and reports referenced in **Appendix 2**.

The number of residents located within the Main Trade Area of Gateways shopping centre in **2015** is **101,504**. This number is expected to expand to at least **144,876** in **2026** and **163,213** in **2036**.

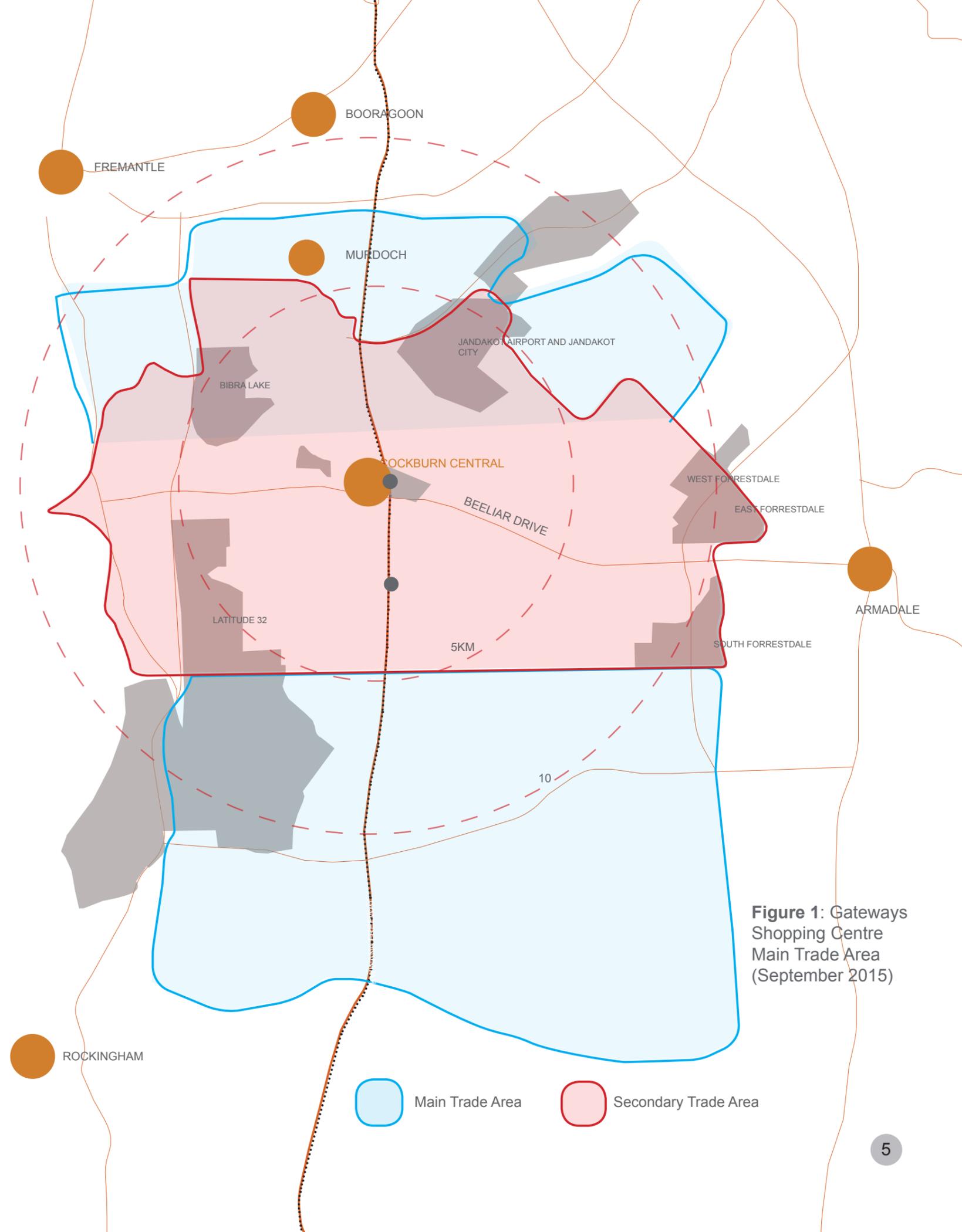


Figure 1: Gateways Shopping Centre Main Trade Area (September 2015)

ACTIVITY CENTRE BOUNDARY

Given the large structure planned areas already planned for and their ability to provide a diverse range of land uses into the future, the boundary provides sufficient land to accommodate growth over the long term. The core area incorporates the retail core of the activity centre, the Transport Oriented Development (TOD) and mixed use built form within the Town Centre, the emerging recreation and mixed business precinct of Cockburn Central West, and a large expanse of medium to high density development in the northern precinct, Muriel Court.

Importantly, the core area encompasses land located within the 800m catchment of the Cockburn Central train station, east of the Kwinana Freeway, highlighting the urgent need to provide planning certainty for this currently underutilised area of land. Clearly associated with this is the decision imperative the State Government need to make relating to design options addressing the movement and accessibility network – whether that be a clear commitment to deliver the current design option that has been instilled within the Metropolitan Region Scheme (MRS), or whether to consider the City’s design alternative detailed within this Activity Centre Strategy, of which was developed to address the concerns that the State Government have voiced regarding the current option.

The frame area mostly contains residential uses in addition to industrial land located between the core area and the Beelihar Wetlands in the east.

Not all areas within the frame area will be analysed and treated the same. This is recognising the need to focus on key areas that require greater coordination to match the work already undertaken in other areas. This point is detailed further within Section 6 – Precincts, where objectives are identified to guide individual precincts.

Figure 2: Cockburn Central Activity Centre Frame and Core area

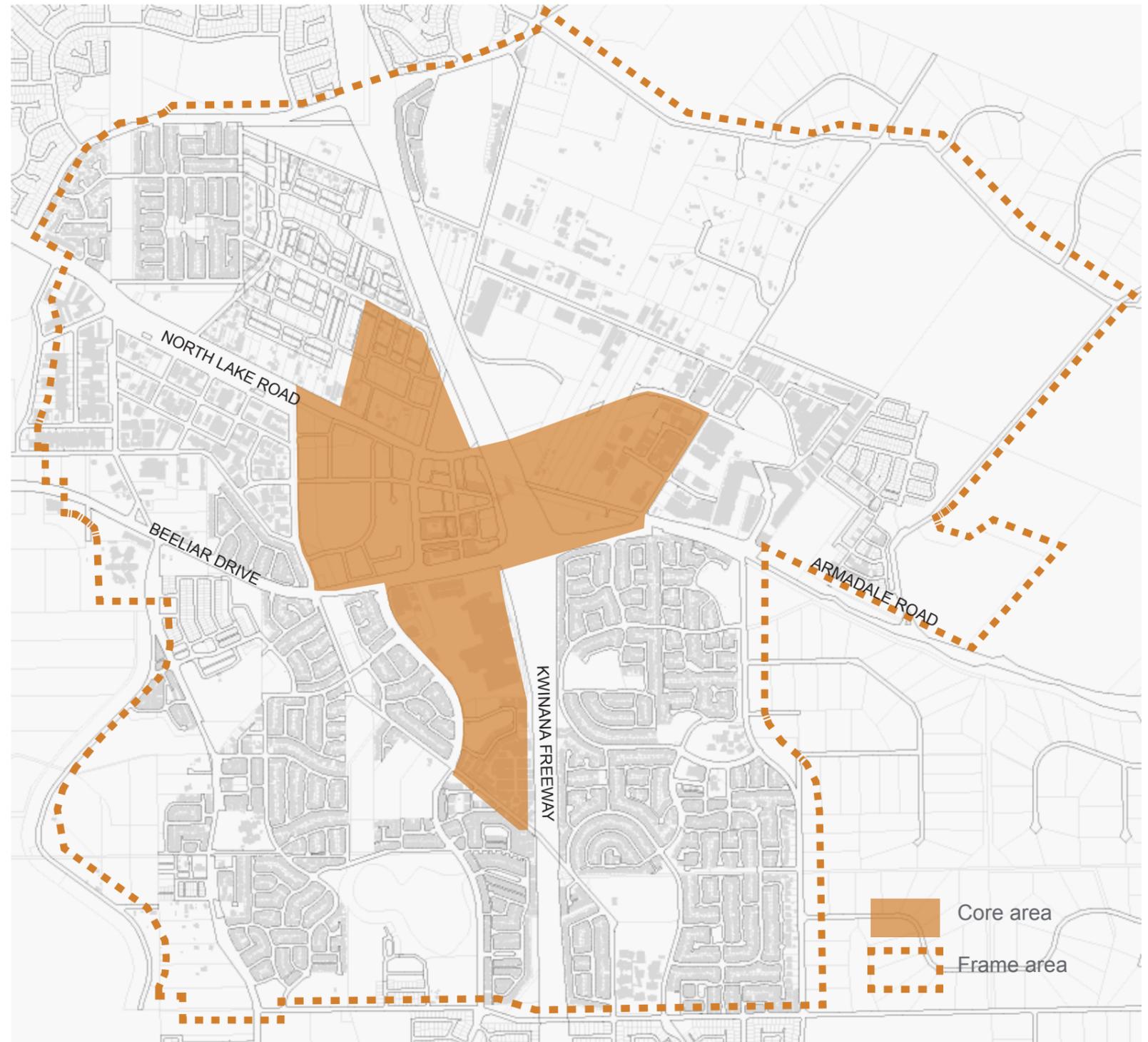


Figure 2: Activity Centre Strategy boundary - Core and Frame area

2. CONTEXT

PLANNING CONTEXT

Directions 2031 and Beyond – metropolitan planning beyond the horizon (August, 2010)

“Directions 2031 and Beyond” establishes a vision for future growth of the Perth Metropolitan and Peel regions, providing a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

The Strategy identifies Cockburn Central as one of 19 Secondary Centres. The Strategy states that Secondary Centres play an important role in the City’s economy, and are mixed-use centres that provide a mix of retail, office, community, entertainment, residential and employment activities and are well serviced by public transport. The purpose of Secondary Centres is to support the communities within their catchments, thereby reducing the requirement to travel outside the locality.

An identified focus sees diversity as a key component in developing the liveability of centres like Cockburn. It is a key objective to demonstrate that Cockburn Central is tracking to clearly establish itself as a Strategic Regional Centre. For its relatively young age, the activity centre enjoys excellent levels of public transport accessibility, land use diversity and a strong employment base reflective of a strong and maturing centre. All these elements stand to grow provided infrastructure coordination supports centre maturity under the umbrella of a comprehensive Activity Centre Strategy.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

SPP 4.2 is a state planning policy prepared to assist with the strategic planning of activity centres in meeting the aims of Directions 2031. The policy is focused around 6 themes; Centre Context, Activity, Movement, Urban Form, Resource Conservation and Implementation. These themes are discussed in **Section 3** of this Strategy.

Draft South Metropolitan Peel Sub-regional Planning Framework. Towards Perth and Peel@3.5million

The draft planning framework seeks to provide direction for sub regions towards the overarching strategies contained in the overarching draft Perth and Peel @3.5million report (2015). The high level strategic document identifies Cockburn Central as having the potential to be a key commercial and retail service provider in the sub-region while also leveraging potential synergies with health, sport/ recreation and education facilities to become a sports/recreation and health precinct. A key objective into the future is to build on these assumptions and demonstrate how Cockburn Central can also provide strategic employment. Attracting strategic employment is discussed in **Section 3**.

The draft framework proposes transit priority routes between Cockburn Central and both Armadale and Fremantle. These priority routes will enhance accessibility for areas to the east and west. Explicit with this is the delivery of the North Lake Road Bridge over the Kwinana Freeway, representing a substantial focus of the Activity Centre Strategy. The City recognises the key opportunity of separating traffic which has a mobility based objective of getting on to and off of the freeway, from traffic which seeks an accessibility objective into and through the activity centre. The Plan further identifies that given its location and existing train station, anchor businesses in the healthcare and social assistance industries will play an important role in providing a cross-section of services and job choice for local residents.

City of Cockburn Local and Commercial Activity Centres Strategy (LCACS)

The City of Cockburn Local and Commercial Activity Centres Strategy (LCACS) identifies it is more than realistic for the South-west sub-region, including the City of Cockburn to achieve the employment outcomes set for it under Directions 2031. However, even though the City achieves its employment self-sufficiency target, achieving growth of strategic employment, of which is knowledge intensive and export orientated, should still remain a key objective for the City.

In 2012 Cockburn’s activity centres underwent comprehensive performance assessments. This involved assessing each centres performance in the areas of; Intensity, Diversity, Employment, Accessibility, Urban form and Economic activation. The results identified Cockburn Central performed poorly in 5 of the 6 categories as illustrated in **Figure 3**.

	Intensity	Diversity	Employment	Accessibility	Urban Form	Economic Activation
Cockburn Central						
				Above Average	Average	Below average

Figure 3: Cockburn Central performance assessment (LCACS (2011)).

Cockburn Central Background analysis and Action Plan (CCBAAP), February, 2015)

The CCBAAP is the informing background document for this Strategy. Prepared by the City, the plan identifies key background information, the identification of key planning issues to be addressed and an implementation plan. Importantly it establishes the comprehensive vision and high level objectives, established

Metropolitan setting

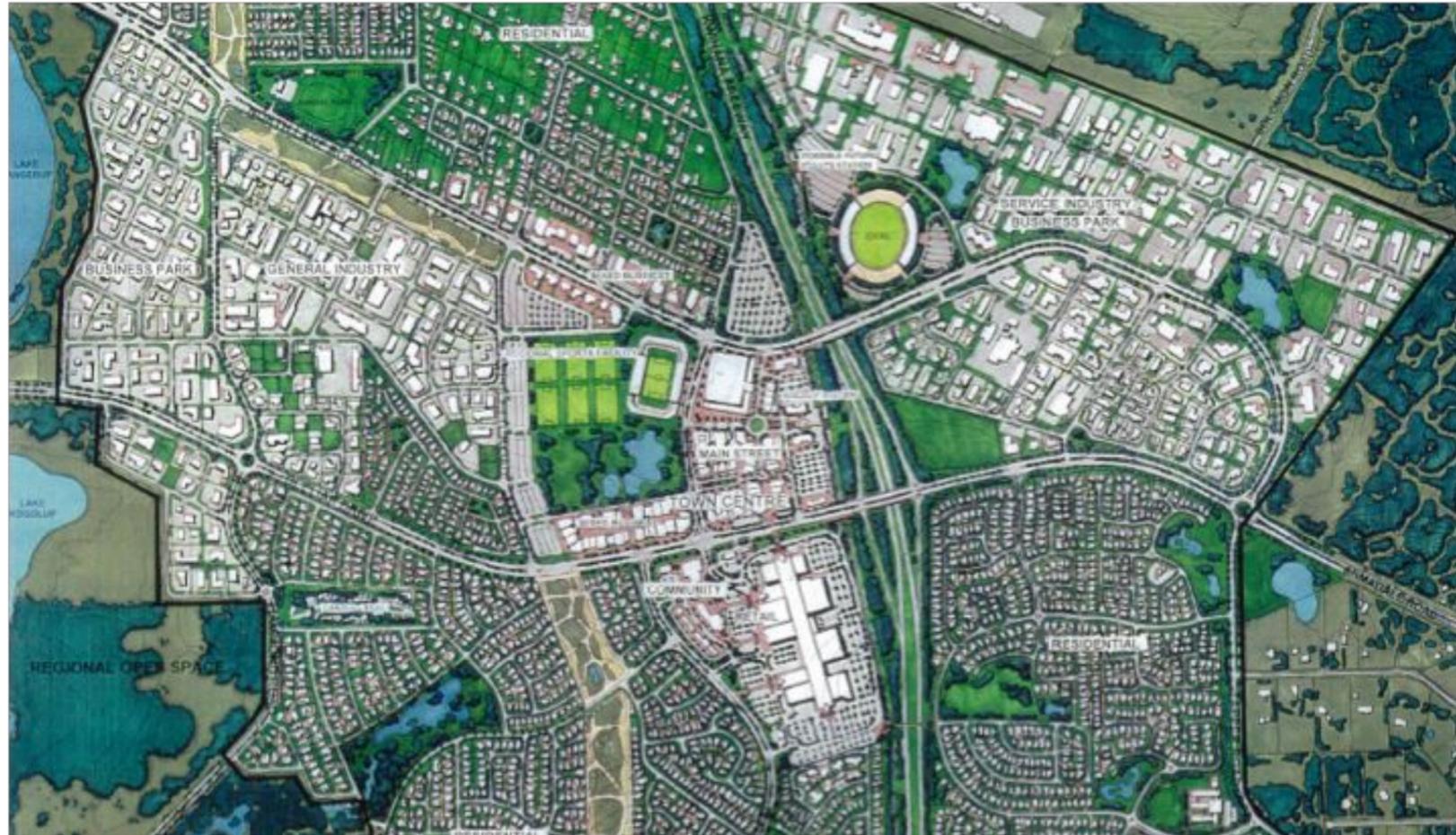


Figure 4: 1997 Activity Centre Strategy, illustrating the North Lake Road Bridge connecting through to Armadale Road

with the community and stakeholders in 2014. This Strategy is informed by, and draws upon, this body of work. A copy of the CCBAAP is available on the City's website.

Cockburn Central is located approximately 23km south of Perth CBD and is centrally positioned within the southwest sub-region. The Secondary Centre is unique given its location within a growing population catchment, connections to large expanses of growing employment lands, and the presence of regional facilities including the Cockburn Integrated Health Facility and the emerging Regional Aquatic Recreation Centre within Cockburn Central West.

Cockburn Central is recognised as a regional transport node. The Cockburn train station provides links north to Perth and south to Mandurah. Bus services connect areas located to the east and west, however the road network in and out of the core area for regional traffic is inadequate, suffering from the lack of demarcation between traffic that seeks a mobility based objective of getting on to and off of the Kwinana Freeway, versus traffic which is focussed upon accessing the four quadrants of the activity centre. **Figure 5** demonstrates that through the omission of the North Lake Road bridge, regional traffic is pulled into the core area to access the Kwinana Freeway. This fragments the activity centre.

This issue was understood early in the planning of the Thomsons Lake Regional Centre, as the locality was then known. To address this, the associated Strategy of the time (prepared in 1997) demonstrated the benefits of delivering the North Lake Road Bridge (**Figure 4**).

As part of the first recommendations of the 1997 strategy, the Metropolitan Region Scheme was amended such that it delivered upon the new regional road environment in order to affect the desired deviation of Armadale Road and North Lake Road around the periphery of the activity centre (**Figure 6**).

Whereas the original strategy inferred a primary east west movement from Armadale Road to North Lake Road, the reality is such that significant traffic is utilising Armadale Road to access the Kwinana Freeway. This has a severing effect on the overall activity centre, such that it has become very difficult in sustaining meaningful relationships between the four quadrants of the activity centre other than via private motor vehicle. So with the original assumptions underpinning the Thomsons Lake Strategy having evolved, it is important that not only the current option, but all options be considered as part of a response to how the movement network can be viably configured to achieve the desired connections between the quadrants of the activity centre.

In looking at the current option, a critical problem has been that despite it being the basis of a State Government Regional Planning Reservation, the project has not achieved appropriate levels of support from the agency that needs to deliver it - being Main Roads Western Australia. The City is aware of general concerns held by Main Roads Western Australia regarding the current planning for the road connection, which provides the impetus to consider what other options may exist to address the movement issue, and the concerns of Main Roads Western Australia. This has been the space that the City has been most interested in, to consider what other design solution may exist that better address the traffic issue and thereby create a more solid platform in which to obtain Main Roads Western Australia support for delivery.

Following the commencement of this strategy in 2015, Main Roads Western Australia has finalised a preferred alternative design for the Armadale Road upgrade. This design has obtained support from a range of agencies including the Department of Planning. The final design is based on a route identified by the City and as of November 2016 is currently subject to funding.

Delivery of the upgrade is essential to solving the significant congestion issues experienced in Cockburn Central and will stand to benefit the activity centre by providing the supporting regional road network that feeds traffic with a mobility objective to 'by-pass' the heart of the activity centre. The Armadale Road upgrade design is discussed in further detail in **Section 5**.

In addition to dwellings already delivered within the core area, it is expected that through the delivery of housing planned for within structure planned areas the residential density targets set by State Planning Policy 4.2 will easily be met. Forecasts suggest targets will be achieved for that of a Strategic Metropolitan Centre well before 2031.

Recent analysis of the Gateways Shopping Centre Main Trade Area suggests the catchment will easily exceed 160,000 persons by this time, demonstrating the need for continual planning (**Figure 1**).

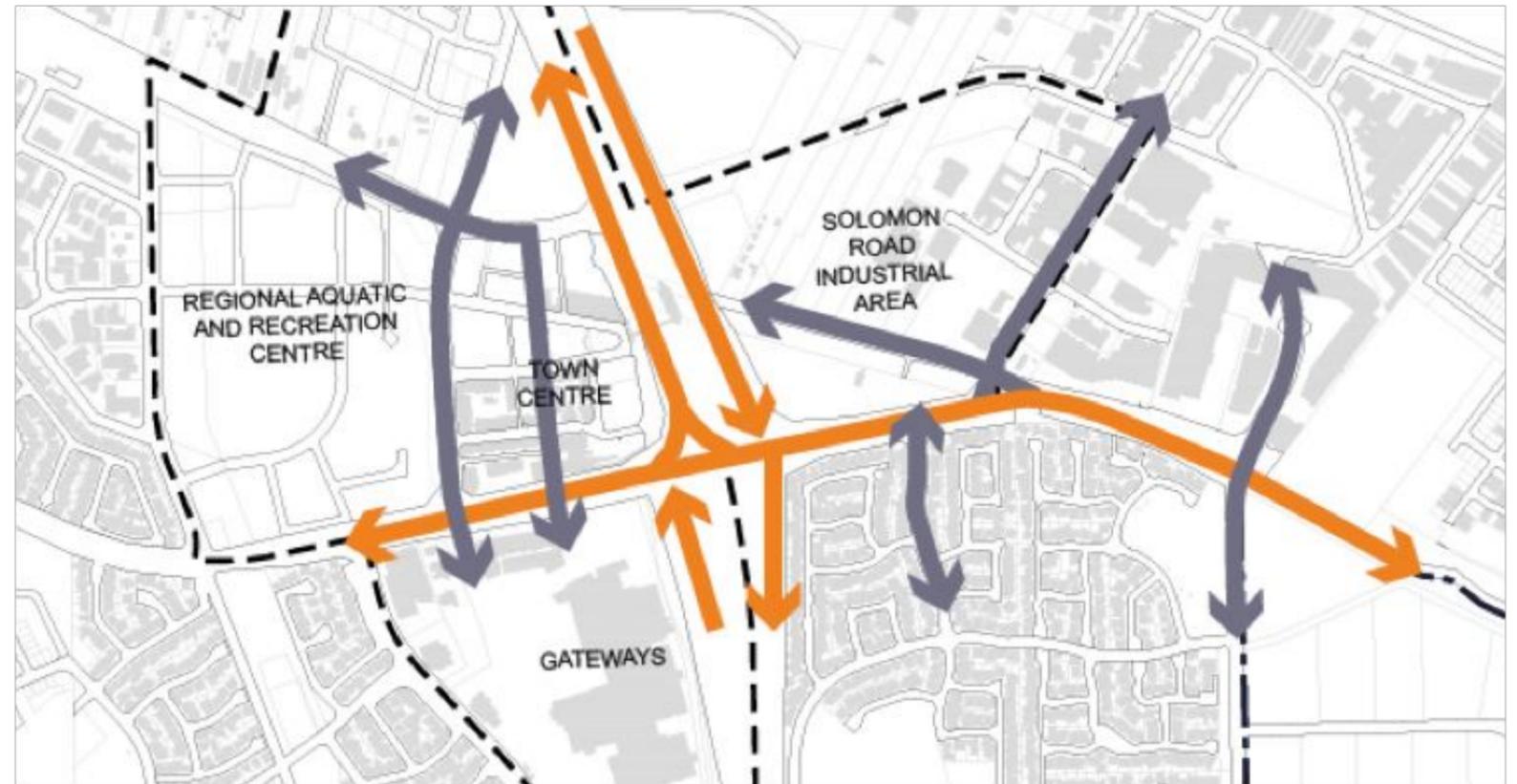


Figure 5 (Top): Through the omission of North Lake Road Bridge regional traffic is pulled into the core area to access the Kwinana Freeway.

LOCAL SETTING



New developments in Success (Top, Middle) and Gateways eat street (Bottom)

Cockburn Central is a relatively young and evolving activity centre accommodating new medium - high density mixed use developments. The activity centre is located approximately 2km east of the regionally significant Beelias Wetlands. The chain of wetlands is the most significant inland natural feature in the southern suburbs and has opportunities for further connections into the core area.

Beelias Drive dissects the activity centre core area, separating the precincts of the Town Centre and Cockburn Central West with the Gateways Retail Precinct located to the south. Opportunities exist to improve the amenity of Beelias Drive and provide for better pedestrian and visual connections across this road (**Figure 7**).

The Gateways Retail Precinct provides the focus for retail uses and has a significant impact on the public realm. Future objectives for the centre recognise the benefits in building greater relationship to Beelias Drive, as evidenced by the recently completed main street and night time (food and beverage) orientated activity node. The Gateways Retail Precinct, given its location adjacent to the Kwinana Freeway, is an important gateway site both for access into the activity centre and for visual connections for passing trade.

In terms of Beelias Drive, the current condition demonstrates the lack of connectivity for pedestrians and reduced interface of buildings engaging with this stretch of road. This road is designed for private motor vehicles only, and is not reflective of a street environment that is expected down the main street of an important activity centre. For example, compare the images of Beelias Drive (**Figure 7**) with that of Grand Boulevard (**Figure 8**) through the Joondalup activity centre. This is a similar context with a major shopping centre, freeway proximity and major passenger rail.

Retail forecasts look strong for Gateways and this growth and the continual expansion of the retail offer is a key strength for the activity centre; however a key focus is how the shopping centre better connects with its surroundings and contributes to a vibrant activity centre core. Explicit to this is a committed option to address traffic movement through the activity centre. This would enable traffic that has no objective associated with accessing the activity centre to effectively bypass the centre.

This would conceivably create one of the first unique opportunities within Perth to reinterpret a car oriented regional focused road into a boulevard type road that responds to its local context by designating entry into the activity centre and provides connections for all transport modes into the surrounding precincts. This is a unique opportunity that can be harnessed if the right decision is made regarding movement through the centre.

The Transport Oriented Development precinct of the Town Centre plays an important role in getting people from the train station and to adjacent precincts and beyond. While the precinct itself has excellent permeability for pedestrians, there remain opportunities to ensure this mixed use precinct connects better with



Figure 7: Beelias Drive, Cockburn Central



Figure 8: Grand Boulevard, Joondalup

adjacent areas including the emerging high density residential area of Muriel Court (Cockburn Central North), Cockburn Central West and the Gateways retail precinct to the south.

Land located to the east of the Kwinana Freeway and within the 800m catchment of the train station is currently underutilised industrial zoned land. In addition to land being under several different land ownerships, large landholdings exist under Western Australian Planning Commission ownership. The undeveloped land provides the opportunity to explore the critical options of movement and land use cognisant of the vision and highest level objectives which underpin this Activity Centre Strategy.

Public transport will continue to play an important role in getting people into and out of the activity centre and the bus interchange located adjacent to the train station should continue to be promoted to key residential and employment land locations beyond the activity centre.

Several schools are located adjacent to the frame area however no schools are located within the core or frame areas. As residential development continues to

emerge within the northern portion of the core and frame areas, connectivity with a school in the local catchment becomes an important objective to pursue. The associated district structure planning taking place for the Banjup Precinct recognises this as a key issue to explore.

A transmission line is visually prominent along the western edge of the Core area (**Figure 10**). The high voltage power lines located on a 90m wide easement create a prominent visual detractor running north-south through the area. Part of the easement to the north west has been successfully landscaped with children's bike paths, cycle routes, and water features.

The portion of the easement in the Cockburn Central West precinct will utilise this area for car parking and landscaping. As design guidelines evolve it would be encouraging to see the height of built form used to screen the lines from key public spaces and streets where possible.

The remaining easement areas present a key opportunity to revitalise this underutilised asset through the provision of a regional recreation track that promotes cycling and walking between the recreation assets. Such a project, beyond pedestrian and cycle paths, could incorporate landscaping and in effect result in a green backdrop for the core area and a direct link with the Beelihar Wetlands. **Section 5** discusses this key regional attraction recommendation further, including how this recommendation can link in with the South West Group's emerging Baldivis Railway Tram revitalisation project.

Cockburn Central is very much a young, emerging and continually growing activity centre which has a distinct advantage of being able to easily meet residential density and land use diversity targets required by State Planning Policy 4.2. Unlike other established Secondary Centres, Cockburn Central has considerable landholdings in single government ownership, clear established opportunities to guide future growth within adopted structure plans, and a strong and growing population and employment catchment.

Most development within the core area has emerged in the last 10 to 15 years with a significant amount of development yet to be delivered. As a result Cockburn Central does not yet give the impression of having a strong defining characteristic in terms of built form and public spaces that contribute to a local identity. The high quality built form delivered within the eat street on the northern façade Gateways Shopping Centre, and within the Cockburn Town Centre / town square are notable exceptions (**Figure 10**). The successes achieved there should serve as a benchmark for future development across the entire activity centre.

Further to this point, how the activity centre presents itself to tens of thousands of potential visitors on the Kwinana Freeway each day needs considerable enhancement. This can only be enhanced through measures which address the primary issues first.

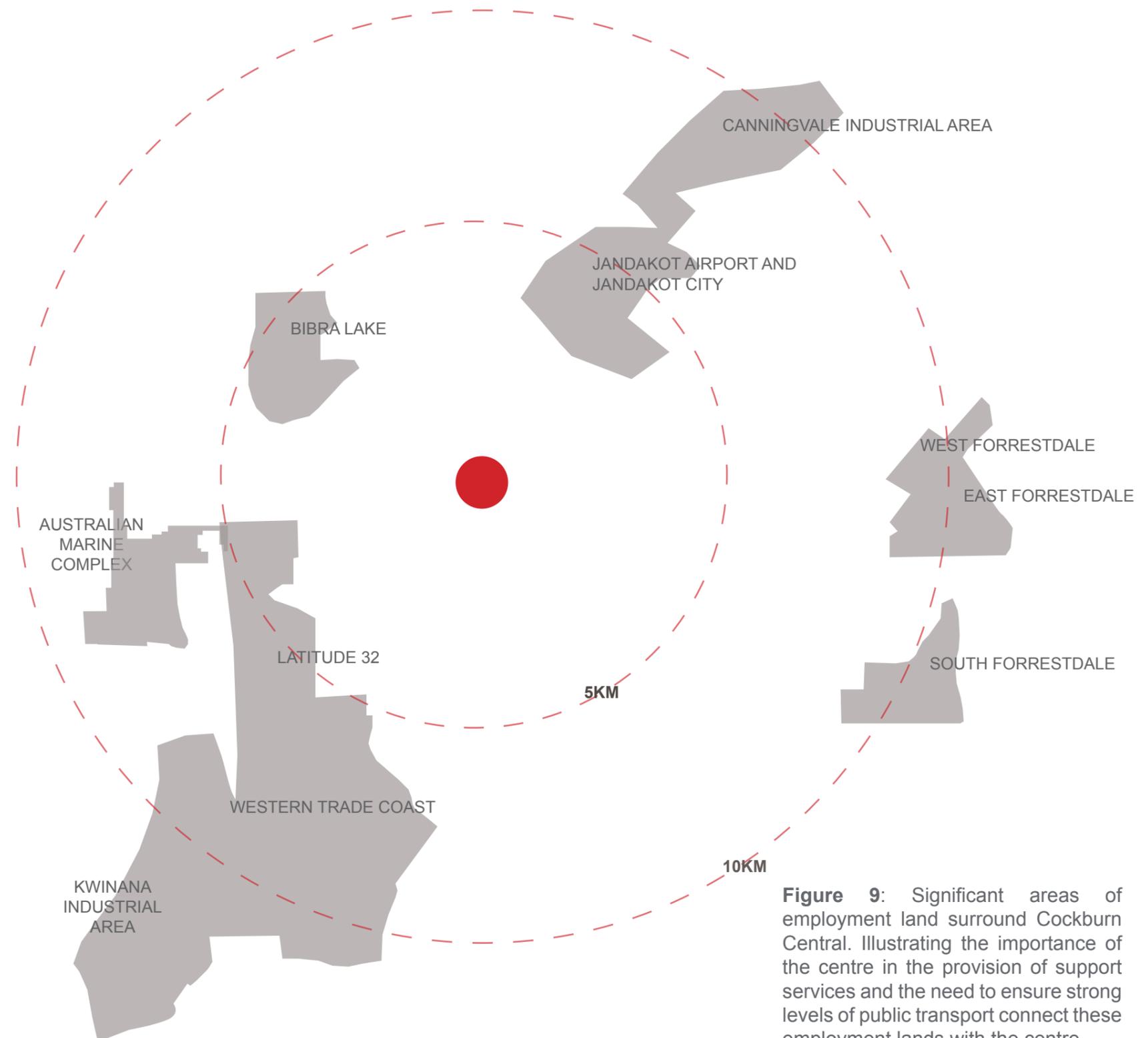
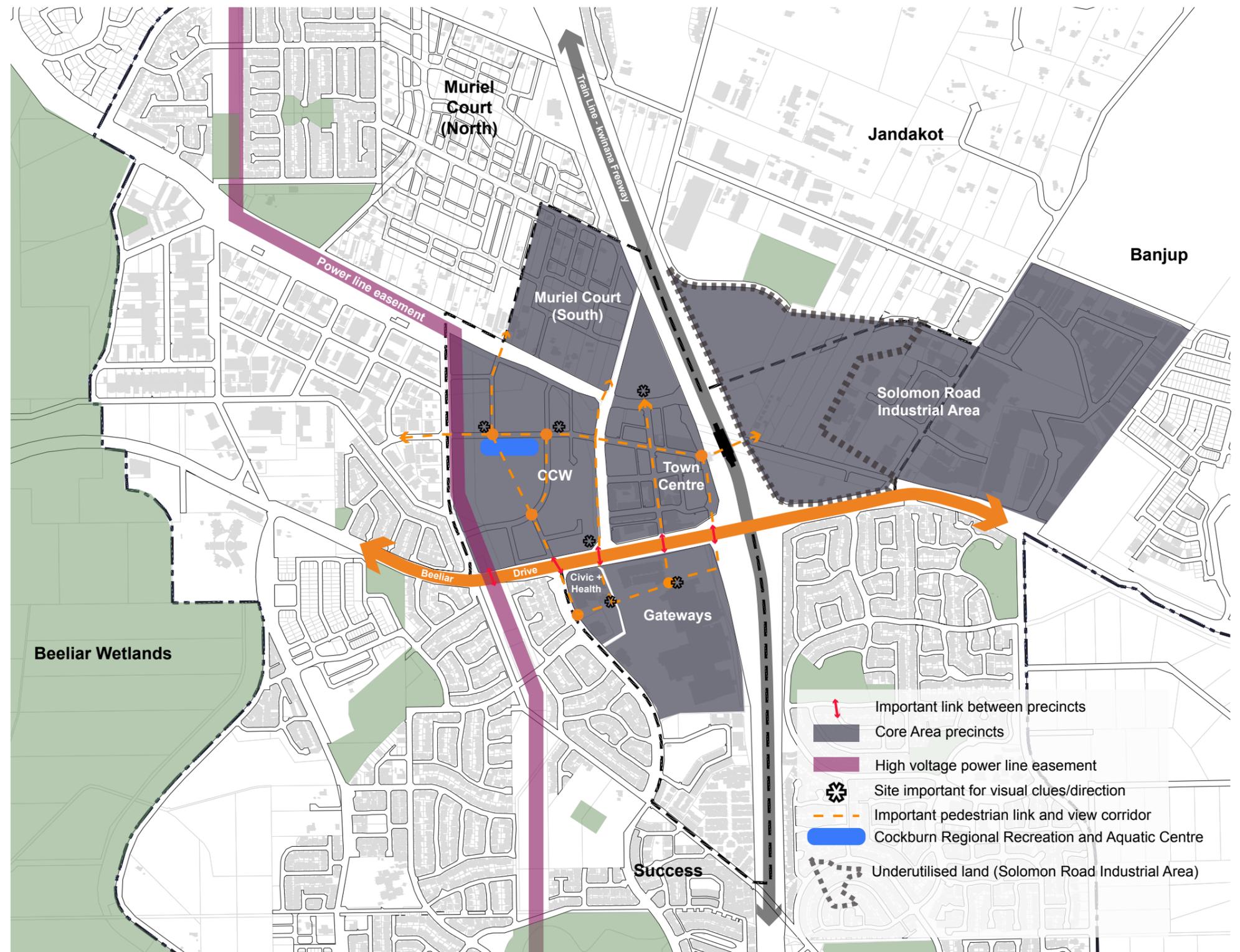


Figure 9: Significant areas of employment land surround Cockburn Central. Illustrating the importance of the centre in the provision of support services and the need to ensure strong levels of public transport connect these employment lands with the centre.

Figure 10: Local Context Plan illustrating:

- Core area precincts;
- Important pedestrian links and view corridors;
- Location of the new Regional Recreation Facility;
- Anning Park Recreation Reserve and historic Jandakot Hall;
- Land currently underutilised within the Solomon Road Industrial area.



ABORIGINAL HISTORY

The surrounding landscape contains a number of freshwater wetland areas of which hold mythological and ritual associations for Aboriginal people. Freshwater springs in the area appear to have been used as water sources and food gathering sites as well as having mythological value, as the water supply is believed to be associated with a Waugal, or water spirit.

Being part of the eastern chain of lakes, Bibra Lake was an important trading post for Aboriginal groups of the Swan and Murray River regions. It holds significant value to Indigenous people as a place where knowledge was transferred through generations, corroborees and a place where respect for animals and the environment were shared.

EUROPEAN HISTORY



Historic Baldvis Tram Trail in Rockingham will be extended through Cockburn adjacent to the Beelias Wetlands.

The first purpose built school in the Jandakot district, the (former) Jandakot School is located just outside the Core area, to the west. The school was first built in 1904 on another site on Forrest Road, and was relocated to the current site in 1926 as the original site was prone to flooding.

Remnants of the Baldvis Tramway Reserve are located within the Frame area. The Reserve Trail is a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beelias Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network was running for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.

The City as part of the South West Group are currently finalising a development plan for this trail.

A significant opportunity exists to integrate the Tramways Trail Project and the Eastern Recreation Track discussed further on page 31.



Cockburn wetlands



Cockburn Lake

3. ABOUT THE ACTIVITY CENTRE

ACTIVITY CENTRE BEGINNINGS

Recognising the unique positioning of the activity centre along highly accessible traffic routes, in addition to evolving plans for the Perth-Mandurah Rail Line, the Thompsons Lake Study was commissioned by a consortium of State and Local Government and private sector landholders in the mid 1990s. This masterplan guided the evolution of the activity centre in the beginnings, establishing key precincts within a strong urban structure by way of producing two master plan options.

Since this time, plans have been revised and refined through the development of further structure plans. These plans are discussed and referenced throughout this strategy document.

COMMUNITY PROFILE

At the 2011 census some 11,300 persons resided within the core and frame areas. This equates to approximately 10% of the City's current population.

Analysis undertaken suggests the frame area population is generally consistent with the characteristics of residents in the wider metropolitan area. The housing types, number of persons per dwelling, and number of vehicles per dwelling are consistent with suburbs of similar location and age within Perth.

Residential land within the core area has emerged within the last 12 years and therefore structure plans guide development of which are generally medium to high density. Outside the core area, within the frame area, residential land is generally low density R20-R30 with some pockets of R40. Residential development within the frame area has evolved in stages mostly since the 1980's however large areas of land were not developed until the late 1990's. As a result most residential development is on average 20 years old in the frame area.

Overall average weekly household income is above the Perth metropolitan region average, though some areas of South Lake are well below this average and therefore illustrate the importance to improve such things as connectivity to the services located in the core area, and employment and transport between the Lakes suburbs and Cockburn Central.

In contrast the newer residential areas of Success Central and Cockburn Central Town Centre present different characteristics, residents have less vehicles per dwelling, and smaller dwellings with less bedrooms. Residents in these areas utilise public transport more frequently as their method of travel to work, and are more likely to rent than the Perth and City of Cockburn averages.

Development recently approved in Lakeside Success and the Banjup Quarry are likely to be demographically similar to the existing suburbs of the Frame area, though moderate increases in site density are expected in line with recent planning policy changes. The eastern frame area too will require consideration of improved connectivity with the core area as these developments emerge. The future of the bus rapid transit system and the proposed cycle link (**Figure 11**) are key contributors to this objective.

Given the already structure planned areas and the age of development there is no immediate need to review residential densities within the frame area. Rather, a staging program should be developed to identify when neighbourhoods require review and this should be in line with the age of dwellings and the need to revitalise certain areas progressively over time. The City has undertaken revitalisation strategies previously for the suburbs of Spearwood, Hamilton Hill and Coolbellup and this successful approach should roll out in the frame area over time.

Neighbourhoods within the core and frame area are well connected by the local bus network, providing links to the Cockburn Train Station and beyond. However opportunities exist to improve regional connections and this is discussed further within **Section 5**.

Existing streets or adopted structure plans mostly provide for a permeable street network within the core area. The exception is the six lane road of Beeliar Drive which has limited ways in which to cross for pedestrians. Generally the amenity of streets across the entire Core area can be improved. **Section 5** discussed this further in the context of streetscapes.

RESIDENTIAL DENSITY AND FUTURE DWELLING GROWTH

The medium to high density developments recently delivered in Success (North) and the Town Centre are expected to continue as medium to high density residential development emerges in the structure planned areas of Cockburn Central West and Muriel Court.

Table 1 identifies existing dwellings and forecasted yields within the Core area. The minimum target of 30 dwellings per/ha will easily be met. The shortfall of 638 dwellings to meet the desirable target will more than easily be achieved given the considerable amount of remaining vacant and underutilised land within the Core area.

Table 1: Core area dwelling yields

Gross Area	140ha		
	SPP4.2 Targets		
Existing dwellings (2015)	1,582	Min 30 dwell/ha	Desirable 40 dwell/ha
Est yield from structure planned areas*	4,080	4,200	6,300
Total	5662	Exceeds	638 dwelling (shortfall)

*Includes 75% uptake in Muriel Court (south) and an estimated yield of 1,000 dwellings in CCW as per adopted LSP

ACTIVITY

The core area has 10 distinct precincts based on existing and planned land use directions. These precincts are all at different stages of the development lifecycle. Some are completely developed, some emerging, others with adopted structure plans and one requiring a full review of land use possibilities, however this can only occur once the movement network relating to the deviation project has been decided and committed to.

The precincts provide a strong structure to accommodate clusters of complimentary uses. Taking into consideration the following analysis of land use mix and diversity, **Section 6** confirms the vision for these precincts and provides discussion on future planning and monitoring.

Figure 11 (Right): Illustrates the precincts alongside existing and emerging activities and land use clusters within the Core and Frame area.

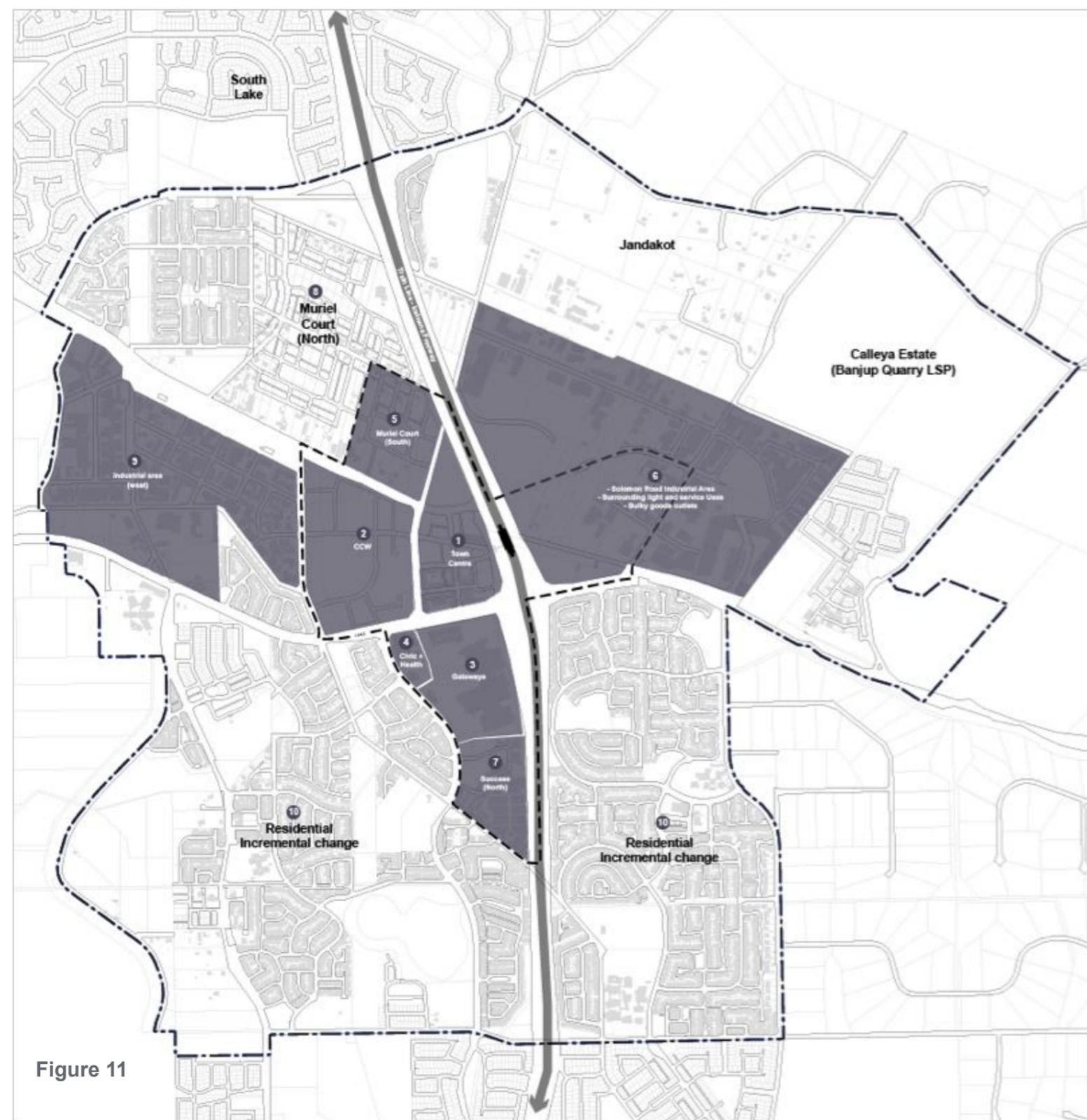


Figure 11

LAND USE MIX - DIVERSITY TARGETS

Concentrations of highly diverse activities within centres contribute to positive economic benefits. Recognising this, State Planning Policy 4.2 sets diversity performance targets for larger activity centres with a key focus of ensuring centres are not dominated by retail uses. Taking into account the current land use mix, approved development applications, and those planned for within adopted structure plans, **Table 2** demonstrates that the thresholds set by State Planning Policy 4.2 is tracking well and is likely to be met in the short to medium term.

Regular monitoring of land use diversity should be undertaken to ensure this land use balance continues and is maintained. Future structure plans, structure plan modifications, and proposed major developments will be required to demonstrate their contribution to a diverse land use mix across the activity centre. A review program is a key recommendation within the Action Plan (**Action 5**).

INTENSITY OF ACTIVITY

Co-locating activity within a vibrant, intense space promotes walkability, social interaction and economic activities. Intense clusters of activity have been shown to increase business productivity and support a diverse population catchment. An important objective of SPP4.2 is to ensure activity centres provide sufficient development intensity and land use mix to support high frequency public transport.

With regard to the eventual evolution and target of becoming a Strategic Metropolitan Centre, SPP4.2 does not provide a distinction between intensity levels between Strategic Metropolitan Centres and Secondary Centres however the City's LCACS does (**Below**). A clear distinction relates to attracting and accommodating strategic employment.

Strategic Metropolitan Centre	Secondary Centre
Highly intense with significant integration of a range of residential, population-driven and strategic uses in medium/high density multiple storey sites both within the centre, and areas of influence.	Intense, with residential, subregional education/healthcare, retail and household services integrated with strong relationships both internally and within the defined areas of influence.

	Gateways	Civic and Health	Town Centre	CCW	North Lake Road (Muriela Court)	Total
Shop	8,432	382	3,549			
Retail	50,000			3,000-4,000	800sqm (DA approved)	
Health/Community Services	1,077	5,360	3,238 (Police Station 2,600gla)			
Office/business	744	2,136	10,368 (Incl 8,000 DFES)	16,000-17,000	900sqm (medical)	
Entertainment	3,794	146	16,027 (Incl 146 room hotel - 12,128)	23,500		
Bulky goods retail/show-room					3,132sqm (self-storage)	
Total of all floorspace	64,047	8,024	33,182	43,500	4,832	154,131
Total shop/retail	58,432	382	3,549	7,000	800	70,163
% of non-shop and retail land use*	9%	95%	89%	84%	84%	55%

Table 2: Land use diversity – Core area.

Given established precincts are in place to provide a strong urban framework and the activity centre is tracking well in terms of a mix of uses, it is recognised that improvements are needed in regard to the intensity of built form and the provision of significant landscape elements to frame public spaces and streets. The figure ground plan (**Figure 12**) clearly demonstrates this point.

Given the emerging nature of the precincts, the need to “rethink” Beelihar Drive, and the likely expansion of Gateways in the short term this important element will only be improved upon. It is a key objective as these developments emerge, to reduce the area of “white space” and to start to enclose streets and create people friendly public spaces so that they are more pedestrian scale. Significant levels of landscaping will be required to contribute towards this objective particularly when treating Beelihar Drive, and key interconnecting streets.

Section 5 discusses this further, identifying a concept greening plan. **Section 6** confirms each precinct objective and future contribution requirements.

Figure 12 (Right); The excessive white space between buildings demonstrates the poor levels of built form intensity for an urban centre. It is recognised the delivery of Cockburn Central West and remaining Town Centre development yet to be constructed will change this picture dramatically however it does provide a focus to improve built form and streetscapes.



EMPLOYMENT TARGETS TOWARDS 2031

In 2011 LCACS identified commercial employment targets for Cockburn Central based on calculations undertaken in 2010. These relate to:

- Commercial (not including industrial employment land) employment targets based on forecasted population growth. **Table 3** identifies the number of jobs required based on 2 growth scenarios;
- The amount of land required to support this number of jobs.

Cockburn Central	Estimated employment 2006	Estimated employment 2015	Target employment 2031	Gap	Est net employment land required (Ha)
Scenario 1 (Low population growth)	481	Unknown	1,996	1,515	8.79
Scenario 2 (High population growth)	481	Unknown	3,239	2,758	14.32

Land zoned suitable for employment uses between 2010 and 2015:

CCW LSP (2013). Mixed use zones: 12.2 ha (Gross)*

*An assumption has been made that the 2010 assessment did not include Cockburn Central West land although this has not been explicitly stated or recorded within LCACS.

Table 3: Employment land requirements to 2031

While up to date employment figures are unavailable at this point in time it can be demonstrated how Cockburn Central has tracked relatively well in terms of meeting the high growth scenario requirements identified within LCACS.

Importantly a key recommendation into the future will be for the monitoring process to track suitably zoned employment land (**Action 5**). New structure plans or modifications to existing structure plans will be required to demonstrate how their proposal contributes to these targets.

POPULATION DRIVEN FLOOR SPACE DEMAND TOWARDS 2031

Illustrating floorspace projections from the Cockburn Population Driven Demand Analysis (Pracsys, 2011), **Table 4** demonstrates population driven floorspace demand up to 2026. Importantly to note is that these calculations only consider population-driven demand, and do not include demand resulting from potential economic strategies or strategic employment. (LCACS, 2011).

Cockburn Central is forecast to experience particularly strong demand for commercial floorspace to 2031. This demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses

emerging in the Core area. It also supports prevailing theory that an attractive retail environment (as espoused by the main street grid of Cockburn Town Centre and the main street within Gateways) creates impetus to attract higher value commercial uses wishing to capitalise on the attractive street environment and amenity.

Significant growth is therefore projected in both commercial/office uses, as well as associated retail and entertainment related activities. This is due to the greater spread of workers, residents and visitors accessing Cockburn Central seeking a diverse range of uses.

In regards to future expansion of the Gateways Shopping Centre, the availability of the floorspace demand analysis removes the requirement to prepare a Retail Sustainability Assessment as per Clause 6.5.2 of SPP4.2. These calculations, coupled with the wider activity centre tracking along nicely to meet land use mix targets, provides sound planning grounds for Gateways Shopping Centre to expand into the future. It is noted however that this does not remove the requirement to demonstrate how a future proposal will contribute to the activity centre's future diversity objectives.

	Cockburn Central Secondary Centre			
	2011	2016	2021	2026
SHP	24,328-40,547	43,169-71,948	72,398-120,663	76,312-127,186
RET	1,471-2,452	1,830-3,050	2,101-3,502	2,202-3,670
OFF	623-1,038	11,054-18,424	17,052-28,420	18,001-30,002
ENT	166-276	857-1,429	2,001-3,335	2,106-3,511
Total	26,588-44,313	56,911-94,851	93,552-155,921	98,621-164,368

Table 4: Demonstrates population driven floorspace demand up to 2026

ATTRACTING STRATEGIC EMPLOYMENT

Quality employment opportunities are often referred to as knowledge-intensive jobs given the need for higher levels of knowledge in roles beyond service based employment. Traditionally these jobs are clustered around highly concentrated areas in central business areas and in this context most knowledge intensive jobs are located in Perth central area.

Research identifies that there are almost eight jobs for every ten residents of the suburbs within 10km from the City centre. The suburbs 10 to 20km from City centres have less than half that employment density. The mismatch of quality employment in the central area versus extensive housing in the outer sub regions has significant implications for the liveability of residents and the economic potential of activity centres like Cockburn Central.

As a result, Cockburn Central's location has an important role to play in ensuring the 70% employment self-sufficiency target set within Directions 2031 is achieved.

Despite the Employment Allocation Modelling (LCACS 2012) suggesting it is more than realistic for the south-west subregion to achieve the 70% target, a key objective towards Cockburn Central becoming an important Strategic Metropolitan Centre is to understand what it will take to attract businesses that employ knowledge intensive jobs in addition to identifying the roles of various stakeholders in meeting this objective. Cockburn Central has the potential to offer knowledge intensive consumer services such as education, healthcare, and strategic services to a regional, state, national or international economy.

A key step is clearly in providing an urban environment that is attractive to employers and employees. This means that in addition to ensuring the right land use opportunities are in place, it also relates to being located in areas that are attractive, high quality urban environments and are interesting places to be in. Stating it simply, a key need for knowledge intensive workers is to be around like minded people and to be able to share ideas in an interesting environment. It needs to be an urban environment which is representative of the activity centre's values and attributes, how people and entities experience the activity centre, make sense of it, evaluate it and importantly communicate it to other businesses, employees and the like. The urban design focus on connectivity, streetscapes, connections to landscape focused on in this Strategy, all seek to contribute towards this objective.

A key difference between a Secondary Centre and a Strategic Metropolitan Centre is that the latter provides for high quality strategic employment. In contrast, a Secondary Centre is more likely to be a sub-regional employment node for higher-order population driven employment. Currently, Cockburn Central's employment is driven by the local population and is generally service based, therefore strategies need to be developed to attract strategic employment to ensure the contual evolution of the Centre.

SUPPORTING THE CITY'S 6 KEY STRATEGIC INDUSTRIES

There are six key strategic industries integral to the continued development of strategic employment within the City of Cockburn. The largest of these is Other Transport Equipment Manufacturing due to the agglomerations of marine manufacturing enterprises located at Henderson (including the Australian Marine Complex). Other major industry segments directly involved in the creation and exportation of goods and services to external markets that include significant numbers of strategic jobs includes:

- Basic Ferrous Metal Product Manufacturing;
- Basic Ferrous Metal Manufacturing;
- Cement, Lime, Plaster and Concrete Manufacturing.

Key export support industries employing significant numbers of strategic workers include:

- Architectural, Engineering and Technical Services;
- Management and Related Consulting Services.

The City needs to investigate what opportunities there are to attract knowledge intensive jobs, importantly knowledge intensive jobs that support our six key strategic industries, thereby providing a direct link between the sub-region's largest activity centre, the surrounding employment areas, and as a result support quality employment opportunities.

A clear opportunity exists for office and commercial space within the activity centre to meet this objective given the quality urban environment planned for the precinct. The City can play an important role in facilitating relationships that could see clusters of employment offices from the six strategic industries enter this space.

A further area for investigation in this regard is the opportunity the Core area East of the Kwinana Freeway and the potential it can offer given its close proximity to light industrial areas and other employment locations including Jandakot City. **Item 9** in the Action Plan identifies the need to collaborate with key stakeholders to investigate these opportunities.

MAJOR PROJECTS AND INFRASTRUCTURE

There are a number of major projects that currently have, or upon completion will have, a key impact on the role and function of the activity centre. Future planning will need to consider the integration of these projects to capitalise on investment and future opportunities. Projects that have been completed, are underway, or are currently requiring support include:

- The Cockburn Integrated Health Facility (Complete);
- Cockburn Youth Centre (Complete);
- Gateways retail precinct expansion Stage 5 (Expected 2017);
- The Regional Aquatic and Recreation Facility at Cockburn Central West (under construction 2015);
- Armadale Road and bridge upgrade (Subject to funding), and;
- The Beelias Drive corridor enhancement project (requires support).

Strengths	Aspiration	Challenges
<ul style="list-style-type: none"> • An established vision for the future. • Significant population growth. • Surrounded by large expanses of employment. • A strong base of diverse activities with land use opportunities to further support this trend. • Structured precincts. • Good supply of vacant land in the 800m walkable catchment of the train station presents opportunities for further growth. • Regionally significant environmental assets in close proximity (Beelias Wetlands). • A high performing shopping centre. • High levels of residential density. • Planning in place to encourage diversity. • Public transport availability. 	<ul style="list-style-type: none"> • Strategic Metropolitan Centre status. • Improve the perception of amenity for residents and businesses. • Improved intensity. • Attract strategic businesses and employment opportunities that support Cockburn's 6 strategic industries. • Better pedestrian connectivity especially between the 4 key precincts. • Unlock land within the core area for redevelopment. • Future development to improve impression of centre to drive-by-trade. • Create a more flexible approach to accessing the primary regional road network (from each of the 4 geographical quadrants entering into the centre, with emphasis on the southeast and southwest quadrants). • Provide for increased mobility of regional traffic, and increased accessibility of local traffic (through enabling regional traffic to flow between the regional road network while at the same time enabling a local distributor network that enables accessibility of businesses, freight, customers and residents). 	<ul style="list-style-type: none"> • Activity centre divided by Armadale Road which impact Beelias Drive due to the inappropriate mixing of traffic seeking mobility to freeway versus traffic seeking accessibility to the centre. • Reduce pedestrian/car conflict. • Intensifying streetscapes and built form. • Integrating Gateways Shopping Centre with the surrounding activity centre. • The coordination of multiple stakeholders required to realise long term aspirations.

4. COCKBURN CENTRAL ACTIVITY CENTRE VISION AND OBJECTIVES

The shared vision provides a statement of the preferred future for Cockburn Central as we approach 2031. It was developed through stakeholder engagement undertaken as part of the Activity Centre Plan CCACS in late 2014 and draws on the objectives of the State Government's Directions 2031 goals. The initiatives and projects identified in this Strategy aim to achieve this shared vision.

“Cockburn Central positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.”

ACHIEVING THE VISION

The following demonstrate eight key strategic objectives needed to achieve the overarching vision and as a result guide this Strategy. These include a change in how Cockburn Central is perceived and its functional requirements into the future. The activity centre requires a move:

1. From a car and road dominated environment; To encouraging people and footfall.
2. From individual development areas; To an activity centre with a diverse range of defined, interconnected, complimentary precincts.
3. From a suburban centre; To a vibrant diverse urban centre.
4. From compact cores of activity; To extended, connected spines of public activity.
5. From constrained, fragmented landownership; To opportunities for redevelopment.
6. From a perceived low amenity urban core; To positive consumer and business perceptions.
7. From roads that disconnect precincts, promoting district traffic over core area needs; To a multi modal movement network that supports the functions of the activity centre.
8. From individual pockets of suburban parks; To a connected network of green and public spaces supporting diverse activities.

HOW WILL THE VISION BE ACHIEVED?

This Strategy seeks to meet the vision and strategic objectives by implementing the Action Plan (Part 2). This plan is informed by the analysis in the preceding chapters in addition to the Functional Analysis in **Section 5**.

Section 6 importantly details the objectives and key opportunities for each precinct to contribute to the activity centre vision. It is not the intention of this section to override an adopted structure plan, rather this section seeks to confirm the role of each individual precinct and identify in one document how each contributes to the success of the activity centre.

HOW WILL WE KNOW WHEN AND IF THE ACTIVITY CENTRE STRATEGY HAS BEEN SUCCESSFUL?

A key recommendation in the action plan is to undertake periodic monitoring every two years to identify how targets are being met. Based on work undertaken in LCACS in 2011 Strategic Planning has prepared an assessment framework. This framework simplifies the way in which the City can undertake regular assessments, inclusive of adopting the dials to demonstrate improvements over time. The framework considers objectives relating to:

- Land use mix diversity targets;
- Residential density targets;
- Built form and streetscape intensity;
- Attracting strategic employment;
- Floor space demand requirements, and;
- The need for and delivery of major infrastructure and land use requirements to meet these objectives.

5. GUIDING FUNCTIONAL ELEMENTS

The following plans identify the functional elements required to achieve the activity centre vision.

MOVEMENT AND ACCESS

Cockburn Central is accessed by both road and rail given the core area straddles the Kwinana Freeway, Cockburn Train Station and Beeliar Drive. However as established in **Section 2 and 3** the regional transport routes that give Cockburn Central its accessibility also divides it, making the vision towards a vibrant well-connected Strategic Metropolitan Centre essentially impossible without an infrastructure solution. As a result a better balance between regional movement and local access is required by separating regional from destination traffic into and out of the activity centre.

Aside from congestion levels, a key strength of the activity centre is its immediate proximity to the Kwinana Freeway.

North Lake Road Extension, bridge and Armadale road deviation.

Main Roads modelling has long indicated that traffic and congestion currently experienced along Beeliar Drive / Armadale Road to the freeway can be alleviated through the delivery of the North Lake Road extension to act as a preferred freeway access route. This is not surprising given this issue was understood early on in the planning for the Thomsons Lake Regional Centre, as the locality was then known. To address this, the associated strategy of the time demonstrated the creation of an Armadale Road / North Lake Road deviation to attempt to revert through traffic around the periphery of the activity centre.

Demonstrating the vital contribution this piece of infrastructure can provide, the project can:

- Reduce and divert traffic off Beeliar Drive, this will allow for concept plans to be prepared to improve this important connecting corridor's amenity and function in the core area;
- Connect the core area east of the Kwinana Freeway and present new opportunities for land landholdings currently underutilised;
- Improve walking and cycling access into the core area for the emerging neighbourhoods to the east;
- Address congestion where local roads intersect with Beeliar Drive, Armadale Road and North Lake Road.

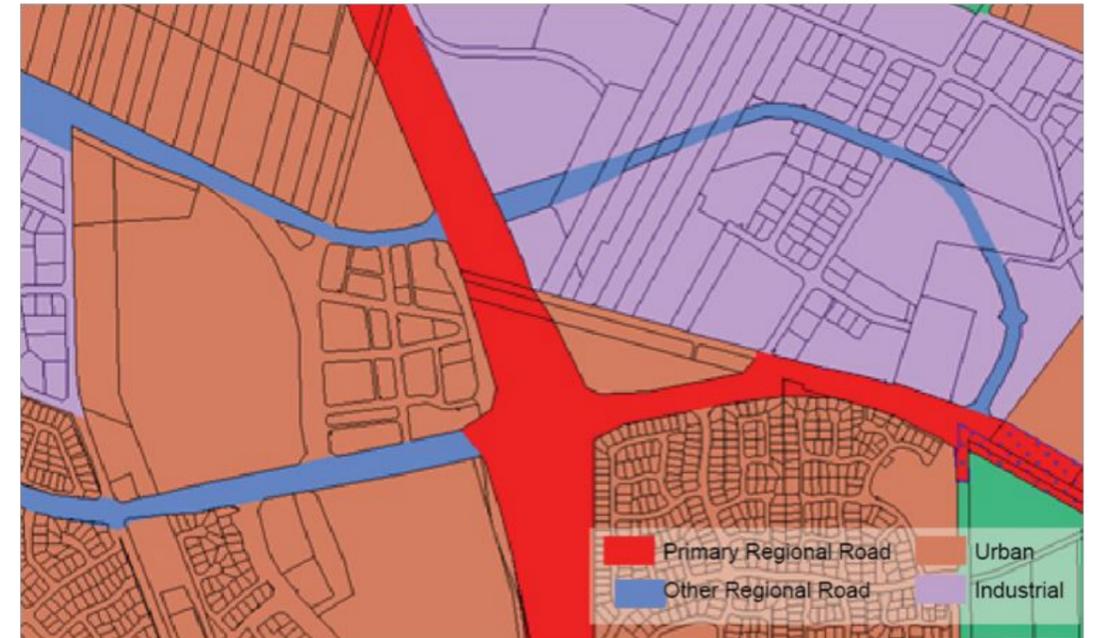


Figure 13: Metropolitan Regional Scheme designating the North Lake Road extension as “Other Regional Road” with the surrounding land identified for Industrial uses

The critical problem with this option is that, despite it being the basis of a State Government Regional Planning Reservation protection, it has not achieved appropriate levels of support from the agency that needs to deliver it - Main Roads Western Australia. The City is aware of general concerns held by Main Roads Western Australia regarding the current planning for the road connection, which provides the impetus to consider what other options may exist to address the movement issue, and the concerns of Main Roads Western Australia. This has been the space that the City has been most interested in, to consider what other design solutions may exist that better address the traffic issue and thereby create a more solid platform in which to obtain Main Roads Western Australia support for delivery.

The City through this Activity Centre Strategy formulation process has reflected on asking whether the current option, based on planning undertaken some 20 years ago and which has yet to be delivered, is the right option. The City in this process has engaged Main Roads Western Australia direct, as well as the State's Department of Planning, in providing another option that is considered a more contemporary response to a traffic issue that has evolved beyond the original assumptions that underpinned the 1997 design. This design option is shown following:

The key elements underpinning this design response include:

- Improving the current level of service of the primary regional road network (through splitting traffic between the two bridges of Armadale Rd/Beeliar Drive and North Lake Road, which ensuring that traffic requiring regional mobility (access to the freeway) is not mixed with traffic requiring local accessibility to the activity centre;
- Creating a more flexible approach to accessing the primary regional road network (from each of the geographical quadrants entering into the interchange, with emphasis on the southeast and southwest quadrants);
- Creates a safe and consistent design response (through moving the current proposed deviation from North Lake Road / Verde Drive) to become a proper deviation of Armadale Road that is carrying the majority of regional traffic flow;
- Removes the risks to businesses located within the Cockburn South Central precinct, who would be faced with losing the majority of access points in to and out of their premises if the current design response was followed. **Figure 15** illustrates how all the business in Cockburn South Central rely of high degrees of accessibility from the current North Lake Road / Verde Drive;
- Enables a more natural deviation of Armadale Road, which will create the desired shifting of traffic from the current Armadale Road / Beeliar Drive routes to move away and enable to reinterpretation of the current Beeliar Drive to become a proper boulevard road / entrance gateway which the activity centre deserves;
- Addresses the concerns expressed by Main Roads Western Australia in respect of addressing needs of the primary regional roads network;
- Demonstrate a business case which sees a part of the project able to be funded through the value adding and development of State Government owned land, which is coloured 'purple' within the concept map (Right).

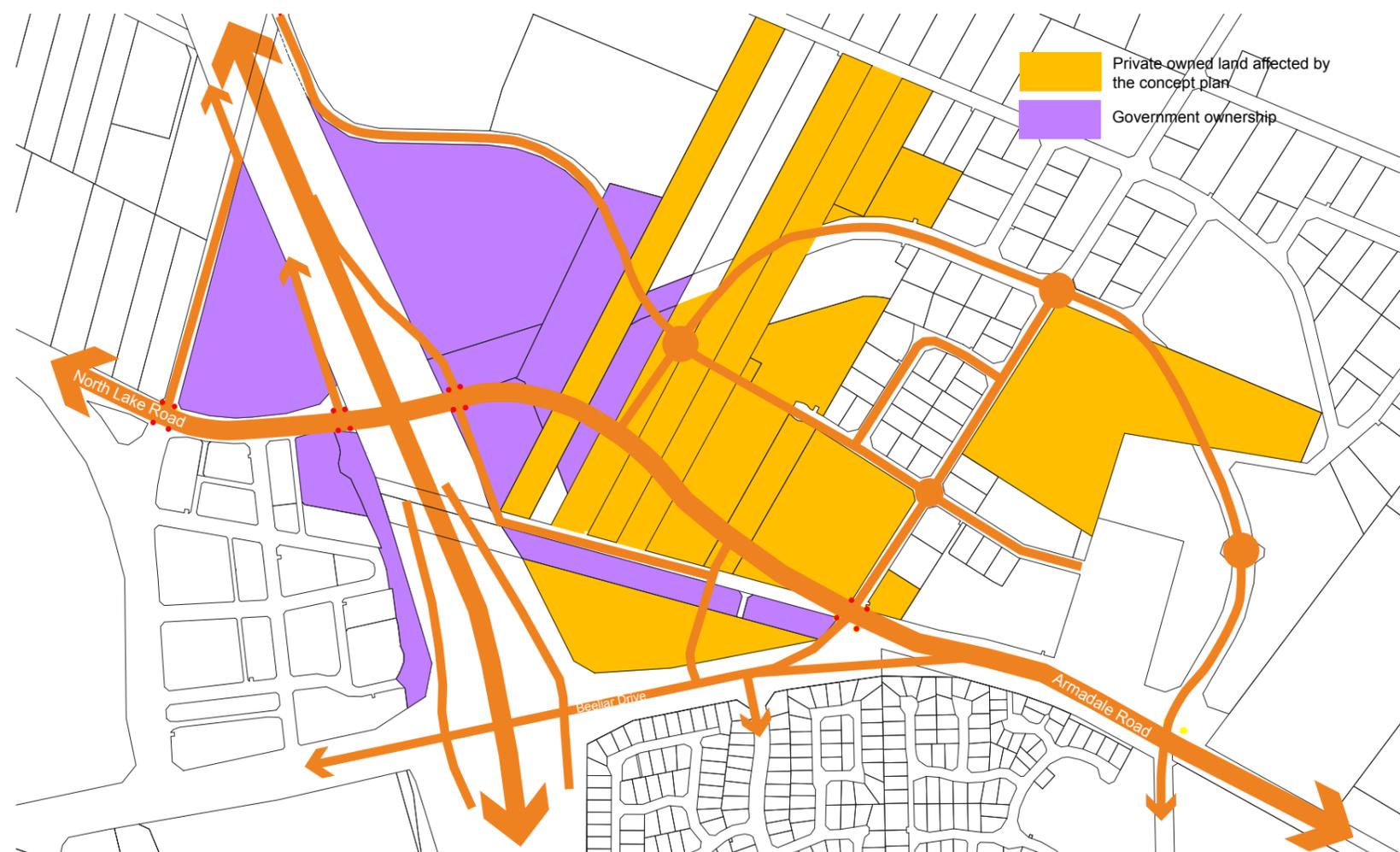


Figure 14: City of Cockburn Concept - Armadale Road and bridge upgrade project.

This is an important element of the Activity Centre Strategy and is a key recommendation within the action plan (**Action 1**).

For it to proceed there needs to be a whole of government commitment to its delivery, as well as adequate protection given to preserve the ability for the link to be provided. The City will need to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development while the detailed design process takes place.

Landowners are still protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land. This results normally in land being purchased by the State Government to enable a road to ultimately be provided.



Figure 15: Business in Cockburn South Central rely of high degrees of accessibility from the current North Lake Road / Verde Drive

TRANSPORT PROJECTS UNDER INVESTIGATION AND REQUIRING SUPPORT

The Thornlie Train Line Extension

Three projects are currently under investigation by the Department of Transport and Public Transport Authority:

The proposed Thornlie Train Line extension via Canningvale to Cockburn Central (Perth and Peel @3.5m, 2015), with 2025 being an indicative delivery, has the potential to greatly increase Cockburn Central's connectivity to Cannington, Victoria Park and Burswood Activity Centres.

The train line extension presents a further opportunity to reduce car parking levels in the core area of Cockburn Central by including a train station at Jandakot Airport where the Public Transport Authority has significant landholdings. This site could include a park and ride area, further assisting in the reduction of congestion within Cockburn Central where at present commuter car parks are at capacity (**Action 4**). **Figure 16** illustrates one concept identified by Main Roads Western Australia demonstrating the opportunity of integrating the northern train line extension with the North Lake Road overpass and Cockburn Central Train station.

The extension of heavy rail services from Perth to Ravenswood--West Pinjarra with a possible further extension to Bunbury.

The City is aware that insufficient space is available to accommodate this rail extension beyond Cockburn Central. **Figure 16** demonstrates a southern platform extension to facilitate this proposed south bound route.

Both proposed new rail routes have the potential to provide increased connections for pedestrians within the Core and Frame areas.

Bus Rapid Transit (BRT) or light rail along Armadale Road and Beeliar Drive.

While the core and frame areas have good bus service provision, as the activity centre evolves it will become vital for the regional network to be connected by way of a Bus Rapid Transit or light rail along Armadale Road and Beeliar Drive. This is consistent with the Department of Transport's draft Public Transport Plan for Perth and the State Government's Perth and Peel @3.5m strategic guiding document (2015). These identify this important east-west route a priority public transport route by 2031.

Correspondence from Main Roads Western Australia suggests a Bus Rapid Transit or light rail route along Beeliar Drive and Armadale Road is not likely to be feasible with the existing road capacity available, highlighting constraints exist to the east and west of the frame area. The City does not support this statement and seeks to work with Main Roads to further investigate road reservation capacity. The action plan recommends a working group be established (**Action 6**). This project is also dependent on the delivery of the Armadale Road and bridge upgrade, that will most certainly create excess space within the current Beeliar Drive alignment.

The City strongly advocates for these three large infrastructure projects, recognising the benefits associated with connectivity and permeability particularly for the Core area east of Kwinana Freeway as illustrated in **Figure 16**.

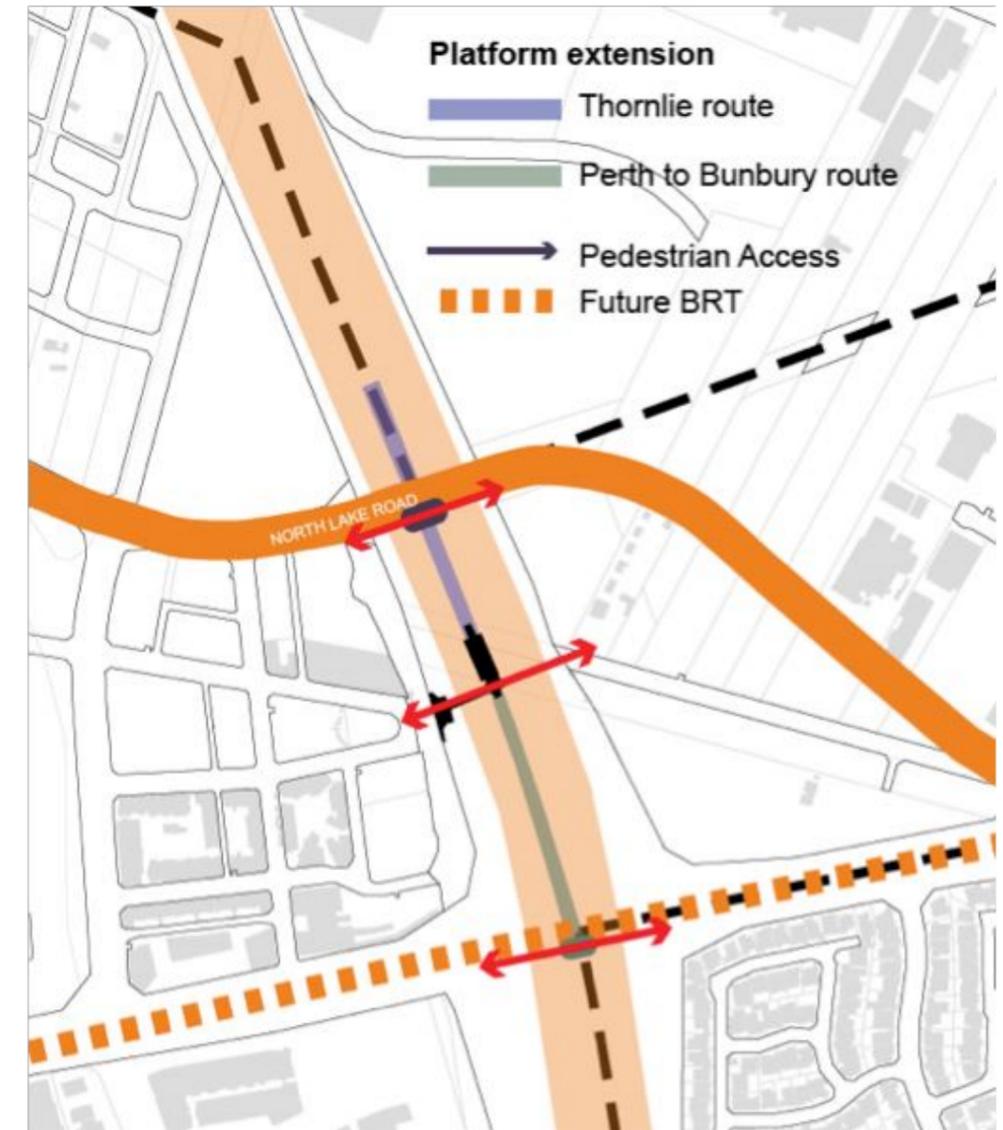


Figure 16: Concept Plan - Cockburn Central interchange options.

LOCAL PERSPECTIVE

GATEWAYS SHOPPING CENTRE

The largest traffic generator within the core area is Gateways Shopping Centre. The 2012 extension of the centre resulted in a number of changes to the local road network of which delivered improvements to the local bus network but also generated more car trips into the core area.

Notwithstanding the transport oriented aspirations for Cockburn Central such as promoting use of the train station and transport oriented developments, it has to be recognised that it is an objective for both Gateways and the City to continue to provide for high degrees of accessibility by car together with appropriate levels of car parking. The success of Gateways and the business it attracts into the core area is a key strength of the Activity Centre. What is required into the future is a strategy to ensure easy access into the shopping centre with minimal impact on the local road network. When Gateways undertakes its next expansion (expected late 2015/2016) it will be an appropriate time to consider such a strategy.

Figure 17 illustrates important links across the site in addition to highlighting two car park access points requiring further investigation with key stakeholders including Gateways Shopping Centre, Main Roads Western Australia and the Department of Planning.

The existing and emerging major recreational, health and retail assets are all located within a walkable catchment, however there are opportunities to better define the walking network in the core area so that it is legible, comfortable, provides an enjoyable experience for pedestrians and connects to the regional movement and green network. **Section 5** - Public domain and streetscapes discusses this further.

It is recognised the activity centre plan recommends the preparation of the following documents to inform this stage in the planning process:

- Pedestrian and Cyclist Access Strategy;
- Vehicle and Parking Management Strategy;
- Public Transport Movement and Access Strategy.

However in the context of the yet to be delivered Armadale Road and bridge upgrade, and the desire to modify Beeliar Drive, it is recommended a strategy focusing on pedestrians and cyclists be prepared alongside these projects. Such a strategy should be informed by the functional diagrams and concepts detailed within this Activity Centre Strategy.

A similar view is taken regarding a Public Transport Movement and Access Strategy. This Strategy should be developed with Main Roads Western Australia and the Public Transport Authority alongside the planning for the Armadale Road and bridge upgrade.



Figure 17: Connecting Gateways with the surrounding precinct and internal movement functions.

The areas that require coordination of car parking are the Town Centre and Cockburn Central West given the structure plan process will address Gateways Shopping Centre requirements. The Town Centre currently has a car parking strategy however given the identified need to review the transition of the two short term commuter car parking sites located within the Town Centre, this document requires a review. As a result it seems logical to undertake this review, including widening the scope of the strategy and include the Cockburn Central West precinct.

CAR PARKING

To reduce vehicle congestion, re-balance demand for car parking and activate the streets as places for pedestrians by:

- Delivery of the North Lake Road bridge, freeway interchange and Armadale Road deviation;
- Rethinking Beeliar Drive as an important iconic connecting corridor;
- Encouraging a shift to more sustainable and active modes of transport;
- To provide a clear and logical vehicle network in the core area;
- Encouraging traffic onto designated routes and minimising vehicle movement in locations where other modes of transport should be prioritised;
- To provide car parking that is easy to locate and access, with minimal disruption to pedestrians, cyclists and public transport, and;
- Providing safe and convenient pedestrian access to car parks.

MOVEMENT OBJECTIVES



Figure 18 and 19: (Left) Pedestrian view from Linkage Avenue towards Gateways. (Right) Pedestrian view from Gateways car park across to linkage Avenue and the town centre. Both views demonstrate the urban environment design for cars, not pedestrians.



Figure 20: 6 lanes of regional traffic currently sever the town centre from the retail precinct of Gateways.

PUBLIC DOMAIN AND STREETSCAPES



Figure 21: View of Gateways Shopping Centre entrance from the southern side of the Town Centre.

A critical factor in Cockburn Central evolving into a vibrant interesting place to live and work is for the streets and public spaces to be places that people want to be within. This will be achieved by encouraging future development at street level that will promote interaction and engagement with the public, encouraging buildings to be visually interesting and enhancing the attractiveness of streets and public spaces.

Given the large amount of land already structure planned and controlled through precinct specific design guidelines (the Town Centre and Cockburn Central West), the focus needs to be on how the Gateways Precinct, Beeliar Drive, North Lake Road and the core area east of the Kwinana Freeway can achieve this objective into the future. The objectives and design considerations for these precincts are identified in **Section 6**.

The provision of public open space and public spaces will be greatly diversified through the delivery of Cockburn Central West. The precinct promises to deliver high quality urban public spaces including a large recreation/parkland area, grass playing fields and the regeneration of a wetland area with boardwalk.

The town centre precinct is the location of the town square of which provides an accessible area for meeting people close to the train station and is for community gatherings. In addition, commercial premises fronting the town square, and sleeving Gateways Shopping Centre provide opportunities for outdoor seating and outdoor dining. These areas provide opportunities for expansion into the future along the extended north-south axis between these sites (see **Figure 21**).

Lacking in the core area are attractive streets that connect these key areas and provide visual interest. The upgrade of streetscapes is not only important for residents within the centre but also for providing an impression for passing trade.

The Greening Concept Plan (**Figure 22**) provides a strong network to frame key streets and entry points. Importantly it connects the four central precincts for pedestrians by way of enhancing the pedestrian loop, and connects the core area to the wetlands and recreation facilities. This plan is designed to inform the development of detailed concept plans that will ensure (where required) consistent and cohesive design elements that present as a whole (**Action 3**).

Such items to be addressed may include cohesive paving, planting and street furniture along key streets, creating a green network and importantly provides key pedestrian routes with protection against extensive Western Australian summer months.

Given the expansive nature of existing roads, a key urban design opportunity relates to the creation of the internal pedestrian loop that is distinctly different in scale to the dissecting roads and thereby making the pedestrians paths more interesting and inviting.

Objectives

To create attractive streets characteristic of an important urban centre by:

- Providing attractive entrances to create a strong sense of arrival;
- Create a high level of amenity for pedestrians;
- Promote a defined internal pedestrian network;
- Provide a defined edge to the core area;
- To connect to the wider green network;
- To connect key urban spaces;
- Promote the activity centre to passing trade.



Figure 22: Greening Concept Plan

OPEN SPACES AND RECREATION

As land uses intensify and the population within the core and frame area increase, Cockburn's open space areas will play a greater role in providing a diverse range of recreational activities for residents, workers and visitors. There are opportunities to enhance the open space network with improved function, amenity and connections. This will become increasingly important with the delivery of the Cockburn Regional Aquatic and Recreation Facility in 2017.

The wetlands located on the western edge of the frame area are the most important inland natural asset in the sub-regional catchment, providing a range of recreational facilities of which mostly occur on the western side of the Lake. An opportunity exists to leverage off this asset and provide better connection with the core area. This will be an important step in contributing to the activity centre's local identity and point of difference.

Aligning with this objective is the power line easement cutting through residential land in a North - South direction and along the western edge of the core area. The easement stretches for approximately 7km from Russell Road in the south and up to the southern boundary of the suburb of Bibra Lake. **Figure 24** illustrates how this 7km stretch of land has the potential to connect several residential neighbourhoods and recreation facilities with the frame area. Importantly the benefits of this project correlate with the objectives of the Lakes Revitalisation Strategy which seek to provide better connections between the Lakes suburbs (north of Cockburn Central) and the core area.

The enhancement of this easement should include planting, where opportunities exist, in an attempt to provide a green backdrop for the activity centre and in effect reduce the negative visual impact of the transmission lines. This project will require consultation with Western Power however the successful regeneration of areas in South Lake also under transition lines should serve as an example of what can be achieved (**Figure 25**). Should natural screening be unable to hide the transmission lines, built form will need to be of an appropriate scale to try to salvage an acceptable back drop when looking towards the western edge of the activity centre.

Further to this point, the City's Environmental Services Team are finalising the Tramways Reserve Trail, a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beeliar Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network ran for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.

These three initiatives collectively present clear integration opportunities and significant reasons to attract weekend patronage to the activity centre while accessing these projects, particularly for cyclists from Cockburn Central Train Station.

Objectives

To enhance and better connect the activity centre with parks, wetlands and recreational facilities by:

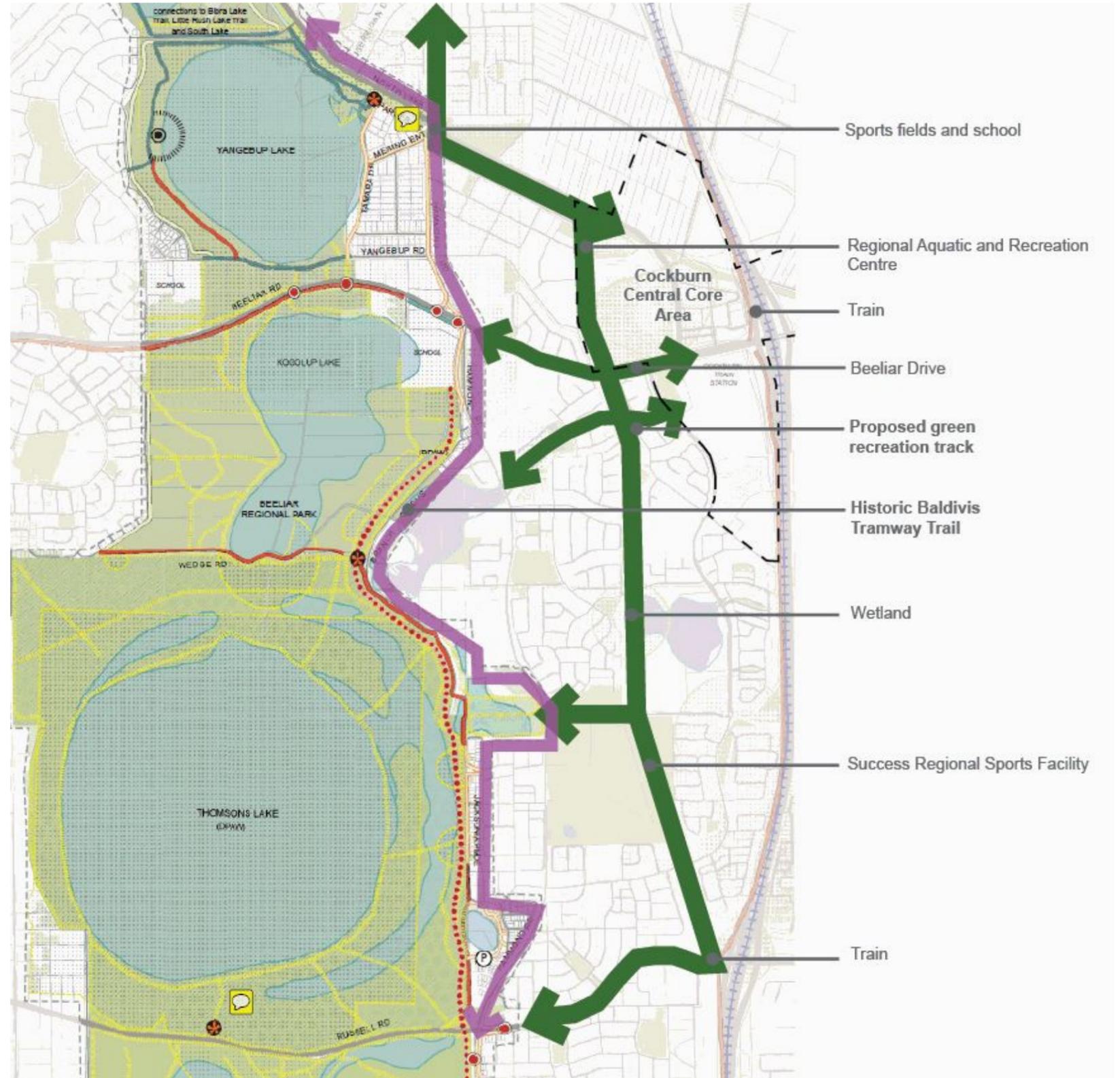
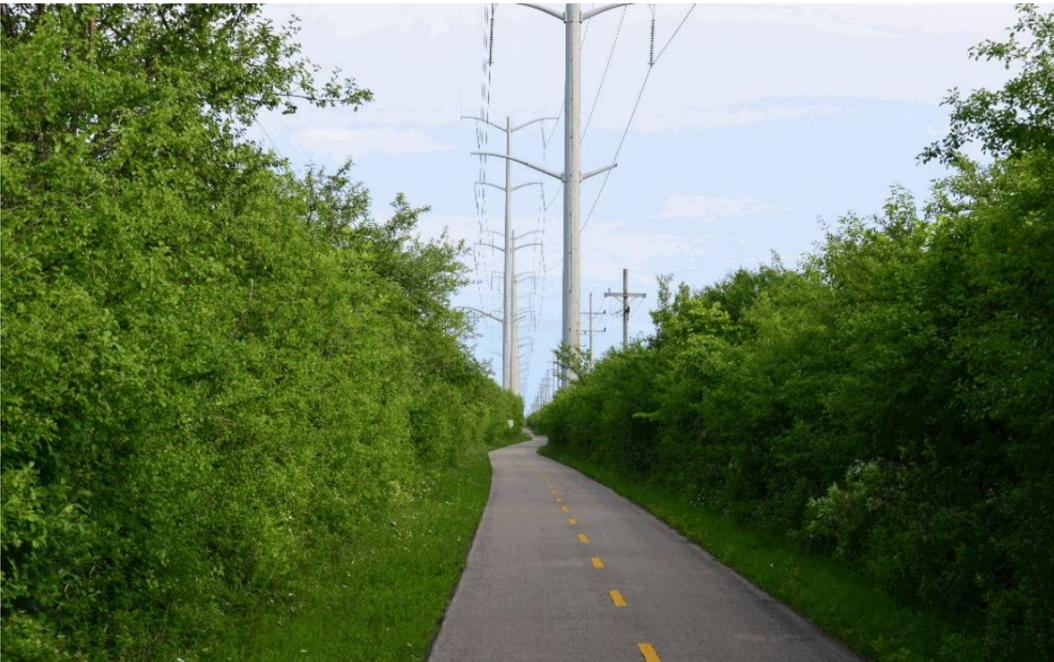
- Strengthening physical connections between existing urban areas by connecting as many residential areas with the surrounding recreational assets;
- Promoting alternative travel modes beyond the car;
- Creating a stronger connection between the activity centre and the wetlands;
- Enhancing and promoting the environmental qualities of the locality.



Figure 23: View looking south from Beelias Drive - Power line easement located immediately adjacent to the Core area boundary.

Figure 24 (Right): Proposed recreation track (shown in green), linking with the emerging regionally significant Tramways Trail Concept Plan and Cockburn Central.

Figure 25 (below): An example of turning a constraint into an asset.



6. PRECINCT OBJECTIVES

Cockburn Central activity centre has ten distinct precincts based on existing and future land use directions. These precincts are all at different stages of their development lifecycle. Some are completely developed, some emerging, others with adopted structure plans and one requiring a full review of land use possibilities. They include:

Core area:

1. The Town Centre
2. Cockburn Central West
3. The Gateways Retail Precinct
4. Civic and health
5. Muriel Court (South)
6. Cockburn Central Industrial Area (Core area East) – opportunity for review

Frame area

7. Success (North)
8. Muriel Court (North)
9. Cockburn Central Industrial Area (Frame area West).
10. Residential incremental medium to long term change.

This section of the Strategy sets out land use objectives and other outcomes sought for each precinct. It is not the intention of this section to override an adopted structure plan, rather:

- Confirm the role of each individual precinct and identify in one document how each contributes to the success of the activity centre;
- For precincts that do not have a structure plan, this section, in addition to the preceding chapters provides strategic context to guide future planning decisions;
- For precincts with an adopted structure plan, this section provides guidance for any proposed amendments into the future.



PRECINCT 1

TOWN CENTRE



Figure 27 and 28: North facing aspect along Signal Terrace (Above) and south facing view towards Gateways (Below).



Given the presence of the train station, the Town Centre is an important Gateway into the activity centre. It will be a vibrant place for business, living, dining and entertainment. The upper levels of the precinct, beyond ground level, will continue to provide further concentrations of housing which will contribute to more activity within the centre at all times of the day and night. The precinct provides opportunities for direct links to Cockburn Central West and Gateways Shopping Centre.

Importantly the Town Centre will continue to contain a quality street environment and will ensure the town square commercial and food and beverage offer delivers a point of difference to the Gateways Shopping Centre food and beverage offer. This objective can be supported through further enhancement of streets with quality streets trees (as developments are completed) and ensuring local businesses are supported to operate on footpaths, therefore taking advantage of the town square and passing trade location.

As Cockburn Central West and Muriel Court emerges, the Town Centre will experience significant increased pedestrian levels and the Town Centre is well placed to take advantage of this opportunity.

Objectives

- Continue to provide for mixed use developments - guided by the Cockburn Town Centre Guidelines;
- Continue to provide outdoor dining opportunities that provide a point of difference to the Gateways Shopping Centre precinct;
- Contribute to the wider core area objectives for land use mix and diversity;
- Provide a quality street environment, ensuring the highest level of pedestrian priority throughout the precinct;
- Continue to provide linkages with surrounding precincts;
- Support the continuation of hospitality and entertainment activities.

Key opportunity sites

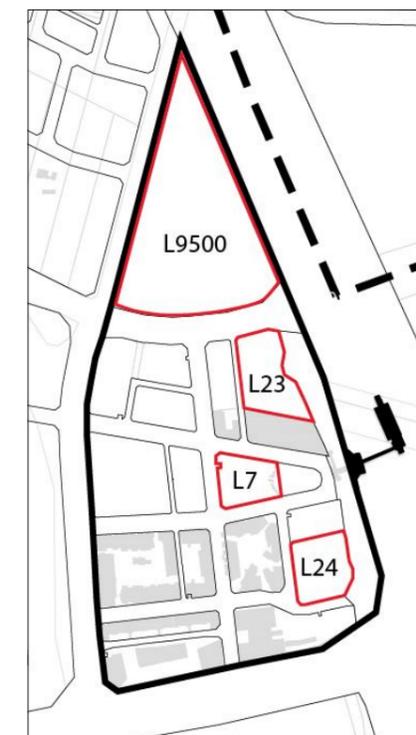
Mixed-use developments within the precinct continue to emerge however four sites are remain of particular interest and have the ability to have a significant impact on the success and function of the town centre. Lot 7 Linkage Avenue is the most central site within the precinct and fronts the Town Centre central public space. This site has the potential to contribute to the Town Centres desired functions and character given its prominent, central position in the precinct. It will be essential for any proposed development on this site to consider the street interface and in particular the interface with the Town Square.

The two PTA commuter car parks located on Lots 23 and 24 require transitioning to the eastern side of the freeway. These sites are leased temporarily to the PTA. While both leases expire in 2031, any structure plan in Cockburn Central East should seek to consolidate commuter car parking as soon as possible.

Future land use options for Lots 23 and 24 should consider the feasibility of a mixed-use development incorporating a private car park to support town centre functions. This needs to be done at the earliest possible juncture, so that the Town Centre can be completed to its planned potential.

The fourth site is the triangular shaped lot to the north of the precinct - Lot 9500 Kentucky Court. While it is understood a portion of this lot will be required for the North Lake Road Bridge and Armadale Road deviation project, the site is a key town centre site and any impacts from such things as drainage should be kept to a minimum in order to facilitate development on the remaining portion of this lot.

This location presents an opportunity for a major commercial use, noting its proximity to the freeway and future North Lake Road extension. The branding opportunities that come with such a strategic site are significant, and it is expected that development on this site take full advantage. This may be the opportunity to secure an office type building, which is capable of promoting its brand to a captive audience of tens of thousands of people daily.



- **Lot 9500** - Minimise impact, including drainage, as a result of the North Lake Bridge and Armadale Road deviation project. Any opportunity remaining on this site should consider built form that contributes to this prominent corner site.
- **Lot 23 and 24** - Investigate land use options and transition arrangements for the PTA carparks.
- **Lot 7** - Key central site. Visually important site for future built form to contribute to the town centre objectives identified within the Town Centre Design Guidelines.

PRECINCT 2

COCKBURN CENTRAL WEST

The Cockburn Central West Structure plan identifies the precincts vision for the future:

“An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful town centre.”

The precinct will have a central open space focus with regional aquatic and recreation facilities of which will attract visitors from a regional catchment. The site will be a high profile site and therefore the open and public spaces will give the perception of high amenity to visitors.

The open space areas will be defined by diverse and high quality built form accommodating retail, commercial and office uses on its edges.

The precinct is extremely important in its contribution to the land use diversity targets for the core area in that it will provide a significant amount of commercial and office space. Any amendment to the adopted structure plan will need to demonstrate if it will have a detrimental impact in this regard.

Future built form, particularly along the southern boundary, will importantly contribute to the streetscape initiatives of Beeliam Drive.

Objectives

- To encourage complementary uses including high density residential development, offices, education and government offices;
- To strengthen the role of Cockburn Central as a key attractor and to show case what the activity centre has to offer;
- Strong cycle and pedestrian links connecting the regional facility with the surrounding footpath and bike network, adjacent precincts and the surrounding green network;
- Provide quality office space and environment to encourage strategic and knowledge intensive businesses.

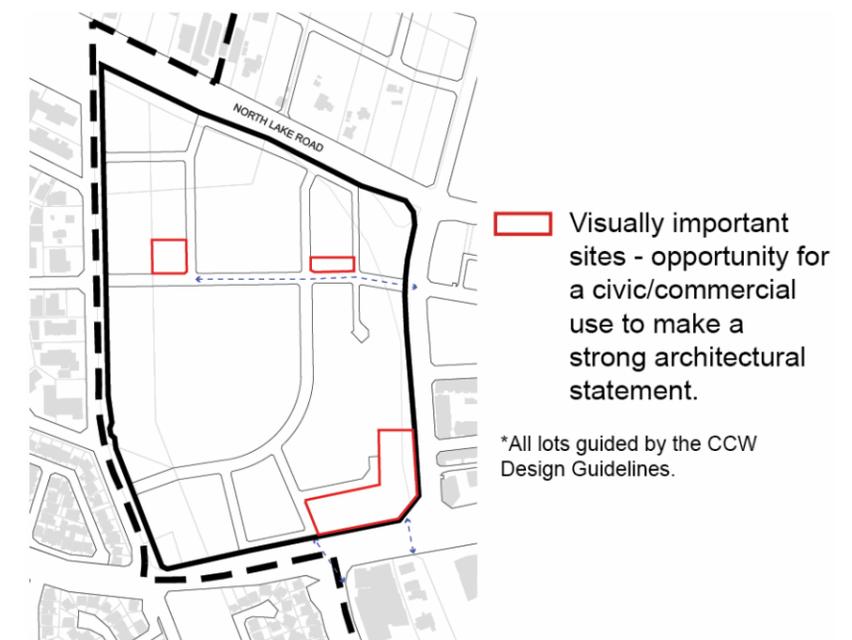
Opportunity sites

While development within the precinct is yet to emerge, there are two significant opportunity sites given their location and visual prominence. One is the corner site located to the north of the aquatic centre and west of the rugby pitches (Right). This land has a direct line of site when entering the precinct from the Town Centre and Midgegooroo Avenue and is an important location for a future building to make a high quality architectural statement.

The same opportunity exists within the south-east corner of the precinct, on the

corner of Beeliam Drive and Midgegooroo Avenue. The latter site is a particularly high profile site given it is the most central site within the Core area. This site is an excellent opportunity for a civic/community type use that is complementary to a residential use. The advantages of this site include:

- The site is located between two existing Council owned, civic focused facilities – the aquatic centre and the library;
- A high profile site that will ensure a presence in the sub regions most important activity centre;
- It will assist in reinforcing the precinct as a cultural, recreation and government services precinct;
- Such a development would secure the site for quality architectural built form outcomes and this is important, as this site will have a significant impact on Beeliam Drive;
- The access to this site is likely to be a constraint for commercial uses given no access will be permitted from Beeliam Drive and Midgegooroo Avenue. Uses like offices will not be so reliant on attracting passing trade;
- It is unlikely this site is suitable for 100% residential uses given the interface with Beeliam Drive and the challenges it presents in regards to noise and amenity for residents;
- The change in levels on this site could facilitate undercroft car parking.



PRECINCT 3

GATEWAYS SHOPPING PRECINCT

The Gateways Shopping Centre precinct is highly successful and will continue to provide a retail focus for the Core area. The precinct will be highly accessible for a range of transport modes and will have strong connections with surrounding streets and land uses.

Gateways Shopping Centre will be easily seen and recognised by passing trade in all directions and will demonstrate quality built form outcomes that are appropriate for an urban Strategic Metropolitan Centre, thereby impacting positively on business and shopper perceptions.

When expansions of the centre occur, access arrangements and car parking will require review including the consideration of the principles demonstrated within the functional plan (**below**).

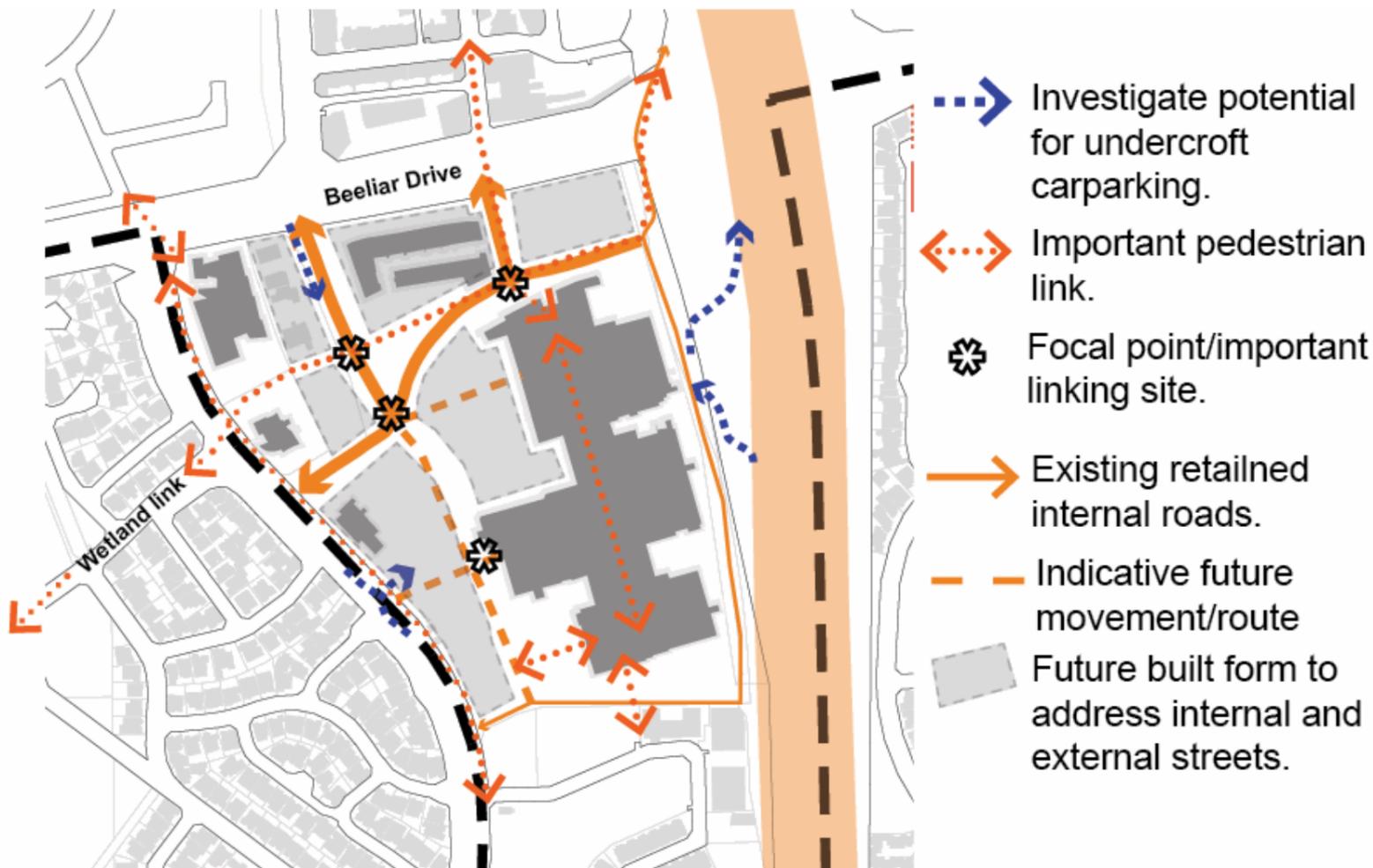
Objectives

- To protect and enhance visual links with surrounding key streets, precincts and residential areas and improve the relationship with surrounding built form;
- Provide a strong street address to Beeliam Drive;
- To minimise the impact of vehicle movement in the Core area;
- Consolidate car parking by finding alternatives to at grade car parking particularly when it is seen from surrounding streets and public places;
- Connect the high quality eat street that sleeves the shopping centre, with the surrounding street network, specifically the north-south axis that connects the Town Centre;
- Provide strong pedestrian links with adjacent residential areas.

Opportunity sites

Generally all at grade car parking areas surrounding Gateways present as opportunity sites given their location within the Core area and access to services and the surrounding road network however the most prominent site relates to the car parking area between Beeliam Drive and the shopping centre. This site has a direct line of site for passing trade on the Kwinana Freeway and Beeliam Drive and therefore presents an opportunity to provide an appropriate frontage. It also will contribute greatly to the desire to improve the amenity of Beeliam Drive through the provision of a strong frontage that can contribute to enclosing this wide stretch of road.

Figure (Left) illustrates the key functions and outcome sought for Gateways and the Health and Civic Precinct.



PRECINCT 4

CIVIC AND HEALTH PRECINCT

Taking on the role as the precinct focused on community and health related activities, this precinct is the location of the Cockburn Youth Centre and the Integrated Health Facility. This precinct over time will be strengthened through improvements to the public realm, including the provision of a public space and improved pedestrian connections. The public space should seek to connect with surrounding spaces.

Over time it will be appropriate to find alternative locations for the petrol station, one consideration is opportunities provided by the future configuration of North Lake Road given the increased levels of passing trade this road can offer. This however recognises that such a use can remain, but should be encouraged to consider relocation if the opportunity arises.

The vehicle focused food and beverage businesses in this location will need to respond to the precinct objectives by way of contributing to a more public focused space rather than a business that meets the needs of drive-through traffic.

Objectives

- To strengthen the precinct by reinforcing it as a community hub. In addition to community type uses, this will be achieved through promoting the precinct as one of the Gateways and meeting spots to connect onto the regional recreation route. This can include end of trip facilities for cyclists;
- To encourage development along Beeliar Drive that is responsive to its role as a gateway to the core area;
- To support the ongoing use of land within the precinct for community related uses;
- For built form to address and frame the surrounding public realm.

PRECINCT 5 & 8

MURIEL COURT (NORTH AND SOUTH)

Muriel Court (north and south) are guided by the Muriel Court Structure Plan and the Muriel Court Design Guidelines. Both precincts have an important contribution to play in meeting the Activity Centre's residential density thresholds for the activity centre. Therefore any amendment to the Muriel Structure plan will need to demonstrate the precinct's contribution to this objective.

This precinct will be easily accessed for pedestrian and cyclists across North Lake Road, into Cockburn Central West and the Town Centre.

Built form and landscape will play an important role in framing North Lake Road and should respond to the built form on the opposite side of the road in Cockburn Central West.

The Muriel Court Structure plan and the North Lake Road Vehicle Access Policy Plan guide built form and access requirements for lots with a frontage to North Lake Road. Given the proposal to change the typology of North Lake Road it is likely the structure plan and the vehicle access plan will need to be reviewed.

Objectives

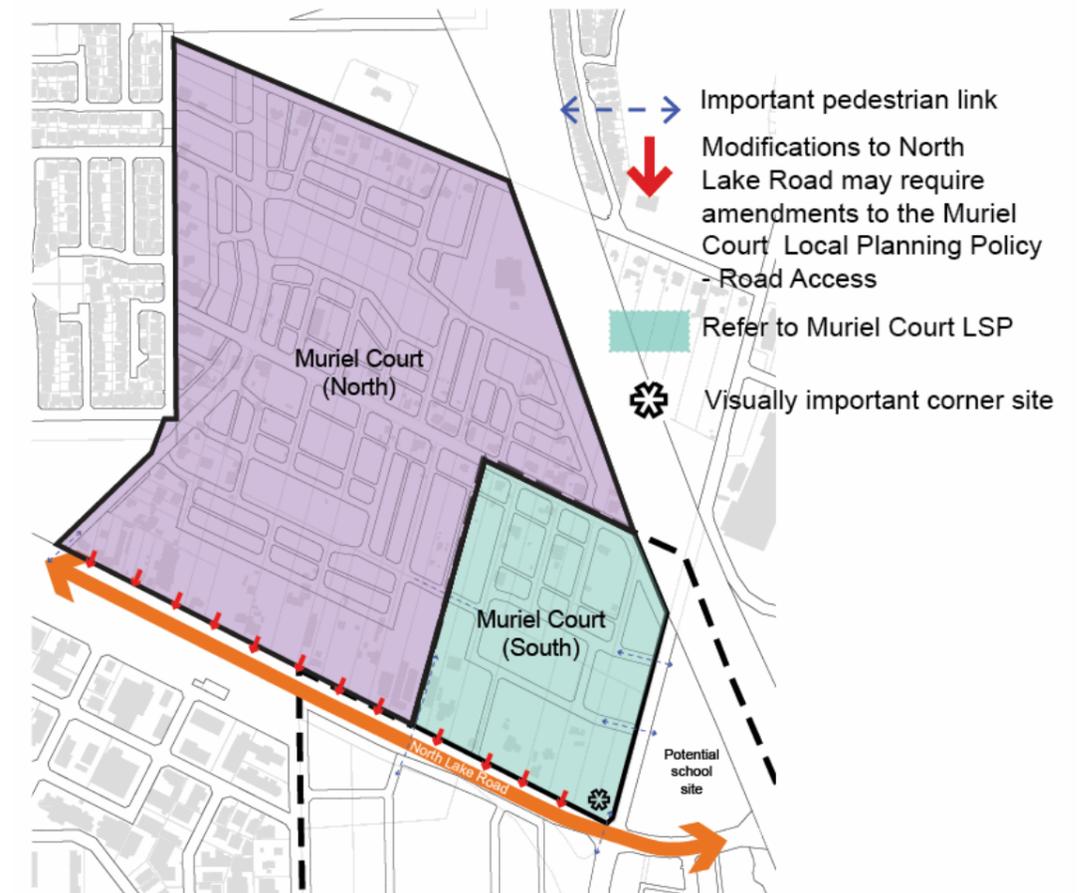
Development in these precincts will continue to be guided by the principles and objectives outlined in the Muriel Court Structure plan and will:

- Provide high density, diverse housing types;
- Ensure built form fronting North Lake Road provides a strong built form edge;
- Will ensure good permeability for pedestrians and cyclists to and from Cockburn Central West and the Town Centre;
- Diversify the public open space in the Core Area by providing alternative typologies to those already provided;
- Likely be suitable to accommodate business/showroom space for businesses requiring a highway frontage.

Objectives

Development in these precincts will continue to be guided by the principles and objectives outlined in the Muriel Court Structure plan, and will;

- Provide high density, diverse housing types;
- Ensure built form fronting North Lake Road provides a strong built form edge;
- Will ensure good permeability for pedestrians and cyclists to and from Cockburn Central West and the Town Centre;
- Diversify the Public Open Space in the core area by providing alternative typologies to those already provided, and;
- Likely to be suitable for uses requiring a road frontage with considerable number of passing trade.



PRECINCT 6

COCKBURN CENTRAL EAST - OPPORTUNITY FOR REVIEW

The core area east of the Kwinana Freeway and the surrounding frame area will be accessible via multiple entry points for vehicles, pedestrian and cyclists. Roads into and out of this area will be connected with the surrounding road network and will open up new opportunities for a range of land uses to be determined through the development of a structure plan.

With regard to land use options, it is likely that residential development will not occur in the short term. Despite underutilised land within this area being located within the 400-800m catchment of the Cockburn Central train station, the land is bound by industrial and light and service industry land uses, Beeliar Drive and the Kwinana Freeway. A desk top analysis of buffers required for existing operations in this area supports this view. What is required is a plan that ensures land uses can transition towards residential uses over the long term. This will require planning for block sizes and dimensions that can support this transition.

Additionally, further investigation is required for business/office space that is complimentary to nearby businesses and can benefit from excellent levels of transport via the train station. This will assist with meeting the commercial floor space thresholds discussed previously.

This precinct requires intergovernmental and stakeholder collaboration to deliver the Armadale Road and bridge upgrade. This explains the need for the City to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development while the detailed design process takes place.

The City will also need to continue working with Main Roads Western Australia to finalise a preferred option, to be delivered by the State Government. The City will meet with all landholders and stakeholders affected by this proposal.



Figure above: Preliminary concept plan illustrating in white and identified as “subject to future planning”, the land parcels requiring investigation for future land use needs within a subsequent structure Plan.

The key priority is to solve the movement network, through either adopting the current option or pursuing the City’s alternative design as illustrated above. While not within the scope of this precinct, adjoining lands to the east of the precinct are importantly providing a supporting role for the precinct through its provision of bulky goods type uses. Given the location of these uses are ideally located on the edge of the activity centre, this location should continue to support these uses of which are not suitable for the core area given their large building footprints and vehicle servicing requirements.

Objectives

- The movement network will deliver a viable solution that separates traffic with a regional mobility objective from local traffic accessing the core area of the activity centre;
- Modifications to the local road layout will consider how to transition the long narrow lots towards lot configurations that can facilitate a range of land use options over the short, medium and long term;
- To protect where feasible the quality vegetation within the centre of the precinct;
- To support the continued location of appropriate light manufacturing and light industry while encouraging a range of complimentary business and office type services;
- To encourage the continued location of the bulky goods uses emerging along Verde Drive, and;
- To plan for long term planning needs inclusive of transitioning uses to provide for residential development.

PRECINCT 7

SUCCESS (NORTH)

This northern portion of Success provides diverse, high-density dwellings that are contributing to the activity centre's residential development thresholds. The precinct is approximately 50% complete with further development likely to respond in a consistent manner.

New development on the northern edge of the precinct will need to address the Gateways precinct, and not "turn its back" on this area. Pedestrian routes should be promoted through this area as well.

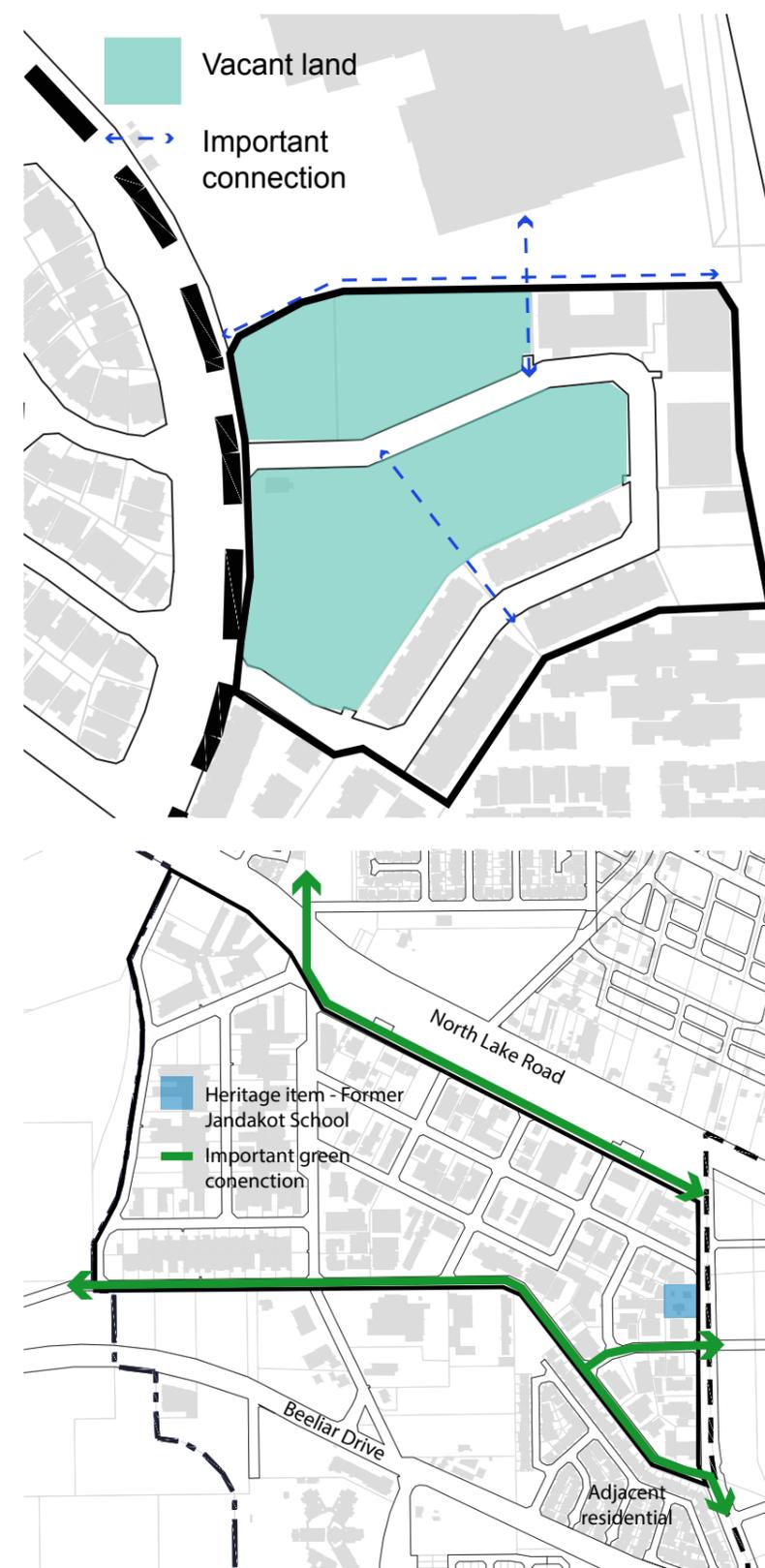
Objectives:

- Continue to provide high density, diverse housing types;
- Ensure built form fronting Gateways provides a strong built form edge;
- Ensure good permeability for pedestrians and cyclists to and from Gateways.

PRECINCT 9 COCKBURN CENTRAL INDUSTRIAL AREA (Frame area WEST)

This precinct will continue to be a location for industrial uses in the short to medium term. In the long term it may be appropriate to review land uses given this precinct's immediate proximity to the core area and the Beelihar Wetlands. This will depend on the needs of the activity centre as it evolves and matures. As a result the two yearly reviews (**Action 5**) should reveal this need.

Cooper Road provides a strong east west link through this precinct, connecting with Yangebup Road and the Beelihar Wetlands to the west. This road has a wide reservation given its used to be the old Yangebup Road (an important east -west road prior to Beelihar drive) and therefore presents an opportunity to provide a green link from the wetland and across to Cockburn Central West. Importantly this recommendation will ensure the residential precinct located immediately to the south (before Beelihar Drive) will be provided with a buffer between dwellings and the industrial uses.



PRECINCT 10 RESIDENTIAL INCREMENTAL MEDIUM TO LONG TERM CHANGE

The first purpose built school in the Jandakot district, the (former) Jandakot School is located in this precinct (relocated to a site on Poletti Road. Any proposals relating to this site will need to address the City's existing heritage policy framework.

Given the already structure planned areas and the age of development there is no immediate need to review residential densities within the frame area. Rather, a staging program should be developed to identify when neighbourhoods require review and this should be in line with the age of dwellings and the need to revitalise certain areas progressively over time. The City has undertaken revitalisation strategies previously for the suburbs of Spearwood, Hamilton Hill and Coolbellup and this successful approach should roll out in the frame area over time.

Objectives

- Into the future, improve the diversity of dwelling types beyond single detached 3+ bedroom dwellings;
- To allow for intensification of housing where appropriate;
- To enhance connections to open space assets;
- To ensure development does not adversely impact on the use of adjacent public spaces or natural areas.

7. IMPLEMENTATION

Once adopted the City will commence addressing each of the recommended actions. The City will continue to keep the Cockburn Central webpage updated with relevant updates. In particular further community consultation is required with landowners in the Solomon Road area when the Cockburn Central East structure plan is initiated.

ACTION PLAN

Appendix 1 contains a table of actions for the City to progressively undertake. For each action, the table indicates the lead organisation and City department responsible, the source of funding, and the current status or priority level. The table includes a total of 9 actions. Each action can be broadly categorised under one of the following types:

- Undertake future strategic work;
- Investing in capital works including public realm and streetscape;
- Taking the lead on catalyst projects;
- Consulting and partnering with lead agencies;
- Advocating to other levels of government.

APPENDIX 1 - ACTION PLAN

#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
1	Facilitate the delivery of the Armadale Road and bridge upgrade by: <ul style="list-style-type: none"> Securing a Planning Control Area to enable design work to then precipitate changes to the Metropolitan Region Scheme (Complete 2016); Acquire land using Metropolitan Region Improvement Tax funding; Delivery of the infrastructure by Main Roads Western Australia. 	Consult and partner with lead agency	WAPC and MRWA	Engineering	-	High
2	Undertake one on one consultation with landowners affected by the Armadale Road and bridge upgrade. This important part of the process will seek to identify future land use aspirations and existing land constraints (First round of consultation complete. Further consultation required with regard to finalising the local road layout and preferred land use options within the immediate vicinity).	Community consultation	CoC	Strategic Planning	Municipal Budget	High
3	Prepare a structure plan for Cockburn Central East addressing local road layout requirements and land use requirements as a result of the new deviation route. The structure plan will be informed by, as a minimum, the submissions received during the advertising of the Cockburn Central Activity Centre Strategy and further involvement within stakeholders including land-owners.	Structure plan	CoC	Strategic Planning	In house	High
4	Review the Cockburn Central Town Centre Car Parking Strategy to inform the transition of the two commuter car parking sites located within the Town Centre to the east of the Kwinana Freeway. The review should widen the scope of the strategy and consider the Cockburn Central West precinct. Parking requirements for Gateways will be addressed within the next structure plan.	Strategic planning work	CoC	Strategic Planning	Municipal Budget	High
5	Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Strategy. Relating to: <ul style="list-style-type: none"> Land use mix diversity targets; Residential density targets; Built form and streetscape intensity; Attracting strategic employment; Floor space demand requirements; The need for and delivery of major infrastructure and land use requirements to meet these objectives. 	Monitoring	CoC	Strategic Planning	In house	Ongoing
6	Continue lobbying with state agencies for: <ul style="list-style-type: none"> Thornlie Train Line extension via Canningvale to Cockburn Central; A train station at Jandakot airport with commuter car parking; The extension of heavy rail from Bunbury with a station at Cockburn Central. A bus rapid transit/light rail transit along Beeliar Drive and Armadale Road. 	Lobbying and advocacy	CoC	Strategic Planning and Engineering	In house	Ongoing
7	Work with Gateways Shopping Centre to investigate suitable movement and car parking strategies including the feasibility of the 2 car park access points (page 35).		Gateways Shopping Centre, Main Roads and DoP			High

#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
8	Implement the objectives of the Beeliar Drive Corridor Enhancement Project, by: <ul style="list-style-type: none"> Undertake detailed design investigations; Report to Council on the associated costs, and an action plan for implementation. 	Design	CoC	Engineering and Parks and Environment	Municipal Budget	High
9	Investigate strategies to attract strategic employment to Cockburn Central	Economic Development	CoC	-	In house	High
10	Implement the objectives of the Greening Concept Plan and the Regional Recreation Track by: <ul style="list-style-type: none"> Undertake detailed design investigations; Report to Council on the associated costs, and an action plan for implementation. 	Design	CoC	Parks and Environment	Municipal Budget	High
11	Prepare a signage strategy for Cockburn Central East in conjunction with the review of the Solomon Road SP.	Design and plan	CoC	Strategic Planning/ Communications	TBA	Medium
12	The City of Cockburn to undertake further consultation with the Department of Education regarding further analysis work to identify medium to long term requirements for early childhood and primary school needs in the core area.	Consult	CoC	Strategic Planning	Nil	Medium
13	Prepare a Pedestrian and Access Strategy in conjunction with the detailed design process for the Armadale Road and bridge upgrade. (Note that since the adoption of this recommendation, the Public Transport Authority (PTA) have commenced a Station Access Strategy of which will address all transport modes accessing the train station and the surrounding locality).	Assist PTA	PTA	Strategic Planning	PTA	High
14	The City of Cockburn to investigate a suburb boundary change to include all areas of the core area into the suburb of Cockburn Central.	Research	CoC	Strategic Planning	In house	Medium
15	The City of Cockburn to provide a copy of all submissions relating to road design issues (including desired access arrangements and needs for individual lots) to MRWA so as to inform the detailed design process for the Armadale Road and bridge upgrade.					Complete
16	The City of Cockburn to advise MRWA of the need to provide opportunities for precinct signage to be provided at key locations.	Consult with MRWA	CoC	Strategic Planning	TBA	Medium

APPENDIX 2 - REFERENCE DOCUMENTS

- City of Cockburn 2014. Cockburn Central Activity Centre Plan
- PRACSYS 2011. City of Cockburn Local Commercial and Activity Centre Strategy (LCACS)
- Department of Planning WA, 2015. draft South Metropolitan Peel Sub-Regional Planning Framework
- Hames Sharley, 1997. Thompsons Lake Regional Centre Master Plan Report
- City of Cockburn, 2011. Local Government Heritage Inventory
- Department of Planning, 2010. State Planning Policy 4.2 - Activity Centres for Perth and Peel
- Directions 2031 and Beyond – Metropolitan Planning Beyond the Horizon (August, 2010)
- City of Cockburn Population and economic statistics - profile.id.com.au