

Town of Cottesloe  
Local Planning Scheme No. 3  
Local Planning Policy Design Guidelines

## **DESIGN GUIDELINES**

**for:**

- **Cottesloe Town Centre**
- **Eric Street Local Centre**
- **Railway Street Local Centre**

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# 1 INTRODUCTION: ROLE AND PURPOSE OF THE DESIGN GUIDELINES

## Statutory Basis and Purpose of the Design Guidelines

These Design Guidelines (Guidelines) are made in accordance with Clause 5.9 of Local Planning Scheme No. 3 (the Scheme).

Clause 5.9 provides the power for the local government (the Council) to adopt *Local Planning Policy Design Guidelines* for the purposes of:

- providing more detail to guide the planning and design of development proposals; and
- providing a basis on which the Council may exercise its discretion on the design aspects of development proposals.

In relation to the second purpose Clause 5.9.2 requires that, where they are relevant, the Council *shall have regard to the Design Guidelines and shall use them as the basis on which to determine any variation allowed under the Scheme.*

Key relevant Scheme provisions are included in these Guidelines for ease of reference. Users should read the Scheme to ensure that all relevant requirements are understood.

Clause 2.2 of the Scheme makes it clear that in the event of any inconsistency between the Guidelines and the provisions of the Scheme the Scheme prevails.

## Scope of the Design Guidelines

These Guidelines apply to three specific areas of the municipality:

- the Town Centre (zoned “Town Centre”);
- the Eric Street Local Centre (zoned “Local Centre”); and
- the Railway Street Local Centre (zoned “Local Centre”).

The Guidelines apply to any and all aspects of building form and appearance that affect the streetscapes of and adjacent to the centres, including all aspects of development that can be seen or experienced from the public domain. Importantly these include elements such as:

- building height;
- building setbacks;
- plot ratio;
- roof forms;
- articulation of walls;
- balconies, awnings and other architectural features;
- external fixtures, materials and finishes;
- related structures and landscaping; and

- the location and form of pedestrian and vehicular access.

They are concerned with achieving attractive buildings having harmonious relationships with neighbouring buildings, spaces, the streetscape and locality.

The Guidelines do not specifically address some other issues of importance, such as the treatment of heritage-listed places or the amount of on-site parking required, which are expressly covered in detail by the Scheme.

### **Application of the Design Guidelines**

In applying the Design Guidelines in conjunction with the Scheme provisions, Council aims to encourage appropriate development with high quality buildings and public spaces, including in the Station Street and Brixton Street precincts where there are apparent opportunities, and to engage with property owners and businesses to facilitate positive changes.

## **2 DESIGN GUIDELINES FOR THE TOWN CENTRE**

### **Introduction**

The Town Centre of Cottesloe consists of three complementary precincts, two of which are separated by Stirling Highway from the Town Centre, to which these Guidelines refer, and lie within another local government area. The civic area containing the Municipal Library and the Cottesloe Central Shopping Centre opposite are both quite different in character from the Town Centre as well as separated by a major highway. Therefore in urban design terms it is feasible to consider them in isolation from one-another.

### **Sub-precincts**

For the purpose of these Guidelines the Town Centre is considered first in general terms as a whole, and then as a series of groups of properties (sub-precincts) related to the streets to which they have frontage; each with a subtly-different character and significance for the appearance and functioning of the Town Centre. They represent a series of graduated transitions, from the residential area to the north to the Centre's vital core of Napoleon Street, and then to the mixed residential-commercial triangle at the southern end. The sub-precincts are:

- Forrest Street North to Vera Street
- Forrest Street South
- Station Street North
- Station Street South
- Napoleon Street
- Jarrad Street North
- Jarrad Street/Brixton Street Triangle
- Stirling Highway.

### **The Town Centre as it is**

The Cottesloe Town Centre has sometimes been described as having a 'village' character. This does not do it full justice because it is more properly described as having an urbane, low-key, people-friendly, informal, unpretentious and public character. Its vibrancy stems from the presence and activity of people, and its open and accessible form along with its relative compactness, especially in the retail core centred on Napoleon Street.

The Centre comprises a series of east-west streets, connecting Railway Street and Stirling Highway, with a subtly-changing character from residential at its northern edge (Vera Street), through the retail core, to the commercial/residential triangle at the southern end. The different character of each street and sub-precinct needs to be respected in future

development and redevelopment. Important common aspects are the relatively low height of buildings and the relatively continuous, regular and narrow building frontages, all of which impart a rhythm to the street experience. In the retail core the variety, openness and liveliness of the building frontages, their direct access from the street sidewalks, and the adjacent alfresco areas, all strongly encourage pedestrian activity and social interaction.

### **A vision for the Town Centre**

The Council's vision for the Town Centre is one which builds upon and strengthens these qualities. The basic structure of the Centre is excellent. But there are several aspects that could be improved, taking advantage of the opportunities provided by its ongoing growth and development. The Council's vision for the Town Centre includes these aims:

- foster the strong presence of cafes and restaurants in the success and attraction of the Town Centre;
- replicate the intensive shopfront character of Napoleon Street along the south side of Station Street; intensifying and concentrating the retail, cafe and restaurant core;
- increase and improve active north-south pedestrian links, especially between Napoleon Street and Station Street, but also between Napoleon Street and Clapham Lane, and beyond;
- rationalise public and private car parking, ensuring both convenience and minimal visual intrusion or fragmentation of built form and character, including containing and concealing parking within buildings at basement, undercroft or upper levels;
- provide as many opportunities as feasible for residential development within the Town Centre; not at the expense of commercial or social activity but rather to enhance and capitalise on them;
- create activation of and significant improvements to the function and appearance of the rear laneways, including opportunities for cafes and restaurants, small enterprises and public amenity spaces, also taking into account the narrow pedestrian links between buildings;
- create a high quality residential and commercial office sub-precinct south of Jarrad Street, discouraging concentrated retail development;
- insist on high quality design in all aspects of the built environment, with full consideration to attractive building form, respect for the public environment, and quality of finish; and
- address the interrelationship with the car parking area along the railway line, including improving its function, urban design, infrastructure and pedestrian connectivity to the railway station, parking areas west of the railway line and links to the beach.

## **Forrest Street North, to Vera Street**

**Vision:** Although not strictly part of the Town Centre proper (this area is zoned *Residential Office*) it functions as a transition zone from residential to commercial. The Vera Street frontage is seen as essentially two-storey residential, from single houses to multiple dwellings. Forrest Street frontage is a mixture of residential development and professional and similar offices, the latter confined generally to ground floor level – Scheme clause 5.12 applies to new residential development.

**Building Height:**  
to Vera Street: One or two storey, as defined in the Scheme.  
to Forrest Street: Two storey, with parking contained within buildings or undercrofts, especially in the case of commercial development.

**Relevant R-Code:** R40

**Plot Ratio Maximum:** 0.8:1

**Street Setback:** as R-Codes

**Boundary Setbacks:** as R-Codes

**Maximum Site Cover:** as R-Codes for residential; 50% for non-residential.  
For mixed-use development Scheme clause 5.3.6 applies.

## **Forrest Street South**

**Vision:** Very high quality residential, mixed with equally high quality professional and other offices or compatible development, the latter especially at ground level, and with concealed car parking, accessed from Bullen Lane.

**Relevant R-Code:** R100

**Building Height:** Two storey minimum; three storey and 11.5m maximum.

**Plot ratio Maximum:** 1.15:1

**Maximum Site Cover:** 100% of site behind street setback, except where partial residential is at ground level (Scheme clause 5.12 limits ground-floor residential), in which case open space as determined by Council.

**Street Setback:** 1.5m, landscaped.

**Side and Rear Setbacks:** Nil.

*Vehicle and Service Access:* From Bullen Lane only, except visitor parking at Council's discretion.

*Bullen Lane Frontage:* All service areas and car parking to be concealed from view. Apartments at upper levels encouraged, with overlooking of Bullen Lane.

### **Station Street North**

*Vision:* While Station Street is a discrete entity in many respects, its width does not encourage pedestrian cross-interaction and the north (and shaded) side is a logical location for retail development, offices and support services, and upper-level apartments. It is also a logical location for public car parking, preferably in and below buildings, at the periphery of the retail centre.

*Relevant R-Code:* R100

*Plot Ratio Maximum:* 1.15:1

*Building Height:* Three storey and 11.5m maximum.

*Maximum Site Cover:* 100%

*Street Setback:* Nil at ground and first floor levels; second floor may be setback.

*Side Setbacks:* Nil, except where public pedestrian access to Bullen Lane is provided, in which case setbacks for sightlines to avoid pedestrian-vehicle conflict should be applied.

*Vehicle and Service Access:* From Bullen Lane, except for visitor parking (including customers), at Council's discretion.

*Bullen Lane Frontage:* All service areas and car parking to be concealed from view; nil setback, subject to adequate space for vehicle access; upper-level apartments encouraged, with overlooking of Bullen Lane.

### **Station Street South**

*Vision:* A lively, intensive sidewalk frontage of shops, cafes/restaurants and personal/professional services, at ground level, taking advantage of northern orientation. Residential and offices at upper levels, also taking advantage of northern orientation. Pedestrian access through to De Nardi Lane and Napoleon Street where possible. Closer streetscape relationship with the Albion Hotel.

<i>Relevant R-Code:</i>	R100
<i>Plot Ratio Maximum:</i>	1.15:1
<i>Building Height:</i>	Three storey and 11.5m maximum.
<i>Site Cover:</i>	100%
<i>Street Setback:</i>	Nil for ground and first floor levels. Second floor may be set back.
<i>Side Setbacks:</i>	Nil, except where public pedestrian access to De Nardi Lane is provided.
<i>Vehicle and Service Access:</i>	Only from De Nardi Lane.
<i>De Nardi Lane Frontage:</i>	All service areas and car parking to be concealed from view; residential or office units encouraged, overlooking De Nardi Lane; nil setback, subject to adequate space for vehicle access.

### **Napoleon Street**

<i>Vision:</i>	Continuation as the lively core of the Town Centre, with enhanced pedestrian links to Station Street, via De Nardi Lane, and to Clapham Lane. Apartments and small-scale offices at upper levels.
<i>Relevant R-Code:</i>	R100
<i>Plot Ratio Maximum:</i>	1.0:1
<i>Building Height:</i>	Two storey, subject to the upper level on the north side being set back as necessary to ensure full mid-winter sun to the southern 6m width of the road reserve.
<i>Site Cover:</i>	100%
<i>Street Setback:</i>	Nil, except for upper level on north side.
<i>Side Setbacks:</i>	Nil, except where public pedestrian access to De Nardi or Clapham Lanes is provided.
<i>Vehicle and Service Access:</i>	Only from De Nardi or Clapham Lanes.
<i>De Nardi and Clapham Lane Frontages:</i>	All car parking and services to be concealed from view; apartments or office units at upper level encouraged, overlooking the lanes; nil setback, subject to adequate space for vehicle access. Development adjoining Clapham Lane is

encouraged to take advantage of the fall of the land to achieve development above car parking.

### **Jarrad Street North**

*Vision:* Larger-scale retail and commercial development as at present, although smaller-scale shops as also exist may be permitted. Residential and offices at upper levels. Enhanced pedestrian access to Napoleon Street via Clapham Lane desirable.

*Relevant R-Code:* R100

*Plot Ratio Maximum:* 1.15:1

*Building Height:* Three storey and 11.5m maximum.

*Maximum Site Cover:* 100%

*Street Setback:* Nil.

*Side Setbacks:* Nil, except where public pedestrian access is provided to Clapham Lane.

*Vehicle and Service Access:* Only from Clapham Lane.

*Clapham Lane Frontage:* Nil setback, subject to adequate space for vehicle access; office units and apartments at upper levels desirable, taking advantage of northern orientation; vehicle parking and services to be concealed from view.

### **Jarrad Street-Brixton Street Triangle**

*Vision:* This is a distinctive location and site, a desirable location for both residential and office development, and also for services peripheral to the retail centre. While shops are a permitted use a concentration of them in this sub-precinct would detract from the core of the Town Centre so is not encouraged. The location calls for substantial building bulk to all its edges, with a respectful (plain) setting for the modestly-scaled heritage shop buildings. Planned widening and upgrading of Stirling Highway may affect development outcomes.

*Relevant R-Code:* R100

*Plot Ratio Maximum:* 1.15:1

*Building Height:* Three storey and 11.5m maximum.

*Maximum Site Cover:* 100%

*Building Setbacks:* Nil to all boundaries. with potential for ground level colonnades to provide protection from sun and rain on the western boundaries.

*Vehicle and Service Access:* All car parking and service areas to be below ground or contained within the building envelope. All vehicle entries to be provided with visually-permeable gates or doors.

## **Stirling Highway**

### *Vision:*

The planned widening of Stirling Highway and the volume of traffic using presents significant difficulties for properties fronting the Highway, but also potential opportunities. As the presenting edge to the Town Centre, the appearance of properties fronting the Highway is very important, including the proper conservation of the heritage buildings. Between the Albion Hotel and the southern end of the Town Centre all buildings should be built to at least two storey height and with nil setback, to present a strong and consistent edge to the Centre. As an exception, the ground level only may be set back to provide an arcade to afford protection for pedestrians.

At the northern end of the Centre, any redevelopment of the existing service station site should be complementary to that of the adjoining site, which is currently owned by the Council and developed as a public car park.

## **General Provisions**

There are several provisions that are general to the whole of the Town Centre in relation to built form.

### *Pedestrian Shelter:*

All active fronts to shops, cafes/restaurants and the like on Napoleon Street, Station Street South and Jarrad Street North are required to have street awnings of 2.5m width on the north side of the street, and 3m width on the south sides. In the case of alfresco areas the coverage may be extended to up to the full pavement width. Buildings with an active frontage to Railway Street are required to provide either a minimum 2.5m wide awning or a ground level arcade or similar protection, to the Council's satisfaction.

### *Pedestrian Links:*

Where possible pedestrian links between Napoleon, Station and Jarrad Streets, and De Nardi and Clapham Lanes, shall have a minimum width of 1.8m and active frontages or

entries to adjoining buildings. Where possible, covered links are encouraged, especially utilising translucent material.

*Street Level Façades:*

All street-level façades to Napoleon and Station Streets are to be visually-permeable to the street.

*Façades to Core Streets:*

Façades to buildings facing Napoleon Street and Station Street South shall be not less in height at the street front than existing common parapets in Napoleon Street, and no roofing shall be visible from the street.

*Building Entries:*

All building entries shall be clearly identified as such at the street face. Entries to upper-level offices and apartments may be from public pedestrian links.

*Building Form, Style and Finishes:*

A very high degree of design quality is required, including to façades facing De Nardi and Clapham Lanes. This will be reflected in the way building form, the articulation of surfaces and the selection of finishes are managed. Whilst there is no preconceived set of rules to be applied to the whole of the Town Centre, the relationship of each development to its context will be considered in assessing proposed development.

### 3 DESIGN GUIDELINES FOR THE ERIC STREET LOCAL CENTRE

#### The Existing Centre

The existing centre is a comprehensive local centre, including a supermarket, several shops and a fitness centre, on two levels above car parking and service areas. It makes full use of the east to west fall of the land from Chamberlain Street to the laneway at the western boundary. The building is set back from its northern boundary, providing both separation from the adjoining residential area and for vehicle access.

The centre is in single ownership, is effectively a single building and has been extensively renovated. Consequently, its form is unlikely to undergo any significant change in the foreseeable future.

Any substantial future redevelopment should maximise the opportunity to contain and conceal parking within the building envelope.

#### Desirable Future Built Form

*Maximum Plot Ratio:* 0.5:1, up to 0.8:1 subject to appropriate upper-floor setbacks (for residential development), building design and landscaping.

*Building Height:* 9m maximum.

*Street Setbacks:* Nil.

*Setback to Laneway:* Nil for non-residential development. As R-Codes for residential development.

*Setback from Northern Boundary:*  
4m for non-residential. As R-Codes for residential.

*Site Cover:* 90% maximum.

*Building Design and Materials:*  
Compatibility with the materials and general form of contemporary residential development in the locality.

## 4 DESIGN GUIDELINES FOR THE RAILWAY STREET LOCAL CENTRE

### The Existing Centre

The existing centre comprises two distinct areas: the row of shops and office complex on the south side of Railway Street between Congdon and Windsor Streets (*Railway South*) and the area occupied by Dawson's Nursery adjacent to the railway bridge on the opposite (north) side (*Railway North*). These two areas have no particular relation to one another and can be treated independently, both of each other and of the Swanbourne Centre on the opposite side of the railway line, with which there is no discernible interaction.

#### *Railway South:*

The Railway South street frontage comprises, from west to east, a large commercial office building of two storeys at the corner of Congdon Street; five traditional shop frontages over two lots; and a two storey small offices building at the corner of Windsor Street.

The land slopes upwards significantly from the street to the rear by about 3m or the equivalent of a storey height.

It seems likely that the large office complex site on the corner of Congdon Street was created by amalgamation of shop sites fronting Railway Street, together with at least one residential site on Congdon Street. At any rate it represents a significant departure from the fine grain of the remaining five relatively narrow shop fronts. However, as a consequence of the oblique angle of the lots to the street alignment, the façade is articulated in a way that replicates the rhythm of narrow frontages, giving the street more unity than would otherwise be the case.

This building is very substantial, relatively new, and offers no likelihood of change in the foreseeable future. Accordingly, these Guidelines focus on the properties making up the eastern half of Railway South.

All properties have rear access from laneways. Together this creates the opportunity for further development behind and above the existing smaller-scale buildings.

#### *Railway North:*

Railway North is a significant rectangle of land, a single lot, immediately adjoining the Swanbourne Railway Station, sloping gently down from the road bridge at its west end, well above the station, to station level at its east end. It is currently fully-utilised as Dawson's Nursery, with limited building and extensive areas of nursery products and surface car parking.

The site is a significant one, prominent in the streetscape, from the railway station and the railway line, and in a single ownership. It has potential for a bold and distinctive development.

## **Scheme Requirements**

*Plot Ratio Maximum:* 0.5:1, up to 0.8:1, subject to appropriate upper floor setbacks, building design and landscaping.

*Boundary Setbacks:* Nil to street frontages for first storey.

*Building Height:* 9m maximum.

## **Desirable Future Built Form: Railway South**

### *Street Façades:*

The Council strongly encourages the retention of the existing façades of the five traditional shopfronts. In any future development consideration should be given to the replacement of the shopfront awnings over the footpath that have been removed from the two westernmost shopfronts, and this might reasonably be a condition of granting a plot ratio of greater than 0.5:1.

### *Additional Development:*

The Council strongly encourages the development of either residential units, offices or the like above and at the rear of the existing buildings, up to the maximum plot ratio of 0.8:1, subject to:

- setting back upper floors so as to not detract from the existing façades to the street;
- a minimum setback of 2.5m from the rear laneway;
- all car parking should be below ground or contained within the building;
- nil setback to side boundaries;
- compliance with the Scheme and R-Codes for mixed-use development;
- all services to be concealed from view from the laneway; and
- design of buildings facing the laneway to be of high quality.

## **Desirable Future Built Form: Railway North**

The current low-key development of the site, with its landscaped appearance, generally represents one acceptable response, but does not represent its highest acceptable or desirable future use or development. Any future development should respect and capitalise on the site's unique qualities.

The Council considers the site to have significant potential for redevelopment for apartments or offices or the like, or mixed use, because of its proximity to the railway

station. Retail uses, although permitted, or other public-related uses are not preferred, with the exception of a cafe or the like, related to the railway station.

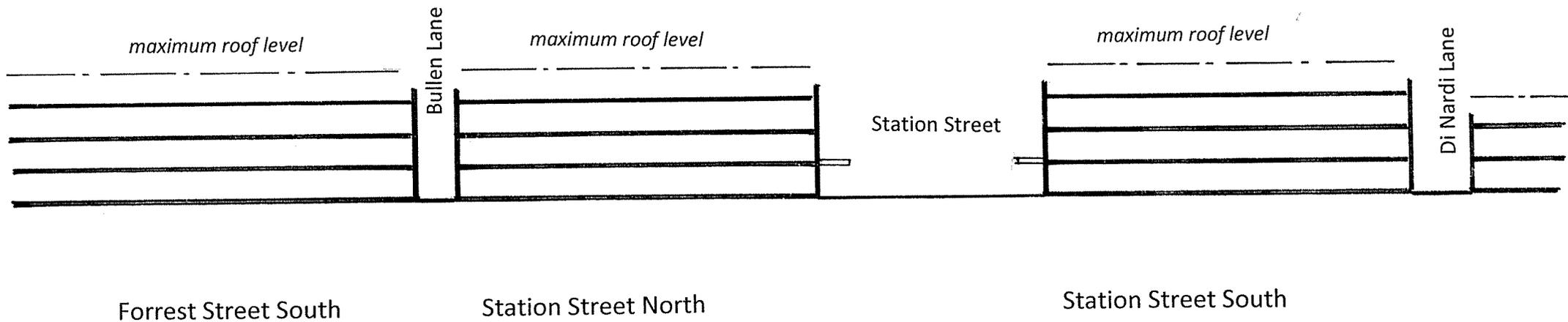
The maximum plot ratio of 0.8:1 would be favourably considered for a high quality development of the site. The following requirements should apply to any such development:

- a minimum height of two storeys, with a maximum of three;
- a single building is preferred, stepped down the site, following the contours;
- in contradistinction to Railway South, building should have a significantly horizontal character;
- all car parking, with the possible exception of visitor parking, should be below ground or contained within the building;
- direct pedestrian access to the railway station should be provided, subject to Public Transport Authority approval and requirements;
- the building should have a flat or very low pitched roof concealed behind parapets;
- the building should be set back 3m from the street alignment, with approved water-sensitive landscape treatment;
- all apartments should have north-facing outdoor living areas/balconies and living spaces.

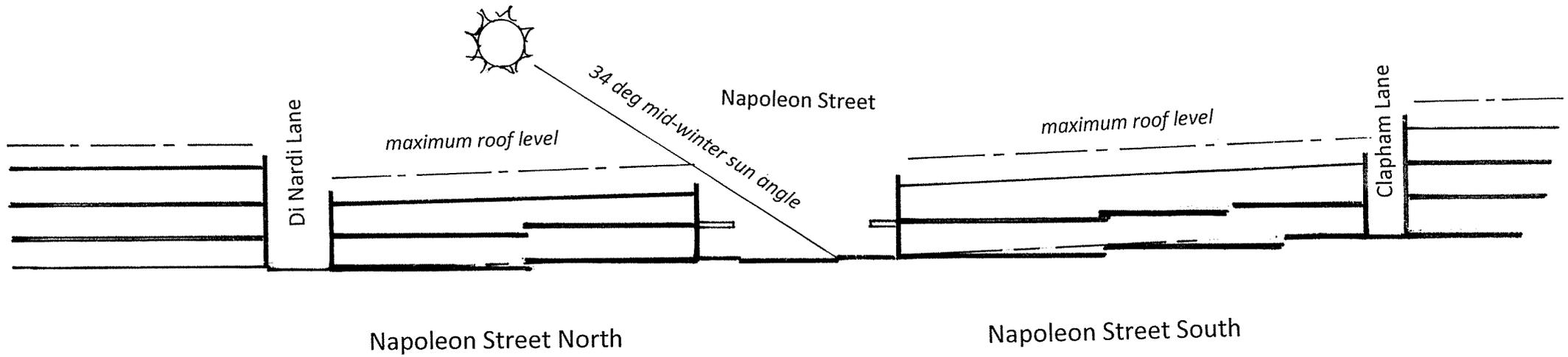
## **5 DESIGN GUIDELINES DIAGRAMS**

The attached series of cross-section diagrams for the Town Centre and the Railway Street Local Centre demonstrate particular built form and development parameters as described in the Guidelines, indicating how the Guidelines shape and manage development. The Eric Street Local Centre as built and renovated does not require any diagram at this stage.

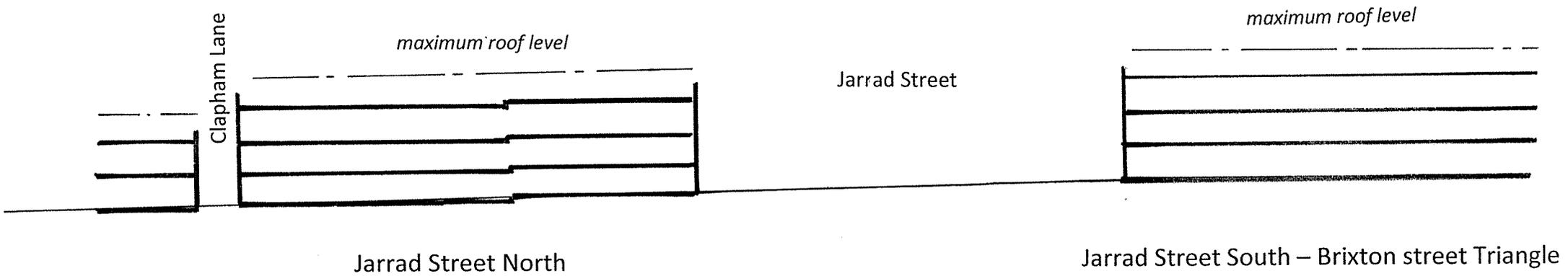
<b>Resolution date:</b>	<b>27 October 2014</b>
<b>Advertised:</b>	<b>'Post' newspaper, 1 and 8 November 2014</b>
<b>Reviewed and Finally Adopted by Council:</b>	<b>15 December 2014</b>



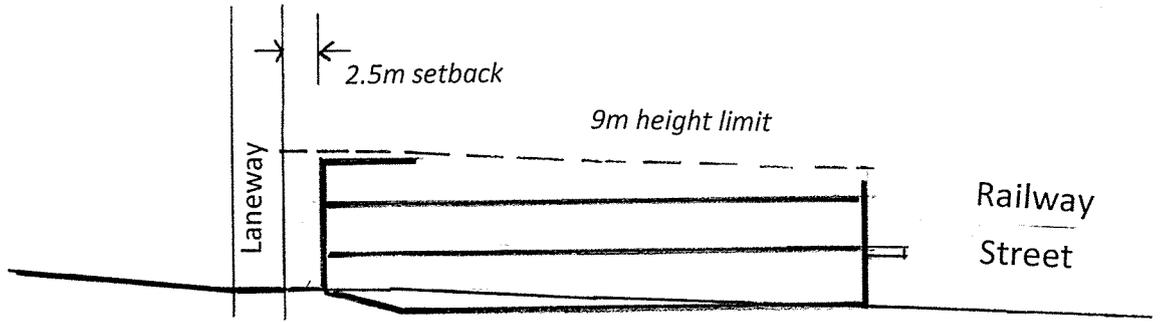
**CROSS-SECTION 1 - FORREST ST SOUTH to STATION ST SOUTH 1:500**



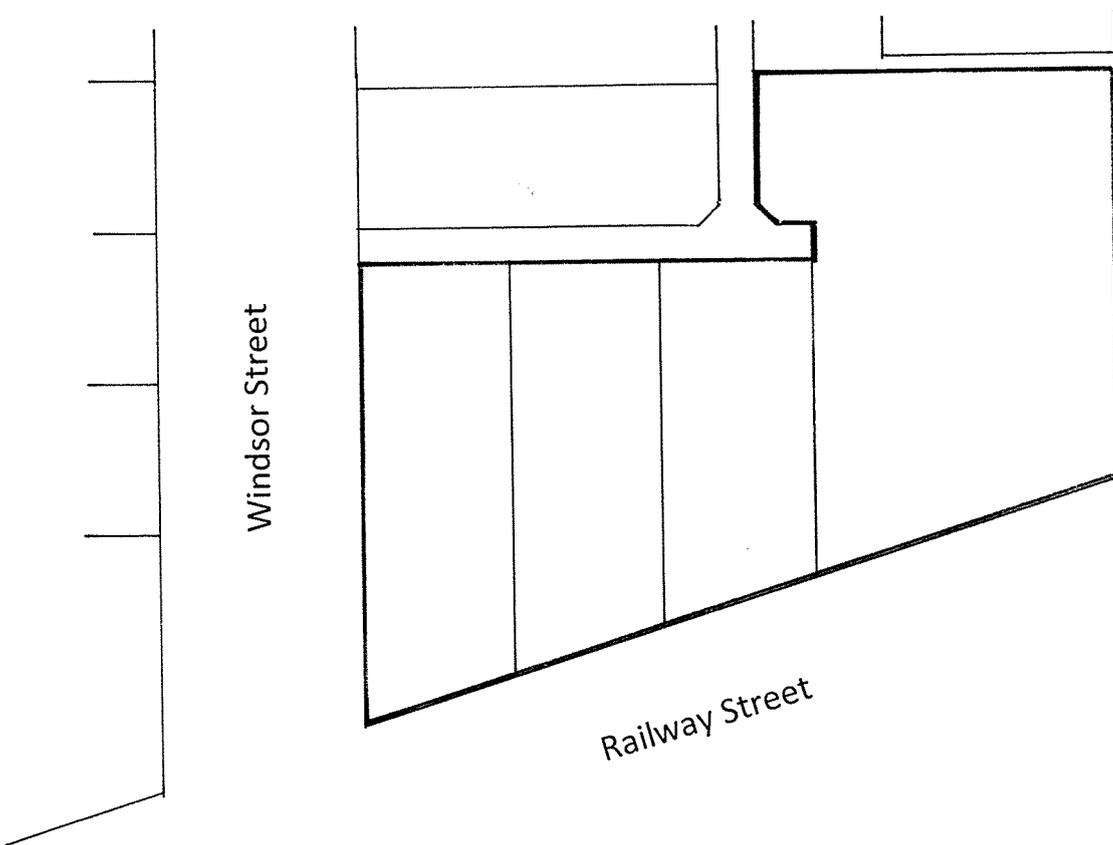
**CROSS-SECTION 2 – NAPOLEON STREET NORTH & SOUTH 1:500**



**CROSS-SECTION 3 – JARRAD ST NORTH to JARRAD ST-BRIXTON ST TRIANGLE  
1:500**



**RAILWAY LOCAL CENTRE CROSS-SECTION 1:500**



**RAILWAY LOCAL CENTRE PLAN 1:500**