Town of Cottesloe
Foreshore Master Plan

06 November 2019

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ACKNOWLEDGEMENT

The Town of Cottesloe acknowledges the traditional custodians of the area, the Whadjuk people of the Noongar Nation. We recognise their cultural heritage, beliefs and relationship to the land, which continues to be important to Noongar people today.   We pay our respects to Elders past, present and future.

The ancestors of the Noongar people saw the changes made in the Muderup/Cottesloe area and have continued to adapt to an ever-changing landscape. We acknowledge the input of Aboriginal community members throughout planning for the Foreshore at Muderup/Cottesloe both ongoing and in past projects.

The Town of Cottesloe acknowledges the hundreds of community members who have been involved in the Foreshore Master Plan process over many years. This summary will not detail all of the efforts made in the past, but will go some of the way to bringing the feedback together to support the preparation of the final master plan.

DISCLAIMER

This document has been produced in good faith as a summary of engagement and masterplanning on the foreshore at Cottesloe. Any errors or omissions are unintended and we would welcome feedback so that the summary can be more complete.

Any person or organisation that relies on or uses the document for purposes or reasons other than that intended, do so entirely at their own risk and should not alter their position or refrain from doing so in reliance of this document.

DISTRIBUTION

Report File Name	Report Status	Date	Prepared for	Initials
Town of Cottesloe Foreshore Master Plan Overall Community Engagement Summary	Final	19/11/19	Town of Cottesloe	AK

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1   INTRODUCTION

The Town of Cottesloe (the Town) has recently undertaken an engagement process that gave residents and stakeholders of the Town an opportunity to share their thoughts and opinions about key elements of the Foreshore area, with a view to shaping development of a Master Plan document to guide longer term investment in infrastructure at the Cottesloe Foreshore..

Substantial levels of engagement have previously occurred for the foreshore area and the community has been asked to provide feedback over many years. A number of the ideas are well known to the community or have been expressly driven by members of the community. As such, the current Foreshore Master Plan project aims to synthesise the work done previously and find a point of consensus from which the Town can progressively implement projects, as funds become available.

The current engagement aims to clarify the community's key principles for the foreshore, and finalise the long term vision for key projects.

The engagement was undertaken between April 2019 and September 2019, with the engagement communicated via email, mail and in multiple newspaper articles. All information was also made available on the Town's website.

During this period people provided their feedback to the Town via two surveys, a workshop, an open house and a final formal engagement period on the Draft Master Plan.

The initial surveys considered:

Phase 1 focussed on the west side of Marine Parade; and

Phase 2 focussed on the east side of Marine Parade.

(see Figure 1)

The Master Plan Workshop and Open House were convened to provide more detailed feedback on preliminary concepts developed by the project team in response to the survey feedback.

The Master Plan Workshop was attended by 27 participants, and the Open House was attended by approximately 45 members of the community.

Additionally, stakeholders with key interest and previous involvement in the study area were engaged directly to seek feedback.

Finally, the Town of Cottesloe released the draft Foreshore Master Plan for public comment during September 2019.

In total, feedback was received from some 617 respondents/participants in development of the draft Master Plan and some 311 respondents provided feedback on the final draft.

1.1. BACKGROUND

There is an extensive history of engagement on and surrounding the Cottesloe Foreshore spanning more than 20 years.   Early planning focused more on the Cottesloe town centre, progressively moving towards the foreshore over time.

The following provides a snapshot of planning studies and documents;

- Western Suburbs Greening Plan (2002)
- Cottesloe Beachfront Development Objectives (2004)
- Cottesloe Strategic Planning Workshop
- Town of Cottesloe Draft Local Planning Policy no 1 - Beachfront policy and guidelines
- Cottesloe Masterplan: Foreshore Vision (2005)
- Cottesloe Enquiry by Design 2009
- Cottesloe Foreshore Redevelopment Enquiry by Design
- Cottesloe Foreshore Renewal Masterplan (2016)
- Cottesloe Foreshore Infrastructure Reduction Strategy

Reflecting on the many and varied feedback which has been received in the past, the Cottesloe Foreshore Master Plan project intends to focus on key areas, which have been unresolved.

This reflects the findings of previous engagement, which was generally supportive of a number of elements but required a more refined and detailed discussion regarding the two major car parks and their immediate surrounds.

1.2. STUDY AREA

The study area for the project is shown in Figure 1.

1.3. DESIRED OUTCOMES

The final outputs of this project will be a drawing together of all past discussions and feedback and will deliver a shared vision for the future of the foreshore.

This document details the extensive feedback received in preparing preliminary Master Plan concepts, inputs of the Cottesloe Foreshore Master Plan Workshop and Open House, and the final feedback received on the Draft Master Plan.

1.4. PURPOSE OF THIS REPORT

This report has been prepared to provide a summary of the engagement undertaken between April and September 2019 and illustrate the link between phases of engagement and the final Master Plan. The content of this report includes verbatim comments from the participants and summarises all feedback provided throughout the 2019 Foreshore Master Plan project.

(Car Park 1 & Terraces)

The focus of Phase 1 Engagement

(Car Park 2 & Marine Parade)

The focus of Phase 2 Engagement

Figure 1 - The Cottesloe Foreshore Study Area

2 ENGAGEMENT TIMING AND TOOLS

Engagement was complete in three main stages:

1. Preliminary Engagement Surveys (Phase 1 and Phase 2)
2. Concept Testing Workshop and Open House
3. Final Master Plan Engagement Survey

Engagement was supported by a web page providing background information and leading visitors to the various surveys. The links to the surveys and information about face-to-face engagement opportunities were distributed widely by email, e-news and articles in local newspapers.

2.1. PRELIMINARY ENGAGEMENT - PHASE 1

The first survey was related to Phase 1 and dealt with the area west of Marine Parade. Questions explored the views on what could be achieved in the area and how people used the area, what was missing and community expectations regarding character, transport and parking.

The primary aim of this survey was to understand people's views on Cottesloe generally (Values/Identity) and what beach amenity is required (e.g. on Car Park 1 site) to inform the design process.

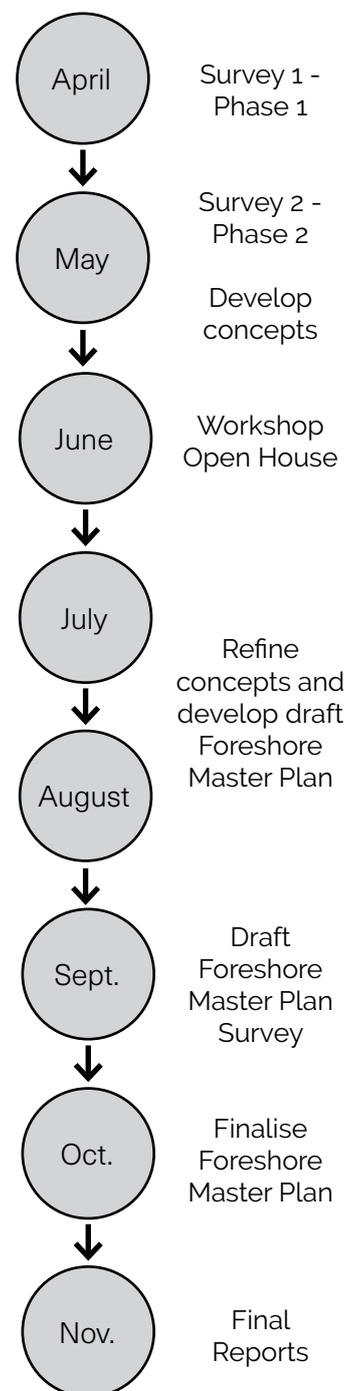## 2.2. PRELIMINARY ENGAGEMENT - PHASE 2

The second survey related to the areas east of Marine Parade. Questions again explored the views on what could be achieved in the area and how people used the area, what was missing and community expectations, with the aim to understand people's views on streetscape improvements, pedestrian experience, alfresco areas and built form (Car Park 2) to inform the design process.

2.3. WORKSHOP AND OPEN HOUSE

The culminating event of the broader engagement process was the Master Plan Workshop followed by the Open House in June 2019. Participants drew upon the feedback from the surveys and used preliminary concepts as a way of refining key preferences.

2.4. FINAL ENGAGEMENT

After refining concepts based on the feedback received throughout the engagement, the draft Foreshore Master Plan was advertised publicly through September 2019.

Month	Activity
April	Survey 1 - Phase 1
May	Survey 2 - Phase 2 / Develop concepts
June	Workshop Open House
July	Refine concepts and develop draft Foreshore Master Plan
August	
Sept.	Draft Foreshore Master Plan Survey
Oct.	Finalise Foreshore Master Plan
Nov.	Final Reports

3 ENGAGEMENT SUMMARY - PRELIMINARY SURVEYS

Two surveys were undertaken through April and May 2019 (see Appendix A.)

This section provides a summary of the feedback received, with detailed individual responses in the 'Other' text fields presented in Appendix B.

(Note: Only proper names and inappropriate language was removed from content in Appendix, no other alterations were made to the comments).

3.1. PHASE 1 - SURVEY 1

377 completed surveys were received for Phase 1 of the engagement. Respondents were able to select options from lists to reflect the options that were most suitable to them as well as provide comments.

This section provides a summary of the survey presented in graphics as well as explanatory text to highlight the common and dominant themes expressed in the surveys. It also provides a snapshot of some of the individual 'other' responses to each of the questions. Detailed individual responses are presented in Appendix B. Note that Question 2 & 10 are not reported on for either survey as this is personal information.

Of the 377 responses to the first survey the majority (80.7%) were from Cottesloe and Peppermint Grove) (6011). The next biggest group (3.9%) was from Swanbourne, Claremont and Mount Claremont (6010) and then (2.4%) Shenton Park and Subiaco (6008).
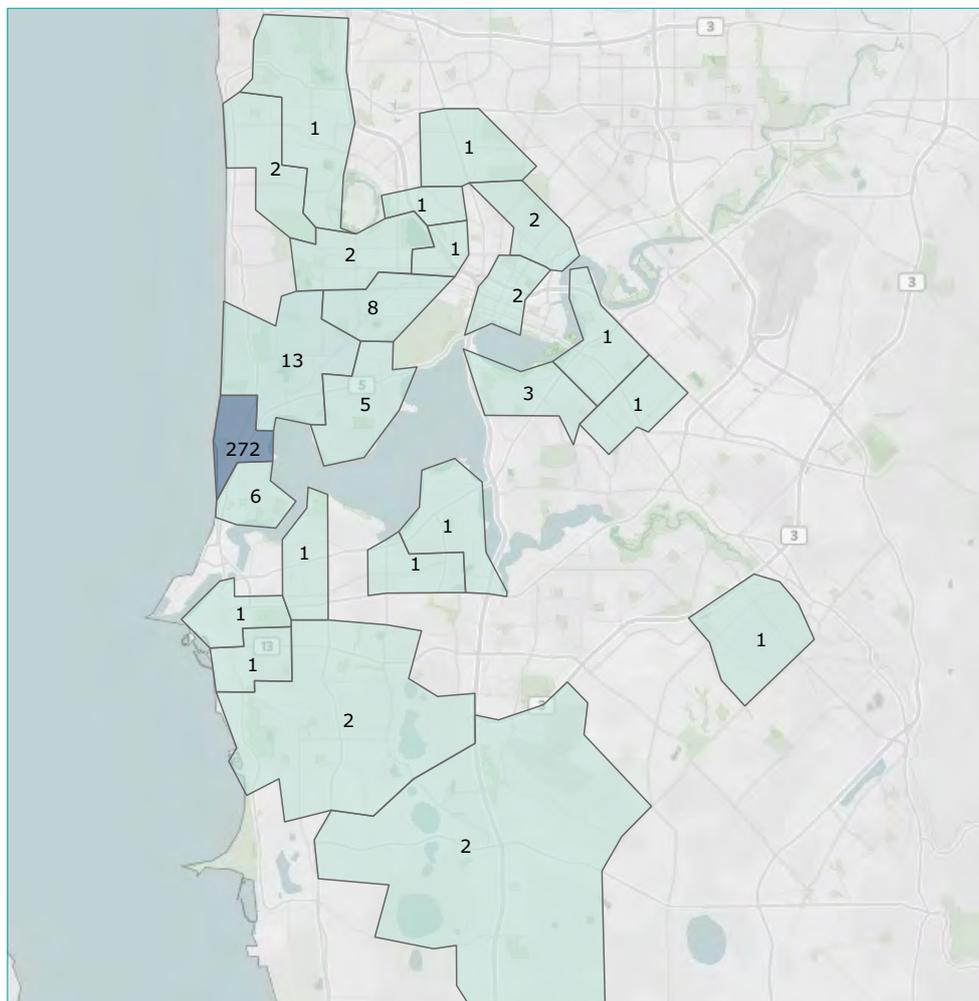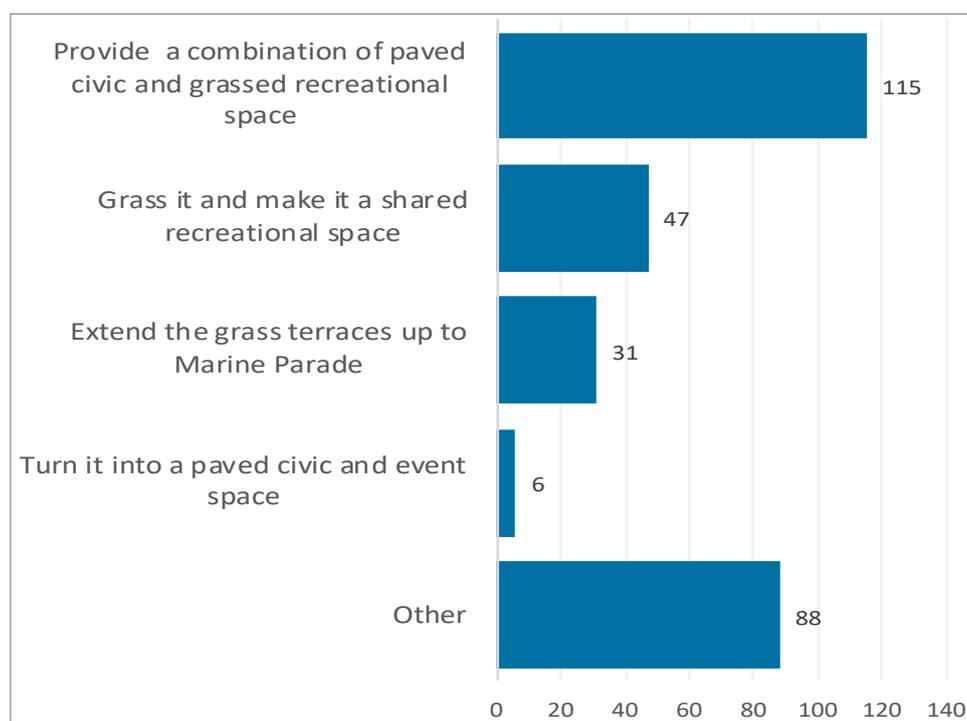

Figure 2 - Q1 What is your Postcode?

## Figure 3 - Q3 What would you do with the area at Car Park 1

The majority of responses favoured the provision of a combination of paved civic and grassed recreational space. A smaller but still strong response was to grass the area and make it a shared recreational space.

However, this question received a large contingent of 'Other' responses (88 'other' responses). The dominant theme in the additional responses was to retain the car park in full (54 responses) or in part (18 responses). Less prominent themes but still noticeable were to develop recreational space.

Some of the individual comments were:

- *I would like to see a world class visionary design for this space with good shading, seating, recreational and gathering areas that make the most of this amazing location and view. Cater for lots of ages and interests.*
- *Would like it to be recreational space with an underground car park underneath.*

- *Create spaces which can be converted for opportunities for performances - interaction between the community and performers/ traders/artisans - pop up shops and low key musical events including dance, song, physical exercise such as strength demonstrations, yoga, tai chi Keep this valuable asset as a CAR PARK as it was gifted to the people of Cottesloe and should never be torn up for public open space.*
- *1/2 to remain as short term parking with, so you can still drive in and watch the ocean. The other half to be grassed with sun shelters.*
- *Leave as car park as is well used - widen the bike / walk path (add seats) along top by removing one row of parking bays It should remain a car park, with car spaces interspersed with trees and green beds.*
- *Leave the car park- where do you expect the influx of tourists and non-cottesloe dwellers to go?*

Figure 4 - Q4 What is Missing on the Foreshore
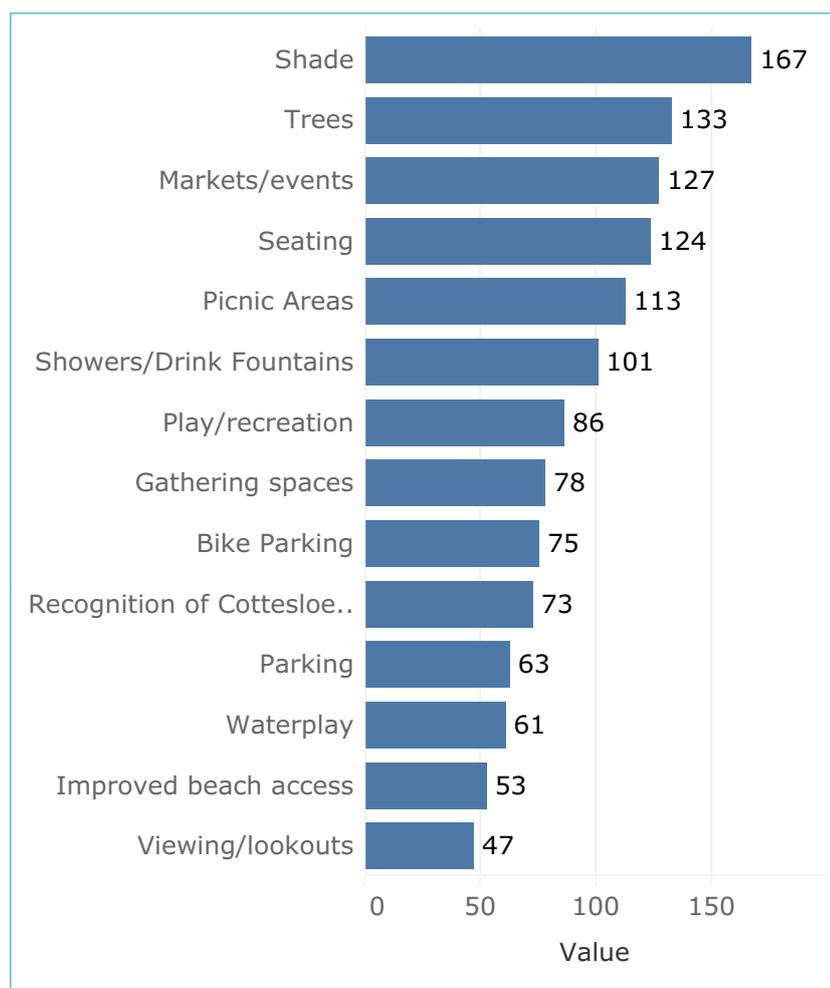
Shade was the most common selection of 'what was missing from the Foreshore'.

Following that was Trees, Market and Events, Seating, Picnic Areas and Showers and Drink Fountains. These were the top six suggestions registering more than 100 mentions each. There was no option for any additional comments on this question however there were additional comments provided by email.

- *I have completed the survey but I am shocked to see that there is absolutely NO mention of the upgrade for the appalling toilet facilities. We also need toilets between LEIGHTON and Cottesloe walking path! NO MENTION OF THIS OPTION EITHER!*

- *Marine Parade open spaces should be parkland, with trees and picnic areas for visiting families to enjoy. Walking and bike riding should be priorities. Marine Parade should not be turned into a fairground or development opportunity.*

Figure 5 - Q5 What Activities do you most enjoy doing at Cottesloe
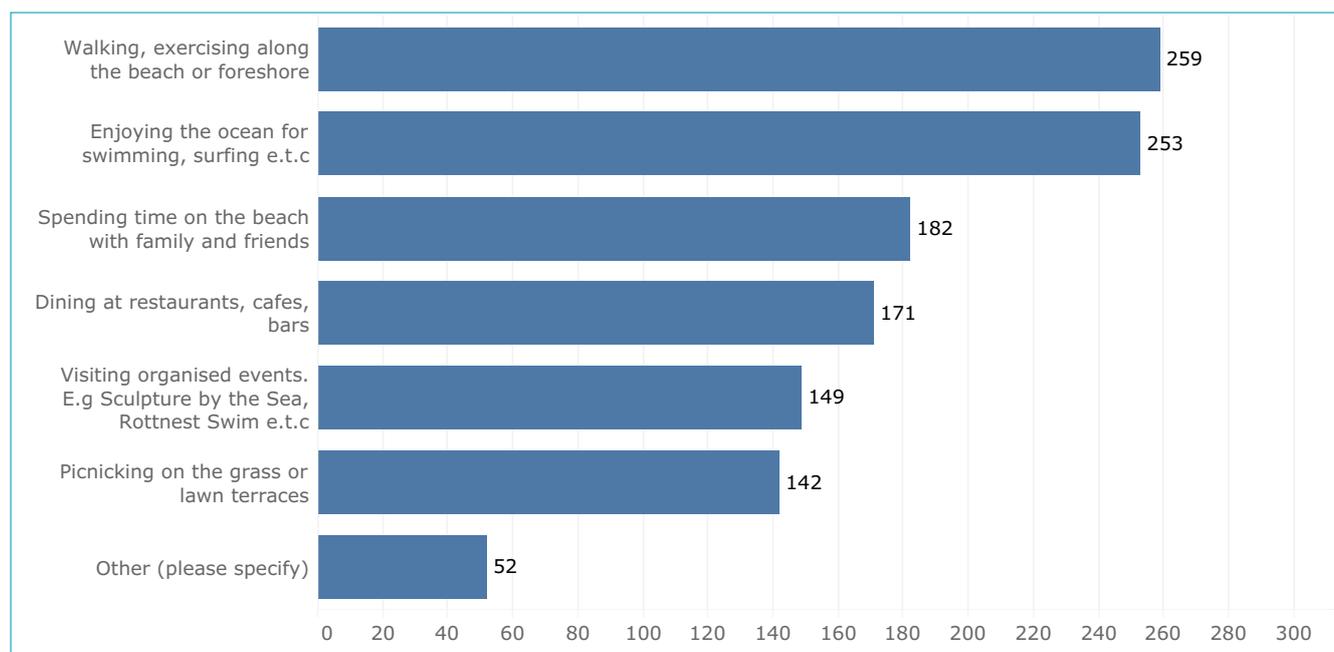
Walking and exercising along the beach was the most popular activity followed closely by enjoying the ocean for swimming , surfing etc.

Spending time on the beach with family and friends and dining at restaurants cafes and bars were also popular activities.

Visiting for organised events such as 'Sculptures by the Sea' and picnicing on the Grass or lawn terraces also elicited strong responses.

Some of the additional comments included:

- *Fish and chips on the grass or takeaway in the car on a blustery winter's day overlooking ocean … enjoying the wide open skies and ocean views.*
- *Surf Club activities.*
- *Sitting in the car overlooking Cottesloe Beach. I am 89.*
- *Surfers are the primary user group of the Cottesloe facilities in winter, parking, beach*

access, showers etc. they are an under represented group in discussions of user needs.

- *Would enjoy having special days of street partying/performers/eating where Marine Tce is closed.*
- *Play at the park which needs a MASSIVE upgrade.*
- *YOU have missed the need for public toilets and the need for improved public facilities maintenance, improved litter and rubbish collection from the dunes and beaches on the previous question, The lighting in this area and along the whole foreshore is really bad & I feel unsafe walking along the foreshore in the evening, although I would love to do this. (Unlike the foreshore the North Beach area, which is well lit and well used by exercisers, walkers, families etc. even after dark).*
- *I cannot believe you are asking questions 4 and 5 without making a plan for 171 car places first.*

Figure 6 - Q6 What best describes the character of Cottesloe?
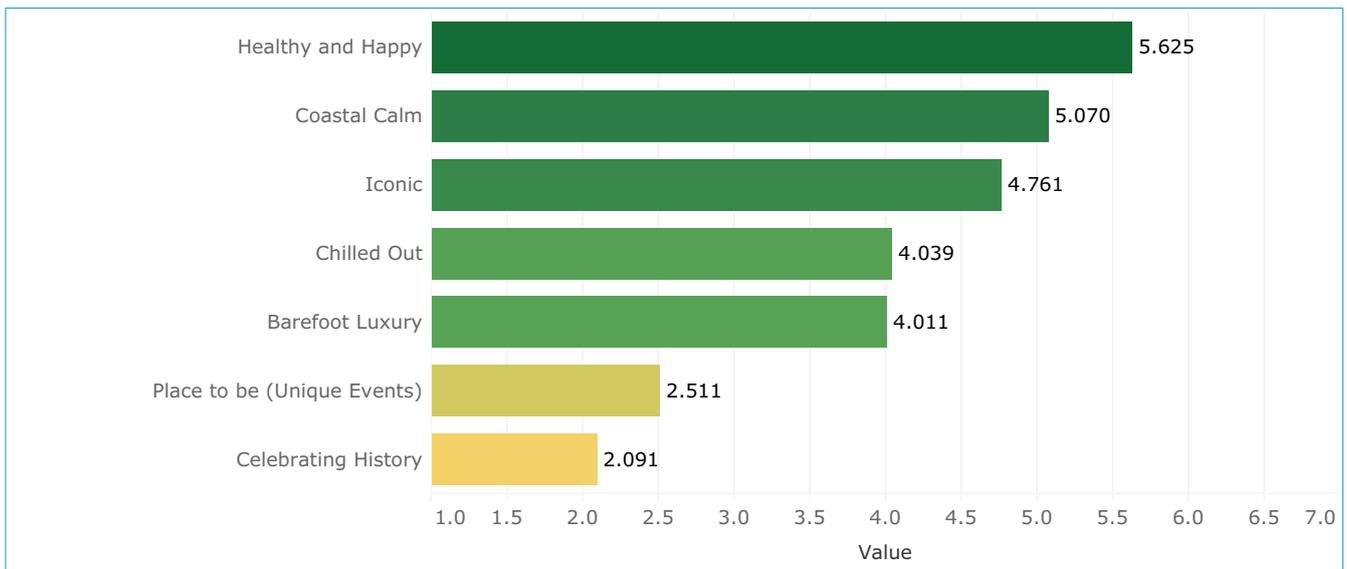
Respondents were asked to rank in order of relevance statements and labels that could be used to describe the 'Character of Cottesloe'. The highest rankings were given to 'Healthy and Happy', 'Coastal Calm' and 'Iconic.' Reasonably ranked were the labels 'Chilled Out' and 'Barefoot Luxury.'

'Place to Be' and 'Celebrate History' ranked relatively low.

Figure 7 - Q7 What mode of travel should have priority on the Foreshore?
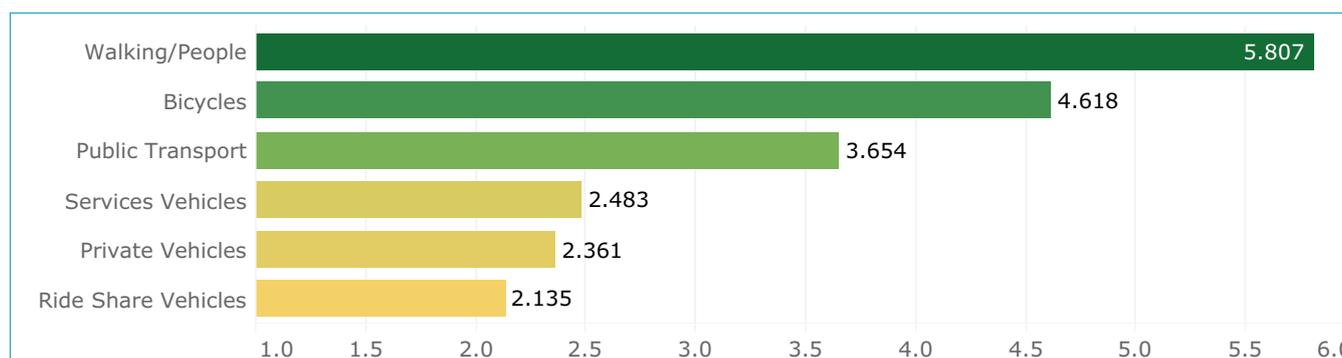
The responses favoured Walking/People as the most important priority followed by Bicycles and Public Transport. Other vehicles were given relatively low priority.

The dominant theme in the additional comments was to encourage public transport, walking and cycling. Other strong themes include reducing vehicle traffic and congestion, prioritising safe access for pedestrian and cyclists, prioritising people over cars, parking enables accessibility for aged and disabled and families, some parking is valuable and private transport is the best option to enable access.

Some of the additional comments included:

- *Pedestrians and cyclists are slower and more intentional; they will own the space and be more likely to take responsibility for it and to feel as if they belong.*
- *Add more Cott buses where required.*
- *Ensure car park number 1 is removed!*
- *Personally don't think any cars bar the residents should be going past Napier to Jarrad should be more like a promenade.*
- *I think cars should be moved back from the beach front, though recognise that given the lack of public transport car parking will have to be allowed for somewhere else.*

- *There is normally adequate parking for those prepared to walk from car parks, unless a major event is on.*
- *We should have some short term active parking please for people that find it hard to walk or elderly people that may just not qualify for disabled criteria but struggle to walk to enjoy the ocean.*
- *I think it's important to prioritize more economical solutions but let's be honest cottesloe will always be a place to drive to as well with the iconic scenery. For weekday mornings there should be parking of at 30% of what's their now so elderly people can park nearby and enjoy their swim. I see lots of old people even on walking sticks use the beach and sea so removing this car park would be a big burden on them. As a young active person I'm happy to park a bit away on weekends etc but on weekdays as someone who visits three days a week during weekdays it would be a real time saver to have active parking for my swim.*

Figure 8 - Q8 How important is parking to the foreshore for you.
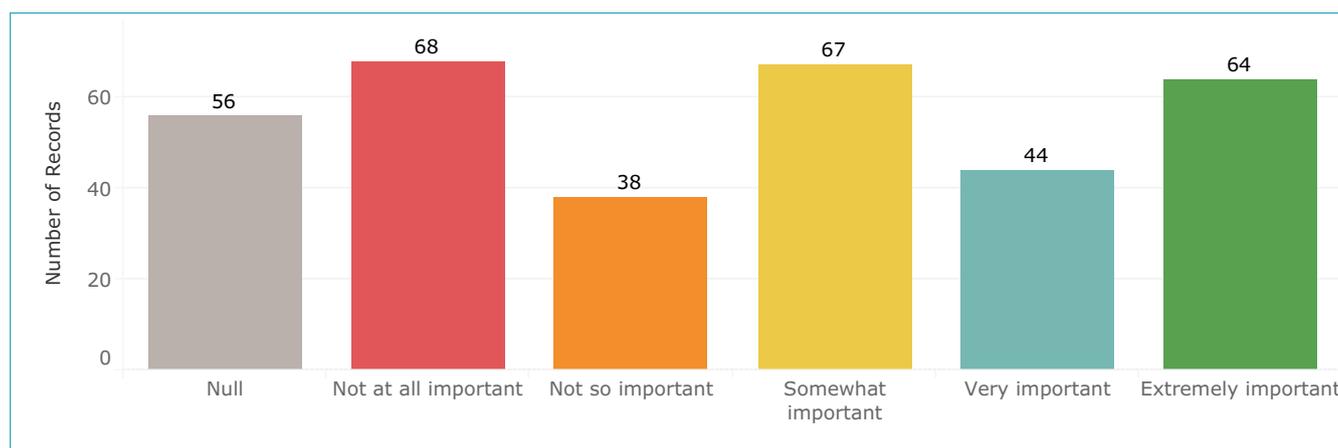
The importance of parking is spread across the different levels from not important to extremely important. Although the extremely important category is less than the not at all important, the very important is more that the not so important.

The most dominant theme in the additional comments from those who thought parking was extremely important or very important was that driving ensures accessibility.

The most dominant theme in the additional comments from those who thought parking was not at all important or not so important was that they prefer walking, cycling and public transport.

Some of the individual comments were:

- *We have a toddler and so need easy access to the area we want to visit. A car park is essential but it can't take up prime real estate.*

- *While I live close enough to walk and ride a bike to the beach, occasionally I am accompanying elderly friends and relatives and would like to be able to drive and park when this is the case. I have elderly friends who have given up their licenses and it is nice to be able to drive them to places, and access parking near to facilities for their benefits.*

- *On a hot day, people want to drive to the beach in their air conditioned cars. Only those close by will take another means. Public transport is not regular enough to be relied upon.*

- *I'm at the beach 3-4 times per week early in the am and 2-3 times in the p.m. If there is no parking you eliminate all the early morning exercisers, kayakers, surfers, kitesurfers, swimmers etc.*

- *Cars do not require access to the foreshore. Car parking however, is required for those who aren't lucky enough to live in Cottesloe. The council has a responsibility not only to its ratepayers but as custodians of a beautiful public space to make it accessible for all. Hence adequate parking will be required but not as an eyesore in the foreshore.*

- *There is ample parking on the east side of marine parade. A parking location is important, however the current location is not the best use of space.*

3.2. PHASE 2 - SURVEY 2

177 completed surveys were received for Phase 2 of the engagement.

Respondents were able to select options from lists to reflect the options that were most suitable to them as well as provide comments. This section provides a summary of the survey presented in graphics as well as explanatory text to highlight the common and dominant themes expressed in the surveys. It also provides a snapshot of some of the individual 'other' responses to each of the questions.

Detailed individual responses are presented in Appendix B. Note that Question 2 & 10 are not reported on as this is personal information.

Of the 175 responses to the second survey the majority (85%) were from Cottesloe and Peppermint Grove) (6011). The next biggest group (7%) was from Swanbourne, Claremont and Mount Claremont (6010) and then (2%) Shenton Park and Subiaco (6008).

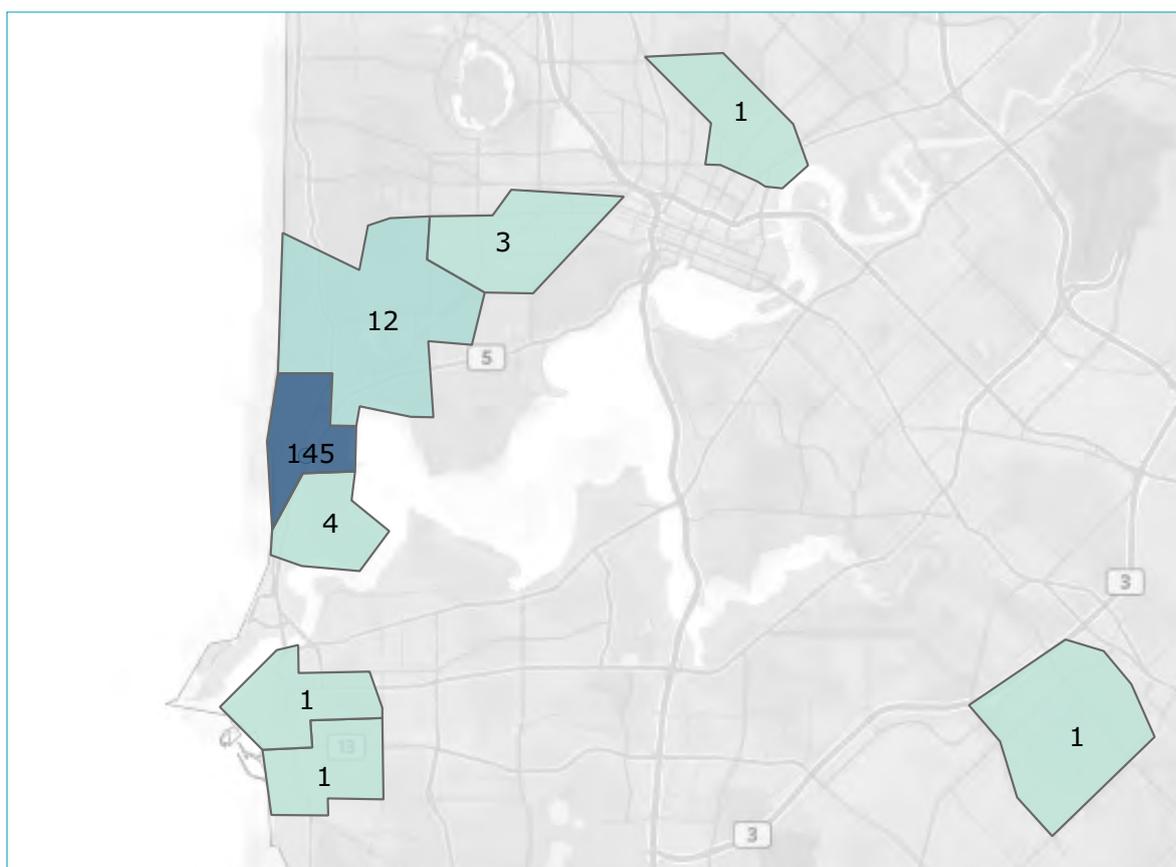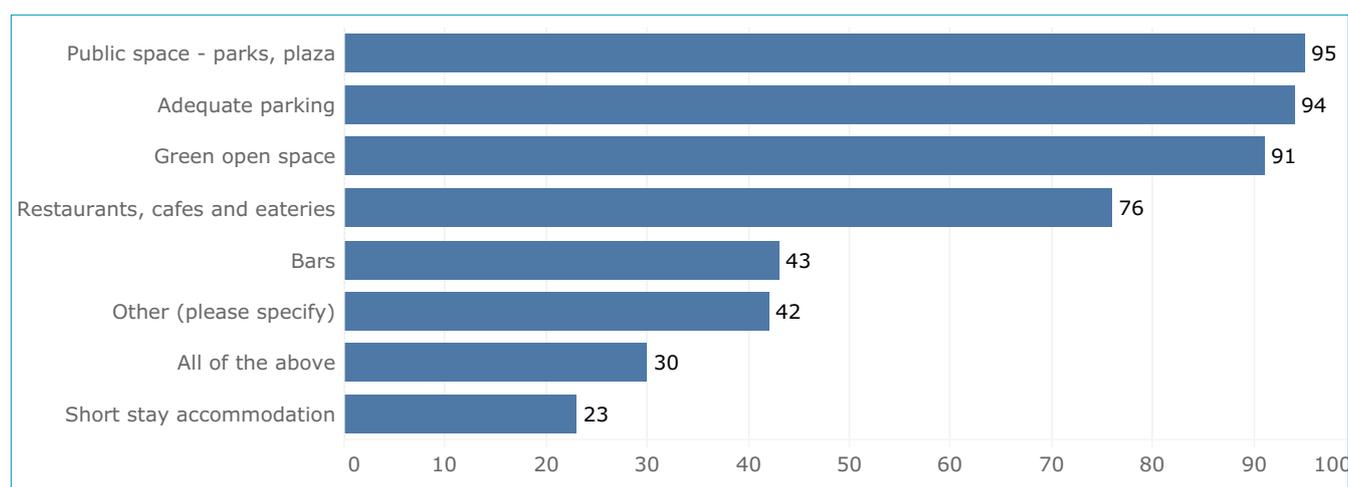### Figure 9 - Q1 What is your Postcode?

Figure 10 - Q3 Any Future development of Car Park 2 should include the following

The three dominant themes of the comments were almost equally represented. Public Space - parks and/or plaza, adequate parking and green open spaces were suggested for the future development of Car Park 2. Restaurants, Cafes and eateries were also a popular suggestion though not quite a strong.

Some of the individual comments were:

- *If inspiration is needed look at the newish Busselton beach front development. We feel this is important and yet it not even mentioned on your list of features for our beach development.*

- *The example of the fantastic open public space behind the Leighton Beach area and incorporating the Orange Box cafe, is a fabulous example to use as a blueprint. This question is confusing are you just referring to Car Park 2 or the Commercial side of Marine Parage as well???*

- *Temporary community options, such as markets and food trucks.*

- *Roof garden and roof top restaurants.*

- *Recognition of Whadjuk heritage.*

- *Car park 2 should stay a car park especially if it helps car park one being transformed into green space Car Park 2 should have a set of public toilets and beach shower Car Park 2 is the only strip of land between Eric and Forrest that is a public reserve and is not in private hands and should stay that way to stop the whole section being a line of buildings along Marine Parade Car The points I made in the survey are that: Car park 2 should stay a car park especially if it helps car park one being transformed into green space Car Park 2 should have a set of public toilets and beach shower Car Park 2 is the only strip of land between Eric and Forrest that is a public reserve and is not in private hands and should stay that way to stop the whole section being a line of buildings along Marine Parade Car Park 2 needs more trees Park 2 needs more trees.*

- *Low scale development. max 4 to 5 storeys across the site (not from the eastern end of the site and 10+ storeys along marine parade).*

- *All of the above in addition to sufficient land being set aside as public coastal foreshore reserve to accommodate coastal processes to the 100 year timeframe.*

Figure 11 - Q4 More cafes and restaurants are important to me on the Cottesloe foreshore
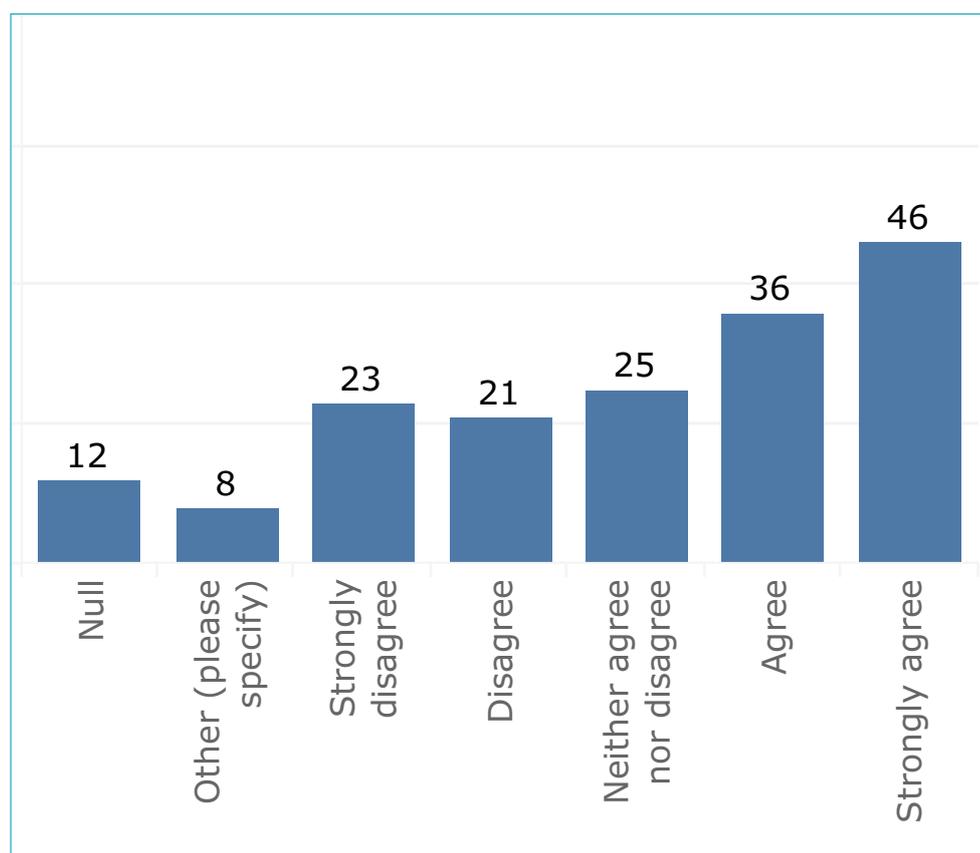
The majority of respondents think that Cafes and Restaurants are important to the foreshore.

The dominant theme in the additional comments was suggesting that Cafes and Food Trucks would continue to be important to the area.

Some of the individual comments were:

- *Car Park 2 should stay a car park especially if car park 1 is transformed to green space.*
- *foodtrucks!.*
- *To include takeaway options for the beach.*
- *Should complement short stay accommodation as well as public needs.*
- *Opportunities for groups to offer street entertainment.*

- *Variety is good - ranging from small bar to gelato, cafe to seafood restaurant. More competition along the beach will force the existing businesses to improve their offering.*
- *I agree, but also want to connect the whole foreshore. At the moment there are 2 sections, with a gap in the middle, taken up with a car park, that can be better utilised as indicated in the previous question.*
- *The ones that are there struggle through 6 months of the year.*

Figure 12 - Q5 Improved pedestrian safety and accessibility is important to me on the Cottesloe Foreshore.
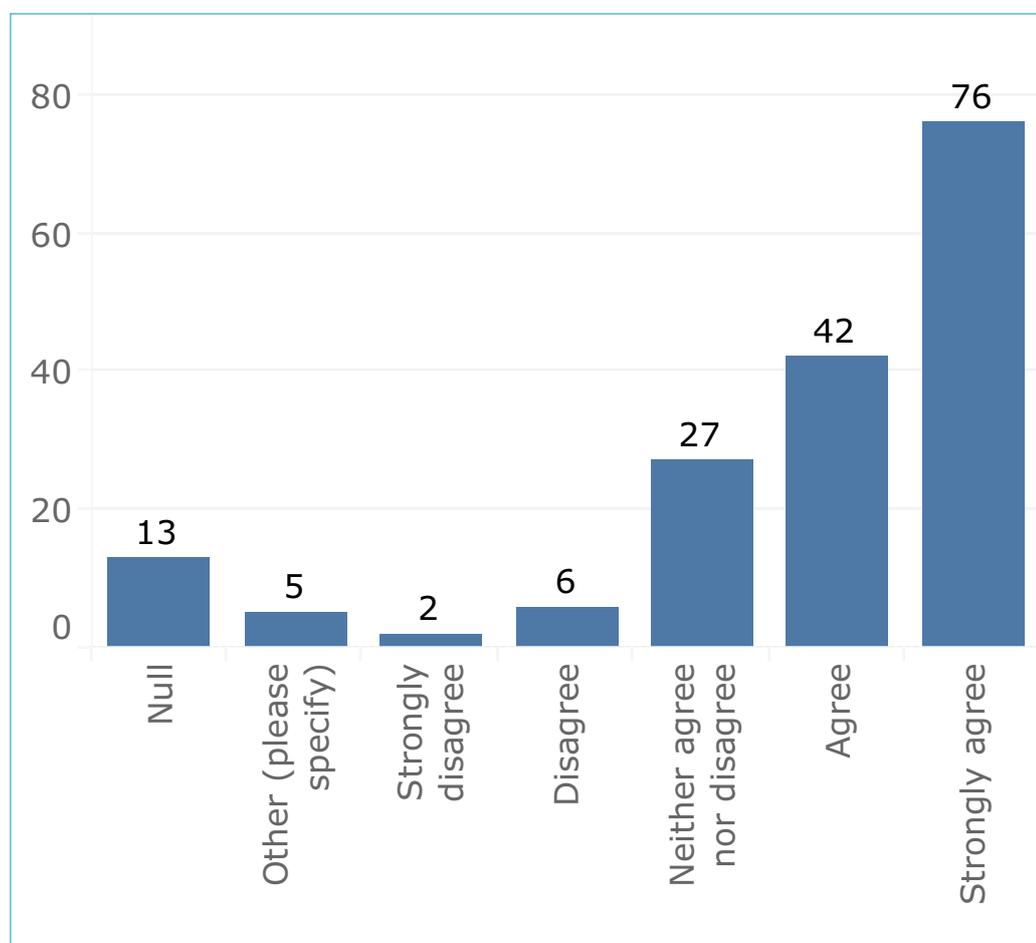
The majority of respondents agreed or strongly agreed that improved pedestrian safety and accessibility is important to them on the Cottesloe Foreshore.

Further comments provided include:

- *Safety and accessibility is obviously important. This can be achieved without the all out removal of a car park and replacing it with a multi story development. The attention to detail of paths, materials, gradients, sightlines,ramps, handrails,signage, low walls, seating and landscape all contribute to a "safe and accessible foreshore". Over development does not equal accessibility or safety*

- *Agree Including bicycle riders.*
- *Have nodes of facilities at make the transition to the beaches easier and more visible from street level*
- *Cardno's winding road proposal is unnecessary - and an inefficient use of funds. Follow the model of every great city - by converting parking space into public space.*
- *Agree, but access for pedestrians & bikes, whilst still providing options for those needing to drive.*

Figure 13 - Q6 Retaining parking at Car Park 2 is important to me.
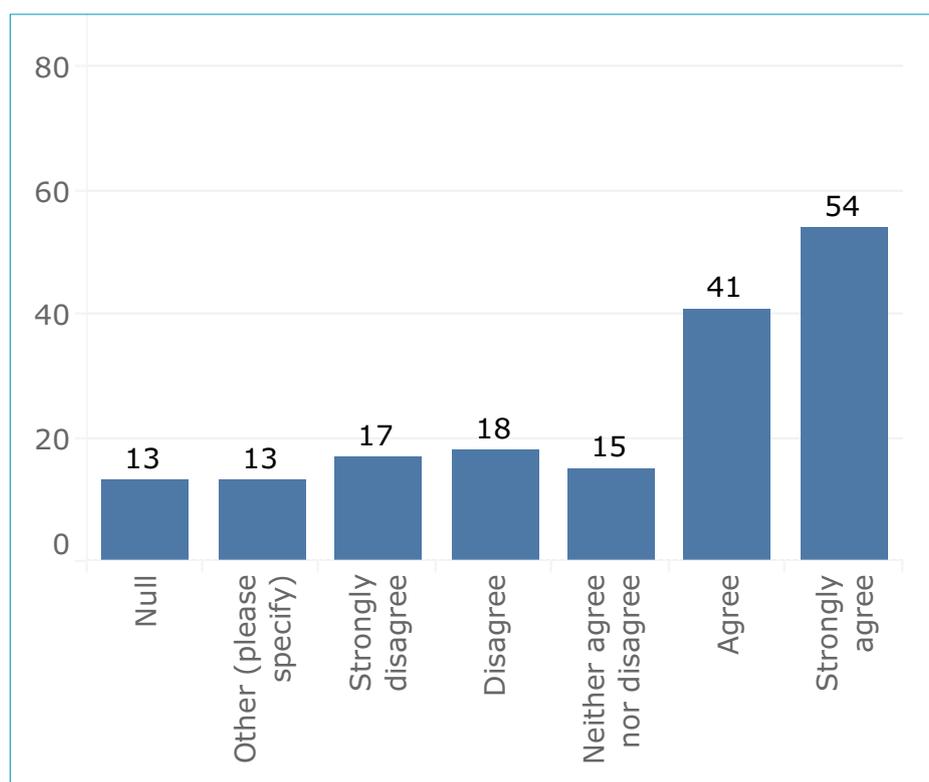
The majority of respondents agree or strongly agree that retaining parking is important.

The two dominant themes of the additional comments were building multi storey/underground car parks and that car parking is essential to maintaining access.

Some of the additional comments include:

- *Some retention of parking at car park two on the eastern edge is of great value in keeping the foreshore accessible and retaining the open feel of Cottesloe as a seaside destination that has not succumbed to maximum development but rather has been discriminating in the way it allows the open space to be developed.*

- *Close car park 1 - and then do NOT host 'Sculptures by the Sea'.*

- *As I have said No2 car park is an A CLASS reserve and should revert to public open space.*

- *Support this being a car park so car park one can be closed and made green space.*

- *Strongly Disagree but need parking. Move it back into multi-level car park run by and paid to council on Black Reserve.*

- *Strongly agree, but also retaining the trees is PARAMOUNT.*

- *Should be basement level to prevent block view from prominent facilities.*

- *I'd welcome increasing the capacity of car park two, adding underground and overground parking floors, integrating retail and hospitality, open spaces.*

- *RETAINING both PARKING AREAS #1 & #2 is VITAL for SAFE access for ALL AGES & abilities. Both areas are Synergistic in providing essential VOLUME parking so cars are NOT Infiltrating Residential streets.*

Figure 14 - Q7 How important do you think it is to have a street that feels safe by day and night and that encourages people to sit and gather?
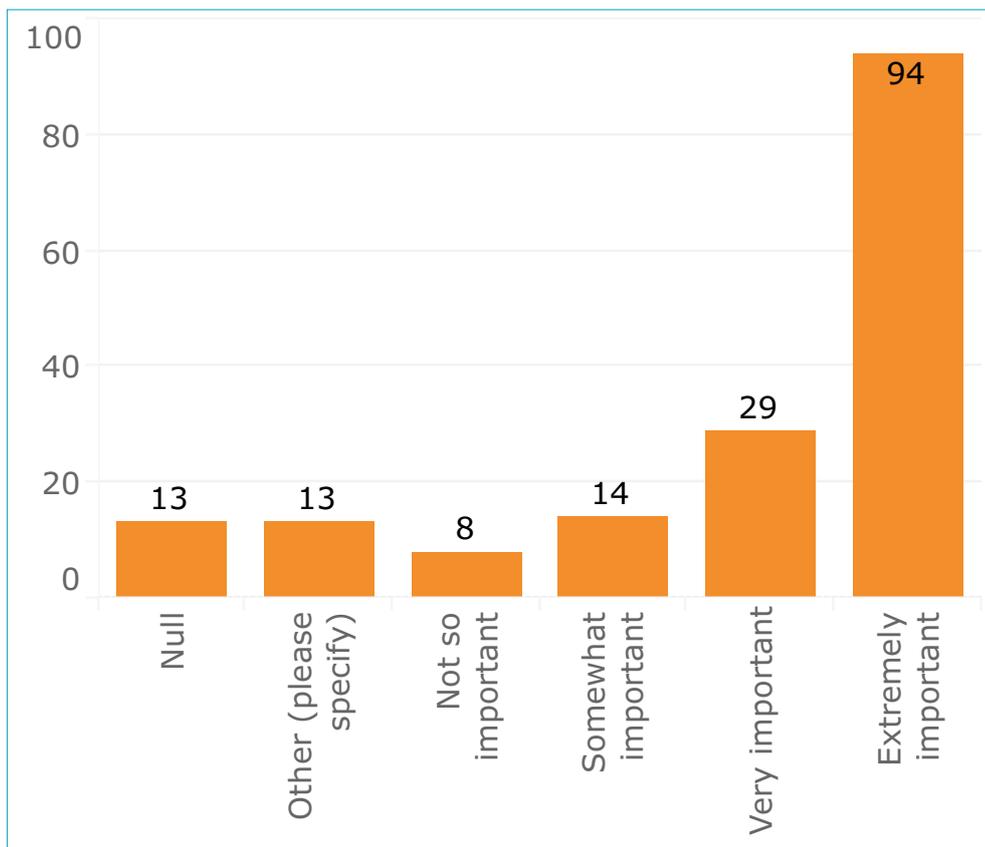
The majority of respondents saw safety by day and night as extremely important

The dominant theme of the additional comments was that this was a biased question. The second major theme was that safety is important but people gathering is not.

Some of the additional comments included:

- *This question is so loaded, it does not warrant a response.*

- *That is too questions in one. Of course everyone wants safety but the phrasing of this question is loaded towards making people agree to more commercial properties.*

- *Safety is important but how people gather is up to them.*

- *Naturally it is important to have a safe street day and night. Removing cars from the landscape does not necessarily make it safer. People can comfortably sit together outside a commercial environment such as a cafe or restaurant. Encouraging this is providing and maintaining a beautiful natural edge to the foreshore as an absolute priority.*

- *Footpath widening - and alfresco permits - along marine parade will assist with passive surveillance. sleeving car park 2 with retail and food+beverage offerings, with short stay accommodation above - will also assist with passive surveillance at night.*

Figure 15 - Q8 Improved walking and cycling facilities along the Foreshore is important to me.
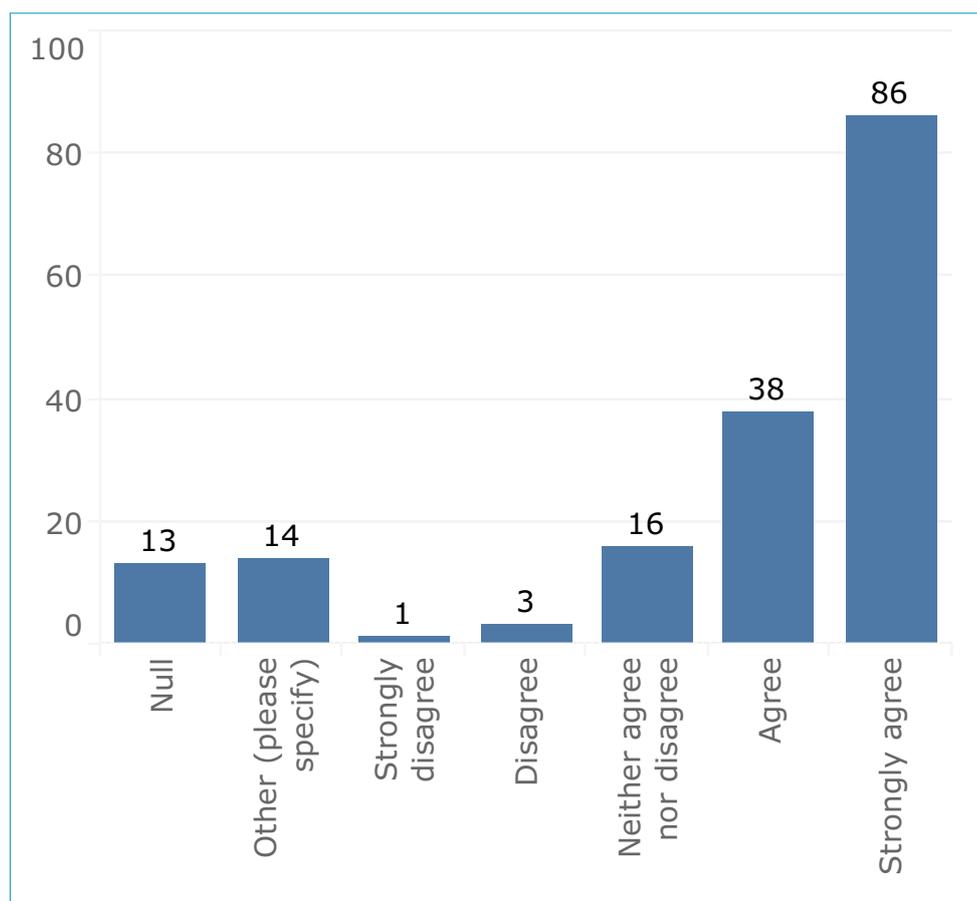
The majority of agree tor strongly agree that walking and cycling facilities along the foreshore is important.

The dominant themes in the additional comments were to prioritise walking before cycling and separate cycling and pedestrian paths.

Some of the additional comments included:

- *Walking yes but cycling is dangerous to pedestrians because of the crowds.*
- *Strongly agree for Walking but not cycling.*
- *view of the beach from the promenade is sorely lacking.*
- *Safely separated, the mix at present is worrisome.*

- *Walking and cycling routes are important but so is access to the foreshore and beach for people who are neither ambulant or able to ride a bike. The ability to sit in a car and enjoy views across a wild ocean on a clear wintery day should not be underestimated. Particularly for the elderly or physically disabled.*
- *We already have good Walking paths on BOTH Sides of Marine Pde Together with the shared CYCLE Path which I use.*
- *It is great as is - please do not over engineer bike paths etc as you've done for the railway bike path. Please leave as is.*

Figure 16 - Q9 Shade and trees along Marine Parade are important to me.

Bar chart:
- Null: 13
- Other (please specify): 6
- Strongly disagree: 5
- Disagree: 3
- Neither agree nor disagree: 5
- Agree: 41
- Strongly agree: 98
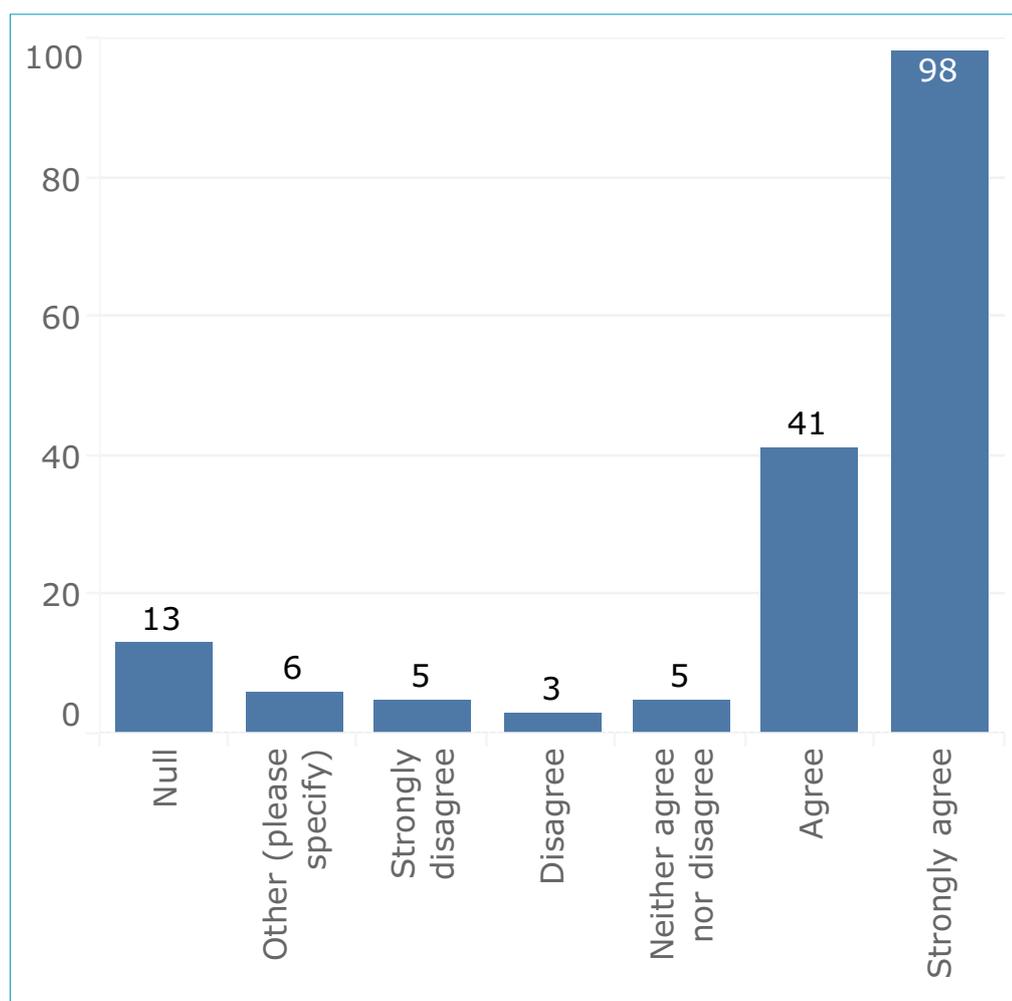
Shade and Trees along Marine Parade was strongly agreed as the most important to the majority of respondents.

The dominant themes in the additional comments was wanting more shade in the car park.

Additional comments included:

- Trees and the use of natural materials and the restricted use of concrete.
- Shade from trees are desirable, but not shade from buildings and especially not shadow on the beach from buildings.
- Not at the edge- can be distributed within the car park.
- Shade from trees is the most important shade to have. There should be lots of shade trees along Marine Parade shading pedestrians and cyclists and noting that shade trees extend life of bitumen road surfaces. Need lots more shade trees in car park 2.
- Shade should be provided across from car park number two, where it does not block anyone's sea view.
- Scattered TREES NEEDED INSIDE Car park 1. Car park 2 already has adequate shade.

4 ENGAGEMENT SUMMARY - COTTESLOE FORESHORE MASTER PLAN WORKSHOP

The culminating event of the broader engagement process was the Master Plan Workshop held between 1pm and 4pm on June 8, 2019 at the Town of Cottesloe's Lesser Hall.

The workshop was supported by participants who generously gave their time to discuss the future of the Foreshore area.

Participants drew upon the feedback from the surveys (Section 3.1 and 3.2) and used preliminary concepts as a way of refining key preferences.

The responses to each task were the result of considerable discussion and collaboration between participants and the feedback summarised in this report provide several clear directions to the team on the possible Master Plan outcomes.

Workshop participants at work

4.1. SELECTION PROCESS

Selection of the Community Panel was via a random selection process. Community members were invited to register interest in attendance. The list of nominations was provided to the selector with names and email addresses hidden so that no name identifier could be used to influence the selector.

All demographic information was transcribed into relevant 'type' cells, including 'Age', 'Gender' and 'Land Ownership'. Double entries were removed and nominations from outside an agreed geographical area were excluded. Nominations that did not provide the demographic information were also excluded.

A random number was then generated for each nomination using the Microsoft Excel '=RAND()' function and the list sorted in descending order.

Participants were selected from highest random number to lowest random number order with stratification goals met in a 'first met' selection method.

Some participants meet multiple stratification goals, which results in some minor over sampling. Some categories were not achieved based on under-nomination for that stratification goal.

A total of 34 participants were selected to achieve the target of 28 participants, with 29 attending the workshop.

4.2. MATERIALS

All panel members were provided with a package of information, which included:

• A welcome letter; and
• A summary of the engagement feedback to that point.

4.3. OVERVIEW OF PROCEEDINGS

A primary aim of the workshop was to introduce preliminary design concepts to obtain detailed feedback. The concepts were drawn from the earlier engagement (surveys) and previous engagement on the foreshore area.

The Workshop commenced with an introduction and welcome from the facilitator, explaining the value of and thanking the panel members for their participation in the Community Panel.

The participants were provided a presentation which explained the background of and the purpose of the project, and provided with the project remit, being:

A long term vision for the Cottesloe Foreshore will allow the Town to progressively upgrade the area.

We need a collective vision; one that most, if not all of the community can get behind to enable all the improvements the community expects.

Given this: how should we approach the key elements of the Master Plan to ensure it best meets the expectations of the community?

After the introduction of the project team and the remit, the workshop participants were provided with a summary of the engagement feedback. This was followed by a more detailed description of the Project Scope. Key Focus Areas and the Key Exclusion, as follows:

1. Key Focus Area 1 - Marine Parade
2. Key Focus Area 2 - Car Park 1
3. Key Focus Area 3 - Car Park 2
4. Key Exclusion - Indiana Tearooms*

A character analysis and strategic framework were also presented. The presentation can be found in Appendix C.

4.4. KEY FOCUS AREA 1 - MARINE PARADE

The Purpose of the Marine Parade upgrade was described as being to:

- Provide a pedestrian and cycle friendly street environment.
- Create safe street outcome.
- Improve road crossings and beach access (east/west).
- Provide wide footpath and alfresco areas to east side of Marine Parade.
- Improve the look and feel of Marine Parade through inclusion of street furniture, lighting and tree planting.

Participants worked in groups using the preliminary Marine Parade design concept, which can be found on page 14 and 15 of Appendix C. Each group was asked to consider four questions being:

1. Help us identify key pedestrian crossing points along Marine Parade?
2. Where should drop off and ACROD bays be located to provide the highest levels of access?
3. Help us identify the best locations for more alfresco areas?
4. What other improvements would you suggest that will make Marine Parade more accessible, comfortable and safe for all users?

The output of this exercise was a series of written and illustrated suggestions for Marine Parade as shown in Table 1 and Figures 17-20.

*Indiana Tearooms is currently subject of a design competition and cannot be considered in the project scope.

Table 1 - Key Focus Area 1 - Marine parade Workshop Outcomes

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
Help us identify key pedestrian crossing points along Marine Parade?w	Our table agrees that we need a roundabout at each end of the slow area. This would also alleviate the need to meander the roadway. Current crossing points • Forrest 5 • Between Il Lido & Amber Jacks • Cott Hotel Acrods • Napier 5th • Suggested points: • Maintain Forrest 5th • Interspersed at halfway pints of blocks • Including shifting, Napier st, current to halfway point	Forrest St John St Napier St Eric St – needs significant improvement to be safe	Napier St, Forrest St, John St, Eric St	More focus required down at North Cott. Area – can we have same level of proposed treatment at Cott down to North Cott? Eric Street – main entry point – round about entrance to zone Napier – recreational Grant street?
Where should drop off and Acrod bays be located provide the highest levels of access?		Southern end of car park 1 and drop off zone at northern end OR @front of Cottesloe Hotel	All on Marine Parade Cottesloe Surf Club – through to Indiana Tea House North Cottesloe Surf club / OBH Between John St & Napier	N Cott – has the best access already – required bays Car parking should be made available north of N.Cott entrance along Marine Parade See orange markings on Map (4)

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
Help us identify the best locations for more alfresco areas?		Public alfresco Private alfresco (marked in pink)	All Marine Parade between Forrest St and north side of car park 1	Each northern corner of Marine Parade street – provides an appropriate
What other improvements would you suggest that will make Marine Parade more accessible, comfortable and safe for users?			Extend safe active street zone to Napier Give way between Marine and Forrest (see drawing) Same concept on Eric St No parking on Marine Parade between Forrest and Napier – provide ACROD and drop off bays and alfresco areas.	Decision on Marine Pde needs to be made in consultation with car parking options for car park 1 & 2 Better cycle access along car park 1 Concern that concentrating car parking in car park 2 will ruin overall feeling of street scape. Better storytelling aspect along pedestrian walkways – better mapping BBQ area opposite car park 2 / opposite surf beach / improve north-south movements More bus stops
Additional Comments	Marine Parade is not a commuting/ through route.. 40km/hr is still too fast for safe streets. 10 km/hr or 20km/hr would improve safety and add very little time for someone going to the beach (Cyclists would need to obey too.)		What Traffic management data is available for Marine Parade. – summer? Winter? Times of day? Weekends v weekdays? Speed zones? Consideration for rubbish trucks? Delivery Vehicles?	

Figure 17 - Table 1 Marine Parade Workshop Mark Up

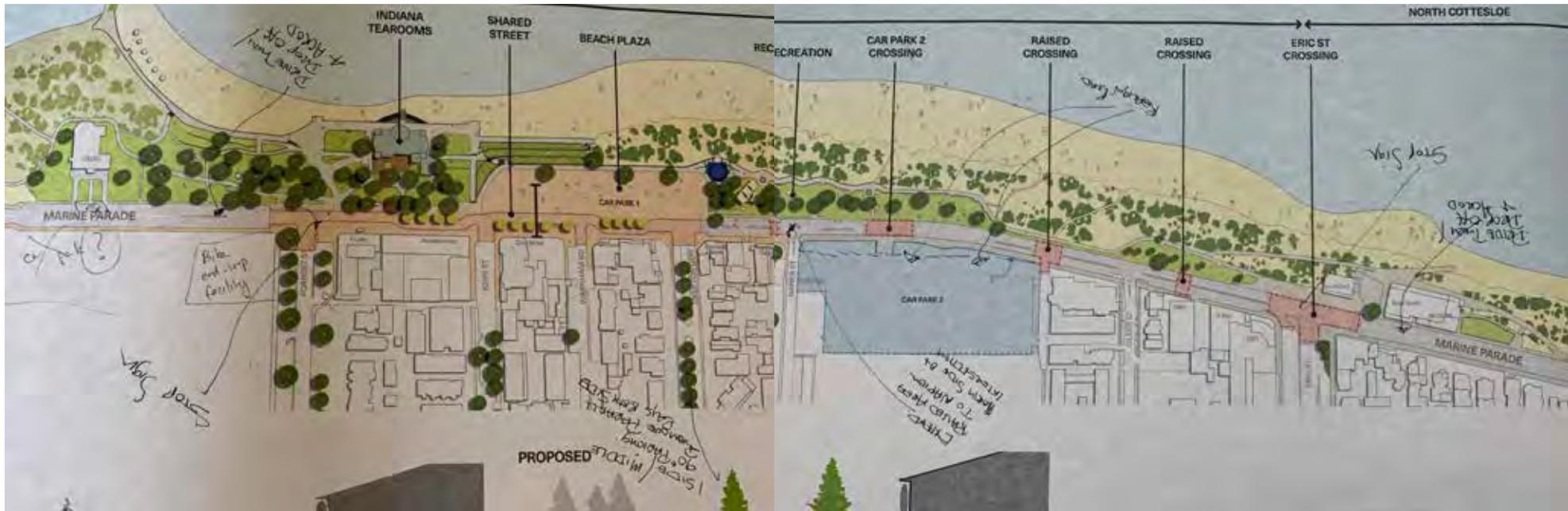Figure 18 - Table 2 Marine Parade Workshop Mark Up

Figure 19 - Table 3 Marine Parade Workshop Mark Up

Workshop participants at work
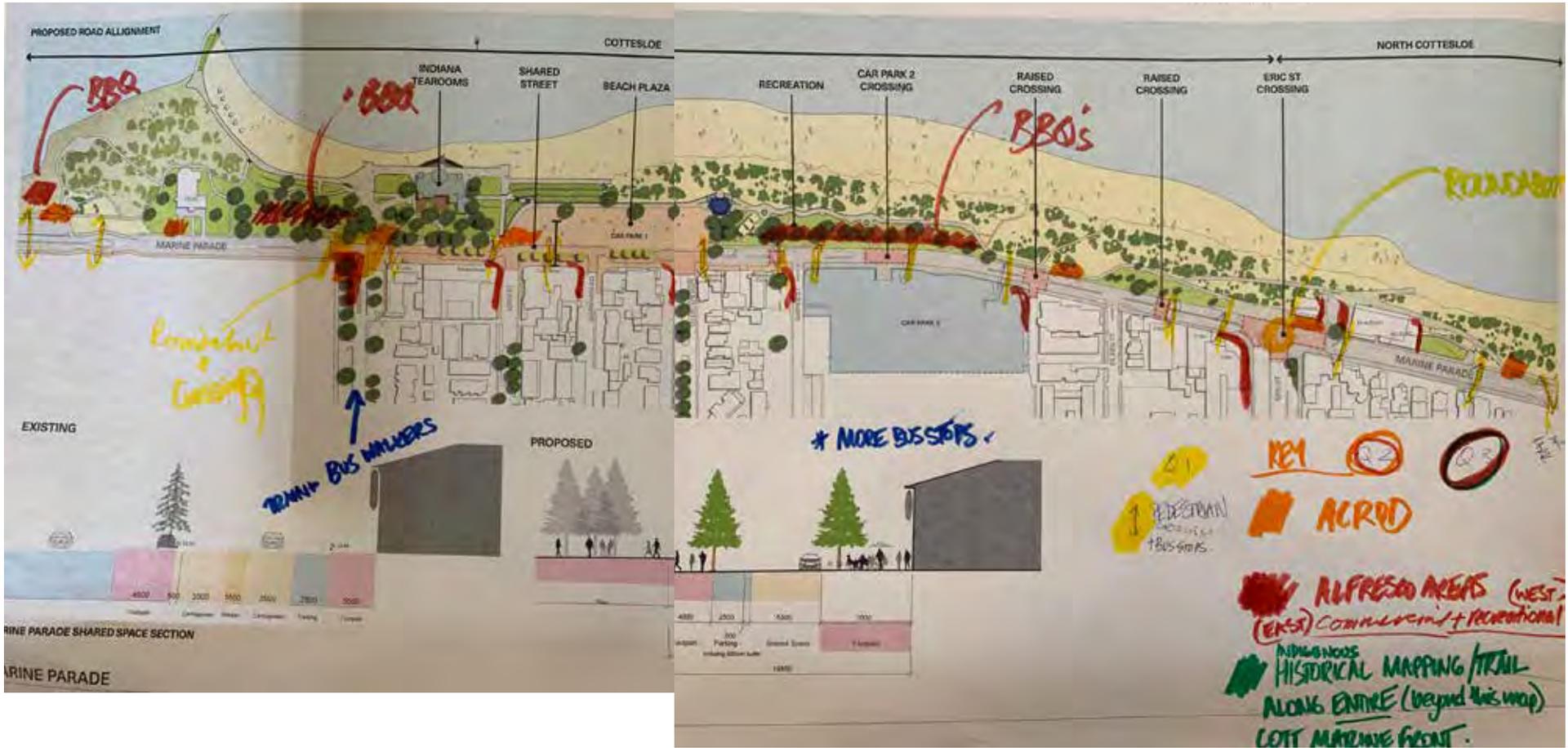
Figure 20 - Table 4 Marine Parade Workshop Mark Up

4.4.1. Project Team Observations

Across all participants it was generally acknowledged that the speed and safety of the Marine Parade environment was a concern. General support was expressed for slowing down the speed, even to 10 or 20kmh.

Several groups suggested that formal crossing points be located at all intersections with east-west running streets. Roundabouts at either end of the strip were also suggested by more than one group, with participants suggesting that these would adequately 'signpost' the start and end of the main foreshore area.

The Safe active street concept was generally endorsed, although some participants were not sure that the meandering street would be effective. Notwithstanding, the majority of participants appeared to agree that whatever treatment occurs near the Cottesloe Surf Club/ Indiana Tearooms area, should be extended to the North Cottesloe/Eric Street area, to more clearly indicate that the entire stretch is part of the overall foreshore area.

One suggestion included modifying the current T-junctions at Forrest Street and Marine Parade and at Eric Street and Marine Parade so that the primary traffic route is not a through route (as sketched in Figure 21 by the group).

This would result in reduced traffic along Marine Parade between Forrest Street and Eric Street,

Figure 21 -Forrest Street/Marine Parade Sketch

as through traffic would be signalised to 'stop' at either end of the foreshore strip.

This may also result in more through traffic remaining on Curtin Avenue, rather than travelling along the waterfront.

4.5. KEY FOCUS AREA 2 - CAR PARK 1

The Purpose of the Marine Parade upgrade was described as being to:

• Explore opportunities to replace car parking with public realm and recreational space with a civic focus.

• Consolidate the parking requirements into Car Park 2.

• Provide for a range of activities and recreational amenity (e.g. additional seating, BBQ, inter-generational uses etc).

• Improve east/west and north/south connectivity.

• Create a space that supports community events (e.g.markets).

Participants worked in groups using the preliminary design concepts, which can be found on page 18 to 22 of Appendix C. Each group was asked to consider four questions being:

1. What elements of each option do you support the most?

2. What elements of each are absolute showstoppers?

3. Is there one option that you prefer? (under what conditions - you can bring elements of the others in!)

4. Populate the preferred option with activities that you would like to see in this location (e.g. BBQ, Markets, Seating, Grass, Trees, Shrub Planting etc).

The output of this exercise was a series of written and illustrated suggestions for Marine Parade as shown in Table 2 and Figures 22-24

Table 2 - Key Focus Area 2 - Car Park 1 Workshop Outcomes

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
What elements of each option do you support the most?	• Push pull – Winter beach gaze car park - View Corridor • C Flowing Terraces – best design • Sunset bowl • Including winter parking	• Each option needs to retain some parking at Car Park 1 • Re-configuration of terraces to be more user friendly and better connected to pedestrian access • Car parking option at southern border? • Multi-use as event space	• Terracing • Options available to car park conversion during summer • Opinions both ways change or not but strong desire to 'If it ain't broke why fix it'	• Sustainability: • Coastal vegetation: options don't consider environmental factors. Must be sustainable. • Car park integration • Terracing: iconic Cottesloe. • Trees": What type?? • Car park
What elements of each are absolute show stoppers?	• Simple natural activation ttrees (not obstructing view) (Flexible) • Not structures – limestone not Bauhaus concrete • Pine trees < definition Wind break • No defined pedestrian / cyclist space / kids on bikes	• No parking at Car park 1 • People like watching water from Car Park 1 • No access for Runners – needs track - ?	• Cost added to Ratepayers	• Erosion Element
Is there one option that you prefer? (under what conditions – you can bring elements of the others in!)	• Can close off • Eg. Bollards • Look out nodes +/- history • More barbeques S of Indiana. N of terraces	• Gentle amphitheatre style of curves • Option C – running track, trees, car parking, seasonal / events.	• Options available to car park conversion during summer	

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
Populate the preferred option with activities that you would like to see in this location. E.g BBQ, Markets, Seating, Grass, trees, Shrubs Planting etc	• Bike parking • Toilets? Car park?	• Markets • Trees for wind protection.		
Additional Comments		Car park as shown on map: • can be used for markets • Seasonal – opening summer – closed in winter. Park here unless you can get car park on NW Corner of Golf Course. Trees to provide more wind protection through planting Improve Car Park to North west corner of golf course – ie. Corner of Forrest and Marine Too windy for BBQ South side Every one tucks in to the North side of the Taee rooms when it's blowing a gale.		Why Amberjacks only business with no widened Alfresco Area? Short term Parking in close proximity to central area ie: reduce the size of car park but don't loose it all. Car Park 1: • Costs? • Funding? • Why Reinvent the wheel? • Why spend the money on re-design? • Tidy Up, clean up, maintenance, could be sufficient • More trees • A flexible car park

Table 3 - Additional comments:

The car park1 options have not considered the significant pressures from coastal hazards (erosion, inundation) modelled by Cardno (for the Town of Cottesloe) for the 2040 and 2070 timeframews along the coastal foreshore.

What are the adaptation options for dealing with coastal hazards on the Cottesloe coast? Will Cottesloe beach ultimately become an engineered coast? Who's going to pay to build & maintain this engineered coastline?

Before any decision / visioning / master planning on development in the coastal foreshore (including Car Park 1) the Town of Cottesloe must engage with the local community and stakeholders through Planning (CHRMAP) process in accordance with State Planning Policy 2.6 – State Coastal Planning Policy and associated Guidelines.

Recent example of CHRMAP – City of Freo / Town Mosman Park. I'm not opposed to revitalisation of Cottesloe foreshore west of Marine Parade. But Council needs to work out what its going to do about coastal hazards to the whole Cottesloe foreeshore before it invests time and significant money on development proposals where ratepayers will ultimately bear the financial burden to maintain.

Table 4 - Additional Comments

Option A:

Positives:

- Terracing
- Linear trees (type?)
- Flexible space
- Flow of movement

Negatives:

- Wall
- Erosion
- Sustainability
- Car park views – front bays

Option B:

- Positives:
- Promenade
- Long linear terracing
- Increased diversity for markets

Negatives:

- Trees on main outlook northern side of Indiana

Figure 22 - Table 1 Car Park 1 Workshop Mark Up
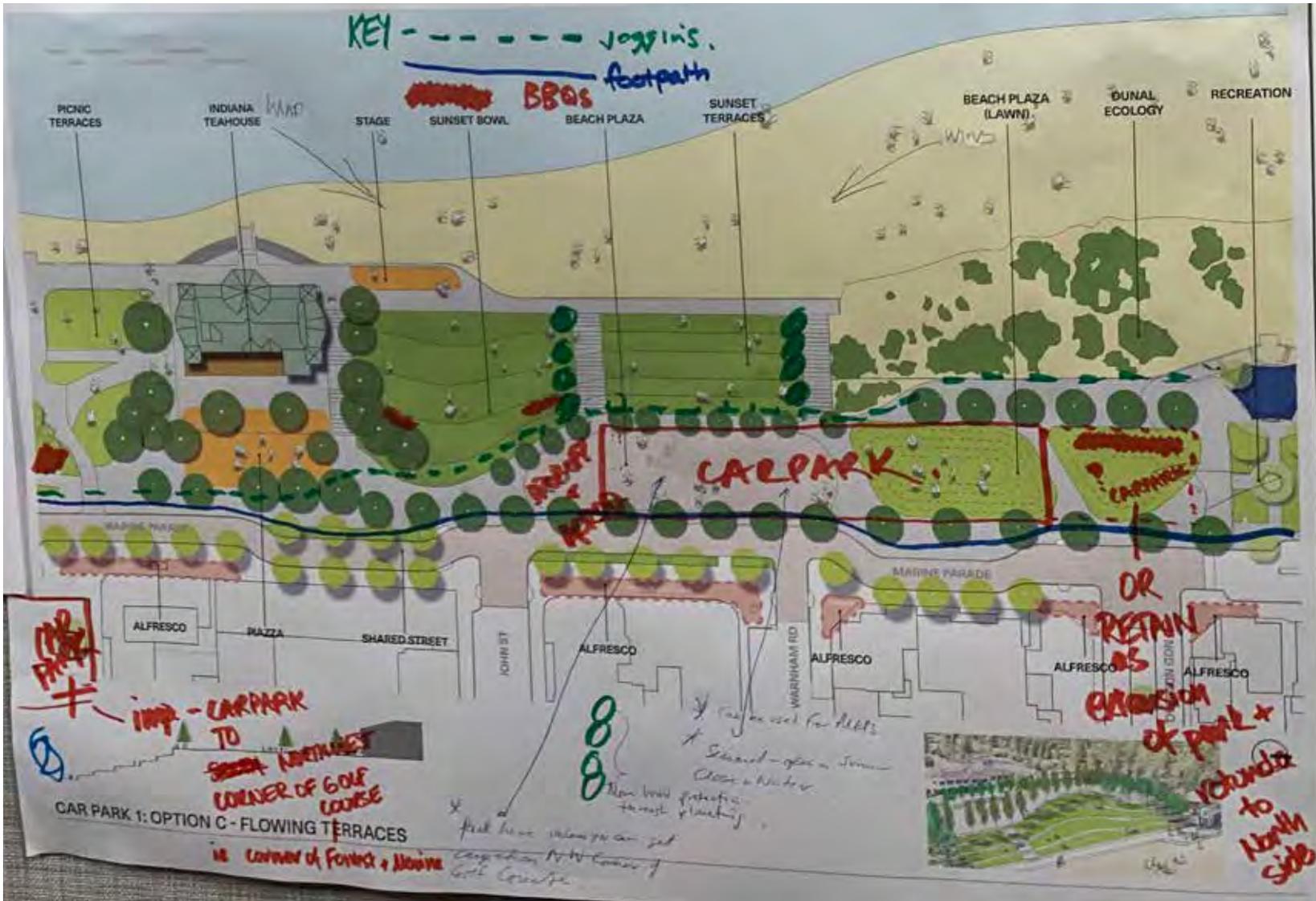
Figure 23 - Table 2 Car Park 1 Workshop Mark Up

Figure 24 - Table 4 Car Park 1 Workshop Mark Up

4.5.1. Project Team Observations

The preliminary concepts presented to the participants were each considered to have some positives and some negatives, although a repeated comment throughout was that some car parking retained on the foreshore continued to be important to the community.

Suggestions for retaining parking in the area included maintaining a small area of parking, retaining parking but in a slightly northern location, or enabling parking in a seasonal way. Fore those who suggested seasonal parking, it was suggested that parking could be provided on the foreshore during the less busy winter months, with the area bollarded during summer to result in a greater gather space on the foreshore.

Additional parking was suggested near the golf course, and some ACROD and viewing bays seemed desirable at all times of the year.

Notwithstanding, it did appear that the majority of participants were amenable to the terraces options, where an extended terrace creates a 'music bowl' or amphitheater type area. Option C attracted the most direct comment and formed the basis for two groups mark-ups.

Overwhelmingly, participants suggested that the area needed to become more pedestrian friendly with better and more accessible connections to the beach, more lookout nodes, barbecues and signage to reflect the history of the area.

Additionally, many participants suggested that the design should better cater for wind protection, using both trees and some light structures. Where structures were suggested, participants proposed using limestone styles rather than concrete.

Participants recommended the use of natural coastal vegetation.

One group noted the importance of coastal management and protections, recommending that the Town prepare a Coastal Hazard Risk Management Adaptation Plan (CHRMAP) in accordance with State Planning Policy 2.6 – State Coastal Planning Policy and the associated Guidelines, prior to undertaking any significant expenditure in the area.

4.6. KEY FOCUS AREA 3 - CAR PARK 2

The Purpose of the Car Park 2 Focus Area was described as being to:

- Explore opportunities to maintain car parking in the foreshore precinct.
- Introduce built form to connect Cottesloe and North Cottesloe and activate Marine Parade street frontage between Napier Street and Bryan Way.
- Look at opportunities to rehabilitate and reconnect John Black Dune Park to the foreshore.
- Create new public spaces and functions on the foreshore.

Participants worked in groups using the preliminary design concepts, which can be found on page 29 to 31 of Appendix C. Each group was asked to consider four questions being:

1. What elements of each option do you support the most?
2. What elements of each are absolute showstoppers?
3. Is there one option that you prefer? (under what conditions - you can bring elements of the others in!)
4. Populate the preferred option with activities that you would like to see in this location (e.g. café, bars, gallery, visitor centre, shops etc).

The output of this exercise was a series of written and illustrated suggestions for Marine Parade as shown in Table 3 and Figure 25.

Table 3 - Key Focus Area 3 - Car Park 2 Workshop Outcomes

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
What elements of each option do you support the most?	• A Class Reserve – Really hard to get through Govt • Like extending John Black Dune Park • Skate Park • Like indigenous aspect • Connection – like the idea of connecting low level / retail (Michael disagrees) • Agree underneath car parking but public space. • Max 3 or 4 stories • Rooftop bar / Levels • Option 3 but not as high and Option 5	• Option 1 – Framing (like) retention of reserve • Option2 – not in keeping with Cott • Option 5 – least offensive.	• Option 5 Minimal development impact	• Option 5 with 700 Car bays over 2 levels • Marine parade – public with commercial use / John Black flows down to • Option 3 Activation of area - more permanent residents – Commercial Reality • Opportunity for 2nd storey setback.
What elements of each are absolute show stoppers?				

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
Is there one option that you prefer? (under what conditions – you can bring elements of the others in!)			• Option 5 • Least invasive • Least Likely of Development Impact • Increase of Park Amenity	• Option 3 – low impact, maintain sight lines.

Populate the preferred option with activities that you would like to see in this location. E.g Café, bars, gallery, visitor centres, shops		• John Black Dune park became an adventure playground/ skate park
		  • Why can't JBD become car park & front car park become park to play in / pop up market etc.
		  • (Great views for cars)
			• How much do we need?	• Cafes, co-working, yoga,/health & fitness
				  • Community Spaces
				  • Function spaces
				  • Rejuvenation of Park – Under Utilised
				  • Pool

Additional Comments				

Figure 25 - Table 4 Car Park 2 Workshop Mark Up

4.6.1. Project Team Observations

Car Park 2 is a complex site with a number of constraints including the 'A' Class reservation. However, the site is currently underutilised for the importance placed on the reservation, and the adjacent John Black Dune park requires significant improvement.

Preliminary concepts for the site were considered by the participants, with a positives and negatives of each being identified.

Option 3 and Option 5 were generally supported by the participants.

Where Option 3 was suggested as the preferred, this was typically due to the concept maintaining a relatively low scale at the street front, with smaller development back away from the street. Participants suggested that this option was more commercially viable and would be able to be developed based on commercial realities.

However, where Option 5 was the preferred, this was typically due to Option 5 being the lowest scale development for the site, reflecting more of the existing form.

A number of suggested elements were important to the participants, including community spaces, function spaces and the rejuvenation of John Black Dune park. The identification of a pool in one of the concepts was supported.

Participants were supportive of the increased car parking, but were more comfortable with a low scale of development, with a limit of 3-4 storeys.

In the next stage, it is likely that a combination of Option 3 and Option 5 will need to occur to best respond to the Purpose of the Car Park 2 Key Focus Area.

5 ENGAGEMENT SUMMARY - COTTESLOE FORESHORE MASTER PLAN OPEN HOUSE

At the conclusion of the Master Plan Workshop, the broader public were invited to come and view the plans and discussions had during the workshop. Approximately 45 people attended the Open House.

After a brief introduction on the workshop participant selection process as well as the workshop activities, community members were invited to meet with and ask questions of the participants in an open house forum style event. Outcomes of the workshop were pinned to the walls and the majority of the workshop participants remained to explain their suggestions.

All members of the design team were also available to explain concepts and provide technical responses.

This section of the report details the written comments received during the open house, written verbatim.

Open House getting underway

5.1. MARINE PARADE UPGRADE

- *Option to make it more people friendly during peak summer times but other times we want to be able to drive along the beach to check out the conditions, pull over, jump out, enjoy a beach walk + go home or pull in and get take away fish n chips. We don't need posh shops – fish n chips + take away is great!*

- *Good to have wider sitting areas on grassy banks and terraces by the sea near Indiana. Good to have traffic calming in Marine Parade. But also allow sitting in car park and looking at sea.*
  - *Alfresco along Marine Parade*
  - *Skate/ Nature play opportunities*
  - *Possible music / live venues @ teahouse*
  - *Space allocation for events / festivals and food trucks/live music*
  - *Cycle & pedestrian access*

- *Grant Street N7 steps = excellent access + well used*

- *S10 + 12 New steps = excellent*

- *All walking surfaces need to be bare foot ie: not black bitumen or sharp blue metal (Beach in front of Indiana).*
  - *Extend shared street from Eric to Forrest St*
  - *Meander street within current footprint*
  - *Reduce design speed to 30km/h*
  - *Shade trees close to and on road*
  - *Welcome cyclists of all ability through designs.*

- *Marine Parade is a road at top of natural dune beach. Leave it so as much as possible.*

5.2. CAR PARK 1 UPGRADE.

- *Maintain existing Car parking even if this is underground*

- *Add toilets to north end of car park @ BBQ's*

- *No other transport options for the bulk of people in perth to access Cott Beach.*

- *Beach parking on Beach Front at Scarborough, Leighton, floreat, City Beach, Port Beach. This is what people want.*

- *You need to consider the beach use @ other times not just summer. I am down at the beach at least 5 times a week all year. I will not be parking @ an upgraded car park 2 to access the beach – I need to be able to park in car park 1 with all the other beach users during winter – surfers, swimming runners. And no we can't use public transport and unfortunately I don't have the time to walk from home- sometimes it is necessary to drive. Also I love (and I'm not alone) being able to drive and park at the beach overlooking the water in car park 1 during winter – there is nothing better and you are taking that away.*

- *Please make sure you check + see how much use the car park gets all year around. Also on the odd occasions I attend Cott Hotel for parent catch up drinks I need to be able to to park close by which is car park 1. If I don't have access to parking that is safe and close by I will not be able to go and that upsets me. You will be making the beach unaccessible – it is amazing 12 months of the year and we want to be able to enjoy that.*

- *Like Option 1 more grass/natural open space. Others- too much concrete – like Scarborough Beach – waste + not that easy on the eye.*

- *Multi purpose- bike/ pedestrian path eg: for kids on bikes. Ensure trees don't block view. /BBQ *Disabled parking. Need bike path – distinguished from cars. Already dangerous riding along Marine Parade – cars/buses – too narrow.*

- *Like Shared Plaza Car park 1 including upgrade of Marine Parade.*
  - *Option A: I like the shade and trees.*
  - *Option B: Too much Concrete/ Thermal Mass*
  - *Option C: I like the grass but issues with water usage (will need recycled water storage tanks)*
  - *Option D: Like the Bowl? Too much heat – needs shade.*

- *Use public transport more (except elderly/ disabled etc. Reduce need for car parks. Needs to be reliable and frequent.*

- *Option C is my preference and I would really like to see some car parking to stay as has always been discussed even if it is just short-term parking. I think all people concerned will appreciate your efforts for doing it!! It's very important to keep the public on side!*

- *Parking needs to go*

- *Pedestrian focus*

- *There needs to be somewhere for people to park and look at the sea (the elderly and the very young). There needs to be somewhere for young people to have recreational facilities. There is no need for a swimming pool near the sea. A waste of money and space.*

- *No 1 priority Keep Car park1 Upgrade paving for cars add selected trees. Too valuable to tear up. Provides safe convenient Beach Access for all ages and abilities and special events (sculptures etc). All season beach viewing from car in winter. Surface for cars provided by prior forward planners for good reasons. Who pays? Very Costly to remove / repurpose.*
  - *Remove car park*
  - *Good drop off zone*
  - *Option C or A*
  - *Huge Green zone*
  - *Large Canopy.*

- Yes upgrade to a public precinct. Please leave some degree of parking – elderly people will still need to come to the beach to look at the water. They should not be forced to walk over the road from a distant car park.

5.3. CAR PARK 2 UPGRADE

- Stop use by serious cyclists.
- If you don't want car park 1 why have marine pde as a road.
- Yes, low level 2 stay parking but not high-level buildings that only serve to increase profits for developers and businesses. Problem of existing zoning staying..... Explanations for selling public land. Cottesloe Council has a deplorable record in some ... to the ongoing cost of ratepayers ??? (15).
  - Option 3 is good – best activation of space.
  - Keep open
  - Commercial spaces – hotel, short stay.
  - Public use such as skate park or adventure playground
  - Dislike option 5 – lots of effort for little outcome.
- A Class reserve – no high-rise comcrete. (Note, Not like Scarborough Concrete car park). Keep Native Bush up to Tennis Club. Trees already add good shade in car park 2 – Work well for shade.
- Car park needs to be low and no high buildings between the car park and the sea. We do not want a wall of buildings along the front of the car park. This is beach not city.
  - Retail and commercial with sleeved parking on Marine and Napier
  - Rooftop Civic.
- This must be done!! And it must be done first before starting Car Park 1 upgrade This is the most important thing, the order in which it is done for minimal impact and disruption.

- This is an A Class reserve. What value is that classification if it can be ignored for commercial development? The whole foreshore plan is predicated on adequate visitor parking via government / via paid parking get funding for secure undergrounds parking @ Car park #2 to allow public space + recreation eg. amphitheatre above – the above still being an A Class reserve.
- Completely lacking in any imagination. Just created a focal point for more and more cars in the heart of the residential area. We need to Decrease cars not Increase.
- Option 5 looks good. Would like a 50 m Infinity pool under tennis courts with car park concealed underneath. Then a grassed area running continuously to the foreshore dunes.
- Merge Marine Parade entry into CP2. Build toilet/ Change/ Café west of CP2. Possible site for Ocean Pool on Reef. No 2nd storey buildings. No wall of buildings separating Cottesloe from Beach / Ocean.
- Revitalise John Black Dune park as an adventure playground / picnic/grassed area. Retain views, car park to remain as is. Public toilets. No buildings A Class reserve as a recreational precinct. No multi level car park. Improve John Black Dune Park. No commercial development, no activation with short stay, no cafes. Toilets similar to Esperance foreshore.
- Please try to sink or retain car park 2. No high rise – low ok. Do something to use John Deune park eg. Board walks, picnic area on edge of John Dune Park. Who will maintain undercover car park? Need to close it at midnight... Otherwise unsavoury characters + activities.
- Ideal spot for pool on top of car park. Underground car park big security issue as not a lot of people using existing car park at night now. Development needs to realise that people using these facilities need to drive to them. No other (realistic) Transport Options.

5.4. OTHER COMMENTS:

- (Marine Park) No Development in Marine Park (This would include building swimming pool on rock shelf and pier restaurant). Stopping Jet Skis using Marine Park. Add more boat moorings.

- Do not over upgrade Cott for 'others' keep in mind those of us who live here and love Cott as it is. We can access the beach all year round. But do think about what will improve it – BBQ's, more playgrounds and toiles not just at Indiana but more playgrounds and toilets not just at Indiana but at Napier St +South Cott. The people will move further along the beach and not congregate at Cott main. No Cott Pier development!

- Bring back sculpture please x 2. Terry Cochrane Or something similar please.

- Marine Parade create into shared pedestrian / Traffic Mall 10 kms/hr Limit – 1 way?

- Shark Net from Groyne to north of N Cott SLSC. This would do more than anything to revitalise Cott.

- Sculpture / Form / Use of materialseg: Yagan Square.

- Some quirky eclectic design concepts.

- Need a foreshore Skate Park – as the foreshore is where I want to be with my kids – not beside the railway.

- Room for food trucks + Fringe Stage activities

- Need a 'Loo with a view' – Toilet Tourism like on the sunshine coast.

- Most of all we need to extend this to the north side

- Eric Street crying out for a plaza/ amphitheatre/ public space.

- Grant Street needs Redevelopment at that end.

- Pedestrian crossing is a death trap at the playground.

- Grant Maine Park: Playground needs updating / toilets/water fountain / Shelter/ shade BBQ + coffee kiosk akin to the Orange Box at Leighton.

- Use more ways to engage people to get here, contacting Parent Associations at the local schools / surf clubs/ etc.

- We love Cott as it is!! Pedestrians, Cyclists should have priority.

- Love the Ocean Pool South of Cove. Definite attraction for local and international visitors. Please also consider in the future to have a natural safe snorkling area. Not a building. I like Bollards Idea.

- Get Cracking

- Explore opportunities on corner of Seaview Golf Course.

- The Town Planning Scheme should be amended to allow the Council to go back to the original decision to keep all foreshore development at a low level maybe 2 storeys. Certainly not 5.

- The Council decision was developed by Barnett Govt.

- We need to try and keep the open 'countryfied' ambience of Cottesloe. That is its attraction – the lack of sophistication, the ability to relax, to sit on the grass and eat fish and chips.

- Decent toilets need to be prioiritised. Keep it low, keep it open, make it idiosyncratic – not some kind of bland one beach front concept fit for all so that one could be in any beach in any 'plastic' part of the world. Cottesloe is individual & that is its charm. Keep it so please.

- Need to calm traffic and control parking in feeder streets of area.'Keep all buildings to 2-3 storeys maximum.

- Who came today on 'Foot" or Bicycle? Did you need to park close by?

- Cott already has 3 tiers of Grassy banks, abundant meeting & walking places exist. Don't force parking into residential streets.
- No Skate Park (Look at Scarborough problems created.)
- PS we definitely do not need a swimming pool when we have all that glorious ocean at our feet.
- Extend Safe Active Street along full length of Marine Parade including raised platforms, rumble strips, slower design speeds, street plantings.
- Much talk still of an ocean pool. Please consider. Low ... range ... have the need for ...its challenge rate on a frequent
- Bollards: summer time great idea
- Parking: N/W corner Golf Course
- Iconic Cottesloe: favourite places, the Civic Centre, beautiful art Décor style buildings.
- Adventure playground, skate park., amenities a must. There is no where for young people to enjoy & be active.
- Taking into consideration the healthy beach lifestyle & incorporating it into all design apects: down south is a perfect example: simple beautifully landscaped areas with natural materials encorporated into the design in keeping with the natural environment.
- Scarborough re-development – activating the space with the pool, skate park & Grassed areas.
- Love the terraced designs
- Disagree with car park 1 been maintained when car park 2 is mostly empty! Best view/ land should not be utilised as a caropark.
- Car park 2 – Perfect location
- Busselton foreshore also a prime example of simple beautiful open space.
- Sea level rise & king tides and storms increase erosion

- Option 5: loved the open space, greenery.
- Public Toilets.
- The high volume of traffic that uses Overton Gardens as a means of turning.
- The suggestion of a Traffic Roundaboutat the bottom of Napier Street.
- We have a lot of traffic, including trucks, constantly up and down the bottom section of
- Overton Gardens, and most of it using Overton Gardens as a turn around so as to go back the other way because there is nowhere on Marine Parade to do a u turn.
- The whole area under review needs a turn-around point at each end to alleviate Congestion and Traffic jams
- The seasonal change in the use of the foreshore.
- The suggestion of increased winter beachfront parking (for Tourists the Disabled and aged)
- Removable/portable trees and street furniture to increase available car parking and traffic flow In winter.
- Removable/portable East/West windbreaks for shelter in the winter.
- Normal flow through traffic along Marine Pde in winter (June to September inclusive.)

5.4.1. Project Team Observations

In general, the open house comments reflected the comments from the workshop.

A number of comments continued to reiterate the need to keep some parking at Car Park 1 (noting that some comments suggested retaining all of the parking, whilst other comments suggested a small amount).

The lowering of speeds and improved pedestrian experience on Marine Parade was supported.

When commenting on the preliminary concepts for Car Park 1, there appeared general support for improved pedestrian and parkland areas, and specific comments preferenced Option A and C. It was noted that the community continue to comment that the area should retain its quiet, relaxed feel, which is in line with the feedback received during the survey period.

When comments on the Car Park 2 preliminary concepts, the open house attendees confirmed the earlier feedback of the workshop participants, that Option 3 and Option 5 were the preferred.

In general comments, the tone was both to retain the relaxed feel of the area, but also to 'get on with' the development of improvements.

Open House attendees repeated the desire to see the safe active streets along to North Cottesloe, as well as noting that bollarding of a 'winter' car park in summer would be a good compromise solution to closing Car Park 1 entirely. Roundabouts at each end were also supported.

6   ENGAGEMENT SUMMARY - DRAFT MASTER PLAN

The Town of Cottesloe's foreshore master plan engagement was supported by hundreds of residents, business and visitors to develop a draft Master Plan.

The responses during the workshop component were the result of considerable discussion and collaboration between participants and the final suggestions were broadly supported with some variation on detailed design and delivery.

A draft Master Plan was then prepared and released for public comment, bringing together the broader feedback with the workshop feedback to establish a plan to meet the expectations of the majority of Cottesloe's community.

The final stage of engagement saw the release of the draft Master Plan in conjunction with a survey to gain an understanding of the level of support for the draft (see Figure 26-29).

The plan was available on the City's web page and the survey was open for 25 Days from 6 September to 30 September 2019 (the survey questions can be found in Appendix D).

239 formal responses were received to the survey A further 64 surveys were registered but did not show any comments or selections. One late response was accepted by email.

There was a substantial level of support for the master plan and the process to achieve it. This was also reflected in the large degree of support for the key features.

Ideas on display

Figure 26 - Draft Foreshore Master Plan - Forest Street to Overton Gardens
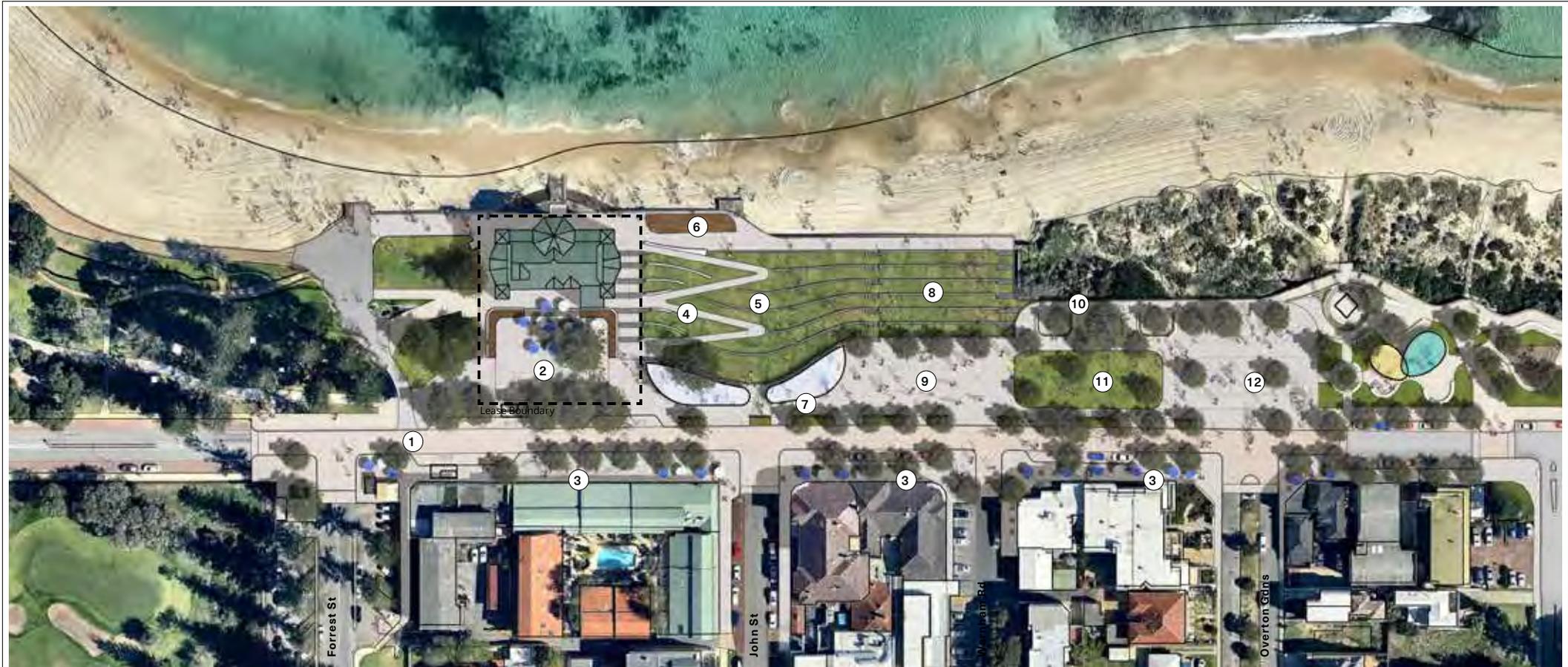
1. Shared Street
2. Indiana Piazza
3. Alfresco Zones
4. Beach Access
5. Amphitheater
6. Stage
7. Shade Structure
8. Sunset Terraces
9. Plaza
10. Lookout
11. Grass Area
12. Short-term Weekday Plaza Parking

Figure 27 - Draft Foreshore Master Plan - Overton Gardens to Eileen Street

Review Car Park 2
Options A & B on the
following pages.

1. Existing Beach Access
2. Kids Playground
3. Existing Street Parking
4. Reduced Width Road
5. Raised Crossing
6. New Pedestrian Path
7. Nature/Youth Play
8. Foreshore Promenade
9. Fitness Area
10. Alfresco Zone
11. John Black Dune Park
12. Existing Dune

Figure 28 - Draft Foreshore Master Plan - Car Park 2 Options

Option A - Car Park 2 Expansion

1. Alfresco Dining and Retail
2. Staircase connecting to Podium Level
3. Multi-Storey Car Park (Below) screened from street
4. Public Plaza Connecting to John Black Dune Park
5. Future Public Development Opportunity
6. John Black Dune Park retained
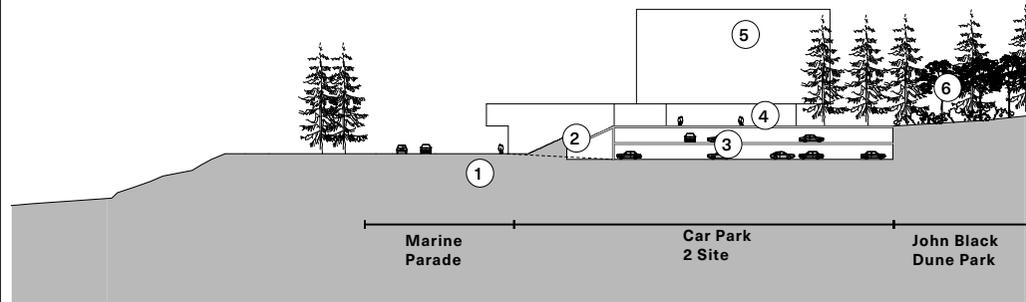
Option B - Car Park 2 Upgrade

1. Alfresco Dining and Retail
2. Multi-Storey Car Park
3. Roof Garden
4. Multi-Storey Car Park with landscaping over
5. John Black Dune Park
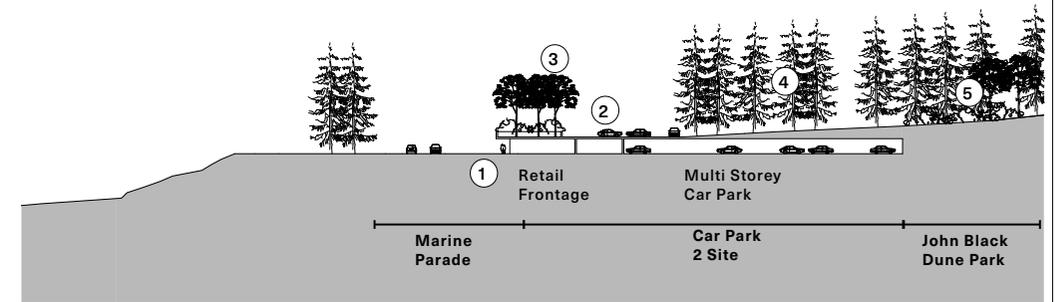
Figure 29 - Draft Foreshore Master Plan - Eileen Street to Eric Street

1. Existing Beach Access
2. Raised Crossing
3. Lookout/Interpretation
4. Coastal Gardens
5. New Pedestrian Path

6. Alfresco Zone
7. Shared Street
8. North Cottesloe Piazza
9. North Cottesloe Lookout

6.1. KEY FEATURES SUPPORTED

The survey question asked respondents to select up to five key features they most supported in the Master Plan. Key support can be observed for features that would be considered 'natural' or deliver a natural feel (see Figure 30). The top 5 features were:

- 'Grass terraces' which was supported with 123 listing it as one of their key feature;

- 'Tree plantings' with 114 listings;

- 'Significant reduction of car park 1' ranked third in support (109); and

- 'New parks and open spaces' and 'larger alfresco areas' achieved equal fourth highest ranked support with 98 votes each.

Other features such as the Car Park 2 upgrade (82), coastal gardens(75) and shared street environment (69) were also well represented.

What key features do you most support in the Draft Masterplan? (Choose up to 5)

Feature	Value
Grass Terraces	123
Tree Planting	114
Significant reduction of car park 1	109
New parks and open spaces	98
Larger alfresco areas	98
Car park 2 upgrade	82
Coastal gardens	75
New shared street environment	69
Improved beach access	44
Youth play spaces	36
Performance area/amphitheatre	35
New pathways and access	34
Fitness area	33
Civic plazas	31
Multi-use short term parking/plaza	30
Improved street crossings	23

Figure 30 - Key features supported

6.2. KEY FEATURES OF CONCERN

When asked what five features most concerned them in the draft Master Plan there was a limited response compared to the previous question, which supports the general conclusion that there is more general support for the plan than opposition (see Figure 31).

The majority of the participants rated the 'Car Park 2' (77) as their key concern. Other areas of key concern were the 'performance area/ amphitheater' spaces (73), 'multi use short term parking /plaza' (69) and 'significant reduction in car park 1' (68).

Other features had relatively low responses.

6.3. ADDITIONAL COMMENTS ON KEY FEATURES

Additional comments that were offered provided more detail to the priorities of support or concern.

Common themes included uncertainty about development of Car Park 2, suggestions to redeveloped Car Park 2 before car park 1 to maintain car bays at all times and providing underground parking so as to reduce the built form impact of development. Some other key comments were around provision of more grassed areas and trees to soften and cool the area rather than concrete or paving.
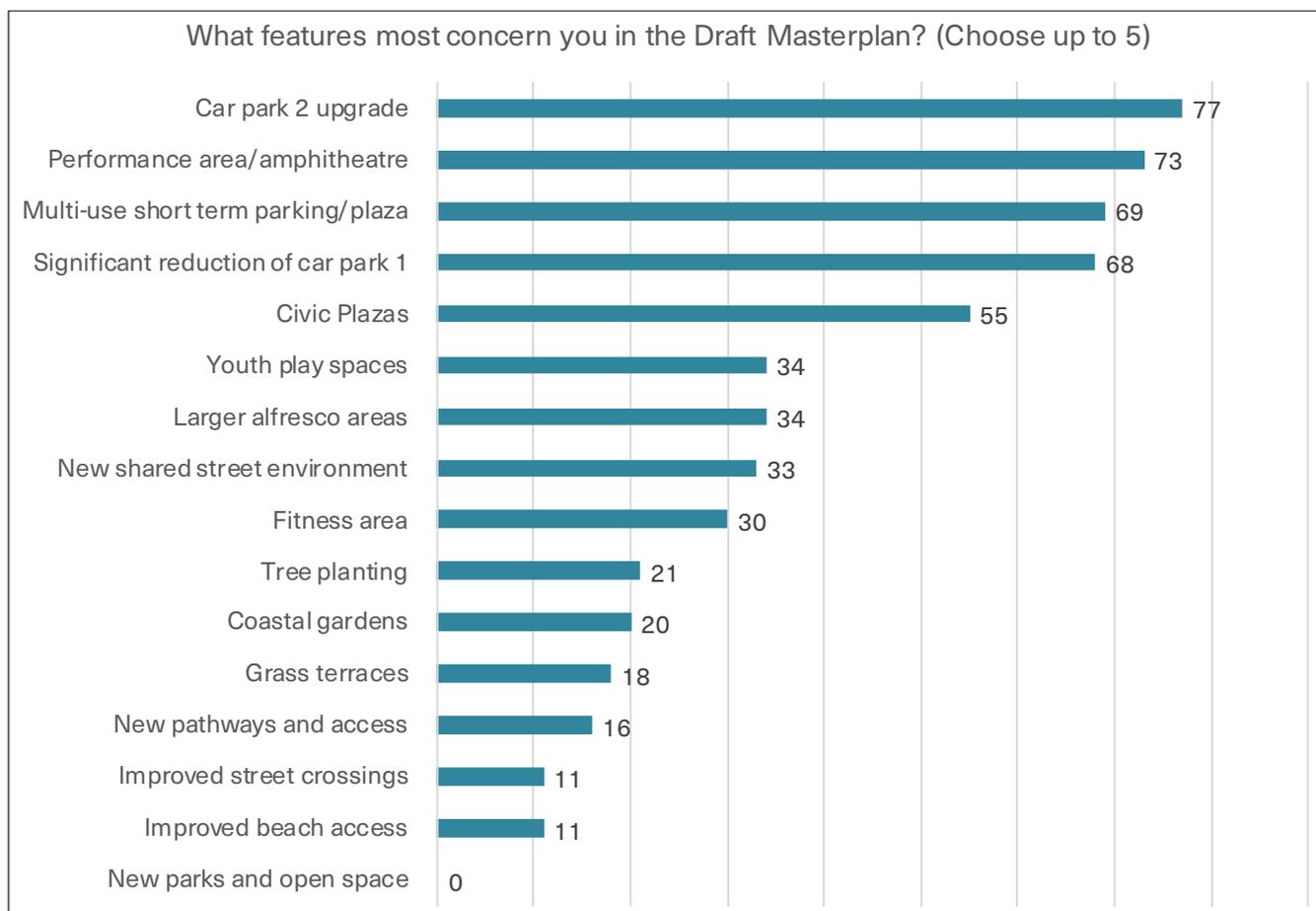
Figure 31 - Key features of concern

Some specific comments included:

- Whatever is done to Marine Parade must not make it more difficult for public bus transit. Car Park 1 must be retained for parking. It could be improved, but to remove this much-used parking facility would be selfish and disadvantage many people (including the disadvantaged and those who value it as a superb car-based viewing place).

- The significant reduction of Car Park 1 only concerns me if there is no replacement car parking space created before the closure of Car Park 1. Concern for rising sea levels - to be recognised in any planning. We must allow for ingress of the ocean.

- Absolutely support the obliteration of car park 1. Has always been an eyesore and major missed opportunity for Cottesloe. Extending car park 2 as a multi story is a great idea. Using car park 1 for community space will be a great way to improve Cottesloe's profile and will ease existing community programs such as Sculpture by The Sea. Thank you.

- It all looks great, would be good to progress quickly. If car park 1 is being removed there needs to be consideration for an underground parking space

- make a decision and get something done survey after survey not everyone is going to be happy what ever the outcome show some leadership and move the process forward

- I dont have any concerns with the Master Plan - there should be a box to tick in Item 3 for this.

- I would like to see the foreshore developed for more than just gardens/picnic spots. I would like to see some more commercial restaurants/bars be available.

- I want more grass and less hard surfaces, a separate bike path to pedestrian path, no large parking area (limited short term street parking), drop off zones, increased parking next to golf course and along side streets.

- My ideal development would include 1. Removal of car park 1 completely 2. Upgrade of car park 2 to multi-storey car park. 3. Extensive new grassed areas 4. Some complimentary tree planting 5. Minimal new paved areas

- Bring out the nature and make it sustainable.

- Your master Plan, as far as I can see, does not address erosion of our beautiful Cottesloe Beach. Whatever you do to the foreshore, shouldn't erosion be not just considered but effectively dealt with first prior to commencing any works? Shouldn't engineers, and other professionals, be consulted to ensure that everything possible is done to address the erosion dilemma? I, like many people, do not want to lose our Cottesloe Beach.

- There are 11 plus food outlets along the short stretch of beachfront and the beach doesn't need more. The fish and chips/milkbar/ice-cream/pub vibe should be retained and it is up to the council in concert with building owners, to protect it. The attraction of the beach is the escape from concrete and built-up development, where people relax on the sand, swim, cycle and walk, and enjoy a low-key break from busy lives. Cottesloe is a residential suburb not a tourist resort.

All individual comments provided are attached to this report in Appendix E.

6.4. PREFERRED OPTION FOR CAR PARK 2

The survey presented two options for the redevelopment of Car Park 2 (see Figure 28).

Option A is a more significant development, that could include multi-storey parking to meet the parking needs of the foreshore, community facilities, event spaces, short stay accommodation, shops & cafes, upgrades to John Black Dune Park and new public open spaces. The development opportunities would offset the costs of the redevelopment of the site and potentially fund some other foreshore upgrades.

Option B is a relatively low scale redevelopment, which may include some additional retail or cafe space along Marine Parade, and some additional parking. It is not likely that the commercial development of Option B will financially support the redevelopment.

Option A was considered the preferred option by 60% of respondents (see Figure 32).

6.4.1 ADDITIONAL COMMENTS

Respondents were given the opportunity to make comment on their choice of options. The majority took the opportunity to highlight some of the things they liked or disliked about the options.

The offset of costs provided by Option A was a common theme for supporting that Option, as well as the parking being predominately below ground which provided for more public space, landscaping and visual amenity.

Other respondents identified the opportunities offered by the development of Car Park 2 to spread the crowds further along the foreshore, so activity was distributed more evenly.

Several respondents suggested they did not like either option, and there was a strong theme also that Cottesloe was different than Scarborough and respondents did not want to replicate the Scarborough waterfront.
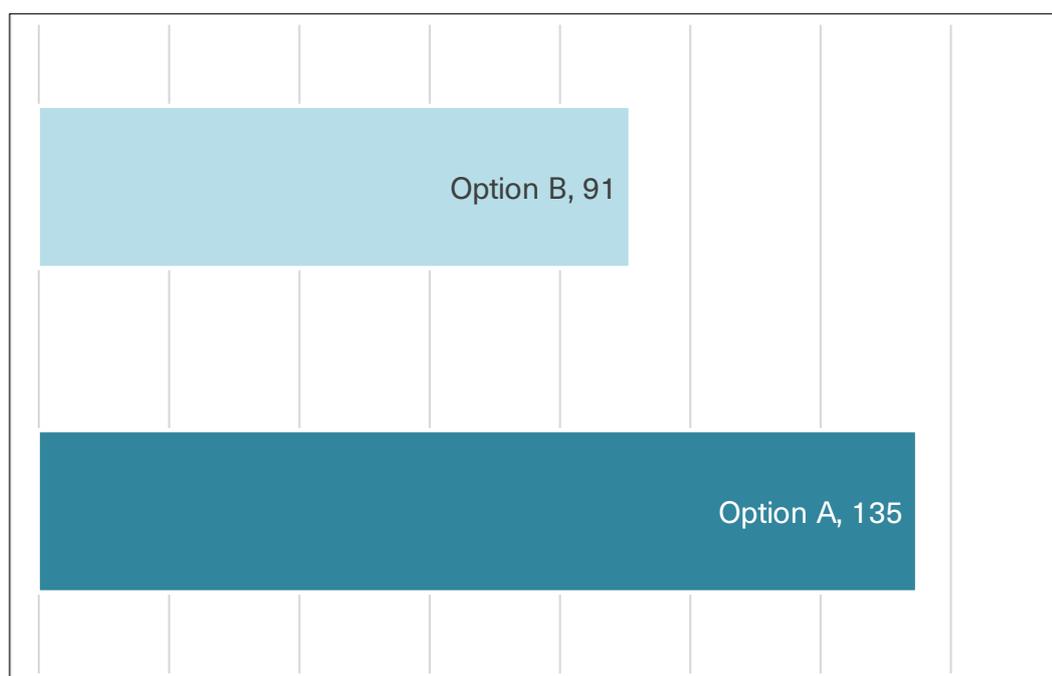
Figure 32 - Preferred Option for Car Park 2

Some specific comments included:

- *To meet future beach demand I strongly support the Option A proposal given the necessity to provide ample parking on this site for current and future needs. It is a perfect site to solve all current parking issues in addition to providing an activity link (shops, accommodation) between Cottesloe and North Cottesloe. Car parking revenue can provide an ongoing income stream for the Council.*

- *Car parks are ugly spaces... below ground is a better option as you can then utilise all the space above it for leisure... they are required however but the current car park is very ugly aesthetically and this is one of the premier places in the country. It also makes the area very hot in summer and limits use to car parking only.*

- *I don't want either option because it is ridiculous to spend a huge amount of money to relocate car parking when all it needs is for car park one to be reduced by 40 percent which would still provide sufficient parking for all but a few public holidays or heat wave days on which there will never be enough available parking regardless of how much extra we provide.*

- *Attention !! Where is the do nothing option. Without it this survey is a con.   Both options are bad. Maintain parking as it is being the best way forward.*

- *I have nominated Option A only because it is obligatory to do so to proceed with the survey but, I find neither option acceptable. I think both options are poor and that overall, there is a significant loss of parking. Relocation of the main parking hub will mean relocation of the main beach. Which families with children, boards, umbrellas etc. are going to trudge the*

distance from car park 2 to the main beach. They will go to Peter's Pool.

- *More Cafe and restaurant is needed Public toilet facilities are really bad and in need of serious upgrade*

- *Wouldn't like to see the beach front over developed but it does not some attention to make it a more attractive and viable space that Western Australians can continue to enjoy but please nothing like the Gold Coast.*

- *As long as parking remains free. Charging for parking with either option will just result in parking on surrounding residential streets.*

All individual comments provided are attached to this report in Appendix E.

6.5. OVERALL SATISFACTION WITH THE MASTER PLAN

When asked to rate their level of satisfaction with the master Plan vision for the future, 62% of respondents were either satisfied or very satisfied. Only 16% were dissatisfied or very dissatisfied (see Figure 33).

This shows a high level of support.
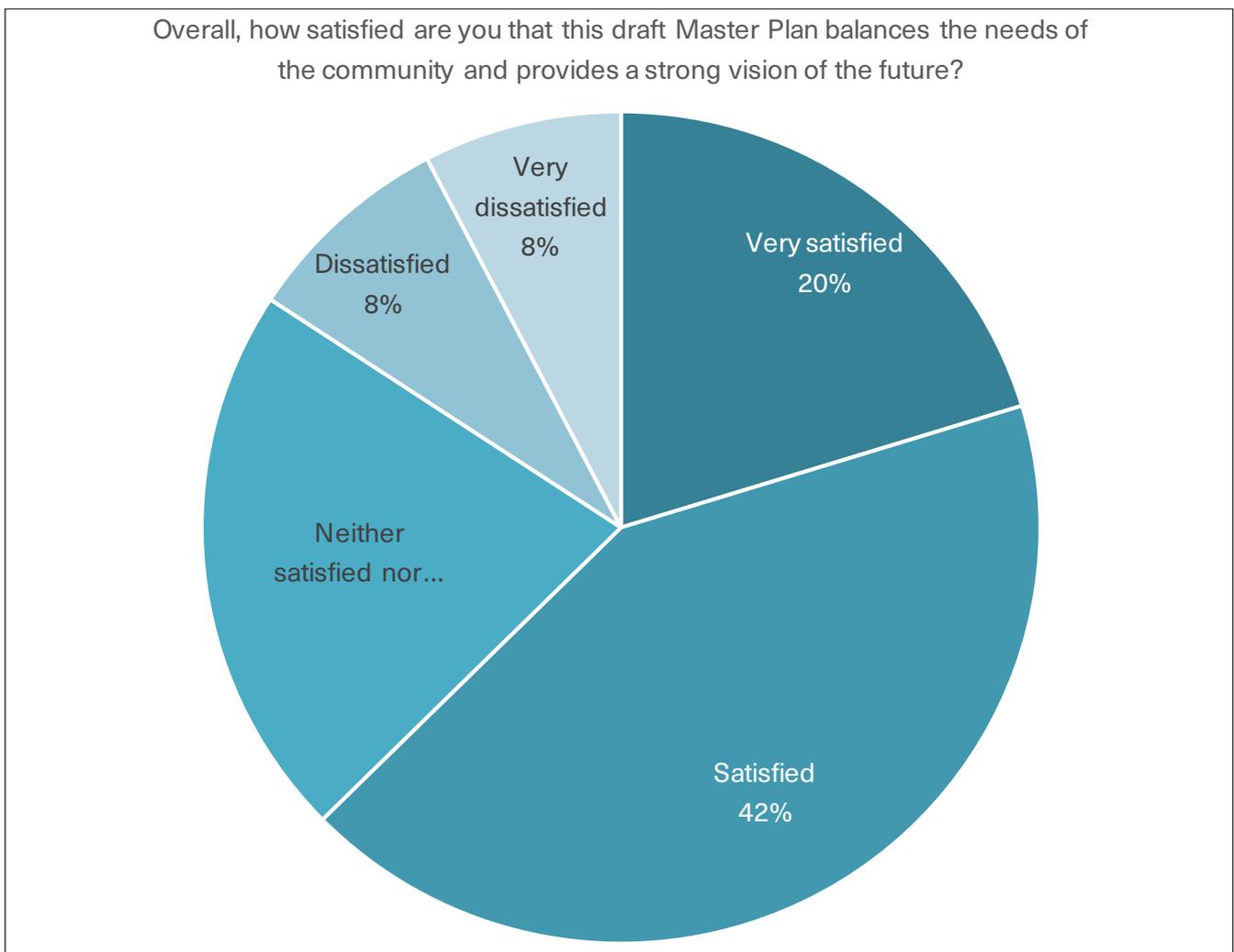
Figure 33 - Overall Satisfaction in Master Plan

6.6. PRIORITY FOR COMPLETION OF KEY ELEMENTS

The respondents were asked to consider the overall Master Plan and what would be considered as the most important to complete if staging was required to deliver the project.

Figure 34 shows the order of priority preferred by the community. Work on Car Park 1 was considered as top priority followed by the Terraces. Last in priority was the youth play and fitness spaces.
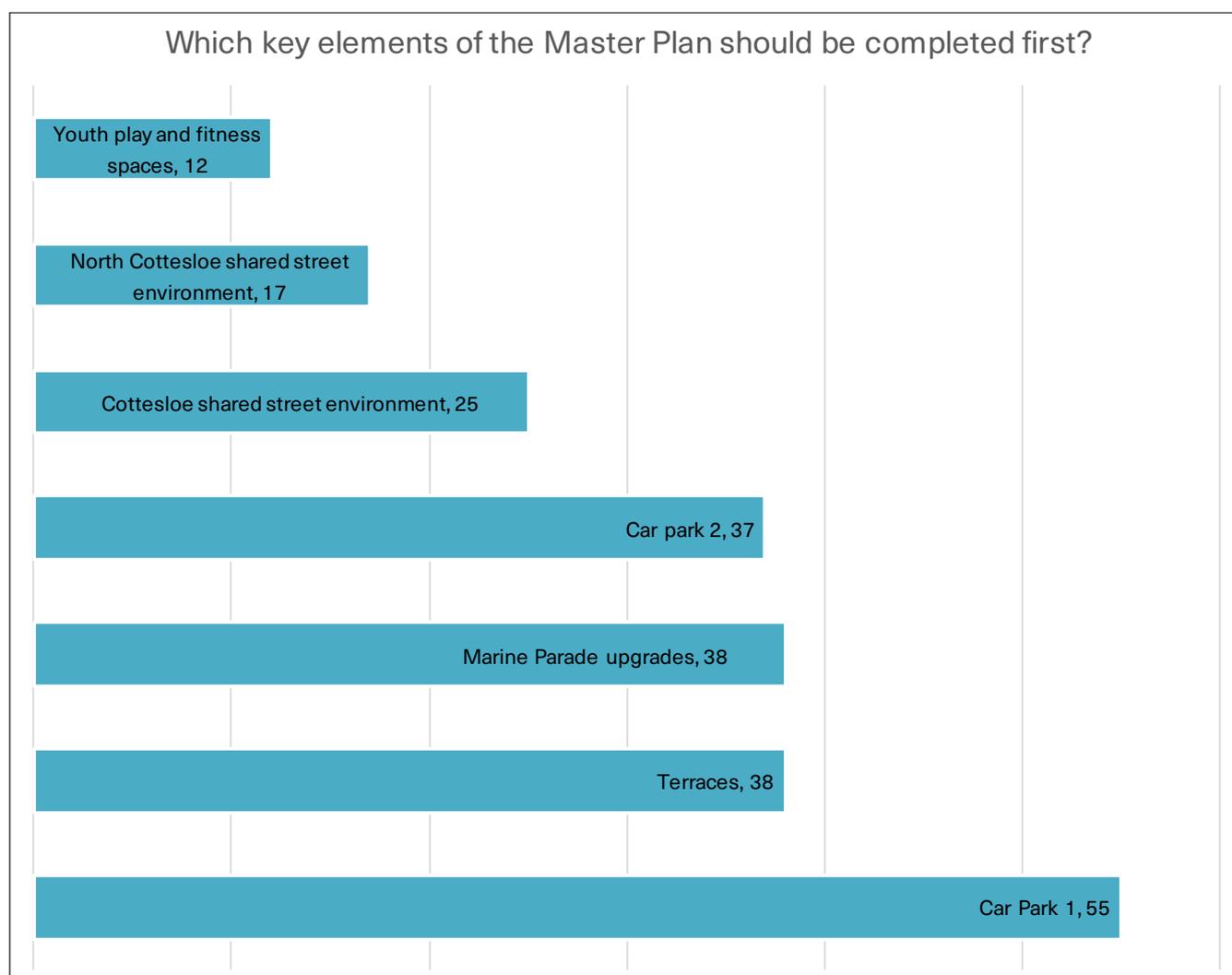
Figure 34 - What key features should be completed first.

6.7. ORIGIN OF RESPONDENTS

Respondents were asked to identify their postcode as a way to understand the origin of responses.

Most of the responses came from Cottesloe residents or businesses (83%) with postcode 6011 and 6911. 6% were from 6010 which includes Claremont, Swanbourne, Mount Claremont and Karrakatta. The other 12% included respondents from Mosman Park, East Fremantle, Dalkeith and a selection of other localities including some from country locations.
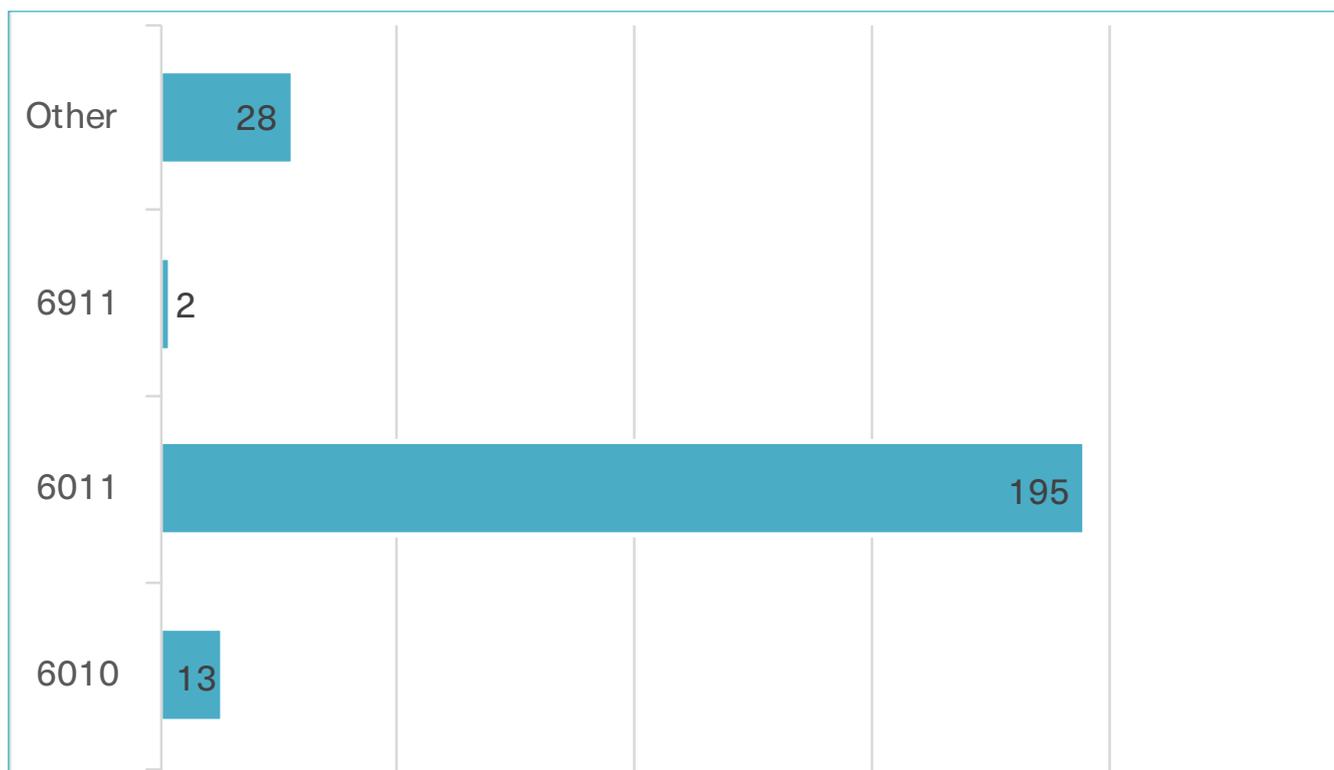
Figure 35 - Postcode of respondents

7   CONCLUSIONS

The Town of Cottesloe's foreshore master Plan engagement was supported by more than 800 residents, business and visitors.

At each stage, the community drew upon a vast history of discussions around the foreshore and their local knowledge, helping the project team to uncover experiential elements that are important to the community, as well as basic infrastructure requirements to make a for a more equitable and enjoyable beach front experience.

The responses during the workshop component were the result of considerable discussion and collaboration between participants and the final suggestions were broadly supported with some variation on detailed design and delivery.

The Town is now tasked with finalising a Foreshore Master Plan that respects the results of the engagement process, bringing together the broader feedback, workshop feedback and the final survey feedback to establish a plan that will meet the expectations of the majority of Cottesloe's community.

The City would like to offer sincere thanks to those who gave a great deal of time and energy to participate in this process.

APPENDIX A

PHASE 1 & PHASE 2 SURVEY QUESTIONS

PHASE 1 QUESTIONS

—

These questions are written to gain an understanding of how the community perceives Cottesloe foreshore; what they believe the character of Cottesloe is; and what additional amenity is required on the foreshore. The answers from these questions help to inform the design teams approach to the character and design language of the master plan and the provision of amenity within the Car Park 1 site.

These preliminary questions relate to the area West of Marine Parade and to the overall character of Cottesloe, as seen from the point of view of the community.

1. What is your postcode?

2. What is your email address (optional)

3. What would you do with the area where car park one is? (choose one)
   - Turn it into a paved civic and event space
   - Grass it and make it a shared recreational space
   - Extend the grass terraces up to Marine Parade
   - Provide a combination of paved civic and grassed recreational space
   - Other (please state)

4. What is missing on Cottesloe's Foreshore? (Please check all that apply)
   - Picnic areas
   - Markets/events
   - Gathering spaces
   - Play/recreation
   - Viewing/lookouts
   - Waterplay
   - Parking
   - Showers / Drink fountains
   - Bike parking
   - Improved beach access
   - Shade
   - Seating
   - Recognition of Cottesloe's Aboriginal heritage
   - Trees

5. What activities do you most enjoy doing at Cottesloe (Please check all that apply)
   - Dining at restaurants, cafes, bars
   - Walking, exercising along the beach or foreshore
   - Enjoying the ocean for swimming, surfing etc
   - Spending time on the beach with families and friends
   - Visiting organised events. Eg Sculptures by the Sea, Rottnest swim etc
   - Picnicking on the grass or lawn terraces
   - Other (please state)

6. What best describes the character of Cottesloe? (Please rank these in order)
   - Barefoot Luxury
   - Healthy and Happy
   - Iconic Architecture
   - Coastal Calm
   - Celebrating History
   - Place to be (Unique Events)
   - Chilled Out

7. What mode of travel should have priority on the Foreshore? (Please rank these in order)
   - Walking/people
   - Bicycles
   - Public Transport
   - Services Vehicles
   - Ride Share Vehicles
   - Private Vehicles

   To help us understand your choice for question 7 better, please provide additional comment (optional)

8. How important is parking at the foreshore to you?
   - Not so important
   - Not at all important
   - Somewhat important
   - Very important
   - Extremely important

9. To help us understand your choice to question 9 better, please provide comment (optional)

10. Would you like to add your email address to the Town's Resident and Ratepayers Database? Click here to register today (a new window will open, please fill in the form once you have completed this survey).

PHASE 2 QUESTIONS

These questions are written to gain an understanding of the community's perception of Marine Parade's eastern edge and the built form opportunities for Car Park 2. The answers from these questions help to inform the design teams approach to the pedestrian experience along Marine Parade, streetscape design, and alfresco opportunities.

These preliminary questions relate to the area West of Marine Parade and to the overall character of Cottesloe, as seen from the point of view of the community.

1. What is your postcode?

2. What is your email address (optional)

3. The future development of car park 2 should include the following (tick all that apply)
   - Restaurants, cafes, eateries
   - Bars
   - Public space - parks, plaza
   - Short stay accommodation
   - Adequate parking
   - All of the above
   - Other:

4. More cafes and restaurants are important to me on the Cottesloe Foreshore.
   - Strongly Agree
   - Agree
   - Neither agree nor disagree
   - Disagree
   - Strongly Disagree
   - Other (please state)

5. Improved pedestrian safety and accessibility is important to me on the Cottesloe Foreshore.
   - Strongly Agree
   - Agree
   - Neither agree nor disagree
   - Disagree
   - Strongly Disagree
   - Other (please state)

6. Retaining parking at Car Park 2 is important to me.
   - Strongly Agree
   - Agree
   - Neither agree nor disagree
   - Disagree
   - Strongly Disagree
   - Other (please state)

7. How important do you think it is to have a street that feels safe by day and night and that encourages people to sit and gather?
   - Strongly Agree
   - Agree
   - Neutral
   - Disagree
   - Strongly Disagree
   - Other (please state)

8. Improved walking and cycling facilities along the Foreshore is important to me.
   - Strongly Agree
   - Agree
   - Neutral
   - Disagree
   - Strongly Disagree
   - Other (please state)

9. Shade and trees along Marine Parade are important to me.

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Other (please state)

10.   Would you like to add your email address to the Town's Residents and Ratepayers Database? Click here to register today (a new window will open, please fill in the form once you have completed this survey).

APPENDIX B.
ADDITIONAL COMMENTS

Survey One Q3 - What would you do with the area where Car Park One is?

leave it as it is
Maintain a car park there. It is used Year round and provides opportunity for less mobile people (eg young kids and elderly) to park close enough to the beach to carry picnic gear or view the sea from the car in wintry weather
Leave it as a very practical and low maintanance car park. another grass area on the ocean? another financial burden for the ratepayers!
some parking and 'set-down' area as well as a wide promenade with art markets or history of Cottesloe installations and seating
Leave as car park, just upgrade it
Maintain in working condition
Resurface and retain the existing car park, which is necessary for reasonable access needed by short term beach users. Events parking, aged and people with disabilities need this facility.
Keep it as a sealed car park. I use it every morning and evening to park and swim and walk Young families also need it to access the beach with small children and their gear
Keep the car park open
Retain as a car park
I would like to have the car park remain as is and repaired. It services disabled, aged and surfers alike. To close and move the car park will impede the access for many including those I have mentioned. Cottesloe beach i# for everyone not just a few and needs to be managed in a careful and considerate manner. Cottesloe Council has I believe been remiss in its approach and also this survey is set up with biased questions and lacks questions that relate to the real issues. Adding trees and shade sails for protection for people and vehicles plus improving the number of spaces would be ideal. Car parking spaces could be much smaller allowing more parking for the public. Extra disabled park spaces would help disability people and aged people to access the beach area . Cottesloe Council needs to remember who pays the salary of staff and councillors. The rate payers do and as the top tourist beach there is a a responsibility to be fair, equitable and inclusive of all peoples using and wanting access to the beach.
Car park one should not be removed, as it will impact significantly on parking congestion in the area
Retain Existing "Classical TERRACES & Retain Essential Beach Access CAR PARK with added trees & New uniform PAVING
MUST KEEP No 1 CAR PARK as a CAR PARK
Leave as a car park
Remain a car park
redesign and renew the existing parking area
Leave as a car park
Keep it as a car park but redesigned so there are some trees and shrubs to improve amenity.
Car park
Keep it as a car park
Keep parking as it is valued and prevents people parking on residential streets.

Need to maintain car parking or else other streets suffer. Underground car park with paved civic and event space on top
leave it as it is
Keep some front row short-term car parking for elderly/disabled to watch ocean/sunsets, visitors, drop off for families going to the beach, lots of people like to pull in and park to look over the ocean for short times. The other part to be grassed recreational space.
Keep this valuable asset as a CAR PARK as it was gifted to the people of Cottesloe and should never be torn up for public open space.
I would like to see a world class visionary design for this space with good shading, seating, recreational and gathering areas that make the most of this amazing location and view. Cater for lots of ages and interests
Leave the car park- where do you expect the influx of tourists and non-cottesloe dwellers to go?
Keep the majority of the car parking as it plays a key role in the atmosphere and useability of the Cottesloe beach. The beach precinct already has extensive area for shared recreational space that is under utilised teh majority of the year. However the car parkiing provides a key focal point for the activities of many regular beach users such as moring swimmers (all year round), surfers and sunset watchers.
Retain it as a much-needed and much-used car parking area. It is vital to allow visitors access to the beach and and adjacent areas.
Support local business. No time restrictions after 5pm
Nothing.leave for car parking
keep parking for all ...for beachgoers for a quick dip , aged and infirm to enjoy ocean views and winter views from vehicles
keep parking for all ... beachgoers for a quick dip , aged and infirm to enjoy ocean views and winter views from vehicles
Ocean view from CBH and along the perspective from civic centre down Overton gardens should be enhanced: remove ugly street light poles, scrubby trees, and make it one big open Seascape from marine parade by lowering from the street to the beach in progressive terraces
Make it a picnic area with plenty of native trees (eg tuarts) like Hyde Park or Zamia's at Kings Park.
Keep it as a vitally needed CAR PARK
Keep it as a vitally needed car park
I would suggest is seasonably available for parking depending on demand.
Combination of grassed recreational and event space
retain car parks for daytime use and use the car park for food trucks in the evening.
Combination of paved civic and grass recreational space with car park underneath
Grassed area with BBQ's, low level shade structures, increase the length of the terraces to Overton Gardens
Would like it to be recreational space with an underground car park underneath

development of a shared recreation space on the land currently occupied by Car Park One in addition to the predicted impact of coastal hazards being mitigated through a conceiled revetment also being developed on Cottesloe beach west of the dune system
Keep some variety of parking, at least for short term or integrated 'active' parking. combine the varied parking with interesting urban hardscaping, sitting, event and grassed spaces. it is a large area and should not be limited to such a limited list of options.
Park with ample Shade trees
keep it as a car park. Add toilets and bbq area.
Remain as a paved car park
It depends what other parking is still available.
Leave it as it is we need the parking so visitors do not infringe on resident parking
Retain parking area
It should be a combined car park and civic space, with some green/vegitated spaces.
Leave it as a bitumenised Car park.
Keep a row of time restricted parking spaces for active use - the ability to park and observe the ocean is very attractive, especially for people unable to leave their vehicles.
Car park
Leave car park as is
Keep some parking and grass area
Leave as free parking
Retain essential PARKING FACILITY & Safe , conveniet beach ACCESS for all ages & abilities. Vehicle access was planned for this area by our Prior Council planners & should NOT BE REMOVED. The planned improvements to Indiana Will require patron parking. This Car Park should not be removed as that would be a retrograde step for businesses & beach goers alike.
Option 4 but with shade and protection from the southerly wind
Until you have a suitable plan for the 171 car spaces you are wasting your time. let the community see what proposals you have for the car park!!!
Keep it as a car park
leave as is for parking
Leave as car park. We have enough lawn.
Cqrparking and grass
Leave as a car park
Keep it as it is. It is heavily used.
Swimming pool such as at Scarborough
The best example to follow is Leighton Beach ? Public open space adjacent to The Orange Box is perfect for Cottesloe and the same planners could be engaged to replicate this mix of uses. Esp the use of limestone NOT concrete
Paved civic and grassed recreational space providing allowance is made for additional car parking nearby.

WATER THE GRASS AREA YOU ALREADY HAVE
Pave and beautify. To achieve this reduce the number of parking bays by 10% to 20%
combination of paved civic maybe plus grassed recreational plus SOME parking unless parking provided elsewhere e.g. No 2 car park
create spaces which can be converted for opportunities for performances - interaction between the community and performers/traders/artisans - pop up shops and low key musical events including dance, song, physical exercise such as strength demonstrations, yoga, tai chi
some parking to sit in the car and watch the ocean from the car, I have a very sore leg but fo not quslify for a disabled spot
There is a needs for short term parking to admire the view, to check the surf
Retain it as a parking area. Resurface the whole area and plant trees strategically for shade.
Plant trees in the car park. Some lawn
Keep as is. Failing that, keep some short term parking for active uses-in combination with a civic space- such as surf checking, elderly or disabled, ocean viewing in winter
Car park
Keep some short-term parking for active uses - in combination with a civic space - such as surf-checking, elderly or disabled, ocean viewing in winter/
Keep some short-term parking for active uses such as elderly or disabled ocean viewing from car.
largely grassed recreational with some short term parking
Civic/recreational space with well designed landscaping (not just grass) to provide sheltered and shaded public spaces.
keep some parking
Upgrade the current and very popular car park
leave it as a car park with some landscaping but NOT decrease the number of bays
Leave as a carpatk
Keep some short-term parking for active such as surf checking, for elderly and disables and for ocean viewing in winter
leave it a car park
Leave it as it is. Plant trees in the car park.
Please keep some short term parking for those using the beach for swimming , viewing , walking etc. Also for elderly disabled for easy access. I swim at Cottesloe every morning and during the summer months parking expecially on weekends is sparse.
Leave as car park as is well used - widen the bike / walk path (add seats) along top by removing one row of parking bays
leave it as a car park with some landscaping but NOT decrease the number of bays
Leave it as is as there is only a 3 month period where there is any need for a change, and the changes are being made to satisfy the needs of non residents and tourists

Keep at least 50% short term parking for active users. We regularly pop down for a swim in the morning and it's so convenient to park nearby and dip in and out for a swim, grab a coffee nearby and be on our way.
I heavily utilise car park 1 for checking the surf in winter. If it could be a grassed area that allows parking in winter but is open recreational space in summer that would be great. Similar to what Stirling did at Brighton Rd when they were redeveloping.
keep some short term parking (1/2) in combination with recreational space (1/2)
Keep some short term parking for active use such as disability access surf and fishing check enjoy the sunsets
Retain parking as it is very necessary
It should remain a car park, with car spaces interspersed with trees and green beds
50% car park with rest grass and trees
Turn it into a car park
More small bars and eateries
grass and civic space with some very limited parking
Have combination of paved civic and grassed recreational PLUS a drop off roundabout for cars (no parking)
Turn the car park into paved and grassed civic areas, include a playground and skate park and build retail and commercial spaces into the terraces the council could lease on a seasonal basis to operators such as umbrella hire, coffee, ice cream and takeaway food offerings.
I'm not sure. I'm concerned about where the cars will park if this car park is removed.
1/2 to remain as short term parking with, so you can still drive in and watch the ocean. The other half to be grassed with sun shelters.
Keep it as parking. Just make it a bit nicer. Where will people park? Will just force it into the back street and then more complaining about that. We hhave it so good here we complain about everything. Look at the eastern states. We have nothing to complain about.
Keep the car park
retain most as car park

ADDITIONAL COMMENTS

Survey One Q5 - What activities do you most enjoy doing at Cottesloe?

Enjoying the casual and village type scale of the area
Parking, watching the sea and those in it, surfers etc
Outings with aged friends where they can sit in the car watching a stormy ocean, or sunset.
Parking in No 1 Car park and watching stormy days
Parking close to the beach. Clean showers and toilets. Council needs to put money into showers and toilets before anything else. It is a disgrace that there are no suitable facilities for showering and toilets At Cottesloe Beach.
Sitting in car park one overlooking the beach during the summer and also the stormy winter months, by removing car park one it removes access to people who have disability or impairment to access the beach at any point in time. And in such a way is essentially discrimination against people who are unable to access the beach by walking .
Parking in Winter & Watching the waves crash over the PYLON & GROYNE. Swimming, Parking & viewing OCEAN as a work break.
Sitting in the car facing and looking at the ocean.
Sitting the car park reading the paper on a winters day
Enjoying the sunset view from the vehicle. We have ambulatory difficulty.
Fishing
Stopping for short time in front row car parking in Car Park One to have lunch or burger at night or safely watch winter storms come in. This is really important to me and others, please keep some short-term car parking to overlook this beautiful beach!
To access all amenities of our beach front we need to keep VITAL ASSETS SUCH AS OUR CAR PARK No 1 for the use of all disabled, elderly and families also tourists who visit. There is such limited parking now and you want to remove one of the most vital and heavily used car parks on the beach front. When the OBH gets developed there will be even less as all car parks are packed in the mornings, evenings, holidays, etc.
That is is one of the few places in Perth where you can park and watch the oceansunsets from your car. Especially relevant in winter and for older people unable to easily exit their cars.
Enjoying the uninterrupted view of the ocean and Rottnest.
fish and chips on the grass or takeaway in the car on a blustery winter's day overlooking ocean … enjoying the wide open skies and ocean views
Surf Club activities
Playgrounds multi age groups
Enjoying sitting in the car at CAR PARK NO 1 watching the ocean and storms in winter, also sunsets.
Playgrounds
surfers are the primary user group of the Cottesloe facilities in winter, parking, beach access, showers etc. they are an under represented group in discussions of user needs.
fishing
Actively working in the Community through the Surf Club
Cycling and skateboarding

Parking and observing the ocean from my vehicle. There are often vehicles from aged homes and similar parked.
cycling
Showing overseas & interstate visitors our beautiful coastline
Fishing
I cannot believe you are asking questions 4 and 5 without making a plan for 171 car places first
Riding
Not being surrounded by towering buildings
The lighting in this area and along the whole foreshore is really bad & I feel unsafe walking along the foreshore in the evening, although I would love to do this. (unlike the foreshore the North Beach area, which is well lit and well used by exercisers, walkers, families etc. even after dark)
Viewing the ocean vista in both summer and winter
would enjoy having special days of street partying/performers/eating where Marine Tce is closed
Sitting in the car watching the ocean
short term parking overlooking the main beach to admire the view
short term parking overlooking the main beach for various active uses
Short-term parking overlooking the main beach for various active uses.
Sitting in the car overlooking Cottesloe Beach. I am 89.
watching sunset
short term parking overlooking the main beach for active uses
YOU have missed the need for public toilets and the need for improved public facilities maintenance, improved litter and rubbish collection from the dunes and beaches on the previous question,
YOU have missed the need for public toilets and the need for improved public facilities maintenance, improved litter and rubbish collection from the dunes and beaches on the previous question,
Watching the waves and checking surf.
short term parking overlooking the ocean
Having direct access to the beach. Being able to park especially in the winter and head down to the water for a dip or a surf
Play at the park which needs a MASSIVE upgrade
Enjoying the natural uninterrupted views of the ocean. Markets, events, should be set up at the Civic Centre where there are magnificent lawn areas. lawn terraces should remain for visiting picnickers.
markets/events should be at Civic centre lawns. Beach is the attraction. A couple of stainless gas barbecues would be good.
I would enjoy dining out, shopping, markets and events if there were more of them and a space to have them in
Snorkeling in the marine protection area
Parking and watching the water, surfers and swimmers. Especially in winter.

ADDITIONAL COMMENTS

Survey One Q7 - What mode of travel should have priority on the Foreshore?

There is limited space and an increasing number of people utilising the beach and surrounds. Pedestrians and vehicles dont mix well. Give priority to people and soft use.
At present the car park provides convenient access to the beach for those with limited mobility. Parking there in winter and viewing the sea is a favorite pastime and elderly/families can unload close to the sand. A widening of the pedestrian and bike path together with maintaining a car park and trees would be ideal
Lots of opportunities for people not cars.
The beach is for everyone, some of us can walk there, others have to drive. lets make it accessible for all. The beach works well now, why would we want to change it for the sake of change? leave well enough alone.
Should mainly pedestrianised with walking or bike access
Discouraging trucks along Marine Parade would certainly be safer. The peace and tranquility can't be maintained if large vehicles continue to use the narrow road. I have a small shop on Marine Parade and it is truly alarming seeing the trucks from Fremantle Port travel along the coast road - as well as the speed of all vehicles including cyclists!
Many people drive to get to Cottesloe.
Car park 1 needs to be maintained to allow transitory use throughout the day. Rideshare vehicles need identifying markings so we understand why they are driving as they do.
The foreshore is dangerous for pedestrians in its current form even with 40km limit and pedestrian crossings. Have witnessed near misses by distracted drivers. Pedestrian safety and disability access needs to be considered in design.
The present priority of walking, bicycles, and private vehicles should remain. To downgrade priority of private vehicles would be a huge mistake. Visitors from other areas of Perth would feel excluded through lack of parking alternatives.
People are getting too fat.
Most people use private transport and until access for public transport is more accessible at the beach everyone is either going to walk from the house or take the car
Cars provide an important option for people to get close to and enjoy the beach.
Cottesloe beach is. A place for recreation, getting fit, enjoying outdoors, family time, having a coffee, therefore parking, public transport are essential followed by private vehicles. Service vehicles should be minimal and there needs to be less rangers around to book people who are trying to get fit and enjoy the outdoors. Especially on event days like surf club event or sculpture by the sea.
The beach is key for people to enjoy on foot and with easy access parking. Improved public transport to the beach would assist tourism
on Beach & Foot Paths WALKING has priority. (Some Service & Life saving Vehicles) PARKING AREA Should be RETAINED for easy BEACH access for Elderly, young children, Surf Board riders in WINTER. Bicycles NOW readily SHARE dual use Walking paths. PUBLIC TRANSPORT on Marine Parade +Ride Share & Cars & Motor Bikes SHARE Roads

The foreshore isn't defined above. In my opinion the sand area is for walking, the grassed areas (of which there is plenty) for walking, the shared paths for walking and cycling. The car park needs to be left as a car park. ALL of the planned changes to the CAR PARK are already WELL catered for along Cottesloe's Grassy Terraces, seating, picnicking, exercising & children's play areas & ramps..
Everyone that loves Cottesloe beach isn't fit healthy and young or have access to public transport! Access for those with disabilities that require private vehicle access must be considered too.
Most important is people being able to walk safely, runners and people on bikes
Cars should be discouraged along the beachfront in order to make it safer for pedestrians and cyclists. The current shared is not a safe option for walkers
ALL listed modes of transport should be accommodated to an acceptable standard. The current setup appears to do this, balancing competing demands.
Such a lovely place to walk and cycle
I love riding along the foreshore
Cottesloe foreshore is a place for walking not car parks and concrete. We need to retain the greenery and natural beauty of the site.
The foreshore shold be a location that individuals and families, young and old can easily navigate without the risks and noise/ pollution associated with private vehicles.
Pedestrians are key as people come down from the station. However, car access is essential for people with restricted access eg. elderly and disabled.
my preferences are all inclusive so state government needs to fund some infrastructure because of the international benefit. Not use residents rates
Bikes and people in priority but keep some short term parking in front row of Car Park One for elderly/ disabled and similar short term "viewing" uses, then long term car parking to be elsewhere. I don't think walking/bikes means there can be no short term car parking there. Lake Beeliar playground and car park is an excellent example of how this can be done really well, I love all that that place offers, please consider it for Car Park One as what is possible! It is on Progress Drive, NORTH of Bibra Lake Regional Playground, overlooking the water but with grass and walking AND cycling tracks too. Please!!!
You will never stop private vehicles driving to the beach. I drive to the beach every day as I need all my gear with me. The amount of elderly and disabled people who come to the beach every day with either family or friends is staggering. To destroy and remove a vital area of car parking for minimal use and which will cost residents for the rest of our lives. Where resurfacing the car park and maintaining an iconic spot on our coast is vital. IT SHOULD NEVER BE TAKEN AWAY FROM US. Tourists, families, elderly, disabled, children alike use our parking facilities in summer when surf club is on every weekend, the Rotto swim, sculptures by the sea, concerts, family picnics, so if you can not see past the fact that this is vital to our area then you are blind. This council needs to wake up and look at what is happening in the area as obviously they don't use the beach and don't know what is going on from day to day.
We would love to see walking/riding/public transport prioritised for the beachfront so can make the most of a wonderful promenade along the ocean. Cars/vehicles can park on east side of Marine Parade except with priority parking for seniors, young families and special needs right near ocean to make it accessible for those who find it harder to walk from further afield.

Majority of people that go down there are locals and so choose to exercise via walking or cycling on the paths. In terms of the road itself, it's used as either the scenic route home or to attend the beach if coming from out of the suburb
Pedestrians and cyclists are slower and more intentional; they will own the space and be more likely to take responsibility for it and to feel as if they belong
This question is difficult to answer as all of the options currently have reasonable and equitable access to the foreshore and by maintaining a reasonable level of short term parking this will continue.
Road access must be retained for buses, whether public vehicles or tourist and school buses etc, and for visitors and local traffic in private vehicles. Provision for safe pedestrian and bicycle travel must also be maintained.
Very unsafe area after dark no lighting. Women should never walk to the train station at night for safety concerns
Bicycles are private vehicles too . Private vehicles are necessary where small children , aged or infirm require transport … many having travelled from regional areas to enjoy this beautiful beach .
We like to ride or walk into Cottesloe during the day but at night we prefer to drive
Ban loud motorcycles and muscle cars!
A public concourse with minimal private vehicle access in particular over weekends/public holidays
To the exception of residents and disabled access, private vehicles have no reason to drive on Marine Parade from car park 2 to Indiana, this could essentially be pedestrian. If not, there are roads that should be made residents only as they go nowhere and are resident parking only (for instance Overton).
Do not add more bitumen, as was done on the south side of Indiana's for the sake of service trucks. People come to the beach to get away from cars and roads, not the other way round.
Reduce or remove access to private vehicles. The foreshore is in its entirety a car park and visiting the restaurants and cafes there is interrupted by the huge amount of cars to the point where it's almost dangerous especially for kids.
Children and families should have priority walking beach swimming no vehicles
The central part of Cottesloe foreshore is for people and the beach . it is not about vehicles - particularly not "through traffic' out for a weekend spin. The morning bicycle group riders are also part of the "through traffic" out for a morning lycra spin. I believe the area between Forrest St and Eric St should be planned for a long term pedestrian only access and plan around this strategic objective over time. recent events elsewhere in the world, including Nice, have shown how iconic areas can be affected with pedestrian deaths from "do-harm" vehicles.
The carefree nature of the foreshore and relaxed family atmosphere means that pedestrians (including dog walkers) should be prioritised, but I also think elderly and people driving to enjoy the natural environment during inclement weather need to have private vehicle access. I like to swim all year around, and while it's busy in summer like to walk and ride my bike, but I like to drive in winter.
It should be for people over everything else
walking and riding should always be a priority along the beach front
Traffic movement between Eric and Forrest Street should be kept to a minimum.

I would like to see more areas for people to sit, exercise, BBQ and vehicles should be moved to different locations
Pleas do not build it up for more bicycles there are enough as it is. Second to that it is busy enough as it is with local traffic, visitors and public transport, why would we want to make it busier like Scarborough, no one wants to visit such a busy place they will go to other beaches
Marine Parade can be too over crowded with peoples vehicles
walking/people is the first choice and does not seem to be compatible with vehicles or bike riders
Add more Cott buses where required
Encourage people to use the space without their beloved car close by - allow them parking spaces further away from the beach so they only drive if they really need to. Less private cars make it safer for kids to run free.
Preferred as a pedestrian friendly zone with low speed limit for all other vehicles, including cyclists (e.g. Bayview Terrace, Claremont. Through traffic should be directed to Broome Street.
The area should be priority for people vehicles only as a necessity
The idea is to better develop the area for people, lets do just that and get the vehicles away. Build it for the people and they will come. Its for the local community, if they are local, thry can walk or ride there
I believe that short term active parking should still have priority - so not really finding the appropriate questions being asked
Ensure car park number 1 is removed!
depends on how you plan to align to the road . i still want to drive along Marine Parade as well as walk or ride when i choose to
I live locally and prefer to walk
Promote healthier and safer environment by reducing vehicular traffic.
A lot of people enjoy the beach outside of vehicles. Not sure what ride share vehicles means
Residents should have priority. Visitors and tourists should have access to public transport and ride share vehicles.   Private vehicles should be discouraged, and parking charged for. The residents of Cottesloe as rate payers should not have to provide facilities in the heart of the residential area.
To create a sense of relaxation and calm remove outward signs of vehicles. To embrace the positive health benefits of the beach encourage walking and swimming
The beach is for people to access and enjoy for it's inherent Attraction. All other activities such as organised sports, concerts and similar can be enjoyed elsewhere.
Cars and especially parking should not take priority on Marine Parade.
People walking around Cott - whether a tourist or a local - is what you see all the time and there is often a jam with people just standing on the footpath blocking those trying to walk - ha! On a hot day, people will ultimately drive to the beach - it's too hot to walk or ride - a reality that won't change, and this needs to be accommodated. Public transport in Perth is dismal, I'd be surprised if Transperth would give anymore resources to Cott, everything is about Metronet.
The foreshore should be people oriented. There is any opportunity to provide an enlarged amount of parking in the Napier St car park that would allow removing the No. 1 car park and improving recreational amenities.

Personally don't think any cars bar the residents should be going past Napier to Jarrad should be more like a promenade
The focus of the proposed Master Plan should be to strengthen the connection between people and the foreshore area they share - this kind of placemaking is impossible to achieve when vehicles have priority of place in the foreshore area.
To enable outdoor meeting and eating places to thrive a section of the Parsde should have restricted vehicle access
car parking should be included and integrated into whatever the new design is. there is much precedent for integrated or 'active' parking in urban development. the priority of transport as numbered above roughly represents the current 'priority of mode of travel' as well as it would if proposed with lesser parking.
While private vehicle parking is important. The immediate foreshore should be mainly for non motorised used
Walking for people who are able to travel to foreshore. Access by public transport is very limited and hard to access for most people and is to time consuming. Keen Cyclists make the area unsafe for pedestrians and other road users, (don't stop at zebra crossings, exceed the speed limit, overtake on left.)
People should be encouraged NOT to drive to the beach.   Exercise (walk or bike) must take priority - although a bike path that is separate from the walking path is necessary for me veryones safety.
It's great to walk and ride along the beach but people still need to be able to drive their car there.
There should be full parking facilities provided on the Eastern side of Marine Parade.
I think cars should be moved back from the beach front, though recognise that given the lack of public transport car parking will have to be allowed for somewhere else
Regular users like me drive to the foreshore early in the am 3-4 times per week (and a few times in the afternoon/ evening) so it would be devastating to lose parking. Pedestrians and cyclists can have the main access to the foreshore itself whilst visitors from further away can be dropped off as they are now at strategic points.
It is a local beach so people should be encouraged to walk to beach. Public transport and bike facilities need to be a priority rather than cars.
Residents should have priority over visitors and cars should have priority over bicycles as they pay no form of tax
Retain a convenient area for visitor parking eg car park no 1 Not necessarily for locals who can walk to beach
Better parking options (more parking) will free up vehicle flow around the foreshore and beach interface.
It is unfair to make it difficult for people who can't afford to live in Cottesloe to access the beach. Whilst it is desirable to make the area on the beach car-free, people need to be able to drive to Cottesloe. It is unrealistic and unfair to make the whole of Cottesloe car-free
Don't limit cars and parking Cott is still a destination and particularly for families bus, train, taxi etc just don't work for regular visiting

I think keeping the foreshore frontage clear for walking and bikes, events etc without the congestion of cars taking up useable space. Move the car parking maybe to the bottom of Napier St but disguised behind the facade of shops and restaurants&foliage so it isn't just an obvious, ugly, noticeable car park.

We must not forget that there are a lot of people who rely on cars for transport, and who use the car park. It is the best used amenity in Cottesloe. Killing the car park will also kill off considerable activity and business in Marine Parade. People will not come just to look at some additional grassed area.

Car park 1 needs to remain.

Some short term parking can fit with my response

Prioritise activation and essential services access, not parking.

The focus of the beach is for people to come together, not some where for cars to be parked

Transport needs to be inclusive and accessible. Safety is also important

Dont make car parking easier in the area closet to the beach. Make public transport, bike paths, taxi/shared ride the absolute best and easiest way to access the beachfront. Parking provided but not at absolute foreshore.

I love that Cottesloe is free to park and easily accessible for my family and very easy to get to via car for lunch and dinner

More pedestrian areas and mixed quality commerce rather than cars and car parks

Clearly the beach itself & promenade paths are exclusively pedestrian presincts. As travel to the beach is , for most people, by car or bicycle then roads & cyclepaths require car & bicycle parking for recreational access. Public transport to Cottesloe is poor , infrequent & inconvenient. People with limited mobility due to age or injury need to park close to the beach, as they CAN NOW, sometimes to simply overlook the ocean. For their mental health & physical access. Cottesloe already has ample picnic friendly lawns, family gathering places, children's playground, work out areas, seating, Cafes & Restaurants & Hotels. ALL OF THESE activities are PARKING DEPENDANT. Cottesloe Needs to RETAIN the ICONIC, functional Number 1 Parking Area as a Top Priority for current EVENTS & future Population Growth

How one is able to answer any of these questions without determining what you are going to do with 171 car spaces is stupid

A seperate walking promenade to bike path so not in each others way. Opportunities for bike locking, repairs, hire. Clear path from Train station including directions. Private vehicles to park in new multi level car park at Napier Street, sleeved underneath. Short term parking along Marine parade for drop offs etc - could be sunk so not blocking views from Marine Parade & cafe's

Reduction in private vehicle traffic should be a key focus

Consider ease of access for families with young children and the elderly who often find it hard to walk long dist

Cottesloe, as a beach side suburb, should be focused on walking/riding/public transport to access the foreshore, maximising the useable land area by the coast.

people before bikes before cars

Needs to be healthy happy relaxed environment enjoying nature

Cottesloe is amazing once you're there but is sometimes over looked by how hard it can be to get to.

People need priority as they are the ones supporting the business and adding creating the chilled, relaxed feeling of Cottesloe, not just passing through.
Foreshore should be family, people friendly - so slow paced and scaled as such. There should also be sufficient parking, as cars are a transport reality, but parking should be further away from beach, more hidden and requiring a little walk to beach.
Vehicular access should be well back from the beach as should parking allowing for pedestrians and bikes to move freely around the beach area.
I think providing people with an opportunity to be in the outdoors with comfortable accessible facilities is what we should aim for.
at peak times the strip of marine parade in front of the pub gets really congested. there should be times when cars are limited through the area
People need to park somewhere and not in the surrounding streets.
Dedicated bike path to prevent bike-pedestrian interface.
I think being able to get public transport to the beach is vital
i think the foreshore could be like the beaches of rio that are thriving with recreational activity on the weekends... closing roads to vehicles in priority for pedestrians! a thriving place for people of all walks- excuse the pun!
I dislike a lot of the behaviour of cyclists and think it is important for as many people as possible to walk around comfortably as well as have access to cafes etc.
There should be a goal to reduce traffic along marine parade
All forms of pedestrian access should be a priority in the main centre of the foreshore.. between Napier and Forrest. Less car focus on the main car park.
Motor vehicles right on the beach front need to be discouraged in this day and age. Perth needs to learn not to be so dependent on personal cars when public transport and walking/cycling is so readily available.
More people activated space with less cars
I believe all these modes of transport need to and can be accommodated, and indeed they are already..
Private vehicle traffic has become terrible during hot days or Sculptures by the Sea
Walking/people should be priority, daylight second. Bicycles sounds good but I don't ride any more because people, particularly families, are so relaxed wandering down to beach they aren't really paying attention - and fair enough. Shuttles from station and car parks away from the beach would be good.
I like it present. Pedestrians and cars, restricting access to cars on marine pde will make Broome St busy
the best international foreshores prioritise people on foot.
Car Park 2 is the obvious place for cars it is not too far for the average person to walk. Liaise with a developer and build underground parking with mixed usage above low rise, shops, open theatre cafes etc
Residents/visitors should be able to walk/ride to the beach safely
The foreshore should be totally safe for pedestrians. All traffic should be kept to a minimum, especially through traffic.

Make it as easy and safe as possible for people to get there using methods other than their own cars.
It's the perfect place for physical outdoor activities.
there is normally adequate parking for those prepared to walk from car parks, unless a major event is on.
Too many private vehicles detract from the amenity and relaxed environment .
Should open up the foreshore as an area for activity and safe transportation, including for young children not requiring intense direct supervision. Should prioritise ride share over private vehicles both to reduce total number of cars in the area (as they leave once dropped off) but also to reduce likelihood of drink driving, illegal parking etc.
Pedestrian area primarily
The foreshore should cater for people to enjoy themselves but parking is essential otherwise people won't come or will park in residential streets,
Street activities offer opportunities for casual interaction and community building. Cars and car parking hinders this. Giving priorty to people over cars will require a well-considered alternative to the current car parking layout. Convenient access to the beach by car owners has become the norm and while it will be difficult to change our mindsets, people-centred activity areas will eventually prove successful in offering what we all really want - which is a sense of belonging and community. We will eventually get used to walking further and having less car convenience. Walking will give rise to the need for more shade along the paths.
The foreshore should be easy to get around on by foot or bike. Car access is also important but in a controlled manner, at appropriate speeds. I dont understand the relevance of "Ride Share" or "Service Vehicle" in this question
We should have some short term active parking please for people that find it hard to walk or elderley people that may just not qualify for disabled criteria but struggle to walk to enjoy the ocean
Walkways and bikeways are important, but short term parking is also essential.
Reduced speed (30km/h) road design along the length of the foreshore would bring equity, access and safety to all road users.   It is also imperative that a very wide shared path, for pedestrians and cyclists, is created along the length of the foreshore.
We live in Cotttesloe and love the walk along the foreshore and swim at the beach.
The location should be pedestrian friendly - walking, running, bikes, skateboards, scooters etc. Cars should be discouraged, particularly parking
my answer to Q7 doesn't mean I don't want short-term active parking
Maximise the natural beauty and minimise impact of vehicles.
People and bicycles should always have priority, but private parking is necessary.
My answer doesn't mean that I don't want short-term parking overlooking the main beach for various active uses.
People have (planning) priority over cars. Encourage natural flow of people east-west (between cafes/bars and the beach), and lessen the impact of the road as a physical barrier.
They're all important. Public transport is definitely a weak point

The Beach has to be accessible by all, so removing the car park is not an option as this would defeat the now easy park and beach access. Park is a limiting factor at the moment so taking the present car park away is not a viable option. Holding events on the beach or proposed changes to foreshore and holding events with less parking is a very nonviable option. Looking at upgrading existing properties and facilities in the area would be a better use of money not a new development leaving existing facilities still looking very sad. The grassed area to the north of the existing car park is not utilized enough as it is.

The general population who come to the beach want to be able to park near the beach and not have to walk a long way. the residents who live by the beach do not want their now quiet streets congested and dangerous the council don't seem to be bothered with the local residents

not local people enjoy the access by car when they cannot get there by walking, bicycle, public transport.

The most noisy & polluting vehicles regardless of purpose should be given the lowest priority. Service vehicles are normally parked for extended periods with their diesel engines on because it is required for their very noisy refrigeration units or pumps.

Short term parking is essential , ie leave as is for the greater community

Marine parade already provides vehicle access but parking in summer weekends is at a premium and removal will only force cars further back into side streets inconveniencing residents

Marine Parade is becoming an alternative to Stirling Highway and Curtin Avenue for peak time traffic and probably needs calming measures to restrict the volume. In summer private vehicle traffic and inadequate parking requires more public transport and less private.

People walking should always have priority over vehicles The east west movement of pedestrians, especially families and children, to and from the foreshore and the beach must take priority over ALL vehicles. Marine Parade has passed the time when it should be a through north/south traffic street and it should be broken up by starting with part closures on weekends.

I think it's important to prioritize more economical solutions but let's be honest cottesloe will always be a place to drive to as well with the iconic scenery. For weekday mornings there should be parking of at 30% of what's their now so elderly people can park nearby and enjoy their swim.   I see lots of old people even on walking sticks use the beach and sea so removing this car park would be a big burden on them.   As a young active person I'm happy to park a bit away on weekends etc but on weekdays as someone who visits three days a week during weekdays it would be a real time saver to have active parking for my swim.

Cotts is hard to get to by public transport.

while walking and biking are most important, short term parking is crucial for many daily visitors.

To ensure equal and fair access to the beach for all the community. Making sure the beach and foreshore is vibrant in both summer and winter

So many people enjoy cottesloe (via walking and bike riding etc) but they need a way to get there. Public transport is inadequate at the moment so there needs to be space for parking.

There should be a section of the foreshore that's only accessible by foot or bike. Paved, trees, and an area for entertaining. The traffic and hoones are an absolute turn off for the main section of Cottesloe foreshore

No
pedestrian focus over car parking and vehicle congestion will make the area feel so much more welcoming and safer.
Grassed areas over bitumen! Make it for families and visitors to enjoy natural space not cars!
Vehicles should be slowed and restricted. Bike/walk path needs urgent upgrade - widening and signage on the pavement keeping people to the left.
Walking and bikes is the correct use W of Marine Pde which could move E passing No 2 car park to better utilise this space (gas barbies here). Retain vehicle use N-S on Marine Pde - all locals use it. Improvements on Foreshore must be mainly paid for by State. Cott residents less than 20% of beach users. Less bitumen/paved areas W of Marine Pde
Non car transport needs to be heavily prioritised. Parking should be charged for and the fees collected subsidising shuttle bus from train station, which can park closer to the beach than any car.
Encouraging people to use other transportation to get to the foreshore than a personal vehicle will allow for safer access and keep the area more pristine.
The beach is a place where people are on foot and they should have priority, often these may be young kids, people on holiday or just people looking out at the view. This can cause accidents as they're distracted. Cycling to or along the beach is the least disruptive mode of transport. Drivers can end up distracted by the views and lead to accidents.
Being able to walk about the area is nice. If there was no traffic going past would be even better. I do think there is still a need for parking as many people come to the area from other suburbs.
Cottesloe should be kept as relaxed as it is. No more traffic, no more commercialisation. Imagine it as busy as sculptures by the sea every day...not why I moved here.
Keep it traffic free calm and quiet   Not like Scarborough or Hillarys
The more dangerous and less efficient give way to the others
In Cottesloe people should be able to move slowly and share spaces respectfully. Cottesloe is about providing access for all ages and abilities not about car parking. We need to plan for future transport trends and populations rather that past transport modes. We need to be aspirational in this regard.
Make the beachfront more pedestrian friendly. Remove the car park and direct cars to Napier street car park (build a multi level car park there). Bring development to the waters edge and stop pushing it further away. Look at eastern states and overseas examples for inspiration, noosa, Stockholm etc
Encourage non vehicular transport
Less car park area and traffic. More area to walk and relax.
People riding bikes on the footpaths in cott are very dangerous, cyclists on road cause many issues by not riding single file
Bike cycle path with a pedestrian waking lane so everyone is safe. Many suburbs have great cycle paths that separate cyclist from walkers. Example- South Perth foreshore.This gets bikes off the road. So less frustrated road users. Why is Cottesloe left behind, we have no community markets or food van in the evening at the beach, Cottesloe needs community spirit - what better time now in April which is less windy, and moderate nights.

All of these vehicle have a place. Service vehicles should be there after hours.   People will always like to drive, park and watch the ocean.
this space should be returned to people, rather than a car park. What a great opportunity to create a great gathering place for locals and tourists.
Prioritizing pedestrian/cyclist and PT over private vehicles access should be a focus for the future
It is so flat at Cott that bikes are so easy. Although we need parking for people coming to nippers and restaurants we don;t need people who like 3 streets back to drive. Make biking easier and safer.
I think Marine Pde should be closed to through traffic to reduce the number of motor vehicles which often pour along it
Pedestrian friendly = Safer. Healthier. Less cars makes area look better. More space for alfresco. Better for the environment. Ugly car parks blight natural scenery.
Dont turn Cottesloe into a car park - the more people getting to the beach without a car the better
a coastal cycle lane would be great - very hard to overtake cyclists on the road with all of the islands.

ADDITIONAL COMMENTS

Survey One Q9 - How important is parking at the foreshore to you?

I do not need parking for myself however many people from other suburbs travel long distances to the beach and need somewhere to park.
Please see previous answer
I would walk or cycle or ride my motorbike.
PERSONALY ? We walk to the beach! but to others it is the factor as to if they can get to it or not. and then there are those who are aged or infirmed, that sitting in their cars is as close as they can get to it!
Capacity for parking near the foreshore is still important as public transport connectivity is not good
We drive to Cottesloe.
To be able to pause in sight of the sea, to maintain accessibility. To be able to swim and get moving.
If I could I would access the foreshore via public transport and wouldn't need car parking
Resident - prefer to walk
It is necessary to provide proper parking for beach users with boards etc, picnickers carrying chairs etc, people with disabilities and young children.
Locals don't need to drive. Plus, a 5/10 minute walk is good for us!
I park there every day to enjoy looking at the beach and reading in the car when it's cold and rainy I have had some injuries that made it hard to walk and the car park has been a godsend I see lots of people like me parking and enjoying sitting in their car   It is good for the soul to be able to enjoy the way the car park is now
Car park 1 is the most popular place for access and viewing our iconic beach
Viewing all year around and convenience. Do not force cars to side streets.
Parking gives disabled and aged plus all community members to have the opportunity to enjoy this wonderful, healthy life style.
Maintaining easy access parking to car park one is imperative for the future Cottesloe Beach. Removing this parking would be detrimental to the access for patrons especially patrons with a disability. Additionally if parking access was reduced it would impact surrounding businesses by additional pressure on street and verge parking in the area which is already at capacity.
Parking Area WEST of Marine Pde essential For SAFE, Convenient Regular BEACH Access. In Summer & WINTER Too, (When walking almost impossible. Car Park is WELL USED & appreciated as a Viewing place. EG sit in car & have coffee, Fish & Chips & a walk along the footpath. Park & go to Indiana. Park & Go for a swim around Pylon. Stop & check out the surf. If unwell I like to park & look over ocean as a pick me up.
It's a costly FOLLY to remove practical enjoyable convenient parking for the elderly, disabled, families, regular swimmers.   Restaurant, Cafe,Hotel, Fish n Chips Businesses will suffer.   So too will beach goers. There will be a DOMINO effect flowing on to North Cott & South Cott street parking. Also Broome, Forrest & John Streets. Stress & anxiety amongst local residents and beach goers will be raised when parking opportunities are lessened.
We have a disabled member in family and the access from the car park greatly assist us to attend outings

I think it is great to have parking provided nearby so that there is still an opportunity to drive and walk to the beach however I think that a car park at the location of Car park One is a waste of what could be an amazing space that people could use, rather than cars.
As noted before - everyone can't walk great distances to access the beach and/or cafes. Visitors with ambulatory disabilities must be considered and catered for. Closing our favourite sunset view point is a disaster for us.
Living close to the beach I don't need it but there has to be some parking for people further away. It needs to be located so our streets are not clogged with parkers visiting the beach.
I live locally so I don't need parking
I don't live within walking distance and public transport is nowhere near as convenient as using my own car, it takes much longer and involves additional walking and waiting.
To be close by in any weather situation
I like to support local restaurants in winter and I need to drive to do this
We live locally and Parking is easily found not a far walk from the foreshore. There's plenty of car parking spaces within 1Km of the beach.
Parking on the immediate foreshore is not a priority, as long as there is ample parking within reasonable walking distance of the foreshore and amenities.
If there is parking on the foreshore, people won't park on residential streets. Making people park on residential streets will cause congestion and will be extremely frustrating for residents.
I am walking distance to beach
if you take the car park no. 1 away there won't be enough parking
Short term parking to look over the beach is an extremely important use, for all types of people, separate from longer term parking. The latter can be moved to other areas but short term parking should not be, the front row of Car Park One should be kept for short term use only, or longer before 8am to allow morning swimmers to swim and leave, but short term only after that. If some of the front row (not all) was kept for these uses I believe that is optimal use of this space for ALL beach users!
Because I use the car park every day as I exercise and swim at our beach every day winter and summer. With all my gear I need my car to get it there. Public transport is non existent. No one is going to pick me up and take me every day to the beach just so it suits me.   This car park allows for SAFE ACCESS TO THE BEACH AWAY FROM MARINE PARADES HEAVEY TRAFIC. IT ALLOWS YOU TO ENJOY THE BEACH ANY DAY OR TIME JUST TO SIT AND RELAX. WHEN STORMS AND BREATH TAKING SUNSETS COME ROLLING IN IT IS THE MOST SPECTULAR PLACE TO SIT AND ENJOY IT.   Please use common sense and just resurface the car park for future generations.
Parking can be accommodated nearby the foreshore but generally on the east side of Marine Parade so the west side can be fully utilised by people for recreation and gathering. However, need to have priority parking on the foreshore for young families, seniors and special needs people
Parking is needed but not in this prime position. Would be better away from the beach foreshore
But not at park no 1..underground at Napier st would solve all safe and secure parking
We have a toddler and so need easy access to the area we want to visit. A car park is essential but it can't take up prime real estate

I have been visiting Cottesloe every morning and most evenings to swim for more than twenty years and having accessible parking such as currently exists is one of great advantages of the beach. It provides safe access for everyone to the beach, especially in the early mornings and evening as there are always people around providing a much higher level of security, than say parking across in car park 2. Added to that there is a level of community and social interaction with all of the people sitting in their cars, standing along the footpath or walking by watching the surf, storms or sunsets. Spending anytime at the beach during a good swell, sunset or storm and there will always be people gathering and interacting whilst enjoying the view. Losing the entire car park will impact negatively the way the larger Perth community interacts with the beach for a potential small benefit for the few that are able to live in the immediate area and do not need to drive to access the coa
Visiting Cottesloe Beach is very important and nothing should be done to make it more difficult for, or discourage, the great many people who love to come by car. Reducing parking space for visitors is selfish. The existing car park is ideal for people who wish to view the sunset and the ocean, especially the disabled.
Theres not enough parking now weres everyone gonna park
Cottesloe locals do not support local business and stopped all West Australia's visiting by imposing restrictions on parking limits.. you Cottesloe Pier project is another Scalan and Greenport financial disaster.
Car parks are ugly and cars are noisy and dangerous. Walking, cycling and public transport should be encouraged at all costs.
Love within walking distance
Many are time poor and just a short stop beachside taking in the essence of cottesloe can refresh , renew and replenish the spirit . Parking enables all to enjoy Cottesloe in all kinds of weather . Meals can be enjoyed easily and simply with free , beachside parking .
We like to drive in at night or if we have young children with us and it's not suitable to ride or walk that day
Just measure car park occupancy and make your own conclusions.
Until there is better public transport as a whole and locally, car will remain king and need parking.
There is no decent public transport option.
The particular area in question must be accessible by all as recreational spaces
At this stage, in the current configuration, with the absence of more public transport, car park 1 is absolutely necessary, and denying this is denying the truth of every week end occupancy of the car park.
I live walking distance so it's not important but I would think it is important to non-locals.
There needs to be oatking
I'm a local within walking distance
One major multilevel car park at the end of Napier st
Important to remove car park 1.
Parking elsewhere is adequate and walking a block to the beach is not an issue.

I use the beach every day and need to carry my gear to and from the beach. Without the car park it will be devastating. The importance of car park No 1 is paramount for all the functions such as Sculptures by the sea, our Rotto swim, it assists our disabled persons who can safely access the beach without danger. The elderly whom I know swim every day when able need this car park for easy access. The families who use this car park and have small children, babies, prams etc and all the gear that goes with them need it for safety.   There are a huge amount of elderly people who can only sit in their cars and watch the beach in summer and winter it allows them to get out of the house. Workman who find peace at lunch time just watching the ocean. The fact that the Cottesloe council rangers were giving PARKING TICKETS to anyone who was trying to quickly drop off ski's and gear this year for the Rotto Swim shows how vitally IMPORTANT THAT CAR PARK NO 1 IS TO THE COMMUNITY AND HOW MUCH IT IS USED AND NEEDED. I FIND THE QUESTIONS IN THIS SURVEY DO NOT ALLOW RESIDENTS TO EXPRESS THEIR VIEWS AS IT IS BIAS AND VERY STUPID QUESTIONS. We have a unique ICON and our COUNCIL needs to stop destroying them. I know for a fact that Cottesloe residents would rather pay for the resurfacing of our car park than tear it up. This is such an important issue that every Cottesloe resident should have a say. Not done through a Survey Monkey as I have only just found out about it today. DISCUSSTING THE COUNCIL SHOULD BE ASHAMED OF THEM SELVES.

While I live close enough to walk and ride a bike to the beach, occasionally I am accompanying elderly friends and relatives and would like to be able to drive and park when this is the case. I have elderly friends who have given up their licenses and it is nice to be able to drive them to places, and access parking near to facilities for their benefits.

We will all learn to walk a bit further

We live close by so usually walk to the beach.

Refer response to Question 8

If there is no parking provided how will People come and enjoy the area and for the area to be commercially viable? Also, residents will then be maintaining verges that are essentially parking lots

people first, car parking secondary. Parking a few hundred metres away not an issue. Drop off zones for family/elderly is important

Sure allow for it but to take away beach space for more would be to the detriment of the beach itself

Parking up Napier & Forrest st needs to be expanded no need for parking along marine parade itself

I live within walking distance of the beech. For those who do not, public transport is the best option

Prefer walking & biking

I live 2 km from Cott beach and often drive there for a quick swim, walk or coffee. I do walk or ride there but less often.

I generally park at Grant Street, Forrest St & Marine Parade south of CSLC

We need to realise that walking for 10 minutes to get where we want to be is better than car parks everywhere

Parking / vehicles are unsightly and ugly and dangerous

There needs to be enough parking to access the beach/cafes etc. The parking could be paid parking to encourage other forms of transport.

I like that people can check into the number 1 car park and see the surf, take their companions who might not otherwise be able get to the beach to enjoy the view summer and winter, for young families to be able to park in easy access to the beach and that there is "free" parking. I'm not at all at ease with the proposal for a multi-storey car park elsewhere - there are already huge areas for recreation, playgrounds, picnics etc so why is more needed? Where are all the hundreds of cars that use the Number 1 car park every day really going to end up?
I live locally and can walk
Sufficient alternate modes of transport - buses, trains and Cott CAT
Good parking reduces congestion and danger for pedestrians. There are times of big influx of driving visitors that need to be managed well.
As residents we find visitor parking extremely annoying and causes undue congestion. Visitors should park to the wings of Cottesloe and not in the heart of the residential areas. It is very difficult for residents to gain access to their streets during summer weekends and events.
I don't want to see any current car parking space lost . I would like to see the car park dropped down with grassed and civic area on the top . Access to Cottesloe main needs to include car access for the public.
Car park 1 is not required to provide adequate parking at Cott Beach. Developing Car park 2 first so it takes the overflow from Car park 1 makes more sense
Convenient parking is part of the beach experience. Paid parking should be introduced to help pay for the upkeep of the area. We pay for everything else worth having.
We walk, bike or take the bus
On a hot day, people want to drive to the beach in their air conditioned cars. Only those close by will take another means. Public transport is not regular enough to be relied upon.
There needs to be some parking relatively close to the beach to allow less physically able people and those with disabilities to have access. However, most people are perfectly capable of walking 100-200m from somewhere like the Napier St car park. Cottesloe is also very lucky to have close proximity to the train station which ensures that those further from the coast are able to access the beach. There is also the distinct likelihood in the next 20-40 years that ride sharing will replace the need for car ownership. I live in Swanbourne and along with many who live in the eastern regions of Cottesloe can easily ride a bike or walk to the beach.
The foreshore needs to be available to people who can only access it by car.
I am prepared to walk I think the big car park in Napier should be underground and above ground to house more cars so that everyone can park
The Cottesloe foreshore area should be celebrated for its natural and cultural beauty - it's hard to justify the sterilisation of that amenity by locating a major car park in that location. Major car park(s) can be easily accommodated elsewhere on significant landholdings located away from the high-amenity Cottesloe foreshore area. Ideally, such large scale car parks should be hidden from view as part of greater mixed use development on the east side of Marine Parade, Cottesloe.
Limited parking should be available on the foreshore itself but there are plenty of other options ie car park 2 which are under utilised

as a local cottesloe surfer parking in close proximity to the surf is extremely important. it is worth noting the car parks popularity in winter as a surf checking location, meeting location and parking for surfing (3 hours is reasonable). ignoring the parking requirements of surfers will put pressure on other closest beach parking options and illegal 'surf checking' locations. Again, Cottesloe is one of Perths best surf locations in winter and surfers are the primary beach users for much of the winter months. There is an opportunity to creatively meet the requirements of a primary user group if the council wished.
Support for the primary means of accessing the beach.
Parking close to restaurant area is safer than parking away and having to walk in dark bush lane ways or car park areas.
I don't use it but I understand the beach is a shared resource not just reserved for the very lucky people who live in Cottesloe, as such I understand car parking is essential. I would like to see all caparking locates to the east of marine parade. Ideally I would like to see underground paid parking, possibly where the current car park is located next to Napier st. Commercial building on top may well be able to keep the cost of this parking at a bare minimum
We live in Cottesloe and would never drive to the foreshore. If people want to drive they should park away from the foreshore (east side of Marine Pde) and walk the short distance. The area is flat so crossing a road and heading down a footpath is even accessible to older people/wheel chairs and prams.
It would be naive to think that people won't want to drive to the beach. Parking is still required.
I am worried council will try and move traffic off marine parade and into residential areas.
Significant underground parking
Public transport to Cott beach is quite poor, so allowance for cars will have to be made somewhere, just not right on the waterfront
essential for visitors and local business
i'm at the beach 3-4 times per week early in the am and 2-3 times in the pm. If there is no parking you eliminate all the early morning exercisers, kayakers, surfers, kitesurfers, swimmers etc.
Refer to pevious comments of Q9
Parking at the foreshore prevents people parking in areas needed for residents
Essential for Local business Car park no 2 should be developed. Eg underground parking with residential on top
There needs to be parking near to the beach however I don't think it should be on the west side of Marine Parade. It's an eyesore. I'd rather the main car park on the east of Marine Parade had another leveladded to it.
i try to use a small motorbike or bicycle when i go to the beach every day
Cars do not require access to the foreshore. Car parking however, is required for those who aren't lucky enough to live in Cottesloe. The council has a responsibility not only to its ratepayers but as custodians of a beautiful public space to make it accessible for all. Hence adequate parking will be required but not as an eyesore in the foreshore
Any beachgoer can walk a few hundred metres to the beach. The current bituminised car park is the prime piece of casual real estate in WA ... we should have amenities e.g. lawned terraces and opt-up kiosks for coffee, snacks, ice cream etc..

Actually answered above For families bus, train, taxi etc are just too hard for regular visiting   Having lots of visitors is obviously good for businesses but also for residents as it remains a 'desireable' location
Getting to beach with young kids and lots of gear requires driving car and parking conveniently
I live in Cottesloe so can walk.
I travel extensively in Mediterranean, US East and West coast etc. Car parking in central coastal areas is very much the norm. Cottesloe already has substantial grassed area, and there is no demonstrable need to increase this. The amenity provided by a paved area for parking and civic space is much greater than that provided by more grass. (These comments are based on observation. I live near central Marine Parade and walk along it every morning to buy a paper and a coffee. I see plenty of use of the parking.   I do not see many people sitting on grass! Car Park 1 does not block the view to the ocean from Marine Parade)
We live close by and prefer to walk/cycle
Visitors need easy access to park. I don't understand why it needs removing. There is enough terraces etc to use without removing parking.
Short-term beach watching is very important
There are better parking options needing consideration than the foreshore.
There is ample parking on the east side of marine parade. A parking location is important, however the current location is not the best use of space
With small children, close access to the beach is needed.
I use it all the time because it is there, but this is a waste of a beautiful public resource. The foreshore is the best bit. Don't squander it on a bitumen car park. Put that stuff in the (still very close) areas back from the beach.
Part or living in Perth and Cottesloe is that it is slow, calm and easily accessible. Placing paid and restricted parking in areas of Perth have destroyed it eg Subiaco. People choose to live in Perth and not Sydney Cottesloe and Not Bondi is because of the easy lifestyle. This includes being able to easily access the beach with your family and gear via a car park right next to the beach you want to visit.
I would prefer to walk further rather than have car parks in the prime foreshore locations

I am in my 70's & swimming at Cottesloe daily for most of my life . Ease of access by car is vital to me for my physical health & mental well being. If parking is made more difficult then LIFE becomes more difficult. All of the alternative ideas Being suggested for the car park ARE ALREADY AVAILABLE IN GOOD WAYS ALONG our Foreshore . Parking your car along the front is a valid recreation in its own right. For some people That's ALL THEY CAN DO it their mobility is reduced temporarily or long term. Do not CLOSE the Car Park Provided by forward THINKING prior Councils. Cottesloe is NOT the New Scarborough, nor should it be. We already have ample grassed terraced areas. Cottesloe has its own Charm. Concentrate on improving the Toilets & Change Rooms To WORLD CLASS STANDARDS. Concentrate on the paved surfaces being barefoot friendly (not hot black bituminous , not sharp & pointed blue metal as in front of INDIANA Beach side.   RE-Pave The Car Park #1 & ADD TREES for shade. But keep the Car Park for the purpose INTENDED IT works well, especially for Sculptures & Events Once lost, parking mayhem will engulf Cottesloe Residents. Look at Bronte , Tamarama, Bondi, Manly.   Don't Remove the CAR PARK It is too valuable as it is to RE-purpose into functions already well catered for at Cottesloe Beach.

We walk but realise ample parking is essentle

From all your questions it is clear no one has informed the questioner tp proceed with all questions SOMEONE must answer the question first- "Where are you going to put 171 car spaces which are necessary most of the time during 9 months of the year?" I know there have been reports taken, the results of which I totally disagree

There should be some parking for drop off and pick up - so timed parking. In winter or less busy months the timing could be changed/increased. Could be sunk to reduce impact/views from street level. Parking only on northern sides of John St, Warnham St, Overton gardens, Napier St to allow for walking on Southern sides. More parking can be provided in a multi level car park underground at Napier St car park. Look at more parking South of Forrest Street.

Nearby resident

Council should look to move parking to one central location (i.e. existing car park near beaches café) at beach, or back to train station area

Many local residents live too far away to walk to the beach, especially with children, and public transport is not an effective option, especially on the weekends.

The foreshore can be serviced by multilevel car park at existing sites, reducing the need for much of the current foreshore parking.

I live in Marmion St and can walk to the beach

people should be encouraged to walk

More important to have natural access. No pollution

Public transport isn't always an easy option and ride shares can become costly for every visit

The foreshore is an unpolished gem and less traffic would be an improvement

Parked cars will just spread our up the residential roads causing congestion if less parking is at the ocean front.

In the winter we often park and just watch the wild ocean crashing on the beach. Otherwise we walk to the seafront.

We generally access the beach by car as it is quicker and and so can go down for a short swim walk etc. if there was very limited parking we would not be able to use and enjoy the beach as much as we do. But parking should not need to be front and centre of foreshore, using up the best space, should be further back, more hidden and allow for a bit of walking.
it is very hard to find parking in busy times
I am fortunate to be walking distance to the beach however, as a result, our property will incur greater traffic and parking issues should parking be removed from the beach. I consider this a minor inconvenience for the significant improvement in the amenity of the beach that would be achieved by removing cars and parking from the foreshore.
Parking should be provided and adequate because in reality most people come to the beach by car.
living close by parking isn't always necessary
Not fair to residents in surrounding areas if people park in their street. We don't have enough public transport infrastructure yet!
I personally don't park on foreshore and if that went it shouldn't impact on me
We live close by, but with small kids & elderly relatives we often have to drive down. Or we have a lot of gear with us; surfboards etc.
If buses made it easilu accessible or train i wouldn't drive to beach
better amenities for locals to ride and secure bikes similar to rottnest... review public transport and provide shuttle buses from satellite parking (possibly at the train station) during the peak of summer... current footpaths are no way near wide enough! it needs to be a promenade!!
I walk to most places & think parking is mostly ugly, it would be better if it was underground
Parking for access to the foreshore is important. Parking should not occupy space on the west of Marine Parade. Sufficient parking should be provided to ensure the surrounding residential streets are not congested with recreation space users cars.
More public transport and less traffic on marine parade is needed
We live within walking distance to the foreshore precinct so walk as much as possible. Only in bad weather would be drive (raining to get to a restaurant).
I either drive or walk to the beach. There is more than enough parking and have always thought it was crazy that one of the best locations in cottesloe is a car park! Crazy! Very happy work is being done to change the car park into a better used space!
Parking on the actual foreshore is NOT required. Parking is available away from the foreshore for people who 'really' need to drive, but the rest need to start using their feet and public transport.
We need drop off parks to unload family then park st no 2 car park or in nearby streets or railway stn
I don't drive there often because I live close by. But I believe that Cottesloe beach is for all the people of Perth and visitors and so car access is very important. Unfortunately public transport is not yet adequate, and so car access is still required.
live in walking distance and need to keep car use down on Marine Parade.
I have only marked it as somewhat important as I live very close to the beach and can walk. For other people I believe it would be very important
I'm only 1.5 km from the beach

I would prefer beachfront, apart from disabled provision, to be pedestrian etc space with shuttles from car parks and station
I live in Cottesloe so can usually walk to the foreshore
I live within walking distance but I think there should be ample parking
I always have a lot of stuff to carry for time on or near the beach
I would be very happy to walk North or South to beaches, hotels and eating places from Car park 2. No parking is necessary at Car park 1
Public transport options are limited. Just want to drive down for a quick swim-need somewhere to park
The foreshore is the focus of most Cottesloe activities.
I live nearby so don't need to be able to park every time I use the beach
Personally I don't often drive. I usually walk. However, I think it is important to provide car parking for visitors, elderly, disabled, families etc.
Obviously if you have young children and lots of things to carry you don't want to walk far from a car, but I think part of the ambiance of the foreshore is the fact that its almost carfree
Parking in the vicinity is required but not on the foreshore except for disabled and a proper drop off point   Needs to be provided
Large parking lots act as an eyesore (e.g. the deck at the OBH or Cott hotel would be a lovely viewing spot if not for the car parks!) and encourages driving to the area. With the rise of Uber and other rideshares (including the future direction of mobility with reduced personal vehicle ownership) Cottesloe should plan for this by incentivising ride sharing over private vehicle and parking. The Perth Stadium is a good example of this (although more access would be required for ride sharing in cottesloe as it is not solely an event venue)
This area needs to be grassed & open to people to use
People and families who come to the beach or frequent the hotels and restaurants need to be able to park.
I usually walk but i recognise that providing parking is important for the amenity of the beachside and for the properties close by which otherwise have to cop the burden of parking in their streets
I use Marine Terrace for walking and running. Being able to park at Car Park 1 is very convenient. However I am willing to get used to less convenience to free up the space for more community interaction.   However picnickers need drop off points for their euipment. Familieis require drop off points for prams and childrens equipment. Surfers and paddlers require them for their boards and kayaks To use the beach for picnicking requires that we have equipment. We have become used to easy parking in Cottesloe. Suggestions to create underground car parking alternatives sound interesting.
I live locally and can walk to most things.
I like to park and look at the ocean . I stay in the car and look due to a sorecleg. Even if its only short term parking it is lovely to take in the air and view
As a local resident, I understand that visitors to the area will need to park their cars. I don't believe the parking needs to be on the foreshore itself, to the east of marine parade somewhere would be acceptable.

It is important to have some parking for short term use available to enable visitors to admire the view or check out the surf
A Drop-off zone and Ability parking are needed close to the beach. Some short term parking nearby is nice. A reasonable amount of long term parking within 150m of the beach is OK.
Cottesloe is a beautiful beach and does not need skateboard parks or other artificial means of entertainment . Parking is extremely important for people to be able to access the beach easily.
There should be places for parking away from the foreshore, not 'at' the foreshore
Adequate parking for all beach users and prospective beach users is important. I think it is just right as it is. I also enjoy being able to park and overlook the main beach for short times in an active way, like checking surf, watching a storm or taking time out.
Important for visitors to the beach, and to reduce parking in residential areas.
I swim as the sun rises, before work, and carry a change of clothes in my car. Public transport isn't an option, and I only need to park for an hour or so max.
If there is not adequate parking there will overflow into surrounding residential streets. I believe there should be short term parking for people having a swim people using cafes and pubs should pay
I don't have good mobility, so every week we spend time sitting in the car overlooking Cottesloe beach.
Some parking and drop off must be provided just not as much as currently. Surfboard and kids drop off, is a necessity as is out of prime time viewing and use e.g. early morning and sunset and in winter.
I live nearby,so parking is not important for me. However, there needs to be adequate parking for visitors. Preferably away from the beach, and under cover (possibly pay-for).
I live within walking distance and prefer to walk.
Public transport sucks. Sometimes we just come for sunset or a short amount of time.
Accessibility and enough parking for all.
I live near the beach and have done so for about thirty years, my wife family have lived on this block for about ninety years. We find it very disturbing that the council will force cars up our now quiet streets.
I stay just an hour or less but if parking become a problem I rather choose other beach to do exercise
Alternative parking for visitors has already been provided on Forrest St near golf course
Wind factor, view factor, park and swim for half an hour
The beauty of Cottesloe is swimming at the beach with easy car park availability, viewing the ocean on wet windy days or sunrise /sunset especially those who are unable to walk on beach. Being able to park for a short time in the car park makes these activities possible.
less parking availiable during summer will mean beachgoers will just park on residents verges further back on side streets - have a look on sunday mornings during surf club nippers
I walk to the foreshore 2 kms away

Cottesloe beach and foreshore is a natural environment that should be protected from development that interferes or pollutes its natural values. It is an active natural environment that is precious to so many in its present form. It needs better maintenance, litter and rubbish collection. It must not be treated as a beautiful place to look at that enhances property prices and is seen on ly as development potential, it must continue to be valued as a beach and ocean to be protected and loved and enjoyed as it is, having regard to the sustainability principles that are ignored by the Council and the administration who appear to put very little effective expenditure and thought into keeping the beach clean, naturally shady with trees and clean through well maintained attractive public facilities such as showers and public toilets and environmental protection campaigns. The TOC administration does not promote or share the true values of a clean and unpolluted environment - including the failure to stop all storm water run off onto the beach. Too little attention is placed on effective cleaning and maintenance of TOC managed grey infrastructure sitting in a natural environment - lack of well placed and clean modern public toilets along the foreshore - at swimming and surfing spots -means raw human excreta in the environment. What about a beach cleaner that actually picks up small plastic? What about rubbish collection before the lawn mowers go over the rubbish shredding it to bits back into the environment? What about effective solar powered lighting? What about rubbish bins that cannot be blocked with a pizza box jammed on top? What about shady trees all along the foreshore and reduction in poorly placed sculptures and please no memorials on foreshore. More money and support for the work of coastcare and the FHPA.

Happy for it not to take as much space as it does now but it's really coveneient and even a reduced capacity would cater for non peak times for convenience and allowing elderly to visit or view.

I use car park one heavily in winter but never in summer. There is a winter demographic of surfers and spectators that use the car park for proximity to the beach. If it's raining and stormy walking from car park 2 or neighbouring streets is way less desirable. Cottesloe has a long and rich history of surfing and the community of surfers who gather and meet in the car park is an important part of that.

Difficult to get there by public transport. Maybe have car parks away from the beach with a CAT style shuttle service.

Cottesloe beach offers most convenient parking, making this beach my destination of choice

To enable access all year round to all people

I live here and have 2 legs

Even though I live about 1km from the beach, it is too far to walk in the heat of summer, or with a heavy picnic, or for a quick dip in a short space of time. So I need to drive sometimes, which means parking.

It's ugly.. there are car parks all along the foreshore. No need to fill our main beach area with cars. Move with the future, it's all about walking and bikes!!!

Visitors will not attend the foreshore and come to Cottesloe if there is not adequate parking.

I live close so it doesn't matter to me but it is important for people who struggle physically. I think the close parking should be restricted to disabled bays and families with children under 6 months bays.

No

We don't need to be living in a society functioning around cars and traffic, we need to create spaces that promote healthy commuting and a fossil fuel free future.

All Cottesloe residents should walk or drive unless they are unable to. We should consider the health benefits of personal transport and the benefits of removing Car Park 1 in favour of more civic and community focused spaces.
I do not need to park, however the beach is for everyone and visitors should be able to park their cars to have a swim.
Remove easy car access along beach and people will stay away (not a bad thing mind you).
Allows access for all people, even those without cars
I walk down there and other people should be encouraged to do the same. Get more busses moving up and down the coast.
There needs to be parking along the coast to make it accessible to all. I live locally but sometimes drive to the foreshore if I'm setting up a lot for a group picnic or have older relatives with me. However, locals can walk or cycle, there are regular buses and people coming from further afield have the option of the Cat once they're off the train. This service needs to be promoted more. So many people I speak to have no idea that there's a free shuttle bus from the train station and drive to the beach so they don't have to carry heavy bags, beach umbrellas etc from the station.
People will always drive to the beach. Its a way of life in perth to drive everywhere. There needs ample parking for busy times.
I live 20 minutes away by car, the public transport I'm aware of is the train, which is so far from the beach. No one wants to walk all that way in summer heat, so parking is vital. I would happily park further away if there was a shuttle
Cars should be kept away from the foreshore for many reasons, too noisy, unnecessary pollution, ads to stress, safety issues
Visitors to my house.
People need to be able to come to the beach from other suburbs Public transport options are not great
Local resident
But better not in prime recreational space
Only a very few live close enough to walk, ride or be on a convenient public transport route. The coast belongs to us all.
Parking to me means locking and leaving your car. There should be plenty of bike parking and parking for people with disability. For others there should be could access to drop off points, park and ride and ride share and public transport. This way we can cater for a future increase in the number of people who visit Cottesloe without giving over space unnecessarily to car parking. There will never be enough car parking to cater for cars along the foreshore, so better not to try.
Provide better public transport links and a centralised parking option at Napier street car park. Napier street is within a short walking catchment to the foreshore
I am concerned that if there isn't enough parking that people will park in surrounding streets and cause congestion.
We need parking on the foreshore, but limiting the spaces helps maintain an appropriate number of people on the beach and surrounding area
It's easy to park further away and walk.

We live here we don't need parking and people who visit could easily use public transport
If there is no parking available people will use other forms of transport, but this needs to be accessible. With a path for cyclists / a path for pedestrians.
Mobility issues for people.   Protection from the elements in winter to watch the ocean. Parking for the Hotel.
I would support a multi storey sleeved car park at Car park 2 (John Back) with increased commercial use along Marine Parade. Cars should not be parking west of Marine Parade.
I an walk or bike there so there is never a need for me to drive and park. I also believe there is ample parking for others a reasonable walking distance away from the foreshore. A car park so close to the beach is a blight on the amenity of the area and completely unnecessary.
The beach is a natural playground that should be accessible by all. Not just the privileged few who live in the streets surrounding blocking it off for everyone else. There is so much nature and grass already. Check out Bondi Rescue and see what crowds are. There is ample picnic and natural space already.
There should be increased, off-site parking made available to reduce the need for car park 1
Environmental reasons.
We use Car Park 1 when we take people down to the foreshore for a meal, fish and chips etc
Parking is a necessary evil but it shouldn't dominate the character of the beachfront.
Provide car parking but it doesn't have to be virtually on the beach as car park 1 is now. Better parking options around John Black Dune Park would be better so the foreshore can be left to its natural beauty and provide space for people and markets etc. A few disabled bays or pick up/drop off areas would be acceptable.
Would prefer more space to sit and enjoy the beach that for a handful of cars
i live within walking distance

ADDITIONAL COMMENTS

Survey Two Q3 - The future development of car park 2 should include the following

If inspiration is neede look at the newish Busselton beach front development. We feel this is important and yet it not even mentioned on your list of features for our beach development
pop up food outlet of limited number and times
Car park 2 should stay a car park especially if it helps car park one being transformed into green space Car Park 2 should have a set of public toilets and beach shower Car Park 2 is the only strip of land between Eric and Forrest that is a public reserve and is not in private hands and should stay that way to stop the whole section being a line of buildings along Marine Parade CarThe points I made in the survey are that: Car park 2 should stay a car park especially if it helps car park one being transformed into green space Car Park 2 should have a set of public toilets and beach shower Car Park 2 is the only strip of land between Eric and Forrest that is a public reserve and is not in private hands and should stay that way to stop the whole section being a line of buildings along Marine Parade Car Park 2 needs more trees Park 2 needs more trees
Remain as parking and screen space…. NOT a mutistorey car park
If Car park One is being redeveloped, Car park 2 should remain as public car parking.
Safe pedestrian access to the beach across Marine Pde.
Under Council Control- no "Wilsons" please
There is a great desire by both sides of State Govt to infill urban open space to save on infrastructure spending despite the acknowledged negative effect this has on residents amenity -- spendthrift Govt desperate to save money. This must be kept as open space although better utilised with green open space/barbecues etc. Any developments here must insist on a minimum 50% cash contribution from the State Govt in light of Scarborough's cash and with plus 80% of users non Coat residents.
scale of development limited to Cottesloe main beach use, not private development
No2 car park is an A CLASS reserve should not and CAN NOT be used for commercial purposes the car park as it is should not be a car park The council has absolutely no idea what to do with the major problems that will be cause by the closing of No1 car park No2 car park is not an option
Car park should stay a car park
Car park Number two should remain a car park and no further development allowed
Public toilet and shower block
Skate park / bmx track / kids nature playground
Shade and picnic spots with BBQ areas - very few spots in Cottesloe with enough shade and facilities for get togethers
Parking facilities well away from Marine Parade. Clear pedestrian routes.
Apartments above ground floor restaurants, cafes and shops.
Environmental education
Something to attract people in winter
Childrens Play Area
The example of the fantastic open public space behind the Leighton Beach area and incorporating the Orange Box cafe, is a fabulous example to use as a blueprint. this question is confusing are you just referring to Car Park 2 or the Commercial side of Marine Parage as well???

Green space with eateries/bars adjoining so that families can enjoy casual dining options while kids play (similar to the Orange Box Cafe at Leighton)
temporary community options, such as markets and food trucks
Toilets and change facilites for babies. Trees!
Parking is always a problem along that part of marine parade, it is always the last thought on plannings mind , leave it as a car park , upgrade the surface, tidy up the surroundings, allow existing buildings on eastern side of marine parade to develop smart fresh ,restaurants ,cafes eateries ,accommodation at their cost.
Roof garden and roof top restaurants
A great kids nature playground (like busselton foreshore) should be west of marine parade with adjacent cafes and the car park 2 site provide the key parking for the area, with activation at street level and some quality short stay accommodation above
(1) if it is safe to do so, include a children's activity area (2) the whole development should be very well lit to encourage evening activity
low scale development. max 4 to 5 storeys across the site (not from the eastern end of the site and 10+ storeys along marine parade)
underground car parking so that green space is enhanced (it is an A class reserve)
Boutique hotel by a good developer/operator. Great hospitality offerings - similarly by good operator/s. Traffic-able rooftop with community facilities, i.e. basketball court, skate park etc.
Skate park for kids
Mixed Use Office/High Density Residential Apartments,
recognition of Whadjuk heritage
Anyone claiming to reduce the number of car parks on car park 2, whilst having ttaken the decision to remove car park one all together, has never been in Cottesloe on a week end. There is enough reatstaurants, bars and cafes in Cottesloe too, let the existing ones survive instead of dividing the number of potential customers across more restaurant/bars/cafes.
Native plantings/trees
Wine bar and cafe. Nice and Independent. Doesnt need lots of extra places
All of the above in addition to sufficient land being set aside as public coastal foreshore reserve to accommodate coastal processes to the 100 year timeframe
Skate park
Car park 2 is on an "A" Class Reserve and should never have buildings on it.
KEEP GRASSY terraces & Kids Playground on foreshore.KEEP Car PARK #1 2 as a Car parks>> Very well used over Easter & Anzac Day BEACH GOERS
Maybe a great state of the art skate park

ADDITIONAL COMMENTS

Survey Two Q4 - More cafes and restaurants are important to me on the Cottesloe Foreshore.

Car Park 2 should stay a car park especially if car park 1 is transformed to green space
foodtrucks!
to include takeaway options for the beach.
Should complement short stay accommodation as well as public needs
Opportunities for groups to offer street entertainment
Variety is good - ranging from small bar to gelato, cafe to seafood restaurant. More competition along the beach will force the existing businesses to improve their offering
I agree, but also want to connect the whole foreshore. At the moment there are 2 sections, with a gap in the middle, taken up with a car park, that can be better utilised as indicated in the previous question.
The ones that are there struggle through 6 months of the year.

ADDITIONAL COMMENTS

Survey Two Q5 - Improved pedestrian safety and accessibility is important to me on the Cottesloe Foreshore.

Safety and accessibility is obviously important . This can be achieved without the all out removal of a car park and replacing it with a multi story development. The attention to detail of paths, materials, gradients, sightlines,ramps, handrails,signage, low walls, seating and landsacpe all contribute to a "safe and accessible foreshore". Over development does not equal acessibility or safety
Agree Including bicycle riders
Have nodes of facilities at make the transition to the beaches easier and more visible from street level
Cardno's winding road proposal is unnecessary - and an inefficient use of funds. Follow the model of every great city - by converting parking space into public space
Agree, but access for pedestrians & bikes, whilst still providing options for those needing to drive.

ADDITIONAL COMMENTS

Survey Two Q6 - Retaining parking at Car Park 2 is important to me

some retention of parking at car park to on the eastern edge is of great value in keeping the foreshore accessible and retaining the open feel of Cottesloe as a seaside destination that has not succumbed to maximimumdevelopment but rather has been desriminating in the way it allows the open space to be developed.
Close car park 1……and then do NOT host 'Sculptures by the Sea',
As I have said No2 car park is an A CLASS reserve and should revert to public open space
support this being a car park so car park one can be closed and made green space
Strongly Disagree but need parking. Move it back into multi-level car park run by and paid to council on Black Reserve
strongly agree, but also retaining the trees is PARAMOUNT
Should be basement level to prevent block view from prominent facilities
I'd welcome increasing the capacity of car park two, adding underground and overground parking floors, integrating retail and hospitality, open spaces
Only if it is provided underground so that the A class reserve is enhanced. Happy for it to be paid parking if possible
retaining parking is important, whether it is at car park 2 or not is not a worry to me.
Strongly agree but it should be sleeved underground - a multi level car park. This would make way for the Green space to be increased, along with amenities.
Consideration of Car Park 2 should be done in regard to both a district-wide transport impact study (yet to be undertaken by ToC) and a Coastal Hazard Risk Management and Adaptation Planning prepared in accordance with State Planning Policy 2.6 (and the associated Guidelines) (Yet to be undertaken by ToC)
RETAINING both PARKING AREAS #1 & #2 is VITAL for SAFE acess for ALL AGES & abilities. Both aereas are Synergistic in providing essential VOLUME parking so cars are NOT Infiltrating Residential streets.

ADDITIONAL COMMENTS

Survey Two Q7 - How important do you think it is to have a street that feels safe by day and night and that encourages people to sit and gather?

This question is so loaded, it does not warrant a response
This is two questions that address 1. a safe street by night, 2. A place people can gather
Naturally it is important to have a safe street day and night. Removing cars from the landscape does not necessarily make it safer. People can comfortably sit together outside a commercial environment such as a cafe or restaurant.Encouraging this is providing and maintaining a beautiful natural edge to the foreshore as an absolute priority
Safety is important but how people gather is up to them
Safety is very important, encouraging people to sit and gather is not important
7 is somewhat important and this area would be improved by moving Marine Pde east and extending the beach lawn east with trees and picnic facilities/barbecues there.
safety is important for the entire coastal front, the Eastern Edge of Marine Parade and Car Park Two is not and will not be a destination for people to sit and gather.
A street is not for sitting and gathering. The eastern edge footpath should be widened with more steps going up to the car park. There must be no private redevelopment of this space as anticipated on the Visual Summary. This reserve represents a strong and important break in the building line so important to the foreshore amenity because it is not in private ownership and thus stops a long straight line of privately owned buildings along the length of Marine Parade from Eric to Forrest.
Stupid question as the answer is obvious - should have asked what we think needs to be done to make it safer and encourages people to gather.
beach front needs much better LED flood lighting at night
footpath widening - and alfresco permits - along marine parade will assist with passive surveillance. sleeving car park 2 with retail and food+beverage offerings, with short stay accomodation above - will also assist with passive surveillance at night.
That is too questions in one. Of course everyone wants safety but the phrasing of this question is loaded towards making people agree to more commercial properties.
Your question is biased and leading as it links two different concepts (safety, and social features) that have nothing to do with one another, forcing people to answer on the second based on the obvious response to the first (who does not think safety is important?!?). This should be removed or ignored in the analysis of results.

ADDITIONAL COMMENTS

Survey Two Q8 - Improved walking and cycling facilities along the Foreshore is important to me

Walking yes but cycling is dangerous to pedestrians because of the crowds
Facilities? Or pathways?
walking and cycling routes are important but so is access to the foreshore and beach for people who are neither ambulant or able to ride a bike. The ability to sit in a c ar and enjoy views across a wild ocean on a clear wintery day should not be underestimated. Particularly for the elderly or physically disabled.
Already fine
Improved walking (first) and family (above speeding exercise cyclists) cycling safety is very important to me but not only along the foreshore but also east west across Marine Parade. Families and children have to walk across Marine Parade on way to beach and this is dangerous. A length of Marine Parade should be closed,starting with intermittent closures on weekends and big events to work out which length to close.
Strongly agree but cycles and pedestrians should be separated
Strongly agree for Walking but not cycling
It's already very good
Walking yes but not cycling on foreshore
view of the beach from the promenade is sorely lacking
Strongly agree for walking only
Safely separated, the mix at present is worrisome
We already have good Walking paths on BOTH Sides of Marine Pde Together with the shared CYCLE Path which I use.
It is great as is - please do not over engineer bike paths etc as you've done for the railway bike path. Please leave as is.

ADDITIONAL COMMENTS

Survey Two Q9 - Shade and trees along Marine Parade are important to me

Treesd and the use of natural materials and the restricted use of concrete.
shade from trees are desirable, but not shade from buildings and especially not shadow on the beach from buildings
Not at the edge- can be distributed within the car park
Shade from trees is the most important shade to have. THere should be lots of shade trees along Marine Parade shading pedesrians and cyclists and noting that shade trees extend life of bitumen road surfaces. Need lots more shade trees in car park 2.
Shade should be provided across from car park number two, where it does not block anyone's sea view.
scattered TREES NEEDED INSIDE Car park 1. Car park 2 already has adequate shade.

ADDITIONAL COMMENTS

Seperate emails

I have completed the survey but I am Shocked to see that there is absolutely NO mention of the upgrade for the appalling toilet facilities.

We also need toilets between LEIGHTON and Cottesloe walking path! NO MENTION OF THIS OPTION EITHER!

Please do something other than constant surveys.

I have now filled out many surveys but am Yet to see any real progress!

Please attend urgently!

SUBMISSION TO SURVEY #2.

I have dutifully filled out survey #2 noting again the flowery - "wonderful opportunity to re-vision the area through engagement with all the residents and stakeholders of Cottesloe, to ensure the Master Plan aligns with community values".

I pointed out that survey #1 had no requirement for a name or address, thus making no distinction between 'engagement with residents of Cottesloe' and engagement with outsiders.

It also appeared that either (a) the same anonymous person (including non-residents), could access the survey multiple times, or (b) two people couldn't access the survey from the same computer. No-one replied to give answers to these concerns.

Unfortunately the Council has decided to continue with this practice in survey #2. which makes both surveys open to manipulation; for example, by those in the development industry. If my concerns are warranted, the surveys are unreliable.

COMMENTS:

Car park 2 - I remind the council that Car park 2 is an "A" Class Reserve and there should be no building development on the area.

1. First preference would be to put the car park underground and have parkland on top, however the cost would be prohibitive and probably unreachable.

2. Second preference is to retain a car park, interspersed with shady trees and landscaped greenery. NO buildings on the "A" Class Reserve.

 There are some 12 eating places on the short stretch of Marine Parade, several that struggle through the long winter months and some change hands regularly. We don't need more.

Marine Parade open spaces should be parkland, with trees and picnic areas for visiting families to enjoy. Walking and bike riding should be priorities. Marine Parade should not be turned into a fairground or development opportunity.

Once again - I refer addressees to the responses to the widespread consultation of thousands of WA people in forming "State Coastal Planning Policy 2.6" (in particular those pertaining to Cottesloe) and to the Cottesloe Enquiry by Design, plus all the other community consultations that resulted in TPS3 in which the overwhelming responses were that the Cottesloe beachfront should remain low-rise and low-key, despite the continuing wishes of developers.13,500 signatures were presented in a petition to Parliament stating the same intent.

Apparently those previous consultations were not included in instructions to the consultants

It is the ethical responsibility of elected members and staff to be informed and to take community consultations seriously before proposing any major changes. A monkey survey does not override them.

Too often rules and established policies are left out of staff reports or ignored by the council, demonstrating poor governance.

I notice there is a survey open on the TOC website in relation to the No 2 Car Park and Marine Parade.

I re-attach for your consideration a master plan created for me by Zone Landscape Architecture, together with explanatory notes. Please forward this to the Foreshore committee as the old link expired

Cottesloe Common | Concept Master Plan

To be read in conjunction with Cottesloe Common Concept Master Plan prepared by ZLA 2019.

Introduction

This Concept Master Plan has been developed over the approximately 5.7ha site bound by Marine Parade, Napier Street, Bryan Way and Broome Street in Cottesloe. This land is comprised of Cottesloe Tennis Club (2.8HA 50% of the site), John Black Dune Park (1.45ha 25% of the site) with the balance as car parking 'Cottesloe Car Park 02' (1.45ha 25% of the site) providing approximately 350 car spaces.

It is noted that this entire site is zoned as 'Regional Parkland' in the Town of Cottesloe Local Planning Scheme and as 'Parks and Recreation' under the Local Planning Strategy.

Cottesloe Local Planning Strategy:

These recreational and open space assets, together with the natural beauty of the beach, attract visitors to Cottesloe Beaches and beachfront from the metropolitan region, state, interstate and overseas.

Urban development along the beachfront and inland needs to be sensitive to the contribution that the coastal open spaces make to the setting of the suburb.

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 wellbeing of the community.

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 two historic hotels and some short stay accommodation.

As Cottesloe is an established urban area there is limited opportunity to allocate land for public open space within the district.

Recommendations within the Cottesloe Local Planning 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 open space within the developed suburban areas

Cottesloe Master Plan 2018 | Prepared by ZLA 2019

The current use of this land does not reflect the intent of the Planning Scheme or speak to the LocalPlanning Strategy. This site essentially provides nil open space recreation function for the general public. As noted in the Local Planning Strategy, the opportunities to provide recreational open space within the established urban area of Cottesloe is very limited. This parcel of land provides a unique opportunity to address this issue and enact the recommendations of the local planning strategy.

This concept plan provides a potential design outcome based on recognized urban design principals. The primary intent is to open the most westerly portion of the site to the foreshore as usable public open space, to maintain and enhance the retained dune system of John Black Dune Park and incorporate significant parking provisions in a location that does not impede on existing residential areas and that does not create a negative visual impact within the site. The proposed design is mindful of potential budget constraints and as such makes use of a restricted material palette and provides a cost-effective design outcome consisting primarily of open turf, minor retaining through sandstone 600 x600 x 1200 sawn blocks, concrete / exposed aggregate pathways and supplementary plantings only. This could be considered the 'initial stage works' that sets up the framework for a range of potential embellishments such as shade structures, playgrounds or provisions to facilitate outdoor exhibitions etc as part of future works. Alternatively, the design could function as a more passive recreational space as remain as illustrated.

The relevant urban design principals and explanation of design outcome that have informed this concept are summarized throughout the legend notations below.

1. Cottesloe Common

Open lawn area of approximately 1.0ha. As illustrated, this area is primarily open lawn and sets up theframework for a range of potential embellishments such as shade structures, playgrounds or provisions to facilitate outdoor exhibitions, concerts and events as part of future works.

Large terraced steps created by 600mm high arcs of sandstone retaining walls echo the iconic lawn terraces to the immediate north of Indiana's and accommodates the gradient of the open space. These arcs continue through contrasting road treatment banding across Marine Parade transitioning into sandstone banding within the existing foreshore open lawn areas. Potential for this banding to delineate recreational uses along the foreshore eg the existing outdoor gym versus passive open space or provisionof a children's playground.

Potential to resurface the street in this location to further delineate this portion of Marine Parade as a shared pedestrian zone. Further potential to temporarily close this portion of the road during events within Cottesloe Common.

2. Car Parking

The proposed car park occupies an area of approximately 0.6ha and provides for 190 car spaces. This is proposed over the eastern most area of the existing John Black Dune Reserve (refer to 4.0 regarding offset / extension areas). The recent additions to the Cottesloe Tennis Club have resulted in the creation of a sandstone retaining wall / batter along its western edge of up to 3.0m. This change in ground level will Cottesloe Master Plan 2018 | Prepared by ZLA 2019 significantly screen this car park to any potential views from the east. (See also 3.0 retention of dunes for visual mitigation to Gadsdon Street and Bryan Way). This landuse compliments the public tennis courts with pedestrian connections already in place along this interface. The general location of existing dunes to the perimeter of the proposed car park greatly reduces any potential negative visual impact.

3. Landscape Buffer

A desktop analysis identified the primary potential sensitive receptors (from a visual impact perspective) from the proposed car park to be dwellings located along the southern end of Gadsdon Street. The existing

dunes located to the north of the proposed car park are to be retained with supplementary screen planting undertaken as required. This portion of existing dunes is approximately 14m in width and rises above the RL of the adjacent Gadsdon Street and associated dwelling pad heights by up to 2.0m. The proposed car park would be located at the same RL as that of Gadsdon Street resulting in this existing dune system significantly screening any potential views of the car park from dwellings in this location. Further, the primary viewing corridor from this vantage point is to the west and south west, bypassing the car park.

Dwellings further east along Bryan Way have existing views of the beach across the tennis courts, these raised tennis courts would conceal the car park from their primary view fields.

4. John Black Dune Park

The existing dune reserve covers approximately 1.45ha 25% of the site. The proposed car park would utilize approximately 0.6ha representing 40% of the existing dune reserve. The proposed concept allows for the retention of the balance of this dune system as well as the extension of this to the west. This results in John Black Dune Park having a revised area of approximately 0.95ha representing 65% of the original system. Although this does represent a loss, the overall design serves to make this area of dunes far more prominent. At present they are located to the rear of a car park and are largely unknown. The location of the revised dune system is ideal in mitigating the impact of the proposed car park and creating a landscape buffer between the open park area and the proposed car park. Further, the primary pedestrian axis (refer13) takes the beachgoer through this system. There is the potential to incorporate informative signage and portions of decking floating above the dunes to increase interaction with John Black Dune Park to more effectively celebrate the late Mayor of Cottesloe and appreciate the original landscape of Cottesloe foreshore.

5. Potential extension area of Dune System plantings (refer 4.0)

6. New Beach Access

7. Existing pedestrian crossing location

8. Existing shade structures and children's playground

9. Existing car parking

10. Extension of existing pedestrian pathway along Bryan Way. Bryan Way removed to facilitate this primary pedestrian connection.

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11. Extension of existing pedestrian pathway along Napier Street

12. Signature Norfolk Island Pines assist to visual enclose the space and punctuate the primary circulation network and proposed design form.

13. Primary Pedestrian Access

The primary pedestrian access connects the proposed car park to the foreshore open space. The alignment allows for the retention of the existing pedestrian crossing island within Marine Parade (7) and sets up the potential for a new beach access and associated viewing deck (6). This pedestrian axis takes the beachgoer through the John Black Dune system and through the open space of the Cottesloe Common terraced lawn creating a dramatic sense of arrival. The change in level will necessitate the inclusion of stairs along this route with equitable access provided through the primary pathway arc (refer 14).

14. Primary Pathway

Equitable access pathway connects the proposed car park, Bryan Way and Napier Street pedestrian networks.

APPENDIX C

COTTESLOE FORESHORE MASTER PLAN WORKSHOP PRESENTATION

APPENDIX D

FINAL SURVEY QUESTIONS

The Town of Cottesloe is working with the community and stakeholders to develop a master Plan and design principles for the long term redevelopment of the Cottesloe Foreshore. The Master Plan identifies a series of public realm upgrades that can be progressively implemented as funds become available.

The release of the Draft Cottesloe Foreshore Master Plan is a significant milestone in the development of the final master pan. This short survey will help the Town finalise the vision and your help is much appreciated

1. What is your postcode?

2. What key features do you most support in the draft master Plan (choose up to five)?
   - New shared street environment
   - Larger alfresco areas
   - Youth play spaces
   - Fitness area
   - Performance area/amphitheater element
   - Grass Terraces
   - Improved beach access
   - New pathways and access
   - Tree planting
   - Coastal Gardens
   - Civic Plazas
   - Improved Street Crossings
   - New parks and open space
   - Multi-use short term parking/plaza
   - Significant reduction of Car Park 1
   - Car park 2 expansion

3. And what features most concern you in the draft master Plan (choose up to five)?
   - New shared street environment
   - Larger alfresco areas
   - Youth play spaces
   - Fitness area
   - Performance area/amphitheater element
   - Grass Terraces
   - Improved beach access
   - New pathways and access
   - Tree planting
   - Coastal Gardens
   - Civic Plazas
   - Improved Street Crossings
   - New parks and open space
   - Multi-use short term parking/plaza
   - Significant reduction of Car Park 1
   - Car park 2 expansion

4. The draft master Plan shows two alternatives for Car Park 2:

   Option A is a more significant development, that could include multi-storey parking to meet the parking needs of the foreshore, community facilities, event spaces, short stay accommodation, shops & cafes, upgrades to John Black Dune Park and new public open spaces. The development opportunities would offset the costs of the redevelopment of the site.

   Option B is a smaller development that could include opportunities for multi-storey parking to meet the parking needs of the foreshore, shops & cafes and upgrades to John Black Dune Park. This option includes less opportunities to offset the costs for the redevelopment of the site and potentially less parking.

Which option do you prefer?
- Option A
- Option B
- Do you have any specific comments about your preference? _____

5. Overall, how satisfied are you that this draft master Plan balances the needs of the community and provides a strong vision for the future?
- Very Satisfied
- Satisfied
- Neutral
- Unsatisfied
- Very unsatisfied

6. The overall project may need to be staged in order to deliver it within existing budgets. If you were asked which key element of the Master Plan to prioritise, what would you recommend be completed first?
- Marine Parade Upgrades
- Terraces
- Car Park 1
- Car Park 2
- Youth play and fitness spaces
- Cottesloe Shared Street Environment
- North Cottesloe Shared Street Environment

APPENDIX E

FINAL SURVEY - ADDITIONAL COMMENTS

Do you have any other comments (What features most concern you in the Draft Master Plan)?

Whatever is done to Marine Parade must not make it more difficult for public bus transit. Car Park 1 must be retained for parking. It could be improved, but to remove this much-used parking facility would be selfish and disadvantage many people (including the disadvantaged and those who value it as a superb car-based viewing place).
I support the removal of parking from the beachfront, the current arrangement is a terrible triumph of paving over amenity and environment. However every effort should be made to protect and enhance the John Black Dune park. It is not clear from the Master Plan whether damage would occur the existing topography, soils and vegetation by the creation of an underground carpark, which otherwise looks to be the better option. Car access to Cottesloe and N Cottesloe Beaches should be strongly discouraged. Enhancing the experience at some of our southern beaches would take some pressure of Cott Main and North Cott.
I generally support the plan I answered in question 3 with 1 response but don't really have a concern > couldn't continue without adding a concern!! The questionnaire should have had provision for this!
Car park 1 is used extensively throughout the year. Many people use it to visit and view the beach in winter, staying protected from wind and rain by staying in their cars. I support the retention of this important car park.   Furthermore, by retaining car park 1, car park 2 can be left as it is. I am against undercover parking at the beach.   I believe that open air parking is part of the beach experience that needs to be preserved. I believe that the current amount of parking available matches well the amount of beach space available in the Town of Cottesloe.
A loss of beachfront parking is significant. It's easy to forget that once the sea breeze has come in, and in the winter months there is not a huge attraction so sit on the terraces or walk amongst cafes on the beachfront - Current businesses will tell you that business drops significantly over this period. At these times people enjoy looking at the waves from their cars, checking surf etc. Large hardscaped areas such as piazzas and amphitheaters can become unpleasant and unsightly with stains and rubbish. Just look at Scarborough's results when it's not busy. Lastly - I really fear that Cottesloe will become full of Zambreros and Subway because these types of businesses will be the only companies that can sustain the increased rents from redeveloped properties, together with the irregular beachfront patronage...I refer to the 'new revitalized' cbd and Scarborough developments for example, that opened with optimism that didn't endure.
The current businesses on the beach front do significantly less business in the winter. Southerly winds are significant and impact the use of the beach. Large hardscaped areas such as amphitheater and piazzas can be ugly and soulless most of the year despite fantasies of them being "activated". A lot of the time the beachfront is windy and frequented by hardy locals or people enjoying it from the protection of their cars in Carpark 1. There doesn't seem to be much attention paid to future coastal erosion/rising sea levels. The grass terraces will need constant maintenance and reinforcement at ratepayer expense according to current projections won't they?
My greatest concern is the future of the Indiana Teahouse. I find it obscene that the draft Master Plan ignores such an integral part of the foreshore. It appears that Cottesloe has already decided to demolish it in keeping with the obvious (if not yet publicly stated) preference of the lessees.

There is no apparent overall improvement of facilities, access and function to common beach user. The planning diagrams do not adequately explain what is intended. Pedestrian access through and across vehicle ways is not clearly articulated. Pedestrians are first priority, cycles a long second and other vehicles a close third. The common beach user is in many ways adequately catered for albeit the existing facilities are shabby and post their use by date.   The space available is limited. It is not comparable to City Beach or Scarborough. The planning in general could far simpler and improve the experience of the beach user. The provision of low cost commercial space is unnecessary on the west side of Marine Parade. There is ample developable land east of Marine Parade.   The development of the Carpark 2 is not adequately planned or shown to make reasonable comment. The inclusion of Norfolk Island pines is a distraction also not required. Rendering should include local trees species.
I would not support the Option A high rise style car park plaza at John Black Dune Park. Option B is adequate and will not create an unsightly structure in front of the tennis club.
Game changing consolidating car parking into car park 2 and shared street environment. Love the grassed terraces. Concerned about plans to demolish Indiana.
The best site for Minderoo to redevelop is the unremarkable Cottesloe SLSC building. A stunning modern building here would frame the southern end of the bay and not dominate like the proposed designs. We love Indiana Tea House the way it is if revamped with casual eateries by a competent vendor! Love the grassed terraces and alfresco areas. Makes sense to consolidate parking. Concerned about public development above car park 2. Existing businesses are barely viable. This is a small bay not to same scale as City Beach precinct which can better accommodate large infrastructure projects.
Children playground needs serious update. The rubber matting is dangerous.. Sand is much better and safer
Consideration of increasing public spaces, pedestrian areas is positive and appreciated. Reducing car / vehicle traffic flows and car parking further should be considered.
There appears to be no rational approach to the future of the beach front with conflict evident between the proposals of the Master Plan and redevelopment of the Indiana Tearooms. It seems to be a collection of thought bubbles. If people can't park, it is all a waste. The costs are unsupportable. There appears to be no consultation with the Government who own the land and an expectation that they will allow Cottesloe to sell off portions of land for their own agenda. Usually, if Crown land is to be alienated, the Crown sells it and keeps the money as it belongs to all WA people, not just the residents of Cotteloe. I think there should be a much more pragmatic approach. The focus should be on the beach and not additions to this primary recreation resource.
The significant reduction of Car Park 1 only concerns me if there is no replacement car parking space created before the closure of Car Park 1. Concern for rising sea levels - to be recognised in any planning. We must allow for ingress of the ocean.
It is essential that Car Park 2 is upgraded to at least 2 underground levels BEFORE removing Car Park 1. I am very surprised that you are leaving this to some time in the future - a no brainer ! You deliberately cover the fact that car park 1 is COMPLETELY REMOVED. I like many others are against this for obvious reasons such as less parking for beach access, events, disabled access. You completely ignore what has become a parking fiasco at Scarborough Beach. No lessons learnt apparently. Where is the money coming from ? Wasteful !
Please do as little as possible to encourage more people and leave it as a family friendly, beach experience. Indiana's should be renovated.
1/ Leave all existing carparks and grass banks 2/ Build more grass banks between existing and North Cott
It's about time.

Keep new development low
1/ Existing grass banks below John Street are Cottesloes best feature. These should kept without change and expand to new areas.   2/ Do not change existing parking. Removing and changing it wastes money for no gain.
a
Parking is a huge problem in summer and during events. Reducing car park areas is only going to cause more problems for whole suburb. During Sculptures by the Sea visitors park as far count as Princes St along Marine Parade and you want to reduce parking?
The appeal of places like Cottesloe beach are the natural feelings of the surrounds. Whilst the beach is seen as an opportunity to provide developers and businesses with opportunities, it is widely used now as a simple grassed and treed terrace for many, many different types of users. The more development that occurs changes the feel of the beach. The current beach hosts art exhibitions, concert, community events, open water swims but most importantly every single day and weekend it hosts local West Australians and tourists who enjoy the space, the sand, the grass, the feeling of openness and connection to nature. The Scarborough beach development has been done well BUT you lose the feeling of connection to nature, to the beach, to the sand. There are not the opportunities at that beach for the multitude of families to picnic on the grass and admire and use the beach. It is very, very different sitting on concrete or concrete benches or in cafes.
I'd like to see a lighting plan for the proposal. I'm very interested in off grid lighting powered by renewable energy like the light on the Groyne
I would like a casual cafe in front of Indiana Tea House where you can walk up from having a swim & enjoy the view
I would not like a reduction of car park 1. It is important for people to have easy access to the beach, but maybe a few trees to enhance the area and more shade.
Get on with it
Keep No1 carpark as is and double size of No 2 carpark with under ground extension .Parking is most important , we use most days either when walking or swimming
Carparks need to be underground and discreet. Indiana building needs to stay - as it is an iconic building - seen on thousands of tourist brochures world wide - if it is demolished, tourists who want to take a photo with themselves in the shot will be sorely disappointed. It would be like demolishing the leaning tower of Piza. Indiana needs to be gutted and redeveloped with a rear extension and possibly repurpose the surf club to beachside dining and put the surf club up the beach as part of the underground carpark redevelopment. The road needs to move away from the land side buildings so that gardens and trees can be put along a winding road with garden islands.
Residents fought for years for 12m/3 storeys on Marine Pde and retaining John Black Dune pk as open space. Driven by developers this proposal calls for 5 storeys there "to pay for the car parking". Leave more parking at No 1 and sink No 2 with State monies (plus 80% of beach users are not residents). Preserve our open space as we are driven towards greater density and it becomes precious. Cottesloe should not move into this foreshore rejig without substantial State contributions as at Scarborough. A beach is a natural place for sand under your toes not a plastic playground. Check the State -Wide surveys carried out to guide SPP 2.6 where most respondents wanted their beach to be more like Cottesloe and the majority (76% ? 84%?) thought Cottesloe needed no changes. Some tidying up could be done mainly at John Black -- the rest should be left alone.
Natural dunes and coastal vegetation and tree shade must be maintained in conjunction with modernisation. WAdoes not need another Scarborough or City Beach
No

If a pool is built it should be an ocean pool flushed daily by the sea like all the pools in Sydney. NOT A POOL DISCONNECTED FROM THE OCEAN AS PER THE CURRENT PLAN. I support renovation Indiana's and not building a new structure.

Is there an opportunity for a skate park in the beach redevelopment plan, like Bondi beach - where the general community can benefit, rather than just offering rows of terraces. A mixed approach to materials like St Kilda beach would be worth looking at, where they have used curved timber decking alongside brick/concrete to add a walk way and make the common community areas - based on interesting materials which relate to site.

shade structure on the west of Marine Parade near the corner of John Street will block the sea views from the proposed alfresco areas on the east side of Marine Parade thus defeating the intended purpose of the alfresco areas.   There is not enough attention paid to the uncomfortably strong sea breeze because I do not see any wind braking devices in the proposed design.

Over the last three weeks, I have been doorknocking for South Ward. We have knocked on all 770 doors and had 227 conversations. The top of mind issues were the future of the Indiana Teahouse and the proposed development of the foreshore. The community is divided over both of these issues, with 44% wanting a refit of the Indiana and 15% wanting it 'bulldozed', although only 5 residents endorsed Mindaroo's designs. Similarly, 65% say some development is needed along the foreshore, although almost universally advocating no more than 2 or 3 storeys along Marine Parade. The remainder love the casual family feel of Cottesloe, with almost everyone expressing concern Cottesloe might become like high-rise Scarborough.   A majority want something to happen but are concerned about inappropriate development that is out of keeping with a beach used by swimmers etc; and keep to limestone and casual dining not go to glass and concrete and fancy restaurants.   Opinions are divided over Carpark 1 and I would advocate retaining some short-stay carparking for seniors to view the ocean, accessibility for families with kids and disability access (the major issues raised). Most were concerned that any loss of parking at carpark 1 should be compensated with underground carparking at carpark 2.   Opinions were divided about building units or other accommodation on carpark 2, although most supported this if screened from Marine Parade. Concern was expressed about both traffic congestion and parking pressure if the foreshore was developed without a corresponding traffic and parking plan to deal with extra visitors, residents and users.

I would like to see an amphitheatre like that in Scarborough. It was wonderful to experience a sunrise yoga class in a wonderfully designed space. I would also ask that you look into the stainless steel chairs installed by the Mosman Park council in Garungup Park. They are shaped so you can lie in them and they are moulded to the body. It would be wonderful to be able to lie in some of these and enjoy reading a book whilst looking over this iconic beach. I would also like to see some of these up the Cottesloe Dog beach end. Another idea I have is to put some timber tables into the sand so that people can take fish and chips onto the beach and enjoy the sand in their toes.

No I think they are all great ideas

It all looks great, would be good to progress quickly. If car park 1 is being removed there needs to be consideration for an underground parking space

Whatever plan is taken you need to ensure there is enough parking. Very few people catch public transport to Cottesloe as it is not close enough to the railway line. This needs to be a major consideration.

Attempts to slow down traffic between Eric & Forrest st will only push the traffic back to North St where we already endure heavy and sometimes dangerous traffic conditions

You have failed to take into account effect the on near by residents also you will force traffic into nearby quiet and safe streets. None of the councilors or people who agree with this live anywhere near this. At best your contact with the general population of Cottesloe is very poor.

Don't "overdo" things. Cottesloe has a unique feel - you may lose this if you go too far. ie: it is not Scarborough - that is a different place.
Loss of parking is unacceptable. Development of No 2 parking for residential is unacceptable
N/A
Overall I like it. I note that it is a "long term vision" (hooray), and has respect for the "unique character" of Cottesloe.   For me that is the laid back, casual feel of the foreshore, respect for the visibility of the seascape, and I am pleased to see inclusion of respect for our Indigenous history. In my half century living in Cottesloe, I have appreciated that successive councils, supported by their constituents, have opposed any new building west of Marine Pde. I have no objection to 3/5 stories east of Marine Pde; I hope Council will ensure they have some style; no cheap, get-rich-quick construction please. I am a little concerned that the Indiana footprint may grow under the leasee's plans, and encroach on public space. I love the idea of increase of Car Park 2, most of it underground. Thanks for the chance to comment.
I like the plan and have no objections except to the Indiana tearooms proposal which is subject to a different proposal
No
make a decision and get something done survey after survey not everyone is going to be happy what ever the outcome show some leadership and move the process forward
I feel that the reduction in the width of Marine Parade will cause serious congestion, which will spill over into the feeder roads, such as Eric Street.
I think we should promote a village feel and have dining and cafes at the beachfront. Parking needs to be addressed as it is already at capacity in summer but it does not need to take a prime beachfront location
Multi storey car park will be ugly. I like the other plans, as long as most of the coastal shrubs remain as they are beautiful and their scent helps mask the weird oily smell in the air near cott beach (probably from the cars and the fish and chips). Can the NBN be upgraded to FTTN too?
The beach should be accessible to everyone not just those who live in Cottesloe. The justification that Car Park 1 is not used and that putting in more grassed area will be used more is a fallacy. The carpark should be put underground not removed altogether.
Reducing available parking would lead to excessive parking in local streets.
Please don't demolish indiana tea house
I believe that the Draft Foreshore Master Plan falls well short of providing the amenity and infrastructure befitting for this magnificent coastal location.
Go for it!!! Decades overdue….
I am concerned that recreations spaces shall not be well designed , if at all . where is our pool ? where is our skate park ? where are the BBQS ? there is no plan for any more public toilets especially beside the playground , there is still too much focus on cars, like the new optus stadium lets make min allowance for cars , hence encouraging people to bike , walk and use the free cott cat and other public transport measures to get to the sea
I don't have any concerns about the Master Plan but the survey requires me to select 5. Please ignore the 5 that I have selected. thanks
The more grass areas and trees the better.
A Skate park should be included in the master Plan. A skatepark has terrific benefits to the community as a whole, and especially to the youth of Cottesloe
Keep the tea house a connection to the past and icon for the area.

The Cottesloe coastal vista needs consideration. Current buildings on the west side of Marine parade (Barchetta, Blue Duck and Indiana Tea Rooms), despite being great developments impair the magnificent views and have created some undesirable utility areas often facing the road or developments on the east side of the Marine Parade. The Cottesloe beach Vistas are magnificent with Norfolk Is Pines, Tamala coastal cliffs, dunes and reefs and the migratory beach sands. We should think about unblocking this view for all beach goers by only developing below road level on the west side of Marine Parade whenever the opportunity arises. eg the proposed Tea Rooms redevelopment. The current building is a classic but every view pictured in your proposals shows it greyed out and blocking the coastal vista. I believe if the story above road level was demolished and turned into open space, deck or parkland for general use that the whole look and feel of the Cottesloe Beach Foreshore would be improved dramatically. Shops, cafes and amenities proposed in the new development could be incorporated into the natural "coastal cliff" below road level. Maybe the Tea Rooms could be replaced with a lower level promenade with a variety of amenities, shops and restaurants where the magnificent views south and north are not blocked. The classic example of low visual impact developments on the seaside of the road is Copa Cabana Beach in Rio, where toilets are below ground and cafes/restaurants are low rise, seasonal pop-up type structures with minimum visual impact.

Time to get on with it. Indiana needs to go, State Government should take control of the process and fund and deliver an imaginative, people-oriented development.   Congratulations to the Forrest family for their leadership (very little coming from ealsewhere!)

it would be great to see improved play equipment for young and middle aged kids lighting for night time activation.

No

More pedestrian and bike spaces, cars hidden at the back

Leave Indiana Tea Rooms as it is!

Need ocean pool

Suppprt strategic concept and improved accessibility and shared use accross zones.

No

Overall a good plan. Option A for the upgrade of car park 2 is preferred.

The master Plan improves the overall presentation of the area. However, I think more could be addressed with this opportunity including: 1. Wide designated off road cycling path with a wide boulevard and have plans to extend it along the entire Cottesloe coast. Do not want this included in on the road 2. New toilets around the playground/fitness equipment 3. New community and function/hospitality building on corner of Forrest St and Marine Parade (north west corner of the existing Golf Course) commercial revenue and gathering point 4. Parking for seniors, all abilities and families with prams needs to be accommodated/prioritised at the beachfront still allowing easy access for them at all times (with car park 1 being closed) 5. Dont waste time and money on brickpaving streets - high maintenance and expensive. This is clear with the recent replacement of brick paving in Napoleon St 6. Too much bitumen/paved area on the foreshore. Replace it with more grass rather than worrying about a civic area. If you are planning to close carpark 1, it should be replaced with green spaces like grass (not more hard surfaces that are hot and not pleasant to sit in) 7. Connect the new buildings/space above carpark 2 overhead across Napier St with a skybridge to the Civic Centre to improve connectivity and a fantastic tourist attraction.

All elements are grea. An all ages playground is important and I would love to see a surf themed skate park / scooter area incorporated

'Alfresco' area on Eric/Marine pde seems like an afterthought. Streetscape of Eric St/marine pde intersection needs upgrading/improving.beautifying...not just opposite on the ocean side. Higher rise buildings in Carpark 2 option A concern me. No elevations are shown, so it is very difficult to understand the sight-lines/conflicts, integration with environment
I think that Car Park 2 (Option A) upgrade should be considered as part of the whole plan.
No
I do not want such a large car park taking up the recreational area. Limited short term parking along Marine Parade and more parking along the golf course/marine parade. Increase parking along the side roads with right angled parking on North side of these roads and increased pedestrian on the South side. Need a drop off/pick up area, perhaps south of Indiana. There needs to be a seperate Bike path to Pedestrian path along the foreshore. I would like to see a bike hub at the cnr of Marine parade and Forrest St (Hire bike, repairs, lock up). I would rather a grassed area than a hard surfaced plaza. Marine Parade could be re-aligned in section in front of Car Park 2 in order to increase the grass area west of Marine Parade.
Foreshore Master Plan must accomodate the new Minderoo Devpt Plan - I would advocate the Kerry Hill Architects proposal.
More family picnic space is required adjacent to the play areas. More grassed space over paved civic space.
Any Structures need to be designed to last under salt, storm and heat conditions. (ie paint galvanising for longer durability, avoid black surfaces for sitting or walking and get engineering designs using a check list on cost benefit) Sea walls also need stepped access, not a 2m edge.
I dont have any concerns with the Master Plan - there should be a box to tick in Item 3 for this.
I hope the development is done sympathetically without becoming a concrete jungle.
Restaurants and bars on beachside
No industrial building materials please: stainless steel, grey concrete, aluminium, no gray paving, no black, no gray. Please use sandstone, Australian hardwoods, red bricks & think Santorini meets Australian Colonial.
I have no concerns about any feature in the the Draft Master Plan.
Concerned that you're going to remove free parking and replace it with paid parking - noting that the costs of improving car park two are not included in your consultation. Also why would you chop up the lovely grassed areas that are already there with pointless paths (like in the new fitness section) or replace them with 'coastal gardens' which will just be filled with ugly, scrubby native beach plants. It's going to look uglier, not prettier.
although I am strongly in support for this re-development, please ensure that our ability as local citizens to simply go for a walk along the foreshore or enjoy ourselves at the beach is not hindered by the inevitably larger crowds that will be attracted to the area. It should be done to a lesser scale than that of the recent development at Scarborough, I trust it shall be done to a brilliant standard that promotes Recreation and culture.   many thanks.
The car park needs to stay but needs upgrading. There is not enough parking at the beach as it is and the elderly and physically disabled need easy access from car park. Some like to just sit in the car and enjoy the beautiful view for an hour or two as do I and have done since I was a teenager. There is already enough green space so please do not sacrifice easy parking for more terraces.
I would like to see the foreshore developed for more than just gardens/picnic spots. I would like to see some more commercial restaurants/bars be available.
Please consider not interrupting property owners views when planting

Retain the simple and effective timber fitness areas, and do not replace with mechanical devices. These are popular with Architects that have never visited a gym. Do not provide a skate park.

Bike paths and bike storage a priority

The above are all OK so I have listed my lowest priorities

It seems that you will be removing a significant number of parking spaces. We need more parking as it is,. Removing car park #1 is my highest priority change. My question is: How can we support more parking? Take a corner of the golf course for parking? Multi story underground and overground on car park 2?   If I started from scratch I would divert traffic up Forest, along Broome and down Napier making Marine Parade between them pedestrian/resident only. Take some of the golf course for parking and significantly increase parking on carpark 2 .   Question: do we know how many cars on Marine Parade between Forrest and Napier are drive through and how many stop for beach and facilities?

The budget looks to be about $15m and there is comment about doing the works over stages as the funds become available. If the carpark on Napier street is developed and the air rights above the multi story car park are sold off for residential which would be the highest and best use that would both fund the redevelopment of the foreshore and add to the upgrade of the foreshore.

Absolutely support the obliteration of Carpark 1. Has always been an eyesore and major missed opportunity for Cottesloe. Extending carpark 2 as a multi story is a great idea. Using carpark 1 for community space will be a great way to improve Cottesloe's profile and will ease existing community programs such as Sculpture by The Sea. Thank you.

don't remove the Indiana tea rooms

It's iconic - don't break it or turn it into Scarborough.

The plan seems to have too much "hard" spaces and not enough grass , tree " soft " areas

I applaud the vision and quality of work that has been undertaken by the Town. I think the Town needs to take a multi-decade view and not design the beach with today's mindset for vehicle transport. The rapid rise of ride sharing, quality of public transport and the likely future of less cars per family unit etc means the Town should be brave and remove Car Park 1 but not feel the need to over-invest in Car Park 2.   I lived in Bondi for a decade before returning to Cottesloe. The plaza and buildings on the beach were often not used and the marine environment often causes them to look shabby/out of date. I think the Town should avoid building a high-rise plaza/building on Car Park 2 site. It will be a white elephant and ruins the natural slope of the dune park in front of the Tennis Club. The Tennis club has to be one of the most beautiful in the world and I think it will be spoilt by a large building on top of the car park in view.

Thanks for all the work put into this.

It is unclear whether the changes to the roadway still allows for some vehicle access. Although traffic needs to be slowed with better safety for cyclists and pedestrians there still needs to be vehicles access through. Car park 2 should be underground, not multi-storey.

More sustainable features could work. The use of solar and so on…   Activating the area along Forrest Street could be beneficial as most of the foot traffic comes from the train station.   Also why is this just subject to Cottesloe and South Cottesloe misses out? Every year we are noticing that Cottesloe becomes more crowded and by solely focusing all development and access to this one area could result in being very overcrowded in the summer months.

I like the proposals for car park 2 but have a concern that the upgrade will be financed with increased rates. Could the carark 2 upgrade be financed with car parking fees?

Just don't replace Indiana with any of the suggested alternatives. Renovate it, big time, but do not increase its footprint.

Performance area ok if it gets regular use otherwise it will be a waste of space. Also if car park 1 is going to be abolished an underground car park 2 should be developed concurrently and a reasonable fee charged for parking to finance and maintain the development and encourage use of public transport.
No
I don't see the need for massive investment in car parking in our residential suburb. If it has to be provided I prefer option A for Carpark2 so it is kept underground and out of sight- but it should be smaller with extra parking on the periphery
Performance / theatre / stage given the amount of use and disruption when used for residents feels extraneous.   Redevelopment of Indiana's is a vital part of the overall and should be considered at the same time including negotiation of new lease and tenant.   Redevelopment of retail units on Eastern edge of Marine Parade cannot be ignored as part of the overall plan and should be carried out together. Not least to include the participation of private sector funding in redeveloping the street scape. This will prevent the all too common syndrome of space developed outside of commercial consideration and then not fit for purpose or incapable of being successfully let and tenanted.   Of the two car park option adding to vegetation in the Upgrade (right hand side) one feels preferable but could a half sunk second level of underground parking not be provided similar to that drawn in the redevelopment option?
As a resident whose house fronts Bryan Way we definitely want Bryan Way closed to vehicles except residents. We are happy that both plans address this. We prefer option A for car park 2. If we must provide parking it is better that it is kept underground and out of sight. Option A also provides more public open space.
Car park No.1 and Marine Parade near main beach need to retain significant parking. Car park No.2 is too far from main beach and people with young children or disabilities and the elderly will not be able to walk from there to the beach.
Excellent idea to reduce/remove car park 1. Car park 2 option A is best with more public open space and development to pay for sinking the parking
Supportive of plan but please get it done before I die!
Focus on making Cottesloe as car free as possible. Improving shuttle access from public transport, improving car parking around public transport hubs, so shuttle buses can be accessed. Avoid car parks in residential areas or at the beach. Perhaps gave drop off bays with directions where to park and shuttle.
I want more grass and less hard surfaces, a seperate bike path to pedestrian path, no large parking area (limited short term street parking), drop off zones, increased parking next to golf course and along side streets.
The whole concept is wonderful. Let's get on with it!
I hope something finally happens to improve Cottesloe instead of wasting money and time arguing
Wind shelter for picnics
I absolutely love cottesloe beach and as a resident I strongly support the idea of bringing that area into a modern level of development, access and recreational facilities. Thank you for doing this
My ideal development would include 1. Removal of car park 1 completely 2. Upgrade of carpark 2 to multi-storey car park. 3. Extensive new grassed areas 4. Some complimentary tree planting 5. Minimal new paved areas
all for upgrading and making the area multi purpose, but just concerned it will attract too many non residents and become overrun.
More parks & less parking on the foreshore

Any significant changes to the Foreshore should be carefully considered so that Cottesloe remains a unique coastal village. I do not want to see developers step in and turn our suburb into another example of areas which, in my opinion, have been over-developed eg Scarborough Rather, look to examples like Noosa in Queensland which has managed to creat a vibrant village atmosphere while adhering to the policy of no buildings above a coconut palm. Our vision should be organic and allow changes to proceed as technology and infrastructure become more sophisticated. We must, at any cost preserve the beach, the dunes and the trees.

Most positive aspect is seeing improved traffic control; there has been a significant increase in "hoons" in the past 10 years. Pedestrians should come before cars.

Bring out the nature and make it sustainable.

Car park 2 option b for 80% tree canopy is strongly preferred to option a. Very high Concern re car access to car park 2 from Napier street re visiting traffic moving through the quiet suburb. Further investigation into Curtin Avenue and Napier street entrance and exits is required with updated traffic management of high importance. Concern about significant and highly undesirable increased car traffic on Napier street and through the suburb west of the rail line. Ratepayers must be considered in the first instance as it is our immediate and everyday environment which will be negatively impacted by increased car traffic. Thank you.

put cars away from the beach other than disabled drop off, demolish and rebuild Indiana Tea House

I really like keeping the natural beauty of the beach at Cottesloe   I don't think we need to plant tees which will obscure the views from everywhere but on the beach   I think making the road narrow and hard traverse will in turn stop people from coming into town to eat after being on the beach   I don't Think a stage looking into afternoon sun is a good idea unnecessary

Please just do something! Any improvement to the beach front will be for the better we need more infrastructure and development

Keep natural look. Limit cement, built up look. Limit signs and too much masonry. More planting. Original pillow limestone walls are far more attractive than hard angles. Please NO pool. Install the Shark net and people will do their laps in the ocean. The maintenance and ongoing costs will be a burden and we have a perfectly good heated pool at Claremont. It silly to have one at the beach. My final request is please remove many of the signs we have. Ones that say 'Water' and 'Steep Slope' and 'Danger' are laughable and unnecessary. Thank you

I love the improvements in the master Plan. It would be good to have the ability to close sections of Marine parade for key events to facilitate pedestrian access and amenity

A strong preference for option B (incorrectly noted as option A) of the no 2 car park

How can there be a figure of $500,000 for planning Seriously is it a mate of the CEO or works manager or the mayor

Please choose people over cars. The more green, family friendly space over bitumen the better.

Currently on a warm Monday at midday the average vacant time for a Marine Pde car parking space north of Grant is between 5 and 20 seconds. On the weekends Grant St verge is full of cars past Marmion St and all the car parks are full. There is a constant parade of cars along the beach searching for car parking spaces During Sculpture by the Sea the situation is even worse. While there seems to be a desire to attract more visitors to the beach and new retail outlets, very little thought appears to have gone into how these visitors are to be accommodated with regards to parking. Shuttle buses from the stations?

I have concerns the grass terraces are not wide enough. Stage is not in front of terrace area, it is mostly in front of the beach access path.

I have lived in Cottesloe for 24 Years. We have filled out, been on consultation committees in regards to the beach front since we first started living here… I am just sick of our money being wasted on these consultation processes and then nothing coming of them. I actually don't even care anymore what you do I just want you to do something that will make the area look better.

The draft MasterPlan has not taken into account the significant erosion pressures modelled by Cardno (for the Town of Cottesloe) for the 2040 and 2070 timeframes along the Cottesloe - North Cottesloe coastline (https://www.cottesloe.wa.gov.au/Profiles/cottesloe/assets/moduledata/consultations/555b0cee-6405-4e6e-9ea2- e677bc048611/1.1/Cottesloe-Foreshore-Appendix-5.pdf). North Cottesloe beach in particular has also identified by the State Government as a section of coastal land where erosion is projected to impact public and private physical assets which are highly valued by the community (https://www.transport.wa.gov.au/mediaFiles/marine/MAC_P_CoastalErosionHotspotsReportAppendixA-C.pdf). To address this issue, the State Government study recommends that Local coastal managers to prepare detailed hotspot-specific Coastal Hazard Risk Management and Adaptation Plans (CHRMAP) to address the risk to public and private assets from coastal hazards. What are the adaptation options for dealing with coastal hazards on the Cottesloe coast? Will Cottesloe beach ultimately become an engineered coastline and who's going to pay for its construction and maintenance? Will the Draft Masterplan's vision create opportunities or constrain long term maintenance and management of the Cottesloe beach foreshore? Before any decision is made on development on the coastal reserve, the Town of Cottesloe must pay due regard to the objectives and policy measures of State Planning Policy 2.6 (and associated Guidelines) by engaging with the local community and stakeholders through a CHRMAP planning exercise. The City of Fremantle recently collaborated with the Town of Mosman Park to undertake a CHRMAP exercise for Port, Mosman and Leighton beaches (http://mysay.fremantle.wa.gov.au/coast-plan). The Town of Cottesloe must do the same, possibly in collaboration with the City of Nedlands (for Swanbourne Beach). I'm not opposed to revitalisation of the Cottesloe foreshore. But Council needs to work out what it's going to do about hazards to the rest of the coastal foreshore before it starts investing time and significant money on development proposals where the ratepayers will ultimately bear significant financial burden to maintain.

I fully support all Draft Master Plan features.

Looks great.   More trees and canopies would be good for refuge from the harsh sun.

I am not keen on high rise development and also want the coastal development to be casual and not formal

Alfresco areas proposed extend to spaces which are not suitable, i.e. too far from commercial premises they would be attached too and in front of residential buildings. For instance, the area on Marine parade x Overton garden (south side) is suitable neither for the CGS (accross a road) nor for the fish and chips (too far), as well as under residents windows.   In addition, I think the plan is missing a great opportunity to link the beautiful Civic Centre gardens with the Foreshore by adding a staircase from Overton gardens to the Civic Centre, and by keeping the perspective from the Civic Centre garden ballustrade to the ocean open and free from shades/trees blocking the view to the Ocean from there. Finally, I think none of this plan can go into execution without incorporating the potential redevelopment of the Indiana.

why would you have 'seasonal parking' for a few - the carpark needs to go completely - theres plenty of carparking in close proximity that is underutilised. Why would you go to all this trouble to then 1/2 do something - to create something amazing with what is now an eyesore you need to do with the whole area - get rid of the carparking altogether here - it should never have been in such a prominent location in the first place

Only concern is cost and potential impact on rates, need to ensure money spent wisely.

We need more native trees for shade and to provide a replacement for the lost habitat of our native birds.

"Even though my comments are tardy, I have been given permission to lodge my comments and have them heard by [names redacted].

——————————————————————————

My main concern with redevelopment of any Perth beachside foreshore is its effect on erosion of our precious beaches.

As you are well aware, a few Perth beaches have been eroded some severely (eg Port Beach) & others less severely (eg Cottesloe) .

Your master Plan, as far as I can see, does not address erosion of our beautiful Cottesloe Beach.

Whatever you do to the foreshore, shouldn't erosion be not just considered but effectively dealt with first prior to commencing any works?

Shouldn't engineers, and other professionals, be consulted to ensure that everything possible is done to address the erosion dilemma?

I, like many people, do not want to lose our Cottesloe Beach.

And that is wholly in your hands.

If you have already dealt with this important issue, I ask that you send me a report on your findings and/ or solutions.

I do not believe further works should be undertaken at Cottesloe Beach which may be destroyed in the future by nature.

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The 2016 beachfront survey showed 86% of residents as being happy with their beachfront - they stressed their support for the protection of a natural environment.

For the foreshore I support:

• An update of the dual-use path to make it more user-friendly for both bike-riders and walkers.

• Protection and extension of grassed areas and terraces

• Updated restroom facilities.

• Picnic facilities.

• NO viewing platforms or lookouts.

• NO more infrastructures or artificial 'vibrancy'

• NO ocean pool.

• Markets and food stalls - NOT on the beachfront, but at the underused Civic Centre.

• A reduction in unnecessary signs and any new signs to be understated.

• No more sculptures on the west side of Marine Pde.

• There should be absolutely NO building development on Cottesloe's A class reserves, A class reserves are described by authorities, as "the most highly protected class of Crown land" - 'reserved for public use and recreation'.

• No buildings on the west side of Marine Pde.

• No need for more restaurants or fine dining. There are 11 plus food outlets along the short stretch of beachfront and the beach doesn't need more. The fish and chips/milkbar/ice-cream/pub vibe should be retained and it is up to the council in concert with building owners,m to protect it.

The attraction of the beach is the escape from concrete and built-up development, where people relax on the sand, swim, cycle and walk, and enjoy a low-key break from busy lives. Cottesloe is a residential suburb not a tourist resort.

The design of the foreshore should allow for community input and ideas around particular features but it is essential it remains true to a clear vision and key design principles. One of the essential elements of the entire precinct is to move towards a pedestrian first approach where the safety and amenity of people on foot and cycle is the priority and the speed of vehicles and location of parking is managed accordingly in nearby and available space. Having gone to significant level to gain community support for closing carpark 1 and consolidating parking in a redeveloped carpark 2 it is a completely unnecessary compromise to have sessional use of the plaza space at the end of Napier for parking. Its an unnecessary and unsafe crossing of the new pedestrian flow on the west side of Marine Parade and an unsightly termination of the ocean vista along Napier to allow lumps of metal to park there when there is street parking and a new deck park – 25m away. Frankly a surfer is able bodied and should be able to get out of the car to check swell on the inside break are there are dozens of beach front car parks north and south where elderly or disable can watch from a vehicle if they do not want to get out of a car. This is one of WA prime public space – be bold and rid it of priority for vehicles.

APPENDIX E

ADDITIONAL COMMENTS

Do you have any specific comments about your preference (Car Park 2 - Option A or Option B)?

With the retention of Carpark 1 there is limited need for additional parking. Any underground parking results in a security hazard and undesirable here. It is difficult to see why the site needs upgrading - it is well-used now and serves its purpose. The use of public transport needs to be given more encouragement to cater for any increases in visitor numbers.
I prefer Option B as I think the scale is more sensitive to the existing environment. I also think that there is a risk that Option A would result in low quality commercial spaces. Similar privately funded developments across WA that I can think of have been unsuccessful. For example the E Shed markets, Subiaco Train Station Square and Observation City developments.
See my notes at the previous point
Cottesloe beachfront needs more hospitality opportunities & this will allow whilst generating revenue to offset construction costs.
I object to having to choose between these two options. I am not in favour of either. I believe that this question has been framed in a way designed to demonstrate support for a development that does not have community support. A third option of leaving the car parks as they are would have allowed the community a voice.
I think option B is preferable for 2 reasons. Firstly, it looks a lot better in my opinion. I think the scale and the greater emphasis on landscaping is better suited to the local environment. Secondly, I am not persuaded that the private development aspect of option A is appropriate. What concerns me with option A is ending up with a little used, tourist oriented, "low-rent" commercial area. That would be a very bad outcome in my opinion.
I resent that their isn't an option to choose 'neither', which is my choice.   Choosing A or B is based on the destruction of Carpark 1, and further development of the site, which I don't support.   I think the high rise development on top of Carpark 2 has been somewhat concealed in the presentations and would be a shame. The current tree canopy at Carpark two is vital to the shade and cooling and relaxed feel of Cottesloe!   The idea of a rooftop garden is whimsical but I have rarely seen them thrive - I would be cautious about this, maintenance costs, survivability etc.   Is there a business plan to indicate that all the beachfront retail and cafe businesses would be viable? Please imagine the worst case scenario of Subway and Zambrero type fast food outfits lining our beachfront as they may be the only ones able to afford the rent of these new builds...
The site is public land. All parking should be below ground with additional lower levels to accomodate additional cars if required. In general parking levels should be below existing ground level and not storeys above ground level. There is no need for any "roof top" commercial development. roof should be soft landscaped, as an extension to the Dune Park with out the over emphasis and preference shown for hard pavements. There is opportunity for ground level development along Marine Parade and Napier Streets. The inclusion of Norfolk Island pines is a distraction also not required. Rendering should include local trees species.
Concerned about the extent of public development in option A. Definitely don't support child care facilities as the beach is for family time with the kids! There are already hotels for short stay and existing local businesses need support to be viable not competition.

I have no real preference but you've designed this survey such that I have to choose a preference. Statistically, you have already skewed the result of the survey as a result.
This is a small bay not of the same scale as City Beach precinct which can better accommodate large infrastructure projects. Existing retail is barely viable and should support long standing businesses. Don't support child care facilities. The beach is for families!
More Cafe and resteraunt is needed Public toilet facilities are really bad and in need of serious upgrade
Option B seems to provide a better balance between more area under tree shade / canopy with public open space, development areas and car parking underground.
I have nominated Option A only because it is obligatory to do so to proceed with the survey but, I find neither option acceptable. I think both options are poor and that overall, there is a significant loss of parking. Relocation of the main parking hub will mean relocation of the main beach. Which families with children, boards, umbrellas etc. are going to trudge the distance from carpark 2 to the main beach. They will go to Peter's Pool.
Id like to see a multi use, multi level car park which has been dug dow. If created with a set-back design, small shops, cafes and open spaces it will attract community activity
Increase the number of underground parking levels, and do this before removing car park 1. Option A is an open invitation to commercial exploitation !
Both options are destructive to the environment and not welcomed. Tidy up and landscape the current car parks.   It is unfair to provide only 2 options and force respondents to select 1 to complete the survey.   I don't like A or B
Where is the do nothing option! Leave all existing parking in place.
Attention !! Where is the do nothing option. Without it this survey is a con.   Both options are bad. Maintain parking as it is being the best way forward.
Neither. I think the car park is sufficient and there is enough shops to service visitors.
I think the public transport should be the answer to the parking.
I support having more opportunities to off-set the costs for the upgrade, and increased parking for visitors and locals.
Get more cars of the streets
Option B but double the size
Indiana building needs to stay - as it is an iconic building - seen on thousands of tourist brochures world wide - if it is demolished, tourists who want to take a photo with themselves in the shot will be sorely disappointed. It would be like demolishing the leaning tower of Piza. Indiana needs to be gutted and redeveloped with a rear extension and possibly repurpose the surf club to beachside dining and put the surf club up the beach as part of the underground carpark redevelopment. The road needs to move away from the land side buildings so that gardens and trees and alfresco dining can be put along beside the winding road with garden islands. Pedestrian access needs to be on the beach side of the underground carpark so there is less of a hill to get back to the car.   Carparks need to be underground and discreet with shop fronts along the outside looking out to sea with terraced grass on top.
I think this should be self funding.
Neither A or B is preferable - the car park should go underground with the roof as parkland, barbecues etc. Of A and B the latter is preferable. This is an A class reserve and should have no building on it other than an underground car park that should be paid for by the State who currently and have paid very little as they promote it for tourists and their visitors. A class reserves are under heavy pressure under Directions 31 (despite the postulated population growth driver not happening) and will become more and more precious in the future. The open space here should be preserved!

Keep open air parking as it is
Prefer more landscaping
Hopefully rate payers would not have to pick up the entirety of this cost. Is it possible that TOC works with the Inidiana Tea Rooms redevelopment, so the foreshore plan - works in cooperation with that project. It makes no sense not to work together on both projects.
The devil is in the detail. If done well then Option A but if done like most projects in Perth then Option B.
I am concerned that Option A with its line of short stay accommodation will cut off the connection with John Black Dune. Also with expanding Air B'nB (not without its own challenges to residents), is there really a demand for short stay accommodation? how many months of the year? what will be the impact on facilities, traffic, parking etc needs? Nothing so substantial should be approved without a full analysis of such impacts, including demand and financial viability.   It should be no more than 2 storeys high and the overshadowing effects onto Marine Parade or the beach in the morning needs analysis
I think having the additional development opportunities is important to future proofing or planning for the future.
Future public development opportunity is too high and not in keeping with the streetscape.
If we are investing in a redevelopment go all out and do it properly. Option B doesn't do this justice.
I don't want either option because it is ridiculous to spend a huge amount of money to relocate car parking when all it needs is for car park one to be reduced by 40 percent which would still provide sufficient parking for all but a few public holidays or heat wave days on which there will never be enough available parking regardless of how much extra we provide.
there is still a concern that the 'fabric' of the suburb will be lost if multi storey developments are allowed. The opportunity to provide paid parking for those utilising the beach and other facilities in the area should be mandatory as the residents are dissatisfied with continually paying for the rest of Perth to visit Cottesloe.
It's a great opportunity to increase amenity and while also offsetting cost.
Less cars / not more
As with most surveys, the questions are designed to give you the answers you want. You have not given an option to leave car park one as is. you have only given options to suit your agenda. Again, no consideration or direct contact with the residents who will be greatly effected by this. In summer now normally quiet streets become crowded and dangerous.
Less is best - see previous comments.
I don't think we need any parking upgrade. Just encourages cars.
the underground parking is appealing (for both options) but there appears to be a greater focus on connectedness to the foreshore and public open space I am concerned about future development opportunities but these may be subject to further consultation if they arise
4 story devepments on the corners of the western side of the carpark. For rooftop restaurants, public space, viewing areas.
I support the upgrade of Car Park 2 using Option B as this has the least impact. I don't support the "high rise" portions of Option A. These will adversely impact my view!!
would be good to start with a big development here. It's far away enough from the main beach to not drive off people during construction, and once it's done it'll be a good retreat for people during future construction.
Option A add more building bulk and height along Marine Parade which will soon have increased building heights from Forest to Eric Streets. It will start to look like a wall!
I am cautious about overdevelopment

Neither plan delivers additional car parking capacity. The removal of car park 1 will transfer parking demand to car park 2 so one would think that any future plan would take this into consideration. At a guess i would anticipate that the capactity of Car Park 2 should be increased to approx 700 vehicles. While i have selected A as my preferred option i wish to confirm that both proposals are inadequate.

It makes total common sense. Look at underground parking in heritage beach places like San Sebastián....

The Car park 2 and John Black Dune Park are a hidden asset, the views to Rotto are magnificent and development will provide a wonderful opportunity to make a significant difference to Cottesloe. A multistorey below ground development/extension of Car Park 2 and John Black Dune park is a great idea that if done correctly could preserve the heritage and improve the amenity of the whole precinct. Maybe terraced Inter dune picnic and viewing areas, shops/restaurants, and a new north-south "John Black" promenade connecting underground parking with the civic centre and beaches could be incorporated into its development. I'm not keen on developments of car park 2 which appear to block the ocean view.

Everything should be done to encourage access by public transport, cycling etc. Time to realise the car is not king anymore...limit parking facilities and use parking fees to discourage it.

I would like to see and option between A and B. I feel B is not enough but maybe A is too much.

The need for extra car bays will only increase. Hide them away and put the visual emphasis on pedestrians

John black dune park is a revolting patch of weeds

This allows for future growth of retail and restaurants as the population grows.

concerned about the overall thermal mass of the hard surfaces hence as much lawn as possible , will need more protection form the south westerly wind see the failures with exposure and wind at city beach .   bbq's and a skateboard park would be good here or a 50 m pool and beach club . Also need more public toilets , how about a' loo with a view' - have a design competition to design them   love the idea of totally concealing the car park and have it hidden under ground . it's time to charge for parking Subi style !

You'll only get one chance - just go all out, or make sure if you do choose option b that it can be scaled up to option a

Provides greater parking and commercial development. This will add value to Cott and provide additional local business opportunities.

Great to activate the Marine Parade frontage with new retail/commercial opportunities. Not too much height in the development.   Think should also consider a development on corner of Marine Parade and Forrest St (north west corner of the golf course) as another opportunity to activate an unused area that could also provide accommodation, community facilities and commercial hospitality options.   Look at connecting this site to the Civic Centre via an overhead bridge/skywalk across Napier St. Improve connectivity to the Civic Centre and foreshore enormously and be a good tourist walk/attraction. Include new public toilets that this area of the foreshore desperately needs

I would love to see street activation with parking sleeved / underground. I would love to see a more vibrant and dense foreshore

Concern about the higher rise buildings - buildings need to be kept lower and integrated into the nature slope/contours of the Dune Park. Provision for potential future development, but make sure the need is there first. It would be worse to have empty buildings.

The existing Car Park 2 is an eyesore. As stated the development should offset the cost of the carp park. I think this car parking should remain free but with a time limit similar to the present car park 1.

I prefer to keep Cottesloe's character in a plan

This is my preferred option however the height of the public development opportunities is too much. I would support 3 levels. A great opportunity for Short term accommodation.

Selected on the basis that Option A 'would offset the costs of the upgrade to the site', thereby placing less reliance on the ratepayer to fund the development; whereas, I anticipate the ratepayer having to fund any shortfall in Option B. Basically, I propose a system of 'User Pays!'

Activities at the coast are seasonal and this development provides a fantastic opportunity for more sheltered, less exposed civic and retail space. The residential component will also help activate the area, allowing businesses to thrive year round.

The development and selling an area is too commercial plus it creates more buildings and reduces the amenity. This is a costly exercise which will also need a study on roads leading in and out. Maintaining a larger number of spaces at Carpark 1 will reduce the congestion. There is no opportunity for neither Option A or B?

No high rise, this is Cottesloe

I would refer you to Sir Frank Kitts Park Wellington, New Zealand it is fairly good example of the type of parking/landscape/playground and performance space area alongside the sea that actually works

I don't disagree with getting rid of carpark 1, but I am concerned that you're going to be replacing free parking with paid parking.

preserve the john black dunes!!!!!

Neither. Keep Car Park Number 1.

Car park 2 could easily be terraced and built back into the hill. Shops and restaurants would be a valuable addition to the East side of Marine Parade.

I hope that the development plan takes cognisance of future technology relating to electric driverless cars and growing popularity of electric bikes. Car parks will eventually become obsolete in the coming decade.   I do not agree with the premise for substantially more shops, restaurants and cafes to pay for parking because; A) It introduces more refuse, plastic and litter that POS businesses do not take responsibility to clear and remove B) It detracts from the current beach environment, ambiance etc; do we really like to see the Osprey pecking at a polystyrene tray of chips?

I think there should be focus on improving public transport access (although this is still already good) or at least promoting it, rather than increasing the amount of car parking available

Developers should not be involved

See my comments above.   Getting rid of car park #1 and cutting down that traffic on Marine Parade would be my first priorities.   I suggest making Marine Parade between Forrest and Napier pedestrian / resident vehicle / access only and increasing parking on Forrest by taking some of the golf course.   A more attractive foreshore will only increase the traffic which will have to be dealt with at some point. Why not now?

It would be a completely missed opportunity to not develop this site. It will assist with funding the foreshore and will also assist with Cottesloe Council getting to its infill targets and provide some variety of housing types in Cottesloe. Apartments would be the best use of this site with ground floor retail food and beverage.

The objective should be to relocate he cars from carpark1 to 2 and not to create more retail, commercial spaces.

Wouldn't like to see the beach front over developed but it does not some attention to make it a more attractive and viable space that Western Australians can continue to enjoy but please nothing like the Gold Coast.

No

no multi story car park ever please, however do not reduce parking overall, parking is a reality of life. Underground is good to allow for parking in shade.
I think the future there will less cars needed per 'trip' and we should not be designing the beachfront for today's vehicle requirements. I think the Town should keep Carpark 2 as modest/understated. It can be repaired and lifted in quality and lighting to stop anti-social behaviour. Less parking is a good thing … we should be designing the town for good public transport access from train line, buses and have dedicated Uber/Taxi waiting areas on marine parade or within Carpark 2. This is the future. I experienced this in Bondi and I think we should look to that.   Strongly avoid high rise building that will be difficult to maintain and block natural slope of dunes etc in front of Tennis Club.
This is the development Cottesloe needs otherwise it will be stuck in the past for another 30 years. Scarborough is a prime example of how this can be very successful. We often travel up there to dine as the cafes, restaurants and facilities at Cottesloe as dated and uninviting.
As long as the council don't give carte blanche to developers and the development is kept low rise and high quality and includes landscaping, shade etc. As a ratepayer I like the idea of offsetting the cost but not at the expense of damaging the unique Cottesloe vibe.
see previous comments
A bigger development which will serve the needs of the community better for the future
Cost offset and more public space
Something that invigorate Cottesloe would be wonderful but no swimming pool
If upgrades are to be done then it may as well maximise the use of the space as well as commerical and public opportunities. More parking is essential and as this will be expensive, the cost should be offset by providing commercial opportunities to pay for it.
Option A sounds like a much better long-term investment
If the intention is to bring more people to Cottesloe, there must be significant improvement across the board. Local residents will only be happy with maximum parking spaces.
A variety of restaurants and shops that suit a range of beach goers. Also Surf board and beach equipment rentals and shops
As long as parking remains free. Charging for parking with either option will just result in parking on surrounding residential streets
Making another alfresco dining area is attractive, supported by a purpose built carpark that doesn't intrude on the natural beach feel.
Offset the costs by creating some low rise development, then rate payers do not have to pay for a car park that many of them will not use as they can cycle and walk to the beach. Seems crazy that rate payers should pay for a car park when sensitive development could pay for it.
Only if Option A is low rise in line with current foreshore - 4 stories or less.
Please see response to Q4
we need to modernize the built form and public spaces of the foreshore, it needs significant change to reflect the quality of the beach environment. Development should cover the costs.
Greater parking opportunities important and additional development opportunities needed to reinvigorate that end of marine parade
Cottesloe does not have the money to do a development like this without some kind of recompense
I support the retail and food outlets proposed along the road in both options but have chosen Option B as I do not want to see a high rise building which overshadows the open space in front of it or the beach.
It enables commercial street development but not high rise.

Use of roof space - tiered for people seating and ocean viewing – shade. Low rise as possible. No parking traffic from Marine Parade.
More parks/grassed/tree areas less parking!
We must provide as much parking as possible to relieve pressure on surrounding streets and reduce pressure to develop some of the golf course for parking. Underground parking is a good option. Cafe developments on Carpark 2 need to complement the beachside look and feel, have a light touch not the cement built up look of Scarborough. A number of smaller al fresco style cafes are preferable to large barn like ones ie more Noosa than Hilary's in look.
Providing more parking and also more commercial opportunities along the foreshore is worth pursuing. We need shops, cafes, and other retail experiences to create a vibrant area and amenity and this can be achieved on this site without reducing beach access and landscaping
Minimum parking should be provided.   I would like to see parking charged for, not provided at Cottesloe ratepayers expense.
I do not want either. Keep car park one. Stope fiddling about. Spend money on the toilet facilities ONLY.
Not in favour of the massive development and commercialisation of the beachfront area..
To meet future beach demand I strongly support the Option A proposal given the necessity to provide ample parking on this site for current and future needs. It is a perfect site to solve all current parking issues in addition to providing an activity link (shops, accommodation) between Cottesloe and North Cottesloe. Car parking revenue can provide an ongoing income stream for the Council.
Car parks are ugly spaces… below ground is a better option as you can then utilise all the space above it for leisure… they are required however but the current carpark is very ugly aesthetically and this is one of the premier places in the country. It also makes the area very hot in summer and limits use to car parking only.
I would like to see less parking and a regular shuttle service to meet the needs of beach users, cafe users etc.
What a loaded question!! There is no doubt the Council as well as their business and developers backers would enjoy a new opportunity to build more high rise concrete blocks of flats on the foreshore in their quest to be the new Gold Coast, thus losing Cottesloe charm (which they don't grasp). Go for B, less chance of them ruining the place.
Need to ensure cost is not born by ratepayers. Need also to manage traffic effectively - how to encourage use of trains / buses to reduce volume of cars / bikes.   Also, there are regular groups of cars / bikes that "cruise" marine parade - how will this be discouraged?
Would be a great option to have more areas for people to be walking around on those busy days to stop crowding, also opportunity for more facilities/food options is always great.
While I support below-ground parking on Carpark 2, with grassed park area above, I do not support building development on the site. If there are not enough funds for the plan without 'offsets', then it should not be implemented.Some parking should be provided at Carpark 1
I would prefer that Cottesloe is not turned into Scarborough or the Gold Coast. Keep it simple and beautiful.
this is an ideal opportunity for a private / public partnership to allow a private developer to deliver infrastructure for the local council at the developers cost offset for the development benefit they would be able to obtain from a residential / mixed use development which would also provide the community with additional amenity and tangible benefits.   it would also provide a greater number of parking spaces for the community meaning any parking west of Marine Parade could be minimized if not removed entirely.

prefer this to allow alot of public uses and give council some income to pay for the improvements and maintenance of beach front
Try to keep the Marine Parade front street building height at 2-3 floors. Use quality materials and variety. Keep it looking green and do not overload on concrete - more lawns, plants and trees. Create a natural pedestrian progression from the beachfront into an improved John Black Dune park. Control all vehicle access into/out of the car park from Napier Street - to prevent vehicles having to come in and out of any exits on Marine Parade, which would constantly break pedestrian foot flow on the Marine Terrace pavements and create danger for children/elderly etc.   The rear car park of the OBH has lots of opportunity for development. OBH should be encouraged to do this. The ugly car parking area at the side of Eric Street retail area could then be reduced and landscaped.   NB - As nowhere else to write this.   1) Access to the Civic Gardens via Overton Gardens should be included in the redevelopment. Stairway, landscaped paths from the beachfront.   2) Lighting upgrades should be done along the whole of the foreshore from South Cott to Swanbourne. Open the area to people to walk safely at night and enjoy the area. It gets so dark now.
Option B will destroy the community feel to Cottesloe's foreshore residents and the area will be come an extension of City beach. Option A is a better choice but the parking will need to be secure and monitored as it will likely be susceptible to thefts and other inhabitants up taking temporary residence.
It is very important that any upgrade to the foreshore is supported by income generating improvements that offset the capital and operating cost of maintaining the foreshore for local ratepayers.   A proposal that deals with the consolidation of parking, activates Marine Parade frontage, provides public and semi public uses (including retail, short stay, paid parking) and rooftop green space is entirely appropriate and consistent with many prior proposals going back to the EBD plan.   Select portions of building height to 5 storeys is consistent with wider beachfront height control and positioned as suggested can preserve the more sensitive view corridors.   The re-classification of the land should be progressed with government as a priority with appropriate arrangements for the Town to maintain various income opportunities. The development of the site should be via a design competition with construction and leasing EOI, with input from the State Design Panel.   Option B provides insufficient public benefit and ongoing revenue for the Town relative to the cost of undertaking the project.
Lesser development, to reduce the attractiveness of the area for (particularly nocturnal) antisocial activity, noise and littering.
Cottesloe needs more short term accommodation, shops, cafes, community facilities and good public transport to reduce the need for car parking. Carparking should be kept to a minimum and should be below ground. Cafes, bars, restaurants should cater for families with lower budget and also for fine dining.   Marine Parade should be dual use for cars and pedestrians as achieved in Bay View Terrace.

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