

# TOWN OF COTTESLOE



## DEVELOPMENT SERVICES COMMITTEE MINUTES

MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE  
109 BROOME STREET, COTTESLOE  
6.00 PM, MONDAY, 20 AUGUST 2012

**CARL ASKEW**  
Chief Executive Officer

23 August 2012

## **DISCLAIMER**

**No responsibility whatsoever is implied or accepted by the Town for any act, omission, statement or intimation occurring during council meetings.**

**The Town of Cottesloe disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission, statement or intimation occurring during council meetings.**

**Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a council meeting does so at that person's or legal entity's own risk.**

**In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or intimation of approval made by any member or officer of the Town of Cottesloe during the course of any meeting is not intended to be and is not taken as notice of approval from the Town.**

**The Town of Cottesloe wishes to advise that any plans or documents contained within the agenda or minutes may be subject to copyright law provisions (*Copyright Act 1968*, as amended) and that the express permission of the copyright owner(s) should be sought prior to their reproduction.**

**Members of the public should note that no action should be taken on any application or item discussed at a council meeting prior to written advice on the resolution of council being received.**

**Agenda and minutes are available on the Town's website [www.cottesloe.wa.gov.au](http://www.cottesloe.wa.gov.au)**

DEVELOPMENT SERVICES COMMITTEE
TABLE OF CONTENTS

Table with 3 columns: ITEM, SUBJECT, PAGE NO. Items include: 1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS... 1; 2 DISCLAIMER ... 1; 3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION ... 1; 4 PUBLIC QUESTION TIME ... 1; 4.1 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE... 1; 4.2 PUBLIC QUESTIONS ... 1; 5 PUBLIC STATEMENT TIME... 1; 6 ATTENDANCE ... 1; 6.1 APOLOGIES ... 1; 6.2 APPROVED LEAVE OF ABSENCE ... 2; 6.3 APPLICATIONS FOR LEAVE OF ABSENCE ... 2; 7 DECLARATION OF INTERESTS... 2; 8 CONFIRMATION OF MINUTES... 2; 9 PRESENTATIONS ... 2; 9.1 PETITIONS... 2; 9.2 PRESENTATIONS ... 2; 9.3 DEPUTATIONS ... 2; 10 REPORTS ... 3; 10.1 GENERAL ... 3; 10.1.1 COTTESLOE FORESHORE REDEVELOPMENT PLAN - UPDATE REPORT 3

10.1.2 PLANNING FOR TOWN CENTRE - UPDATE REPORT 15

11 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN ..... 26

12 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY:..... 26

12.1 ELECTED MEMBERS..... 26

12.2 OFFICERS ..... 26

13 MEETING CLOSED TO PUBLIC ..... 26

13.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED .... 26

13.2 PUBLIC READING OF RECOMMENDATIONS THAT MAY BE MADE PUBLIC..... 26

14 MEETING CLOSURE..... 26

**1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS**

The Presiding Member announced the meeting opened at 6:05 pm.

**2 DISCLAIMER****3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**

Nil

**4 PUBLIC QUESTION TIME**

Nil

**4.1 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Nil

**4.2 PUBLIC QUESTIONS**

Nil

**5 PUBLIC STATEMENT TIME**

Nil

**6 ATTENDANCE**

Nil

**Present**

Cr Jack Walsh	Presiding Member
Cr Katrina Downes	
Cr Greg Boland	
Cr Victor Strzina	Arrived 6:16 pm
Cr Yvonne Hart	

**Officers Present**

Mr Carl Askew	Chief Executive Officer
Mr Andrew Jackson	Manager Development Services
Mr Ed Drewett	Senior Planning Officer
Mr Will Schaefer	Planning Officer
Mrs Julie Ryan	Development Services Secretary

**6.1 APOLOGIES**

Cr Peter Jeanes

**Officer Apologies**

Nil

**6.2 APPROVED LEAVE OF ABSENCE**

Nil

**6.3 APPLICATIONS FOR LEAVE OF ABSENCE**

Nil

**7 DECLARATION OF INTERESTS**

Nil

**8 CONFIRMATION OF MINUTES**

**Moved Cr Hart, seconded Cr Boland**

[Minutes June 18 2012 Development Services Committee.doc](#)

**The Minutes of the Ordinary meeting of the Development Services Committee, held on 18 June 2012 be confirmed.**

**Carried 5/0**

**9 PRESENTATIONS**

Nil

**9.1 PETITIONS**

Nil

**9.2 PRESENTATIONS**

Nil

**9.3 DEPUTATIONS**

Nil

## 10 REPORTS

### 10.1 GENERAL

#### 10.1.1 COTTESLOE FORESHORE REDEVELOPMENT PLAN - UPDATE REPORT

**File No:** SUB/932  
**Responsible Officer:** Carl Askew  
Chief Executive Officer  
**Author:** Andrew Jackson  
Manager Development Services

**Proposed Meeting Date:** 22 August 2012

**Author Disclosure of Interest:** Nil

---

### INTRODUCTION

This report updates Council on progress in relation to the adopted Cottesloe Foreshore Redevelopment Plan (the "Plan"), with a view to the next phase of actions for Council endorsement and direction.

The report responds to a series of resolutions by Council for officers to pursue implementation of the Plan and report-back on particular aspects or projects on an ongoing basis. It overviews the successive reports to and decisions by Council and discusses continuing steps to realise the Plan.

By way of background and actions undertaken so far, during the past year Council has progressed planning for the foreshore locality in several respects as set out below.

### COTTESLOE FORESHORE REDEVELOPMENT PLAN

In October 2011 Council considered an initial report for adoption of the Cottesloe Foreshore Redevelopment Plan, which was followed by a briefing of new elected members in November 2011 and additional meetings of the Foreshore Working Group in December 2011 and February 2012 to finalise the plan.

In February 2012 Council received a second report on the plan and resolved to:

1. *Note that the Cottesloe Foreshore Redevelopment Plan includes an overarching qualifying statement as previously recommended, as follows:*

*The proposals included in this Plan are indicative concepts only at this stage, which while supported in-principle by Council for the purpose of devising the plan, are subject to detailed planning, feasibility studies, approval processes and funding arrangements in order to be confirmed and implemented.*

---

2. *Support the inclusion of a possible public swimming pool in the Cottesloe Foreshore Redevelopment Plan, on a provisional basis subject to further examination of optional sites and feasibility studies, and note that the Plan contains another qualifying statement accordingly, as follows:*

*Council is open to consideration of a beach pool, subject to further study to identify the best site, the best design for that site and to confirm financial and environmental feasibility for its construction and operation. Potential sites include options (a) adjacent the Cottesloe Surf Club building, (b) in the vicinity of the Napier Street car park and (c) a location in relation to the beach. The final proposal must then undergo full detailed planning and approvals involving consultation with all key stakeholders. The Council will facilitate this process.*

3. *Adopt the Cottesloe Foreshore Redevelopment Plan as a framework for improvement of the beach and foreshore areas in relation to the beachfront urban development locality.*
4. *Note the preliminary implementation strategy and request that the Administration and Working Group devise detailed strategies for the overall Plan and report-back to Council on instigating priority improvement projects; including identification of prospective funding sources and consideration of budgetary arrangements.*
5. *Write to the Western Australian Planning Commission, the Minister for Planning, and the Premier and Member for Cottesloe, advising of Council's adoption of the Plan and the progress towards implementation, including its relationship to Local Planning Scheme No. 3 and a request for consideration of State Government collaboration and funding assistance over time to achieve the Plan.*

The Plan is the foundation reference for the consideration of all proposals, from small to large, by Council as the primary custodian of the locality, and ideally will also be acknowledged by other decision-makers such as the Heritage Council of Western Australia (HCWA) and the Western Australian Planning Commission (WAPC).

## **LIAISON WITH STATE GOVERNMENT**

The Town has since written to the State Government entities in accordance with point 5 above, enclosing a copy of the Plan. To date only the Premier/Member for Cottesloe has replied, as advised below.

In February 2012 Council considered a Notice of Motion, about key planning aspects in the district, including the foreshore, and resolved:

*That the Town of Cottesloe invite the Member for Cottesloe, Mr Colin Barnett, to meet the Mayor and Councillors to discuss plans for Curtin Avenue, the railway and crossings at Eric, Jarrad, Salvado and Victoria Streets, plans for the foreshore redevelopment and any other appropriate matters.*



Mr Barnett met with Council on 28 May 2012, broadly discussing a range of matters, and by follow-up letter dated 30 May 2012 advised in relation to the foreshore that:

*Revamping of the foreshore is needed and if the price tag is \$15 million then it does become a realistic project. As the local Member of Parliament I would be pleased to pursue joint funding and to assist there may be some scope for sale of land.*

This is a positive indication which the Town can respond to by firming-up proposals and submitting a formal request for funding. The suggestion of possible scope for sale of land is an invitation for both the Town and Government to explore what land may be a feasible source of revenue to be applied to the foreshore, and the Town should give preliminary consideration to this prospect.

In addition, on 14 August 2012 the Chief Executive Officer and Manager Development Services met with the Director Strategy & Policy and the Development Manager from Tourism WA to generally discuss progress and implementation of the Plan. Tourism WA recognises Cottesloe beach as an important tourist destination and participated in the Enquiry by Design (EbD) which produced the first draft of a foreshore plan. Tourism WA expressed interest in being kept abreast of the Plan and in fostering the realisation of feasible foreshore improvement projects, including possible State Government assistance by way of expertise and funding.

### **SPECIFIC FORESHORE FACILITIES**

In February 2012, Council in considering a Strategic Planning Committee report on the provision of facilities for the foreshore and given its adoption of the Plan, resolved to:

1. *Receive the Action Plan Report as amended by the Strategic Planning Committee.*
2. *Receive a report at the next meeting, and future meetings, which addresses the status and progress of the following:*
  - a. *Disability access path.*
  - b. *Change room/toilet facilities at the beachfront*
  - c. *Review of the Town's Bike Plan.*
  - d. *Investigate the temporary closure of Marine Parade (central foreshore only) for community events and activities.*

In May 2012, following a further Strategic Planning Committee report in this regard, Council resolved to:

1. *Authorise the Chief Executive Officer to engage an architect to develop (in consultation with the Foreshore Working Group and its consultant) a concept plan for the public ablution facilities shown at locations 4 and 10 on the Cottesloe Foreshore Redevelopment Plan.*

2. *Authorise the Chief Executive Officer to begin negotiations with all relevant agencies and bodies for funding assistance for the development of the ablution facilities.*
3. *Authorise the CEO to undertake a survey of a suitable sites, south of the Cottesloe groyne, for the placement of public toilets and report back to the next Strategic Planning Committee with alternative sites.*

Officers have commenced these actions, which are described in section 7: Specific Proposals and Projects of this report.

## **SIGNAGE**

In November 2011, in considering a notice of motion regarding coastal signage Council resolved to:

1. *Conduct an audit of signs, particularly on the beach foreshore, with the object of reducing the number to a minimum, particularly where there are two or three signs warning of the same hazard.*
2. *The aim is to replace free-standing signs with appropriate markings on roads, paths or curbs.*
3. *The aim is to replace free-standing signs to existing structures such as walls, fences and light poles.*
4. *Investigate using lines on roads in front of curbs to indicate parking restrictions.*
5. *Investigate a uniform design and layout for signs that produce solutions that are elegant, restrained and appropriate for ocean-side location.*
6. *Report-back to Council in February 2012 with findings and reduction proposals.*

In February 2012, after considering a report on the above, Council resolved to:

1. *Acknowledge the Key2Design strategy as a useful guide to styles for replacement signage that is elegant, restrained and appropriate for ocean-side location.*
2. *Request staff to undertake a reduction and consolidation of information signage along the beachfront over the next three months with monthly reports on progress.*
3. *Request staff to further report on parking signs, colour of poles, curb markings and markings on roundabouts.*
4. *Note that the proposed surf break signage be considered on the basis that it be consistent with the Key2Design style strategy and affixed to the wooden*

*dune fencing, and request staff to liaise with Mr Evan Ledger on this matter as part of the overall program.*

Subsequently officers have progressively reduced, rationalised and refreshed signage and other infrastructure such as bike racks along the entire Cottesloe coastline, as periodically reported to elected members, which has made a significant aesthetic improvement at little cost. Officers have also liaised with the proponent of the surf break signage in terms of design and placement in anticipation of manufacture and installation.

In March 2012, in considering a further report on the approach to signage Council resolved to:

- 1. Recognise that the present parking signage regime is appropriate to the intensive parking demand along the foreshore/beachfront and that the signs are useful for informing visitors.*
- 2. Request that Administration progressively replaces yellow parking sign poles with coloured poles as per the Key2Design strategy, commencing with those that are weathered and damaged, and using whichever is the least obtrusive colour.*
- 3. Acknowledge that curb marking as a replacement for parking signage is not considered feasible or appropriate.*
- 4. Note that the replacement of roundabout signs with road markings is not supported by Main Roads Western Australia.*
- 5. Note that Western Power does not permit the addition of signage to street lighting columns of the type found in Cottesloe.*

In summary, this process of investigation and improvement has provided principles and design guidance for signage management consistent with Council's vision of an enhanced foreshore and beachfront precinct.

## **CYCLE PLANNING**

In May 2012, Council considered a report from the Works and Corporate Services Committee on cycle planning priorities, which included options to improve the cycleway at the foreshore having regard to the Plan. There was support for widening the entire 4km length of the foreshore dual use path, addressing conflict points and enhancing signage. Factors to taken into account include erosion risk and the extent of realignment due to the Plan, which could cost an estimated \$200,000-300,000. At this stage Council resolved to:

*In the 2013/2014 budget considerations, include a minimum of \$50,000 to commence a long- term program to widen the foreshore cycleway (Raia Roberts Dual Use Path) to 3 metres and remove cycle conflict points.*

Council also resolved to form a Working Group to examine future cycle planning and projects, which may entail further proposals for the foreshore and beachfront locality and the review of the Bike Plan 2008-2013.

## **BEACHFRONT BUILDING DESIGN**

In June 2012, in considering the policy framework for LPS3, Council noted the scope for policies and design guidelines to address detailed building controls for the beachfront, and resolved to:

*Request Administration investigate and report back to Council by August 2012 on possible options to fund and suitably resource Building Design Guidelines to deliver a world-class beachfront at Cottesloe.*

In this connection, in July 2012 a Council workshop considered how the earlier draft policies for LPS3 regarding parking and the beachfront would need to be evolved in relation to the modifications to the Scheme required by the Minister. It was observed that the Scheme provisions gave direction and scope for local planning policy to address building design in more detail, taking into account the Special Control Area 2 Building Control Diagrams in Schedule 15 of the proposed Scheme, universal urban design principles and the original findings of the Enquiry by Design undertaken as part of the Scheme process.

The above resolution looks beyond this statutory-based framework to explore what value could be added in terms of finely-grained building design guidelines that ensure quality architecture and urban design whilst allowing a reasonable degree of design flexibility. Such guidelines would address a spectrum of design dimensions ranging from the macro to the micro, covering streetscape, site characteristics, broad built form, detailed building design, treatment of private spaces and integration with the public domain.

Achieving a world-class beachfront is not about copying some international examples, which would be simplistic and risky, but rather is a sophisticated vision and approach which:

- Shows a proper appreciation of the local landscape setting, urban context and social climate.
- Respects and responds to the special sense of place arising from the established identity, character, heritage and ambience of the locality.
- Recognises and contributes to the overall precinct in undertaking detailed design and development to create compatibility and cohesion.
- Results in built form, architectural expression, open spaces and movement networks that clearly strike the right balance for Cottesloe in having appropriate scale and appearance, being a welcoming and durable environment, enhancing amenity and experiences, and attracting people by virtue of its superior attributes.

To this end the following resources are available:

- The foundation of all of the planning, design and documents produced to date.
- The lead consultant for the EbD and the Plan.

- Other consultants in the fields of planning, urban design, architecture, landscape architecture and place-making, drawn from WA.
- Design manuals such as the Urban Design Protocol for Australian Cities (Creating Places for People), which embody contemporary best practice.
- The Commission for Architecture and the Built Environment (CABE) in the UK is another recognised resource with a history of research and publications providing guidance and methodologies to assist urban design.
- Council's Foreshore Working Group and Design Advisory Panel.
- Collaboration with professional organisations.

The task would entail time and costs, although because the design guidelines would be generic the exercise would be fairly efficient and cost less than detailed construction design. Funds could be found from the Planning budget or reserves.

It is emphasised that the purpose would be to prepare a layer of design guidance to facilitate quality development proposals, building outcomes and public domain improvements premised on the committed planning instruments of proposed LPS3, the adopted Plan and intended policies; not to go back to the drawing board or to take longer than is reasonable.

This proposal for additional design guidance has been discussed by the Manager Development Services and the lead consultant for the Plan having regard to the above. It was concluded that an efficient and economical course of action would be that:

- A small multi-disciplinary group produces a concise buildings and spaces design guidelines document comprising a clear statement of principles and objectives supported by appropriate visual examples (ie photos, diagrams, plans) communicating the intent.
- The guidelines address all facets necessary to ensure quality outcomes, through careful description and illustration (including 3D images), to define design parameters for proposals to satisfy.
- The process includes a workshop with the Foreshore Implementation Working Group and elected members.
- The timeframe be three months and the cost target be \$30,000.
- Subject to Council endorsement the guidelines are enshrined in policy pursuant to LPS3.

## **SPECIFIC PROPOSALS AND PROJECTS**

The following table summarises specific proposals and projects identified as part of the Plan and outlines their status for further planning or implementation actions.

Progressive reports to Council as necessary will ensue for endorsements or approvals associated with individual projects, including funding, consultants/contractors, designs, development applications and so on.

### **Disability access ramp**

- This is a key element of the Plan and a relative priority for Council.
- Lotterywest has granted \$200,000 and the Town is to fund \$100,000.
- It requires detailed design, approvals and carrying-out works in the off-season.

- A site survey has been obtained.
- Three expressions of interest for a full engineering design are to be obtained to select a consultant.
- Detailed design and construction management will be vital to the physical, heritage, aesthetic, amenity, safety and maintenance considerations involved, including protecting pine trees and coastal vegetation.
- Input from a landscape architect would be prudent. The design could include surface treatments or other subtle features to make the path and retaining walls interesting and a work of art, such as varied colours/textures, heritage plaques, mosaics (eg indigenous patterns), etched motifs (eg marine life images) and so on.
- The planning approval process involves Council, the HCWA and the WAPC, and will take time. A building permit is also required.

The intent is to conclude the design, consultation and approval processes for commencement of works in Autumn 2013 for completion before Summer 2013-14.

### **Central foreshore change-rooms/toilets**

- This is another key element of the Plan given the need for an improved standard of facilities and increasing demand, especially with large-scale events such as Sculpture by the Sea, the Rottneest Swim and surf carnivals.
- The location and design of these facilities is vital to practicality, coastal engineering, utility services, disability access, aesthetics, amenity, views, security and maintenance.
- The external design will need to respect heritage, existing buildings and the setting.
- Sustainability features, durable materials/finishes, lighting and anti-vandalism fittings will deserve attention.
- Some architects experienced in the design of public facilities have already shown interest in the project.
- The planning approval process involves Council, the HCWA for site 4 on the Plan, and the WAPC, and will take time. A building permit is also required.
- A design can be funded from within the current budget, which will determine the construction cost and how that may be funded such as from financial reserves, which in turn would be followed by tendering and undertaking the works.
- Given that a beach pool might propose its own ablution facilities, but that the pool concept has no certainty, it will be desirable to ensure that the new public change-rooms/toilets can also serve a future pool, which would be the case anyway with the swimmers being typical beach users.

### **Beach pool ideas**

- Council has supported the notion of a beach pool whilst being cognisant of the many aspects involved, which should not be underestimated – a beach pool would be a major coastal engineering and development project with significant and lasting effects physically, visually, heritage-wise, operationally and financially; including public health/safety and management considerations.
- Shark incidents have influenced political and public opinion in favour of a pool, with various suggestions floated for locations and form.
- A great deal more feasibility assessment and consultation is required in order to progress this proposition.

- As mentioned above a beach pool should avoid duplicating new change-rooms/toilets.

### **South Cottesloe toilets**

- Historically, basic public toilets existed in South Cottesloe but were eventually demolished.
- This is a well-used recreational area, hence the demand for modern facilities.
- Important factors in the location and design of a new toilet block include utility services, convenience, parking, disability access, aesthetics, amenity, views, security and maintenance.
- A site in association with a playground or other activity node would serve users, afford passive surveillance and discourage vandalism.
- A robust, innovative, sustainable and artful design would be appropriate.
- The planning approval process involves Council and the WAPC, and will take time. A building permit is also required.
- A design can be funded from within the current budget, which will determine the construction cost and how that may be funded such as from financial reserves, which in turn would be followed by tendering and undertaking the works.

### **Cycle facilities**

- Cycling is a popular foreshore activity embraced by the Plan and one demanding infrastructure, including pathways, signage, racks (ideally lockers also) and public change-rooms/toilets.
- Council has committed to begin widening of the foreshore cycle path in the next budget period and the design will need to be consistent with the Plan.
- The review of the Bike Plan will also assist the ongoing provision of cycle facilities.
- As planning for cycling relates to recreation, transport, tourism, sustainability and health, the Town should research what funding assistance may be available from this range of sectors.

### **Marine Parade temporary closure**

- Marine Parade is an obvious candidate for occasional temporary closure in conjunction with major beach and foreshore events.
- This must be subject to effective traffic management in each case, addressing alternative traffic routes, parking impacts and local as well as emergency access.
- It is intended to prepare a procedural guide for this purpose.

### **Marine Parade longer term realignment**

- The Plan envisages that Marine Parade could be realigned for urban design benefits including traffic calming, wide promenades, alfresco space, landscaping and streetscape.
- For example, the current redevelopment of the Cottesloe Beach Hotel beer garden and refurbishment of the premises invites public domain improvements to foster pedestrian movements, alfresco opportunities and landscaping, which a realigned road would facilitate in creating a wider eastern footpath.
- The physical and procedural feasibility of realigning the road warrants being investigated for consideration of an implementation programme.

**Parking**

- Parking is fundamental to the functionality of the foreshore/beachfront locality and is seasonally dynamic.
- Currently very little on-site parking occurs on private property other than the OBH site, whereby redevelopment of beachfront sites will be an opportunity for increased on-site provision.
- The Town's existing Car Parks Nos 1 and 2 provide the bulk of parking, with extensive on-street parking also available.
- The Plan envisages rationalisation and upgrading of all public domain car parking, which needs to be staged to manage supply and traffic.
- The recent formal construction of verge parking adjacent to the Tennis Club on Napier Street demonstrates how indiscriminate parking on the sandy verges of Napier and Forrest Streets can be converted to structured, attractive and safer parking, subject to detailed design to protect significant trees/vegetation.
- Expansion of the Cott Cat bus service to shuttle visitors from the railway station and car parking at that location is seen as a means to ameliorate parking demand and impact.

**Surf Life Saving Clubs**

- It is acknowledged that the premises of both surf clubs are constrained, with a desire for additional boat storage and lookout facilities if possible.
- The Plan does not make particular provision for the needs of the clubs outside their lease areas and there is limited capacity for expansion.
- Any proposal from the clubs for use or development in the public domain would need to be considered in the context of the Plan, public facilities, land tenure/leases and management/maintenance arrangements.

**FUNDING OPPORTUNITIES**

The broad-brush estimated cost of implementing the main components of the Plan is around \$15 million. Presently, apart from the \$150,000 set aside for the disability access ramp and cycle path, Council has not budgeted for any large capital expenditure at the foreshore in the current budget.

Funding opportunities for the range of projects comprising the Plan were outlined in the February 2012 report to Council to adopt the Plan and include:

- Capital expenditure – depot sale proceeds, rates revenue.
- State Government assistance – direct funding, shared contributions.
- Grants – State or Federal Governments.
- Partnerships – eg surf clubs, commercial tenants, events sponsors.
- Developer contributions.
- Loans – Treasury, banks.
- Community assistance – eg Coast Care (expertise and labour).

Additional sources are:

- Council property reserve fund.
- Possible sale of land held by the Town or State Government.



A current task is to prepare more accurate indicative cost estimates for each project in order to further consider priorities, funding and staging. This will assist in leveraging funding as well as moving to briefs, expressions of interest, tenders, detailed designs and works.

### **ROLE OF WORKING GROUP AND CONSULTANTS**

The Foreshore Working Group has played a pivotal role in overseeing preparation of the Plan and a preliminary implementation strategy. It will continue to be convened to steer overall progress and specific proposals or projects, including liaison with outside interested parties. A present task is assisting in commissioning and guiding the design of public change-rooms/toilets at various locations.

The lead urban design consultant will continue in that capacity and other consultants will be engaged for specialist tasks such as engineering design, landscape architecture and project management.

### **VOTING**

Simple Majority

### **COMMITTEE COMMENT**

The Committee was pleased to receive a report drawing together progress and the next steps. Discussion ensued on several aspects including: the nature of building design guidelines and degree of flexibility envisaged; who would comprise the small group of professionals and the likely cost; careful location and design of new public toilets, including having regard to coastal vegetation/replanting; careful planning and design of parking changes, including along Napier and Forrest Streets; what future opportunities for the sale of land might entail; and the meeting with Tourism WA.

Staff advised that details of the various consultants, designs, processes and costs involved in the elements of the Plan remained to be determined following Council support in-principle and each project being undertaken including reporting-back as appropriate. Feedback from Tourism WA indicated broad support for the Foreshore Plan improvements. The prospect of any sale of land was yet to be examined, with numerous aspects to consider and was probably a long way off as an option.

### **OFFICER & COMMITTEE RECOMMENDATION**

**Moved Cr Boland, seconded Cr Downes**

**That Council:**

**1. In respect of funding:**

- (i) Request that Administration write to the Premier/Member for Cottesloe seeking from the State Government a quantified financial contribution towards realisation of the Cottesloe Foreshore**

**Redevelopment Plan based on identified priority projects and indicative cost estimates.**

- (ii) Request that Administration research sources of funding aimed at cycle planning and facilities, via the Working Group formed to review the Town of Cottesloe Bike Plan 2008-2013.**
- (iii) Request that Administration research and report-back on land in the district held by the Town or the State Government potentially available for sale to help fund implementation of the Plan.**

**2. In respect of beachfront building design:**

- (i) Request that Administration coordinate the preparation of detailed design guidelines to achieve high quality buildings and spaces on the central beachfront development sites, via a small multi-disciplinary group of professionals and the Foreshore Implementation Working Group, for reporting-back by November 2012.**

**3. In respect of Marine Parade:**

- (i) Support in-principle temporary closure of the road for major events, subject to Administration preparing a procedural guide to manage such and Council approval in each instance.**
- (ii) Request that Administration examine and report-back on the feasibility to realign the road in accordance with the Plan, including detailed design, approval procedures, costs/funding, construction works and timeframes.**

**4. In respect of parking:**

- (i) Request that Administration prepare preliminary designs, costs and programming to downscale Car Park No. 1, improve Car Park No. 2, provide additional formalised verge parking to Forrest and Napier Streets and any other parking measures identified in accordance with the Plan.**

**Carried 5/0**

**10.1.2 PLANNING FOR TOWN CENTRE - UPDATE REPORT**

**File No:** SUB/935  
**Responsible Officer:** Carl Askew  
**Chief Executive Officer**  
**Author:** Andrew Jackson  
**Manager Development Services**

**Proposed Meeting Date:** 20 August 2012  
**Author Disclosure of Interest:** Nil

---

**INTRODUCTION**

This report updates Council on planning for the Town Centre and environs, with a view to the next phase of actions for Council endorsement and direction. During the past year Council has progressed planning for the Town Centre locality in various ways as set out below.

Council's Action Plan contains the following broad strategies as priorities for the Town Centre and environs:

- Develop an integrated Town Centre plan to improve all aspects of the infrastructure of the Town Centre.
- Introduce electronically-timed parking.
- Produce a draft Structure Plan for consultation purposes showing the sinking of the railway and realignment of Curtin Avenue together with 'what's possible' in terms of sustainable redevelopment and pedestrian and traffic links.
- Consider undeveloped Government owned land for higher density development provided there is both public support and benefit for the Cottesloe community.
- Develop a strategy to address the requirements of the State Government's Directions 2031 Strategies and Policies.

These aims have been addressed through a range of initiatives involving more detailed planning and decision-making.

**TOWN CENTRE PUBLIC DOMAIN INFRASTRUCTURE IMPROVEMENT PLAN**

In September 2011 Council resolved to:

1. *Endorse the Cottesloe Town Centre Public Domain Infrastructure Improvement Plan ("Town Centre Plan") urban design report in-principle as an ongoing guide in considering planning, development and works proposals relating to the Town Centre and environs.*
2. *Request the Station Street Working Group to progress the Station Street sites study and design guidelines prepared by Coda architects and that its future reporting have regard to the Town Centre Plan.*

3. *Request that staff further report to Council on recommended preferences and priorities, as well as consultation steps, estimated costs and forecast works programs, towards implementation of the study findings by March 2012, including liaison with Procott.*

This report responds to the above overall framework, although has been delayed due to work on LPS3 and other demands. The urban design consultancy for the Town Centre Plan, Blackwell & Associates, has kept in touch with the Town and is interested to assist in achieving improvements.

## **CRIME PREVENTION STRATEGIES**

In December 2011 Council resolved to:

1. *Investigate crime prevention strategies for Station Street premises, including street treatments and street architecture to prevent motor vehicle ram-raids.*
2. *Investigate funding sources for preventative and remedial action, including crime prevention funding and Local Government Insurance Scheme (LGIS) safety initiative funding.*

In March 2012 Council received a follow-up report and resolved to:

1. *Request that, in addition to progressing the Station Street sites study and design guidelines prepared by Coda architects, the Station Street Working Group have regard to the findings and recommendations in this report towards ensuring that new street treatments/architecture address the crime prevention strategies/measures and associated funding.*
2. *Request that staff discuss crime prevention strategies with relevant stakeholders (ie property and business proprietors, Police, Office of Crime Prevention, ProCott) and actively encourage low-key preventative measures as outlined in this report.*
3. *Request that the design of new developments in Station Street and the Town Centre be required to incorporate anti-crime features so as to avoid significant alterations becoming necessary after completion.*

Discussion so far with some of the crime-affected proprietors in Station Street has informed an approach. Prevention measures undertaken on private premises include attractive internal moveable metal grilles, stainless steel bollards (strong and aesthetically restrained) and advanced alarm systems. The matter has also been discussed generally with Procott by the CEO and Elected Member representatives, and Procott is supportive of any measures that individual proprietors or the Town can pursue.

Steps the Town can progress include:

- Continued liaison with the Police for closer interaction with the Town and increased patrols at night and on weekends.

- Installation of CCTV as already approved by Council but dependent on funding.
- Improved street lighting.
- Public domain treatments for security and safety based on designing-out-crime techniques.
- Approving additional and well-designed development along Station Street and in the Town Centre overall that creates increased activity, occupancy and surveillance as deterrents to crime.

In respect of CCTV, a recent grant application to the Office of Crime Prevention for a \$15,000 contribution towards a total project cost of some \$39,000 was unsuccessful, so to proceed would require additional budget funding of perhaps a contribution from Procott.

The Manager Development Services has discussed with Blackwell & Associates the prospect of formulating specific urban design and crime-prevention improvements to Station Street for consideration and implementation. This would devise particular measures and treatments to be applied in relation to vulnerable properties and the public domain in terms of crime deterrents, public security and surveillance technology.

### **CURTIN AVENUE, RAILWAY LINE AND RAILWAY LANDS**

In February 2012 Council considered a Notice of Motion about key planning aspect in the district, including in relation to the Town Centre and environs, and resolved:

*That the Town of Cottesloe invite the Member for Cottesloe, Mr Colin Barnett, to meet the Mayor and Councillors to discuss plans for Curtin Avenue, the railway and crossings at Eric, Jarrad, Salvado and Victoria Streets, plans for the foreshore redevelopment and any other appropriate matters.*

Mr Barnett met with Council on 28 May 2012 and by follow-up letter of 30 May 2012 advised that:

- *As local member he supports realigning Curtin Avenue along the railway line and will arrange for the Departments of Planning and Transport to liaise with the Town on the matter.*
- *He would assist in addressing the poor pedestrian safety at the intersection Curtin Avenue and Forrest Street.*

Regarding the latter, in April 2012 Council considered a report supporting the need for this crossing to become traffic light-controlled, noting the heavily-used pedestrian route between the railway station and one of Perth's most popular beaches, the ongoing growth of vehicle and pedestrian numbers at this location, and the resultant high potential for accidents involving pedestrians crossing Curtin Avenue. Council resolved to:

*Send the results of its video survey of pedestrians crossing Curtin Avenue and the traffic counting survey for Curtin Avenue to Main Roads WA with a case for*

*the installation of a light-controlled pedestrian crossing across Curtin Avenue at Forrest Street.*

Main Roads WA has acknowledged the evidence provided by the Town but advised that the proposal is not high on its list of priorities compared with other trouble-spots and has no funding allocation. The Manager Engineering Services advises that the cost to the Town of funding the design and works to the requirements of Main Roads WA would be in the order of \$300,000, which has not been budgeted for.

Council's strategic aim is to proactively pursue solutions for Curtin Avenue and the railway line to enhance connectivity, with the course of action envisage to include:

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

This amounts to a major exercise and Administration is working towards a meeting with State Government agencies to bring the matter back on to the agenda.

Previously the Enquiry by Design (EbD) was instrumental in examining the potentials and parameters for the railway lands. The EbD entailed a preliminary structure plan for the railway lands and the Town has investigated with State agencies options for a future Curtin Avenue, the railway line, east-west connectivity and the railway lands/town centre locality.

In addition the Town has had dialogue with various agencies interested in pursuing a vision for the regional transport corridors and vacant Government lands in responding to Directions 2031 objectives and local requirements.

Council has passed a range of specific resolutions on these matters reflecting the investigations performed so far and giving direction to the next steps.

## **PARKING**

In April 2012 a Council workshop on an Outline Parking Strategy for the Town Centre and Environs summarised the background studies and Station Street Working Group findings, analysed the parking situation in the locality and scoped potential additional parking facilities. In-principle direction for further examination and reporting for Council support included:

- Conversion of the Station Street sump site and adjoining public landholdings into surface of decked parking, preferably for shoppers and time-managed using Meter Eye technology.

- Creation of a surface car park on unused Government land on the south-east corner of Jarrad Street and Curtin Avenue, preferably for worker parking, and subject to assessing the feasibility of a lease, design and construction.
- Options for redevelopment of the Town's car park on the corner of Station and Railway Streets in the longer term.
- Deploying cash in lieu reserve funds for car parking purposes.
- Identifying opportunities for public domain improvements in relation to car parking and generally in the Town Centre, especially the lanes and walkways as relative priorities.

These individual proposals are discussed in more detail further below, leading to recommendations.

### **STIRLING HIGHWAY**

In April and June 2012 Council received reports on the proposed Metropolitan Region Scheme (MRS) Amendment for Stirling Highway in relation to the Stirling Highway Activity Corridor Study (SHACS). In this connection a presentation by the Department of Planning occurred in early June 2012. Council noted the far-reaching implications of the SHACS and MRS Amendment proposals for Cottesloe and the Town Centre locality and resolved as follows:

1. *Request staff to complete the WAPC's submission form with respect to the proposed MRS Amendment for the rationalisation of the Stirling Highway Primary Regional Road Reservation, advising that further consideration should be given to the following:*
  - a) *future public and private transport demands along other regional roads in the western suburbs, especially around the existing bottleneck in Claremont and along Curtin Avenue;*
  - b) *alternatives to Stirling Highway, in particular along the railway reserve that runs parallel to the highway for a considerable distance, as this would reduce the impact on landowners abutting Stirling Highway;*
  - c) *development of a system that gives greater certainty to landowners abutting Stirling Highway, including a simple and transparent compensation mechanism; and*
  - d) *review of the proposed Concept Design Plans to determine whether the length of the proposed turning pockets are adequate to ensure that vehicles, including buses, will not conflict with the continuous traffic flow along Stirling Highway and that there are adequate access points available for turning vehicles following the creation of the solid central median; and*
3. *Request staff to:*
  - a) *monitor progress of the proposed MRS Amendment for further reporting to Council regarding the submissions and outcome as relevant; and*

- b) *give preliminary consideration to the future necessary local planning scheme amendment(s) to create zones, residential density codes, land use or development requirements and any special planning controls or redevelopment incentives for all of the land to be removed from the MRS PRR Reservation, including heritage properties, for further reporting in due course.*

*The outcome of the MRS Amendment will not be known for many months and the SHACS will continue for some time thereafter. While the ultimate road requirement and its planning implications will be defined, actual road widening changes and related redevelopment are unlikely to occur for a number of years.*

## **METER EYE**

In May 2012 Council in considering expansion of the Meter Eye parking control system after successful trials, resolved to expand the system for time-restricted parking bays in the Town Centre, budgeted to be installed in 2012/13.

Council noted that the enhanced technology and data will enable parking management to maximise turnover and assist optimising parking layouts for all needs.

## **LPS3 POLICIES**

In June 2012 Council received and noted a report outlining the operation of policies under proposed Local Planning Scheme No. 3 (LPS3) based on the Minister's modifications, which indicated how parking and design guidelines would apply to the Town Centre and elsewhere.

In July 2012 a Council workshop followed which considered a draft Parking Policy for LPS3 given the anticipated Scheme provisions and nominated possible parking stations and facilities in accordance with the parking strategy paper.

These reports are a basis for the Town to produce policy and guideline documents and to pursue individual improvement projects.

## **SPECIFIC PROPOSALS AND PROJECTS**

### **Urban design for public domain improvements**

In relation to quality architecture and urban design, it is noted that the office building at 1 Station Street was included in this year's Royal Australian Institute of Architects Awards.

Also, in Claremont the current reconstruction of Bayview Terrace is demonstrating how detailed urban design for vehicles, pedestrians, cyclists, the disabled, alfresco areas and amenity can transform and rejuvenate narrow, traditional shopping strips such as Napoleon Street.



Although the existing urban design treatments in Napoleon Street are not new, they are essentially cohesive, low-key and in good condition, being a more hospitable environment and better traffic-calmed than the former Bayview Terrace which was dominated by the road. Hence enhancing Napoleon Street could be considered in two phases:

- Initially for fairly superficial and affordable functional improvements and beautification.
- In the longer term for comprehensive urban design and infrastructure renewal in accordance with more detailed planning for the Town Centre.

The latter would require substantial funds and would need to take into account the effects of planning changes for Stirling Highway.

Similarly, the laneways which are utilitarian service areas could be:

- Firstly noticeably improved by physical clean-up, cosmetic treatments and better operational practices.
- Following detailed design converted to attractive thoroughfares and inviting multi-purpose activity spaces.

This task would draw on the previous Town Centre studies and the experience of other local governments such as Perth and Fremantle.

### **Station Street sump site proposal**

The sump site at the eastern end of Station Street is an immediate opportunity to relatively easily create additional parking that is conveniently located. The drainage function would be retained, a simple concrete deck on piers constructed over the sump and a surface car park of approximately 70 bays built.

The width of Station Street and the rear lane would facilitate vehicular circulation, with some traffic management treatments including directional signage. The current on-street angle parking would need to be reconfigured and the frontage of the car park site upgraded with a new footpath, landscaping and lighting.

This is a relatively affordable project (preliminary estimate around \$300,000 plus) with a fairly short construction time and would keep open the future option of a multi-storey, mixed-use redevelopment of the site with decked parking. In undertaking this project it would be prudent and cost-effective to consider streetscape improvements along the street.

### **Station Street car park site proposal**

The Station Street Study and Design Guidelines and the Town Centre Plan recognised the potential for this site to, in time, become a multi-storey, mixed-use development with active street frontages, pedestrian links and a presence as a corner building interfacing with Railway Street, the train station and future development west of the railway line. The earlier studies indicatively scoped the land use, built form, urban design, parking supply and financial feasibility considerations.

So far Council has informally supported such concepts although has expressed some cautions, including that the current car park provides important parking, was built using previous cash in lieu funds so there is an expectation of continued parking supply, and the building height, bulk and composition necessary to ensure parking as well as achieve the other objectives.

Nonetheless, from a longer-term planning perspective as the site can make a vital contribution to the activation, built-form and streetscape as an anchor development in the Town Centre, it is desirable to undertake more detailed analysis and design towards that end.

### **Jarrad Street/Curtin Avenue site proposal**

This unused Crown reserve land sits close to the Town Centre and has the potential to be leased by the Town and developed as a surface car park providing 70-80 bays. Construction would be fairly economical (preliminary estimate around \$250,000-300,000), straightforward and quite quick, including footpaths, landscaping and lighting.

Vehicular access and circulation requires careful design with limited entry/exit points and turning movements in relation to the busy perimeter roads – the level-crossing and traffic lights would assist in both slowing traffic and creating breaks in the flow. Pedestrians would have a short walk across the railway line to the Town Centre, which is level-crossing controlled and more direct than from the parking on the western side of the train station.

This car park could be dedicated to workers with permits as an all-day facility, sign-posted and ranger-patrolled accordingly.

### **VOTING**

Simple Majority

### **COMMITTEE COMMENT**

The Committee briefly discussed several aspects including: the amount, location, appearance and management of parking; considerations involved in the Town's two Station Street sites for parking; the priority for CCTV subject to funding; and the placement of sculptures in Station Street and the Town Centre generally. The Committee also discussed amendments to the recommendations supporting tree retention in new parking areas and expediting completion of the Principal Shared Path (facilitating cycling) through the locality.

### **OFFICER RECOMMENDATION**

**Moved Cr Boland, seconded Cr Strzina**

THAT Council request staff to:

1. Undertake detailed design and feasibility assessment, including land assembly and approval procedures, and report-back for Council endorsement to implement:

- (i) Conversion of the Station Street sump site into a surface car park for public shopper parking time-managed using Meter Eye.
  - (ii) Construction of a surface car park primarily for permit-managed worker parking on the Government landholding at the south-east corner of Jarrad Street and Curtin Avenue.
2. Engage Blackwell & Associates to prepare a more detailed design for public domain improvements to Station Street based on the Town Centre Public Domain Infrastructure Improvement Plan and taking into account the sump site project, crime prevention measures and possible future development of the Council car park and private properties. This process is to include consultation with interested parties via the Town and reporting-back to Council for approval of works projects and funding.
3. Review funding arrangements to enable implementation of the planned provision of CCTV in Station Street and the Town Centre as a priority crime prevention strategy.
4. Engage Blackwell & Associates to prepare more detailed designs for improvements to the network of lanes and walkways in the Town Centre, in two stages comprising:
  - (i) Preliminary concepts having regard to previous studies, technical considerations and consultations with interested parties via the Town.
  - (ii) Following consideration by the Station Street/Town Centre Working Group produce construction designs as directed for the preferred concepts and priorities with a view to implementation.
5. Approach Coda or other suitable architects to prepare a more detailed concept design for the Station Street/Railway Street car park site, based on a brief taking into account the previous studies, Town Centre Public Domain Infrastructure Improvement Plan and Local Planning Scheme No. 3, for Council to further consider the strategic, technical and financial feasibilities involved in a future project.
6. Review the planning undertaken by the Town over recent years regarding Curtin Avenue, the railway line, railway lands and east-west connectivity, including in relation to planning for the Town Centre, and report to Council on a way forward working with the State Government to prepare an agreed detailed structure plan for the locality as a basis for a redevelopment project to achieve an integrated transport infrastructure, land use, built form and urban design solution.

## **AMENDMENT**

**Moved Cr Boland, seconded Cr Strzina**

**That:**

---

- (a) recommendation 1(ii) have the following words added at the end: ", with the design to incorporate retention of all existing trees on the site"; and
- (b) a new Recommendation 7 be added: "Approach the Department of Transport and Public Transport Authority regarding the prompt installation of the Principal Shared Path through Cottesloe".

Carried 5/0

## COMMITTEE RECOMMENDATION

Moved Cr Boland, seconded Cr Strzina

That Council request staff to:

1. Undertake detailed design and feasibility assessment, including land assembly and approval procedures, and report-back for Council endorsement to implement:
  - (i) Conversion of the Station Street sump site into a surface car park for public shopper parking time-managed using Meter Eye.
  - (ii) Construction of a surface car park primarily for permit-managed worker parking on the Government landholding at the south-east corner of Jarrad Street and Curtin Avenue, with the design to incorporate retention of all existing trees on the site.
2. Engage Blackwell & Associates to prepare a more detailed design for public domain improvements to Station Street based on the Town Centre Public Domain Infrastructure Improvement Plan and taking into account the sump site project, crime prevention measures and possible future development of the Council car park and private properties. This process is to include consultation with interested parties via the Town and reporting-back to Council for approval of works projects and funding.
3. Review funding arrangements to enable implementation of the planned provision of CCTV in Station Street and the Town Centre as a priority crime prevention strategy.
4. Engage Blackwell & Associates to prepare more detailed designs for improvements to the network of lanes and walkways in the Town Centre, in two stages comprising:
  - (i) Preliminary concepts having regard to previous studies, technical considerations and consultations with interested parties via the Town.

- (ii) Following consideration by the Station Street/Town Centre Working Group produce construction designs as directed for the preferred concepts and priorities with a view to implementation.
5. Approach Coda or other suitable architects to prepare a more detailed concept design for the Station Street/Railway Street car park site, based on a brief taking into account the previous studies, Town Centre Public Domain Infrastructure Improvement Plan and Local Planning Scheme No. 3, for Council to further consider the strategic, technical and financial feasibilities involved in a future project.
  6. Review the planning undertaken by the Town over recent years regarding Curtin Avenue, the railway line, railway lands and east-west connectivity, including in relation to planning for the Town Centre, and report to Council on a way forward working with the State Government to prepare an agreed detailed structure plan for the locality as a basis for a redevelopment project to achieve an integrated transport infrastructure, land use, built form and urban design solution.
  7. Approach Department of Transport and Public Transport Authority regarding the prompt installation of the Principal Shared Path through Cottesloe.

**THE AMENDED SUBSTANTIVE MOTION WAS PUT**

**Carried 5/0**

**11 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**12 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY:**

The Manager Development Services informed the Committee that Planning Officer Will Schaefer was leaving his position at the Town and thanked Will for his dedicated professional contribution, wishing him well for the future, and the Committee echoed these sentiments.

**12.1 ELECTED MEMBERS**

Nil

**12.2 OFFICERS**

Nil

**13 MEETING CLOSED TO PUBLIC**

Nil

**13.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED**

Nil

**13.2 PUBLIC READING OF RECOMMENDATIONS THAT MAY BE MADE PUBLIC**

Nil

**14 MEETING CLOSURE**

The Presiding Member announced the closure of the meeting at 7:00 pm.

CONFIRMED: PRESIDING MEMBER \_\_\_\_\_ DATE: \_\_\_\_\_