

Proposed Local Planning Scheme No. 3

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# **Town of Cottesloe**

## **Local Planning Strategy**

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# **1. INTRODUCTION**

## **INTRODUCTION TO DOCUMENT**

This document comprises the background and technical information forming the Town of Cottesloe Local Planning Strategy (LPS). The LPS sets out the long term planning directions for Cottesloe, covering the main aspects and trends influencing the future development of the district over the next 10 to 15 years. As such it is a basis for proposed Local Planning Scheme No. 3 (LPS3) in being the broad rationale underpinning the land use zones, planning provisions and development controls in LPS3.

The LPS comprises the following detailed information and covers:

- State and regional context
- Local planning framework
- Environment
- Population and housing
- Economy and employment
- Retail and commerce
- Transport
- Heritage
- Recreation and open space
- Community facilities
- Utilities services.

The recommended strategies and actions are included at the end of each section.

## **ROLE OF LOCAL PLANNING STRATEGY**

### **Function of LPS**

The preamble to the proposed LPS3 Scheme Text states the function of the LPS as follows:

The Scheme Text should be read with the Local Planning Strategy for the Town of Cottesloe. Part 2 of the Scheme Text sets out the Local Planning Framework. At the core of this Framework is the Local Planning Strategy which sets out the long-term planning directions for the local government, applies State and regional planning policies and provides the rationale for the zones and other provisions of the Scheme. In addition to the Local Planning Strategy, the Framework provides for Local Planning Policies which set out the general policies of the local government on matters within the Scheme.

In this respect clause 1.6 of the LPS3 Scheme Text includes the following aims:

- (a) to facilitate implementation of the State Planning Strategy and relevant regional plans and policies, including the Metropolitan Region Scheme, by coordinating the Scheme with such plans and policies; and
- (b) to promote the Local Planning Strategy.

Clause 2.1 of the LPS3 Scheme Text provides that:

Except to the extent that the Local Planning Strategy is inconsistent with the Scheme, determinations of the local government under the Scheme are to be consistent with the Local Planning Strategy.

Similarly, where relevant, determinations by the Western Australian Planning Commission (WAPC) and State Administrative Tribunal (SAT) are required to have regard to the LPS.

Clause 10.2 of the LPS3 Scheme Text provides that:

In considering an application for planning approval the local government is to have due regard to such of the following matters as are in the opinion of the local government relevant to the use or development the subject of the application —

- (a) the aims and provisions of the Scheme and any other relevant local planning schemes operating within the Scheme area (including the Metropolitan Region Scheme); and
- (b) the Local Planning Strategy.

The above highlights the role of the LPS and reference to it in the scheme.

## **Formulation of LPS**

The WAPC *Planning Schemes Manual* guides the structure and content of an LPS. While this allows local flexibility it also encourages comprehensiveness and consistency.

Essentially, an LPS is to cover the regional context and links to State and regional planning, the strategic outlook for the district, the rationale for the scheme proposals, how planning aspects are to be addressed via the scheme, policies, or other measures, and monitoring and review of the LPS.

The process of a local government making and adopting a LPS is prescribed by the *Town Planning Regulations 1967* (as amended) and includes the following steps:

- Prepare draft LPS.
- Forward LPS to WAPC for certification.
- Advertise and consult on LPS, with at least 21 days for submissions.
- Review submissions and modify LPS as see fit.
- Lodge copy of final LPS with WAPC for endorsement.
- Publicise endorsement and keep LPS available for inspection.
- Amend LPS by same process.

The LPS has been prepared during the course of the scheme review over several years and accompanies the LPS3 Scheme Text.

## **STRATEGIC OVERVIEW OF COTTESLOE**

The Town of Cottesloe is one of the established western suburbs of the Perth inner metropolitan area. It is essentially a beach-side residential community with local shopping / business, recreation, schools and other public facilities. Cottesloe enjoys a special sense of place, in commanding an ocean frontage for the breadth of the district, its varied coastal topography, characteristic Norfolk Island Pine trees, pattern of distributor roads with wide verges and the traditional town centre. The general walkability of the town is a feature, for convenient access to the beach, open spaces, town centre and public transport. These qualities have made Cottesloe an attractive and sought-after area in which to live.

At the same time, Cottesloe offers a premier beach environment and beachfront entertainment venues that serve as a magnet to the regional population and tourists. Good arterial transport links to the Perth CBD, Fremantle and the rest of the metropolitan area, including both road and rail, mean that Cottesloe is conveniently accessible for both the local community and visitors. The main transport routes are, however, also a source of impacts on the district in terms of barriers, traffic, noise and urban blight.

The district is predominantly developed with housing, commercial centres and recreational and community facilities. There is potential for further limited urban development of some government and institutional lands, subject to availability and more detailed planning, in the medium to long term. Statistically, Cottesloe has an area of four square kilometres, a population of approximately 7,500 and some 3,800 dwellings. While this is not large it reflects the geographical definition of the district sitting between the beachfront and Stirling Highway as a distinct locality with its own pattern of urban development and identity.

The legacy of past settlement, town planning and governance of Cottesloe has been to protect the amenity and ambience of the suburb for the benefit of residents and visitors alike. The essentially low-rise built form and not over-developed town centre and beachfront precincts have served to achieve this balance. At the same time, Cottesloe as a focal point for greater Perth needs to manage the pressures of regional growth for housing, commerce, recreation, public facilities and transportation.

In recent years, with the preparation of the scheme review and certain development pressures, several planning issues have come to the fore that have focused the attention of the Council and community on the future of the district, including residential densities, heritage, the beachfront, Curtin Avenue and traffic generally. The Council has sought to give strategic direction to these matters through ongoing community consultation and several studies as part of the scheme review process.

The future of the beachfront has emphasised the combined local and regional role of this recreational activity node and the need for sensitive land use and development planning. In appreciating the dynamics of the beachfront, consideration is not confined simply to built form, but also entails the coastal environment and management; open space and recreation; transport, traffic and parking; and entertainment, tourism and social impacts. Finding a balance between all of these factors is necessary to achieve appropriate planning outcomes.

In particular, the Cottesloe Beach Hotel and Ocean Beach Hotel have been the subject of major rezoning and/or redevelopment proposals for more intensive use and development of these two sites. Issues include height, parking, shadow impacts on the beach and beachfront, public facilities and urban design.

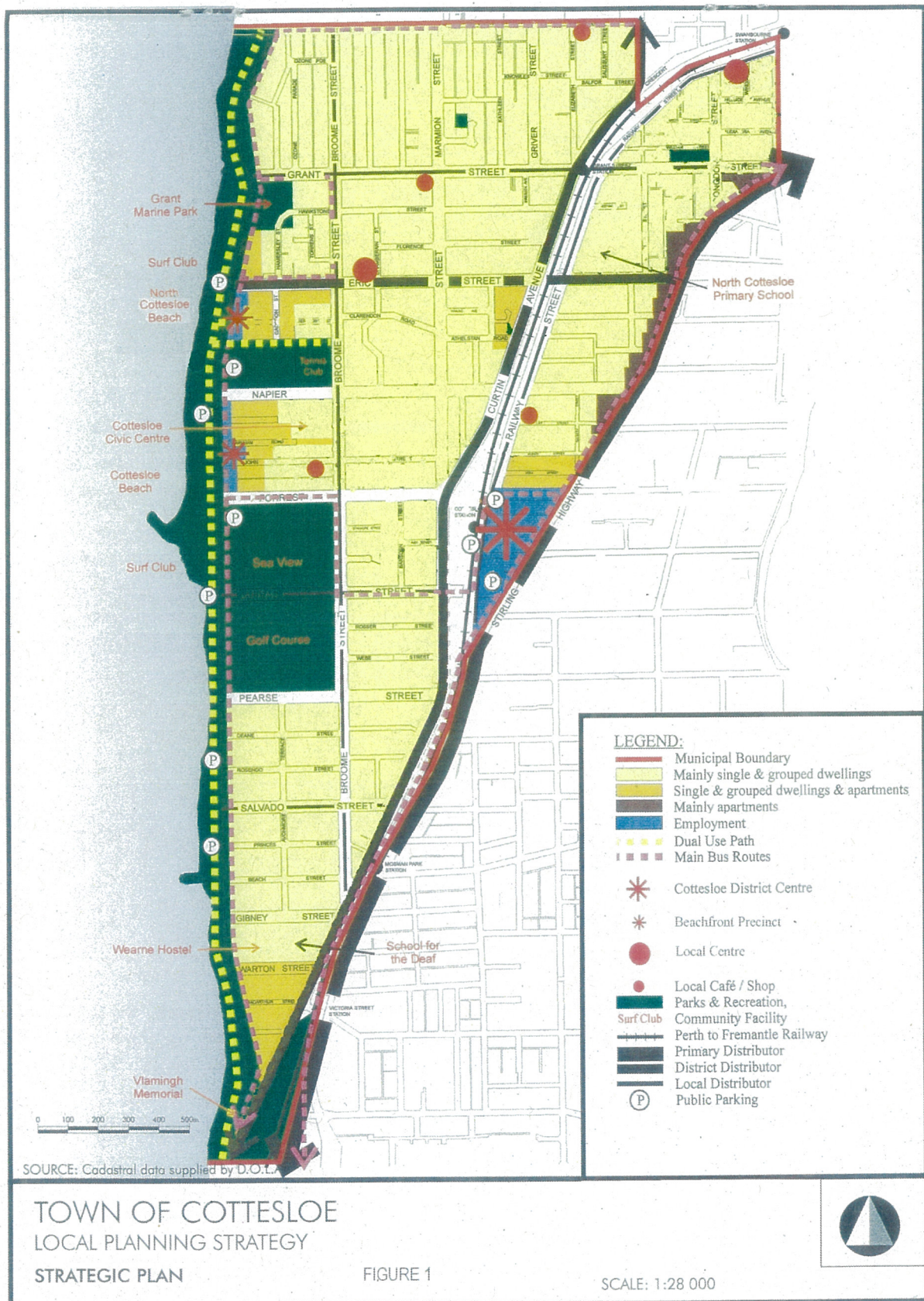
In December 2004 Council adopted *Beachfront Development Objectives* as a set of principles to help guide the consideration of planning and development proposals affecting this important precinct. The objectives provide a framework to which Council can refer and cover a range of beachfront land use and development aspects involving both private and public land, as a basis for more detailed scheme controls or local planning policy.

Under the scheme review Council has also given consideration to site investigations and design guidelines for the beachfront to assist the formulation of the proposed scheme and related local planning policy. The purpose is to define appropriate development parameters for the beachfront and the built form analysis provides a three-dimensional appreciation of the effects of height and other design and development aspects on the quality of the beachfront urban environment.

Overall, for all of the district, Council intends that through the implementation of this Local Planning Strategy, Local Planning Scheme No.3, supporting Local Planning Policies, and complementary programs and actions by the Council, land use and development will achieve the orderly and proper planning and preservation of the amenity of the district for the benefit and enjoyment of the local and regional communities who value the character, lifestyle and ambience of the natural and urban environments that make Cottesloe special.

The following *Figure 1: Strategic Plan* is the consolidated plan indicating the composition and functioning of the district as described in the ensuing chapters. It illustrates the broad disposition of land usage, transport networks, activity centres, public open spaces and community facilities.









## 2. STATE AND REGIONAL CONTEXT

### INTRODUCTION

Town planning comprises strategic and statutory planning. Strategic town planning provides the overall framework and direction for the future development of an area, including the identification of priorities, actions and resources. Statutory planning is the legislative mechanism used to implement and manage private development and to allocate land for public purposes.

In Western Australia, strategic planning and statutory planning are linked and operate at state, regional and local levels. Local strategic and statutory planning documents are required to be consistent with relevant State Government plans and policies.

The WAPC published the *State Planning Framework Policy (Variation No. 2)* in 2006. It comprises a comprehensive list of strategies, actions, policies and plans to guide development in regional and local areas throughout WA and assists in achieving a coordinated response to the planning issues by the State and local governments.

The Town of Cottesloe LPS must be consistent with the *State Planning Framework Policy* and other relevant State Government plans and policies.

### STATE PLANNING FRAMEWORK

The *State Planning Framework Policy* is a Statement of Planning Policy (No. 1) (SPP1) made under Section 26 of the *Planning and Development Act*. It provides a framework for decision-making on land use and development with underlying general principles and an amalgamation of all existing State and regional plans, policies, strategies and guidelines which apply to land use and development in Western Australia. Under the legislation SPPs have force and effect to be implemented through planning processes, including local planning schemes.

The *State Planning Framework Policy* contains five main principles as follows:

*Environment and resources* – to protect and enhance the key natural and cultural assets of the State and to deliver to all Western Australians a high quality of life which is based on sound environmentally-sustainable principles.

*Community* – to respond to social changes and facilitate the creation of vibrant, accessible, safe and self-reliant communities.

*Economy* – to actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.

*Infrastructure* – to facilitate strategic development by making provision for efficient and equitable transport and public utilities.

*Regional Development* – to assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The first four of the above principles are relevant to Cottesloe and need to be taken into account in the preparation of the LPS.

Relevant documents from the *State Planning Framework* that apply to the Town of Cottesloe are outlined below.

## **Statements of Planning Policy**

### *SPP No. 2: Environment and Natural Resources Policy (2003)*

This policy defines the principles and considerations that represent proper and responsible planning in terms of environmental and natural resource issues within the framework of the State Planning Strategy.

#### *SPP No. 2.6: State Coastal Planning Policy (2003)*

This policy addresses land use planning and development issues specifically as they relate to the protection and management of the coast. It provides guidance for decision-making on coastal planning matters. Implementation is through local government local planning schemes and local planning strategies.

The 2005 proposed addition to the policy to introduce a height control framework for coastal development has a bearing on Cottesloe and other coastal local governments. The proposed *Perth Coastal Planning Strategy* is a complimentary measure for more detailed guidance on and coordination of the planning, use and management of the metropolitan coast line.

### *SPP No. 3 Urban Growth and Settlement (2005)*

This policy aims to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and broad policy for accommodating growth and change. It is to be taken into account in preparing local planning strategies and local planning schemes.

#### *SPP No. 3.1: Residential Design Codes (2002)*

The Residential Design Codes (RDC) apply to all local governments in WA and control the density, design and development of housing throughout the Town. The Council is required to incorporate the Residential Design Codes into LPS3 and local variations are provided for.

#### *SPP No. 4.2: Metropolitan Centres Policy (2000)*

The *Metropolitan Centres Policy Statement for the Perth Metropolitan Region* defines a hierarchy of centres throughout the region, comprising the Perth Central Area, Strategic Regional Centres, Regional Centres, District Centres Neighbourhood and Local Centres and Traditional "Main Street" Centres. The hierarchy denotes Cottesloe, comprising the Napoleon and Station Streets precinct, together with the adjacent Cottesloe Central shopping centre (in the Shire of Peppermint Grove), as a District Centre and Traditional "Main Street" Centre, providing mostly convenience and some comparison goods and services and facilities for the weekly needs of the surrounding district. In recent years the Cottesloe town centre has also evolved to become a boutique shopping and café strip serving the surrounding area.

#### *SPP No. 5.2: Telecommunications Infrastructure (2004)*

This policy provides a framework for the preparation, assessment and determination of applications for planning approval of telecommunication facilities within the context of the planning system of WA.

### *Draft Statements of Planning Policy*

The following draft Statements of Planning Policy will apply to the Town of Cottesloe once finalised and gazetted:

### *Draft SPP Metropolitan Freight Network (2005) and Draft SPP Road and Rail Transport Noise (2005)*

These two policies seek to provide for the needs of regional freight and transit movements and protect their routes from a metropolitan perspective. At the local level, road planning, land use and urban development are intended to respond to the regional requirements, including implementation via local planning schemes through a range of measures. These proposals have a direct bearing on Cottesloe with its regional roads and railway, and the intended controls may act as constraints to local area planning and development.

## **Regional Strategies**

The following Regional Strategies apply to the Town of Cottesloe:

### *Metroplan (1990)*

*Metroplan* provides a strategic planning framework for urban growth within the Perth metropolitan region, including broad land use planning guidance for established areas such as Cottesloe. In *Metroplan*, the Cottesloe town centre is designated as a District Centre, consistent with the *Metropolitan Centres Policy*. In subsequent years *Metroplan* has been supplemented by more detailed regional strategies for implementation of this broad direction.

### *Fremantle Regional Strategy (1994)*

The *Fremantle Regional Strategy* provides a broad framework for future development of the Fremantle (sub) Region, including Leighton Beach and the Vlamingh Parklands, integrating transport, land use and port planning.

### *Network City (2004)*

*Network City* is the new strategic framework for guiding the Perth and Peel regions to a sustainable future. It is a community planning strategy that outlines the direction on how the city develops and how it will be planned. It is based on integrated land use and transport reflected in a series of activity corridors and centres, for more sustainable urban growth and lifestyles, and recognises the combination of regional and local functions that districts such as Cottesloe play in terms of recreation and commercial centres. The next step will be for the WAPC to prepare a Statement of Planning Policy (SPP) which confirms that Network city replaces Metroplan.

## **Strategic Policies**

The following strategic policies apply to Cottesloe and have been taken into account in the preparation of this LPS and LPS3:

### *Government Sewerage Policy: Perth Metropolitan Region (1995)*

The Policy encourages reticulated sewerage for development as it remains the most reliable and environmentally acceptable means of wastewater disposal and provides flexibility to accommodate changes in land uses. General application of the Policy will reduce the development potential of some areas until sewerage becomes available. The Policy seeks to prevent density development on unsewered lots of less than 700m<sup>2</sup> although discretionary provisions facilitate limited development in unsewered areas under certain circumstances

#### *Draft Liveable Neighbourhood Edition 3 (2004)*

Liveable Neighbourhoods operates as a development control policy, or code, to facilitate the development of sustainable communities. It is an integral element of delivering the priority strategies and actions of Network City: Community planning strategy for Perth and Peel. Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans (regional, district and local) and subdivision, strata subdivision and development for new urban (predominantly residential) areas in the metropolitan area and country centres, where two or more lots are created on 'greenfields' sites at the urban edge, or on large urban infill sites in developed areas.

#### *Draft Coastal Zone Management Policy (2004)*

This document sets out the State Government's policy position on coastal planning, management and protection. It provides the broad policy framework within which planners, developers, managers and users should operate, and detailed agency plans and policies will be developed and implemented. The Policy focuses on the Government's efforts to provide for the most appropriate use and enjoyment of the State's coastal resources in the short and long term.

The Council considers and applies these policies where relevant when carrying out its planning and development proposals assessment functions.

### **Other Relevant Regional Planning Documents**

The following documents also apply to Cottesloe:

#### *Vlamingh Parklands (1998)*

The Vlamingh Parklands is a regional park linking the Swan River and the coast through a series of parks and greenways.

#### *Leighton Regional Planning Guidelines 2004*

Final guidelines for the redevelopment of the Leighton marshalling yards were endorsed by State Cabinet in December 2000. This resulted in the gazettal in 2005 of MRS Amendment 1074/33 Leighton Beach and Environs. The Leighton urban village redevelopment project has since progressed to implementation.

### **Operational Policies and Guidelines**

In addition to the above, the Commission has adopted a wide range of operational policies to guide its decision-making on subdivision and development applications. These policies apply when the Commission considers applications for subdivision or development within the Town of Cottesloe, when the Council comments and recommends upon such proposals to the Commission, and when the Council has regard to them in making its own decisions under its local planning scheme.

The Commission has also published a series of Planning Bulletins as practice notes for local governments, State Government agencies and other parties on planning matters. A list and copies of these policies and guidelines can be obtained from the Department for Planning and Infrastructure (DPI).

## **Metropolitan Region Scheme**

The *Metropolitan Region Scheme* (MRS) provides the legal basis for physical planning and development control in the Perth metropolitan region. It defines the future use of land, dividing it into broad zones and reservations. The MRS requires local government local planning schemes to provide detailed zones and reserves for their parts of the region, which must be consistent with the MRS.

LPS3 incorporates MRS Public Purposes, Parks and Recreation, Primary Regional Road and Railways Reserves. Land zoned Urban in the MRS is reflected in a number of different detailed local zones under LPS3.



### **3. LOCAL PLANNING FRAMEWORK**

#### **FUTURE PLAN 2006-2010**

The Town has adopted a Future Plan which highlights the dynamic priority areas requiring attention over the next three years. These dynamic priorities include:-

- Develop sustainability and capacity criteria to assess major strategies
- Finalise Local Planning Scheme No. 3
- Develop the 'Foreshore Vision and Master Plan' in consultation with the community
- Proactively pursue solutions for Curtin Avenue and the railway
- Subject to the satisfactory resolution of land tenure, design and funding requirements, progress the development of new joint library facilities
- Consider options for the Council depot site
- Enhance use of the Civic Centre
- Develop a District Environmental Management Plan
- Implement a Community Safety Strategy
- Finalise and adopt a plan for the Town Centre

The 'Future Plan' is a forward-looking document that provides a framework for the Town of Cottesloe's ongoing sustainability as a community and a sense of direction for the council and staff when making decisions that have long-term ramifications. It also helps the community to understand why some decisions are made in a particular way.

The Plan gives an idea of the future direction of the Town by setting out broad objectives and a sense of commitment to various strategies that the council intends to pursue. Community consultation is required before a strategy or major project can be put into action. Proposals then go through a further feasibility stage and more detailed analysis that includes financial planning.

#### **Core Objectives and Key Strategies**

Outlined below are the core objectives of the Future Plan and key strategies to be addressed over the four year period 2006 -2010.

**Objective 1: Lifestyle** -*To protect and enhance the lifestyle of residents and visitors.*

- 1.1 Develop an 'integrated transport strategy' that includes park and ride, Cott Cat, Travelsmart, limited parking and the needs of pedestrians, cyclists and other non-vehicular traffic.
- 1.2 Reduce beachfront hotel patron numbers to a sustainable level.
- 1.3 Develop café/restaurant alternatives to the large hotels.
- 1.4 Participate in a regional programme for a Youth Communications Officer to market and promote social opportunities and services and youth initiatives in the area and to strengthen links with relevant government agencies.

- 1.5 Identify increased opportunities to use existing facilities or provide new venues for formal community cultural events and activities.
- 1.6 Develop a strategy for greater community engagement when change is needed.
- 1.7 Develop a strategy to ensure access and inclusion of aged persons and persons with disabilities.
- 1.8 Protect the low-rise, human-scale nature of the beachfront and existing residential areas.

**Objective 2: Connectivity** - *To achieve connectivity between east and west Cottesloe.*

- 2.1 Produce a draft Structure Plan for consultation purposes showing the sinking of the railway and realignment of Curtin Avenue together with 'what's possible' in terms of sustainable redevelopment and pedestrian and traffic links and Town Centre integration.
- 2.2 Produce visual material that demonstrates housing densities and forms for vacant Crown land.
- 2.3 Plan a consultation program that involves the community and government agencies.
- 2.4 Promote an engineering and financial feasibility study into the preferred solution.
- 2.5 Play a leadership role by continually focusing on a 'win-win' approach to the engineering, financial and social challenges this project will face.

**Objective 3: Beach & Foreshore Enhancement** - *To enhance beach access and the foreshore.*

- 3.1 Develop the 'Foreshore Vision and Master Plan' in consultation with the community.
- 3.2 Improve beach access and dune conservation outside the central foreshore zone.
- 3.3 Enhance public transport options for moving people to and out of the beach area.
- 3.4 Introduce electronically timed parking.
- 3.5 Improve bicycle and disabled access to beach facilities.

**Objective 4: Development** - *To manage development pressures.*

- 4.1 Develop planning incentives for heritage properties.
- 4.2 Promote the heritage advisory service.
- 4.3 Debate and consolidate planning philosophies on prescription versus outcomes.
- 4.4 Develop best practice planning policies for a seaside residential suburb that are outcome based and that have both public and private benefit.
- 4.5 Consider undeveloped Government owned land for higher density development provided there is both public support and benefit for the Cottesloe community.
- 4.6 Retain the predominantly two-storey height limit for existing residential areas.



**Objective 5: Infrastructure** - *To maintain infrastructure and council buildings in a sustainable way.*

- 5.1 Adopt a policy position on assets that have a realisable value such as the Depot and Sumps.
- 5.2 Subject to the satisfactory resolution of land tenure, design and funding requirements, progress the development of new joint library facilities.
- 5.3 Develop an integrated Town Centre plan to improve all aspects of the infrastructure of the Town Centre.
- 5.4 Maximise income from non -rates sources.
- 5.5 Develop a consultation and information strategy that explains the costs and benefits associated with public assets and any proposed changes.
- 5.6 Develop a long term asset management plan and accompanying financial plan.
- 5.7 Where it appears greater input from the community or individuals would be advantageous in pursuing this objective, consider setting up working parties or task forces with community representation.

**Objective 6: Community Support** - *To foster the community's confidence and support for Council.*

- 6.1 Further improve the community consultation policy in recognition that there are different techniques for different objectives.
- 6.2 Strengthen our ability to give feedback on the results of consultation through email, print and radio media, website and personalised letters.
- 6.3 Develop a protocol so that when decisions are made by Council, the reasons why input from sections of the community has not been accepted for that particular case is stated.
- 6.4 Implement procedures that ensure that upcoming issues are flagged during the information gathering stage.
- 6.5 Develop new and additional consultation/ communication strategies for external stakeholders, e.g. State Government Ministers.
- 6.6 Develop a protocol for staged progress reports to be provided to the community.
- 6.7 Make the Cottesloe Council News page available by email subscription.

## **LOCAL PLANNING STRATEGIES, STUDIES AND POLICIES**

In respect of environmental management and town planning Council has had involvement in or overseen a number of studies to assist in meeting the above aims and objectives which have to varying extents been used in the formulation of the LPS and LPS3 as well as inform intended or future Local Planning Policies:

Earlier Studies:

- Town of Cottesloe draft Heritage Strategy (2001)
- Town of Cottesloe Traffic Management Plan (2001)
- Western Suburbs Greening Plan (2002).

#### Recent Studies:

- Review of MHI Category 2 Places and Evaluative Criteria (2005)
- Cottesloe Foreshore Centre Area and Swanbourne and Eric Street Business Areas Parking Strategy (2005)
- Town Centre Study (2005)
- Beachfront Site Investigations and Design Guidelines (2005)

#### Beachfront Development Objectives:

- These objectives were adopted by Council in December 2004 to provide strategic direction for development along Marine Parade.
- Under LPS3 they are intended to be incorporated into a Local Planning Policy regarding the beachfront.
- The objectives are premised on mixed-use redevelopment focused on beachfront activity, and give guidance to both the public domain and private property.
- In terms of land use, they support a mix, with an active commercial/recreational street-front that is not displaced by residential.
- In terms of development they support a built edge to Marine Parade, orientation to a pedestrian promenade, and amenity and built form controls including height and setbacks in respect of views, overshadowing, privacy and urban design.
- The objectives are a meaningful set of guiding principles to help protect and enhance the positive values of land use and development for the precinct as a natural environment and urban activity node.

#### Local Planning Policies

- Under LPS3 Council will be able to create Local Planning Policies to augment LPS3 in implementation of the LPS and scheme.
- Two intended key policies, in relation to the beachfront and parking respectively, have been drafted in anticipation of LPS3 in order to elaborate on the strategic outlook of the LPS and the provisions of LPS3 in these regards.
- The policies are to be officially created pursuant to LPS3 once the scheme becomes operative, and that process will entail community consultation and consideration of submissions in finalising the policies.
- Council will formulate additional Local Planning Policies to supplement LPS3 and on an ongoing as-needs basis. For example, policies relating to heritage, character areas, streetscape, built form and a range of other planning and development aspects may be contemplated.

#### Transit-oriented Development

- In considering metropolitan growth strategies a need is seen for Council to investigate provision for increased residential densities on land within close proximity to the train stations and main public transport routes within the Town, having regard to regional planning housing targets, which envisage 550 additional dwellings to be provided in the municipality by 2031.
- The railway lands in association with the Town Centre locality exhibit potential for a transit-oriented development, in time, that addresses transport efficiency, east-west connectivity, housing supply/density, built form and urban amenity.

## **ZONING AND DENSITY STRATEGY**

Against this background LPS3 through its zones, objectives for those zones, zoning changes, density increases and associated provisions involves the following strategic approach to land use and development for the future of the district.

### Residential zone

The broad objective of the Residential zone is to balance the character and amenity of the established suburban localities of Cottesloe with district trends in population growth and demographic change for an adequate supply of housing choice. This is to be achieved by the following scheme proposals:

- Retention of the extensive areas of R20 and R30 density coding covering the district – south Cottesloe in particular has under TPS2 for many years had a density coding of R30 reflecting the pattern of lot sizes and higher proportion of medium density dwelling stock there, and this will continue and be somewhat expanded under LPS3.
- A number of increases in density coding for selected areas and notably in the medium density range.
- Provision for mixed-use residential development in the town centre, local centre and beachfront activity areas, including upper densities range from R60-100 to suit the intensity and variety of activity in the town centre and beachfront precincts.
- No decreases in the density of areas.
- Encouragement of redevelopment of older townhouse complexes and multi-storey blocks of flats for a better standard of urban design and amenity.
- Retention of traditional neighbourhood shops for local services for liveable neighbourhoods.

### Town Centre zone

The Town Centre zone aims for a functional and vibrant “main-street” type of district commercial centre with a traditional village-style amenity and mixed uses including residential and entertainment. The current zoning for this is continued under LPS3 as well as the R100 density coding, to encourage ongoing land use, accommodate changes of use and provide for redevelopment. In the longer term the potential for transit-oriented redevelopment to expand or boost the town centre on a planned basis and build up higher-density housing as part of it would be achievable under this zoning and density approach. In addition, existing government land immediately to the west of the Cottesloe train station has potential to be included in any such development. This potential is recognised by the proposed Development zone ‘E’ for this area of land, as discussed further below.

### Residential Office zone

This zone provides the function of a mixed-use buffer zone between the Town Centre and the residential area to the north. It also acts as the locality for service professional and similar low-key businesses that do not normally occupy the premium street frontages or commercial floorspace of the Town Centre but are within convenient walking distance for users. This zone has been effective under TPS2 and is perpetuated (but not expanded) under LPS3, including a domestic scale and intensity of development, a generally lesser parking requirement and a residential character and amenity.

### Local Centre zone

This zone provides for the two local shopping centres found in the suburban parts of the district, which are important for convenience goods and services and walkable catchments.

Under LPS3 they are strengthened within the current boundaries and some residential use mixed with the commercial is encouraged provided it does not dominate - residential use would only be permitted above the ground level to allow commercial activity at ground level.

#### Foreshore Centre zone

This is the chief zoning for the beachfront activity precinct to enable its multi-purpose uses and built-up character to evolve (within clearly defined limits) while respecting the residential (including short-stay accommodation) amenity and informal recreational nature of the locality serving both local and regional users. Typically higher densities are allowed here subject to acceptable planning and development outcomes. Under LPS3 there is some minor rationalisation of this zoning and upgrading of density. In addition, LPS3 would restrict residential use to upper levels to encourage commercial activity at ground level. Also, to prevent residential land use predominating in the area, the size of dwellings, including short-stay accommodation dwellings, is restricted.

#### Restricted Foreshore Centre zone

This zone is a transition between the more intensive activity and built form facing Marine Parade and the residential areas of the district backing the beachfront precinct. It extends partly along side streets behind the Foreshore Centre zone, with a reduced range of uses and scale of development. Under LPS3 there is some minor rationalisation of the boundaries of this zone and some minor increases for higher density which are still as a “step-down” from the beachfront strip. This zone acts as a transition area between the Foreshore Centre zone and the Residential zone. LPS3 provisions ensure that the scale of development reflects this. LPS3 also facilitates short-stay accommodation and accordingly dwelling size is restricted to prevent permanent residential dominating future development.

#### Hotel zone

Historic hotels are a feature of the lifestyle of Cottesloe, especially on the beachfront and also in the Town Centre. The current hotel zoning is quite specific and is essentially repeated for the Cottesloe Beach Hotel on Marine Parade and the Albion Hotel on Stirling Highway – the Ocean Beach Hotel being within a Development zone. This recognises and preserves the nature of hotel uses as well as defines the limits of development and proscribes the consequent social impacts that can arise. In addition the Cottesloe Beach Hotel site is subject to a Special Control Area under the LPS3, together with the Ocean Beach Hotel site, and the provisions relating to building design controls for this area will be formulated following further consideration through an Enquiry by Design consultation process.

#### Development zone

This zoning is purposefully framed and applied to plan for the potential future redevelopment of a handful of larger or under-developed sites within the district, which although differing reflect the need for careful overall planning to ensure that their land use, development and amenity is compatible with the surrounding areas. The generic zoning is distributed as zones “A” to “E” with uniform structure planning provisions and some individual requirements as follows:

- Development zone ‘A’ covers the Ocean Beach Hotel site which is also subject to a Special Control Area under the LPS3, together with the Cottesloe Beach Hotel site, and the provisions relating to building design controls for this area will be formulated following further consideration through an Enquiry by Design consultation process.
- Development zone ‘B’ covers the existing Council Depot site and low scale residential in keeping with the surrounding area, with the possibility of aged persons housing is envisaged for the site.

- Development zones 'C' and 'D' apply to reserve land occupied by the institutional uses of the Wearne Hostel and WA Institute for Deaf Education and include some surplus land that may in the future be available for development.
- Development zone 'E' applies to existing government land immediately to the west of the Cottesloe train station and it is envisaged that the structure planning process will enable development of transit-oriented development that resolves transport and land use issues to revitalise the area and provide east-west connectivity for the Town.

The structure planning process requires community consultation and approval by the WAPC. The zoning is not necessarily inviting redevelopment so much as anticipating the prospect and putting in place scheme controls to ensure orderly and proper planning. The density and form of development would be determined by the structure planning process.

#### Place of Public Assembly zone

This is a narrow zoning for a few local activities such as churches which are part of the fabric of established residential districts and are important to the social interaction of the community and usually accepted as compatible with residential amenity. Those existing sites are recognised accordingly in the proposed scheme and no new sites are intended at this stage.

#### Additional Uses

Council has also recognised the existence and role of a number of traditional shop premises located around the district which serve residents with uses including corner stores and neighbourhood cafés as well as some small businesses. These have been classified as additional uses with associated conditions to protect amenity.

In summary, this zoning approach has the advantages of a few broad zones which are clearly defined, with generally wide land-use capabilities and associated scheme provisions specific to their purpose, objectives and desired standards of development.

#### Regional Reserve - Marine Parade (north side)

The Western Australian Planning Commission has advised Council that part of the land reserved for regional Parks and Recreation, located between Napier Street and Gadsden Street, and occupied by a public car park, has potential for future development. The Commission has indicated the possibility of linking the existing 'activity areas' to the north and south of the area with additional foreshore activity development. In this regard, the Council intends to participate with the Commission and other relevant State Government authorities in a study of the area, as follows:

- identification of a boundary within which to carry out the study;
- identify the terms of reference of the study;
- ensure that the study recognises the existence of nearby residential areas and the need to protect their amenity; and
- ensure that the study recognises any other matters relevant to the locality.

### **BEACHFRONT PRECINCT**

Cottesloe and North Cottesloe beaches, their public foreshores and the adjoining beach-side development are the defining element of the district and its primary asset. While easily taken for granted as a constant, the environmental and man-made amenity of the beachfront precinct

is a delicately balanced combination of coastal care, sound urban planning and sensitive development to ensure that the natural, social, physical and economic health of the beachfront is sustainably managed. Within this perspective are a number of givens that constitute the attributes of the beach and beachfront areas which make it a success:

- The coastal location defines the identity and lifestyle of the district as a place where people can live and play and visitors are welcome.
- The beachfront is a destination for locals, the regional population and tourists.
- It is highly accessibility by private and public transport and has high walking and cycling capabilities.
- The beaches have a picturesque, unique character and are spacious and clean.
- The landscape setting is special by virtue of the topography, Norfolk Island Pine trees, wide open spaces and essentially unobtrusive built form.
- The scenic capacity afforded to the district to both the ocean and inland exhibits generous availability of attractive views on a shared basis.
- There is a distinctive ambience of an active beachfront with a human scale and range of recreational opportunities which is relaxed rather than overly-intensive.
- The pair of historic seaside hotels is a feature and draw-card, together with the two surf life-saving clubs, cafes/restaurants and public facilities.
- The local community has a strong, long-term sense of place and participation in the amenity and welfare of the beachfront precinct.
- Town planning has hitherto secured a predominantly lower-rise scale of beachfront development in relative harmony with the beach and adjoining residential areas and the natural environment of the beach is not dominated by an urban backdrop of over-height buildings with adverse impacts.

#### Tourism Activity

- In recognition of the regional recreational and tourism functions of the central beachfront precinct, albeit subject to seasonal fluctuations, there is a need seen to consider and facilitate the provision of better tourist/visitor facilities along with more short-term and permanent residential development, as appropriate. In this respect the WAPC Planning Bulletin No. 83: Planning for Tourism, is a guide to a suitable planning approach – the revised bulletin (July 2011) has greater emphasis on the local planning framework in addressing regional and local tourism issues and land use planning objectives.

## **HEIGHT OF BUILDINGS**

### **Geographical and Historical Context**

- The seaside location of Cottesloe and topography of the district rising inland has afforded the opportunity for buildings to take advantage of the ocean views and orientation. Since early settlement there has been an overall sharing of these attributes, with both housing and the historic beachfront hotels for example developing as essentially lower-rise buildings of one or two storeys. This has contributed to the attractive character and amenity of the district, shaped the urban form and avoided the adverse impacts of taller or bulkier buildings.
- It has also meant that the visionary introduction of the Norfolk Island Pine trees to Cottesloe has succeeded because the trees have been allowed to become the defining landscape element rather than being dominated by buildings (or removed due to the size of developments). In this way the pine trees are a backdrop to buildings when viewed in approaching the district, moving through it and from the beach and

beachfront areas. The trees have a natural scale and positive, unifying effect on the built form, binding the individual streetscapes and urban and beachside landscapes. Further, where buildings are subservient to the trees they can benefit from the shade and aesthetics that the trees provide, but larger buildings tend to treat the trees as constraints and detract from their landscape quality.

- In more recent times the pattern of housing, local centre, town centre and beachfront precinct development has generally followed this lower-rise building height regime, which has anchored the character and amenity of the district as it has grown. The reasons for this are as follows:
  - Residential development is typically of one or two storeys for practical and cost purposes, and the present trend is towards two storeys as a lifestyle choice as well as due to smaller lots or for design outcomes, including gaining a share of views from sloping sites without unduly obstructing opportunities for views for others.
  - The human-scale and village-character of the traditional town centre, local centres and beachfront precinct is a reflection of the ambience that lower-rise buildings deliver by minimising off-site impacts and creating a relaxed atmosphere.
  - During the 1960s and 1970s the detrimental excesses of higher-rise buildings were felt around the world and town planning responded to curtail the proliferation of blocks of flats or taller/more massive commercial developments. It was seen that such developments have lasting impacts on not only the immediately neighbouring properties but also the streetscape, locality and wider district, affecting the sub-regional urban landscape. There were also concerns about the social and economic consequences of low-standard higher-rise developments.
  - In the 1980s the economic boom stimulated a resurgence of high-rise development in metropolitan Perth and the coast was targeted by developers for major projects for the first time. This caused widespread public debate, objections from local communities and concern amongst local governments. A number of proposals were defeated by the overriding concerns of the local and regional planning authorities as well as active community opposition.
  - With one notable exception Cottesloe has so far been spared the adverse impacts of higher-rise development on the beachfront, although some medium-rise developments have also occurred and been of concern. Several blocks of flats were also built at a similar scale and have remained as anomalous buildings relative to their surrounds and the landscape.
  - Successive Councils and the community of Cottesloe have sought to address this situation through appropriate planning controls.

## **Town Planning Controls**

- Local governments through local planning schemes in their own right have had the responsibility to address building height as an important consideration in local area planning.
- Where there are regional nodes of activity like the beachfront this task has also fallen to local planning schemes in the absence (until in recent years) of any complementary regional planning measures to help manage the scale, form and impacts of coastal urban development.
- The making of a local planning scheme as a public process is also a valid vehicle to gauge and reflect community aspirations about the various matters that schemes embrace. Controversial aspects including higher-rise development usually generate a considerable amount of public participation in and feedback on scheme proposals and influence the final content of a scheme.
- Current Town Planning Scheme No. 2 was formulated in the 1980s and took into account the geographical, historical and social perspectives described above, in the wake of the negative experience of higher rise development.

- The Council of the day working with the community arrived at an appropriate set of building height controls to manage the scale of development for an urban form consistent with the landscape and amenity of the district.
- The scheme was subsequently approved by the State planning body and Minister of that time.
- This approach to height limits has worked well for the following reasons:
  - Contemporary residential design has been easily catered for.
  - Commercial, recreational, entertainment and short-stay accommodation has been able to develop and operate within these parameters.
  - The positive outcomes of shared views, amenity and lesser impacts have benefited all and fostered the attraction and value of property.
  - There has been certainty about the likely height of buildings and built-form for the owners and occupants of surrounding property and the community.
  - Consistency of decision-making by Council to ensure that the preferred built form evolves through conscientious application of the building height limits to achieve rather than depart from the objectives of the scheme and expectations of the community.
  - The activity centres have developed at a scale that has preserved the urban environment, respected the landscape and evolved a basically cohesive built form
  - The beach and beachfront have avoided the undesirable consequences of higher-rise and larger floorspace buildings with impacts in terms of visual bulk, overshadowing, overlooking, wind effects, amount of traffic, parking demand, loss of open space and trees, and so on.
  - Recognition of the Ocean Beach Hotel site as a prospect for comprehensive redevelopment, subject to orderly and proper planning by way of scheme provisions and procedures including structure planning and local planning policy to administer design details and entailing community consultation.
- Local Planning Scheme No. 3 continues with this approach to and specification of height limits, together with improved detail and the capacity for guidance through supporting policy. A *Development* zoning and structure planning process are applicable to the Ocean Beach Hotel site to ensure that the scale, magnitude and quality of any redevelopment on this land is compatible with the overall usage, built form and amenity of the beachfront precinct. In addition the site is subject to a Special Control Area under the LPS3, together with the Cottesloe Beach Hotel site, and the provisions relating to building design controls for this area will be formulated following further consideration through an Enquiry by Design consultation process.

### **Planning Principles and Development Parameters**

- Based on established planning practice, circumstances around the Perth metropolitan region and with the operation of town planning in Cottesloe, the following key planning principles and development parameters are identified as vital to the effective control of building height within the district generally and for the beachfront precinct in particular:

#### **Natural Environment and Landscape**

- The natural environment and landscape are the foundation of the character of an area, which land use and development need to respect if that character is to be preserved and appreciated.
- The coastline, landform and vegetation of Cottesloe provide a distinctive natural environmental and landscape setting defining the physical and climatic characteristics of the district which underpin its identity and function as a seaside suburb with centres of activity including the beachfront precinct.



### **Topography**

- Topography is the starting point for the layout of a district in terms of roads, opens spaces and developable land and for the design of buildings, presenting both opportunities and constraints.
- Development which responds to topography retains that natural element rather than alters it, so that the natural landscape character of a locality and the district is reflected in built form.
- Development which significantly alters topography destroys the natural landscape quality and introduces artificial ground levels.
- In these ways the incremental and cumulative effect of development in relation to topography literally shapes the urban landscape either in sympathy or conflict with the natural topography of an area.
- Buildings stepped up/down topography retain the impression of the landform and allow views over and between the built volumes, as well as provide for more interesting design.

### **Views**

- Protection of view panoramas, sheds, corridors and vistas for an overall sharing and distribution of views, and for relatively equitable access to views of and around the district, of the urban landscape and to the ocean, foreshore and beachfront.
- Overall visual permeability of the ocean and foreshore from the surrounding residential areas, beachfront buildings, access roads and public open spaces.
- The views from the beach and along Marine Parade to the immediate beachfront development and the inland built-up area are likewise important, where a lower-rise built form and appreciation of the landscape is desirable in looking towards, approaching and moving through the developed area.

### **Built Form**

- Where topography is varied and views are available the potential for built form is enhanced and at the same time the design of buildings needs to be more responsible.
- The topography and access to views enables buildings and urban spaces to relate to these natural assets so that they offer a more interesting experience than development which creates only a built context with no connection to the natural environment, landscape or climate.
- In this regard the preferred built form respects the setting of the landscape and creates attractive views of development which can be seen to be in harmony with the landscape.
- Building height is a key determinant of built form which needs to be sympathetic to the visual amenity of localities and protect the availability of shared views.
- The position, height, other proportions and spread of buildings create the overall effect of the scale, bulk and mass of developments relative to their sites, streets, localities and the total urban landscape.
- Taller buildings tend to dominate the landform and landscape and increase amenity impacts, with the visual impact and loss of views usually being substantial and in conflict with the scale and amenity of surrounding development.
- Taller buildings can also cause direct overlooking impacts and a general sense of overlooking due to their presence and dominance.

### **Amenity**

- How development and built form treat the environment, topography, landscape and views are predominant influences on amenity, which is either preserved and enhanced or disrespected and impacted upon, so as to generate an overall sense of amenity.
- In addition the design of buildings has more specific influences on the amenity of a development itself and that of the surrounding properties and public spaces.
- Overshadowing is a major impact on amenity, whereby the avoidance of overshadowing in excess of acceptable standards for residential or non-residential development that affects private or public open space, solar access, alfresco areas and amenity generally is critical to good urban design.
- In coastal locations the wind and weather is a key consideration for development, whereby the avoidance of undue wind effects (velocity, noise, blocking of cooling sea breezes) caused by excessively high, massive and poorly positioned or proportioned buildings is critical to good urban design and amenity.
- Development in relation to the climate is also a key contributor to amenity and sustainability, whereby proper building orientation and sensitive design can take advantage of the sun, shade, temperatures, breezes and seasons so that the climatic performance, energy efficiency and enjoyment of indoor and outdoor spaces is optimised.

## **COMMUNITY CONSULTATION**

Formulation of the LPS and LPS3 has entailed a considerable amount of ongoing community consultation undertaken by Council.

At the commencement of the local planning scheme review process in 1997, Council carried out precinct-based community workshops and considered community issues and preferences. The characteristics and constraints of each precinct were identified, together with ideas about how each precinct could develop and the community's expectations. This laid the foundation for the ongoing LPS and LPS3 community consultation.

In subsequent years Council undertook work towards preparation of a LPS, which has been revised and expanded as the draft scheme has evolved, new planning matters have arisen, the planning system has been improved and the community has taken an increasingly active interest in key issues and major development proposals affecting the future of the district.

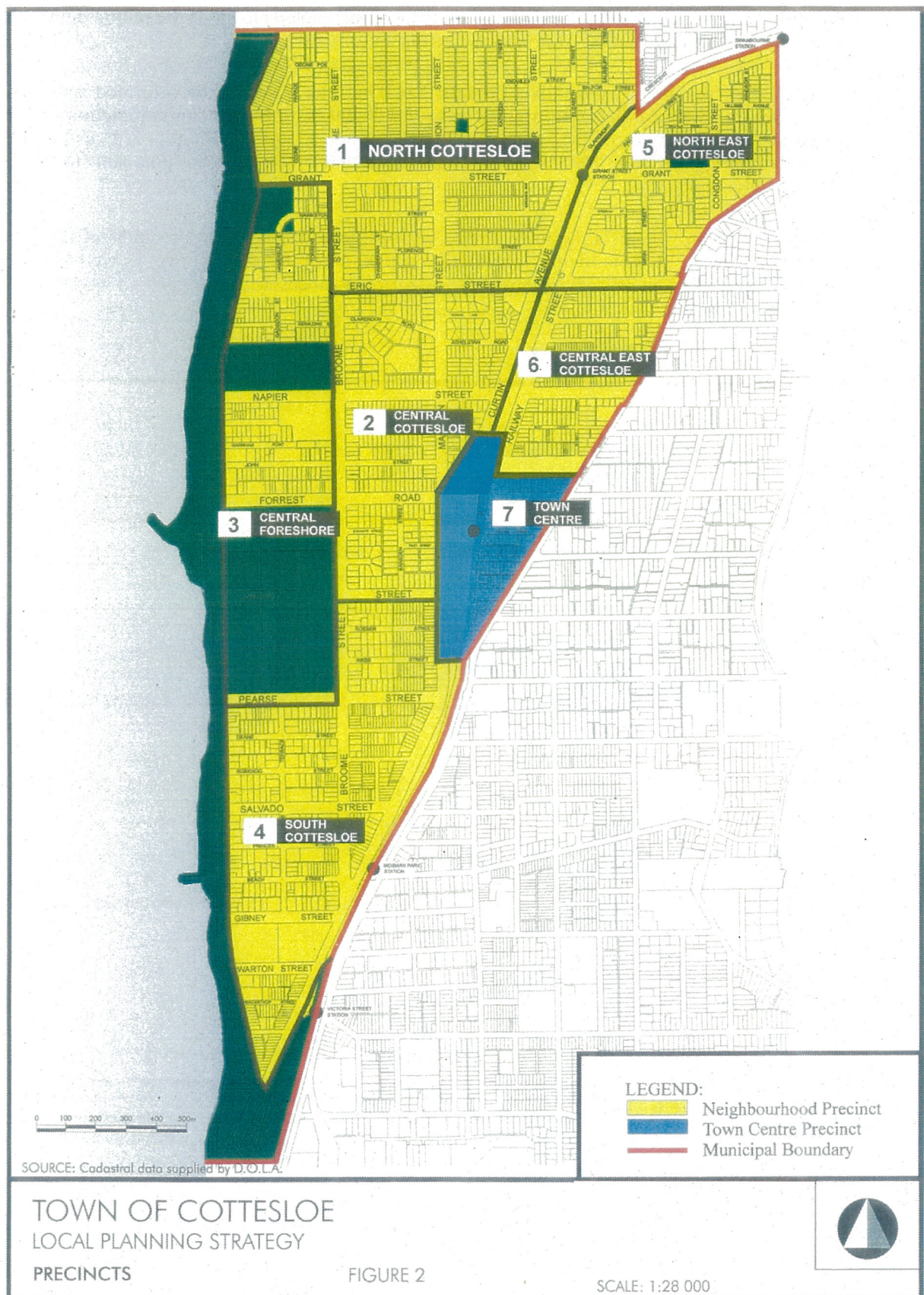
During 2004 and 2005 Council has made progress on the scheme review through further rounds of precinct-based community consultation to firm-up on its local planning strategic directions and consolidate draft LPS3, including a final round of consultation in December 2005 on the draft scheme before lodgement for consent to advertise. Council also undertook a number of studies to assist the consultation exercise and consideration of the preferred approach to particular matters and how they could be treated in LPS3.

It is also during this time that the beachfront became the focus of two large-scale redevelopment proposals affecting the heritage hotels and poised to transform the character and amenity of the area in a manner that while potentially offering some benefits was considered by Council and the overwhelming community to seriously jeopardise the sustainability and amenity of the beachfront precinct for the enjoyment of all. This process has been a watershed in reconciling the local and regional planning aspects facing the beachfront precinct. It has emphasised the importance of comprehensive planning, controlled

building height, quality urban design and protection and enhancement of the public domain as crucial to the well-being and success of urban beachfront activity nodes.

Overall, this ongoing consultative process has kept the community informed and involved in completion of draft LPS3, and provided valuable feedback to Council in completing the draft LPS, determining the content of the scheme and formulating intended policies. All of this preliminary consultation should help to streamline the community consultation pursuant to the statutory advertising period.

*Figure 2: Precincts* depicts the town centre, residential and beachfront precincts of the district used as a framework in the community consultation and studies referred to above, as well as referred to in succeeding chapters in describing parts of the district or aspects of it.



## 4 KEY ASPECTS

### ENVIRONMENT

#### Environmental Setting

The Town is located on the coastal side of a peninsula north of the Swan River and west of Stirling Highway and covers an area of four square kilometres (refer *Figure 3: Location Plan*).

The predominant landform and landscape features of Cottesloe include sandy beaches, coastal dunes, limestone cliffs and rocky outcrops, with an undulating topography inland from the coastline. While much of the original coastal vegetation has been removed with settlement, some pockets remain, yet rows of mature Norfolk Island Pine trees planted in the early 1900s along many streets have become the identifying landmark along the coast and characterise the landscape of Cottesloe. This environmental setting is experienced when approaching Cottesloe from the north, south or east and together with the topography signifies the proximity to the ocean and beach.

The beach is mostly easily accessible, from Marine Parade and the dual-use path for its entire length at the top of the fore-dune. This is a distinguishing advantage of the Cottesloe foreshore, whereby an ocean view is attainable to pedestrians, joggers, cyclists and vehicles, with very little obstruction by buildings or vegetation. For this reason the lawns, playgrounds, shelters and viewing areas backing the beach are Marine Parade are popular assets.

In planning terms the coastal foreshore forms part of the MRS Parks and Recreation Reserve, which is continuous along the metropolitan coastline, providing for public access, recreation and facilities. The beach and foreshore constitute a natural environment that has been adapted for intensive human use for a range of recreational pursuits and requires sensitive management and development. In this respect the pressures and impacts arising from the many uses of the beach and foreshore and the large numbers of people during peak periods and special events need to be considered in relation to town planning and development controls.





## **Areas of Environmental Significance**

### *Fish Habitat Protection Area*

In September 2001 the Cottesloe Reef ecosystem was set aside as a Fish Habitat Protection Area (FHPA) under the *Fish Resources Management Act 1994*. The Reef is composed of limestone pinnacles, elevated limestone outcrops with patches of sea grass, kelp beds and sponge gardens. It provides a habitat and shelter for a vast range of aquatic life including fish, shellfish, crustaceans, weedy sea dragons and the rare leafy sea dragon.

The purpose of the FHPA is to promote and encourage protection of the Cottesloe Reef ecosystem so that the ecological and social values of the reef are maintained for the long term in an environmentally sensitive and sustainable manner. A Management Plan has been prepared to manage human activity on the reef, and to ensure the conservation and protection of fish and the aquatic ecosystem in the vicinity of the reef.

### *Bush Forever Sites*

*Bush Forever* sites have been identified throughout the metropolitan region as having regional conservation value. This is an initiative of the WAPC. Examples in the sub-region include Bold Park, the Swanbourne Bushland and Minim Cove (Mosman Park). There are no Bush Forever sites in the Town of Cottesloe, due to the historic substantial clearing and development of the district.

However, some more localised coastal vegetation areas remain and are protected, and contribute to the coastal environment and sense of place within the regional setting.

## **Western Suburbs Greening Plan (2002)**

The *Western Suburbs Greening Plan* is an initiative by WESROC (*Western Suburbs Regional Organisation of Councils*) that provides a consolidated approach for the integration of the natural environment into the urban landscape. The principal objective of the plan is to conserve and enhance green corridors, which allow the movement of fauna between bushland areas along the coast.

Recommendations are focussed on:

- Establishing regional green corridors which provide linkage between significant remnant bushland areas, coastal habitats, riverine habitats and wetlands.
- Securing linkages between locally-significant bushland and extending regionally significant bushland.
- Developing linkages between open space, parks and recreational areas to remnant bushland.

Regional linkage areas identified in Cottesloe are:

- Coastal foreshore reserve.
- Cottesloe Golf Course

Areas for securing green linkages within or near Cottesloe (based on linking locally-significant bushland to regionally-significant bushland corridors which have good potential for greenway establishment and potential for bushland regeneration) are:

- Allen Park to Lake Claremont via North and Shenton Streets.
- The Railway Reserve.
- The land from the SAS Barracks in Swanbourne, along Marine Parade through Cottesloe including Seaview Golf Course, and on to Buckland Hill in Mosman Park.
- Buckland Hill to Chidley Point via Wellington Street.

Areas identified for developing green linkages in Cottesloe by linking local parks and recreational areas with other green areas include:

- Palmerston Street, View Street, Irvine Street, Jarrad Street, Broome Street, Grant Street and Marmion Street.

### **Coastal Rehabilitation**

The Council has an on-going programme of works involved in the conservation and restoration of the coastal reserve.

There are only minor areas of natural coastal vegetation remaining along this part of the coast, mostly at the southern end of the Town. Revegetation in several areas is being carried out to assist dune stabilisation and improve the general attractiveness of the area. Other projects the Council is undertaking include rationalising and improving beach access points and the fencing of some dune areas to prevent further degradation.

Local community groups are actively involved in participating in these rehabilitation programs, and this support should continue to be acknowledged and encouraged.

The Town of Cottesloe *Draft Coastal Management Plan* (1986) has been replaced by the *South Cottesloe Foreshore Management Plan* (1999) for south of Cottesloe SLSC, and by the *North Cottesloe Coastal Management Plan* for from the Cottesloe SLSC north to the boundary with the City of Nedlands.

### **Managing the Environment**

One of the Council's main priorities is its sustainable development plan, which provides a framework for implementing sustainable development principles at a local level. Council is committed to the principles of this framework and has the following sustainability programs underway:



### *Cities for Climate Protection (CCP) Program*

After achieving Milestone 5 of this national greenhouse reduction framework, Council has joined the *Cities for Climate Protection (CCP) Plus Programme*. The programme is designed to continue with efforts to establish sustainable, long term reductions in greenhouse gas emissions primarily by focussing on energy conservation and energy efficiency within the community.

### *ICLEI Water Campaign*

The Water Campaign assists in managing water resources in both the Council and the community by reducing use and improving quality. The campaign is designed to be performance-based and deliver outcomes through capacity building, initiating actions and meeting key milestones.

### *Natural Areas Management Plan -*

Currently being developed, this plan will provide a framework by which to manage natural areas throughout the whole of Cottesloe. It will identify areas in the Town of Cottesloe that are to be managed as natural areas and to provide guidelines and priorities for their management with a view to protecting, preserving and enhancing local biodiversity.

Actions relevant to the sustainable development plan include:

- *Cottesloe Seadragon Festival* – an annual community festival with a focus on reducing human impact on the coastal zone.
- *Cott Cat* – a shuttle-bus service funded by the Town of Cottesloe in conjunction with the Public Transport Authority. This service acts as an incentive for visitors to Cottesloe to use sustainable transport during the summer months and special events.
- *Local native plant subsidy scheme* – each year, Council provides a subsidy to all residents for the purchase of local native plants, as an incentive to increase local biodiversity, with the additional benefit of reduced scheme water and fertiliser inputs.
- *Waste Minimisation Strategy* – aimed at reducing the tonnage of waste disposed of in landfill by encouraging the reduction of waste, increasing the separation of recyclable materials and promoting the reuse and recycling of green and organic waste. The *Cottesloe Volunteer Earth Carers* provide ongoing promotion and education about waste minimisation in the community, including local primary schools.
- *Travel Smart program* – this program aims to reduce car use and to promote walking, cycling and public transport use.
- *Water Resources Management Plan* – aimed at community education and support regarding water use and local ground water resources and actions by the Council to protect ground water resources and reduce its water use.
- *Sculpture by the Sea* - this is an annual 'free-to-the-public' exhibition which displays over 50 local, national and international sculptures along Cottesloe Beach.

### **Scheme Implications**

The Council can use local planning scheme provisions, planning policies and approval processes to protect the environment and promote sustainability, complementing its capital works, education and promotion programmes.

Relevant Scheme provisions include:

- *Scheme objectives* – such as sustainable development or environmental management objectives.
- *MRS Parks and Recreation Reserve* – this is required to be included in LPS3, and the MRS prevails as the scheme for land use and development control of that land.
- *Special Control Areas* – to address environmental or other specific issues in certain areas that need special controls in addition to those that are normally applied in each zone, eg landscape protection areas along the coast or major redevelopment sites where coordination of development and subdivision is needed.
- *The preparation of Local Planning Policies* – to provide additional guidance in relation to the use and development of land on specific topics such as coastal development, heritage, public access or energy efficiency.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Pursue the principles sustainability through environmental protection, resource conservation, land use, development control, energy efficiency and open space management measures.
- Foster water management principles, programs and practices in relation to the planning process as guided by *State Planning Policy 2.9 Water Resources*, including any district or local water management strategies.
- Protect the environmental and landscape values of the coastal foreshore and manage the area as a public resource in perpetuity.
- Maintain convenient and attractive physical and visual access to the beach, foreshore and coastal parks and recreation open space reserves.
- Articulate a foreshore vision as a broad guide to the managed use, development and care of the area.

### **Actions**

- Reflect sustainable development principles in the objectives and provisions of LPS3.
- Apply the heritage provisions of LPS3 as appropriate towards environmental protection and management.
- Under the provisions of LPS3 consider Special Control Areas or Local Planning Policies to guide development along the coast or in other areas, including redevelopment sites where the coordination of subdivision and development is required.
- Prepare Local Planning Policies as needed to provide guidance for the use and development of land in relation to specific environmental aspects.
- Ensure that structure plans and significant subdivisions and developments have regard to detailed planning and design for sound water management as guided by appropriate instruments.
- Confine commercial activity and limit development west of Marine Parade to selected locations only and maintain public access to the coastal reserve at all times.



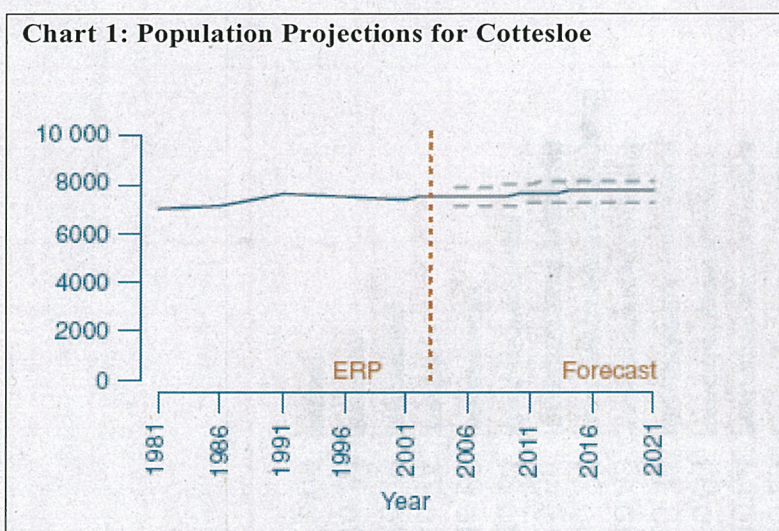
## POPULATION AND HOUSING

### Population Growth

Population in Cottesloe has been relatively static over the past few decades at an average annual rate of increase of 0.16%. The population of Cottesloe is projected to increase from an estimated resident population (ERP) of 7500 in the year 2004 to approximately 7700 by 2021, as estimated by the Department for Planning and Infrastructure (WAPC, 2005). This compares with the expected Perth Metropolitan Area growth rate of 1.42% per annum for the same period.

**Table 1: Population in Cottesloe 1976-2021**

	1976	1981	1986	1991	1996	2001	2006	2011	2016	2021
Existing	7370	6949	7135	7270	7100	6987				
Projected							7500	7600	7700	7700



Source: WAPC 2005, *WA Tomorrow Report No. 6*

### Age Structure

Cottesloe, like the Perth Metropolitan Area as a whole, has an 'ageing' population. The average age of all Cottesloe residents in 2001 was 38, an increase of 2 years from 1996. The Department for Planning and Infrastructure (WAPC, 2005) has estimated that in 2004, 14.6% of the estimated resident population was aged 14 or younger, with 14.1% of the ERP aged 65 or older. This compares with 19.2% of the population aged 14 or younger and 11.6% of the population aged 65 or older for the Perth Metropolitan Area for the same time.

It is estimated that the proportion of young people in Cottesloe (ie aged 14 or younger) will remain static (approximately 15%) at least to the year 2021, whereas the proportion of people aged 65 or older will increase to approximately 20.4% of the total population. The proportion of young and elderly people in the Perth Metropolitan Area is expected to be 17.3% and 15.5% respectively by 2021.

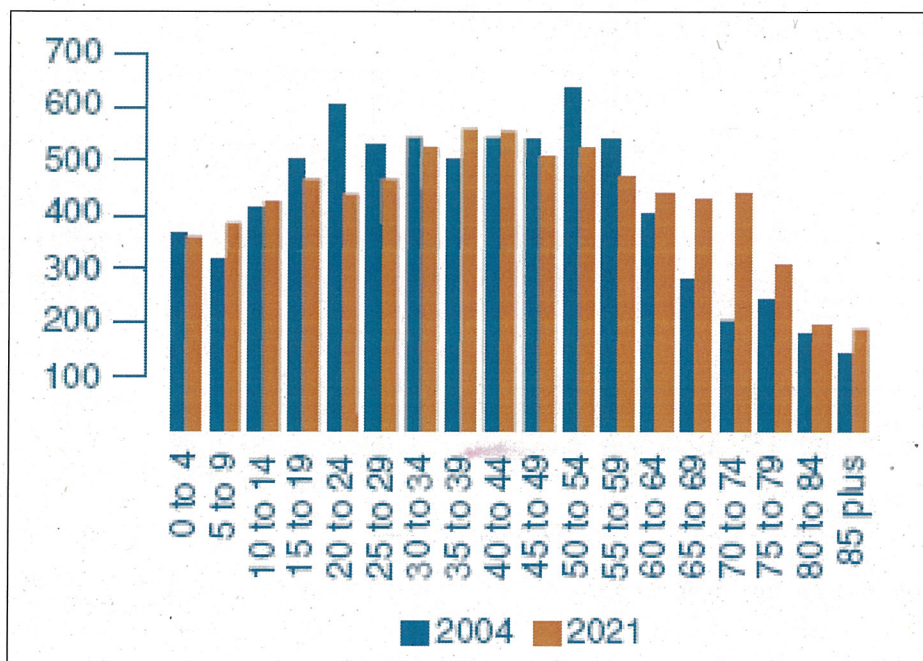


The expected proportional increase of aged persons from 14.1% of the estimated resident population in 2004 to 20.4% in 2021 represents a net increase of persons aged over 65 of 510 persons over the 15 year period, which is offset by a net population loss of 310 of persons 64 or younger over the same period. In other words, a significant proportion of the projected population increase over the next 15 years will be persons over 65.

**Table 2: Retirees and Children in Cottesloe 2004 - 2021**

	2004	2006	2011	2016	2021
Retirees (65 yrs & over)	1060	1080	1190	1430	1570
Children (under 15 yrs)	1100	1100	1140	1220	1160

**Chart 2: Age Distribution - Cottesloe (2004-2021)**

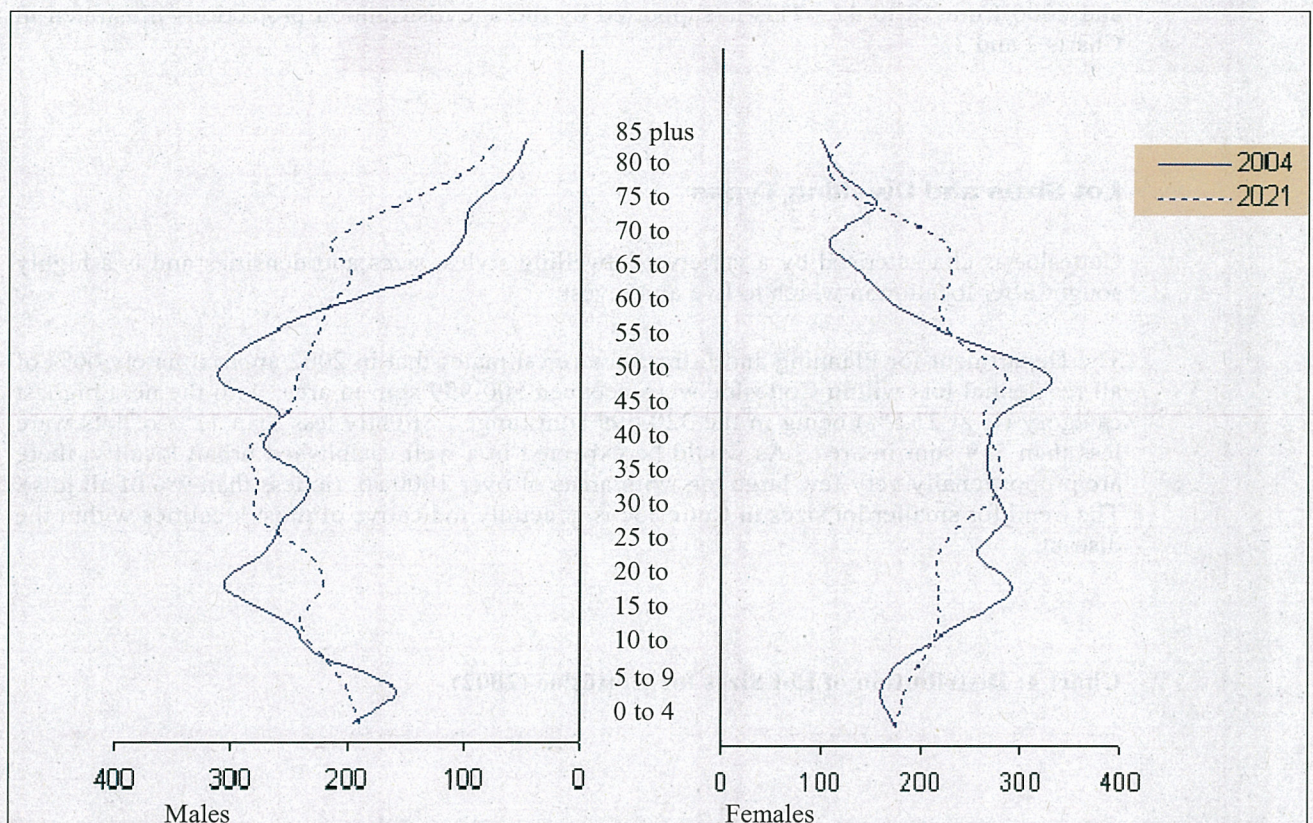


Source: WAPC 2005, WA Tomorrow Report No. 6

The age distribution chart (Chart 2) and Age-Sex Pyramid (Chart 3) for Cottesloe show a distinctive “upward bulging” in the proportion of older people when comparing the estimates for 2004 and 2021. This trend is also reflected in the Perth Metropolitan Area.



**Chart 3: Age-Sex Pyramid for Cottesloe (2004 and 2021)**



Source: WAPC 2005. WA Tomorrow Report No 6, Electronic attachments

### Household Composition

Cottesloe has an established community with a high number of long-term residents. Change is gradual, with new residents moving in as housing opportunities become available. New development is limited to recycling or demolition and replacement of existing housing stock, and the building of second houses in traditional backyards.

Occupancy within dwellings is lower in Cottesloe when compared with Perth figures and has decreased further than the Perth rates over a five year period. Cottesloe had an average occupancy rate of 2.28 persons per occupied dwelling in 1996 but 1.96 in 2001, compared to Perth which had an occupancy rate of 2.6 persons per occupied dwelling during the 1996 Census and 2.3 in 2001.

This correlates with Cottesloe having a significantly higher proportion of lone person households compared to the Perth Metropolitan Area during the 2001 Census. Lone person households accounted for 33% of all occupied, households whereas the average for Perth was 25%.

The proportion of family households, however, remains high, with 32% of all occupied households in Cottesloe being occupied by families of three or more persons, although this is lower than the Perth average of 41%. Of significance is that the number of two-person families in Cottesloe has increased between the 1996 and 2001 Censuses from 23% to 29%, which is likely to comprise the increase in proportion of "empty-nesters" due to the aging population, but would also include young couples. It is possible that this may point to other indications that the number of young children has actually increased since 2001 to the present



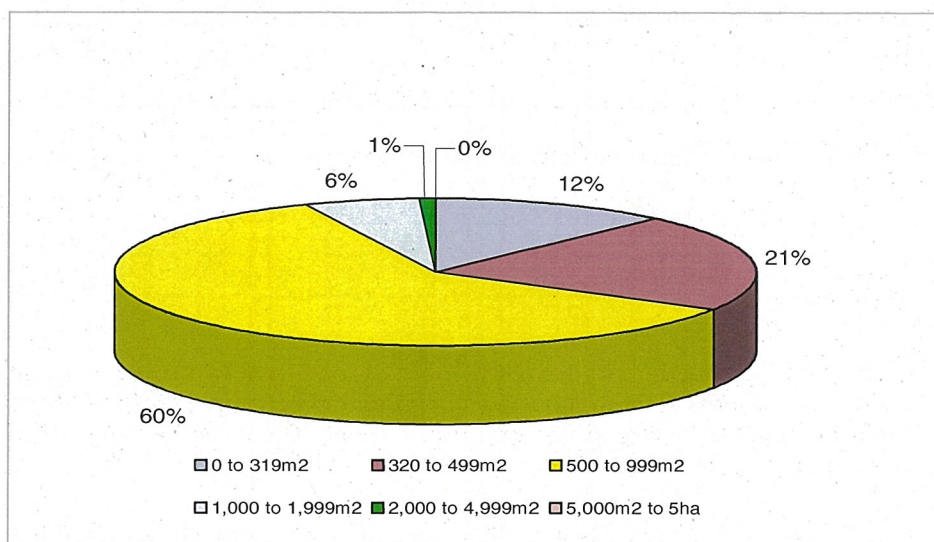
day. The Department of Education and Training advises that the number of non-compulsory enrollments (age 4-6) at the North Cottesloe Primary School more than doubled between 2002 and 2006 from 18 to 47. This is supported by the age distribution projections illustrated in Charts 2 and 3.

### Lot Sizes and Dwelling Types

Cottesloe is characterised by a variety of dwelling styles, sizes and densities and is a highly sought-after location in which to live and invest.

The Department for Planning and Infrastructure estimates that in 2002 approximately 60% of all residential lots within Cottesloe were between 500-999 sqm in area, with the next highest category (ie at 21.5%) being in the 320-499 sqm range. Slightly less than 12% of lots were less than 319 sqm in area. As would be expected in a well established urban locality, there are proportionally very few large lots with areas of over 1000 sq. (ie less than 7% of all lots). The trend for smaller lot sizes in Cottesloe is generally indicative of most localities within the district.

**Chart 4: Distribution of Lot Sizes for Cottesloe (2002)**



Under Town Planning Scheme No. 2, approximately 79% of all residential lots in Cottesloe had a density coding of R20. Many of these lots are smaller in area than would normally apply to the R20 density code. This is proposed to be addressed in the proposed local planning scheme with some increase in areas coded R25, R30 and R35.

The 2001 Census showed that the Town of Cottesloe had 3440 dwellings. Of these, 60% were separate houses while 38% were semi-detached dwellings, town houses or multi-storey residential flat units. This compares with proportions of 71% and 19.7% respectively for the Perth Metropolitan Area during the same time. As would be expected, separate houses were overwhelmingly occupied by families (30% of households were separate houses occupied by families with children). While households with lone persons and family couples (without children) occupied an equal proportion of separate houses, this group mostly occupied the town houses and flats types of dwellings. Lone person households occupied flats in similar

proportion to separate houses (13% and 14% of households respectively) while couples without children accounted for the occupancy of townhouses and flats in similar proportions (4% of households).

The proportion of home ownership for the Cottesloe community was lower during the 2001 Census when compared to the Perth Metropolitan Area estimate, being 63% and 70% respectively.

It is difficult to accurately determine the potential for any net increase in dwelling numbers in Cottesloe based on available data. Building and subdivision approval statistics held by the Department for Planning and Infrastructure indicates that 51 dwelling approvals and 24 final subdivision approvals were issued in Cottesloe in 2003/4. The number of new dwellings exceeding the number of new lots indicates that most of the subdivision approvals were for strata title development. The Department for Planning and Infrastructure also estimates that 150 new lots may be expected over the next 5 years (2004/5-2008/9), although this is a projection subject to a number of variables including land availability, detailed planning and approvals.

Council estimates indicate that the number of rateable properties in Cottesloe increased by 100 in a five year period from 3,575 in the 2000/2001 financial year to 3,674 in the 2005/2006 financial year. This provides an average rate of 20 new properties per year, which is comparatively minimal. The Council estimates that there will be an additional 20-30 rateable properties by the start of the 2006/2007 financial year. Most of these additional properties are residential.

## Dwellings Supply

Cottesloe had only a 2.9% increase in the number of dwellings between 1976 and 1996, with the next lowest local government being Nedlands at 15%. The Department for Planning and Infrastructure estimated that the Cottesloe could expect a 7.5% increase in the number of dwellings from 3,396 in 1996 to 3,652 in 2016 (DPI, *Population Report No. 5 Tomorrow's Dwellings and Labour Force in Western Australia*, 2002), based on demographic trends, land availability and existing zonings. This is still proportionally and significantly less than the expected rates of increase in other local governments near to Cottesloe.

**Table 3: Comparative Expected Increases in Dwelling Numbers for Cottesloe and Nearby Centres (1996-2016)**

	1996	2001	2006	2011	2016	% change 1996-2016
Cottesloe	3396	3516	3578	3617	3652	7.5%
Claremont	4039	4256	4481	4620	4758	17.6%
Subiaco	7560	7995	8391	8611	8814	16.6%
Fremantle	10942	11526	12191	12755	13260	21.2%

## Housing Needs

Cottesloe is expected to have a modest increase in the demand for housing over the next 15 years. Due to declining occupancy rates and increases in the aged population, additional dwellings are required just to maintain the current population levels. The expected population growth is about 200 persons during this period correlates with the expected number of new dwellings.

It is expected that aged persons, two-person households and people living alone will continue to be a significant sector of the Cottesloe community and that current trends in these household types are likely to continue into the foreseeable future. This will have an effect on the market for additional housing in terms of dwelling types (ie single versus grouped dwellings or apartments) and the size of dwellings in terms of number of bedrooms etc.

The dwelling needs and level of care required by aged persons is more diverse and specialised than for the population as a whole. This can have a significant effect on the types of dwellings that are required, assuming that aged persons are to be appropriately accommodated within the local government area.

Notwithstanding the degree of uncertainty that exists over some of the housing demand/supply predictions, given the current and predicted small-scale demand for additional housing relative to current subdivision approval rates, Cottesloe appears to be in a fortunate position which is able to meet its short term housing needs whilst enabling it to develop a more detailed and comprehensive strategy for the provision of appropriate housing to meet the needs of its community in the long term. In particular, the Council will need to have regard for the housing needs of the ageing population in the area.

Over the last few decades Cottesloe has consolidated as a residential district and been virtually fully-developed as a suburb where successive generations have grown up. The lifestyle attractions of the locality have meant that many families have remained in the district, which has influenced the retention of housing, a stable population and social continuity. In more recent decades as children have left there is a population segment of long-time older residents living as smaller households in their original dwellings. There is also an emergent population segment of “baby-boomers / empty-nesters / superannuants” who can afford to move into the district.

The combination of these older age-segment persons has created a demand for dwellings with the intention of renovation, demolition and redevelopment or subdivision as well, with a bias towards more easy-care smaller lots and homes/gardens, while still comparatively spacious and of high quality. Options include grouped dwellings and apartments, which are forms of housing development that can significantly alter the character and amenity of residential areas. Council is concerned to ensure that catering to the housing needs and preferences of this segment of the population achieves appropriate development outcomes.

This approach towards housing for older residents is in contrast to the provisions of the Residential Design Codes for aged persons’ dwellings for small houses on reduced site areas by way of a density bonus. Council has been concerned about the undesirable impacts on amenity of additional subdivision and development at these reduced standards which change the character of localities due to closer built-form, loss of trees and gardens, extra crossovers and traffic, and so on.

### **Demand for Infrastructure and Services**

Cottesloe has a generally well-developed level of infrastructure to meet the needs of the expected increases in population and any corresponding increases in housing, over the next 10 to 15 years. Any required upgrading of infrastructure is only expected to be minor and will be accommodated through appropriate contributions from developers at the time.

Community services and facilities are regarded as generally being adequate to meet the needs of expected increases in the Cottesloe population in the short term. The need for additional services and facilities for aged persons is expected to become an increasing issue of importance as the population of Cottesloe ages.



## **Residential Character and Amenity**

Cottesloe has a high level of residential character and amenity. It is desirable to ensure that redevelopment of existing housing and new residential development is undertaken in a manner that does not detract from this character and amenity. Over recent years community input to planning for Cottesloe has demonstrated that residents place great value on their lifestyle afforded by this character and amenity. Planning and development controls are therefore necessary to protect the attraction and qualities of the residential nature of the district.

## **Constraints to Housing Provision**

- Preservation of character of localities. Central and North Cottesloe is characterized by subdivision patterns with 800-1000m<sup>2</sup> lots. An R20 density coding is considered appropriate for these areas to meet community demands to preserve this lifestyle choice, family accommodation and the character and amenity of area – it is considered higher density would be detrimental to amenity and character.
- Relatively uniform traditional single residential subdivision patterns – sizes vary between localities based on historical development of the subdivisions. Extensive subdivision areas exist at densities of R25, R30 and R35 throughout Cottesloe. The density codings of these areas are proposed to reflect the lot sizes.
- High quality and cost of much of the existing housing stock – redevelopment typically occurs where housing stock is obsolete or of lower value.
- Demand for large separate houses and townhouses.
- Conservation of cultural heritage value of places and buildings.

## **Opportunities for Residential Development**

There is a variety of housing stock in Cottesloe but the cost is high and the supply is limited. There has been only a slight increase in the number of dwellings since 1991 and prices have increased at nearly twice the metropolitan rate over the corresponding period. Cottesloe has experienced a consistently higher rate of growth in house prices than all of the western suburbs local government areas over the last thirty years.

Population levels have been slowly declining over the last 15 years and also ageing. There is a high proportion of two-person households (which include 'empty-nesters') and lone person households – each comprising 30% of all households. There are some indications, however, that the number of young children and therefore families may have increased since 2001.

Cottesloe is expected to have a relatively modest increase in the demand for additional housing over the next 15 years. The density provisions of the existing town planning scheme have produced predominantly large single detached houses, while there has been redevelopment of some smaller lots plus a limited amount of subdivision of larger lots to create smaller lots. Despite the general trend for smaller lots there has been only a slight net increase in total dwellings in the district. There are varying degrees of opportunity for further residential development in the district under the density provisions of the existing town planning scheme, which the proposed scheme seeks to augment, as some changes to existing densities and provisions are required if additional housing opportunities are to be made available in Cottesloe.

There are a number of potential redevelopment opportunities to accommodate this demand with a diversity of housing types. In particular there is opportunity for greater integration of a residential development in commercial areas, particularly along the Marine Parade beachfront

and in the town centre. This has the potential of not only adding to the available housing opportunities within Cottesloe within walkable catchments but also in providing for additional vibrancy within those localities. Densities of R100 are proposed for the Town Centre and R60 for much of the central beachfront area with R100 achievable under circumstances along Marine Parade.

There are also future opportunities for development of the current public purposes land located to the west of the Cottesloe railway station. This is reflected in the Town Centre Study and will be able to be further explored following any redevelopment of the Cottesloe Railway Station and the realignment of Curtin Avenue. This area is subject to a Development zone which provides for a structure planning process which will facilitate planning for this area in the future.

Walkable catchments to other railway stations also present opportunities and it is proposed to extend the R30 area of South Cottesloe east towards the Mosman Park railway station.

Opportunities for higher densities of R60 also exist along Stirling Highway, should access be arranged from side streets.

Development zones have been identified in the proposed Scheme which presents opportunities for additional housing to be developed in a comprehensive manner in accordance with a future structure plan, having consideration for the individual constraints of each site. The Institute for Deaf Education and Wearne Hostel sites may provide surplus land in the future which may provide opportunity for additional housing and also a local shop. The Ocean Beach Hotel site and the Council Depot site present varying opportunities at densities to respect their localities.

Short-stay accommodation is proposed to be encouraged in beachfront locations and present opportunities for non-private dwelling opportunities. Dwelling size is to be limited in LPS3 to 125square metres to provide short-stay dwellings an advantage over permanent residential.

In addition, Cottesloe is peppered with a number of multiple dwellings (flats) that were developed under earlier town planning schemes and controls. These are to be encouraged to be redeveloped at reduced existing densities as they are located within otherwise uniform lower density locations.

## **Design for Climate**

Cottesloe has a moderate temperate climate with mild winters and moderate to hot summers. Rainfall is predominantly during the winter months although thunderstorms can provide some rain relief during summer months. Proximity to the coast provides it with diurnal, cooling sea-breezes during the summer months.

Much of the existing housing stock has been well-established for many years. Whilst older housing stock is not usually thought of as being attuned to current-day principles of passive design and energy efficiency, the mix of building materials that have been used in some older housing stock and the nature of the many well-established gardens often provides a relatively high level of energy efficiency, especially during the summer months. Cottesloe is especially well-located to be able to make use of cooling sea breezes during summer months through the incorporation of passive cooling principles into modern building design.

There is now a considerable wealth of information available concerning principles and materials that can be followed and used to provide for passively-designed and energy-efficient housing. Many of these principles, such as passive design, appropriate solar orientation, use of structural and landscaped shading, reduced water dependence (especially for gardens) and better use of insulation, are already being incorporated by architects and building companies

as common practice. Scope also exists for the Council to incorporate these principles into its own building and asset management programs and its development control policies and guidelines. This would support any Building Code of Australia requirements and new performance criteria expected from the current review of the Residential Design Codes.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

The following strategies and actions, implemented through the Local Planning Scheme and local planning policies, are recommended to be addressed.

### **Strategies**

- Aim to sustain the population stability and diversity that makes up the resident population of Cottesloe.
- Provide a range of residential densities in the district to accommodate a variety of housing needs, including single dwellings, grouped dwellings and multiple dwellings.
- Encourage higher density residential development in activity centres close to transport and other facilities.
- Provide for aged persons housing but with attention to residential character and amenity.
- Protect and enhance the residential amenity, character and streetscape quality of the residential precincts.

### **Actions**

- Within the town centre provide higher residential densities for this urban lifestyle choice, and to support public transport and the vitality of the centre.
- Provide a Development zone over the government reserves located on the western side of Cottesloe train station to facilitate future housing in a transit-oriented development.
- In the beachfront precinct provide higher residential densities to accommodate smaller households and also cater for short-stay accommodation for visitors.
- Within the beachfront precinct, dwelling size will be limited to 125square metres to encourage the development of short-stay accommodation.
- In the south Cottesloe area maintain medium residential densities for housing supply and choice.
- In LPS3 include provisions to encourage the upgrading or redevelopment of older or non-complying medium-density developments.
- Provide for housing for the aged without adverse impacts on residential character and amenity.



## **ECONOMY AND EMPLOYMENT**

### **Local Economy**

Historically the local economy and employment comprised shops, eating houses, hotels, guesthouses, theatres, a dance hall, beachfront entertainment facilities, several factories, lime quarries and a flourmill.

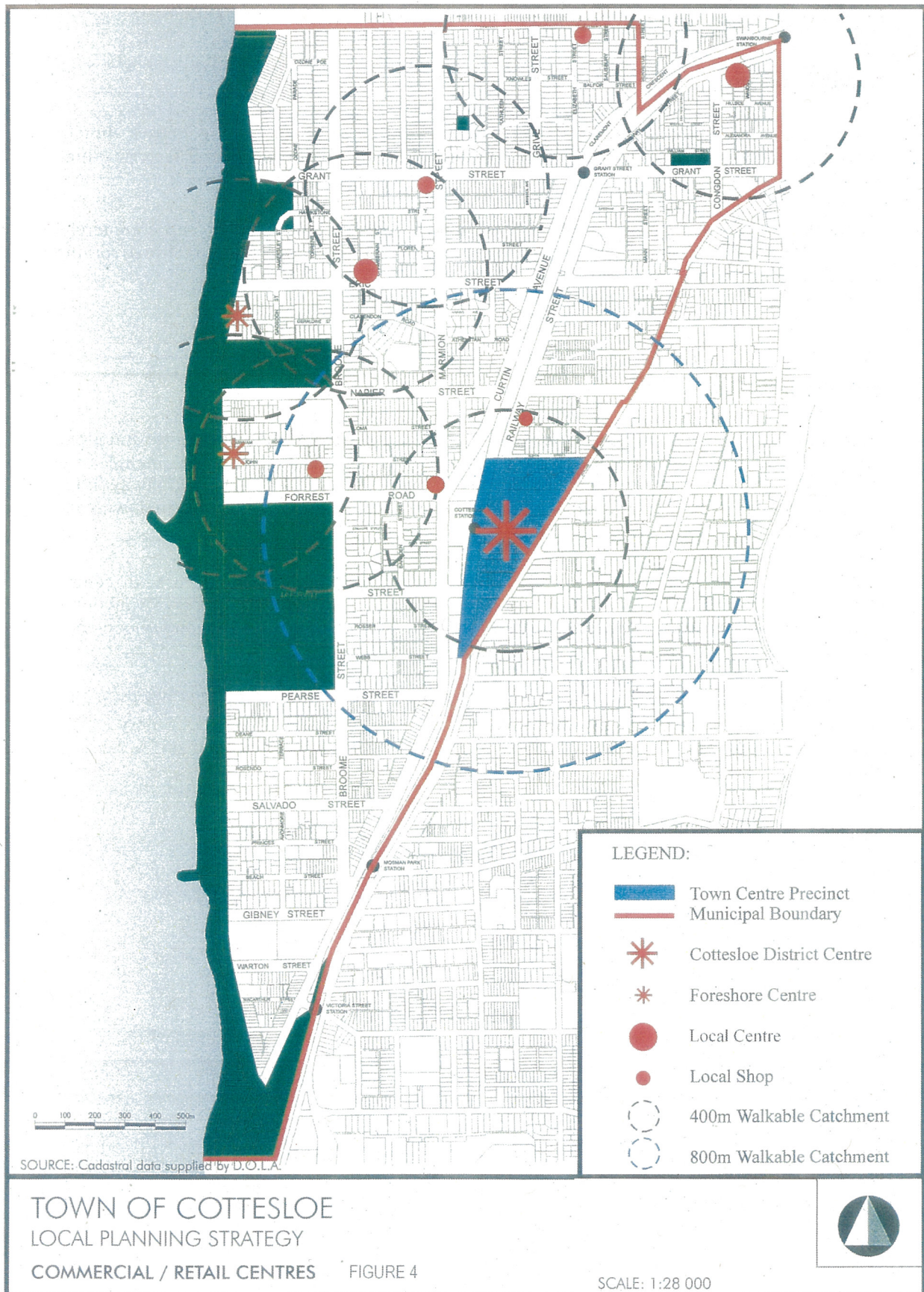
Today the local economy and employment are now concentrated on retail and commercial services for the district and surrounding sub-region, as well as entertainment facilities serving the district, nearby areas and visitors.

### **Employment Locations**

Major retail, commercial and entertainment facilities are located in the town centre and along the beachfront. The town centre forms part of a larger commercial area that includes the shopping centre and other commercial premises on the eastern side of Stirling Highway in the Shire of Peppermint Grove, together with the Shire's offices and library (shared with the Towns of Cottesloe and Mosman Park).

Smaller, local commercial centres are situated at Eric and Chamberlain Streets in central Cottesloe and at Railway / Congdon Streets in north Cottesloe near Swanbourne (refer *Figure 4: Commercial/ Retail Centres*). A number of traditional neighbourhood-shop premises provide further employment as local businesses.

Other, non-commercial employment sources spread around the district include the Council's administration, aged care and health institutions such as Wearne Hostel, the primary school and kindergartens, and recreational establishments such as the golf, tennis and surf life-saving clubs.





## Labour Force Characteristics

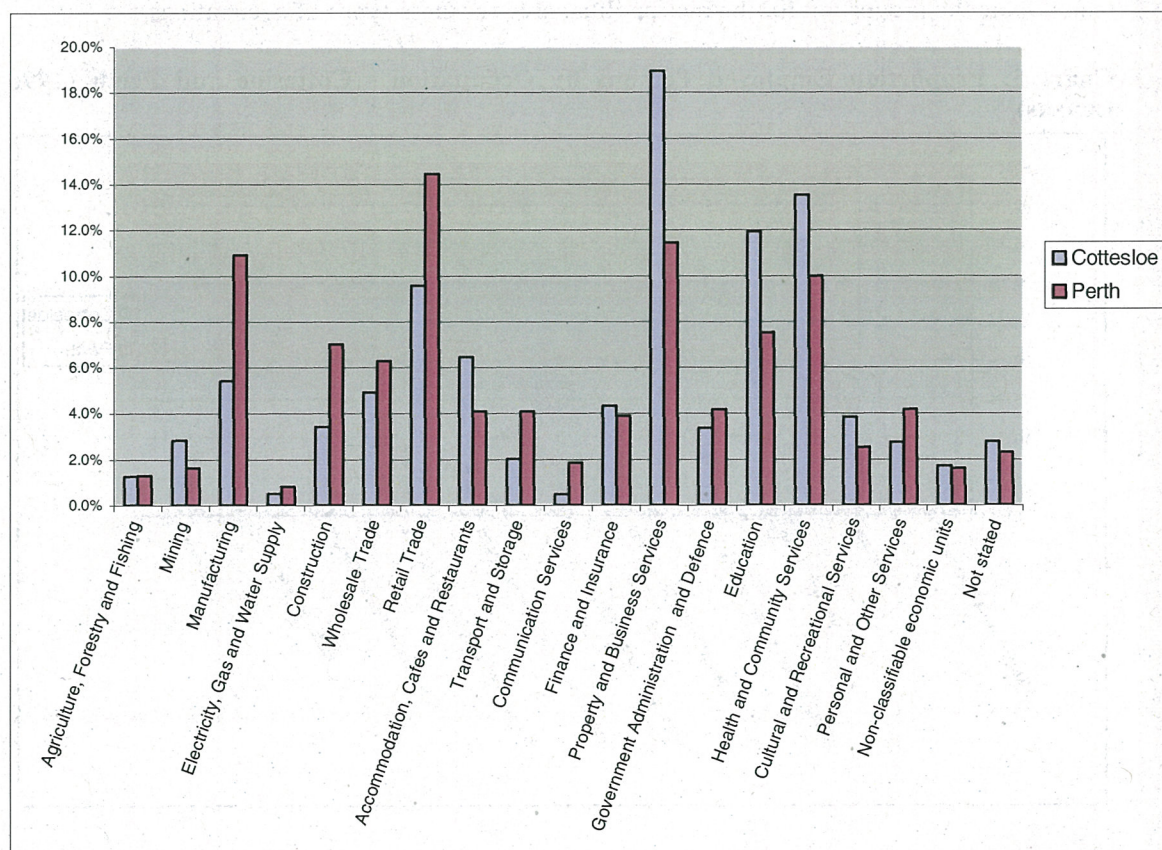
Cottesloe has a large proportion of high income households. In 2001, 49% of households earned more than \$1,000 per week and 20% earned more than \$2000. This compares with 40% of all households in the metropolitan area earning more than \$1,000 per week and only 7% earning more than \$2000.

Eighteen percent of Cottesloe households earn less than \$500 per week, which is a reduction from 1996 when 27% earned that amount. This confirms the perception that Cottesloe is becoming a more affluent suburb.

Cottesloe has traditionally had a lower unemployment rate than the metropolitan average. In 2001 the unemployment rate in Cottesloe was 5% of the total labour force compared to a metropolitan average of 7.7%.

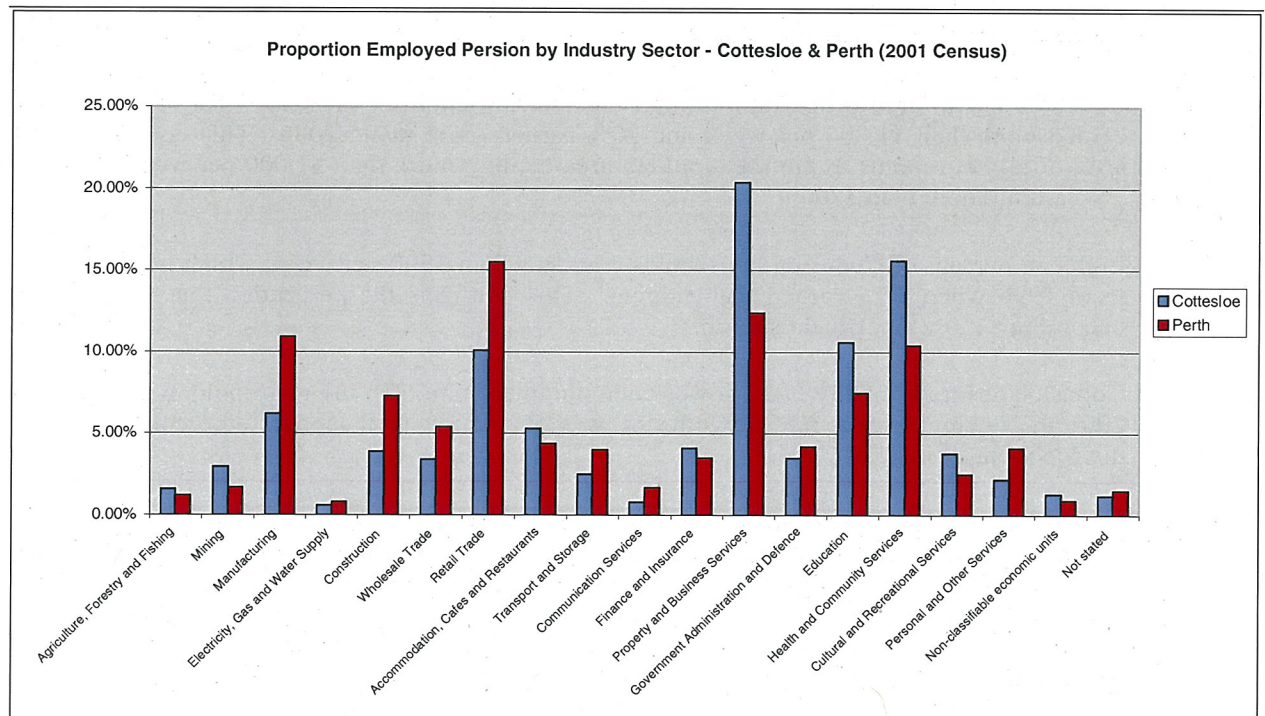
In 1996 the proportion of the workforce from Cottesloe employed in the Property and Business Services industry sector and in the Education, Health and Community Services sector was significantly higher than the respective proportions for the metropolitan area. By 2001 these proportions dropped noticeably for Cottesloe but remained static for the metropolitan area, with the Retail Trade and Accommodation and Cafe and Restaurant sectors becoming dominant.

**Chart 1: Proportion Employed Persons by Industry Sector - Cottesloe & Perth (1996 Census)**



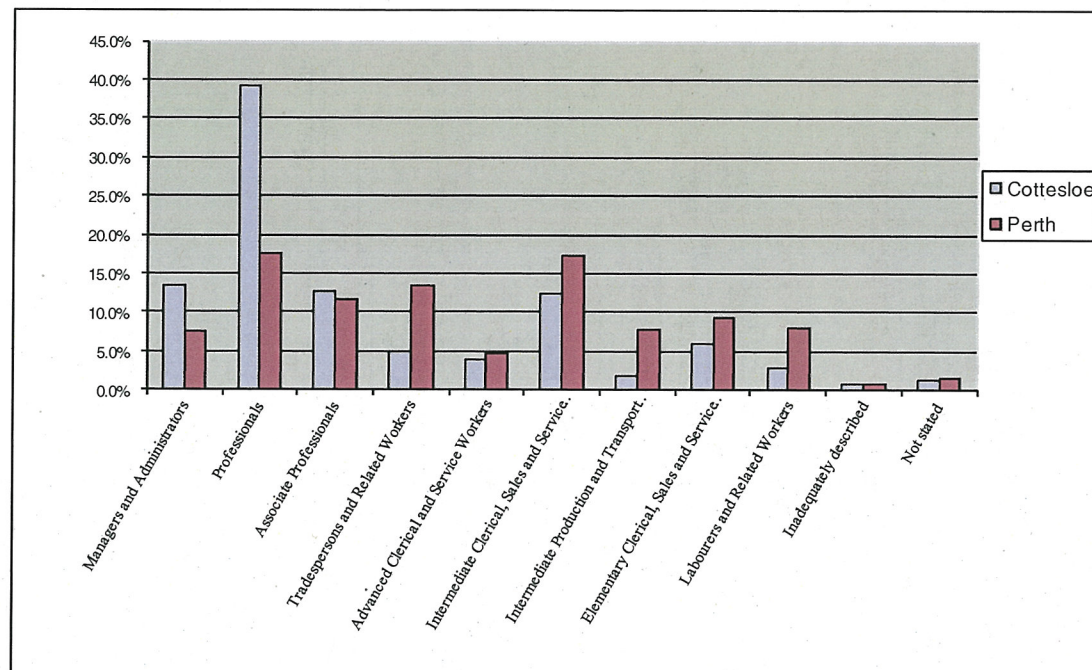
**Chart 2: Proportion Employed Persons by Industry Sector - Cottesloe & Perth (2001 Census)**





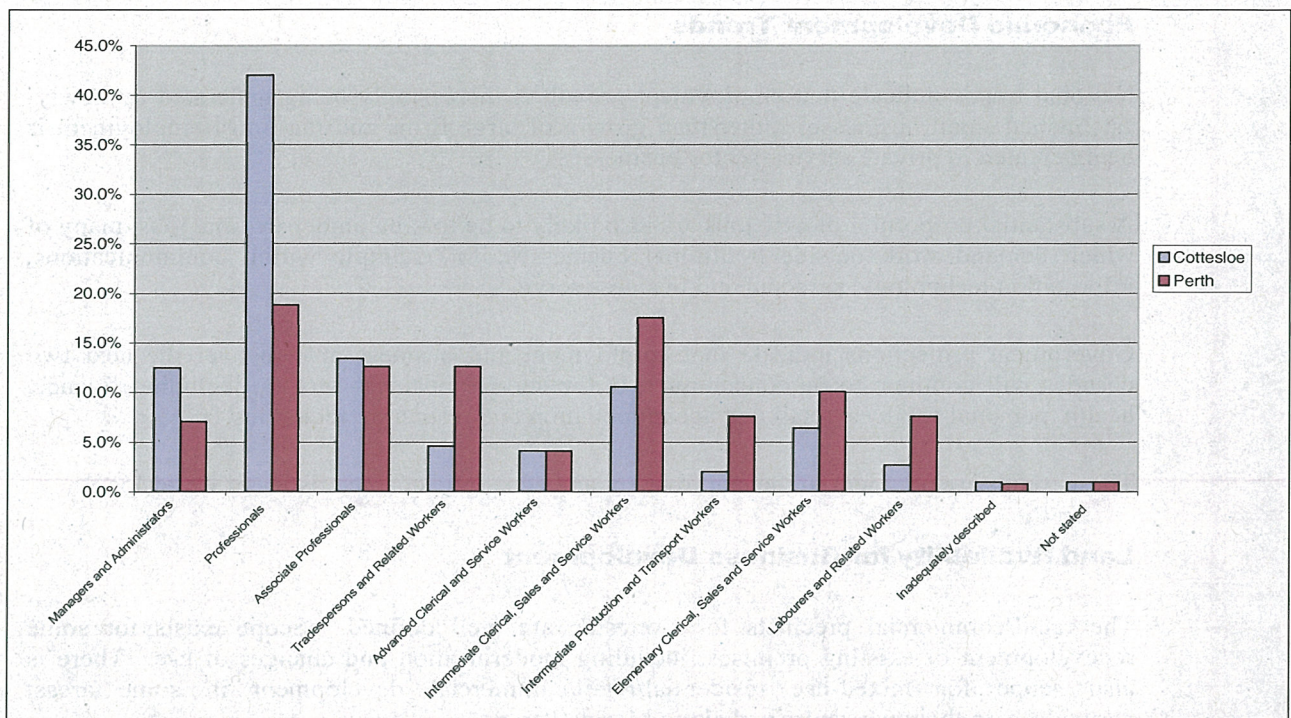
In 2001 almost 54% of employed persons in Cottesloe held Management/Administration or Professional positions of employment, which has remained static since 1996. This is more than double the proportion for the metropolitan area for these types of occupations.

**Chart 3: Proportion Employed Persons by Occupation - Cottesloe and Perth (1996 Census)**



**Chart 4: Proportion Employed Persons by Occupation - Cottesloe and Perth (2001 Census)**





### Employment Needs and Job Accessibility

A high proportion of the workforce from Cottesloe travels to work either as a driver or a passenger of a car. In 2001, 77% of the total workforce traveled to work by a single mode. Of these, 84% travelled in a car. This is also reflected in the high car ownership rate for Cottesloe residents in 2001, with 38% of households having one car and 49% having two or more. This is similar to the metropolitan area in 2001, with 36% of households having one car and 50% having two or more.

It was estimated that in 2001, 7% of the workforce from Cottesloe worked at home, compares to an estimated 4% for the metropolitan area. This proportion has increased from 5% in 1996 for Cottesloe whereas the metropolitan average has remained the same.

The scope for significant broad-sector employment increase within Cottesloe is likely to be limited since Cottesloe is:

- Relatively small in area and already extensively developed with limited opportunity for major commercial or industrial expansion.
- Well-served by public transport (train and bus) providing efficient access to other parts of the metropolitan region.
- Relatively close to central Perth, Fremantle and other centres in the metropolitan region.

Scope exists, however, to promote home-based professional employment and to improve the level of small-scale retail and commercial facilities that serve the community and surrounding areas, which would also contribute to providing local employment opportunities within these sectors.



## **Economic Development Trends**

National trends indicate that employment growth is increasingly being generated by newly-established small businesses rather than growth of large firms and that most employment is being created in private service-sector businesses.

A substantial proportion of new jobs are also likely to be low-income, part-time jobs, many of which demand work outside traditional businesses; for example within communications, information technology, personal and business services.

Government projections indicate that employment and business growth over the next two decades will continue to be concentrated in the service business sectors, including finance, health, personal services, retail and accommodation and restaurant industries.

These trends are pertinent to the employment and economic characteristics of Cottesloe.

## **Land Availability for Business Development**

The retail/commercial precincts for Cottesloe are well defined. Scope exists for some redevelopment of existing premises, including modernisation and changes of use. There is also scope for mixed-use residential/retail/commercial development in some areas, particularly in the town centre and along Marine Parade.

The Council Napier Street car park is located in the centre of the beachfront precinct and provides an opportunity for future commercial development, possibly in a mixed-use development, together with the public car parking. This would provide a continuation of commercial activity along Marine Parade within the precinct, which is at present divided by the car park. Any development would need to ensure that the amenity of the existing residential development to the north and south side of the car park is preserved.

Vacant commercial land is almost non-existent although there are several notable potential redevelopment sites, including the Cottesloe railway reserve land, and Station Street sump and car park sites under the control of the Council.

Cottesloe has no industrial land and there is no anticipation of any industrial development taking place in the future, other than small scale, home-based industries.

## **Constraints to Investment**

Commercial development within Cottesloe is constrained by competition from larger commercial centres nearby such as Claremont, Subiaco and Fremantle. The scarcity of vacant developable sites and the comparatively high incidence of small lot sizes in separate ownership also constrain future development potential.

On-site car parking requirements, particularly for retail and entertainment uses, compound the problem, particularly where lot widths are narrow and without rear lane access. A car parking strategy incorporating cash in lieu for parking and development of consolidated public car parking in areas convenient to the town centre and Marine Parade will assist in alleviating this constraint.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategies**

- Foster the local economy and local employment in designated commercial centres and other activity nodes.
- Ensure that town planning measures support the economic vitality of commerce and employment within the district.
- Encourage the planned growth and redevelopment of commercial centres, subject to due processes and balanced with surrounding land uses and the amenity of the locality.
- Encourage the development and rejuvenation of the activity centre at the beachfront.
- Consider approaches to planning for tourism suitable for Cottesloe as set out in the *WAPC Planning Bulletin No. 83: Planning for Tourism*.

### **Actions**

- Manage zoning and development controls to allow an appropriate mix of uses and achieve attractive urban design in the Town Centre, Local Centres and beachfront precinct.
- In the Local Centres and beachfront precinct, residential use shall be essentially excluded from ground level to maintain a commercial activity area.
- Apply development variations to facilitate rather than constrain development while securing acceptable standards of built form, function and amenity.
- Undertake comprehensive planning for the *Development* zone sites and revitalisation of the Town Centre or other activity centres as and when required, to address all relevant considerations consistent with the wellbeing of the local economic and employment characteristics.
- Liaise with relevant State Government authorities regarding future development of the Council Napier Street car park located on Marine Parade.
- Examine Local Planning Scheme or Policy measures to facilitate appropriate tourism outcomes for the various localities and amenities offered by the district.



## RETAIL AND COMMERCE

### Metropolitan Centres Policy

Retail and commercial activities are a vital component of the overall structure of the metropolitan region and are key determinants in employment location, travel patterns infrastructure provision and urban development. To coordinate this, the WAPC *Metropolitan Centres Policy* (MCP) defines a hierarchy of centres throughout the metropolitan region, comprising:

- *Perth Central Area* – being the principal commercial, administrative and cultural centre of the metropolitan region and WA.
- *Strategic Regional Centres* – such as Fremantle, being the major centres outside the CBD, strategically located in relation to transport networks to serve large catchments, providing a wide range of retail, commercial and entertainment facilities and employment;
- *Regional Centres* – such as Booragoon, which are well-located in relation to regional roads but not necessarily major public transport infrastructure, and which are planned and developed as major shopping centres with a full range of retail and other outlets;
- *District Centres* – such as Bullcreek, being those centres whose prime function is to provide for the shopping and service needs of the district community; and
- *Neighbourhood and Local Centres* – which are small centres to serve the day-to-day convenience needs of local communities.
- *Traditional “Main Street” Centres* – as far as practicable centres at all levels should be developed or redeveloped in accordance with the traditional “main street” design principles as integrated, attractive, safe and vibrant places to provide a focus for community activities.

The Cottesloe retail and commercial centre is identified as a District Centre and comprises the Napoleon / Station Streets precinct and the Cottesloe Central shopping centre across Stirling Highway in the neighbouring Shire of Peppermint Grove. This reflects the historic development of the town centre as a stopping place on Stirling Highway and the railway. The District Centre serves the surrounding suburbs and attracts many visitors from the sub-region to specialty shops and cafes.

The town centre, although a modest District Centre, is served by regional transport infrastructure consistent with the degree of accessibility associated in the hierarchy and metropolitan structure planning with the higher-order centres. While the physical capacity and supporting catchment population for future development of the town centre is limited, the regional rail and road access offers potential for more transit-oriented development, including travel routes between the town centre and beachfront.

The MCP is concerned about the distribution of centres to ensure equitable access to retail and commercial services, as well as to manage undue competition between centres. In this respect the relative proximity of Claremont, Subiaco and Fremantle to the Cottesloe town centre means that it is impacted upon by the attraction of those centres. The ability of centres to offer something different and to have distinctive characters is a factor that the Cottesloe business community is fully aware of.

## **Metropolitan Centres Policy District Centre Objectives**

The planning intentions for District Centres are to:

- Serve the weekly shopping needs of the suburban population and provide mainly convenience goods and a range of comparison goods;
- Have a size of between 10,000-20,000 sqm of shopping floorspace; and
- Also include provision for local offices, health, welfare and community facilities.

The *Metropolitan Centres Policy* encourages medium density housing in or near District Centres and requires the preparation and approval of a Centre Plan to guide future major development. The Town Centre Study undertaken as part of the Scheme Review has explored these potentials by way of a concept plan. The size of the Town Centre is constrained by the transport infrastructure (which is also a barrier to direct access), with limited land available for expansion.

## **Cottesloe Centres Hierarchy**

Cottesloe has a relatively simple commercial centres structure comprising:

The town centre District Centre.

Two Local Centres – one at the corner of Eric and Chamberlain Streets situated within the residential neighbourhood and the other at Railway and Congdon Streets opposite the Swanbourne local centre and train station.

The beachfront precinct along Marine Parade from Eric to Forrest Streets, consists of two hotels, restaurants / cafes, other food outlets and a few small businesses. This is a specialised node of commercial activity essentially serving the beach recreational, entertainment and holiday trade.

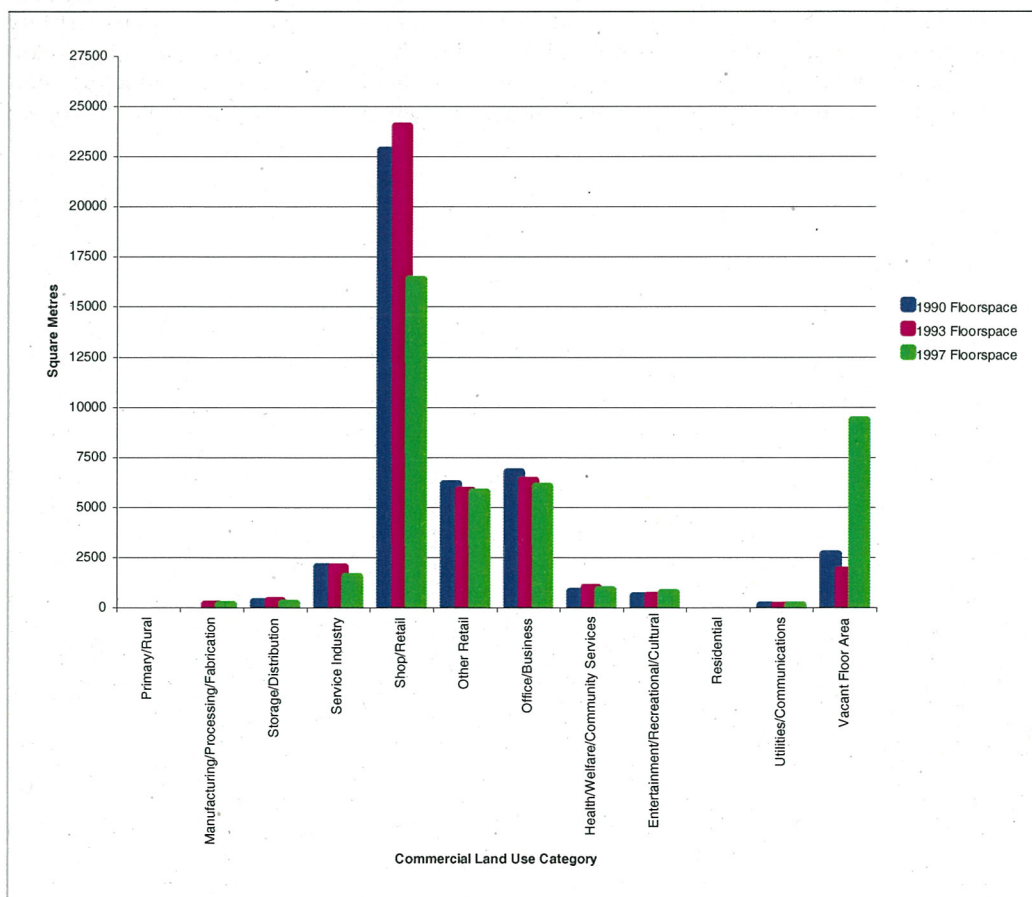
There are a few corner shops and stand-alone small businesses throughout the district whose future is clouded by escalating residential land values.

The Council's outlook is to recognise and foster this functional hierarchy of centres and to plan for their ongoing operation and development so as to manage impacts and improve social well-being. The retail and commercial pattern of the town centre, local centres, beachfront centre and corner shop-type outlets provides a range and distribution of shopping, business and entertainment facilities for the district. Much of this is within walkable catchments, but some parts of the district are more remote from centres and are underprovided in terms of convenience shopping.

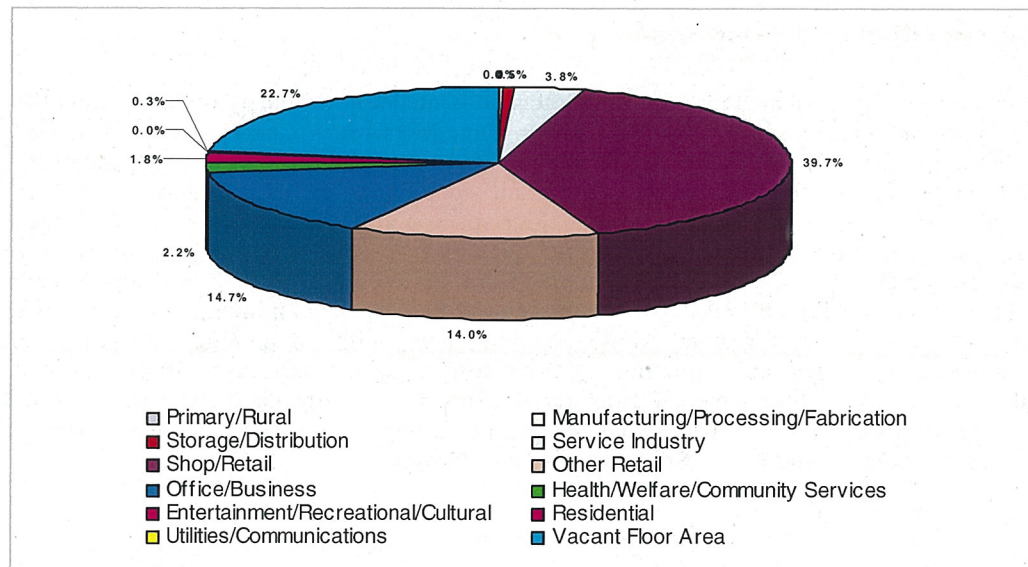
## Retail Composition and Floor Space

The composition of commercial floor space in Cottesloe is made up primarily of shops and other retail floor space, as well as services such as banks. The most recent survey prepared in 1997 indicates that approximately 54% of available net leaseable area was utilised for shop/retail and other retail purposes. There was also a significant component of vacant floor space with approximately 23% of all available commercial floor space being unoccupied in 1997 (Source: Ministry for Planning (now the DPI), *Commercial Land Use Survey – Perth Metropolitan Area*, 1997). This was a significant increase in unoccupied floor space compared to earlier survey years although this could be attributed to the recent completion of a new development at this time. The town centre has undergone a gradual transition since then, with an emergent emphasis on boutique shopping and cafes and upgrading of premises, as well as a mixed-use commercial-residential development. The adjacent former Grove Shopping Centre has been revamped and renamed Cottesloe Central to share the entry statement of Stirling Highway at the junction of Napoleon Street, Cottesloe and Leake Street, Peppermint Grove.

**Chart 1: Net Leaseable (Floor Space) Area - Cottesloe (1990, 1993, and 1997)**



**Chart 2: Proportional Commercial Floor Space by Land Use Category for Cottesloe (1997)**



Comparison with available commercial floor space data for other nearby centres indicates that Claremont also had a high proportion of shop/retail commercial floor space (i.e. approximately 54% of net leaseable area), whereas Subiaco and Fremantle had lower proportional shop/retail floor space and corresponding increases in other commercial land use categories reflecting their more diverse centre hierarchy roles. It is noted that like Cottesloe these centres have evolved since then.



**Table 1: Comparative Commercial Floor Space of Cottesloe and Nearby Centres by Commercial Land Use Category (1990-1997)**

		Primary/Rural	Manufacturing/Processing/Fabrication	Storage/Distribution	Service Industry	Shop/Retail	Other Retail	Office/Business	Health/Welfare/Community Services	Entertainment/Recreational/Cultural	Residential	Utilities/Communications	Vacant Floor Area	Total Occupied	Total Floorspace
<b>Cottesloe</b>															
1990	floorspace(sq m)	0	0	300	2057	22810	6168	6769	802	606	0	135	2700	39647	42347
	% of total	0.0%	0.0%	0.7%	4.9%	53.9%	14.6%	16.0%	1.9%	1.4%	0.0%	0.3%	6.4%	93.6%	100%
1993	floorspace(sq m)	0	175	366	2045	24037	5869	6369	1016	616	0	135	1886	40628	42514
	% of total	0.0%	0.4%	0.9%	4.8%	56.5%	13.8%	15.0%	2.4%	1.4%	0.0%	0.3%	4.4%	95.6%	100%
1997	floorspace(sq m)	0	150	205	1570	16382	5769	6067	891	756	0	135	9379	31925	41304
	% of total	0.0%	0.4%	0.5%	3.8%	39.7%	14.0%	14.7%	2.2%	1.8%	0.0%	0.3%	22.7%	77.3%	100%
<b>Claremont</b>															
1990	floorspace(sq m)	0	0	1330	917	23535	7016	4561	365	1517	0	483	3072	39724	42796
	% of total	0.0%	0.0%	3.1%	2.1%	55.0%	16.4%	10.7%	0.9%	3.5%	0.0%	1.1%	7.2%	92.8%	100%
1993	floorspace(sq m)	0	130	260	1038	25240	8012	4268	1112	4816	0	483	3664	45359	49023
	% of total	0.0%	0.3%	0.5%	2.1%	51.5%	16.3%	8.7%	2.3%	9.8%	0.0%	1.0%	7.5%	92.5%	100%
1997	floorspace(sq m)	0	530	132	1005	28147	5718	5744	760	7294	0	483	2403	49813	52216
	% of total	0.0%	1.0%	0.3%	1.9%	53.9%	11.0%	11.0%	1.5%	14.0%	0.0%	0.9%	4.6%	95.4%	100%
<b>Subiaco</b>															
1990	floorspace(sq m)	0	4292	14176	10883	46611	11742	70604	5768	6084	1100	7640	22600	178900	201500
	% of total	2.1%	7.0%	5.4%	23.1%	5.8%	35.0%	2.9%	3.0%	0.5%	3.8%	11.2%	88.8%	100%	
1993	floorspace(sq m)	0	6336	11097	9523	43973	10977	73141	5474	5617	1990	6473	28903	174601	203504
	% of total	3.1%	5.5%	4.7%	21.6%	5.4%	35.9%	2.7%	2.8%	1.0%	3.2%	14.2%	85.8%	100%	
1997	floorspace(sq m)	300	4570	12248	11887	49558	13912	76326	8410	6571	3312	5859	21685	192953	214638
	% of total	2.1%	5.7%	5.5%	23.1%	6.5%	35.6%	3.9%	3.1%	1.5%	2.7%	10.1%	89.8%	100%	
<b>Fremantle</b>															
1990	floorspace(sq m)	0	12535	147138	8142	103612	18003	80002	18882	36122	21502	16499	35547	462437	497984
	% of total	0.0%	2.5%	29.5%	1.6%	20.8%	3.6%	16.1%	3.8%	7.3%	4.3%	3.3%	7.1%	92.9%	100.0%
1993	floorspace(sq m)	0	11343	144108	9069	103496	16892	77256	20270	34235	24417	19862	44357	460948	505305
	% of total	0.0%	2.2%	28.5%	1.8%	20.5%	3.3%	15.3%	4.0%	6.8%	4.8%	3.9%	8.8%	91.2%	100.0%
1997	floorspace(sq m)	24	7190	39971	10997	97489	20558	78227	26544	32282	22972	13733	147114	349987	497101
	% of total	0.0%	1.4%	8.0%	2.2%	19.6%	4.1%	15.7%	5.3%	6.5%	4.6%	2.8%	29.6%	70.4%	100.0%

There was an overall increase in commercial floor space in Cottesloe from 850 sqm nla in 1990 to 1172 sqm nla in 1997. These increases occurred predominantly in the town centre and beachfront commercial precinct.

The town centre had significantly more commercial floor space in 1997 than all other centres combined, reflecting its dominance as the main centre in the Cottesloe local government area.

The 1997 land use survey shows that office/business use of commercial floor space occurred in the town centre, along Railway Street and, to a lesser extent, at the Eric Street neighbourhood centre and within one-off commercial premises throughout the local government area. Within those locations, respectively 21%, 48%, 15%, and 10% of the available commercial floor space was utilised for office/business purposes.

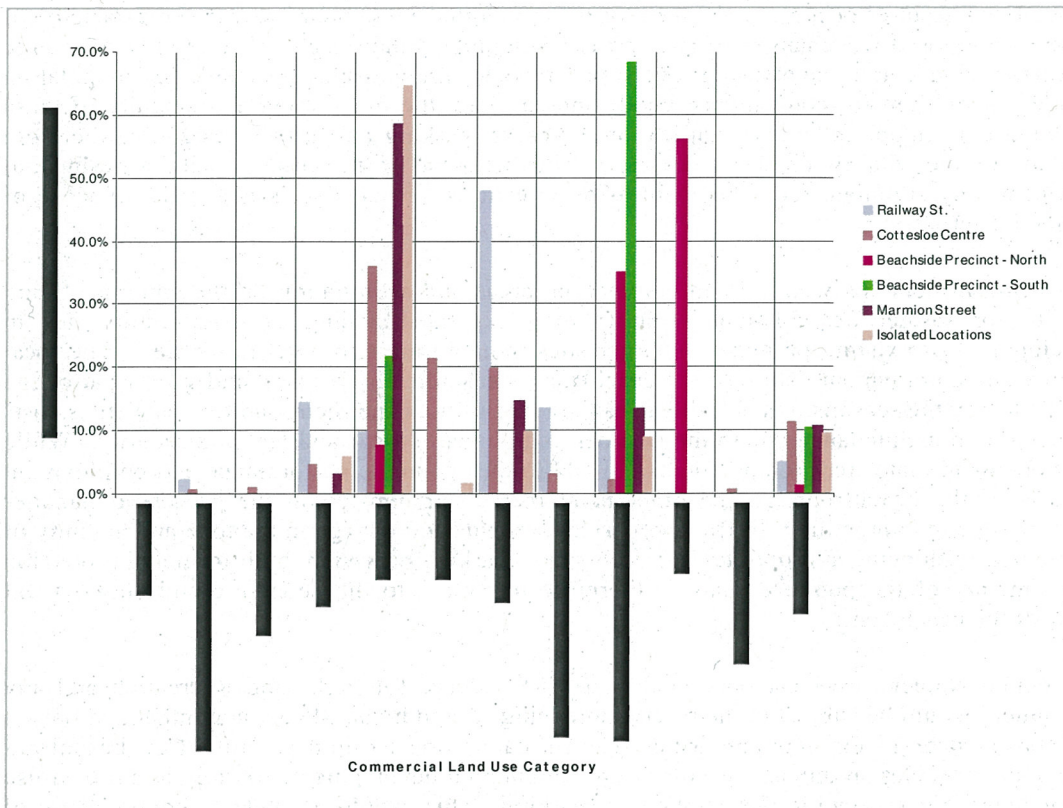
The beachfront commercial precinct, along Marine Parade, was primarily utilised for entertainment and residential purposes in 1997. The northern sector of this precinct (i.e. north of Napier Street) had 35% of the available commercial floor space (nla) utilised for

Entertainment/Recreational/Cultural purposes and 56% for Residential purposes in 1997. In comparison, the southern sector of the beachfront commercial precinct had 68% of the available commercial floor space (nla) utilized for Entertainment/Recreational/Cultural purposes and 21% for Shop/Retail purposes, with no noted Residential component in 1997.

**Table 2: Net Leaseable (Floor Space) Area by Precinct and Commercial Land Use Category for Cottesloe (1997)**

Commercial Complex	Primary/Rural	Manufacturing/Processing/Fabrication	Storage/Distribution	Service Industry	Shop/Retail	Other Retail	Office/Business	Health/Welfare/Community Services	Entertainment/Recreational/Cultural	Residential	Utilities/Communications	Vacant Floor Area	Total Occupied	Total Floorspace	Total Employed
<b>1990</b>															
Railway St.	0	0	0	0	370	0	429	75	0	0	0	0	874	874	29
Cottesloe Centre	0	0	200	1687	9983	5733	5693	740	606	0	135	2140	24777	26917	628
Beachside Precinct - North	0	0	0	24	1085	0	0	0	2248	3580	0	96	6937	7033	76
Beachside Precinct - South	0	0	0	48	912	0	0	0	1700	83	0	0	2743	2743	32
Marmion Street	0	0	0	150	1582	45	293	0	188	0	0	150	2258	2408	49
Isolated Locations	0	0	0	910	667	110	0	0	0	0	0	0	1687	1687	36(b)
<b>Total</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>2819</b>	<b>14599</b>	<b>5888</b>	<b>6415</b>	<b>815</b>	<b>4742</b>	<b>3663</b>	<b>135</b>	<b>2386</b>	<b>39276</b>	<b>41662</b>	<b>850(b)</b>
<b>1993</b>															
Railway St.	0	75	0	145	435	0	867	220	60	0	0	75	1802	1877	74
Cottesloe Centre	0	175	200	1675	10880	5748	5430	946	616	0	135	1113	25805	26918	732
Beachside Precinct - North	0	0	0	24	605	0	0	0	2248	3580	0	444	6457	6901	57
Beachside Precinct - South	0	0	0	48	822	0	0	0	1700	83	0	90	2653	2743	106
Marmion Street	0	0	0	60	1174	0	293	0	268	0	0	215	1795	2010	55
Isolated Locations	0	0	0	120	672	50	0	0	0	0	0	45	842	887	94(b)
<b>Total</b>	<b>0</b>	<b>250</b>	<b>200</b>	<b>2072</b>	<b>14588</b>	<b>5798</b>	<b>6590</b>	<b>1166</b>	<b>4892</b>	<b>3663</b>	<b>135</b>	<b>1982</b>	<b>39354</b>	<b>41336</b>	<b>1071(b)</b>
<b>1997</b>															
Railway St.	0	35	0	236	160	0	792	220	135	0	0	80	1578	1658	78
Cottesloe Centre	0	150	205	1165	9367	5538	5150	821	556	0	135	2960	23087	26047	742
Beachside Precinct - North	0	0	0	0	489	0	0	0	2248	3580	0	83	6317	6400	114
Beachside Precinct - South	0	0	0	0	536	0	0	0	1700	0	0	259	2236	2495	124
Marmion Street	0	0	0	60	1174	0	293	0	268	0	0	215	1795	2010	55
Isolated Locations	0	0	0	180	1960	50	293	0	268	0	0	285	2751	3036	na
<b>Total</b>	<b>0</b>	<b>185</b>	<b>205</b>	<b>1641</b>	<b>13686</b>	<b>5588</b>	<b>6528</b>	<b>1041</b>	<b>5175</b>	<b>3580</b>	<b>135</b>	<b>3882</b>	<b>37764</b>	<b>41646</b>	<b>1172(b)</b>
<p><b>Note:</b> All estimates based on Ministry for Planning Commercial Land Use Survey, Perth Metropolitan Region, December 2000</p> <p>na = not available</p> <p>(b) = based on Ministry for Planning total estimate</p>															

**Chart 3: Proportional Commercial Land Use Categories by Commercial Precinct for Cottesloe (1997)**



### Scope for Expansion and Redevelopment

The boundaries of the town centre are physically defined by Forrest Street to the north, Stirling Highway to the east, the railway line to the west and its convergence with Stirling Highway to the south in the Brixton Street area. This configuration provides Cottesloe with a readily identifiable focal point and limits spill-over effects into adjacent residential precincts.

There are localised problems of parking congestion and restricted traffic movement through the town centre which in turn can lead to adverse effects on the amenity of the centre for shoppers and visitors. The long term viability and attractiveness of the centre is also likely to significantly benefit if better integration of the centre and the Cottesloe Central shopping centre could occur. This prospect, however, is severely limited by the functional use of Stirling Highway.

The *Town Centre Study* undertaken by Council in 2005 as part of the scheme review explored the potential for transit-oriented development (TOD) focused on the railway station as an opportunity for expansion and improvement of the Town Centre. This is a longer-term proposition dependent upon a number of factors being addressed in more detail. Resolution of an ultimate alignment for Curtin Avenue and the future of the surplus railway land to the west are two major considerations. The study produced a concept plan indicating functional, development and urban design ideas for the Town Centre as a future TOD activity node. The realisation of such a concept would be a

substantial change for the Town Centre in terms of enhanced access, increased commercial floorspace, new development, and stimulation of the local economy and employment.

The two Local Centres occupy established local shopping/business premises with no expansion of their areas proposed but changes of use and redevelopments may occur. While their economic performance and employment provision is sustained by the surrounding residential population dependent upon them for convenience goods and services, the functioning and amenity of these local centres is important to their operation. Access, parking and urban design are therefore important to the vitality of these centres. The prospect of mixed-uses with a residential component may stimulate redevelopment at these centres, provided it is not at the expense of commercial activity.

The beachfront contains well-defined commercial areas and a limitation on the amount of land available for further development – rather than expanded zoning the opportunity lies in redevelopment of existing premises or larger sites, notably the two hotel properties. The local economy and employment nature of the beachfront is sustained by resident and visitor patronage and affected by the seasons, which influences the types of uses and their viability, as well as costs associated with maintenance due to the weather, high level of wear-and-tear and security. While on the one hand major redevelopments could add to the economic performance and employment prospects of the beachfront, on the other hand they could impact on the success of smaller businesses due to competition, traffic and parking, crowds and change in the tone and amenity of the precinct. Achieving appropriate uses, floorspace, parking provision, built form and protection of the amenity of the public domain is therefore important to the economic and employment vitality of the beachfront.

The Council Napier Street car park land is a MRS reserve for Parks and Recreation and any development would be subject to the reservation being altered by an MRS amendment and liaison with relevant state government authorities. The car park is located in the centre of the beachfront precinct and provides an opportunity for future commercial development, possibly in a mixed-use development, together with the public car parking. This would provide a continuation of commercial activity along Marine Parade within the precinct which is at present divided by the car park.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

The Council's overall aim for the commercial areas of Cottesloe is to provide a full range of commercial, recreational, cultural and community services to meet the needs of the community. The following strategies and actions, implemented through the local planning scheme and local planning policies, are recommended:

### **Strategies**

- Support the regional roles of the Town Centre and Beachfront precinct as shopping, entertainment and recreation destinations serving the local and wider communities, including the longer-term potential for the Town Centre to undergo transit-oriented development.
- Foster and enhance the function, appearance and amenity of the Town Centre, Local Centres and Beachfront precinct commercial activity areas.
- Consolidate and facilitate land uses and development within the defined commercial centres of the district to ensure their vitality and quality urban design.
- Protect the amenity of residential areas adjacent to commercial areas.
- Encourage the retention of local shops and corner stores to service the residential neighbourhoods.
- Provide opportunities for home-based employment, subject to amenity controls.

### **Actions**

- Prepare centre plans and local planning policies to support LPS3 in the structural and detailed planning and management of the activity centres in the district, tailored to their particular functions, locations and land use and built-form contexts.
- Encourage mixed land uses and quality urban design in the activity centres and exercise guided flexibility in development requirements (especially parking) subject to amenity.
- In LPS3 support the Residential Office zone as an area for professional and other commercial or service uses to locate as a complement to the Town Centre.
- In LPS3 provide for existing corner stores and the like to continue as legitimate uses.
- In LPS3 provide for a range home-based businesses to locate in the Residential zone or residential premises in other zones subject to controls on the size and operation of the uses.
- Consider the transport and parking needs and implications of all commercial development proposals in relation to achieving integrated land use and transport networks and to support the viability of proposals.



## **TRANSPORT**

### **Regional Transport Objectives**

The *Metropolitan Transport Strategy (1995)* provides a framework for the continuing development of a coordinated transport system for the Perth metropolitan region. The objectives of the Strategy are based on sustainability and efficiency principles and set out to achieve:

- a high speed priority public transport network;
- high car-occupancy rates;
- promotion of pedestrian and cycle access;
- implementation of a road use hierarchy to protect residential areas from excessive traffic and ensure effective road transport for high occupancy, goods, services and freight vehicles;
- closer integration of transportation and land use planning to improve transport efficiency; and
- strategies to direct freight away from residential areas by providing heavy vehicle routes.

Integration of land use and transport planning is a key element of the *State Planning Strategy* and the *Metropolitan Centres Policy* and should be incorporated into future planning for Cottesloe, and LPS3 embraces this to a limited extent in terms land use and development control.

### **Major Transport Corridors and Road Network**

The metropolitan regional road network provides the main road linkages connecting districts, centres and major infrastructure such as airports and ports throughout the metropolitan region. The Department for Planning and Infrastructure (DPI) plans the network in consultation with other government agencies and local governments. Implementation occurs via reservation of land under the MRS as Primary or Other Regional Roads and construction through the State Government's ten-year road programme. Primary and Other Regional Road reservations are required to be shown in local government local planning schemes.

Stirling Highway and Curtin Avenue are the two Primary Regional Roads under the Metropolitan Region Scheme in Cottesloe, and in effect converge south of Jarrad Street to straddle the railway. They provide for regional north-south traffic movement, and in being closely aligned represent duplication.

The Perth to Fremantle railway extends north-south through Cottesloe predominantly alongside the Curtin Avenue road reserve and is protected as a Railways Reserve under the MRS.

Through these routes and transport modes Cottesloe is connected at a regional level to the metropolitan transport network and is highly accessible. These links also provide for connectivity with the district distributor road network. At the same time they form physical divisions and barriers or edges to parts of the district and have the inevitable amenity impacts of main traffic arteries, including noise and air pollution, inconvenience and hazard. Heavy vehicle movements add to this.

## Regional Road Proposals

The *Fremantle to Cottesloe Transport Plan (2001)* has been prepared by the DPI in consultation with local governments to examine:

- development of a preferred proposal for a freight rail link to service North Quay, Fremantle,
- the road network capacity and alignment requirements for freight and passenger vehicle movement within the region,
- road and rail public transport infrastructure requirements, and
- pedestrian and cyclist movements in the area.

The following proposals are being considered:

- Curtin Avenue extension from Servetus Street to Walter Place - proposed construction of a new regional road adjacent to the railway line,
- Wellington Street - a grade-separated east-west link over the railway at Wellington Street to eliminate the need for the Victoria Street level crossing,
- Salvado Street - modification of the east-west link at Salvado Street after further consultation with local authorities,
- a grade-separated east-west crossing at Jarrad Street or Napoleon Street after further consultation with local authorities,
- Eric Street crossing - an east-west link at Eric Street which includes a grade- separation for the railway subject to further consultation,
- Pedestrian and cycle crossing of the railway at 500m spacings, and
- Principle Shared Path (PSP) - a PSP adjacent to the railway between Fremantle and Cottesloe.

The main impact of this Plan for the Town is the proposal for a new regional road adjacent to the western side of the railway, from Servetus Street, Cottesloe, to Walter Place, North Fremantle. The existing Curtin Avenue would be retained as a local service road for most of its length, and Port Beach Road in North Fremantle would be retained for use by recreational and local traffic, with traffic calming measures in place.

Under this Plan the design details of the east-west links across the railway and proposed regional road have been investigated in consultation with the respective local governments including the Town of Cottesloe.

Most recently, the *Town Centre Study* undertaken by the Council in 2005 as part of the scheme review process (and pursuant to the WAPC's *Dialogue with the City* program and joint funding) has produced a concept plan to re-align Curtin Avenue alongside the railway and between it and the Western Power substation at Jarrad Street. This is in order to resolve this decades-old planning issue and to achieve a superior urban development outcome in terms of land use and transport integration, opportunity for transit-oriented development and liveable neighbourhoods, and removing urban blight to enhance amenity and create certainty. Subsequently the Council has worked with the DPI and consultants to examine this proposal in more detail including engineering design plans, with a view to seeking Government agency support for the proposal to be implemented via an MRS Amendment and reflected in LPS3.

The *Town Centre Study* also looked at the prospect of transit-oriented development in the longer term once the Curtin Avenue is resolved, whereby the town centre could be revitalised capitalising on a redeveloped railway station with public land on the western side being utilised for housing development and local open space.



Both of these concepts support improved pedestrian and cyclist links for east-west movements across the railway, including at-grade crossings at Jarrad Street and a plaza-style walkway at the station over the railway.

All of this also fosters a more integrated transport system for coordination of travel modes for accessibility and choice.

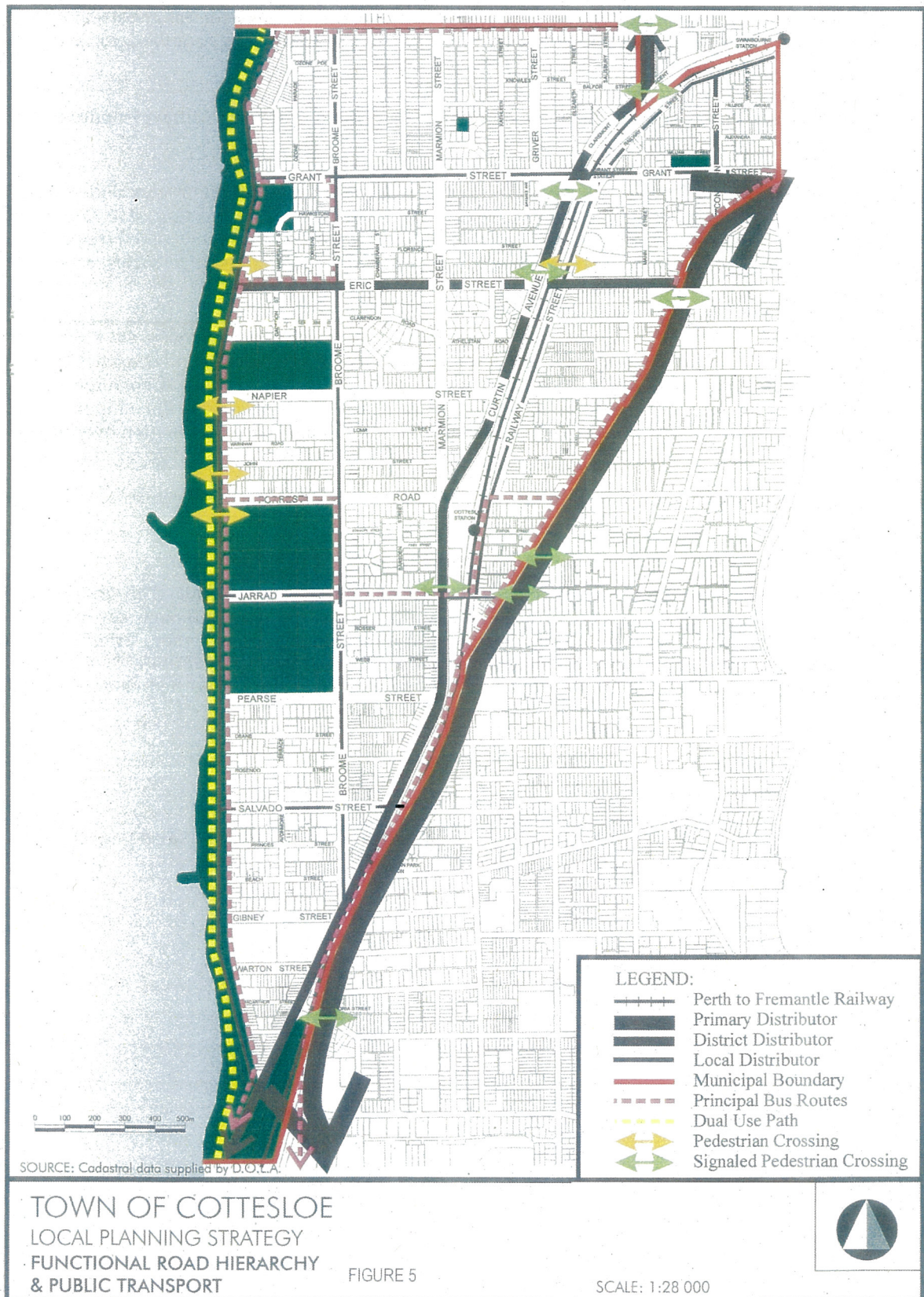
The future of Curtin Avenue has been explored in the Enquiry by Design process undertaken in association with Local Planning Scheme No. 3 and is documented in the *Cottesloe Enquiry by Design Report* dated March 2009. As a result Council has resolved to pursue a preferred solution for Curtin Avenue in consultation with the relevant State Government agencies as part of structure planning for the locality.

The future of Stirling Highway is the subject of the *Stirling Highway Activity Corridor Study* (SHACS) being undertaken since 2008 by the Department of Planning in consultation with relevant State Government agencies and Local Governments. The SHACS is comprehensively considering the function and form of the highway in relation to land use integration, access control and urban design, for a final report and recommendations on implementation over time.

## **Local Road Network**

Cottesloe has a grid-style road network of north-south and east-west roads. The grid network provides a relatively high degree of accessibility throughout the town although several streets carry comparatively high volumes of through traffic, including Marine Parade, Eric Street and North Street. Nevertheless a functional road hierarchy is evident (refer *Figure 5: Functional Road Hierarchy and Public Transport*), and the following roads are classified as access roads according to the *Perth Metropolitan Functional Road Hierarchy*:

- Stirling Highway – Primary Distributor.
- Curtin Avenue – District Distributor (A).
- Eric Street – District Distributor (B).
- Marine Parade, Broome, Grant, North, Railway, Jarrad and Salvado Street – local distributors.



Marine Parade loosely fits the local distributor classification but is more correctly described as a Coastal Access Road as it serves an area that has intensive recreational and tourist use for the Perth region, particularly during the summer months. Traffic speed, pedestrian and cyclist safety, access and overall urban design are important aspects to be addressed along this route.

Eric Street is the main east-west distributor road north of Cottesloe Beach between the beach and Stirling Highway. The Eric Street railway crossing is elevated above Curtin Avenue and Railway Street either side of the railway line, resulting in poor visibility and a relatively high collision rate. This has recently been addressed by the connection of a roundabout at the Railway Street intersection and in the longer term a new grade-separated intersection treatment with Curtin Avenue is envisaged.

Traffic volumes on these streets were recorded in 2001 as follows:

**Table 1: Cottesloe Average Annual Daily Traffic, 2001**

Road	Average Annual Daily Traffic 2001	Annual Daily Traffic 2006
Marine Pde (south of North St)	5700	6250
Marine Pde (north of Jarrad St)	8300	7650
Marine Pde (north of Curtin Ave)	5800	4650
North St (eastern end)	8300	9750
North St (at Marine Pde)	4700	5900
Curtin Ave (south of Marine Pde)	20300	14550
Curtin Ave (north of Grant St)	26500	26450
Stirling Hwy (at Wellington St)	28400	Not available
Stirling Hwy (at Parry St)	40000	Not available
Jarrad St (west of Curtin Ave)	3400	2850
Jarrad St (at railway crossing)	7460	6600
Eric St (west of Curtin Ave)	8000	6750
Eric St (crossing the railway bridge)	11020	12350
Broome St (north of Forrest St)	2100	3300
Railway St (north of Eric St)	4600	3250

Notes:

*Average Annual Daily Traffic (AADT) 2001*

*This is the annual average daily traffic count for the road at the particular location. It is calculated by obtaining axle counts from Main Roads WA and dividing each number by two, then multiplying by 365 days to give the annual average daily traffic. Counts are affected by this method as a truck with six axles is counted as 3 vehicles. AADT vehicle counts are generally higher than actual, especially on roads that carry vehicles with more than two axles.*

*Annual Daily Traffic (ADT) 2006*

*This is the annual daily traffic count for the road at the particular location. These counts have been collected over a seven day period by the Town of Cottesloe, divided by seven then multiplied by 365 days. The counters used can distinguish between classes of vehicles such as cars or trucks and therefore are more accurate than the AADT.*

The *Cottesloe Transport Plan 2001* recommends a number of transport management measures to alleviate traffic congestion and improve safety throughout the local road network. These are being progressively considered and implemented by Council over time.

### **Public Transport Network**

The Perth to Fremantle passenger railway service offers a high level of service between Cottesloe and Perth or Fremantle and reduces peak period traffic demand on roads on these routes.

The passenger rail service generally operates at a frequency of every 15-20 minutes on a typical weekday with increased frequency during the morning and afternoon peak periods, and reduced frequency on Sundays and public holidays.

Existing road crossings over the railway line are at Windsor, Eric, Jarrad, Salvado and Victoria Streets and pedestrian crossings are at each railway station and at Napier and Pearse/Keane Streets. The majority of rail crossings are at-grade, the exceptions being the Windsor and Eric Street road bridges and the pedestrian bridges at Cottesloe Railway Station and Pearse/Keane Streets.

The railway line does have a major severance effect on Cottesloe. Vehicular and pedestrian crossings are limited and in some instances, poorly designed. The Curtin Avenue regional road proposals could exacerbate the severance without careful design solutions.

Cottesloe is well serviced with bus routes, particularly services from Cottesloe to Perth and beyond and Fremantle to Perth and beyond. Cottesloe is also serviced by minor bus routes, operating between Fremantle and Warwick and between Fremantle and Mount Claremont. These services are less frequent and offer a limited service. During summer on weekends and for events the *Cott Catt* free shuttle-bus operates between the train station and beachfront.

### **Cycle and Pedestrian Networks**

Cycle and pedestrian access networks are provided either on-road, off-road on dedicated paths or by road verge footpaths. Dual use paths (DUP) are designated pathways shared by pedestrians and cyclists and are signposted or marked as such on or alongside the pathway. Pedestrians have priority and planning, installation and maintenance of the networks are the responsibility of the Council unless they are located within regional road or rail reserves.

Cycle transport is mainly provided for in Cottesloe by two DUP as part of the Regional Perth Bicycle Network as follows:

- Along the length of Marine Parade - this path has a flat grade and high scenic value, and attracts many recreational users.
- A short section along Bryan Way between Broome Street and Marine Parade.

An on-street cycle lane is runs along Eric Street between Curtin Avenue and Marine Parade.

*Bikewest* has proposed that a principal transport route specifically for cyclists also be established for the full length of the Perth to Fremantle Railway Reserve, incorporated in Cottesloe as part of the Curtin Avenue proposals in the *Fremantle to Cottesloe Transport Plan*.

Improved pedestrian and cycle access links east-west between Stirling Highway and the beach and to the town centre would be beneficial in integrating transport and land use throughout the district, which the *Town Centre Study* recognised.

## **Parking**

Parking is important to the functioning of the district in relation to transport, activity centres, the local economy and recreation. As part of the scheme review Council has given consideration to parking through a range of studies, including:

- *Town Centre Study*
- *Beachfront Site Investigations and Design Guidelines*
- *Cottesloe Foreshore Centre, Swanbourne and Eric Street Business Centres Area Parking Study*

These studies have amongst other aspects examined how parking functions in these centres and suggested measures for improvement as a basis for scheme provisions and Council's overall parking strategy.

The Parking Study looked at the existing and future supply of and demand for parking in key activity centres of the district, including the beachfront and two Local Centres. It scopes options for the rationalisation and potential expansion of beachfront parking in particular.

The resultant approach to parking in the scheme is to ensure an adequate supply of parking and to prefer parking on site, but to recognise the constraints to this with allowance for variations, including cash in lieu and shared public parking. A parking policy is intended to guide the provision of parking and the discretion available to Council.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Provide a safe and efficient network of local and regional roads for convenient access and distribution of traffic within the district and which minimises the adverse effects of through-traffic (including freight) on Cottesloe.
- Achieve better integration of transport and land use for the functioning of the district and its activity centres including the railway, roads, other modes, private and public transport, and parking.
- Increase opportunities for residents, workers and visitors to use public transport, cycling and walking as alternative modes to private vehicles.

## **Actions**

- Work proactively and closely with the relevant State Government agencies to resolve the Curtin Avenue regional road proposal affecting the district, in order to minimise the impacts of traffic (including freight), segregation of the district, conflicts with other modes and impacts on urban design and amenity, and to maximise the opportunity for land use and transport integration for the functionality of the district.
- Pursue accessible, visible, safe and attractive pedestrian and cycle crossings for the regional rail and road reserves in the district and within the key activity centres.
- Maintain the existing grid pattern of roads, supplemented by lanes and open spaces, as a framework for an integrated network of transport modes.
- Continue implementation of the traffic management proposals recommended by the *Cottesloe Transport Plan* in order to improve transport accessibility, safety and amenity.
- Support implementation of proposals by *BikeWest* to improve cycle routes within the district for commuting and recreation.
- Seek provision of end-of-cycle-trip facilities for applicable land uses and developments, including in the key activity centres, recreational areas and development sites.
- Progressively improve and maintain the pedestrian network throughout the district.
- Prepare a policy for implementation of the parking provisions of the local planning scheme to facilitate an adequate and equitable supply of parking and the application of variations for flexibility in how parking needs are met.



## **HERITAGE**

### **Introduction**

Cottesloe has a number of places of heritage value or character within its area, reflecting the eras of settlement and development. The conservation and management of these heritage places is important to maintaining the cultural heritage, aesthetic value and amenity of the district. Conservation also enhances a sense of community and understanding of the history of the district and the reasons for its character of development.

### **State Register of Heritage Places**

The Heritage Council of Western Australia (HCWA) is responsible for the conservation of places that have significance for the cultural heritage of the state. Within Cottesloe, there are at least 20 places of state-heritage value that are on the State Register of Heritage Places.

Under the *Heritage of Western Australia Act*, state-listed places are required to be reflected by local governments in their Municipal Inventory, which in turn is a basis for local planning scheme Heritage Lists. Planning proposals for state-listed places are required to be referred to the HCWA for advice, which is required to be taken into account such that decision-making is consistent with the advice. State-listed places may also be recognised in local planning schemes through Heritage Areas, Special Control Areas and Local Planning Policies.

The Heritage List to be attached to LPS3 will incorporate State-listed places as a matter of course and LPS3 proposes Special Control Areas for two of those places, *Tukurua* and *Le Fanu*.

### **Sites of Aboriginal Significance**

There are two sites within Cottesloe that have been classified by the *Department of Indigenous Affairs* (DIA):

- *MacArthur Street* stone artefacts – dating from 10,000-30,000 years ago.
- *Moodoorup Rocks* – ceremonial and mythological site.

Under the *Aboriginal Heritage Act* proponents are required to liaise with the DIA when preparing land use or development proposals to ensure that sites are protected and that any impact on indigenous communities can be evaluated and taken into account prior to implementation of any approvals. This process runs complementary to but separate from the planning process under local planning schemes.

### **Earlier draft Heritage Strategy**

Over previous years Council has evolved an approach to heritage management through its town planning scheme and other measures. A draft *Heritage Strategy* study prepared for Council in 2001 comprises a suite of reports giving consideration to strategy, conservation/development guidelines and heritage areas as facets explored in the overall approach undertaken. The study set out broad recommendations for management of heritage places and areas in Cottesloe. This is an information resource for Council to refer to in considering heritage actions generally and related town planning measures in particular. The latter are also guided by the required content and operation of local planning schemes in any case, whereby LPS3 will give effect to the framework for heritage and enable Council to pursue heritage ends by a range of means.

### **Current Approach to Heritage**

The draft Heritage Strategy has not been adopted as a whole by Council, and the statutory framework for heritage, as well as the attitude of the Council and community views, has continued to evolve. While some of the recommendations have been implemented so far, Council is moving away from the concept of potentially overly-restrictive heritage areas and may give future consideration to character areas as a concept to be pursued in relation to the local planning scheme. This takes a holistic approach to heritage as part of the overall land use planning and development control process.

The *Town of Cottesloe Municipal Inventory*, originally compiled in 1995, comprised 376 places, including 23 places recommended for inclusion on the State Register of Heritage Places. Although the majority of significant places are buildings constructed in the period from the late 1880s through to the 1940s, there are also significant historic sites, including two Aboriginal sites and 15 streets planted with trees of heritage significance. The *Municipal Inventory* has been reviewed by a study in 2005 in respect of Categories 1 and 2 places, in anticipation of the Heritage List now required under local planning schemes. Under LPS3 the making of the Heritage List must be the subject of consultation with landowners prior to determination and a right of review (appeal) is intended.

In addition, LPS3 provides for Special Control Areas as another means of addressing heritage in relation to land use and development. The historic places of *Tukurua* and *Le Fanu* are to be managed in this way. At this stage *Tukurua* is undergoing extensive restoration and adaptive re-use towards conservation of its cultural heritage significance, while *Le Fanu* has lain in disrepair for many years and it is intended that the LPS3 provisions will offer some encouragement towards similar enhancement of its heritage values.

Council and the community are yet to commit to the concept of heritage areas provided for under local planning schemes. Recent heritage consideration has explored the concept of character areas, which embrace heritage together with land use, subdivision, development, built-form, streetscape and amenity aspects in treating the urban function and character of defined areas within an overall planning context. This is an approach that can be furthered by local planning policies and design guidelines to manage heritage and interrelated planning aspects in a comprehensive and coordinated fashion.

## **Statutory Context**

LPS3 provides Council with the statutory means to protect places on a Heritage List or within a Heritage Area. The Heritage List is to be drawn from the Municipal Inventory. Council may also designate a Heritage Area after carrying out a heritage assessment of it and community consultation. Specifically, provisions enable Council to:

- establish, maintain and review a Heritage List;
- adopt a Heritage Area;
- prepare planning policies for Heritage Areas and other heritage matters;
- seek advice from external bodies, such as the HCWA or National Trust, on heritage matter;
- establish a Heritage Advisory Committee; and
- devise conservation incentives, including variation of scheme provisions.

LPS3 also sets out the procedure for dealing with development applications involving places on the Heritage List or within a Heritage Area, as well as for an appeal right in relation to the List.

Council may prepare planning policies for Heritage Areas to guide owners, applicants and the Council on matters relating to development within those areas. LPS3 will also enable Council to offer incentives for conservation of heritage.

Overall, LPS3 broadens the scope for heritage management by introducing more up-to-date measures in accordance with the requirements for local planning schemes, including an improved consultative approach and greater flexibility in the application of variations and incentives, as well as provision for supporting policy.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Foster cultural heritage conservation of places or areas of significance in Cottesloe in the context of the character of localities within the district and overall planning considerations.

### **Actions**

- In LPS3 reflect and build upon contemporary heritage approaches by the incorporation of the required provisions and additional measures determined by Council.
- Under LPS3 prepare complementary local planning policies to support heritage objectives.
- Review the Municipal Inventory towards creation of the Heritage List under LPS3.
- Further examine the concept of character areas to integrate the heritage and planning dimensions of local areas.



## RECREATION AND OPEN SPACE

### Local and Regional Open Space

Cottesloe has a notable variety and quality of areas set aside for recreation and open space within its boundaries (refer *Figure 6: Open Space and Community Facilities* below) as summarised in the table below. The district is characterised as a seaside recreational suburb, by virtue of the extent of coastal open space for the entire length of its western edge. The combination of passive and active open space, plus its high accessibility (particularly walkability), caters to a wide range of age groups and activities and is important to the social well-being of the community.

Cottesloe is orientated towards the ocean both physically and culturally, whereby the ocean, beach and foreshore form a backdrop to the suburb and are the focus for shared scenic views and an outdoor recreational lifestyle. The importance of the coastal strip to the character and amenity of the district, and its landscape value to the district and region, cannot be overestimated. Urban development along the beachfront and inland needs to be sensitive to the contribution that the coastal open spaces make to the setting for the suburb.

It is these recreational and open space assets, together with the natural beauty of the beach, which attract visitors to Cottesloe's beaches and beachfront from the metropolitan region, State, interstate and overseas.

The MRS Parks and Recreation Reservation applies along the coastline to protect the land for this purpose and public access. It also accommodates some controlled development including car parks, surf clubs and cafes.

**Table 1: Local and Regional Open Space in Cottesloe**

Name	Local/Regional Reserve	Location
Jasper Green Park	Local	Cnr William & Congdon Streets
Andrew's Place Reserve	Local	Andrew's Place off Marmion Street
Grant/Marine Parade Park	Local	Cnr Grant Street & Marine Parade
North Cottesloe Beach	Regional	Marine Parade - Eileen to Grant Streets
Cottesloe Beach	Regional	Marine Parade – Eileen to Forrest Streets
Marine Parade	Regional	Near Napier Street
Napier Street Reserve	Regional	Cnr Marine Parade & Napier Street
Seaview Golf Course	Regional	Bounded by Marine Parade and Broome, Forrest and Pearse Streets
Cottesloe Civic Centre	Local	Cnr Napier & Broome Streets

Cottesloe Oval & Harvey Field	Regional	Bounded by Broome, Jarrad & Pearse Streets
Marine Parade - Beach Street	Regional	Cnr Beach Street
Vlamingh Park Reserve	Regional	Curtin Avenue

The coastal foreshore reserve along Marine Parade (including the road and golf course) is reserved under the MRS for Parks and Recreation. This also extends along the northern side of Napier Street from Marine Parade to Broome Streets, covering the No. 2 Car Park, John Black Dune Park (coastal re-vegetation) and the tennis club. All of this is Crown land vested in the Town of Cottesloe for recreation purposes.

Some of the smaller parks contain sporting facilities, playground equipment, seats, shelters and amenities. The Council's intention is to maintain these areas of open space, providing for a balance of public recreation and re-vegetation with local species.

Cottesloe and North Cottesloe beaches are very popular metropolitan beaches serving the immediate community, western suburbs and wider Perth, and are also a tourist destination. This is due to their picturesque nature, accessibility, features and facilities catering to a range of age groups and activities, including the two historic hotels and some short-stay accommodation.





## **Open Space Corridors**

The *Western Suburbs Greening Plan (2002)* identifies strategic connections of remnant vegetation, wetlands and walking trails within the metropolitan region, providing local governments with the opportunity to create green linkages between bushland areas, linear reserves and wildlife corridors within and outside their boundaries. It identifies two greenways that pass through the Town of Cottesloe:

- Coastal foreshore reserve.
- Perth-Fremantle Railway reserve.

The coastal foreshore reserve is protected through the MRS Parks and Recreation reserve.

While the railway land is reserved for railway purposes, it is intended that the Council will identify and encourage protection of this green link through its local *Green Plan*. In this regard, the Council has participated in the *Western Suburbs Greening Plan* and will progressively consider and implement, as the Council thinks appropriate, its recommendations. The community has tended to consider and use the undeveloped railway lands as unofficial open space and in the *Town Centre Study* expressed support for any future redevelopment of this land to include the provision of open space.

## **Vlamingh Parklands**

The southern corner of the Town forms part of the Vlamingh Parklands, which extend into Mosman Park and North Fremantle linking open space between the Swan River and the coast. This is also regional parkland reserved Parks and Recreation under the MRS.

The vision for the Vlamingh Parklands is to: *Establish a park for the recreational needs of the community, by focussing on links between the river and sea, and which conserves, enhances and promotes the natural and historic heritage of the area.* It is noted that the Leighton urban development and parkland project has since evolved in relation to this vision and is in the implementation phase.

The area within Cottesloe contains some remnant coastal shrubs and grasses, limestone cliffs and the Vlamingh Memorial. The McCall Centre for juveniles (former Cable Station) is adjacent and reserved for Public Purposes under the MRS and surrounded by the Parklands open space.

Proposals recommended in the Vlamingh Parklands report include upgrading of the Vlamingh Memorial, re-vegetation around the site and possible future conversion of the McCall Centre into an interpretation centre and café with car parking.

## **Adequacy of Open Space**

As Cottesloe is an established urban area there is limited opportunity to allocate additional land for public open space within the district other than on major redevelopment sites if and when that occurs. The latter includes three of the Special Development Zone sites: the Council Depot, Wearne Hostel and WA Institute for Deaf Education, as well as the railway public lands.

However, while the dominance of regional open space serves the district well and doubles as local open space for the community, there are limited local parks within those neighbourhoods away from the coastal environment for passive recreation. Those that exist are reserved accordingly in LPS3. The resolution of an ultimate alignment for Curtin Avenue and its intersections may subtract from some unofficial local open space (eg south-west corner with Eric Street) or free-up and formalise some local open space (eg Jarrad Street vicinity). The railway and other reserve lands provide an informal buffer and landscape strip in this locality and ideally any future development should seek to recognise this amenity in the provision and treatment of open space and landscaping.

Having the resources and capacity to maintain and enhance the condition and use of existing open space is of concern to the Council. The coastal foreshore reserve, which is a significant regional resource, is intensively used for much of the year and is a major consumer of the Council's resources. The Council will continue to seek opportunities for additional revenue to manage the coastal reserve and beach infrastructure and recreational facilities.

The Council conducts a community needs survey which assists in determining priorities for capital expenditure on community facilities, including facilities and maintenance within local and regional open space areas.

Often overlooked as open space is the casual use by the community of public streets for recreation, particularly for walking (including with dogs) jogging and cycling. In commercial areas, street verges can also play an important part in creating character and amenity through landscaping, rest areas (seats) and sidewalk café's/alfresco dining. Although less formal than dedicated open space or recreational facilities, street verges with their lawns and trees (especially the landmark Norfolk Island Pine trees) provide open space in terms of use (eg children playing), social interaction, breathing-space and landscape amenity. In Cottesloe, the grid of generous 40m wide distributor road reserves enhances this potential. The beach, foreshore and coastal sports grounds and parks are the main destinations of pedestrian and cyclist users of the road reserves.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Maintain and enhance the accessibility, quality, and amenity and landscape value of the local and regional open spaces within the district.
- Seek opportunities to augment local passive public open space within the developed suburban areas and larger development sites.
- Pursue an overall vision for the foreshore to guide long term land use, development and management.

### **Actions**

- Consider implementation of the recommendations of the *Western Suburbs Greening Plan* that facilitate the establishment and rehabilitation of green linkages throughout the district.
- Apply the Community Needs Survey with a view to prioritising Council's physical works and other programs for the enhancement and maintenance of open spaces.
- Pursue opportunities for additional revenue to help manage the coastal foreshore reserve and beach recreational facilities.



## **COMMUNITY FACILITIES**

### **Introduction**

Community facilities are normally provided by government and non-government service agencies. Local Government responsibilities include community centres, halls and recreation centres, libraries, family day-care / child care centres and so on. Local Government may also assist in administration or provide buildings for community health, youth and aged support services.

A diverse range of community organisations also operates within or covering Cottesloe, either related to or separate from the activities of the Town. These include child and youth groups (eg, playgroups, Police & Citizens, Scouts), community service organisations (eg, Rotary, RSL, health care), leisure groups (eg, Bridge club, pottery club), a business association, resident/ratepayer groups, environmental groups, sport clubs (eg, Surf Life Saving, golf, tennis, rugby) and senior citizens organisations (eg, hostels, aged support). Several of these bodies use premises or facilities provided and managed by the Town, including the Civic Centre rooms, club buildings and sport grounds. These groups and activities are a vital part of the social fabric of the Cottesloe community.

The main community facilities in Cottesloe are shown in *Figure 6: Open Space and Community Facilities*, in the Recreation and Open Space chapter.

### **Community Facilities**

The following community facilities and services are among those available in Cottesloe:

- Kindergartens and Toy Library (Marmion Avenue/Ackland Way and Broome/Jarrad Streets).
- Scout Hall (Eric Street).
- Library – shared between the local governments of Cottesloe, Mosman Park and Peppermint Grove, which is to be redeveloped as part of the Peppermint Grove Civic Centre.
- Wearne Community Centre and Hostel, which has undergone expansion and may expand further in the future or accommodate other development within its site.
- The Aged Persons Support Service (Railway/Forrest Streets).
- Cancer Support Association of Western Australia (“Wanslea”, Railway Street).
- Local churches.

### **Educational Facilities**

Within Cottesloe there are: one government primary school and pre-school (North Cottesloe); two community kindergartens (North Cottesloe at Marmion Avenue/Ackland Way) and Seaview Kindergarten next to the golf course on Broome/Jarrad Streets; and one specialist school, the Institute for Deaf Education (Curtin Avenue/Gibney and Warton Streets).

Private and government primary and high schools are located nearby in the Western Suburbs. Tertiary and technical education facilities are provided within the region at the University of Western Australia in Nedlands and at Fremantle respectively.

### **Cultural Facilities**

Cultural events and programs are provided by the Council for the community at the Civic Centre and Cottesloe Beach throughout the year. The Civic Centre is classified as a Civic Local Reserve under LPS3 and the buildings and grounds / gardens are generally available to the local community and wider public for a range of community groups, private functions or passive recreation. The beach is protected as an MRS Parks and Recreation reservation for coastal recreational use and management, freely accessible to the public at large.

### **Statutory Context**

Under a local planning scheme community facility sites are usually reserved for public purposes in accordance with their existing or proposed use, although some facilities may be located in the residential, commercial or other zones. The MST requires LPS3 to contain provisions relating to public purpose sites, including approval procedures for development on the reserves, and this has been done in the normal manner.

LPS3 will be referred to all relevant service providers for confirmation of the Scheme requirements for community facilities and public purpose sites (as required by the *Town Planning Regulations*).

In addition, the land use zones of LPS3 can provide opportunities for the location of services and facilities provided by the private sector, in particular those that cater to the needs of the aged population, such as medical, financial and leisure providers.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Ensure that LPS3 reflects existing and future land requirements for and affords locational opportunities for community facilities provided by public and private agencies and services.

### **Actions**

- Refer LPS3 to public and private community services and facilities agencies to enable land requirements for public purposes to be confirmed.
- Under LPS3 include land use opportunities for community-based personal services provided by the private sector to locate in appropriate zones.



## **UTILITY SERVICES**

### **Water Supply**

The Water Corporation provides and maintains the water supply, wastewater and main drainage systems within the metropolitan region. These utility services are available to all properties within the district.

### **Sewerage**

All existing residential and other developed areas within Cottesloe are connected to the deep sewerage system and connection is a basic requirement for all future development.

### **Drainage**

The Town requires all drainage water from private property to be retained on site and disposed of using soak pits.

The drainage system for roads is progressively being converted to soak pits by the Town, to remove drainage outfall into the sea and maximise recharge of the subsoil aquifer.

### **Electricity**

The Town has completed an underground power program for all properties. This is a major benefit in a coastal environment in terms of safety and maintenance, as well as to the visual amenity of the district by removing aerial power poles and lines and their conflict with street trees, particularly the Norfolk Island Pine trees.

The Western Power substation located on reserve land adjacent to the railway at the corner of Curtin Avenue and Jarrad Street is intended to be upgraded from 66kv to 132kv within its site over the next few years. Containing the substation is important to consideration of relocating Curtin Avenue as a two-lane road between the site and the railway, as well as to minimising its impact on the amenity of nearby residences and the surrounding area, including the town centre and possible future development of public land on the western side of the railway. Relocation of the substation is an option only if an alternative site is available and the substantial cost could be met. The treatment of the perimeter of the substation with security walling/fencing and landscaping is important to the urban design and amenity of the locality.

### **Gas**

Gas is provided to properties on an as-needs and feasibility basis.

## **Telecommunications**

Telecommunications infrastructure is required to be installed in accordance with the *Telecommunications Act 1997*. Infrastructure not defined by the Act as “low impact”, such as mobile telephone towers, are subject to State planning legislation and local planning approval procedures. Telecommunications services are provided to properties on an as-needs basis.

## **Development**

Development of existing properties, vacant lots and future development areas can therefore occur by connection to or amplification of the established infrastructure for utility services to obtain a high standard of development and the infrastructure systems are aimed at improving environmental sustainability.

## **RECOMMENDED STRATEGIC APPROACH AND ACTIONS**

### **Strategy**

- Ensure that LPS3 reflects existing and future land requirements for utility services infrastructure provided by public and private agencies.
- Ensure that new subdivision and development achieves a high standard of utility services provision and utilisation for sustainable and attractive urban areas.

### **Actions**

- Refer LPS3 to public and private utility services providers to enable land requirements for these purposes to be confirmed (as required under the *Town Planning Regulations*).
- Apply appropriate conditions to subdivision and development approvals.