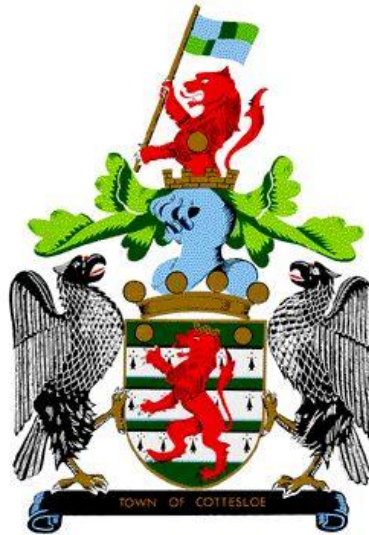


TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

UNCONFIRMED MINUTES

FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

HELD IN THE

Mayor's Parlour, Cottesloe Civic Centre

109 Broome Street, Cottesloe

5:00pm Thursday, 15 August 2019

MAT HUMFREY

Chief Executive Officer

20 August 2019

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Agenda and minutes are available on the Town's website www.cottesloe.wa.gov.au

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1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member announced the meeting opened at 5:04pm.

2 DISCLAIMER

The Presiding Member drew attention to the Town’s Disclaimer.

3 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

The Presiding Member announced that the meeting is being recorded, solely for the purpose of confirming the correctness of the Minutes.

4 ATTENDANCE

Members

Mr Adrian Fini	Presiding Member, Committee Member
Cr Mark Rodda	Deputy Presiding Member, Elected Member
Mayor Philip Angers	Elected Member
Cr Helen Sadler	Elected Member
Cr Lorraine Young	Elected Member
Mr Dick Donaldson	Committee Member
Mr Deon White	Committee Member
Mr Simon Rodrigues	Committee Member
Cr Michael Tucak	Elected Member, Deputy Member (deputising for Cr Harkins)

Officers

Mr Mat Humfrey	Chief Executive Officer
Mr Shaun Kan	Manager Engineering Services
Mrs Denise Tyler-Hare	Project Manager
Ms Lisa Mattiske	Communications and Marketing Coordinator
Ms Ann-Marie Donkin	Governance Officer

Visitors

1

Apologies

Cr Melissa Harkins	Elected Member
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5 DECLARATION OF INTERESTS

Nil

6 CONFIRMATION OF MINUTES

Moved Cr Young Seconded Cr Rodda

That the Minutes of the Foreshore Precinct Implementation Committee Meeting held on Monday 15 July 2019 be confirmed as a true and accurate record, subject to it being noted at 9.1, that Mr Fini was referring to the administrations previous advice at the previous meeting when Mr Fini advised that construction of the timber seating under the trees has commenced and quotes are coming for the other works. There are no other works after this.

Carried 8/0

7 PRESENTATIONS

Nil

8 REPORTS

8.1 REPORTS OF OFFICERS

8.1.1 FORESHORE MASTER PLAN - COMMUNITY ENGAGEMENT

File Ref: SUB/2635

Attachments:

- 8.1.1(a) Draft Foreshore Master Plan
- 8.1.1(b) Supporting document 1 - Overall draft consultation summary report
- 8.1.1(c) Supporting document 2 - June Workshop presentation
- 8.1.1(d) Supporting document 3 - Previous consultation summary report
- 8.1.1(e) Supporting document 4 - Cost estimates
[CONFIDENTIAL]
- 8.1.1(f) Community Engagement Plan - foreshore master plan

Responsible Officer: Shaun Kan, Manager, Engineering Services

Author: Denise Tyler-Hare, Project Manager

Author Disclosure of Interest: Nil

SUMMARY

Following the three stages of public consultation, the Foreshore Precinct Implementation Committee (FPIC) is asked to recommend the draft Foreshore Master Plan to Council for wider community consultation.

BACKGROUND

Two separate public survey approaches were carried out to determine the preferred design option for the two foreshore carparks, Marine Parade and the terraces. 337 responses were received when engaging on Carpark One and terraces. 168 submissions were received in the second survey for Carpark Two and Marine Parade consultation.

The following have been developed after careful consideration of feedback received:

- An alignment based on Safe Active Street Principles for Marine Parade; and,
- Various options for Carpark One and Two have been developed from the survey feedback received.

These were then further analysed at a workshop attended by 29 Cottesloe residents by invitation. A public display followed the closed forum.

Following this, the consultant, Aspect, have prepared the draft master plan based on the feedback received, and prepared a brief summary report outlining the key items that have influenced the design.

STRATEGIC IMPLICATIONS

This report is consistent with the Town's *Strategic Community Plan 2013 – 2023*.

Priority Area 3: Enhancing beach access and the foreshore

Major Strategy 3.1: Implement the 'Foreshore Redevelopment Plan' in consultation with the community.

This report is consistent with the Town's *Corporate Business Plan 2017 – 2021*.

Priority Area 5: Providing sustainable infrastructure and community amenities.

Major Strategy 5.1: Develop sustainability and capacity criteria to assess major strategies.

POLICY IMPLICATIONS

The proposed community consultation will be undertaken in accordance with the Community Consultation Policy.

STATUTORY ENVIRONMENT

Local Government Act 1995

Local Government Regulations 1996

FINANCIAL IMPLICATIONS

There are no perceived financial implications arising from the officer's recommendation.

STAFFING IMPLICATIONS

There are no perceived staffing implications arising from the officer's recommendation.

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

The Master Plan will increase the green space within the Town with the opportunity to increase canopy cover through tree planting within these areas. The proposed Marine Parade concept will encourage sustainable transport modes such as walking and cycling. The introduction of natural areas within the dunes north of the Indiana Tea House protects the dunes from the ocean weather conditions.

CONSULTATION

Cottesloe Residents

Foreshore Precinct Implementation Committee

Elected Members

Town of Cottesloe Staff

Traditional Owners

OFFICER COMMENT

A draft master plan has been developed as attached. The key elements comprise of the following.

Marine Parade

Given the support, the proposed shared and safe active street concepts for Marine Parade have been included within the draft masterplan comprising of various traffic calming approaches and raised intersection treatments that allows pedestrians, cyclist and vehicles to share the road safely.

Other elements incorporated along Marine Parade from feedback include:

- Additional alfresco areas on the eastern side;
- Extension of these traffic engineering and space activation principles along Marine to North Cottesloe; and,
- Provide more street furniture, lighting, barbeques and planting in general.

Carpark One

The consensus was for a pedestrian friendly public realm with the provision of limited parking to view the ocean. The following have been incorporated within the draft master plan with this stakeholder majority vision:

- Design option three that best demonstrates these characteristics has been most supported;
- Limited number of angled parking bays within the most northern section of Carpark one that will only be made available possibly only outside winter;
- Remaining areas to the south of the parking area have been generally dedicated to open space for activation; and,
- Sections immediately north of Indiana Tea House will be converted to terraces and natural areas on the beach.

Carpark Two

Options three and five; providing a podium with towers and providing retail along Marine Parade respectively, were the two most popular solutions amongst workshop participants. Feedback also indicates that developments, in either option, should be limited to four storeys to maintain the current periphery view of properties from the Tennis Club and beyond.

Other suggestions for this element, not within the various alternatives, included community and function space, together with the rejuvenation of John Black Dune Park. The space activation proposed by participants can be accommodated in podium areas between the towers in option 3. There is however limited opportunities in option five, with car parking being allocated over retail shops. The rejuvenation of John Black Dune Park could be completed as part of an extension to the dune works within the Carpark One element.

The incorporation of parking facilities was generally supported within this element.

Given the split in preference, the draft master plan has incorporated options three and five as insets, for review during community consultation.

It is recommended that the FPIC committee endorse the draft master plan for community engagement in line with the attached community engagement plan.

While there has been some suggestion that further work on the master plan be set aside until the outcome of Minderoo's design process is known, it is important that the Town has a finalised master plan that can inform the Council's decision making on any proposal that may (or may not) eventuate. On that basis it is recommended to proceed.

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION

THAT the Foreshore Precinct Implementation Committee recommends to Council;

THAT Council APPROVES for the draft Foreshore Master Plan to be advertised for public consultation, in line with the community engagement plan

COMMITTEE RECOMMENDATION AND RESOLUTION

Moved Mr White Seconded Cr Rodda

That the committee endorses the documentation as presented subject to the following changes

- 1. The introduction of sectional drawings and/or perspectives for carpark 2**
- 2. Amendment of Carpark 2 Comparison Study (page 14) to highlight the key features of each option**
- 3. The draft community engagement plan subject to the following changes**
 - i. Including Cottesloe Coastcare and Cottesloe's indigenous community as stakeholders to be consulted**
 - ii. Under the heading "Letterbox drop" changing the wording from No to Yes**
 - iii. At Q2 and Q3 language cross reference the wording used in the Masterplan as appropriate and include an 'any other comment' box after question 3**
 - iv. At Q2 and Q3 change the words "Car park 2 expansion" to "Car park 2 upgrade" to more accurately reflect the proposal and**
 - v. Q4 to read;**

Option A is a more significant development that could include below ground parking to meet the needs of the foreshore, community facilities, event spaces, short stay accommodation, shops and cafes, upgrades to John Black Dune and new public open spaces. The

development opportunities would offset the costs of the upgrade of the site.

Option B is a smaller development that could include opportunities for below ground parking to meet the needs of the foreshore, shops & cafes and upgrades to John Black Dune Park. This option includes fewer opportunities to off-set the costs for the upgrade of the site and potentially less parking than option A. Any space not required at ground level for public parking presents an opportunity for increased public open space.

Carried 9/0

8.2 ITEMS FOR DISCUSSION

Nil

9 GENERAL BUSINESS

9.1 COMMITTEE MEMBERS

Nil

9.2 OFFICERS

Nil

10 MEETING CLOSED TO PUBLIC

10.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil

11 NEXT MEETING

The next meeting is scheduled for the 19 September 2019.

12 MEETING CLOSURE

The Presiding Member announced the closure of the meeting at 6:40pm.

TOWN OF COTTESLOE



ATTACHMENTS

**FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING –
15 AUGUST 2019**

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TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1A: DRAFT FORESHORE MASTER PLAN

COTTESLOE FORESHORE MASTERPLAN

Town of Cottesloe

Summary Report

August 2019

DRAFT FOR REVIEW

01.08.19

ASPECT Studios

Contents

Prepared for:

Town of Cottesloe
109 Broome Street,
Cottesloe, WA 6011

Prepared by:

ASPECT Studios
Landscape Architecture & Urban Design

Iredale Pedersen Hook Architects
Architecture

GTA Consultants
Transport

Shape Urban
Consultation & Engagement

Pritchard Francis
Engineering

RBB
Quantity Surveyor

1.0	Masterplan Purpose
2.0	Masterplan Process
3.0	Site Appreciation
4.0	Masterplan Overview
5.0	Detail Areas
6.0	Technical Considerations
7.0	Cost Summary
8.0	Existing & Proposed Comparison

Document Control:

Job Number: P18005_AS_CFMP_013

Revision: A

Cottesloe Foreshore Masterplan

02

1.0 Masterplan Overview

Purpose

Cottesloe Foreshore is the gateway and urban edge to the world famous Cottesloe Beach. The foreshore is an important part of the beach experience for both residents and visitors and needs a coordinated design strategy to guide much needed upgrades to the public realm.

The Cottesloe Foreshore Masterplan provides the vision, principles, conceptual plan and design guidance for future upgrades that are in keeping with the unique character of Cottesloe and the surrounding community.

This report is the first step in the renewal process and identifies a series of public realm upgrades that that will require further detailed design as funds become available.

Masterplan Purpose:

- **Develop a foreshore master plan that builds on the previous consultation and work completed to date.**
- **Engage with the community to develop a long-term vision and design principles for the foreshore and key project sites.**
- **To preserve and improve Cottesloe's natural and built environment and beach lifestyle by using sustainable strategies in consultation with the community.**
- **Identify a series of public realm upgrades that can be progressively implemented as funds become available.**
- **Develop a plan that captures the unique character of Cottesloe and the surrounding community.**

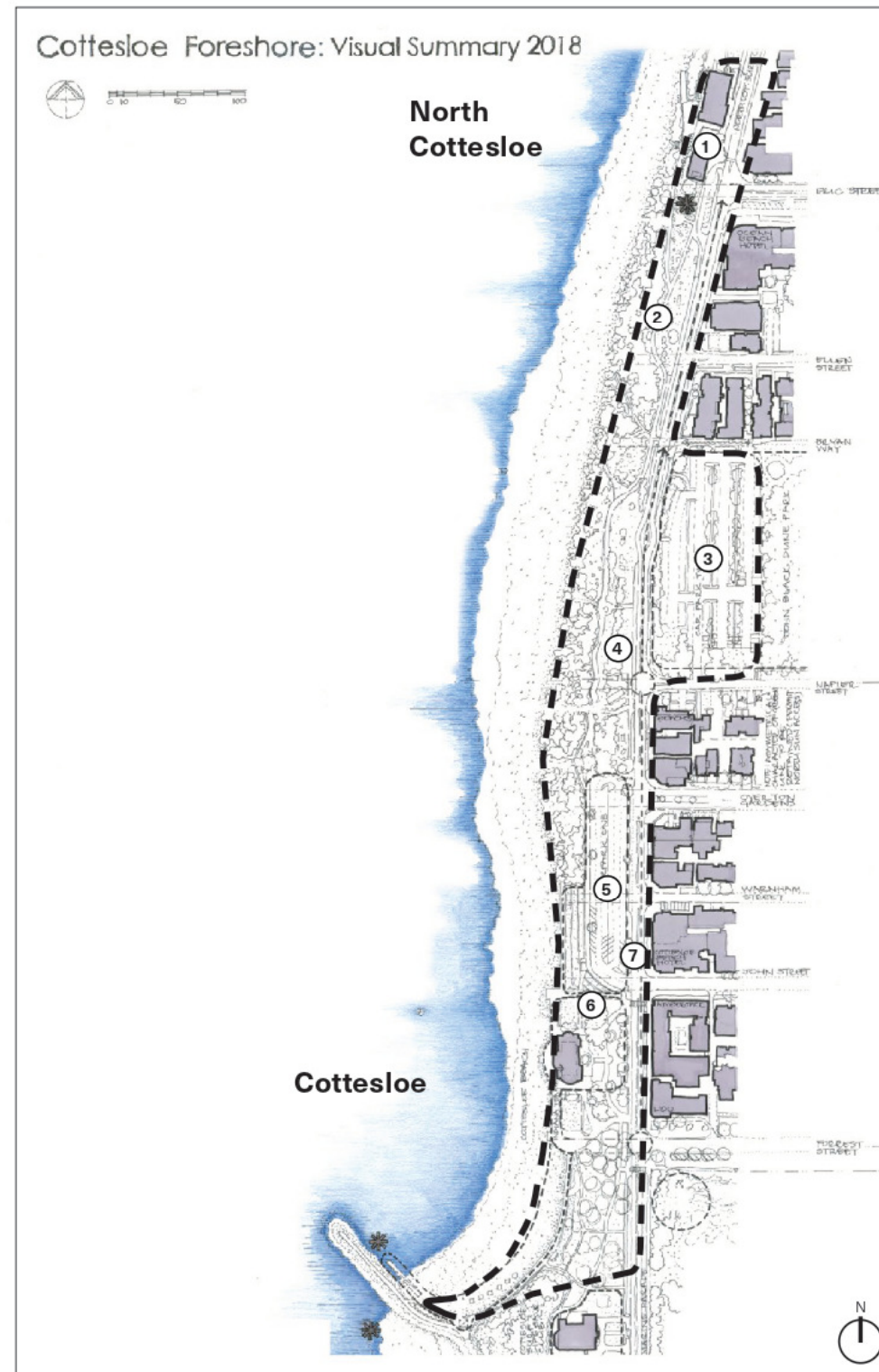
1.0 Masterplan Overview

Scope

Cottesloe Foreshore is the gateway and urban edge to the world famous Cottesloe Beach. The foreshore is an important part of the beach experience for both residents and visitors and needs a coordinated design strategy to guide much needed upgrades to the public realm.

The Cottesloe Foreshore Masterplan provides the vision, principles, conceptual plan and design guidance for future upgrades that are in keeping with the unique character of Cottesloe and the surrounding community.

This report is the first step in the renewal process and identifies a series of public realm upgrades that that will require further detailed design as funds become available.



- ① **North Cottesloe Node**
 - Important Northern “anchor” to the Cottesloe Foreshore precinct
- ② **Dunal Formation & Vegetation**
 - Maintain, preserve & restore existing extent of dunal “zone” while ensuring appropriate and controlled pedestrian access.
- ③ **Carpark Two**
 - Explore built form opportunities to revitalise this key part of the Cottesloe Foreshore to improve the pedestrian experience along Marine Parade, rationalise carparking layout and proposes functions that offer public benefit (Eg Restaurants, cafes, eateries, and public space)
 - Look at opportunities to rehabilitate and reconnect John Black Dune Park to the foreshore.
- ④ **Foreshore, Beach and Promenade**
 - Provide multi-function events and multi-generational use
 - Respect the unique coastal environment
- ⑤ **Carpark One; Foreshore Promenade & Civic Plaza**
 - Explore opportunities to replace carparking 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)
- ⑥ **Indiana Tea Rooms**
 - Upgrade beach access and universal paths to facilitate beach/toilet access

Note: the Tearooms site is subject to a separate design process undertaken by a private proponent.
- ⑦ **Marine Parade Upgrade**
 - 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.

2.0 Masterplan Process

As part of the Masterplan Process the Town of Cottesloe (the Town) undertook 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.

The engagement was undertaken between April 2019 and June 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 which were available online and in person and feedback was received from 545 respondents.

In addition, the Town held a Master Plan Workshop and Open House to provide more detailed feedback on preliminary concepts developed by the project team.

The Master Plan Workshop was attended by 27 participants who drew upon the feedback of from the surveys and used preliminary concepts as a way of refining key preferences.

At the conclusion of the Masterplan 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 and additional feedback was collected.

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

The Town together with the consultant team prepared the final Masterplan that respects the results of the engagement process, bringing together the broader feedback with the workshop feedback to establish a plan that will meet the expectations of the majority of Cottesloe's community.

Refer to the Consultation Summary document for a full summary of the consultation process.



3.0 Site Appreciation

As part of the design teams analysis of the foreshore a strategic framework and character analysis was prepared to understand the historic evolution and the current uses of the foreshore.

The Masterplan seeks to preserve and improve Cottesloe's natural and built environment in a manner that is sympathetic to the unique character of Cottesloe and the surrounding community.



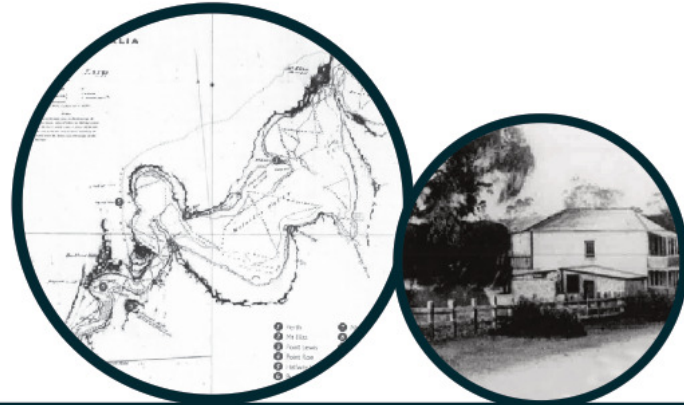
Cottesloe Foreshore Masterplan

3.0 Site Appreciation

Character Analysis

Pre-Settlement

Prior to settlement in the 1890s Cottesloe remained an isolated stretch of windswept sand dunes, low scrub and limestone hills occupied Mooro Group with a number of campsites located along the Swan River. Mudurup Rocks (or Moodoorup) is one of the last known and surviving indigenous mythological, ceremonial and fishing sites.



Limestone Quarrying

1890s Lime Kilns and limestone quarries feature strongly throughout Cottesloe. This limestone connection is found in many of Perth's finest buildings as they are constructed of 'Cottesloe Freestone' including St Mary's Cathedral, Perth Public Hospital, Weld Club and His Majesty's Theatre.



His Majesty's Theatre
St. Mary's Cathedral



1830 - 1900 Early Development

- Perth-Fremantle Road established in the 1830s following the establishment of Perth and Fremantle.
- Halfway House established 1830s and the establishment of the Albion Hotel and Pleaseure Gardens in 1882.
- Perth - Fremantle Railway line 1881
- 1890s Cottesloe, Peppermint Grove and Mosman Park surveyed.
- Land subdivision commence in the early 1900s

Cottesloe Foreshore Masterplan

Health & Wellbeing

In 1894 James Grave builds the Osborne Hotel a key landmark, meeting place and considered by many a form of sanatorium. Cottesloe becomes a popular site for the establishment of significant charitable institutions in part due to the perception that the sea-air possessed curative powers including the Ministering Childrens League, WA School for the Deaf, Lady Lawley Cottage, Independent Order of Odd Fellows Home, Wanslea, Salvation Army Girls Home



3.0 Site Appreciation

Brighton of the West

In 1905 the first efforts to develop Cottesloe was seen with the establishment of Hotel Cottesloe. This was followed by construction of a pier and beach shelters as an act to promote Cottesloe as a beach resort and destination.

The Indiana Tea House was constructed in 1910 with a series of beach front amenities and activities. These developments coupled with the planting of 168 Norfolk Island Pine Trees built the foundation for the identity of Cottesloe.



Foundations

In 1929 the temporary beach structures are replaced with the Centenary Club (1930) and a series of improvements are implemented including the beach promenade, car park and grassed terraces which lay the foundation for the current character of Cottesloe.

Sports Clubs

The establishment of the Cottesloe Surf Life Saving Club in 1913 and North Cottesloe SLSC in 1918 created the arena for activity and socialising on the foreshore. Tennis, Golf, Rugby and surfing also form important community activities.

Activation & Events

As Cottesloe Beach gains popularity and further improvements and roads upgrades are implemented entrepreneurs take up business opportunities along the foreshore. On weekends the foreshore is transformed into a miniature showground with scooters, boats and cars, ferris wheels, slippery dips and shooting galleries.

3.0 Site Appreciation

Heritage

In 1950 the Council purchases Overton Lodge for use as a town hall and civic centre. A high value heritage site with a mix of architectural and landscape styles that have unintentionally come to represent Cottesloe.

Conservation

Since 1903 efforts have been made to conserve the dunes with marram grass imported from Victoria being planted to stabilise the dunes. These efforts are continued through the Council and volunteer organizations.



Renewal

In the 1950s the Council resolves to remove the Cottesloe Pier and in the 1980s the Centenary Pavillion. These modifications make way for the construction of the Groyne (1960), Beach Pavillion (1982) and North Cottesloe Cafe (1981).

Modern Seaside Village

More recently Cottesloe has matured into a modern seaside village with an eclectic mix of modern and historic architectural styles, retail offerings and beach events and activities. It has, however, retained the scale and character for the suburb that was laid out in the 1890s.

4.0 Masterplan Overview



1. Passive Recreation Area

The existing lawn and pine trees are to be retained with minor upgrades to improve the amenity and function of the area.

2. Indiana Tea House

This site outside the masterplan scope and is subject to a separate study by the lessee.

3. Grass Terraces

The existing limestone terrace walls will be modified and enhanced to create an enlarged grass terrace area overlooking the beach. The new terrace arrangement will include improved beach access.

4. Civic Plaza

Car Park 1 is to be transformed into a new civic plaza. It will contain tree planting, street furniture, shade canopies lawn areas and a parking area (week days only).

5. Active Recreation Area

The existing play areas is to be expanded and enhanced into an active recreation and fitness area that will include intergenerational play and fitness areas for a range of users.

6. Coastal Gardens

The existing open lawn area is to be upgraded into coastal garden area with lookouts, seating areas and a coastal garden with interpretive signage.

7. North Cottesloe Piazza

The existing car park bays are to be relocated onto Marine Parade to allow for the creation of a new piazza space to service the users of North Cottesloe. The piazza will include tree planting, seating and alfresco spaces.

8. Cottesloe Shared Pedestrian Space

The area between Forrest Street and Overton Gardens is to be transformed into a pedestrian priority street environment. The carriageway will be reduced in width and road paved to create a slow speed environment. This will create wider footpaths for better circulation, tree planting and large alfresco areas to the west of Marine Parade.

9. Safe Active Street

The stretch of Marine Parade between Overton Gardens and Eileen Street will be upgraded to a safe active street which will include narrower carriage ways, raised intersections, raised pedestrian crossings and the introductions of street trees to reduce traffic speeds and create a better pedestrian experience.

10. North Cottesloe Shared Pedestrian Space

The area between Eileen Street and Eric Street is to be transformed into a pedestrian priority street environment. The carriageway will be reduced in width and road paved to create a slow speed environment.

11. Car Park 2

The key principle for Car Park 2 was to explore the potential to accommodate the car parking capacity from Car Park 1, while providing development along Marine Parade to connect Cottesloe and North Cottesloe and create an active and vibrant street.

Refer to page 13 for Car Par 2 studies.

5.0 Detail Areas

Forrest Street to Overton Gardens



- | | |
|-------------------|---|
| 1. Shared Street | 7. Shade Structure |
| 2. Indiana Piazza | 8. Sunset Terraces |
| 3. Alfresco Zone | 9. Plaza |
| 4. Beach Access | 10. Lookout |
| 5. Amphitheater | 11. Grass Area |
| 6. Stage | 12. Short-Term Weekday
Parking Plaza |



5.0 Detail Areas

Overton Gardens to Eileen Street

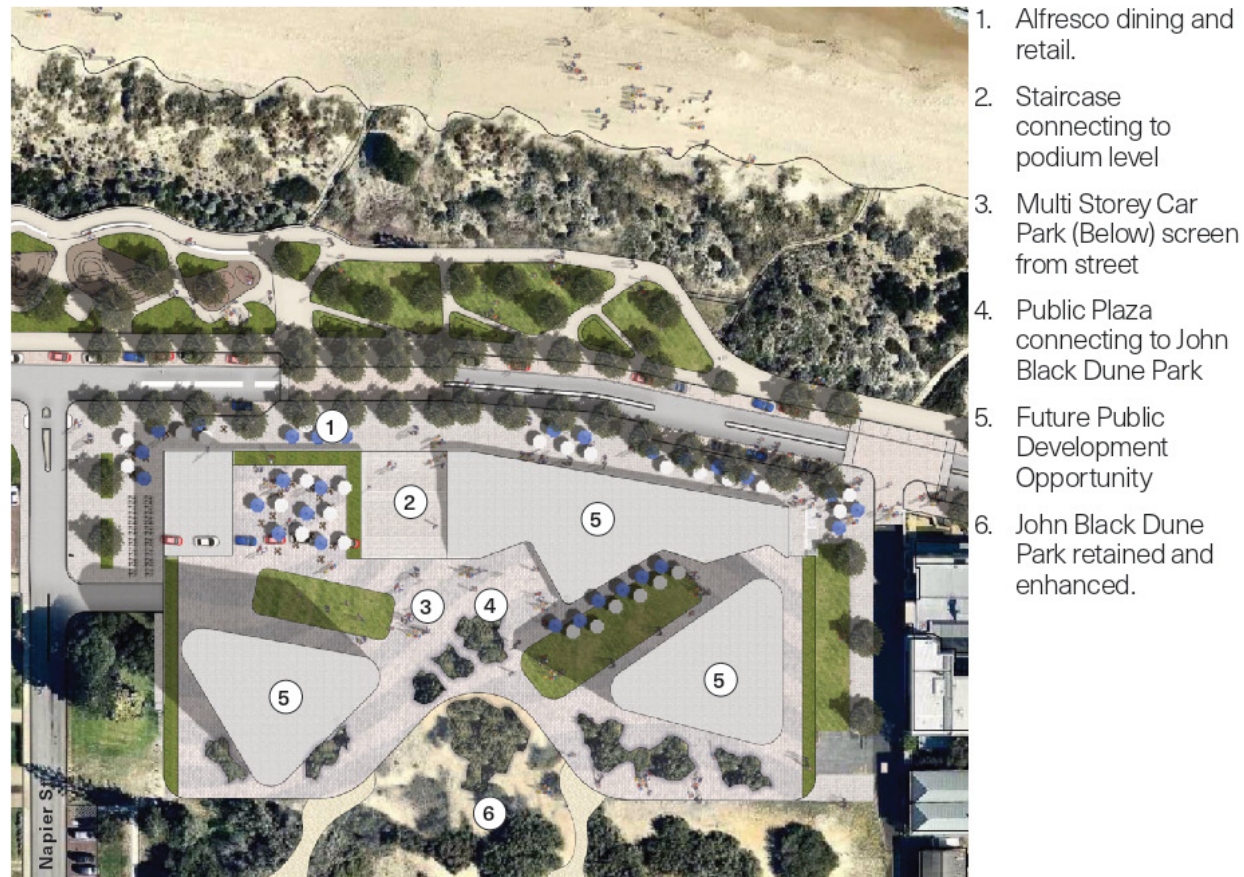


- 1. Existing Beach Access
- 2. Kids Playground
- 3. Existing Street Parking
- 4. Reduced Width Road
- 5. Raised Crossing
- 6. New Pedestrian Path
- 7. Nature / Youth Play
- 8. Foreshore Promenade
- 9. Fitness Area
- 10. Alfresco Zone
- 11. John Black Dune Park
- 12. Existing Dune



5.0 Detail Areas

Car Park 2 - Option A



1. Alfresco dining and retail.
2. Staircase connecting to podium level
3. Multi Storey Car Park (Below) screen from street
4. Public Plaza connecting to John Black Dune Park
5. Future Public Development Opportunity
6. John Black Dune Park retained and enhanced.

Option A

This option explores the opportunity for a multistory carpark on the car park 2 site with development over to offset the costs of the multistory facility, provide increase public amenity and connect Cottesloe to North Cottesloe with retail and food and beverage.

A pair of free standing buildings, floats in the public terrace, shaped to maximise views around them from adjacent facilities and residential accommodation. Public facilities are provided at the front of the terrace to maximise public views to the ocean. The free standing buildings may include short stay accommodation, conference and wedding facilities, cafes and restaurants.

The public terrace may include Public Look-out, Sky Bar, Child Care/ Creche, Exhibition, Gallery, Retail, Café, Restaurants, Markets, Visitor Centre, Public Amenities and other public facilities. The terrace will connect John Black Dune Park to Marine Parade via a large urban staircase.

Car Park 2 - Option B



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

Option B

This option explores the opportunity for a multistory carpark on the car park 2 site and connect Cottesloe to North Cottesloe with retail and food and beverage.

This option reduces construction to an retail and food and beverage outlets along Marine Parade with walls screening cars from street view. The car park will be landscaped with trees to shade cars and improve the overall appearance.

Possible uses along Marine Parade include Retail, Café, Restaurants, Visitor Centre, Public Amenities.

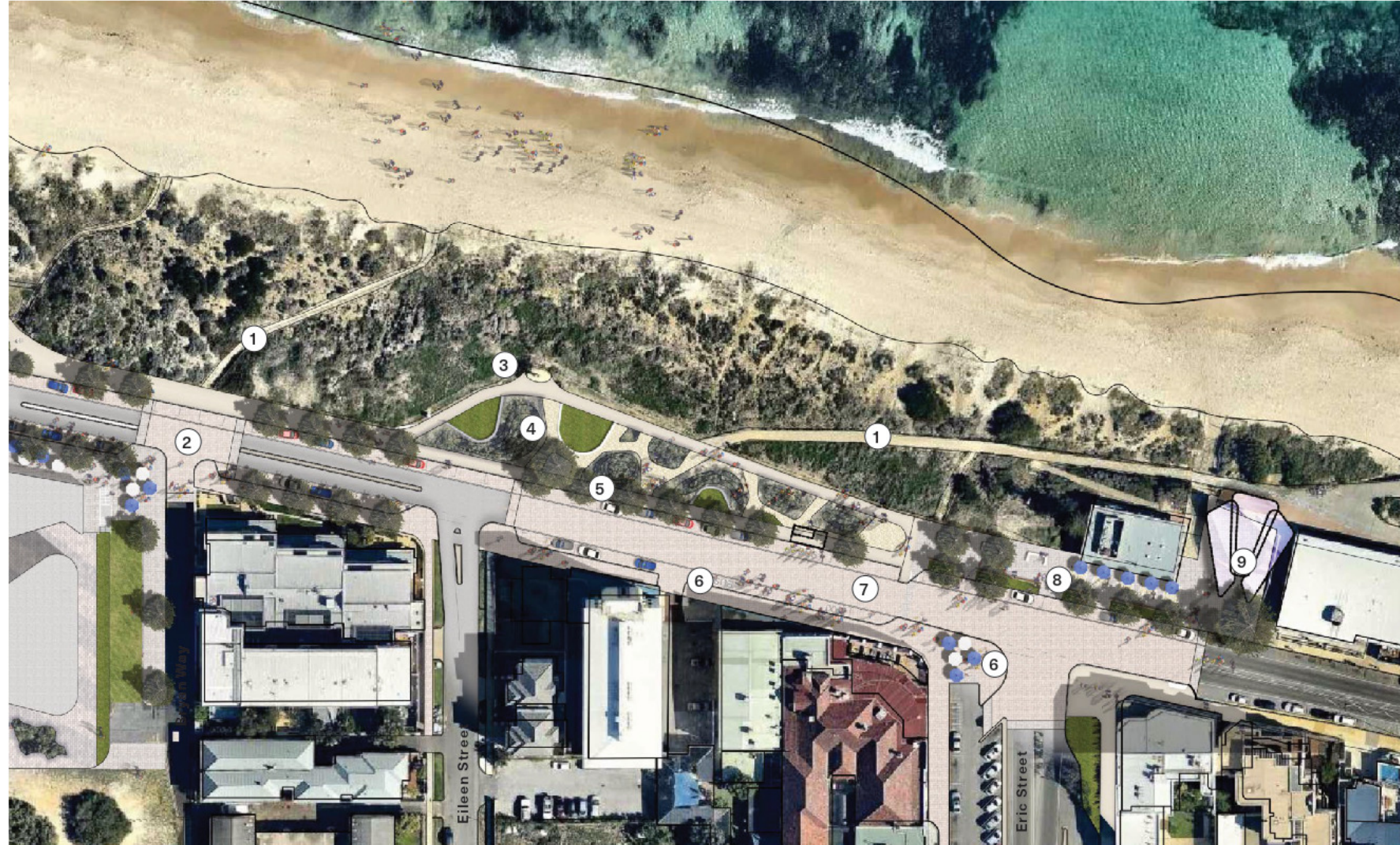
5.0 Detail Areas

Car Park 2 Comparison Study

	Option A	Option B
No. of car bays	350+	350
Public Open Space	6040m ²	nil
Tree Canopy Coverage	20%	80%
Floor Area of development	9750m ²	1825m ²
Advantages	Provides additional bays to meet peak and future requirements	Significantly less development
	Can provide additional public amenities, many that do not currently exist on foreshore	Activates Marine Parade
	Links John Black Dune Park in to additional elevated public space with eventual access to the beach	Conceals parking from the street
	Restores John Black Dune Park for passive recreational use	
	Creates significantly more usable public space than currently exists	
	Activates Marine Parade	
	Conceals parking from the street and creates secure parking spaces	
Disadvantages	Requires significant external investment	Does not provide additional public open space on an A-Class reserve
	Results in significant built works	Does not link in to John Black Dune Park
	Reduces views from adjacent buildings	Meets current parking needs but may not meet long term needs

5.0 Detail Areas

Bryan Way 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. Nth Cottesloe Piazza
- 9. Nth Cottesloe Lookout



Cottesloe Foreshore Masterplan

6.0 Technical Considerations

During the Masterplan process a series of technical and engineering studies were undertaken as part of the project due diligence and to confirm the viability and cost of the masterplan. These investigations drew on the previous studies undertaken as part of the 2016 masterplan.

The masterplan aims to utilise existing infrastructure where possible in a manner that is sustainable, cost effective and environmentally friendly.

The following elements have been considered in the preparation of the masterplan and will be confirmed through the detailed design process for each of the areas within the masterplan:

- DDA compliance and Universal access
- Access, movement and parking
- Landscape and Tree planting
- Material selections
- Community event capacity
- CPTED (Crime prevention through environmental design)
- Stormwater Management and Water sensitive design
- Water and sewer
- General Services (Gas, Telstra, Power)
- Geotechnical
- Coastal Hazard Risk Management
- Earthworks
- Street Design

7.0 Cost Summary



Area 1
Construction Costs

- Marine Parade
- Terraces
- Car Park 1

\$7M

Area 2
Construction Costs

- Marine Parade
- Play Area
- Fitness Area

\$3.5M

Area 3
Construction Costs

- Marine Parade
- Coastal Gardens
- Nth Cott Piazza

\$2.7M

7.0 Cost Summary

A masterplan cost estimate has been prepared to gain an understanding of project costs to assist with future planning, business case preparation, funding requirements and staging of the works. The cost plan includes allowances for:

- Demolition and site preparation
- Roads, footpaths and paved areas
- Walls and fencing
- Canopies
- Grass, trees and planting
- Street furniture and signage
- Play equipment
- Stormwater
- Lighting and power

SUMMARY

11-Jul-19

REF	SCOPE	TOTAL \$
1	STAGE 1	7,002,000.00
2	STAGE 2	3,498,000.00
3	STAGE 3	2,708,000.00
4	SUB-TOTAL [PERTH COST]	13,208,000.00
5	LOCALITY INDEX	N/A
6	NET PROJECT COST	13,208,000.00
7	DESIGN CONTINGENCY	5.0% 660,000.00
8	CONSTRUCTION CONTINGENCY	5.0% 693,000.00
9	CLIENT CONTINGENCY, RELOCATION COSTS	EXCLUDED
10	ESD CONSIDERATIONS	EXCLUDED
11	HEADWORKS & STATUTORY CHARGES	
	WESTERN POWER	50,000.00
	TELSTRA	N/A
	WATER CORPORATION	N/A
12	BUILDING ACT COMPLIANCE	INCLUDED
13	LOOSE FURNITURE & EQUIPMENT	N/A
14	ICT / AV EQUIPMENT	N/A
15	PUBLIC ART	EXCLUDED
16	PROFESSIONAL FEES & DISBUREMENTS	500,000.00
17	ESTIMATED TOTAL COST (At current Prices)	15,111,000.00
18	ESCALATION TO TENDER	EXCLUDED
19	ESTIMATED TOTAL COMMITMENT (EXCL GST)	15,111,000.00

8.0 Existing & Proposed Comparison



Cottesloe Foreshore Masterplan

TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1B: SUPPORTING DOCUMENT 1 - OVERALL DRAFT CONSULTATION SUMMARY REPORT

Town of Cottesloe

Foreshore Master Plan

31 July 2019

—
Summary of Previous
Consultation

**DRAFT FOR
DISCUSSION**

ASPECT Studios®



iredale
pedersen hook



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 study 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 Cottesloe both ongoing and in past projects.

The Town of Cottesloe acknowledges the hundreds of community members who have been involved in the Foreshore Masterplan 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

DISCLAIMER

This document has been produced in good faith as a summary of previous 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
Foreshore Masterplan - Summary of Previous Consultation	Draft	2/04/19	Town of Cottesloe	AK
	Final Draft	31/07/19	Town of Cottesloe	AK

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1. Introduction	4
2. Consultation Timeline	6
3.1 History	6
3. Foreshore Masterplan Engagement	24

INTRODUCTION

PURPOSE

The Town of Cottesloe (the Town) is embarking on the final detailed masterplanning for 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, and as such, the current Foreshore Masterplan project is a process of bringing all of the previous information together and providing a consolidated response.

This project is not 're-doing' the masterplan or ignoring past engagement; rather this 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.

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

To ensure we do have taken stock of past feedback, the project team has prepared this short and very visual summary of past engagement.

STUDY AREA

The study area for the project is shown in Figure 1. It should be noted that the team will be focussing engagement in two parts - Phase 1 and Phase 2 - which each will help guide the overall design process.



Figure 1 - The Cottesloe Foreshore Study Area

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CONSULTATION TIMELINE

HISTORY

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.

A snapshot of the planning history is provided in this section. Earlier images are not high quality, but have been included for information. All plans have been included oriented to the north regardless of the direction of the text.

Where we have a summary of the feedback, this is also provided.

Western Suburbs Greening Plan (2002)

A study recognising the regional importance of green ways, linking natural corridors, open spaces and transport.

Cottesloe Beachfront Development Objectives (2004)

Objectives providing strategic direction for development along Marine Parade in terms of the beachfront, the public domain, and private development.

Cottesloe Strategic Planning Workshop

A workshop held with the community to gain a better understanding of the community's vision for the future. The outcomes were to support the development of a Local Planning Strategy.

Town Centre Study (2005)

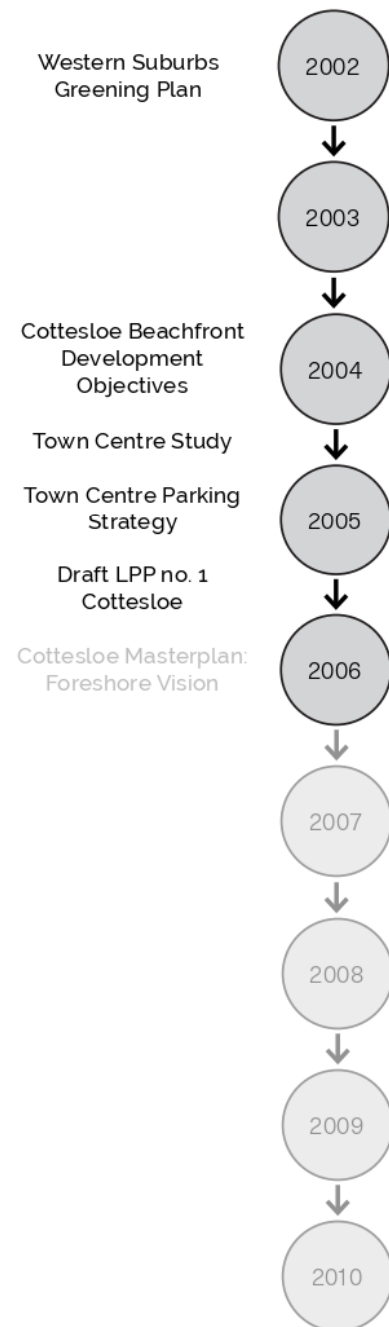
An urban design and development framework prepared for the town centre by Hames Sharley and Estill and Associates.

Town Centre Parking Strategy

A strategy for car parking in the town centre.

Town of Cottesloe Draft Local Planning Policy no 1 - Beachfront policy and guidelines

A framework defining Council's goal for the Cottesloe beachfront including provision for varied built form, heights and design guidelines for streetscape, architecture, landscaping etc.



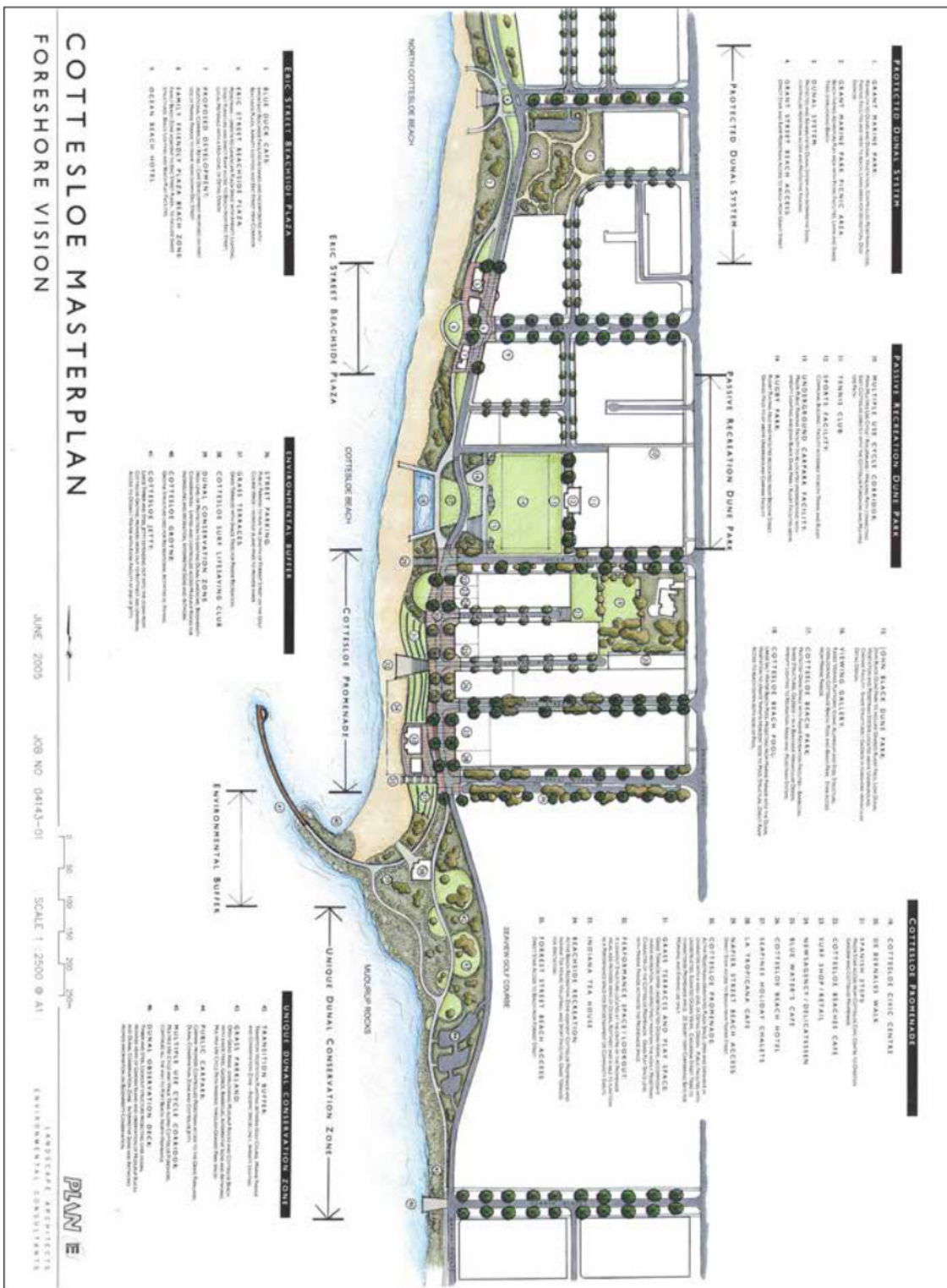


Figure 2 - Cottesloe Masterplan: Foreshore Vision 2005

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Cottesloe Masterplan: Foreshore Vision (2005)

This privately prepared vision by Plan E was developed to support evaluation and consideration of ideas for the foreshore. Several of the ideas mooted were controversial and received some negative feedback, including a proposed underground parking facility and Rugby Park at the John Black Dune Reserve, and a saltwater pool and jetty. The council has sought community views on this vision in and general issues were raised in relation to traffic and car parking in the area (see Figure 2).

Town of Cottesloe Future Plan 2006-2010

A plan reiterating the objectives of the planning strategy and highlighting solutions for Curtin Avenue and the railway.

Draft Local Planning Scheme No. 3

The Town of Cottesloe prepared draft LPS3 over the course of 2007/2008. The draft included a ‘Special Control Area’ (SCA2) which applied an additional layer of planning control to the sites of the Cottesloe Beach Hotel and the Ocean Beach Hotel. Primarily the controls considered the design of development in the foreshore area to ensure that building bulk and scale was managed.

The Draft LPS3 wording mandated as a maximum of three storeys (or 12 metres) in order to avoid adverse building bulk impacts, overshadowing impacts and adverse streetscape character impacts. Broad community engagement was undertaken during the preparation of draft LPS3.

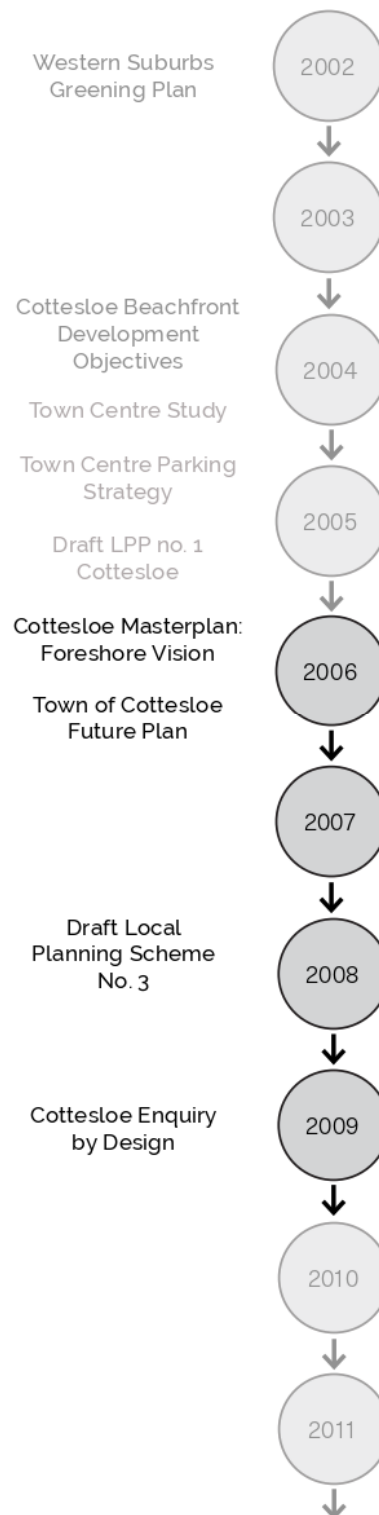
Cottesloe Enquiry by Design 2009

An Enquiry by Design (EbD) was held with the Town of Cottesloe in the later part of 2008 under the direction of the then Minister for Planning and Infrastructure. The EbD was undertaken to resolve matters which were identified during the preparation of the Town of Cottesloe’s draft Local Planning Scheme No. 3 (LPS3) - including elements associated with SCA2 at the foreshore.

The EbD process produced an Indicative Concept Plan for the overall development of the Cottesloe public foreshore area (see Figure 3).

The EbD workshop participants were primarily agency stakeholders (e.g. Department for Planning and infrastructure, Public Transport Authority and Tourism WA), with community groups and interested stakeholders either presenting to the workshop group or being engaged via one-on-one interviews prior to the workshops.

The summary of the EbD process indicates that community participation was invited prior to the EbD through advertising of the draft LPS3, as well as throughout the course of the EbD.



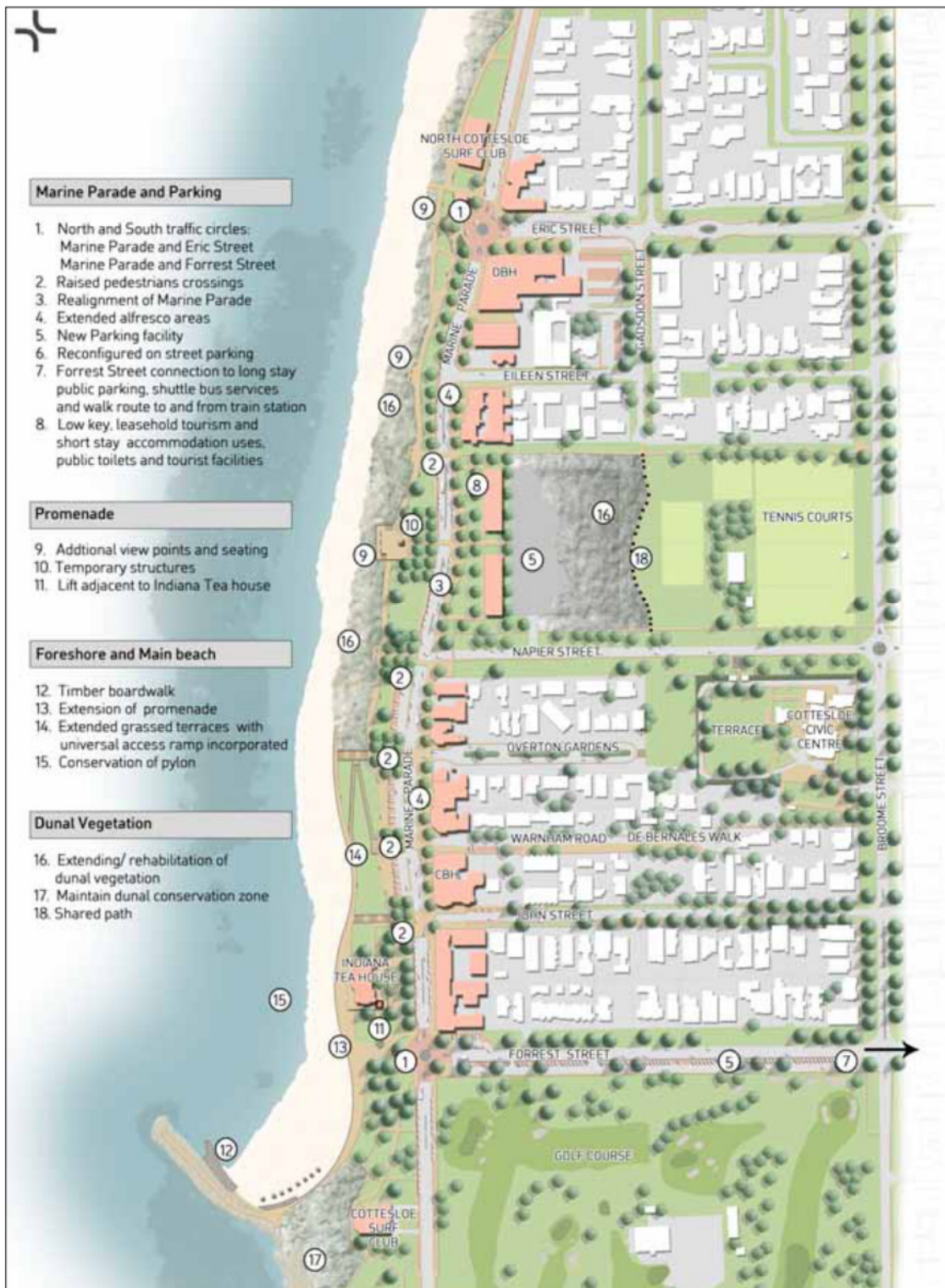


Figure 3 - Cottesloe Enquiry by Design Indicative Foreshore Concept Plan

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Cottesloe Foreshore Redevelopment Enquiry by Design

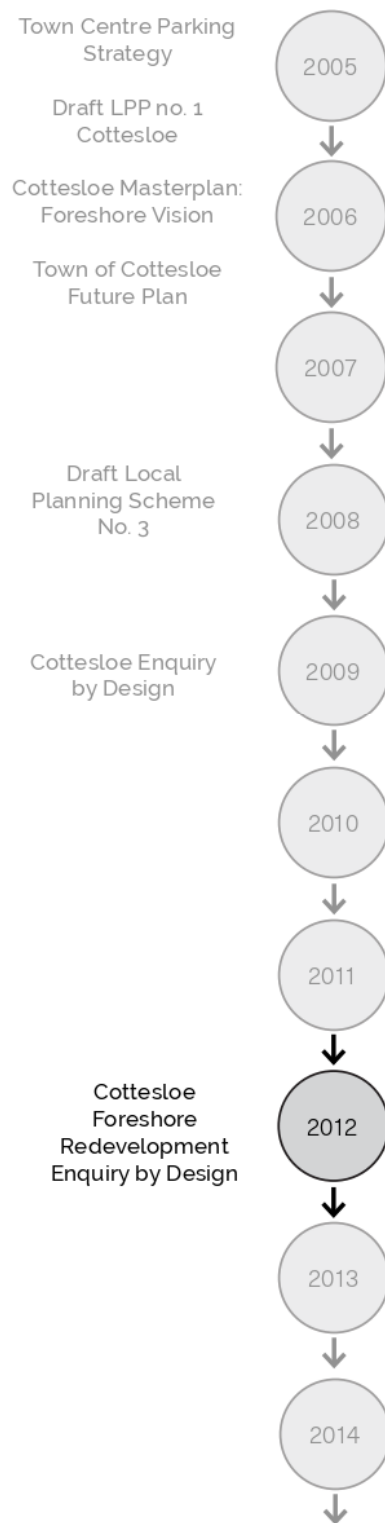
A second EbD was commissioned by the Department of Planning and Infrastructure in association with the Town of Cottesloe in 2012.

The process involved a series of workshops with the local community, to draw out their aspirations for the Cottesloe Foreshore Precinct. The key findings from the Enquiry by Design exercise, and which supported preparation of the Cottesloe Foreshore Redevelopment Plan (see Figure 4) were:

- Wider pathways for improved pedestrian experience and opportunities for alfresco dining;
- Universal access to the beach and grass terraces;
- Reducing the impact parking along Marine Parade and enhancing visual amenity; and
- Retaining and preserving the interface between the foreshore and the beach.

Limited information is available about the extent of engagement to summarise in this document, however, the resultant redevelopment plan is the immediate precursor to more recent foreshore masterplanning completed, and provides significant written content which later plans considered.

This plan was prepared by Urbanix.



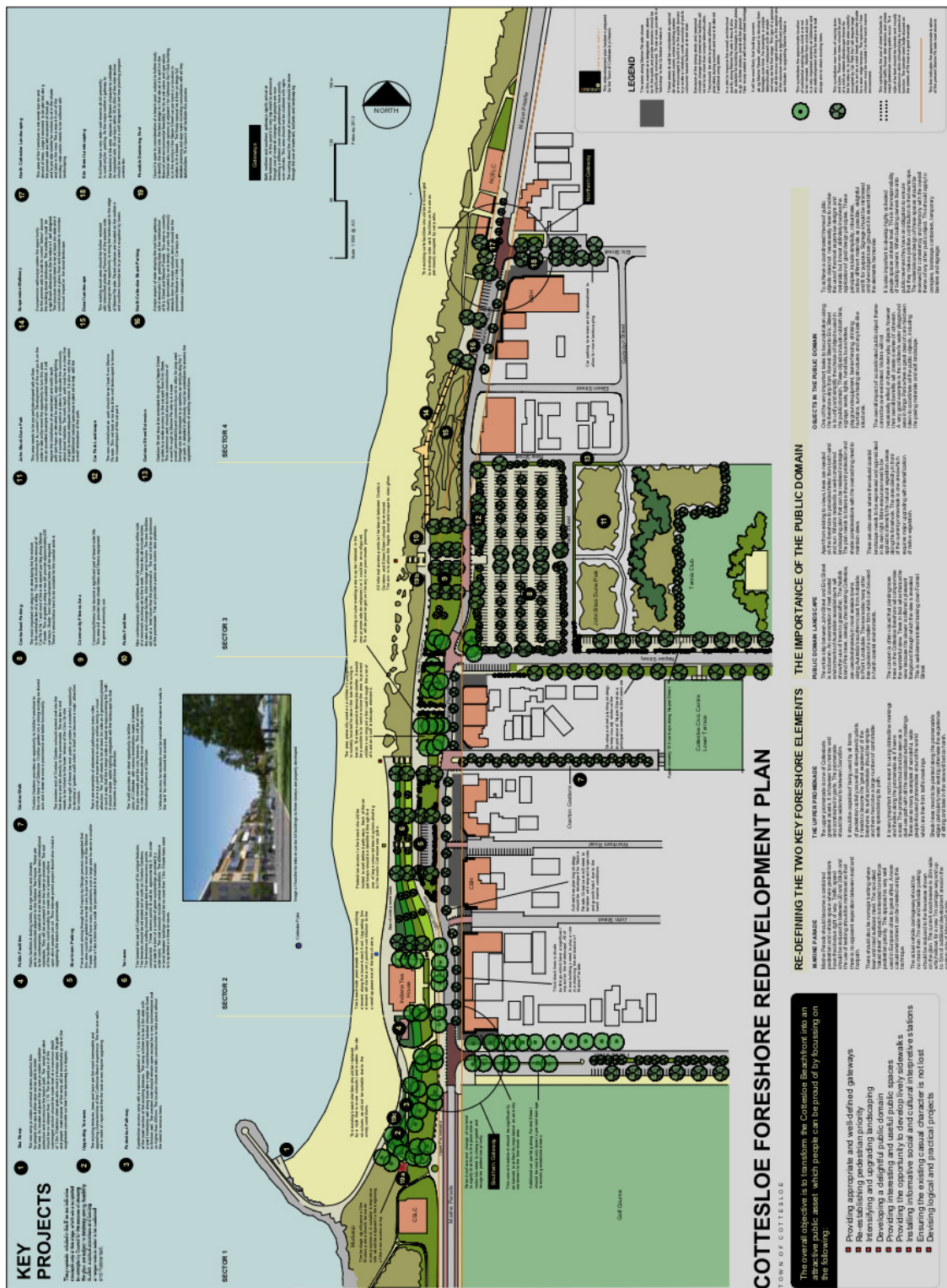


Figure 4 - Cottesloe Foreshore Redevelopment Plan 2012

Cottesloe Foreshore Renewal Masterplan (2016)

The Cottesloe foreshore renewal project aimed to provide a basis on which to revitalise the Cottesloe foreshore precinct.

The intended purpose of the document and masterplan drawings was to act as a guiding document for future works and was loosely based on the Cottesloe Foreshore Redevelopment Plan, and the inputs of the EbD process that informed that plan.

Engagement was undertaken beyond the EbD process in developing the plan, and included:

- An Elected Member Workshop in early 2016;
- Four meetings with State Government departments through 2016;
- Seven meetings with community and stakeholder groups through 2016;
- Nine meetings/phone calls regarding artwork, heritage and interpretation; and
- Two meetings held with Whadjuk Noongar Elders.

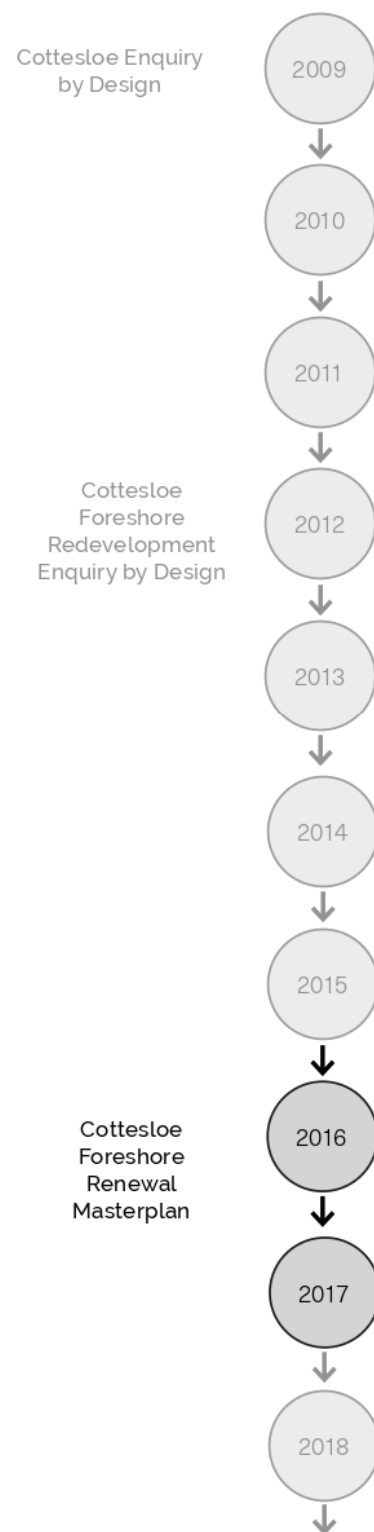
The Final draft Foreshore Renewal Masterplan developed by Cardno was advertised commencing in November 2016 and concluding in January 2017 (extracted images at Figure 5). The Masterplan and associated attachments were advertised on the Town’s website. Additionally, there were two sessions at the Civic Centre where the public were invited to attend and view the Masterplan, and ask any questions.

The Town received approximately 460 submissions during the advertising phase. A substantial number of these submissions were *not* in response to the advertised plan, which makes a proper analysis of the submissions quite challenging. The below analysis relates only to the feedback that specifically referenced the Cardno plan.

Community Feedback on the Foreshore Renewal Masterplan

During advertising, only 75 of the 460 submissions were in response to the Cardno plan. At slightly less than 20% of the submissions, it is thus challenging to clearly link all of the feedback to the actual advertised plan, however, of the responses which were received in relation to the Cardno plan, 19 (25%) objected to the plan, 14 (19%) supported and 42 (56%) were neutral (providing feedback and suggestions rather than indicating direct opposition or support). 10 (13%) of the submissions suggested that the cost of the proposal was too great for the potential outcome.

The most common written feedback was that the plan did not fit in with the expectations of the residents of Cottesloe, and that the plan was unimaginative.



Notwithstanding, when seeking feedback on the plan the Town of Cottesloe asked a series of questions in a template to ascertain certain community sentiment. 27 respondents filled in the template, of whom 95% were Cottesloe residents (6011).

Summary data of significant questions is shown in Figures 6-9. Of these, Figure 9 illustrates the most valued elements of the Cottesloe Foreshore, which provides important direction for any further design work.

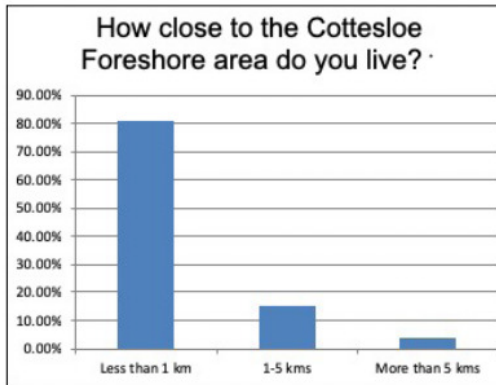


Figure 6 - Proximity to Cottesloe Foreshore

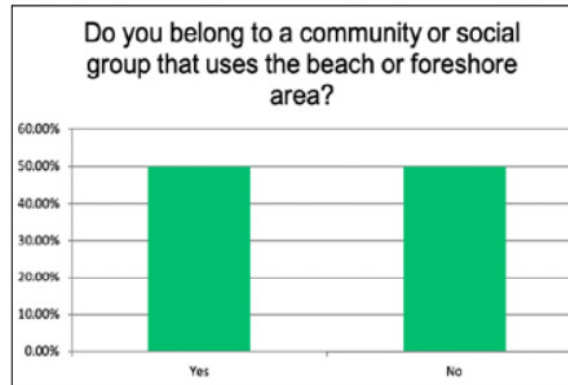


Figure 7 - Community Group interest in the Cottesloe Foreshore

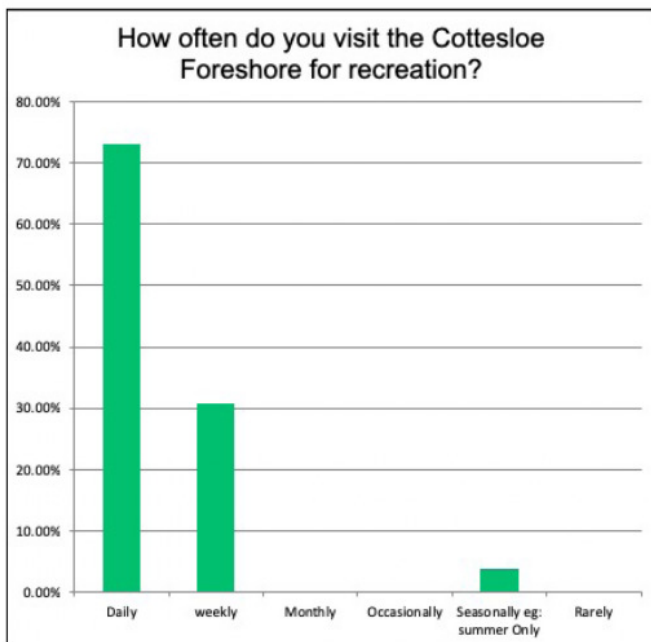
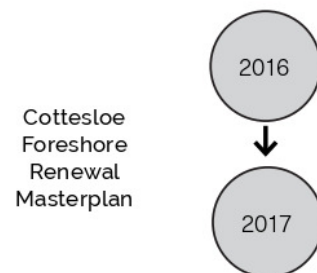


Figure 8 - Use of the Cottesloe Foreshore



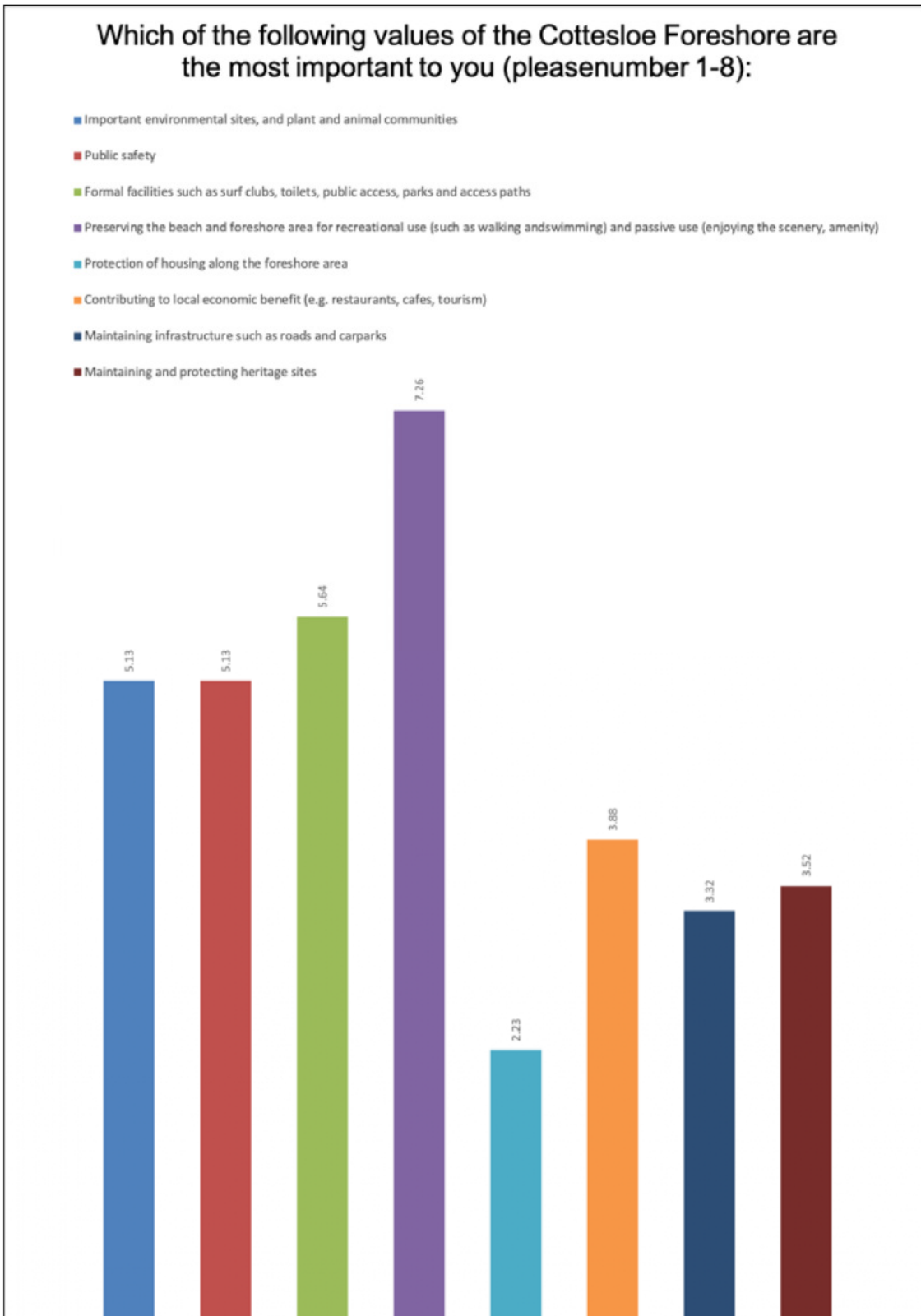


Figure 9 - Values at the Cottesloe Foreshore

Other Designs

As indicated, of the approximately 460 submissions received during the advertising phase, approximately 380 of these were received about alternative plans.

These alternative plans reflect a healthy public discourse which has provided a very high level of feedback. The alternate drawings provide great clarity in the development of refined plans as the submitters have clearly articulated what they would like to see in specific areas.

334 responses received during the advertising phase were associated with support for the Cott + Plus Plan (see Figure 10). Of the 334 responses, 239 of these consisted of a templated response (a proforma submission).

This plan was highly communicated amongst the community. Based on the individual letters of support provided, it is not clear if all of these respondents were aware of the Cardno plan at the time they provided feedback.

41 submissions were in support of an ocean pool being developed, which was not shown in either the Cardno or Cott+ Plus plans. Eight (8) submissions specifically expressed support for the ‘Shellabear’ plan for an ocean pool (see Figure 11). One (1) submission presented a Concept Plan by Saleeba Adams Architects (see Figure 12) and one (1) submission presented a plan by J Brooksby (see Figure 13).

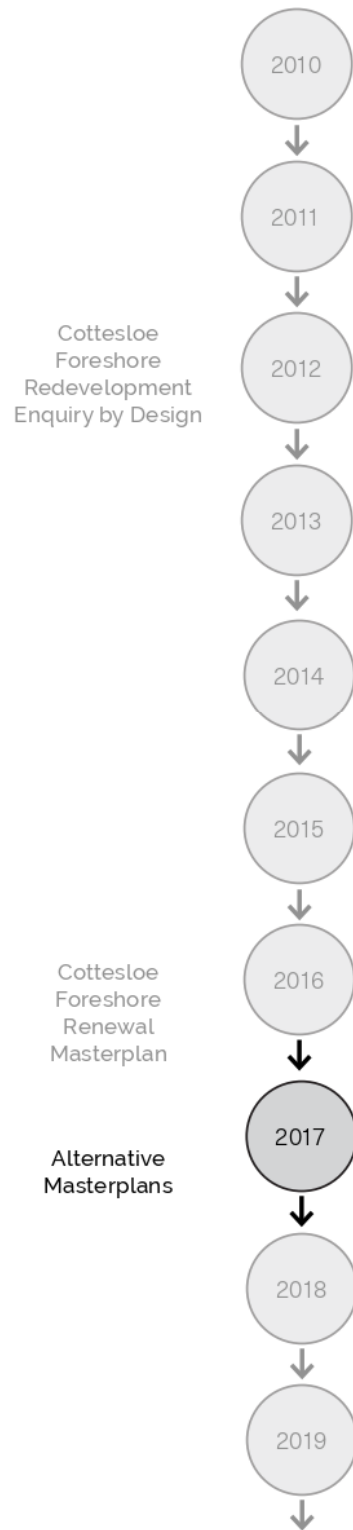




Figure 10 - Cott + Plus Masterplan

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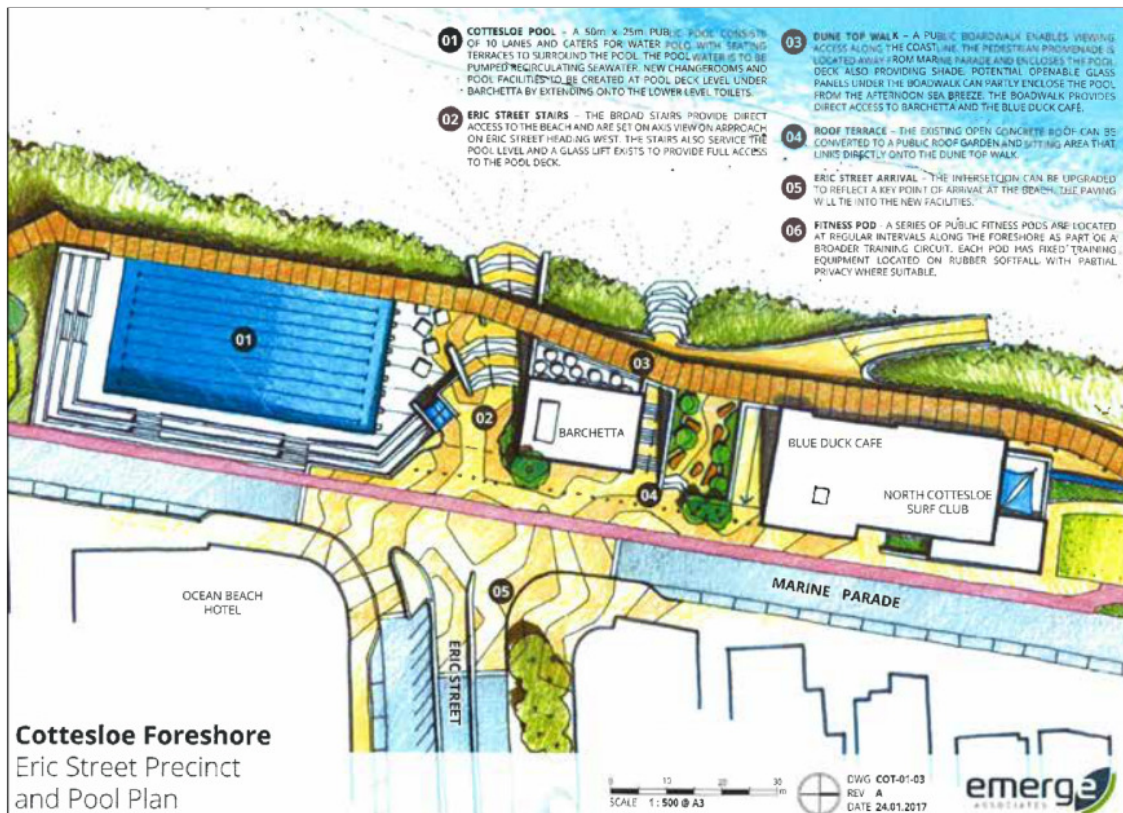
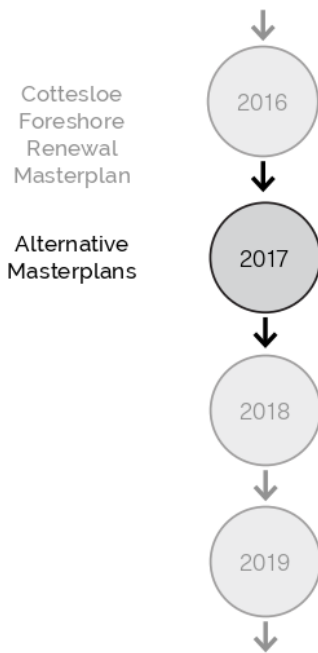


Figure 11 - The 'Shellbear' Ocean Pool Proposal

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Figure 12 - Saleeba Adams Architects Proposal



Figure 13 - Brookby Proposal



Summary

Notwithstanding the large amount of feedback received regarding a number of different plans, several areas have achieved consistent feedback.

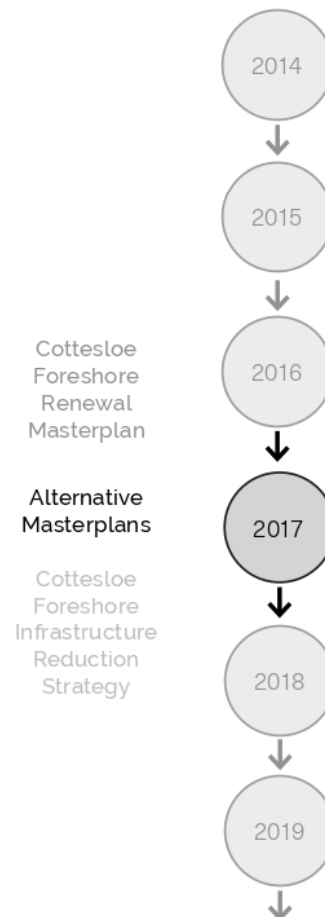
Feedback is broadly supportive of beach access locations and shelter upgrades, universal access and development of a southern parkland.

Removal of on-street parking also seems to be broadly supported; in exchange for improved alfresco and opportunities for improved pedestrian spaces. The concept of a pool continues to be supported.

Improvements to Forrest Street are also broadly supported, as well as some changes to the Marine Parade alignment in the location of Car Park 2. The Town of Cottesloe noted that amendments to Marine Parade in this area would be difficult without corresponding works in Car Park 2.

A shared use zone and boardwalk shown on the Cardno plans did not appear to achieve substantial support.

Key differences appear to be focused on Car Park 1 and Car Park 2, with various community feedback suggesting highly divergent views; either greater or much less substantial redevelopment of these areas. The relationship between Car Park 2 and John Black Dune Park was quite significant in this regard. Expansion and improvement of the terraces north of Indiana Teahouse is also supported, but subject to challenges.



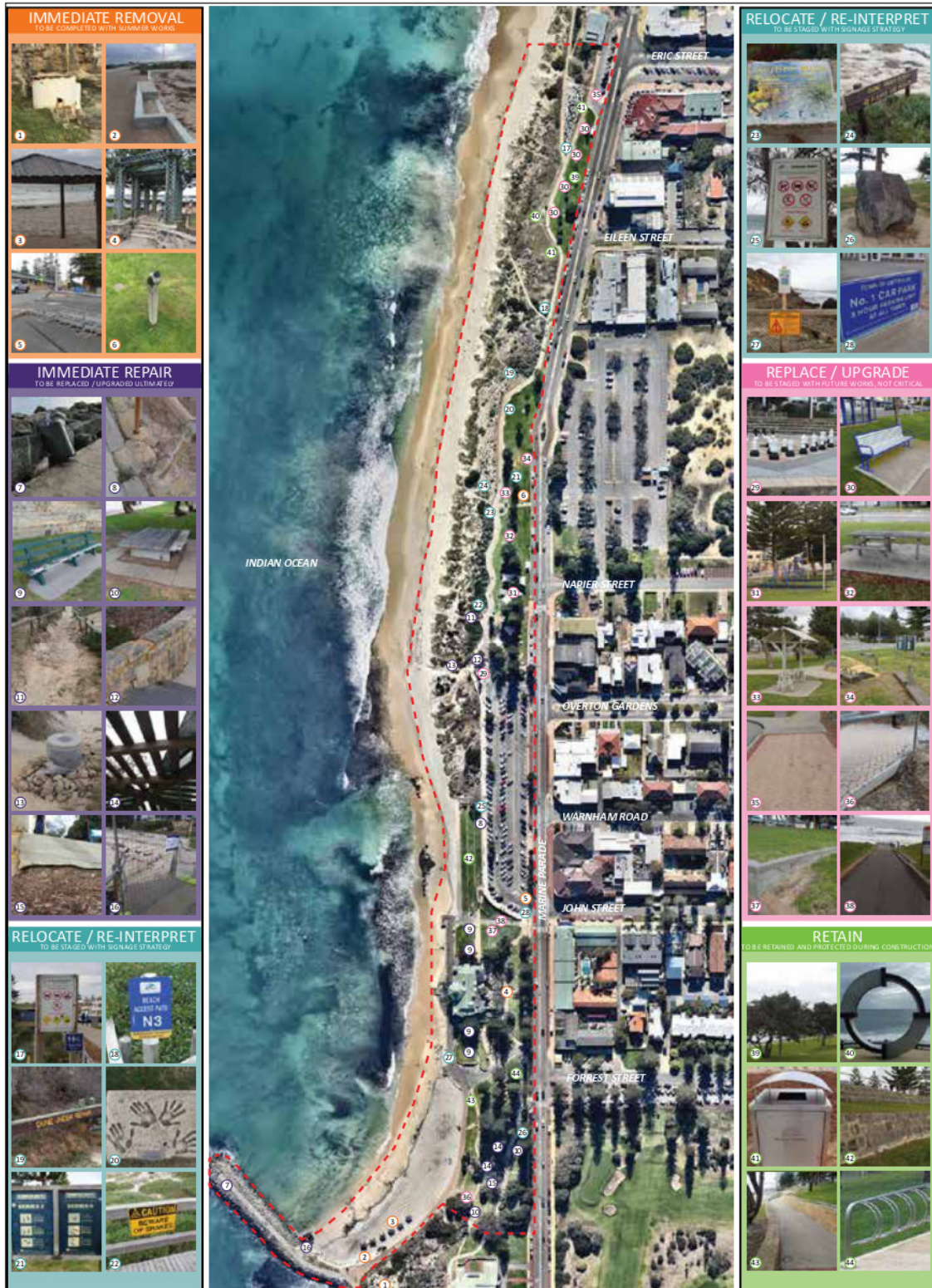


Figure 14 - Cottesloe Foreshore Infrastructure Reduction Strategy

Cottesloe Foreshore Infrastructure Reduction Strategy

One criticism that was presented to the Town during much of this engagement, was that the Town had undertaken many planning exercises before for the area, but as yet, none had been implemented. The Town's records indicated that much of the current infrastructure had received no major refurbishments or improvements over a 20+ year period.

While the Town acknowledged that in some areas redesign and further consultation is needed, there are other areas where there is demonstrated broad support. In response, the Town prepared the Cottesloe Foreshore Infrastructure Reduction Strategy - a plan designed to achieve quick wins on over 40 items of infrastructure on the foreshore (see Figure 14).

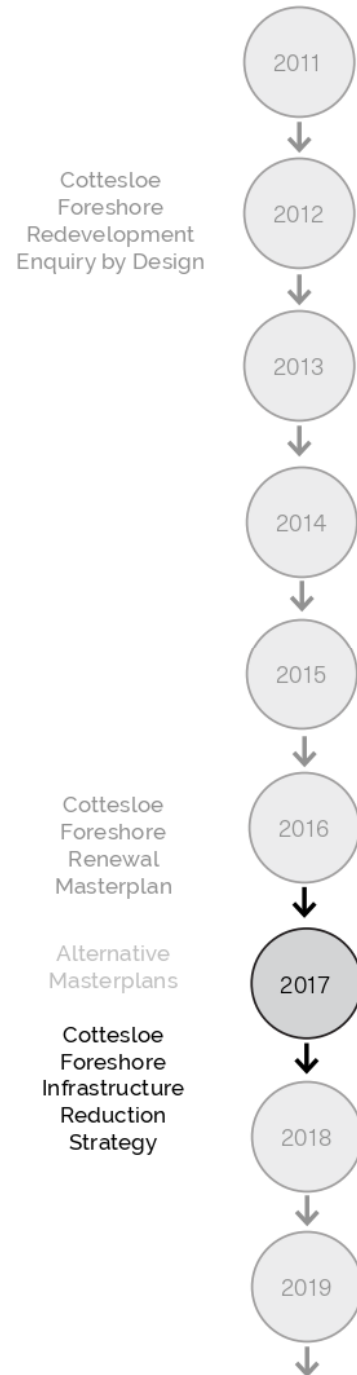
Consultation Summary

The Town of Cottesloe again provided an opportunity to give feedback in response to the Cottesloe Foreshore Infrastructure Reduction Strategy. 82 responses were received, of which approximately 90% of all responses indicated support for some or all of the elements, with a number of additional suggestions provided.

Of the 10% who indicated a lack of support, many of these were addressing specific items. Some concern was expressed regarding the extent of improvements proposed, suggesting that a low-key foreshore was preferred.

The feedback focussed heavily on parking and traffic issues, again indicating largely divergent views over whether to increase, maintain or decrease parking. Car Park 1 and Car Park 2 remain key areas of interest.

A number of submissions congratulated the Town for 'getting on with it'.



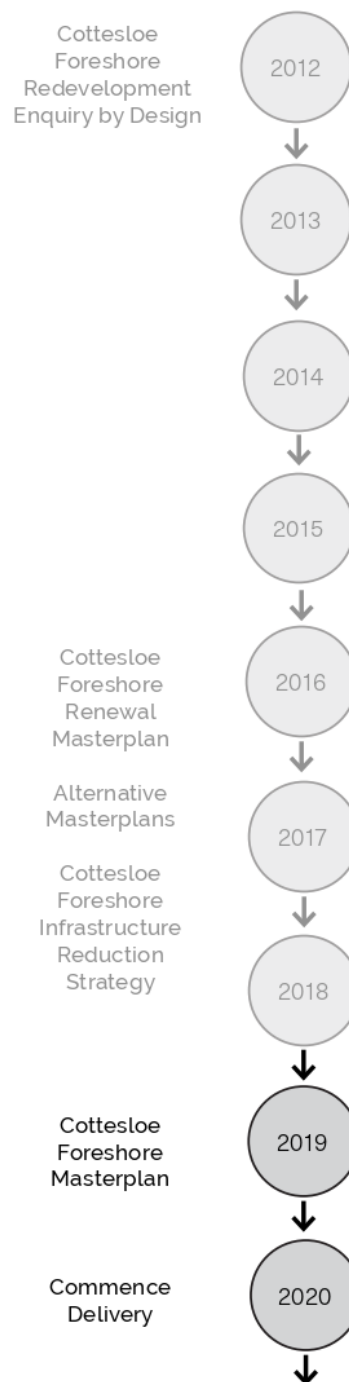
FORESHORE MASTERPLAN ENGAGEMENT & TIMING

Reflecting on the many and varied feedback which has been received in the past, the Cottesloe Foreshore Masterplan project focused 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.

The engagement process was underpinned by the Cottesloe Foreshore Visual Summary (see Figure 15), which was prepared as a way of summarising all the previous engagement and design thinking.

The final outputs of this project will be the drawing together of all past discussions and feedback and will deliver a shared vision for the future of the foreshore which can be used to deliver immediate and ongoing improvements and upgrades.

At the conclusion of this project, past and present feedback will be combined, so that the history of this important project is available for all to see and continue to build upon into the future.



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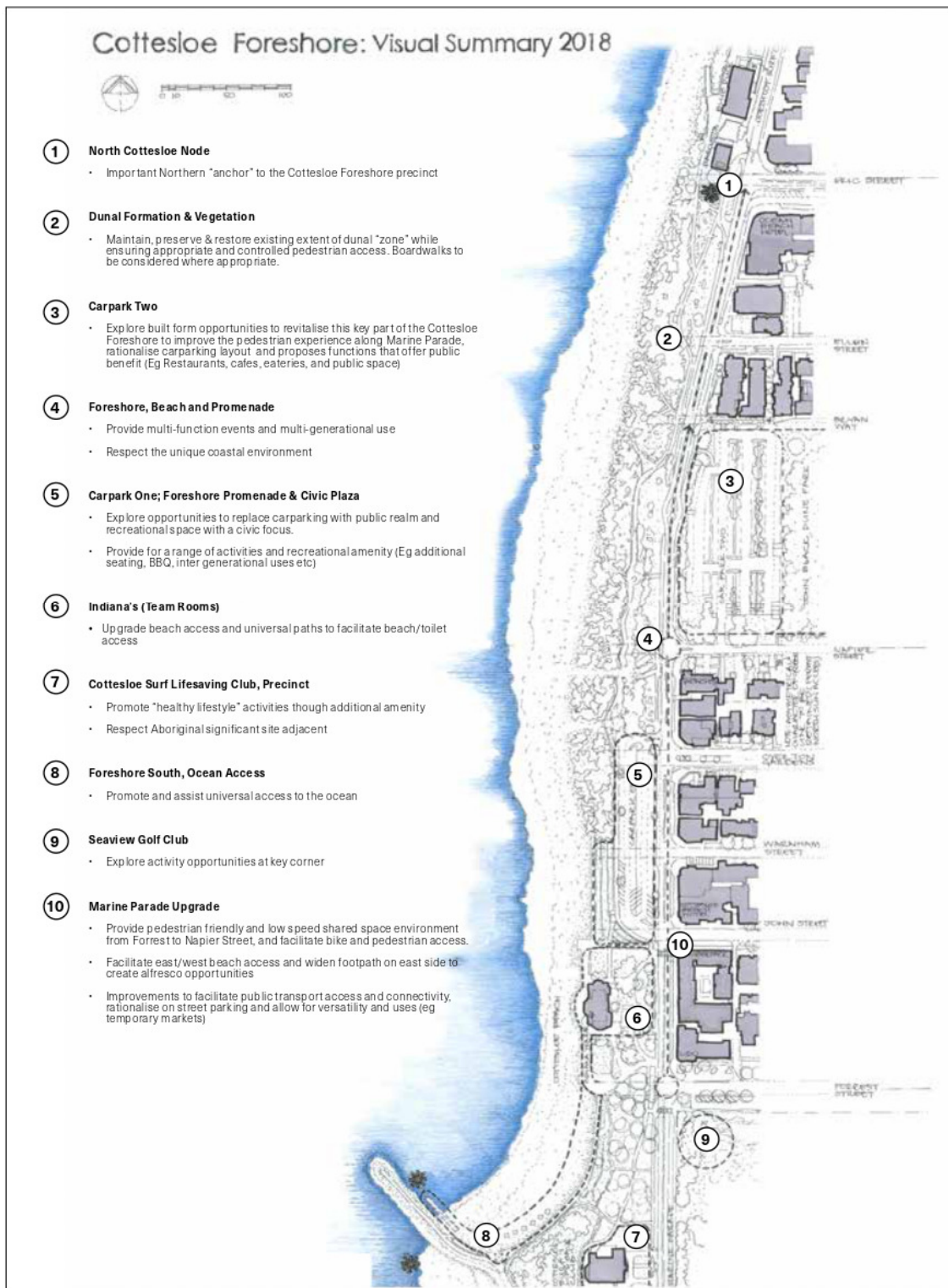


Figure 15- Cottesloe Foreshore Visual Summary

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TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1C: SUPPORTING DOCUMENT 2 - JUNE WORKSHOP PRESENTATION

COTTESLOE FORESHORE MASTERPLAN

Town of Cottesloe

Community Workshop Presentation
June 2019

ASPECT Studios®



SHAPE URBAN

iredale
pedersen hook



GTA consultants



Welcome & House Keeping

- **Mobile phones**
- **Bathrooms**
- **Emergency procedures**
- **Your support people**

Welcome & House Keeping

- **Phone charging/calls**
- **Photos and privacy**
- **Tech support**
- **Relax – let the day unfold.... and eat!**

Introductions

Who are you? & What is your relationship with the foreshore?



Project Introduction

Purpose of the Master Plan

- **Develop a foreshore master plan that builds on the previous consultation and work completed to date.**
- **Engage with the community to develop a long-term vision and design principles for the foreshore and key project sites.**
- **To preserve and improve Cottesloe's natural and built environment and beach lifestyle by using sustainable strategies in consultation with the community.**
- **Identify a series of public realm upgrade that can be progressively implemented as funds become available.**
- **Develop a plan that captures the unique character of Cottesloe and the surrounding community.**

Remit

- **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?

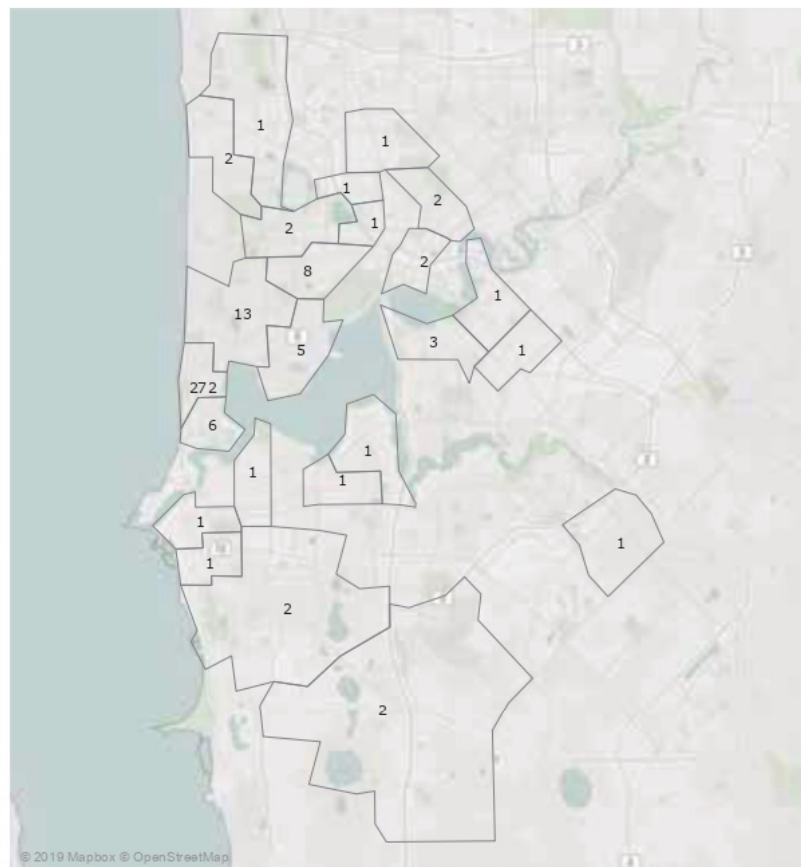
Tips

- **Be curious. Learn as much as you can.**
- **Keep an open mind.**
- **Focus on the remit – remember this is about best meeting a consensus.**
- **Remember that you are here as a citizen, to take into account what is best for the whole community; not necessarily what is best for you.**
- **Listen to each other. Work together. Make sure everyone is included.**
- **Trust the process.**
- **If something isn't working for you let us know – it is important you are not distracted from your task.**

Consultation Summary

Respondent Location

Suburb Map



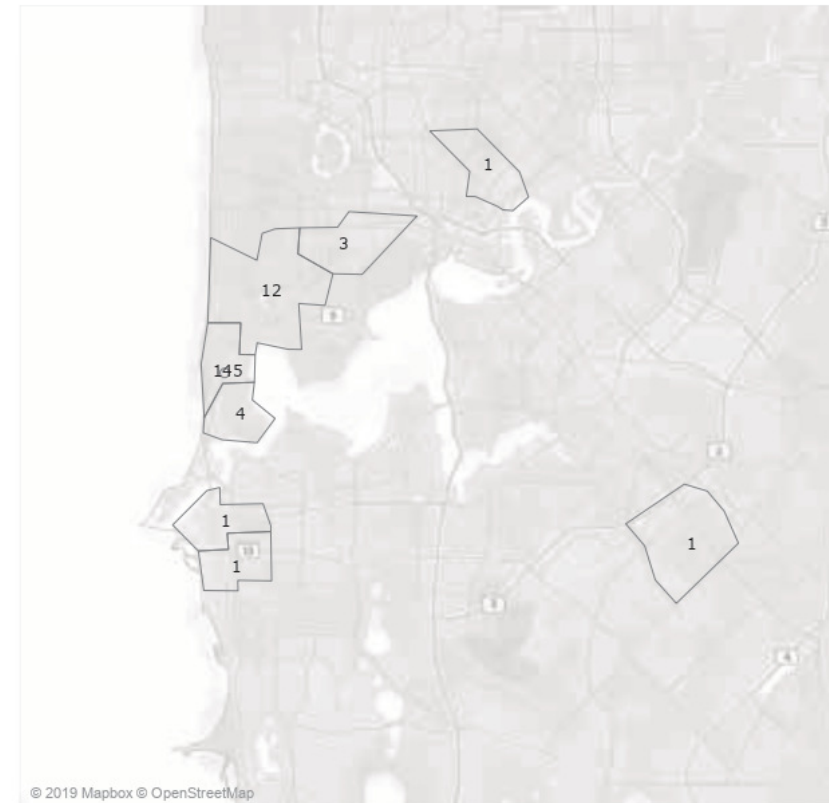
Postcode

What is your postc..	% of respondents	Number of respondents
6011	80.7%	272
6010	3.9%	13
6008	2.4%	8
6012	1.8%	6
6009	1.5%	5
6151	0.9%	3
6164	0.6%	2
6163	0.6%	2
6050	0.6%	2
6019	0.6%	2
6014	0.6%	2
6000	0.6%	2
Null	0.3%	1
6725	0.3%	1
6169	0.3%	1
6162	0.3%	1
6160	0.3%	1
6157	0.3%	1
6154	0.3%	1
6153	0.3%	1
6108	0.3%	1
6101	0.3%	1
6100	0.3%	1
6060	0.3%	1
6018	0.3%	1
6016	0.3%	1
6007	0.3%	1
6001	0.3%	1
4306	0.3%	1
0601	0.3%	1

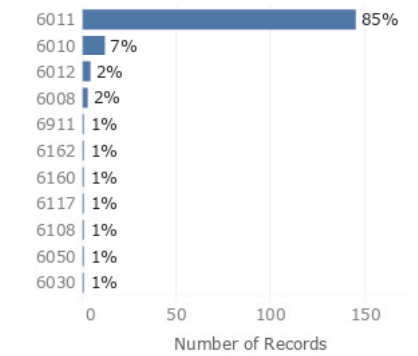
N = 337

Respondents

Postcode (map)

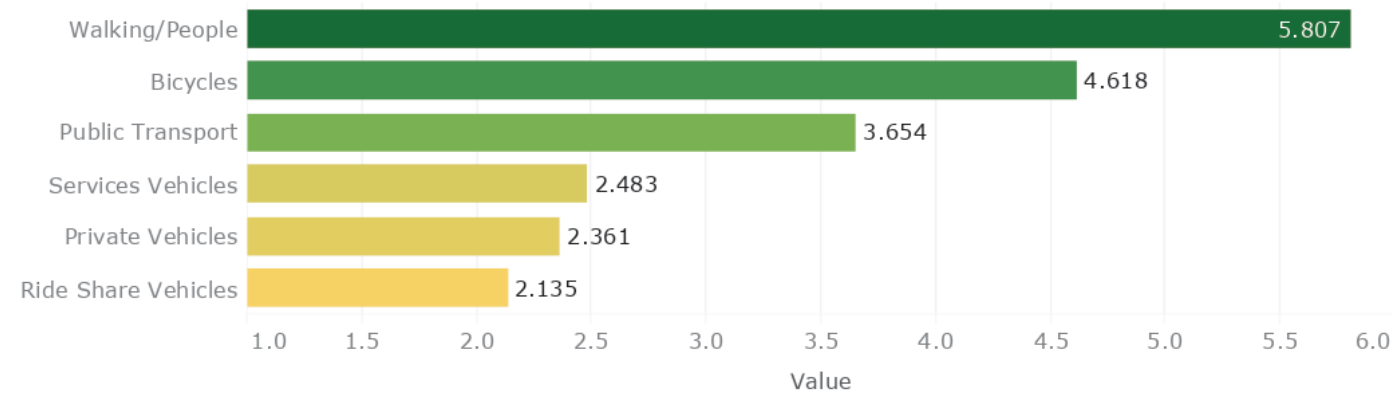


Postcode

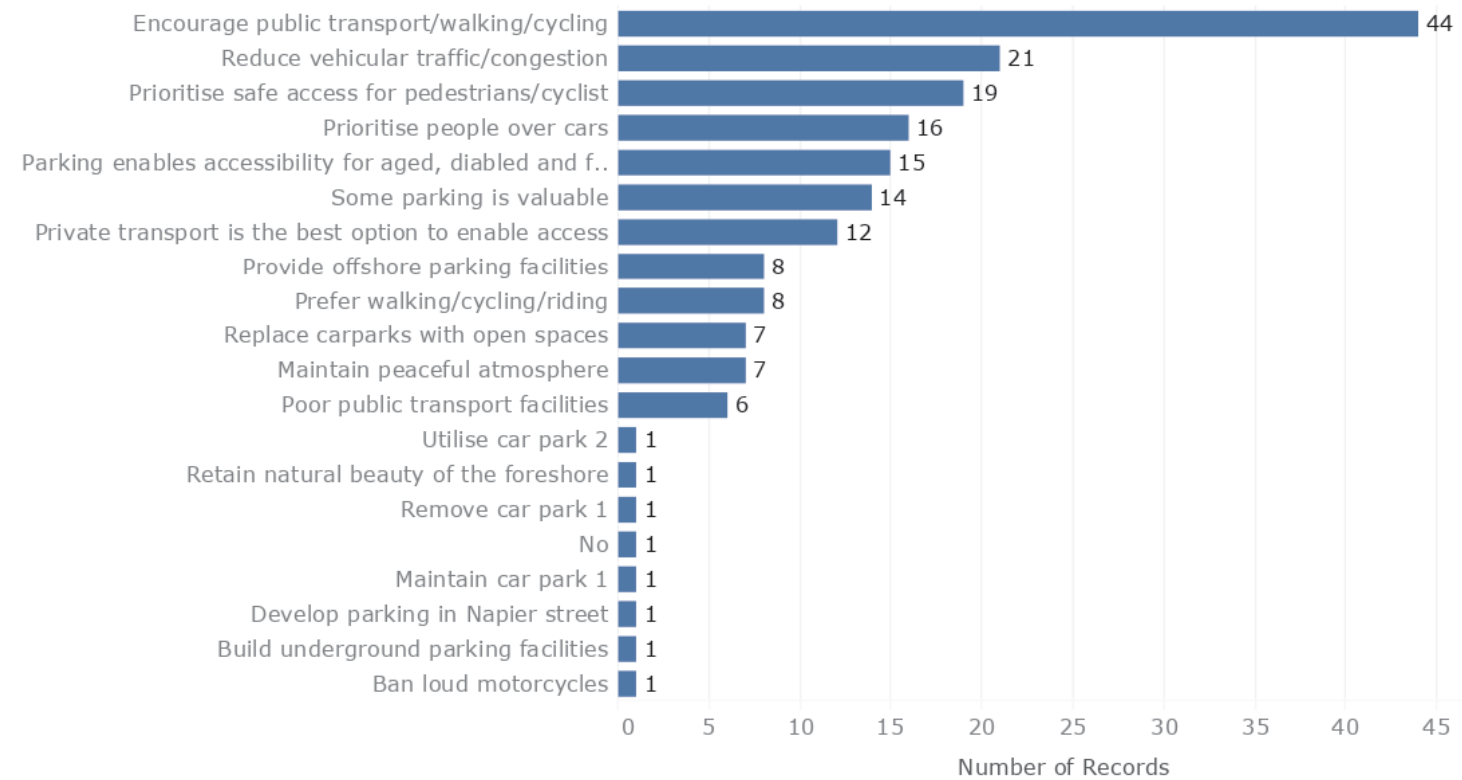


Consultation Summary

What mode of travel should have priority on the Foreshore?

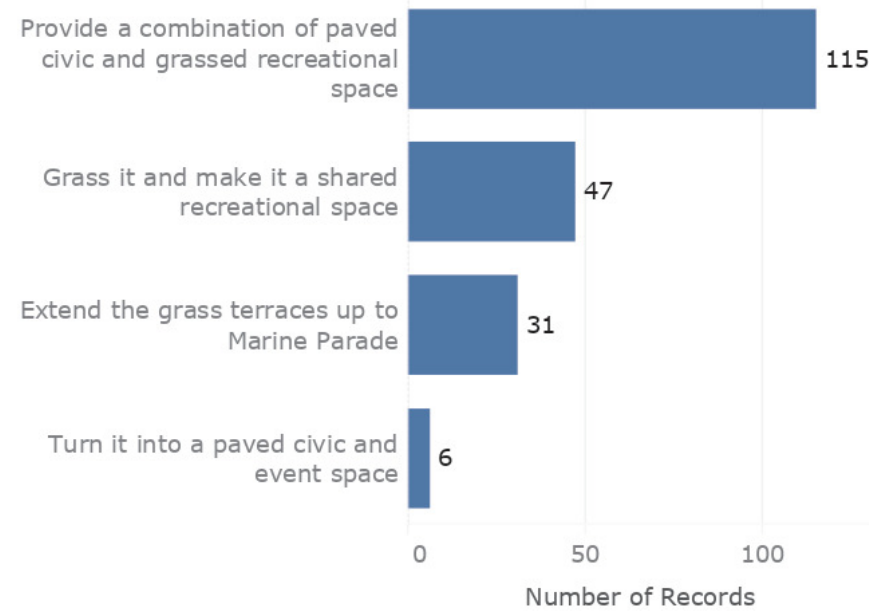


Additional comments

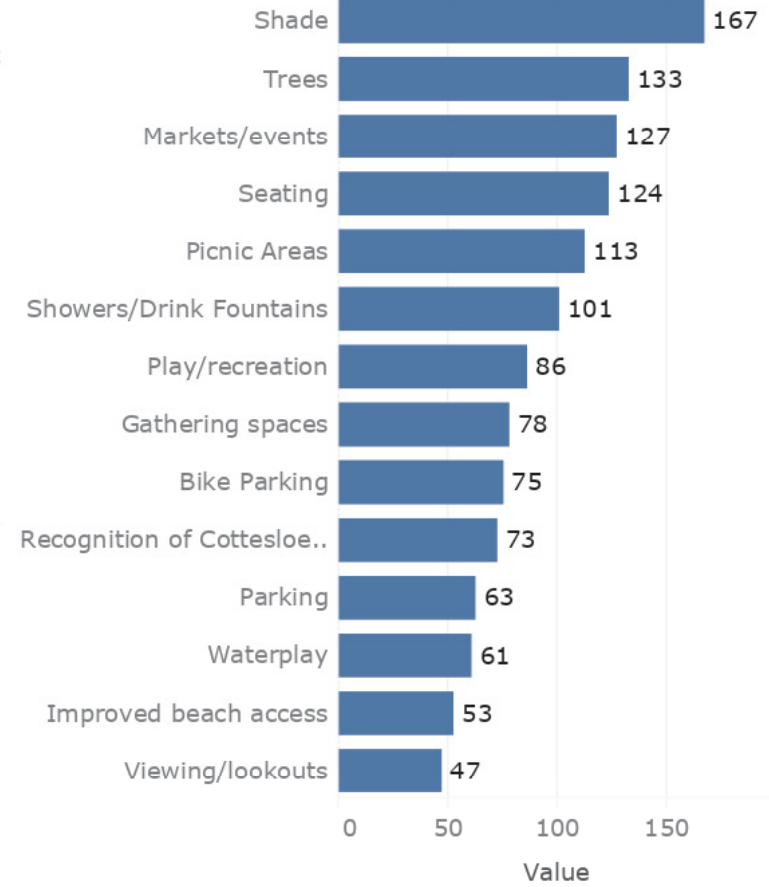


Consultation Summary

Q1 - What would you do with the area at Car Park 1?



Q2 - What is missing on the foreshore?

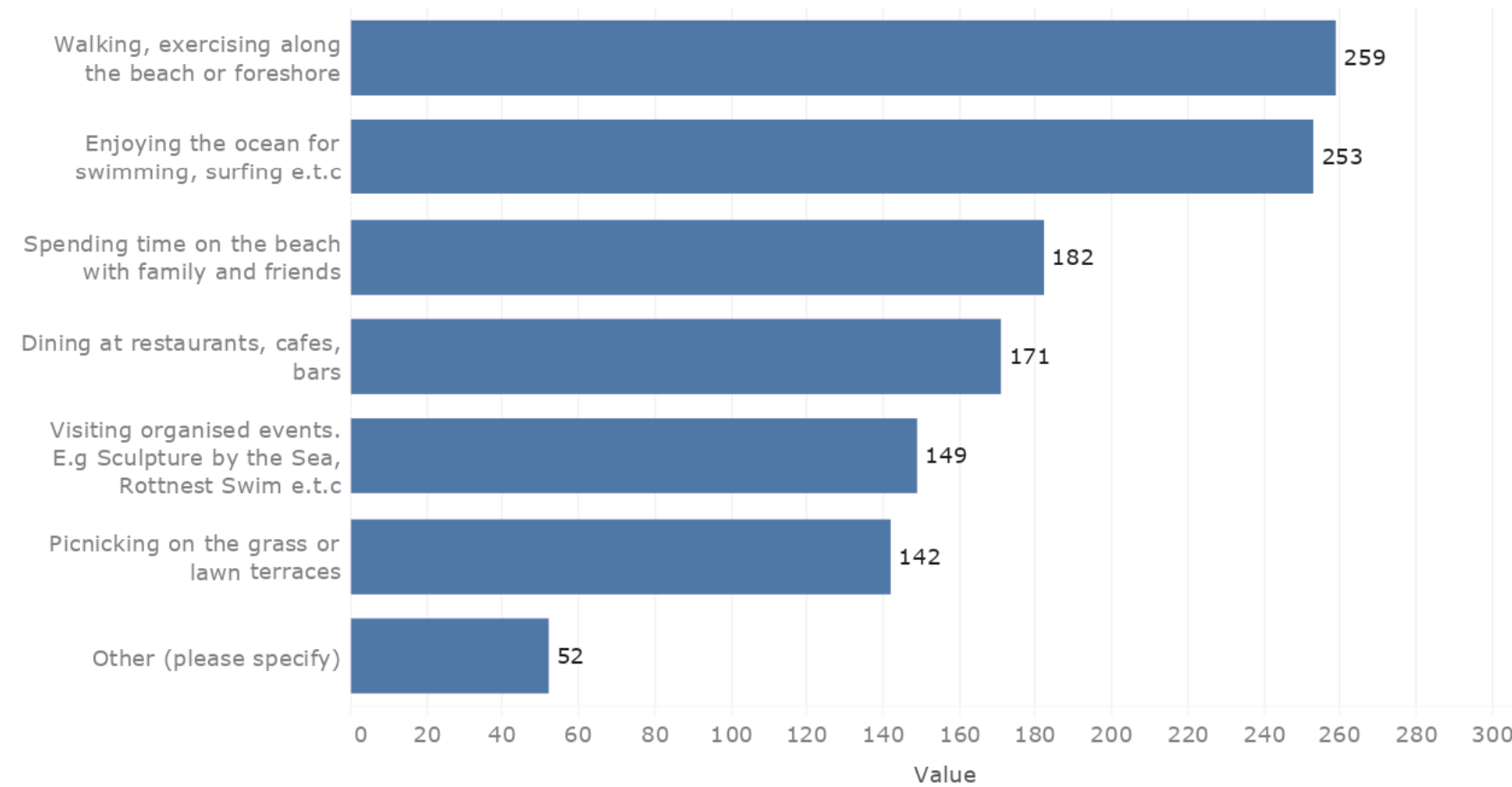


Q1 - Additional comments

Retain carpark 1	54
Develop recreational spaces	14
Retain carpark 1 & improve	10
Maintain some short term parking spaces	9
Upgrade existing car park	5
Improve amenities/infrastructure	4
Retain carpark 1 & enhance open space aroun..	3
Improve accessibility	3
Develop underground parking facilities	3
Spaces for performers/traders/art	2
Swimming pool	1
Similar to Leighton beach	1
More Café/Bars	1
Improve vegetation	1

Consultation Summary

What activities do you most enjoy at Cottesloe?

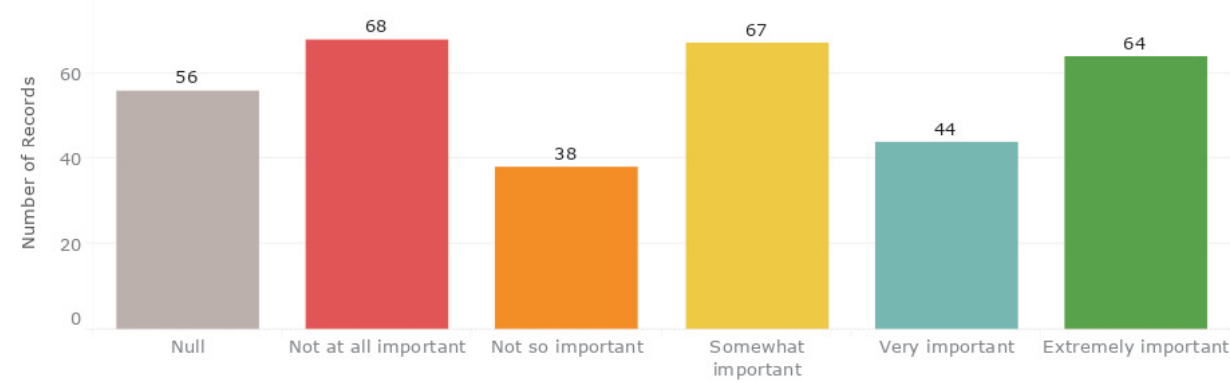


Additional comments

Enjoying ocean view/sunset	26
Enjoying beach activities	8
Walking & cycling	7
Dining, festivals & events	5
Public toilets	2
Tourist guide	1
Socialising with friends	1

Consultation Summary

Q6 - How important is parking at the foreshore to you?

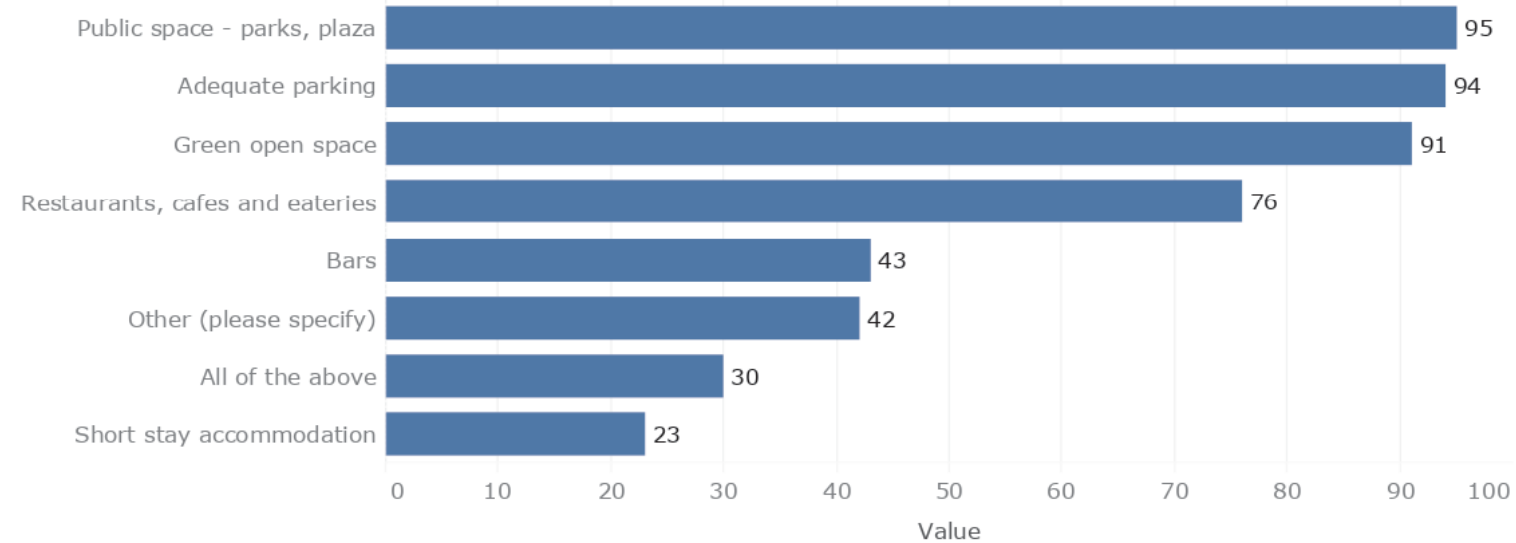


Q6 - Additional comments



Consultation Summary

Any future development of car park 2 should include the following (please tick all that apply):

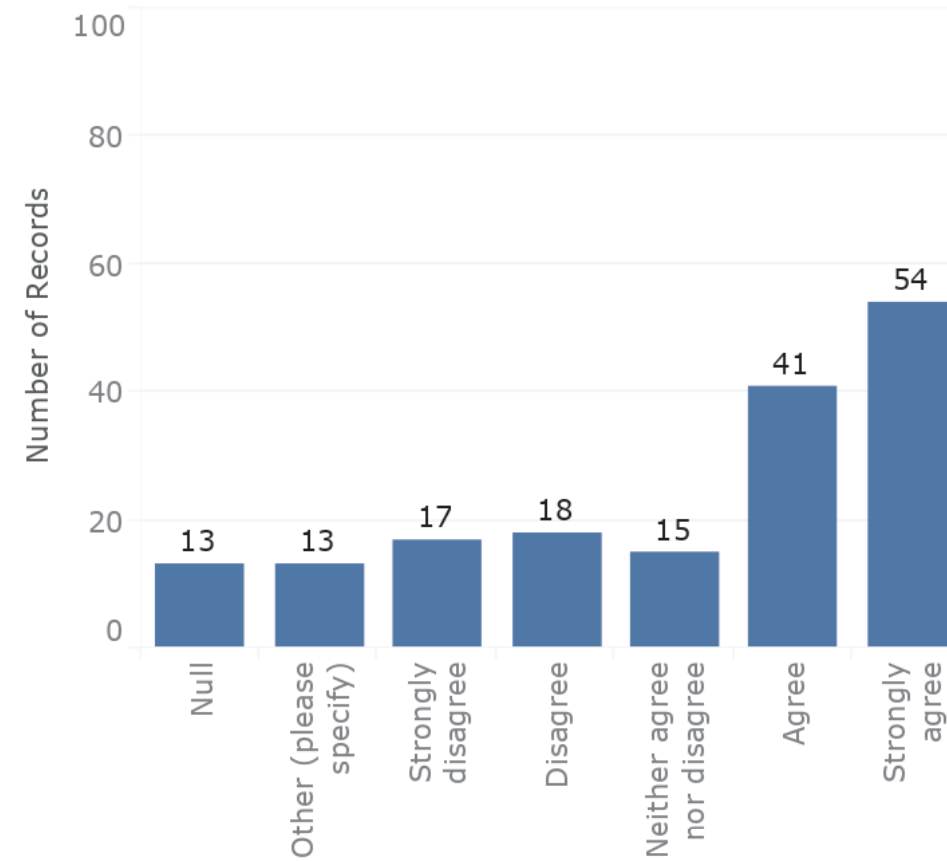


Q1 Theme

Leave it as car park	8
Café/Food trucks	8
Open space for picnic spots/playgrounds	6
Skate park	4
Safe pedestrian access/pathways	2
Public toilets/Beach showers	2
No private development	2
Improved environmental value	2
Winter attractions	1
Underground car parking	1
Similar to Busselton beach	1
Recognise aboriginal heritage	1
Mixed use / office space	1
Improve native vegetation	1
Higher density developments	1

Consultation Summary

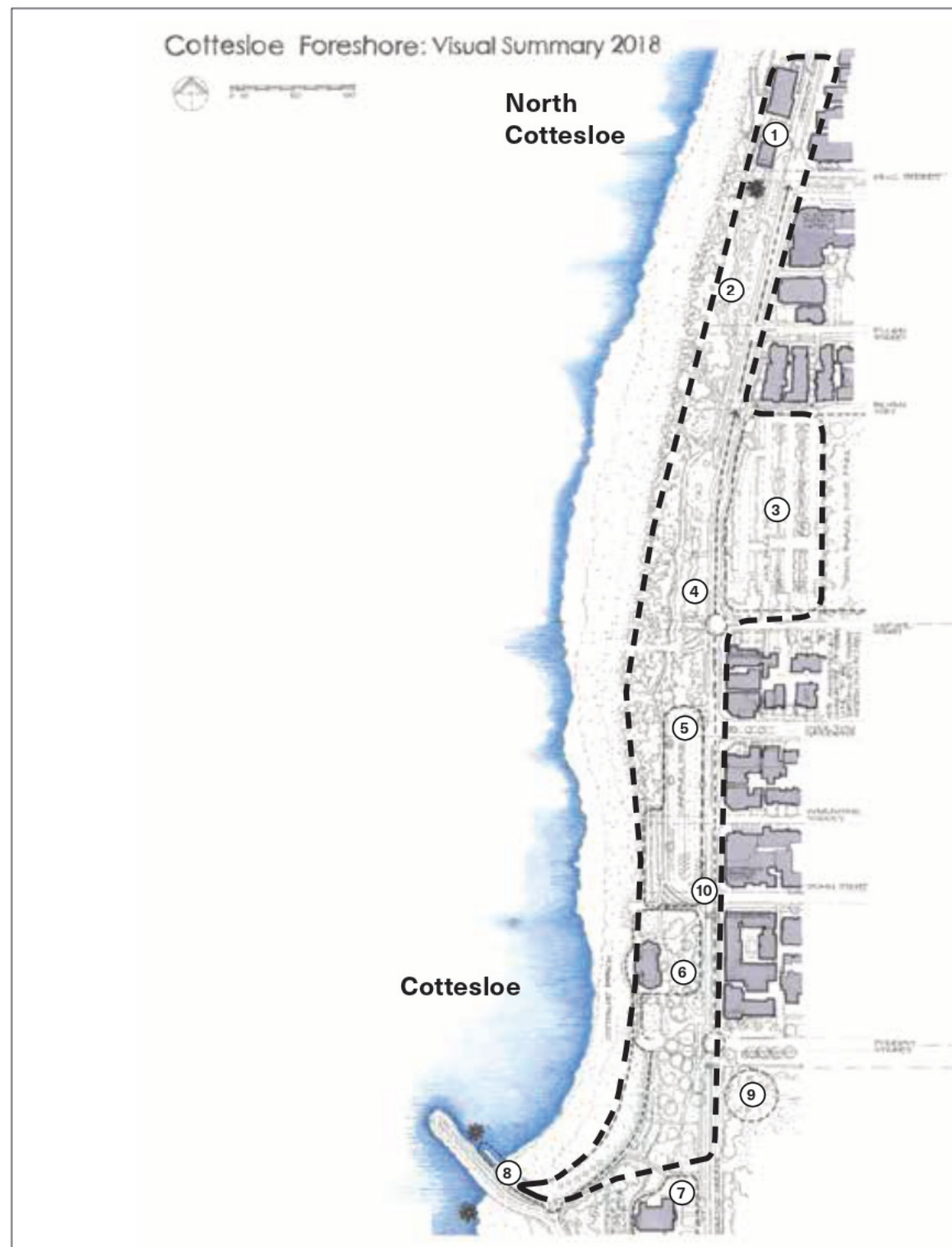
Retaining parking at Car Park 2 is important to me.



Q4 Theme

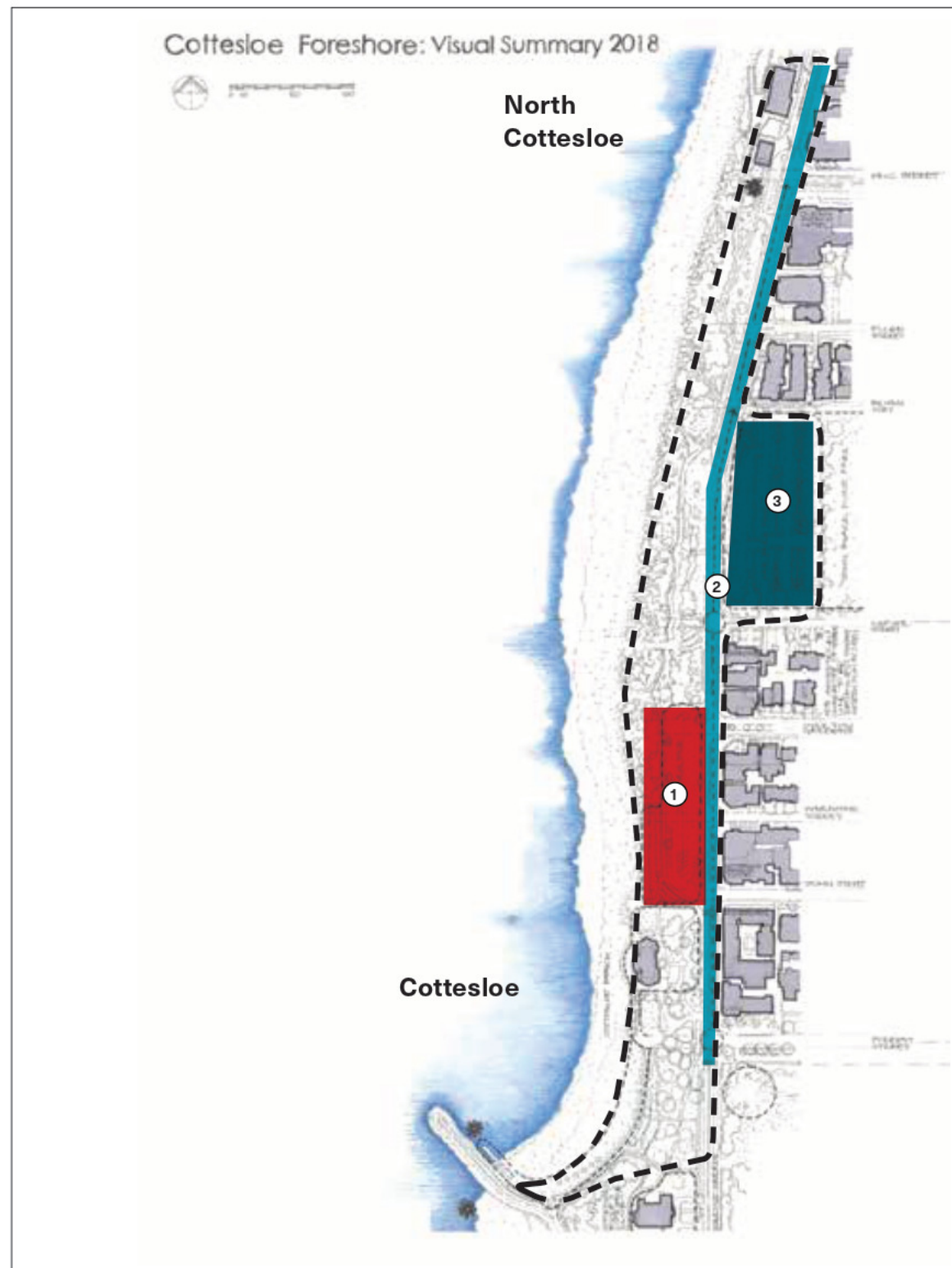
Build multi-level/underground car parking	5
Car park is essential to retain accessibility	2
Retain some parking	1
Retain native vegetation	1
Retain both car park 1 & 2	1
Follow state planning policy	1
Convert it to open public space	1
Convert carpark 1 to open space	1

Project Scope



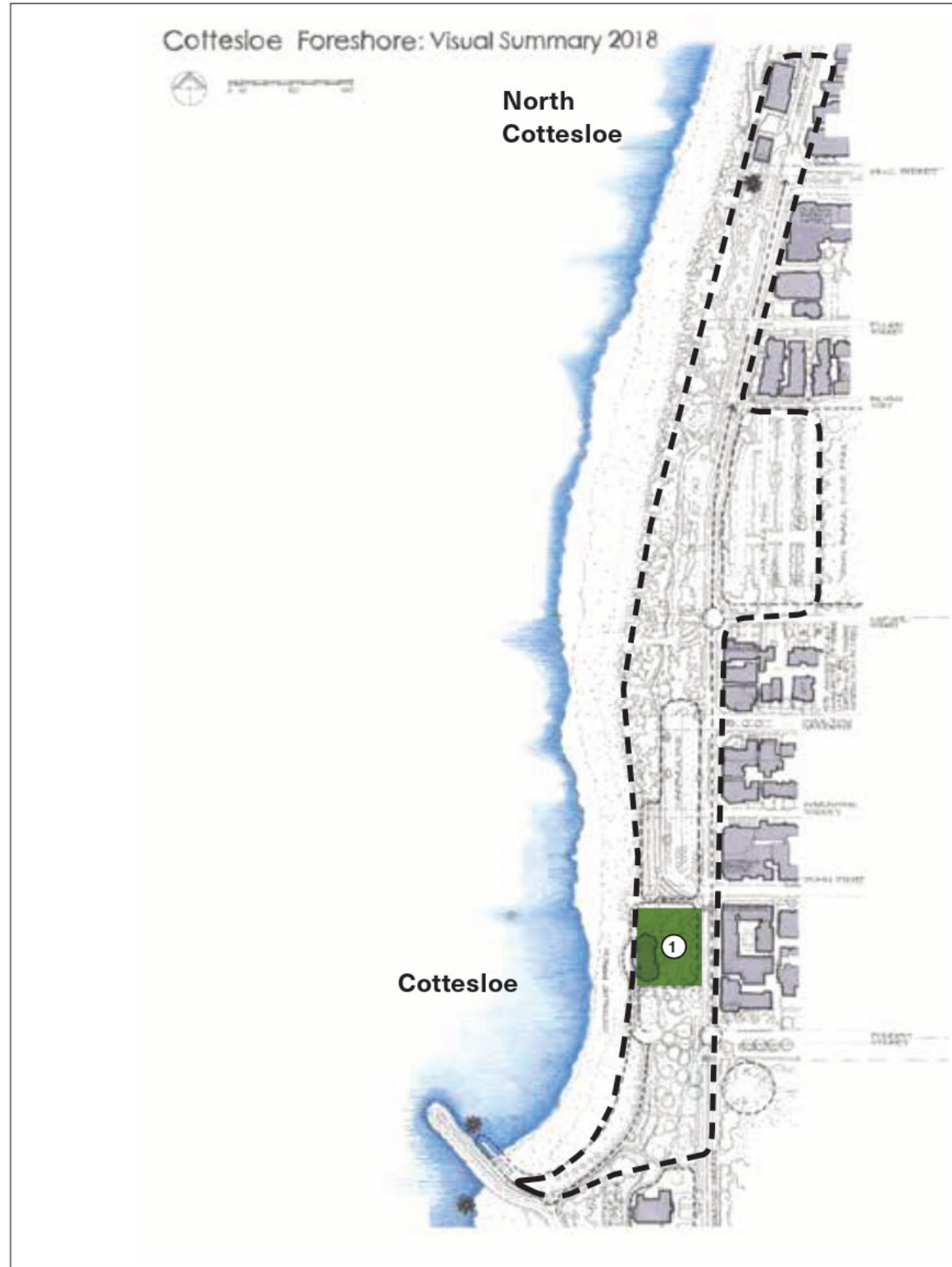
- ① **North Cottesloe Node**
 - Important Northern "anchor" to the Cottesloe Foreshore precinct
- ② **Dunal Formation & Vegetation**
 - Maintain, preserve & restore existing extent of dunal "zone" while ensuring appropriate and controlled pedestrian access. Boardwalks to be considered where appropriate.
- ③ **Carpark Two**
 - Explore built form opportunities to revitalise this key part of the Cottesloe Foreshore to improve the pedestrian experience along Marine Parade, rationalise carparking layout and proposes functions that offer public benefit (Eg Restaurants, cafes, eateries, and public space)
- ④ **Foreshore, Beach and Promenade**
 - Provide multi-function events and multi-generational use
 - Respect the unique coastal environment
- ⑤ **Carpark One; Foreshore Promenade & Civic Plaza**
 - Explore opportunities to replace carparking with public realm and recreational space with a civic focus.
 - Provide for a range of activities and recreational amenity (Eg additional seating, BBQ, inter generational uses etc)
- ⑥ **Indiana's (Team Rooms)**
 - Upgrade beach access and universal paths to facilitate beach/toilet access
- ⑦ **Cottesloe Surf Lifesaving Club, Precinct**
 - Promote "healthy lifestyle" activities through additional amenity
 - Respect Aboriginal significant site adjacent
- ⑧ **Foreshore South, Ocean Access**
 - Promote and assist universal access to the ocean
- ⑨ **Seaview Golf Club**
 - Explore activity opportunities at key corner
- ⑩ **Marine Parade Upgrade**
 - Provide pedestrian friendly and low speed shared space environment from Forrest to Napier Street, and facilitate bike and pedestrian access.

Key Focus Areas



- 1. Car Park 1**
- 2. Marine Parade**
- 3. Car Park 2**

Key Exclusion



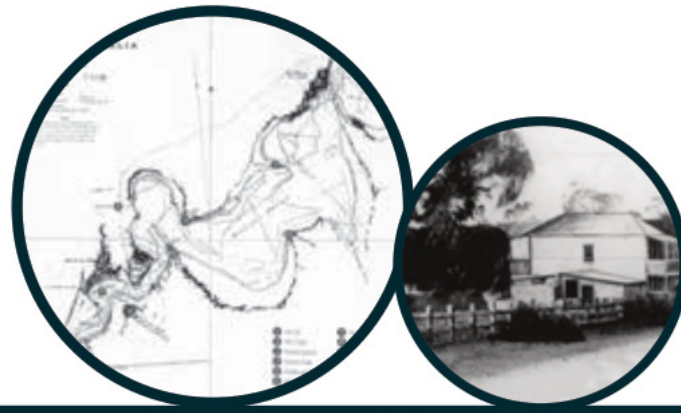
1. Indiana Tearooms

Character Analysis

*Ruth Marchant James

Pre-Settlement

Prior to settlement in the 1890s Cottesloe remained an isolated stretch of windswept sand dunes, low scrub and limestone hills occupied Mooro Group with a number of campsites located along the Swan River. Mudurup Rocks (or Moodoorup) is one of the last known and surviving indigenous mythological, ceremonial and fishing sites.



Limestone Quarrying

1890s Lime Kilns and limestone quarries feature strongly throughout Cottesloe. This limestone connection is found in many of Perth's finest buildings as they are constructed of 'Cottesloe Freestone' including St Mary's Cathedral, Perth Public Hospital, Weld Club and His Majesty's Theatre.



His Majesty's Theatre
St. Mary's Cathedral



1830 - 1900 Early Development

- Perth-Fremantle Road established in the 1830s following the establishment of Perth and Fremantle.
- Halfway House established 1830s and the establishment of the Albion Hotel and Pleasure Gardens in 1882.
- Perth - Fremantle Railway line 1881
- 1890s Cottesloe, Peppermint Grove and Mosman Park surveyed.
- Land subdivision commence in the early 1900s



Health & Wellbeing

In 1894 James Grave builds the Osborne Hotel a key landmark, meeting place and considered by many a form of sanatorium. Cottesloe becomes a popular site for the establishment of significant charitable institutions in part due to the perception that the sea-air possessed curative powers including the Ministering Childrens League, WA School for the Deaf, Lady Lawley Cottage, Independent Order of Odd Fellows Home, Wanslea, Salvation Army Girls Home



Character Analysis

Brighton of the West

In 1905 the first efforts to develop Cottesloe was seen with the establishment of Hotel Cottesloe. This was followed by construction of a pier and beach shelters as an act to promote Cottesloe as a beach resort and destination.

The Indiana Tea House was constructed in 1910 with a series of beach front amenities and activities. These developments coupled with the planting of 168 Norfolk Island Pine Trees built the foundation for the identity of Cottesloe.



Foundations

In 1929 the temporary beach structures are replaced with the Centenary Club (1930) and a series of improvements are implemented including the beach promenade, car park and grassed terraces which lay the foundation for the current character of Cottesloe.



Sports Clubs

The establishment of the Cottesloe Surf Life Saving Club in 1913 and North Cottesloe SLSC in 1918 created the arena for activity and socialising on the foreshore. Tennis, Golf, Rugby and surfing also form important community activities.

Activation & Events

As Cottesloe Beach gains popularity and further improvements and roads upgrades are implemented entrepreneurs take up business opportunities along the foreshore. On weekends the foreshore is transformed into a miniature showground with scoota boats and cars, ferris wheels, slippery dips and shooting galleries.

Character Analysis

Heritage

In 1950 the Council purchases Overton Lodge for use as a town hall and civic centre. A high value heritage site with a mix of architectural and landscape styles that have unintentionally come to represent Cottesloe.

Conservation

Since 1903 efforts have been made to conserve the dunes with marram grass imported from Victoria being planted to stabilise the dunes. These efforts are continued through the Council and volunteer organizations.

Renewal

In the 1950s the Council resolves to remove the Cottesloe Pier and in the 1980s the Centenary Pavillion. These modifaction make way for the construction of the Groyne (1960), Beach Pavillion (1982) and North Cottesloe Cafe (1981).

Modern Seaside Village

More recently Cottesloe has matured into a modern seaside village with an eclectic mix of modern and historic architectural styles, retail offerings and beach events and activities. It has, however, retained the scale and character for the suburb that was laid out in the 1890s.



Strategic Framework (West)



Strategic Framework (West) - Activities



Strategic Framework (East)



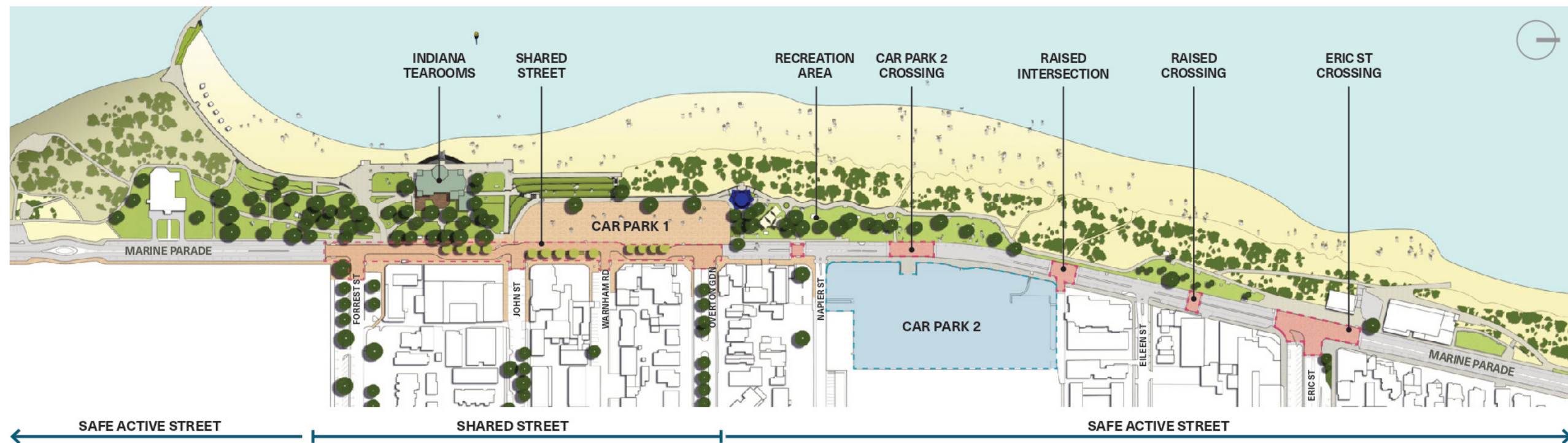


Purpose of Marine Parade Upgrade

- 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.

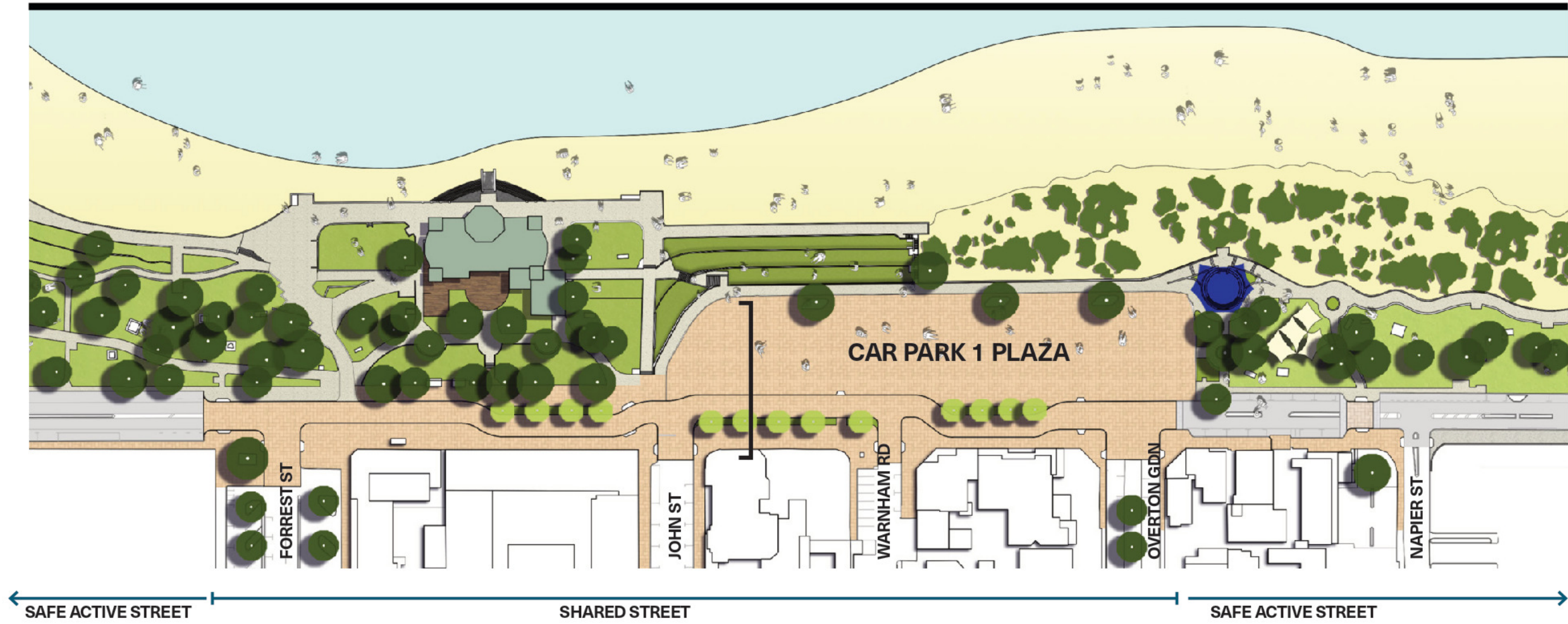


Marine Parade Upgrade

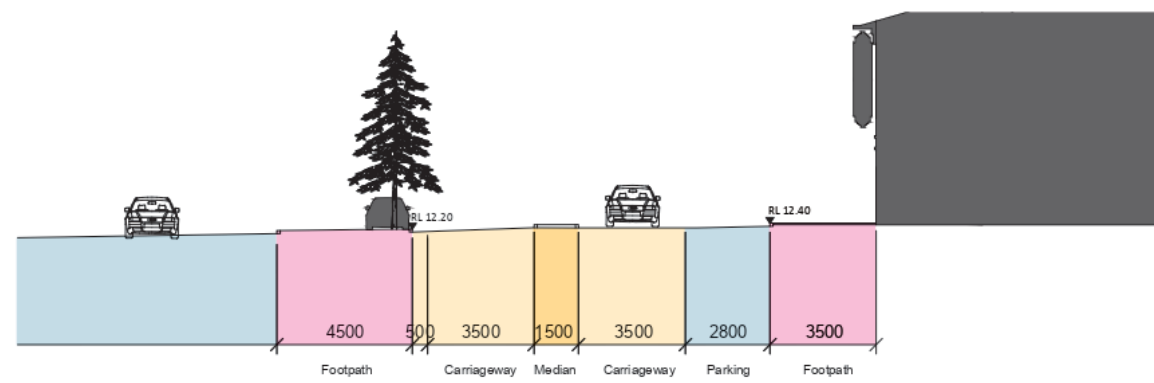


- **Maintain current road alignment**
- **Implement safe active street principles in a cost-effective way**
- **Reduced carriage widths to slow traffic**
- **Reduce corner turning radii to slow vehicles**
- **Paved road between Forrest Street and Napier Street**
- **Raised intersections at Napier, Ellen and Eric Street to slow traffic and improve pedestrian connections**
- **Introduce street trees, furniture and alfresco areas**

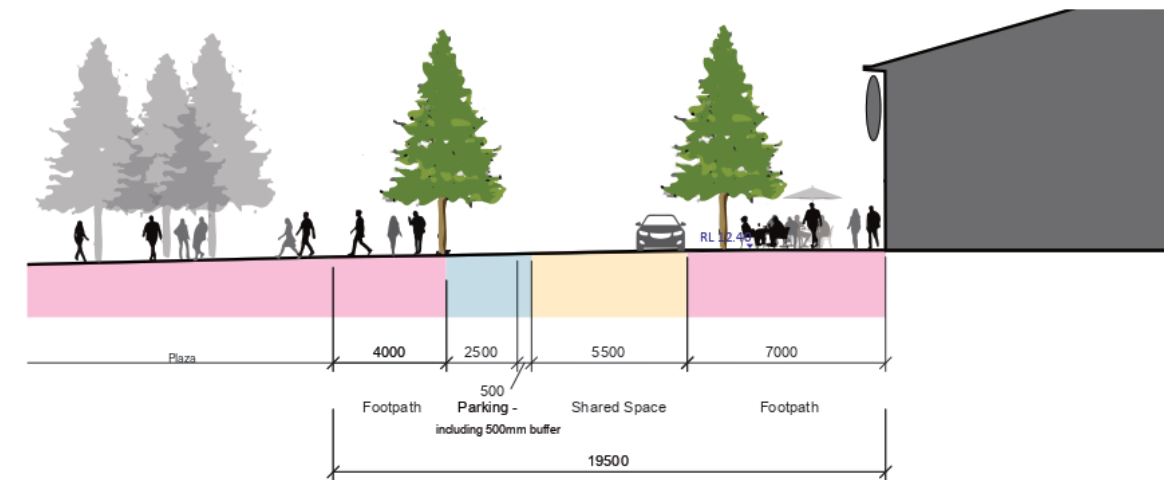
Shared Street



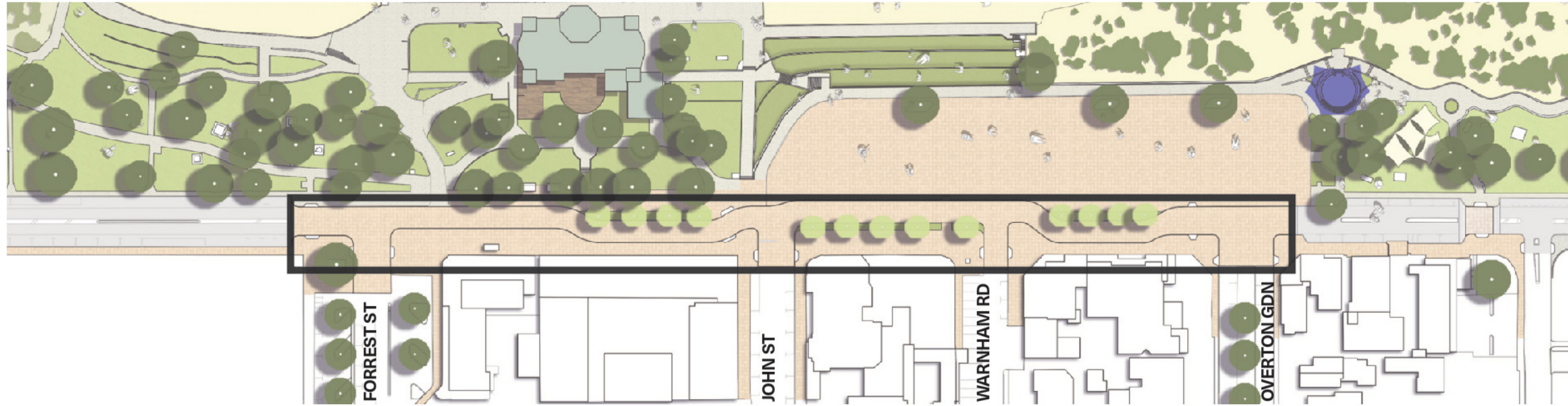
EXISTING STREET SECTION



PROPOSED STREET SECTION



Shared Street Examples



Workshop Activity

Questions:

- 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?**

How should we approach the key elements of the Master Plan to ensure it best meets the expectations of the community?

Marine Parade Summary





Car Park 1 Upgrade

Purpose of Car Park 1 Upgrade

- **Explore opportunities to replace carparking 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)**

Car Park 1 Ideas



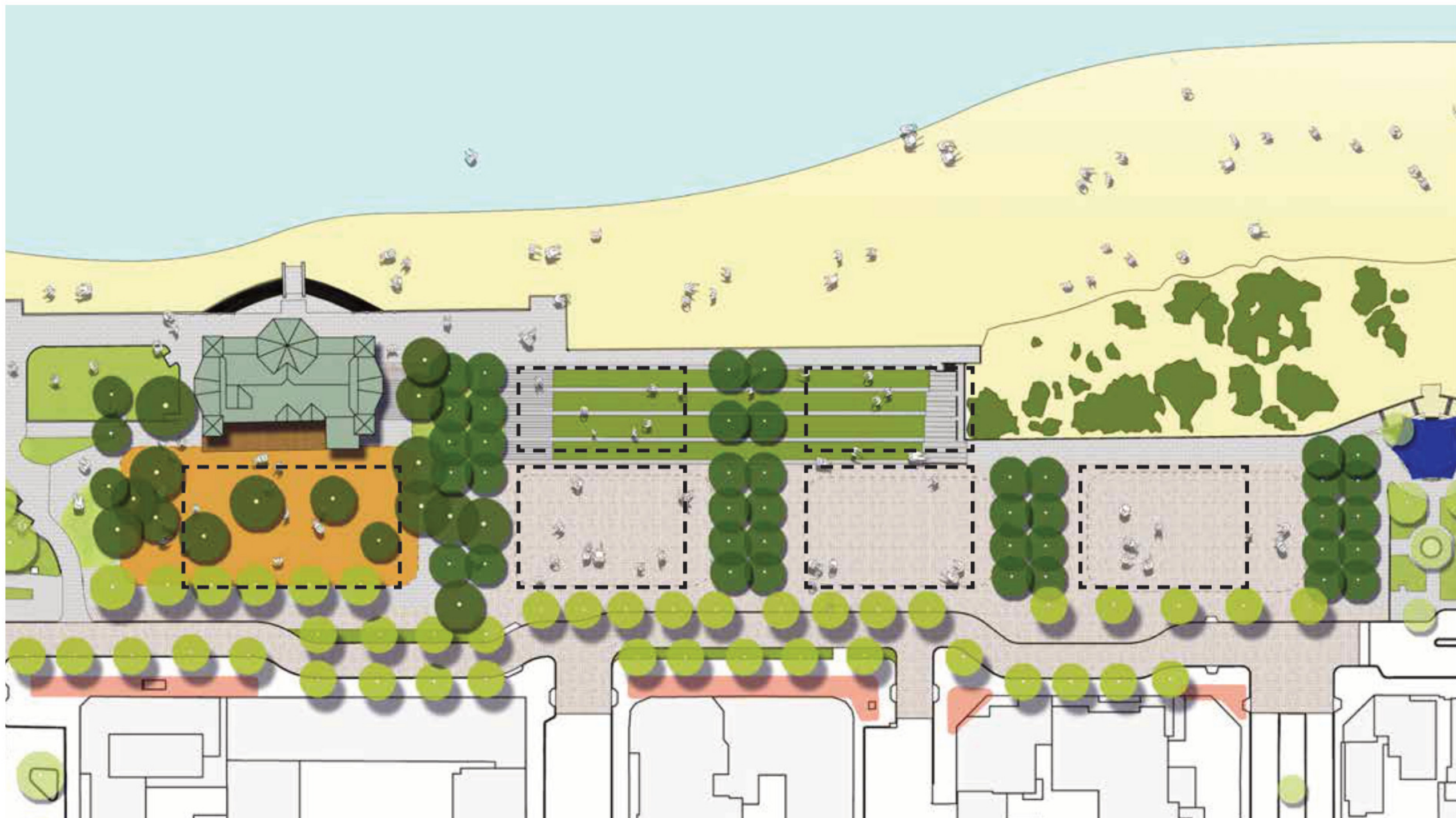
Option 1- Linear Plaza



Option 1- Linear Plaza



Option 2 - Green Rooms



Option 2 - Green Rooms



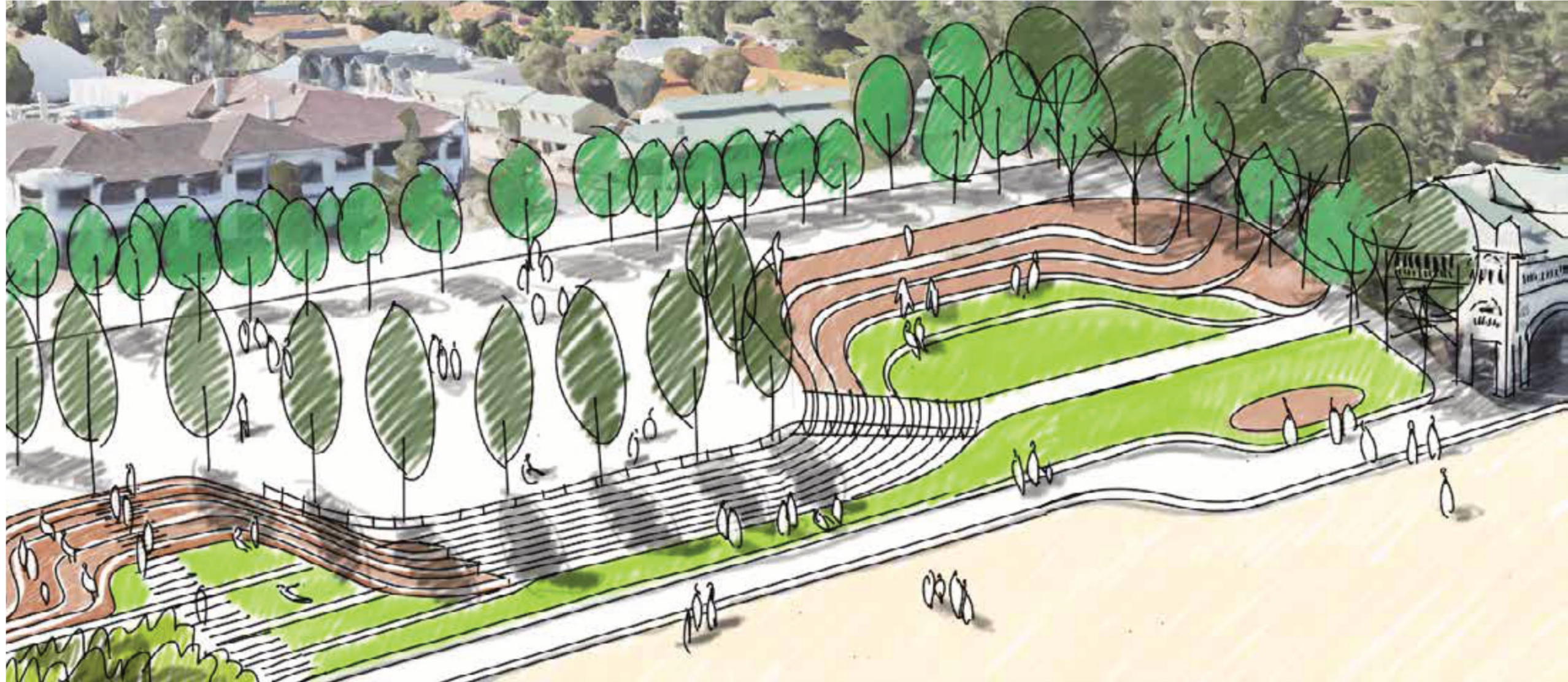
Option 3 - Flowing Terraces



Option 4 - Push & Pull



Option 4 - Push & Pull



Look & Feel



Workshop Activity

Questions:

- **What elements of each option do you support the most?**
- **What elements of each are absolute show stoppers?**
- **Is there one option that you prefer ?**
(under what conditions - you can bring elements of the others in!)
- **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...

How should we approach the key elements of the Master Plan to ensure it best meets the expectations of the community?

Car Park 1 - Suggested Activities



Car Park 1 Summary





Purpose of Car Park 2 Upgrade

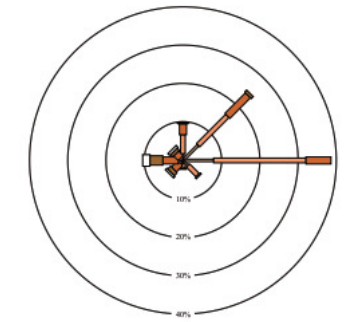
- **Explore opportunities to increase the amount of car parking on the foreshore**
- **Introduce built form to connect Cottesloe and North Cottesloe and activate Marine Parade street frontage between Napier Street and Bryan Way.**
- **Look at opportunities to rehabilitate and reconnect John Black Dune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

SITE ANALYSIS & CONCEPT SKETCHES - CARPARK 2

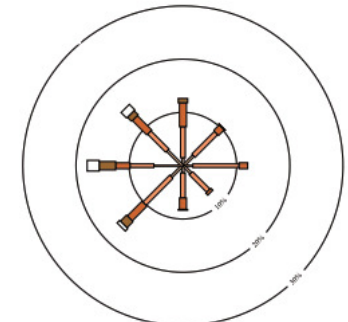
COTTESLOE FORESHORE MASTER PLAN
132-136 MARINE PARADE
05.06.2019



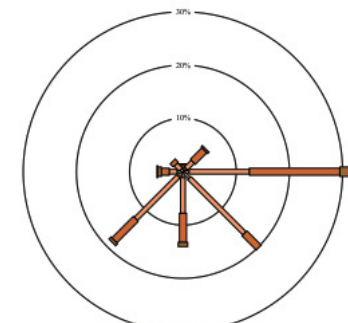
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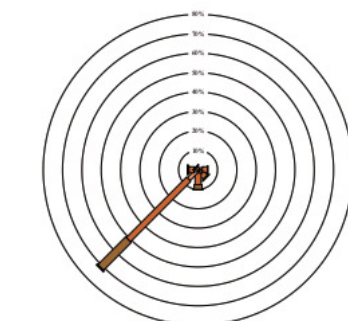
WINTER - MORNING



WINTER - AFTERNOON



SUMMER - MORNING



SUMMER - AFTERNOON

 LOCATION PLAN

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- 132-126 MARINE PARADE, COTTESLOE
- BARS AND PUBS
- COTTESLOE TENNIS CLUB
- JOHN BLACK DUNE RESERVE
- ACCOMODATION (BACKPACKERS, HOTELS)
- COTTESLOE CIVIC CENTRE
- COTTESLOE BEACH
- ERIC STREET SHOPPING CENTRE
- CAFE/RESTURANTS
- PUBLIC EXERCISE EQUIPMENT
- INDIANA COTTESLOE BEACH
- SEAVIEW GOLF CLUB

 CONTEXT PLAN

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SURROUNDING CONTEXT

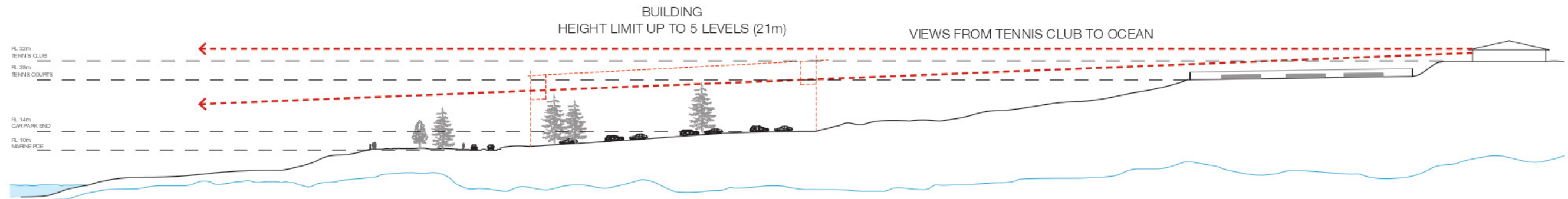
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-  EXISTING MATURE TREES TO RETAIN
-  CLEAR VIEW CORRIDORS TO OCEAN MAINTAINED
-  SENSITIVE EDGE DESIGN TO PARK/STREET
-  SWALE LOCATION/POSSIBLE OVERFLOW
-  POWER SUB STATION
-  JOHN BLACK DUNE RESERVE - POSSIBLE INTEGRATION INTO PROJECT
- PASSIVE INTERACTION
- UNIVERSALLY ACCESSIBLE PATH
-  SEWER LINE

SITE FEATURES

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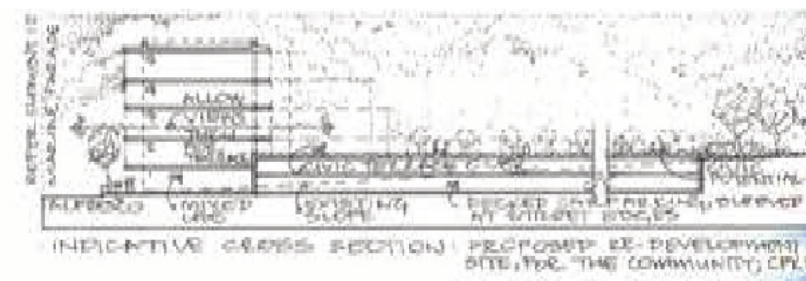
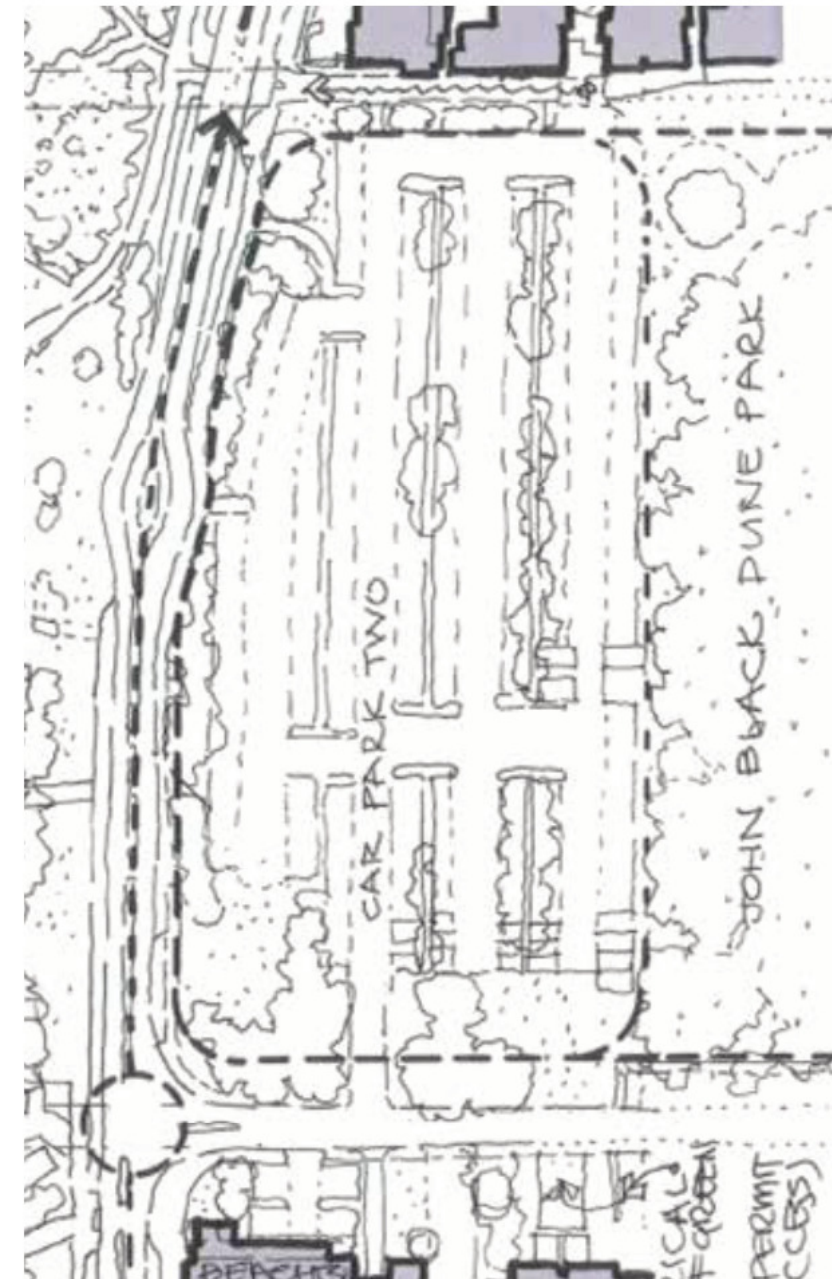


SITE PLAN 1:2000

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Site Brief

- Explore opportunities to increase the amount of car parking on the foreshore.
- Explore partnering opportunities to revitalise this key part of the foreshore.
- Create Active edges to car park at street level.
- Look at opportunities to rehabilitate and reconnect John Black Dune Park to the foreshore.
- Activate Marine Parade with mixed uses and alfresco areas.



COTTESLOE FORESHORE VISUAL SUMMARY

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Car Park 2 Ideas

1

OPTION 1 OCEAN FRAME
 A large building, 100m x 100m, with a central courtyard. The site plan shows the building footprint and the courtyard. The building is surrounded by a low wall and a paved area. The courtyard is landscaped with trees and plants. The building is oriented towards the ocean.

OPTION 2 SCULPTURED LAND
 The building is integrated into the site's topography. The site plan shows the building footprint and the surrounding landscape. The building is surrounded by a low wall and a paved area. The landscape is landscaped with trees and plants. The building is oriented towards the ocean.

OPTION 3 ELEVATED OBJECTS
 A group of three elevated buildings, 100m x 100m, with a central courtyard. The site plan shows the building footprint and the courtyard. The buildings are surrounded by a low wall and a paved area. The courtyard is landscaped with trees and plants. The buildings are oriented towards the ocean.

GROUND FLOOR PLAN (SCALE 1:100)
 MEZZANINE FLOOR PLAN (SCALE 1:100)
 PODIUM FLOOR PLAN (SCALE 1:100)

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2

OPTION 4 INTEGRATED PODIUM WITH FOCUSED OCEAN VIEW
 The building is integrated into the site's topography. The site plan shows the building footprint and the surrounding landscape. The building is surrounded by a low wall and a paved area. The landscape is landscaped with trees and plants. The building is oriented towards the ocean.

OPTION 5 ACTIVATED EDGES WITH LANDSCAPED CARPARK
 The building is integrated into the site's topography. The site plan shows the building footprint and the surrounding landscape. The building is surrounded by a low wall and a paved area. The landscape is landscaped with trees and plants. The building is oriented towards the ocean.

GROUND FLOOR PLAN (SCALE 1:100)
 MEZZANINE FLOOR PLAN (SCALE 1:100)
 UPPER FLOOR PLAN (SCALE 1:100)

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4

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GROUND FLOOR PLAN (SCALE 1:100)
 MEZZANINE FLOOR PLAN (SCALE 1:100)
 UPPER FLOOR PLAN (SCALE 1:100)

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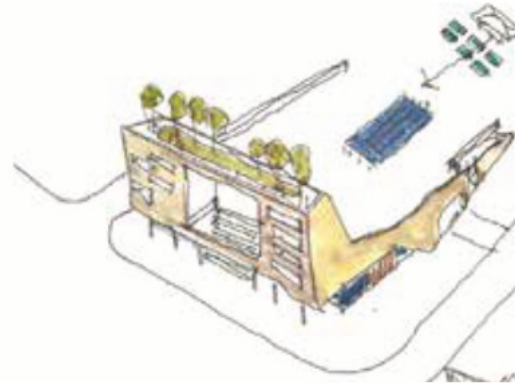
5

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GROUND FLOOR PLAN (SCALE 1:100)
 UPPER FLOOR PLAN (SCALE 1:100)

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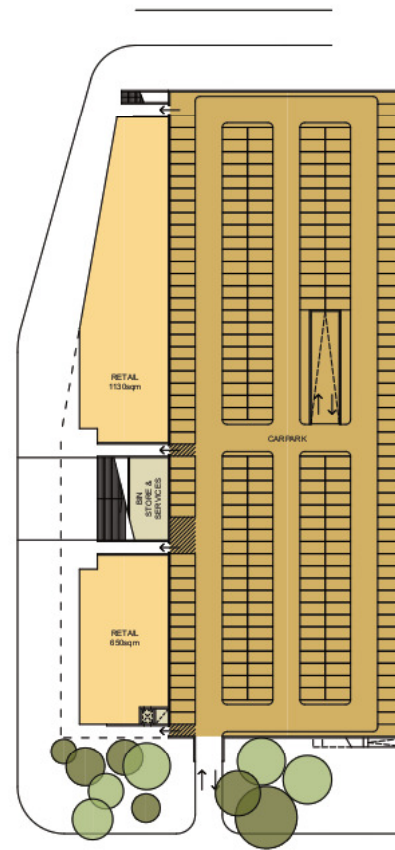
**OPTION 1
OCEAN FRAME**

A large framing device that focuses attention to the ocean.
The view from the adjacent houses and tennis club to the ocean is maintained.
All building is placed at the street side creating a large upper level plaza with a maximum height above natural ground level of 21m.

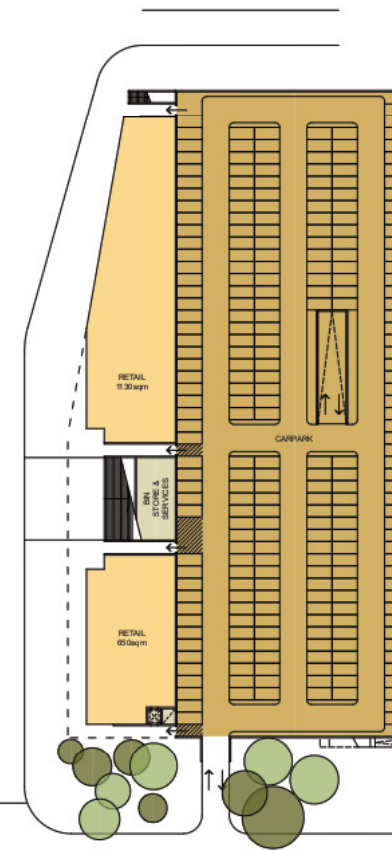
Possible uses:
Short stay accommodation, Conference, Wedding receptions, Child Care/ Creche, Exhibition, Gallery, Retail, Café, Restaurants, Markets, Visitor Centre, Swimming Pool, Public Amenities and other public facilities.



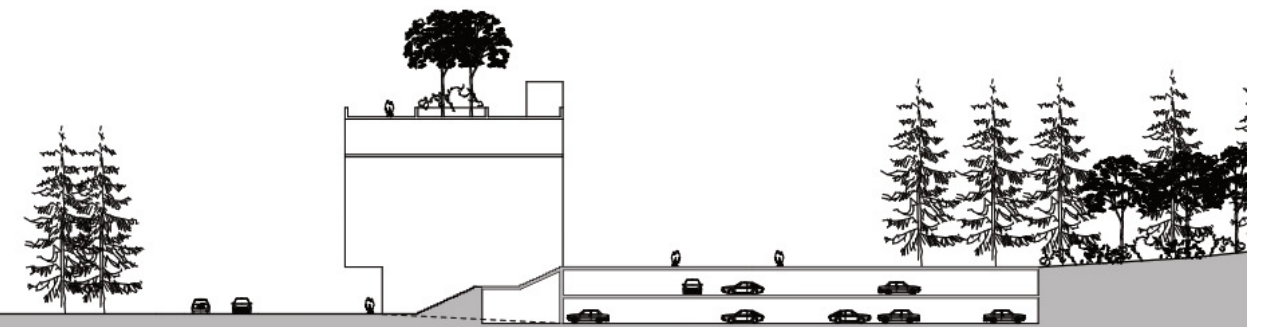
GROUND PARKING FLOOR PLAN
SCALE 1:1000



MEZZANINE PARKING FLOOR PLAN



PODIUM FLOOR PLAN



SECTION SCALE 1:500

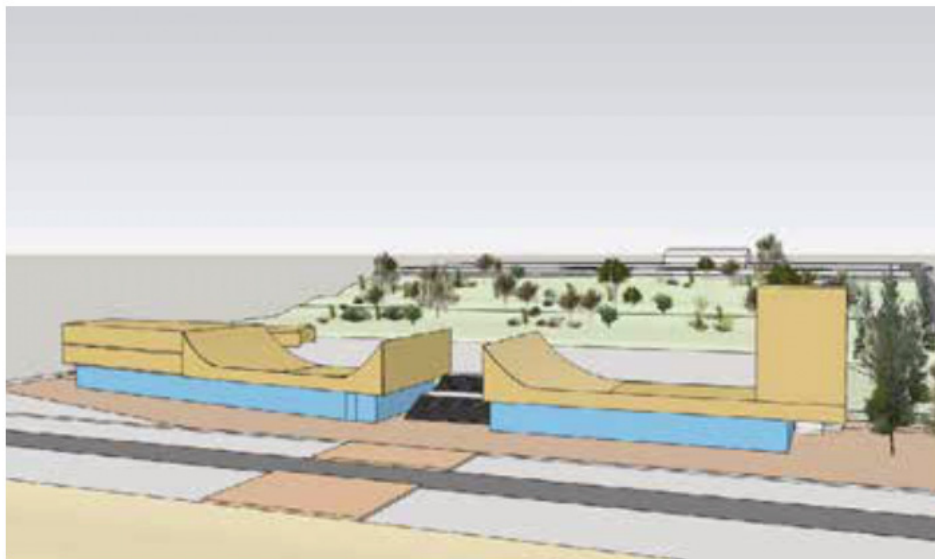
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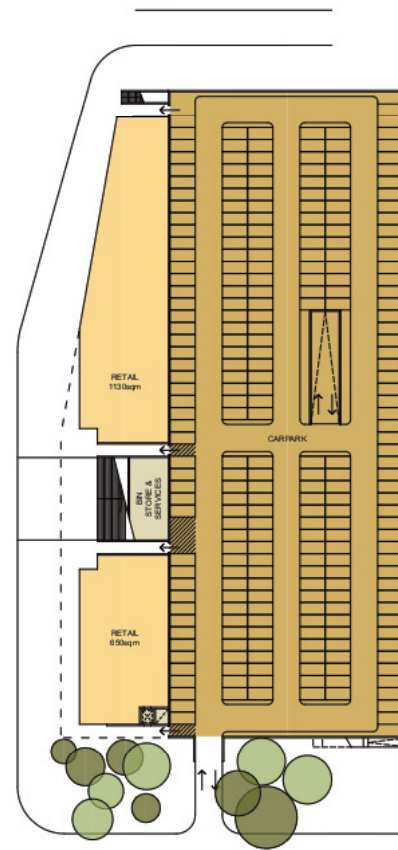
**OPTION 2
SCULPTURED LAND**

The quantity of building is minimised and more expressive and sculptured indicative of the ocean environment. It forms one large integrated public terrace and reserve.

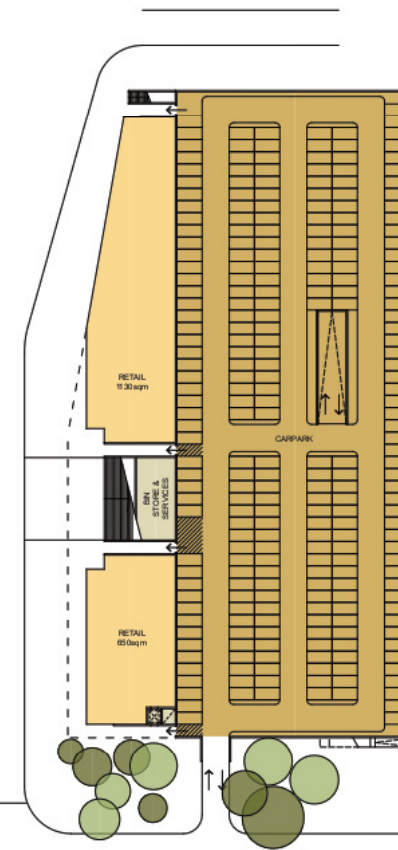
Possible uses:
Public Look-out, Sky Bar, Child Care/ Creche, Exhibition, Gallery, Retail, Café, Restaurants, Markets, Visitor Centre, Public Amenities and other public facilities.



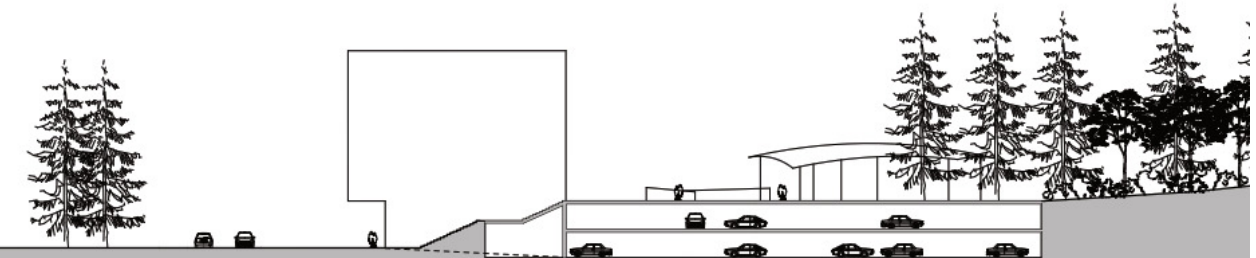
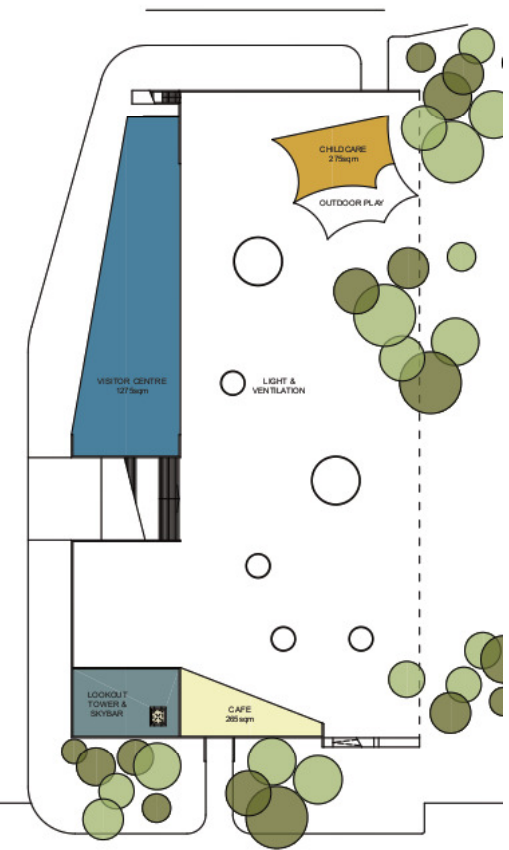
GROUND PARKING FLOOR PLAN
SCALE 1:1000



MEZZANINE PARKING FLOOR PLAN



PODIUM FLOOR PLAN



SECTION SCALE 1:500

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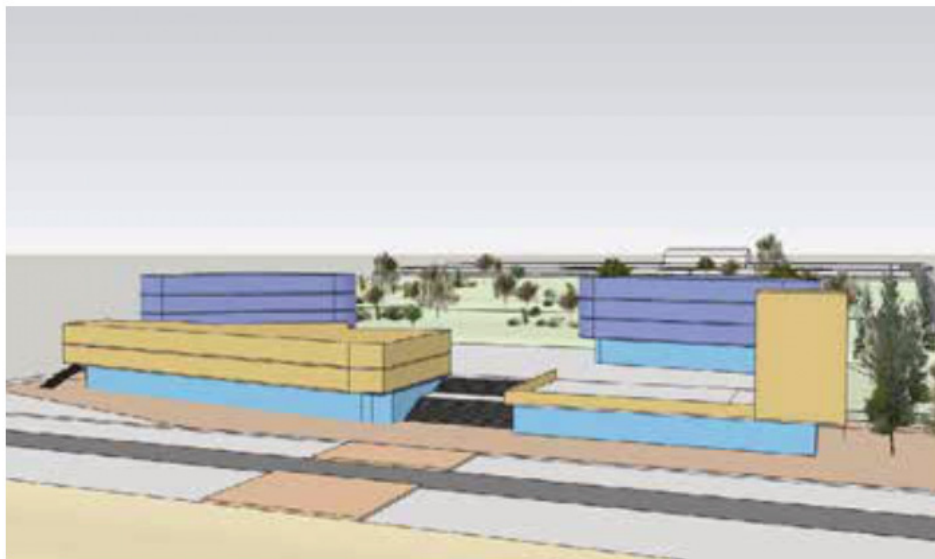


**OPTION 3
ELEVATED OBJECTS**

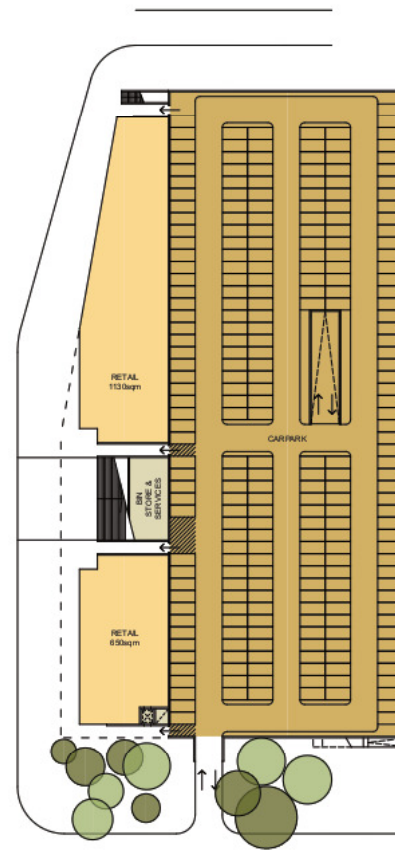
A pair of free standing buildings, floats in the public terrace, shaped to maximise views around them from adjacent facilities and residential accommodation. Public facilities are provided at the front of the terrace to maximise public views to the ocean.

The free standing buildings may include short stay accommodation, conference and wedding facilities, cafes and restaurants.

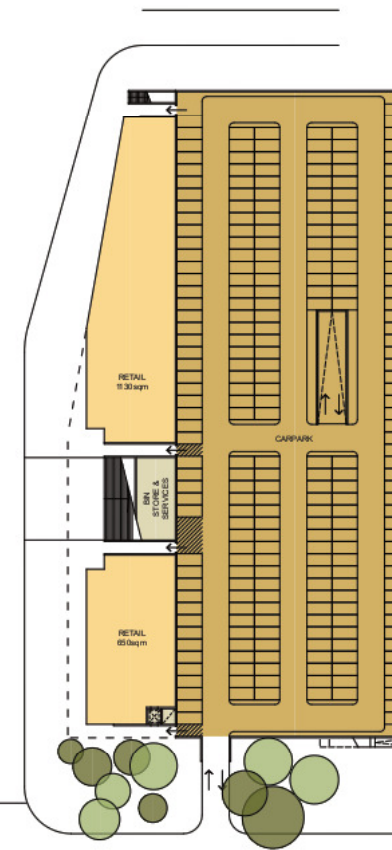
The public terrace may include Public Look-out, Sky Bar, Child Care/ Creche, Exhibition, Gallery, Retail, Café, Restaurants, Markets, Visitor Centre, Public Amenities and other public facilities.



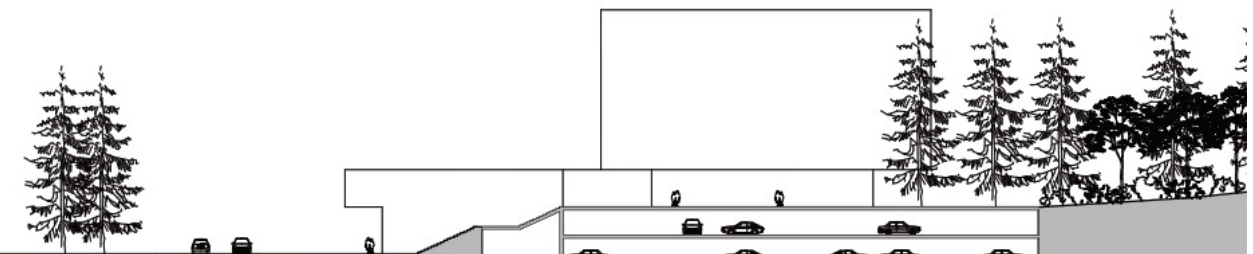
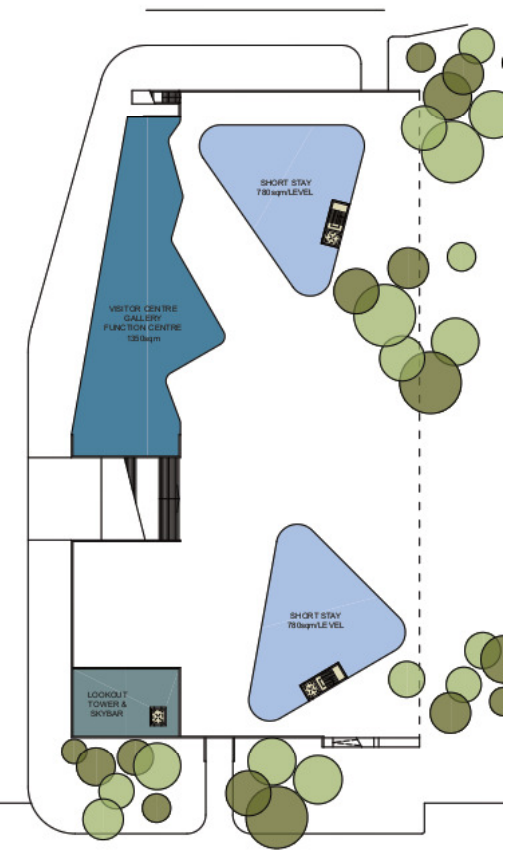
GROUND PARKING FLOOR PLAN
SCALE 1:1000



MEZZANINE PARKING FLOOR PLAN



PODIUM FLOOR PLAN



SECTION SCALE 1:500

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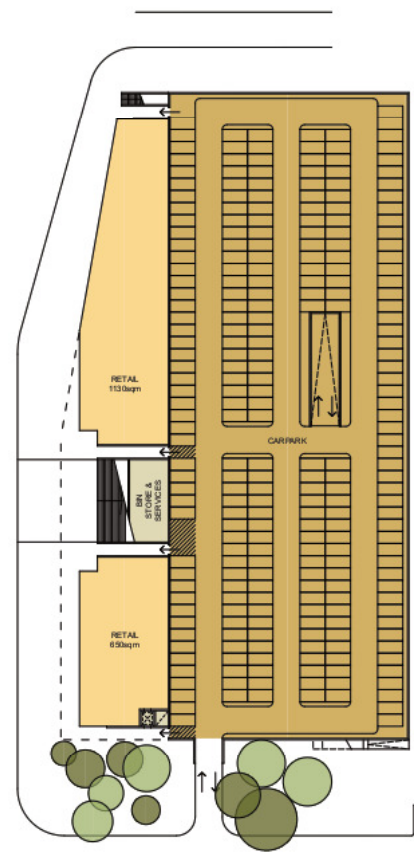
OPTION 4
INTEGRATED PODIUM WITH FOCUSED OCEAN VIEW

The building footprint is larger but the height reduces to 2-3 levels. Public space is integrated to the edges with water features and focused view to the ocean.

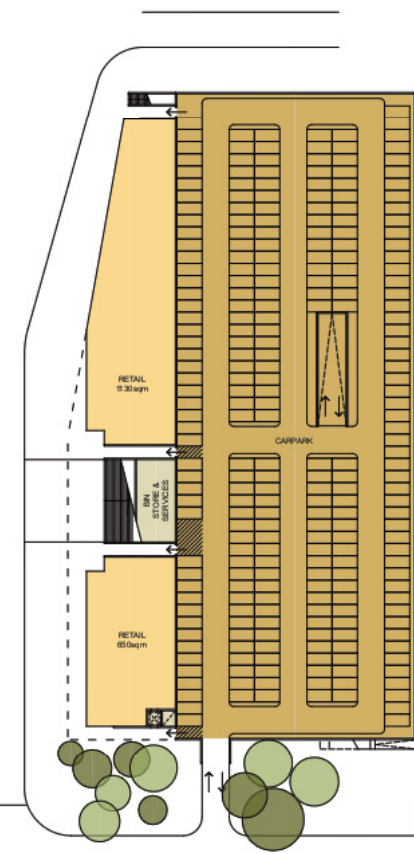
Possible uses:
 Short stay accommodation, Conference, Wedding receptions, Child Care/ Creche, Exhibition, Gallery, Retail, Café, Restaurants, Visitor Centre, Public Amenities and other public facilities.



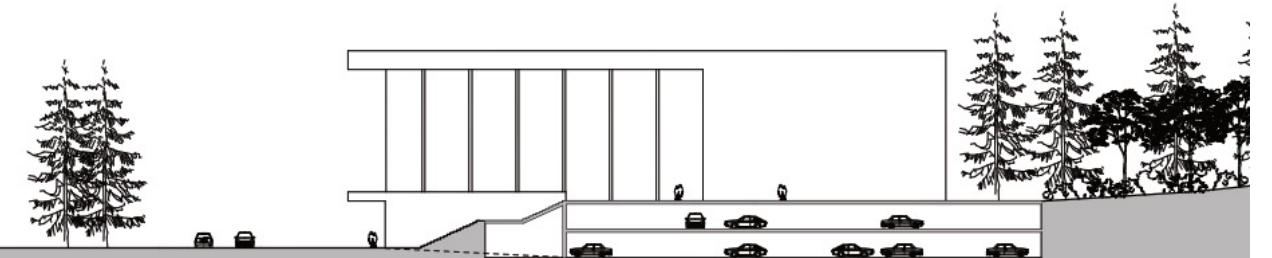
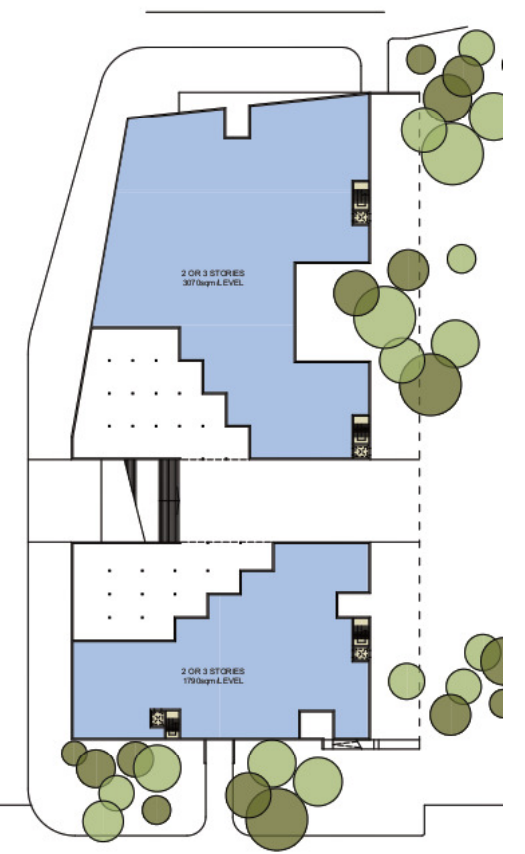
GROUND PARKING FLOOR PLAN
 SCALE 1:1000



MEZZANINE PARKING FLOOR PLAN

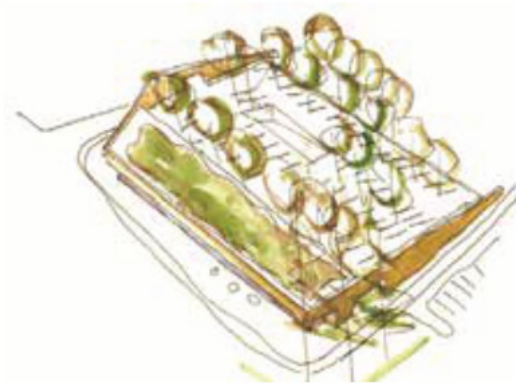
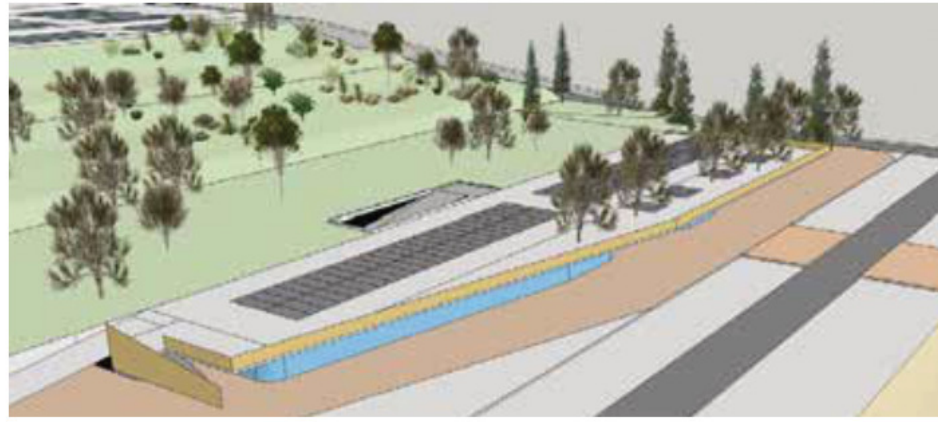


PODIUM FLOOR PLAN



SECTION SCALE 1:500

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OPTION 5
ACTIVATED EDGES WITH LANDSCAPED CARPARK

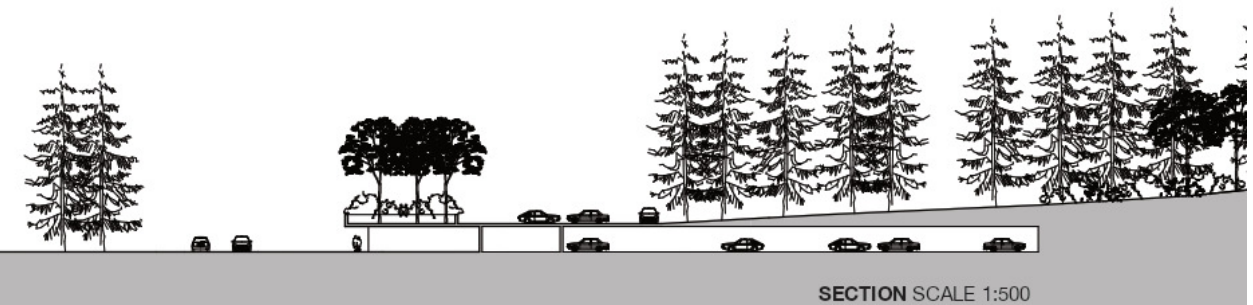
This option reduces construction to an activated edge along Marine Parade with walls screening cars from street view. The car park will be landscaped with trees to shade cars and improve the overall appearance.

Possible uses:
 Retail, Café, Restaurants, Visitor Centre, Public Amenities.



GROUND PARKING FLOOR PLAN
 SCALE 1:1000

UPPER PARKING FLOOR PLAN



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Workshop Activity

- **What elements of each option do you support the most?**
- **What elements of each are absolute show stoppers?**
- **Is there one option that you prefer?**
(under what conditions - you can bring elements of the others in!)
- **Help us to better define what public and private activities we should include on this site and where?**
e.g. café, bars, gallery, visitor centre, shops...

How should we approach the key elements of the Master Plan to ensure it best meets the expectations of the community?

Car Park 2 - Suggested Activities



Car Park 2 Summary





Workshop Summary



TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1D: SUPPORTING DOCUMENT 3 - PREVIOUS CONSULTATION SUMMARY REPORT

Town of Cottesloe

Foreshore Master Plan

03 July 2019

Consultation Summary

ASPECT Studios®



SHAPE URBAN

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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 study 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 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 Community Engagement Summary	Draft	26/06/19	Town of Cottesloe	AK
	Final	03/07/19	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..

The engagement was undertaken between April 2019 and June 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 which were available online and in person.

The two surveys considered the following:

Phase 1 focussed on the west side of Marine Parade 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.

Phase 2 focussed on the east side of Marine Parade to understand people's views on streetscape improvements, pedestrian experience, alfresco areas and built form (Car Park 2) to inform the design process.

In total, feedback was received from 545 respondents.

In addition, the Town held a Master Plan Workshop and Open House to provide more detailed feedback on preliminary concepts developed by the project team. 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.

1.1. BACKGROUND

The community have previously been engaged regarding the expectation and long term planning for the foreshore area over several years. A number of the ideas are well known to the community or have been expressly driven by members of the community, and as such, the current Foreshore Master Plan project is a process of bringing all of the previous information together and providing a consolidated response.

This project aims to clarify the community's key principles for the foreshore, and finalise the long term vision for key projects.

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 as well as the inputs of the Cottesloe Foreshore Master Plan Workshop and Open House held on June 8, 2019.

1.4. PURPOSE OF THIS REPORT

This report has been prepared to provide a summary of the engagement undertaken between April and June 2019. The content of this report includes verbatim comments from the participants and summarises all feedback provided to date.



Figure 1 - The Cottesloe Foreshore Study Area

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COTTESLOE FMP

2 ENGAGEMENT TIMING AND TOOLS

Two surveys were undertaken through April and May 2019 (see Appendix A.) At the same time the web portal was activated providing background information and leading visitors to the survey. The links to the surveys were distributed widely by email, e-news and articles in local newspapers.

2.1. PHASE 1 ENGAGEMENT

The first survey was related to Phase 1 and dealt with the area west of Marine Parade. Ten 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.

2.2. PHASE 2 ENGAGEMENT

The second survey related to the areas east of Marine Parade. Ten 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 regarding character, transport and parking.

2.3. SURVEY RESULTS

The survey was intended to receive as much feedback as possible regarding the ideas and aspirations for the study area from the community.

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 this content, no other alterations were made to the comments).

3 ENGAGEMENT SUMMARY - SURVEYS

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).

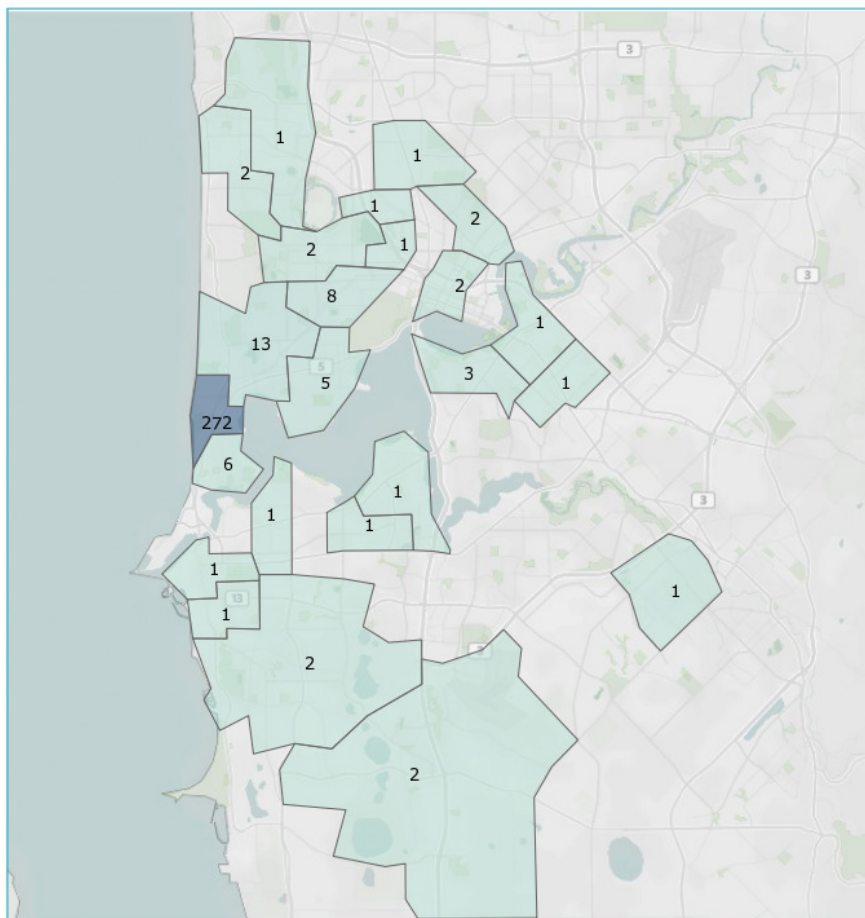
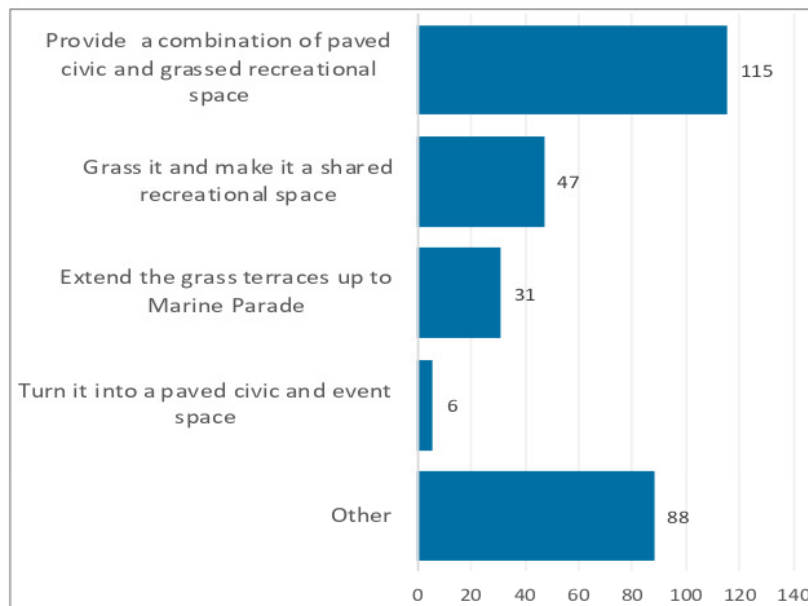


Figure 2 - Q1
What is your Postcode?

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



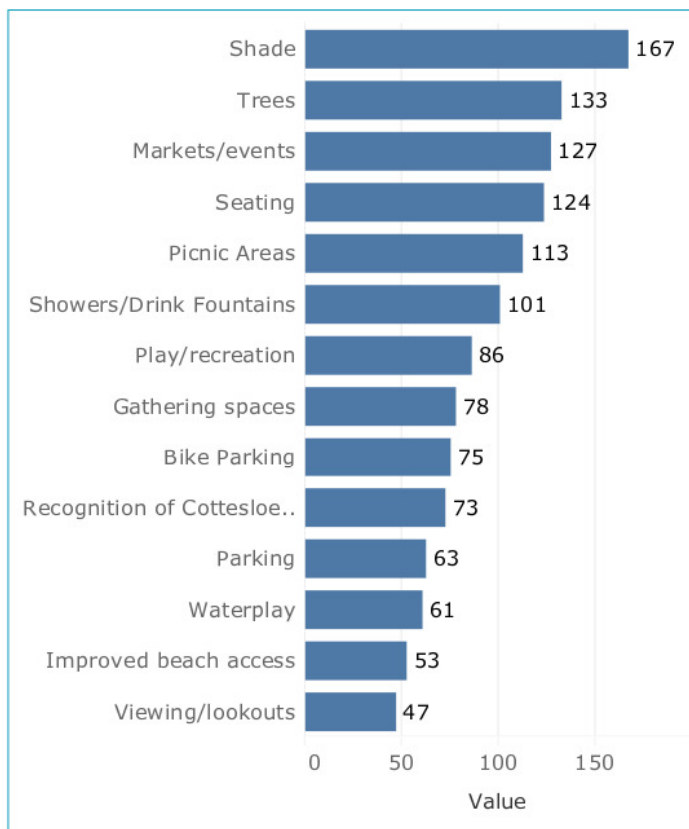
The majority of responses favoured the provision of a combination of paved civic and grassed recreational space. A smaller but still strong response was to grass the area and make it a shared recreational space.

However, this question received a large contingent of 'Other' responses (88 'other' responses). The dominant theme in the additional responses was to retain the carpark 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 carpark, with car spaces interspersed with trees and green beds.
- Leave the carpark- where do you expect the influx of tourists and non-cottesloe dwellers to go?

Figure 4 - Q4 What is Missing on the Foreshore

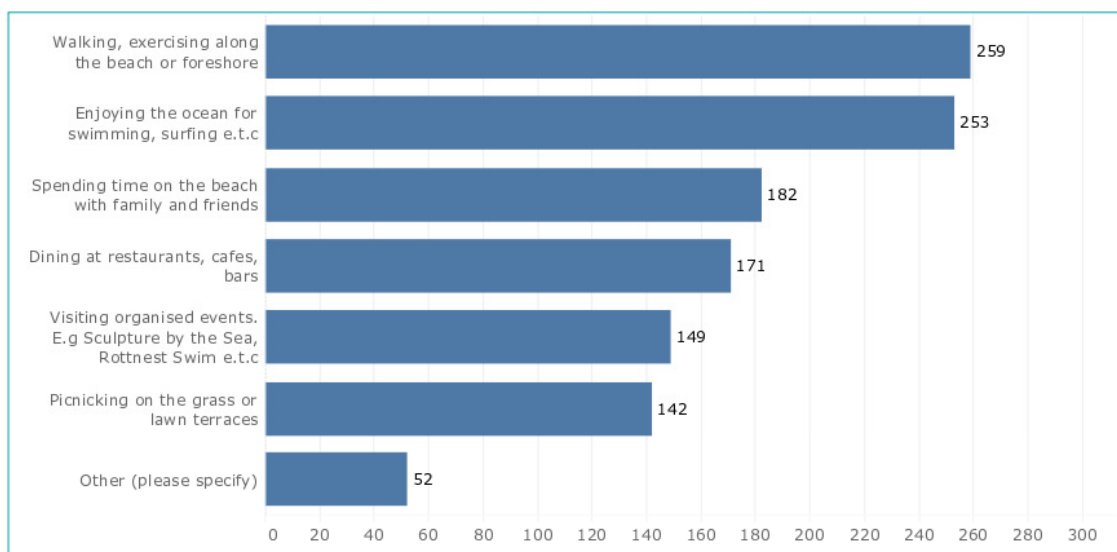


Shade was the most common selection of 'what was missing from the Foreshore'.

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 picnicking on the Grass or lawn terraces also elicited strong responses.

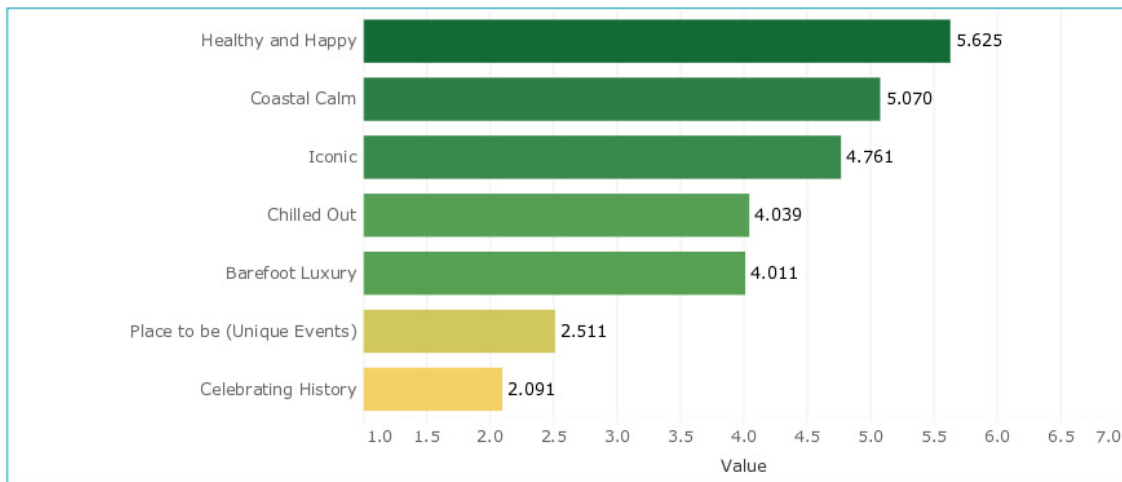
Some of the additional comments included:

- 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.

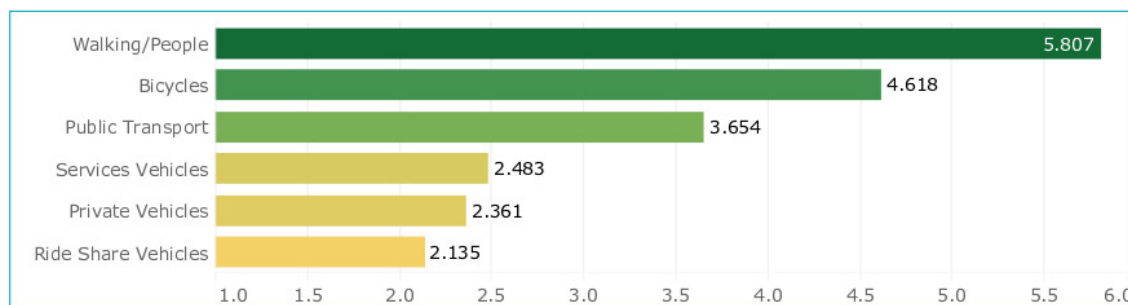
Figure 6 - Q6 What best describes the character of Cottesloe?



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.

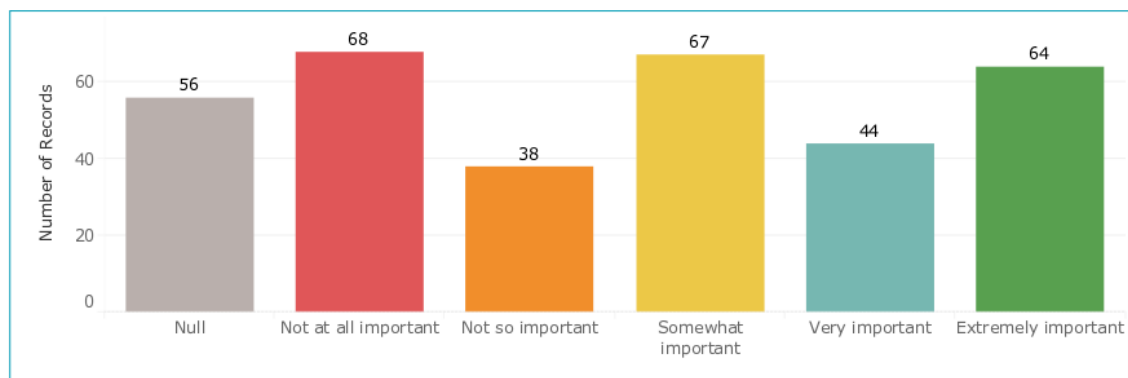
The dominant theme in the additional comments was to encourage public transport, walking and cycling. Other strong themes include reducing vehicle traffic and congestion, prioritising safe access for pedestrian and cyclists, prioritising people over cars, parking enables accessibility for aged and disabled 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 carparks, 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 than 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

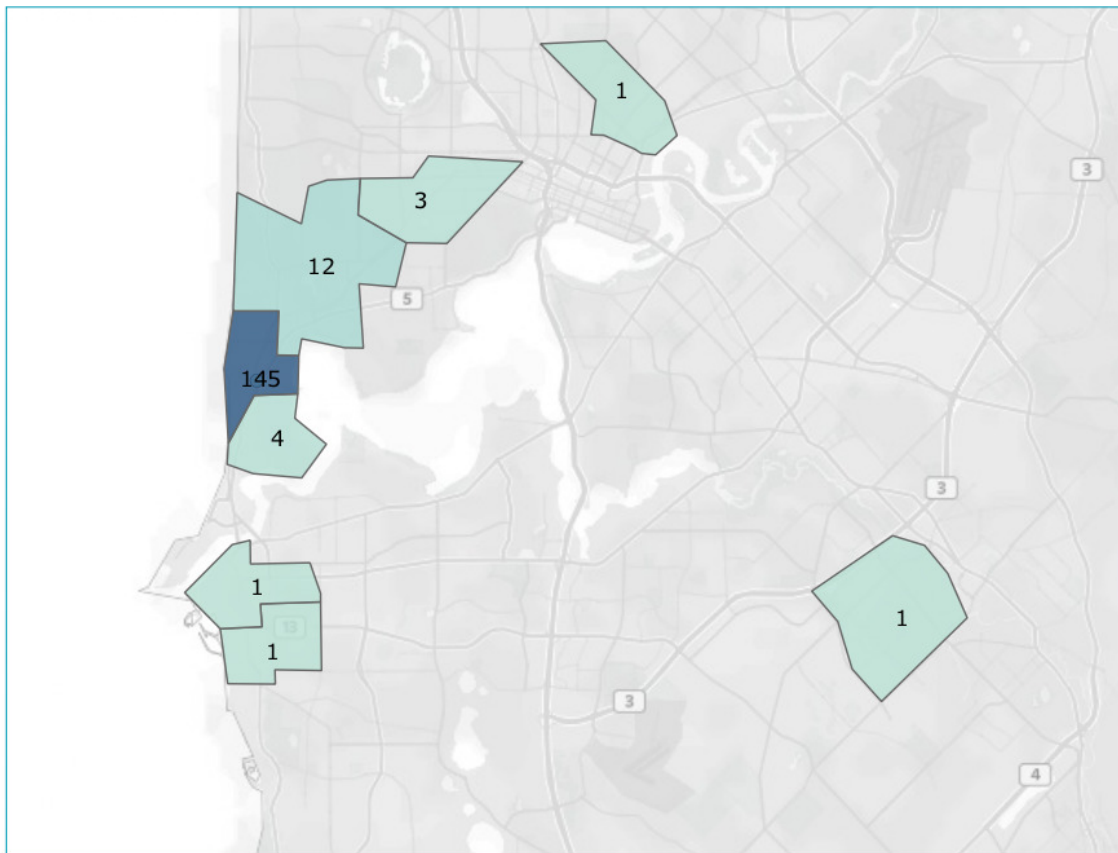
177 completed surveys were received for Phase 2 of the engagement.

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.

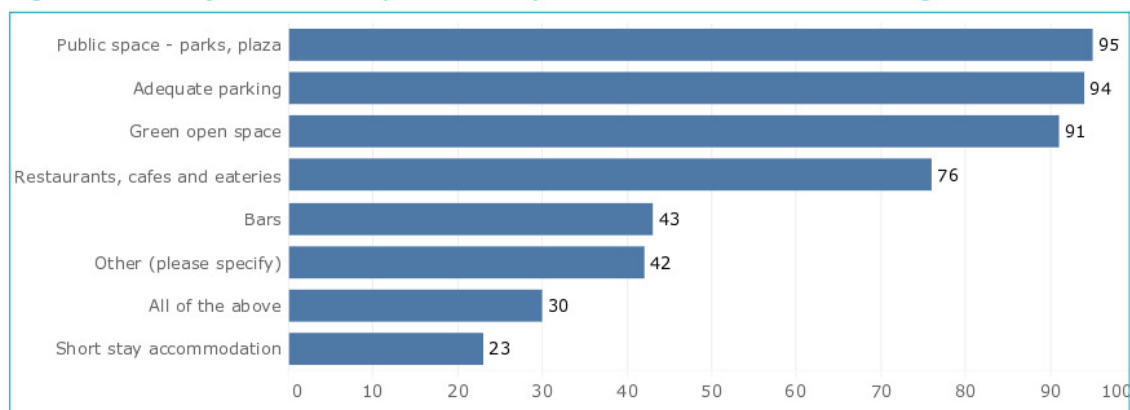
Of the 175 responses to the second survey the majority (85%) were from Cottesloe and Peppermint Grove (6011). The next biggest group (7%) was from Swanbourne, Claremont and Mount Claremont (6010) and then (2%) Shenton Park and Subiaco (6008).

Figure 9 - Q1 What is your Postcode?



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

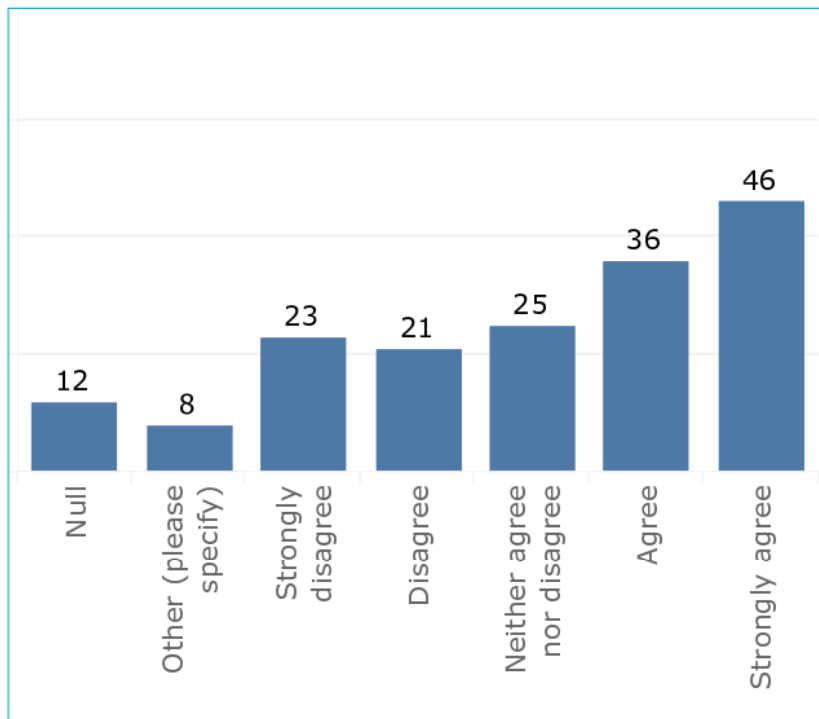


The three dominant themes of the comments were almost equally represented. Public Space - parks and/or plaza, adequate parking and green open spaces were suggested for the future development of Carpark 2. Restaurants, Cafes and eateries were also a popular suggestion though not quite as strong.

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 Parade 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 carpark 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 carpark 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



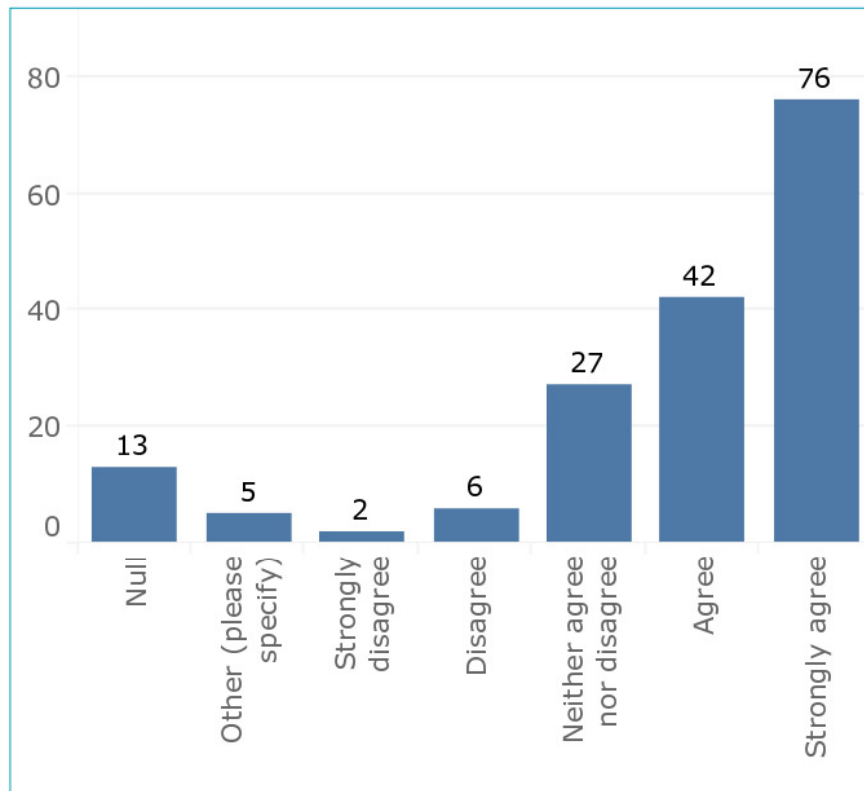
The majority of respondents think that Cafes and Restaurants are important to the foreshore.

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 carpark especially if carpark 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 carpark, 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.

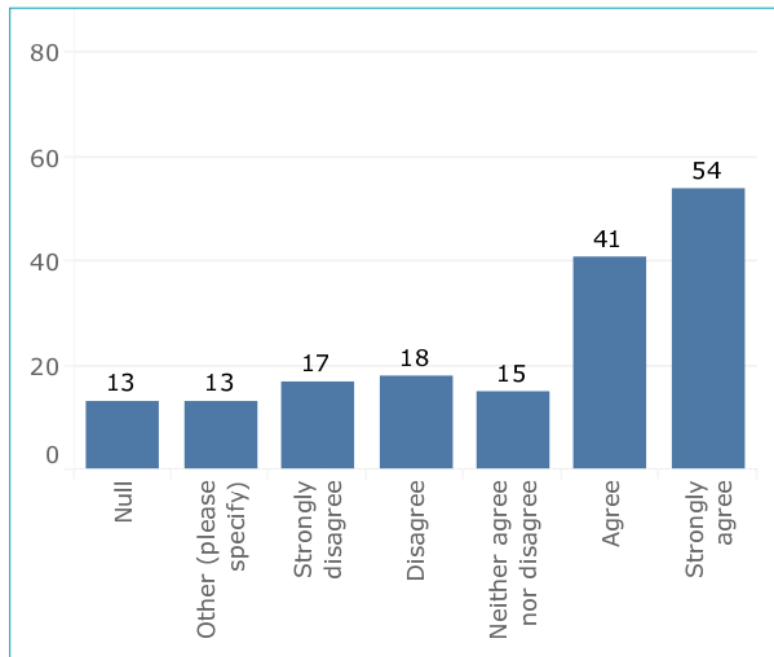


The majority of respondents agreed or strongly agreed that improved pedestrian safety and accessibility is important to them on the Cottesloe Foreshore.

Further comments provided include:

- Safety and accessibility is obviously important. This can be achieved without the all out removal of a carpark 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.



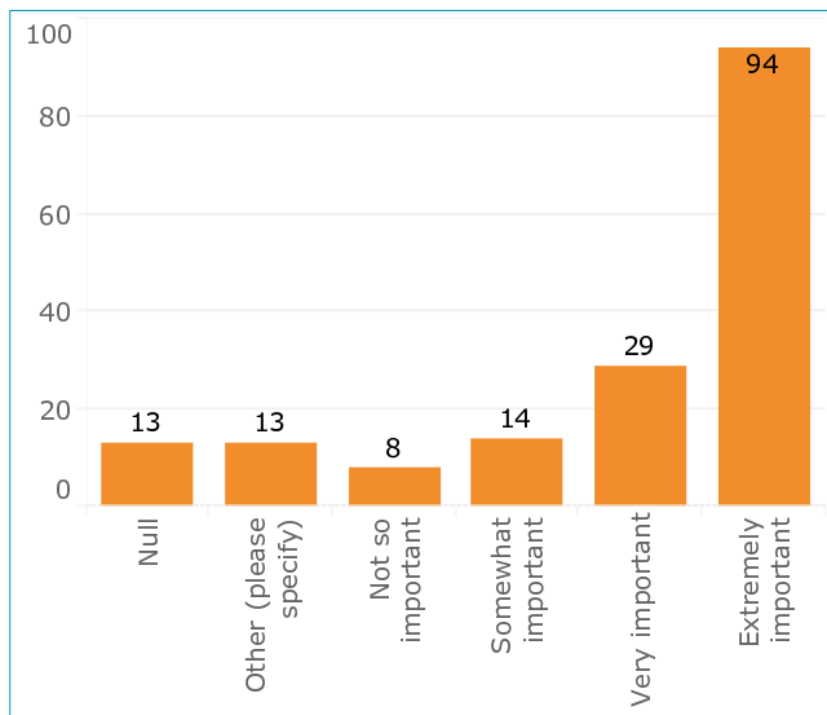
The majority of respondents agree or strongly agree that retaining parking is important.

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

Some of the additional comments include:

- Some retention of parking at carpark 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 carpark 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?



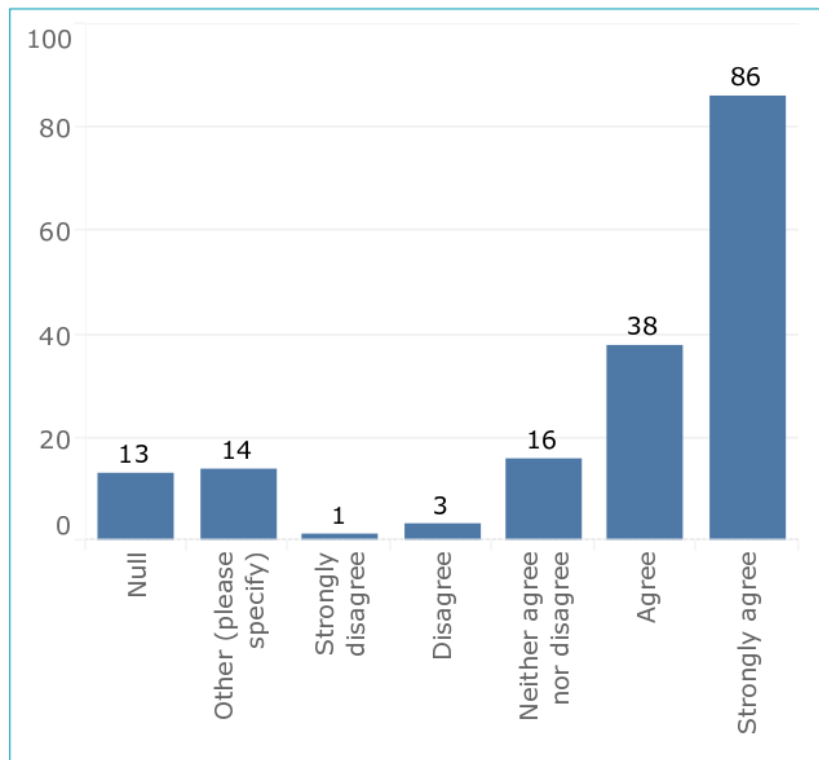
The majority of respondents saw safety by day and night as extremely important

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 carpark 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 to strongly agree that walking and cycling facilities along the foreshore is important.

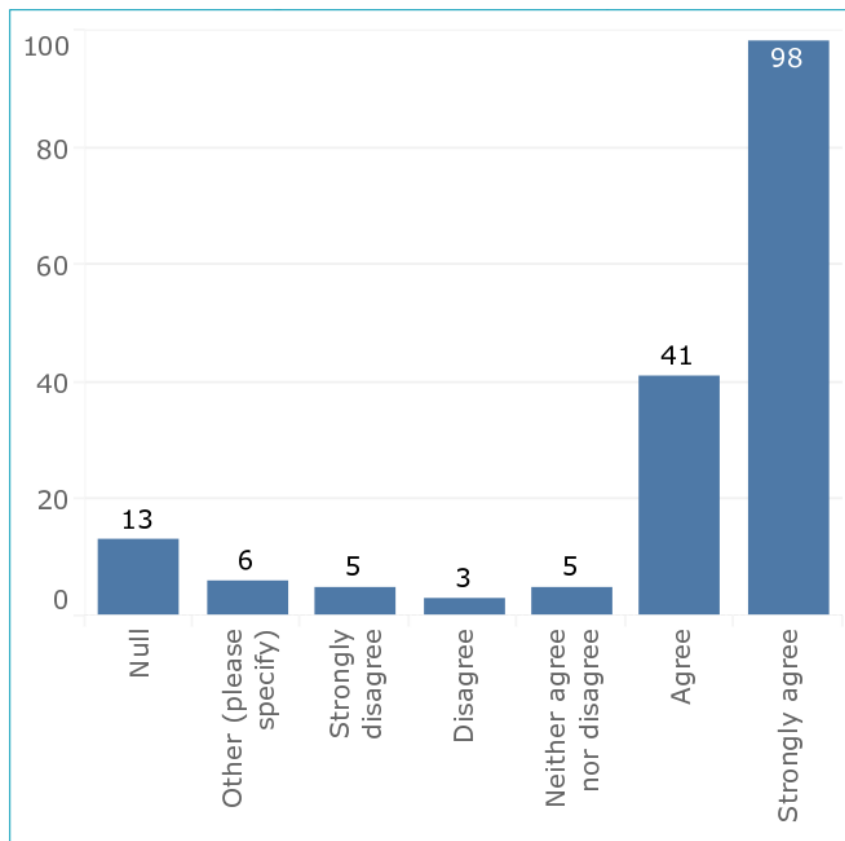
The dominant themes in the additional comments were to prioritise walking before cycling and separate cycling and pedestrian paths.

Some of the additional comments included:

- Walking yes but cycling is dangerous to pedestrians because of the crowds.
- 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.

- 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.
- 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.



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 carpark.

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 carpark.
- 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 Carpark 1. Carpark 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 of from the surveys 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 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	<p>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.</p> <p>Current crossing points</p> <ul style="list-style-type: none"> • 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 	<p>Forrest St</p> <p>John St</p> <p>Napier St</p> <p>Eric St – needs significant improvement to be safe</p>	<p>Napier St, Forrest St, John St, Eric St</p>	<p>More focus required down at North Cott. Area – can we have same level of proposed treatment at Cott down to North Cott?</p> <p>Eric Street – main entry point – round about entrance to zone</p> <p>Napier – recreational</p> <p>Grant street?</p>
Where should drop off and Acrod bays be located provide the highest levels of access?		<p>Southern end of car park 1 and drop off zone at northern end</p> <p>OR</p> <p>@front of Cottesloe Hotel</p>	<p>All on Marine Parade</p> <p>Cottesloe Surf Club – through to Indiana Tea House</p> <p>North Cottesloe Surf club / OBH</p> <p>Between John St & Napier</p>	<p>N Cott – has the best access already – required bays</p> <p>Car parking should be made available north of N.Cott entrance along Marine Parade</p> <p>See orange markings on Map (4)</p>

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

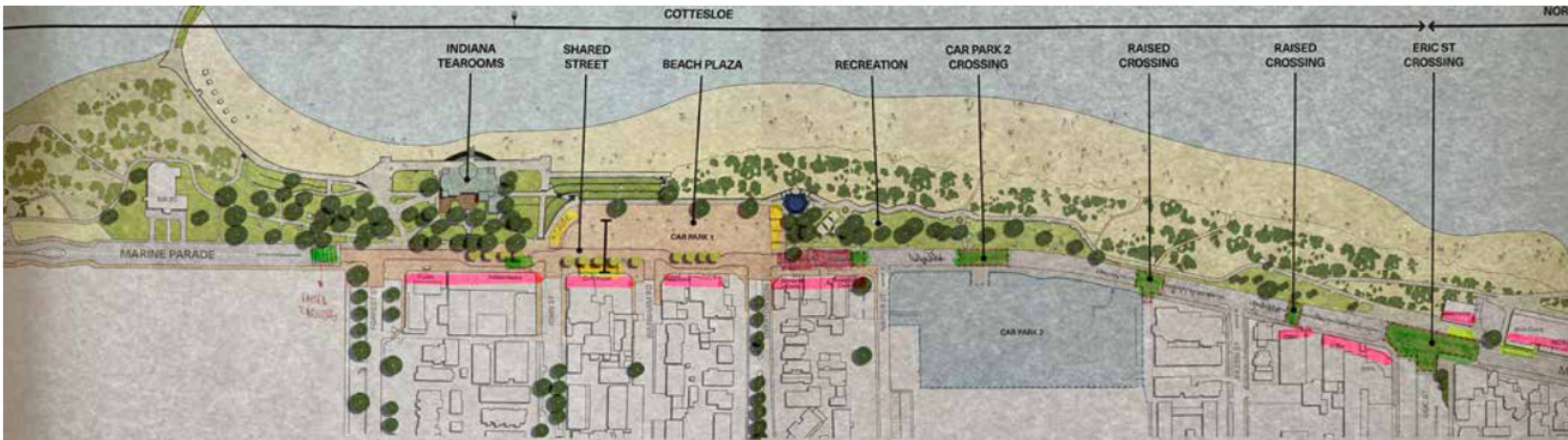


Figure 18 - Table 2 Marine Parade Workshop Mark Up

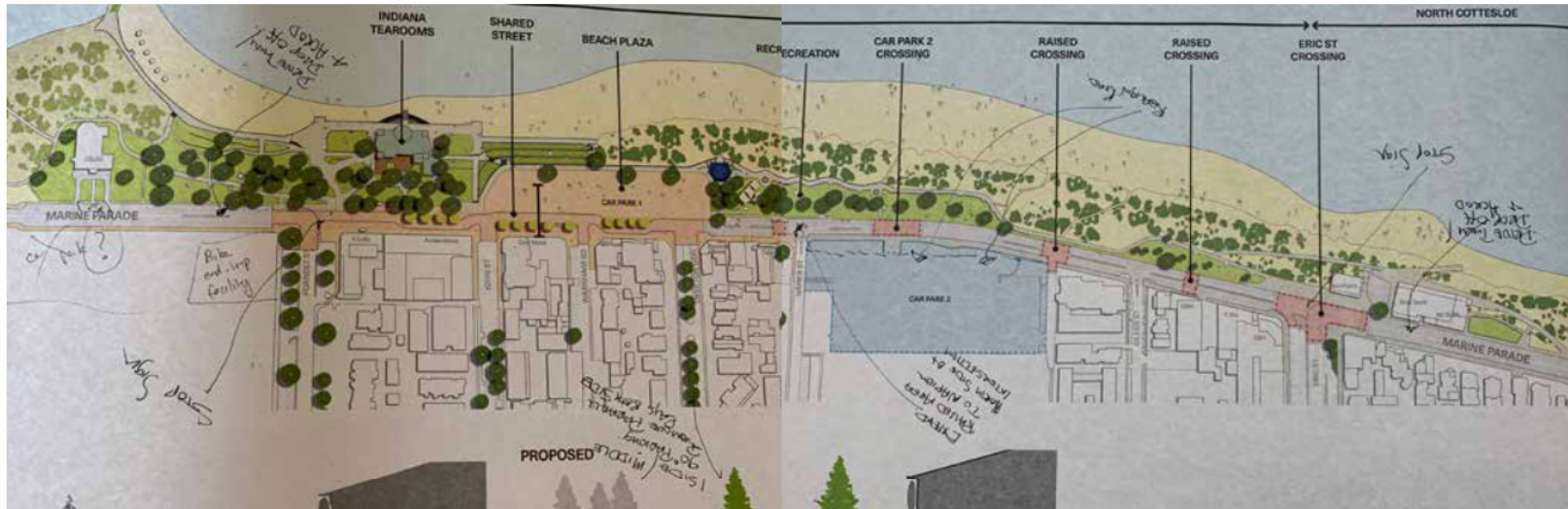


Figure 19 - Table 3 Marine Parade Workshop Mark Up



Workshop participants at work

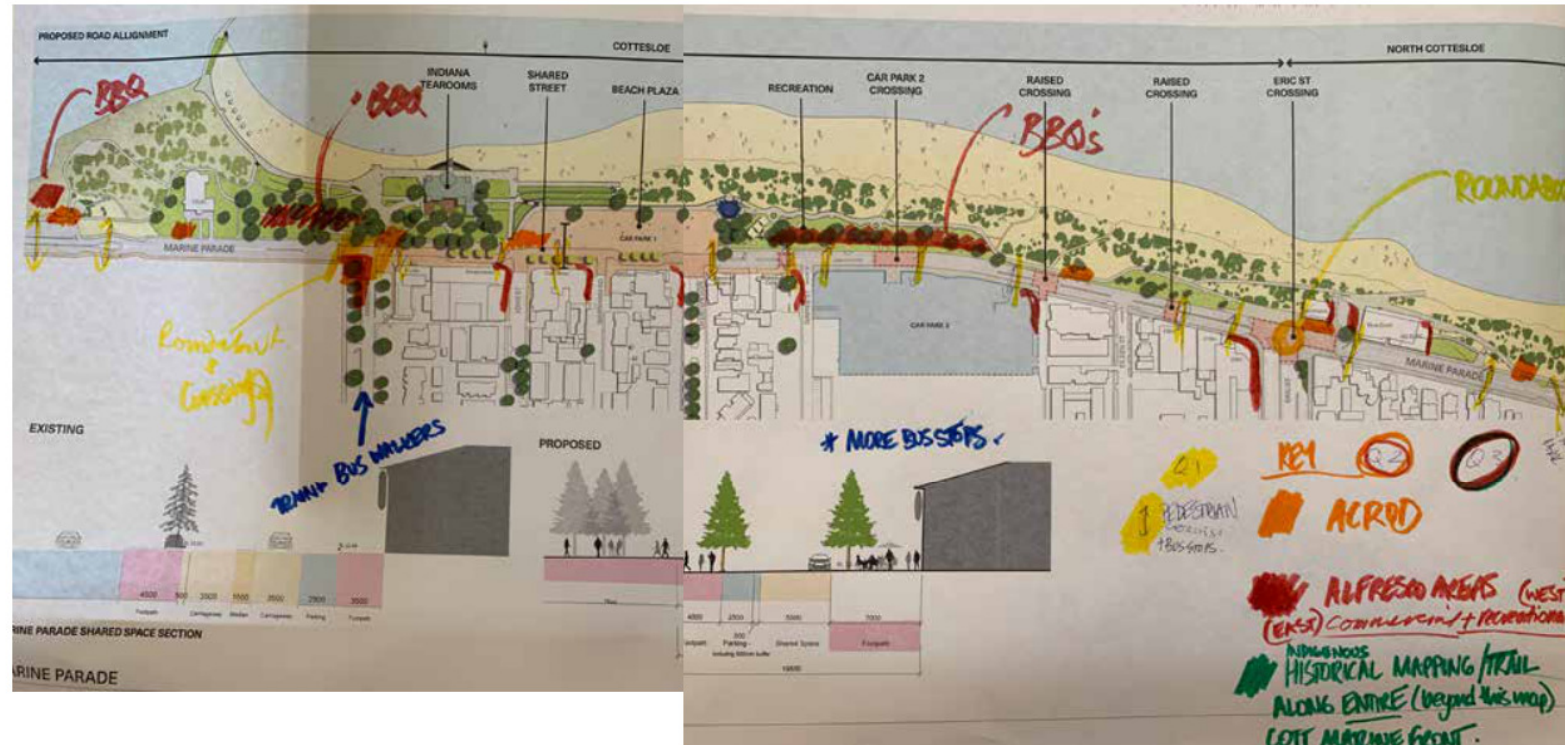


Figure 20 - Table 4 Marine Parade Workshop Mark Up

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

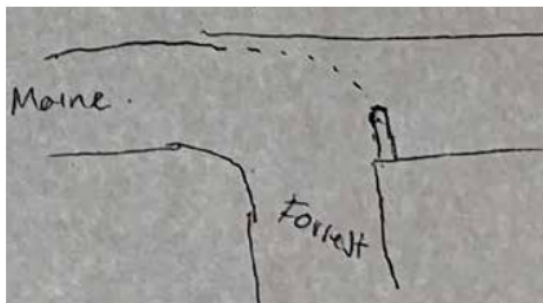


Figure 21 -Forrest Street/Marine Parade Sketch

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 carparking 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?	<ul style="list-style-type: none"> • Push pull – Winter beach gaze carpark - View Corridor • C Flowing Terraces – best design • Sunset bowl • Including winter parking 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Terracing • Options available to Carpark conversion during summer • Opinions both ways change or not but strong desire to 'If it ain't broke why fix it' 	<ul style="list-style-type: none"> • Sustainability: • Coastal vegetation: options don't consider environmental factors. Must be sustainable. • Carpark integration • Terracing: iconic Cottesloe. • Trees": What type?? • Carpark
What elements of each are absolute show stoppers?	<ul style="list-style-type: none"> • Simple natural activation trees (not obstructing view) (Flexible) • Not structures – limestone not Bauhaus concrete • Pine trees < definition Wind break • No defined pedestrian / cyclist space / kids on bikes 	<ul style="list-style-type: none"> • No parking at Car park 1 • People like watching water from carpark 1 • No access for Runners – needs track - ? 	<ul style="list-style-type: none"> • Cost added to Ratepayers 	<ul style="list-style-type: none"> • Erosion Element
Is there one option that you prefer? (under what conditions – you can bring elements of the others in!)	<ul style="list-style-type: none"> • Can close off • Eg. Bollards • Look out nodes +/- history • More barbeques S of Indiana. N of terraces 	<ul style="list-style-type: none"> • Gentle amphitheatre style of curves • Option C – running track, trees, car parking, seasonal / events. 	<ul style="list-style-type: none"> • Options available to Carpark conversion during summer 	

QUESTIONS	TABLE 1	TABLE 2	TABLE 3	TABLE 4
<p>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</p>	<ul style="list-style-type: none"> • Bike parking • Toilets? Car park? 	<ul style="list-style-type: none"> • Markets • Trees for wind protection. 		
<p>Additional Comments</p>		<p>Carpark as shown on map:</p> <ul style="list-style-type: none"> • can be used for markets • Seasonal – opening summer – closed in winter. <p>Park here unless you can get car park on NW Corner of Golf Course.</p> <p>Trees to provide more wind protection through planting</p> <p>Improve Car Park to North west corner of golf course – ie. Corner of Forrest and Marine</p> <p>Too windy for BBQ South side</p> <p>Every one tucks in to the North side of the Tae rooms when it's blowing a gale.</p>		<p>Why Amberjacks only business with no widened Alfresco Area?</p> <p>Short term Parking in close proximity to central area ie: reduce the size of carpark but don't lose it all.</p> <p>Car Park 1:</p> <ul style="list-style-type: none"> • 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 timeframes 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 foreshore 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
- Carpark views – front bays

Option B:

Positives:

- Promenade
- Long linear terracing
- Increased diversity for markets

Negatives:

- Trees on main outlook northern side of Indiana

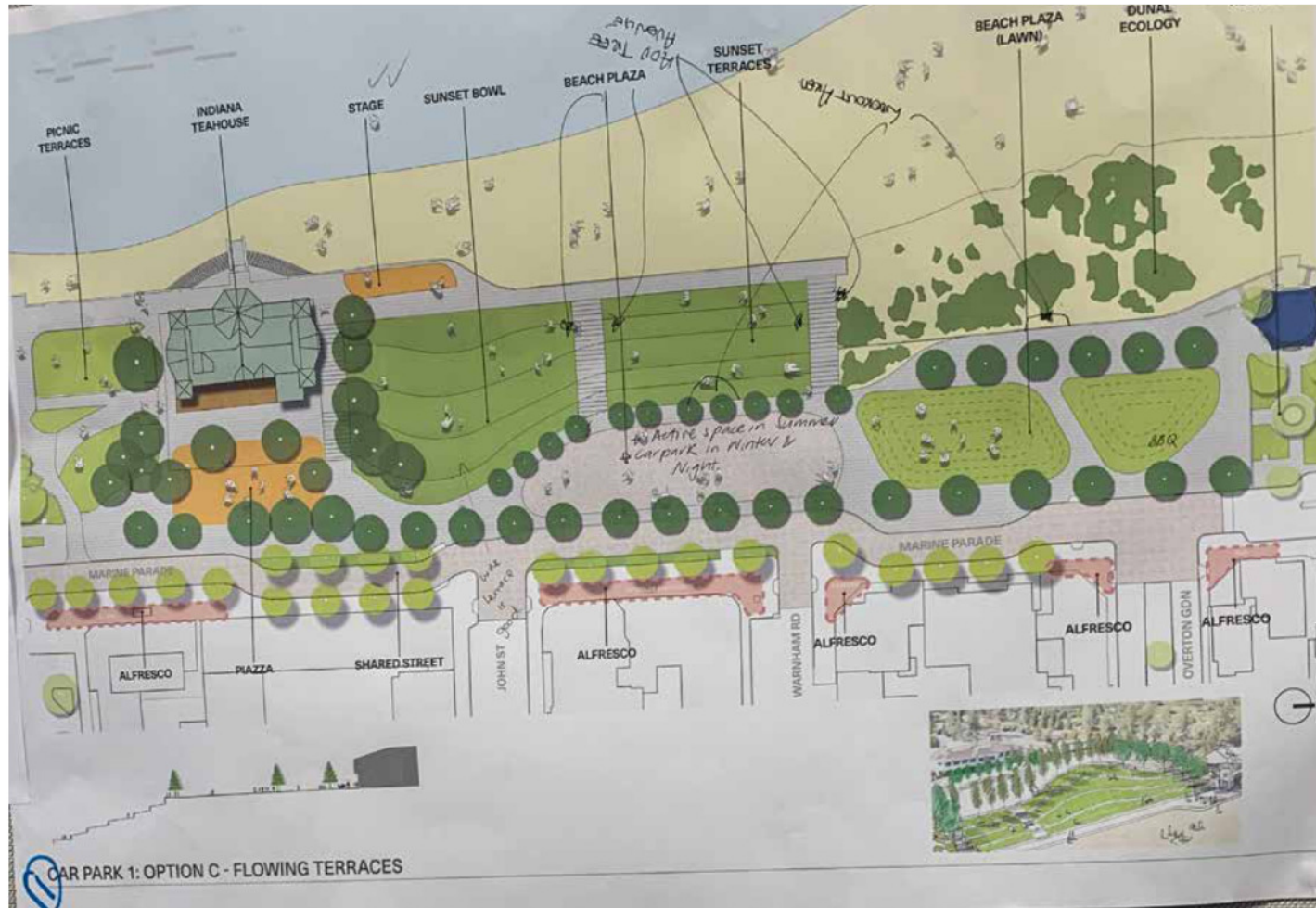


Figure 22 - Table 1 Car Park 1 Workshop Mark Up (Above)

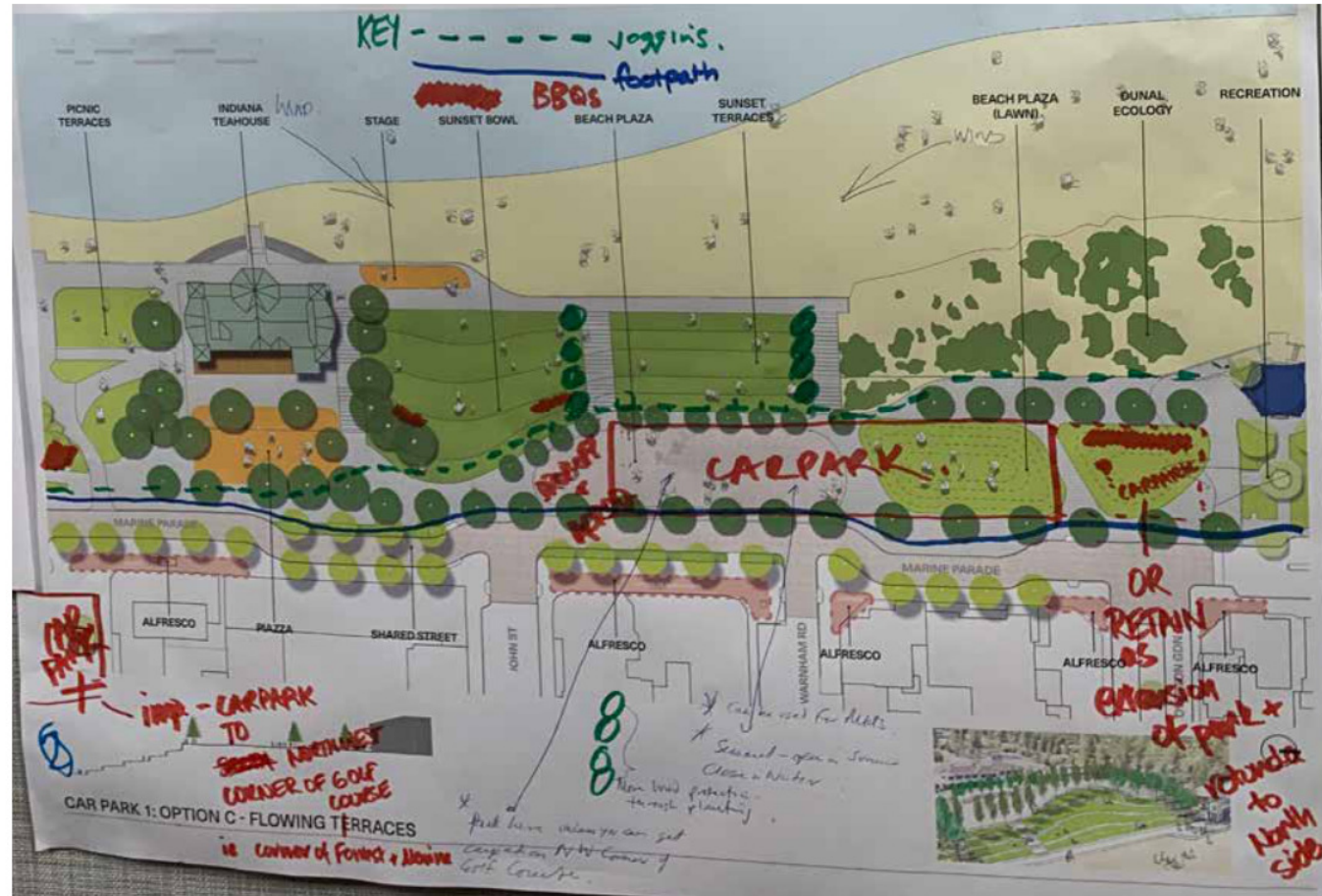


Figure 23 - Table 2 Car Park 1 Workshop Mark Up



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. For 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
<p>What elements of each option do you support the most?</p>	<ul style="list-style-type: none"> • 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 carparking but public space. • Max 3 or 4 stories • Rooftop bar / Levels • Option 3 but not as high and Option 5 	<ul style="list-style-type: none"> • Option 1 – Framing (like) retention of reserve • Option2 – not in keeping with Cott • Option 5 – least offensive. 	<ul style="list-style-type: none"> • Option 5 Minimal development impact 	<ul style="list-style-type: none"> • 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.
<p>What elements of each are absolute show stoppers?</p>				

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!)			<ul style="list-style-type: none"> • Option 5 • Least invasive • Least Likely of Development Impact • Increase of Park Amenity 	<ul style="list-style-type: none"> • 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		<ul style="list-style-type: none"> • John Black Dune park became an adventure playground/ skate park <ul style="list-style-type: none"> • Why can't JBD become carpark & front carpark become park to play in / pop up market etc. • (Great views for cars) 	<ul style="list-style-type: none"> • How much do we need? 	<ul style="list-style-type: none"> • Cafes, co-working, yoga,/health & fitness <ul style="list-style-type: none"> • 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 Masterplan 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 carpark 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 Carparking even if this is underground
- Add toilets to north end of carpark @ 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 carpark 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 carpark 1 during winter – there is nothing better and you are taking that away.
- Please make sure you check + see how much use the carpark gets all year around. Also on the odd occasions I attend Cott Hotel for parent catch up drinks I need to be able to park close by which is carpark 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 Carpark 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 carparking 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 & 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 carpark
 - 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 carpark 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 CONCRETE. (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 carpark and the sea. We do not want a wall of buildings along the front of the carpark. 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 @ Carpark #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 carpark 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 toilets 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 prioritised. 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 aspects: down south is a perfect example: simple beautifully landscaped areas with natural materials incorporated 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 carpark 1 been maintained when carpark 2 is mostly empty! Best view/ land should not be utilised as a carpark.
- Carpark 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 Roundabout at 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 preferred 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' carpark in summer would be a good compromise solution to closing Car Park 1 entirely. Roundabouts at each end were also supported.

6 CONCLUSIONS

The Town of Cottesloe's foreshore masterplan engagement was supported by more than 600 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 designed and delivery.

The Town is now tasked with delivering a Master Plan that respects the results of the engagement process, bringing together the broader feedback with the workshop 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.



Ideas on display

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 Carpark 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).

DRAFT 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 Carpark 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 maintenance 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 carpark, just upgrade it
Maintain in working condition
Resurface and retain the existing carpark, 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 is 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 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 carpark
redesign and renew the existing parking area
Leave as a carpark
Keep it as a car park but redesigned so there are some trees and shrubs to improve amenity.
Carpark
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 carpark- 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 parking 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 carparking
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 carpark 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 concealed 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.
Carpark
Leave car park as is
Keep some parking and grass area
Leave as free parking
Retain essential PARKING FACILITY & Safe , convenient 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 carpark
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 carpark
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 qulify 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 carpark
leave it as a car park with some landscaping but NOT decrease the number of bays
Leave as a carpark
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 carpark, 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 carpark 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 have it so good here we complain about everything. Look at the eastern states. We have nothing to complain about.
Keep the carpark
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 Carpark 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 & GROVNE. 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 carparking 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 carparking 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 should 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 carparking to be elsewhere. I don't think walking/bikes means there can be no short term carparking there. Lake Beeliar playground and carpark 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 carpark that would allow removing the No. 1 carpark 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 Masterplan 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 carparking 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 carpark.
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 carpark 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 carpark.
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 carparks, 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 priority 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 elderly 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 Cottesloe 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

<p>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.</p>
<p>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</p>
<p>not local people enjoy the access by car when they cannot get there by walking, bicycle, public transport.</p>
<p>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.</p>
<p>Short term parking is essential , ie leave as is for the greater community</p>
<p>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</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>Cotts is hard to get to by public transport.</p>
<p>while walking and biking are most important, short term parking is crucial for many daily visitors.</p>
<p>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</p>
<p>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.</p>
<p>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 hoonies are an absolute turn off for the main section of Cottesloe foreshore</p>

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 carpark 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 than past transport modes. We need to be aspirational in this regard.
Make the beachfront more pedestrian friendly. Remove the carpark 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 carpark 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 carpark. 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
Carpark 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 carpark at the location of Carpark 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 carparking 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 carpark 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 coast.
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 carpark is ideal for people who wish to view the sunset and the ocean, especially the disabled.
There's not enough parking now we're 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 parking
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.

<p>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.</p>
<p>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.</p>
<p>We will all learn to walk a bit further</p>
<p>We live close by so usually walk to the beach.</p>
<p>Refer response to Question 8</p>
<p>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</p>
<p>Sure allow for it but to take away beach space for more would be to the detriment of the beach itself</p>
<p>Parking up Napier & Forrest st needs to be expanded no need for parking along marine parade itself</p>
<p>I live within walking distance of the beech. For those who do not, public transport is the best option</p>
<p>Prefer walking & biking</p>
<p>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.</p>
<p>I generally park at Grant Street, Forrest St & Marine Parade south of CSLC</p>
<p>We need to realise that walking for 10 minutes to get where we want to be is better than car parks everywhere</p>
<p>Parking / vehicles are unsightly and ugly and dangerous</p>
<p>There needs to be enough parking to access the beach/cafes etc. The parking could be paid parking to encourage other forms of transport.</p>

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 carpark 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.
Carpark 1 is not required to provide adequate parking at Cott Beach. Developing Carpark 2 first so it takes the overflow from Carpark 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 carpark. 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 carpark in that location. Major carpark(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

<p>as a local cottesloe surfer parking in close proximity to the surf is extremely important. it is worth noting the carparks 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.</p>
<p>Support for the primary means of accessing the beach.</p>
<p>Parking close to restaurant area is safer than parking away and having to walk in dark bush lane ways or carpark areas.</p>
<p>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 carpark 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</p>
<p>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.</p>
<p>It would be naive to think that people won't want to drive to the beach. Parking is still required.</p>
<p>I am worried council will try and move traffic off marine parade and into residential areas.</p>
<p>Significant underground parking</p>
<p>Public transport to Cott beach is quite poor, so allowance for cars will have to be made somewhere, just not right on the waterfront</p>
<p>essential for visitors and local business</p>
<p>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.</p>
<p>Refer to pevious comments of Q9</p>
<p>Parking at the foreshore prevents people parking in areas needed for residents</p>
<p>Essential for Local business Car park no 2 should be developed. Eg underground parking with residential on top</p>
<p>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 level added to it.</p>
<p>i try to use a small motorbike or bicycle when i go to the beach every day</p>
<p>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</p>
<p>Any beachgoer can walk a few hundred metres to the beach. The current bituminised carpark 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..</p>

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 carpark. 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

<p>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.</p>
<p>We walk but realise ample parking is essentle</p>
<p>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</p>
<p>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.</p>
<p>Nearby resident</p>
<p>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</p>
<p>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.</p>
<p>The foreshore can be serviced by multilevel carpark at existing sites, reducing the need for much of the current foreshore parking.</p>
<p>I live in Marmion St and can walk to the beach</p>
<p>people should be encouraged to walk</p>
<p>More important to have natural access. No pollution</p>
<p>Public transport isn't always an easy option and ride shares can become costly for every visit</p>
<p>The foreshore is an unpolished gem and less traffic would be an improvement</p>
<p>Parked cars will just spread our up the residential roads causing congestion if less parking is at the ocean front.</p>
<p>In the winter we often park and just watch the wild ocean crashing on the beach. Otherwise we walk to the seafront.</p>

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 rotnest... 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 carpark 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 carparks 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 Carpark 2. No parking is necessary at Carpark 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 equipment. Families 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 carpark 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 carpark makes these activities possible.
less parking available 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

<p>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.</p>
<p>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.</p>
<p>I use car park one heavily in winter but never in summer. There is a winter demographic of surfers and spectators that use the carpark 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 carpark is an important part of that.</p>
<p>Difficult to get there by public transport. Maybe have car parks away from the beach with a CAT style shuttle service.</p>
<p>Cottesloe beach offers most convenient parking, making this beach my destination of choice</p>
<p>To enable access all year round to all people</p>
<p>I live here and have 2 legs</p>
<p>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.</p>
<p>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!!!</p>
<p>Visitors will not attend the foreshore and come to Cottesloe if there is not adequate parking.</p>
<p>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.</p>
<p>No</p>
<p>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.</p>

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 carpark at Carpark 2 (John Back) with increased commercial use along Marine Parade. Cars should not be parking west of Marine Parade.
I can 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 carpark 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 carpark 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 than 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 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
pop up food outlet of limited number and times
Car park 2 should stay a carpark 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 carpark 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 multistorey carpark
If Carpark One is being redeveloped, Carpark 2 should remain as public carparking.
Safe pedestrian access to the beach across Marine Pde.
Under Council Control- no "Wilson's" 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 caused by the closing of No1 car park No2 car park is not an option
Carpark should stay a carpark
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 Parade 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 facilities for babies. Trees!
Parking is always a problem along that part of marine parade, it is always the last thought on planners 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 carpark 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 taken the decision to remove car park one all together, has never been in Cottesloe on a week end. There is enough restaurants, 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. Doesn't 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 Carparks>> 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 carpark especially if carpark 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 carpark, 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 carpark 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 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 carpark 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 maximum development but rather has been desirating 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 carpark 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 carpark 2 or not is not a worry to me.
Strongly agree but it should be sleeved underground - a multi level carpark. 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 access for ALL AGES & abilities. Both areas 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 carpark. 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 carpark 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 car 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

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 carpark
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 Carpark 1. Carpark 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 Masterplan 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:

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

1. First preference would be to put the carpark underground and have parkland on top, however the cost would be prohibitive and probably unreachable.
2. Second preference is to retain a carpark, 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.

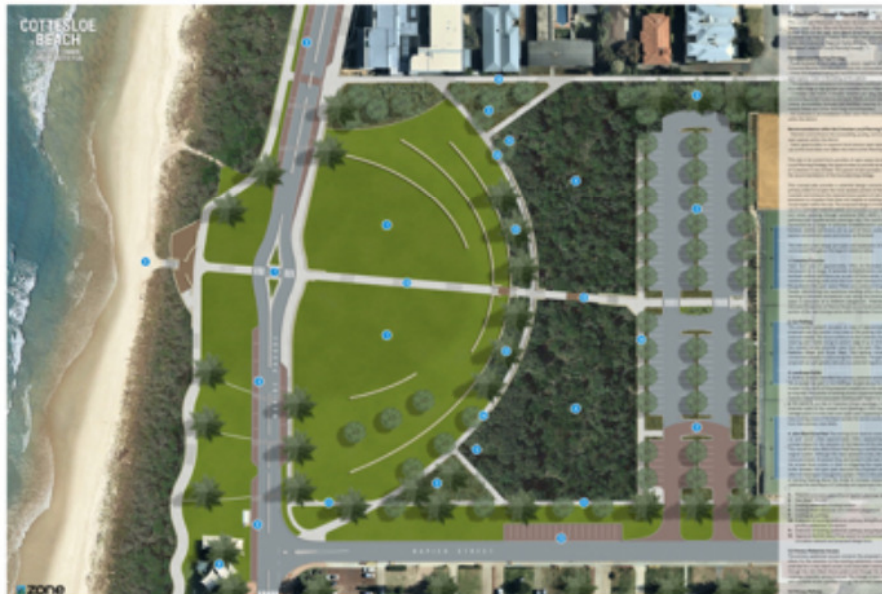
Apparently those previous consultations were not included in instructions to the consultants

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 carparking '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 Local Planning 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 the framework 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 provision of 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 carpark 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 carpark to any potential views from the east. (See also 3.0 retention of dunes for visual mitigation to Gadsdon Street and Bryan Way). This land use 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 carpark 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 carpark 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 carpark 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 carpark 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 carpark and are largely unknown. The location of the revised dune system is ideal in mitigating the impact of the proposed carpark and creating a landscape buffer between the open park area and the proposed car park. Further, the primary pedestrian axis (refer 13) 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.

Cottesloe Master Plan 2018 | Prepared by ZLA 2019

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 carpark, Bryan Way and Napier Street pedestrian networks.

APPENDIX C

COTTESLOE FORESHORE MASTER PLAN WORKSHOP PRESENTATION

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TOWN OF COTTESLOE



FORESHORE PRECINCT IMPLEMENTATION COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1F: COMMUNITY ENGAGEMENT PLAN - FORESHORE MASTER PLAN

Community Engagement Plan

Please use this form to provide details of your community engagement project

Project Title	Foreshore Master Plan	
Project Launch Date: 7th September 2019, pending council approval 27th August 2019	Project Close Date: 30th September 2019	
Name of Project Contact: Denise Tyler-Hare	Email: council@cottesloe.wa.gov.au	
Approximate Project Budget: \$15M		
Project Background Provide a brief summary of the project background	The Foreshore Master Plan has been developed by Aspect, in conjunction with the Foreshore Precinct Implementation Committee. It takes into consideration to the previous master plans prepared over the years, and provides a plan encompassing Marine Parade from Forest St to Eric St and Car Parks 1 and 2. Previous consultation was held in the form of a workshop and information session, revolving around specific options for Car Parks 1 and 2 and Marine Parade. This information has informed the overall master plan, and community feedback on the draft master plan is being sought.	
Purpose and objectives for undertaking community engagement	To gather community feedback on the draft master plan, and incorporate this feedback where possible into the plan.	
Stakeholders List the community and stakeholders you intend to consult with	Cottesloe Surf Life Saving Club North Cottesloe Surf Life Saving Club Businesses on Marine Parade Minderoo Councilors Broad community	
Resourcing	Agency/Department:	Required for:

External Consultants and Internal staff that need to be involved	1. Town of Cottesloe Engineering Department	Project Management, review of plan
	2. Town of Cottesloe Corporate Services	Community engagement, advice and support Administration support
	3. Town of Cottesloe Executive Services	Communications, media
	4. Town of Cottesloe Planning Department	Review of plan
	5. Aspect	Consultant preparing the plan

1. Please select the engagement 'Tool' you wish to use in this project Y = Yes, N =No	
Survey	If yes, please provide details below in table 3
• Website	Yes
• Social Media	Yes
• Hardcopy	Available upon request
Formal Submission	No
Media Release/Public Notice	Yes before the consultation starts.
Public Meeting – Information Session	No
Letterbox Drop	No
Frequently Asked Question document to assist engagement participants?	No
Information Only Flyers/Brochures	No
Other – please specify	N/A

2. Please provide your “Engagement Introduction” text in the space below.

Thank you for participating in the consultation regarding the draft Cottesloe Foreshore Master Plan.

The Town of Cottesloe is working with the community and stakeholders to develop a masterplan and design principles for the long term redevelopment of the Cottesloe Foreshore. The Masterplan 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 plan. This short survey will help the Town finalise the vision and your help is much appreciated.

<p>3. Please provide your Survey “Introduction, Questions and Responses” in the spaces below. (M = Mandatory Question O = Optional Question)</p>			
Survey introduction text.		<p>Thank you for participating in the consultation regarding the draft Cottesloe Foreshore Master Plan. The Town of Cottesloe is working with the community and stakeholders to develop a masterplan and design principles for the long term redevelopment of the Cottesloe Foreshore. The Masterplan 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.</p>	
Do you want unregistered participants to be able to complete the Survey?			No
<i>Question Type</i>	<i>M or O</i>	<i>Add your Survey Questions below.</i>	<i>Add your Response Options below (use a new line or bullet point for each)</i>
Q1.	M	Name, address, postcode, would you like to be kept informed about this project? If so, please provide your email address.	

<p>Q2.</p>	<p>M</p>	<p>What key features do you most support in the draft masterplan (choose up to five)?</p>	<ul style="list-style-type: none"> • 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
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Q3.	M	And what features most concern you in the draft masterplan (choose up to five)?	<ul style="list-style-type: none"> • 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
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Q4.	M	<p>The draft masterplan shows two alternatives for Car Park 2:</p> <ul style="list-style-type: none"> • 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. <p>Which option do you prefer?</p>	<ul style="list-style-type: none"> • Option A • Option B
Q5.	O	With regard to Question 4, do you have any specific comments about your preference?	
Q6.	M	Overall, how satisfied are you that this draft masterplan balances the needs of the community and provides a strong vision for the future?	<ol style="list-style-type: none"> 1. Very Satisfied 2. Satisfied 3. Neutral 4. Unsatisfied 5. Very unsatisfied

Q7.	M	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?	<ul style="list-style-type: none">• Marine Parade Upgrades• Terraces• Car Park 1• Car Park 2• Youth play and fitness spaces• Cottesloe Shared Street Environment• North Cottesloe Shared Street Environment
Q8.	M	Residents and Ratepayers database question	

Thank you for taking the time to participate in the consultation, your support is much appreciated.

4. Please provide the name, type and location of documents that will be used for this engagement activity in the spaces below.	
Doc 1. Draft Foreshore Master Plan	D19/28595
Doc 2. Supporting information	D19/28596, D19/28597, D19/28598, D19/28599

5. Please provide the names and location of images for use on the website/social media/advertising etc. in the spaces below (Optional).	
Image 1. Draft Foreshore Master Plan	D19/28595

6. Please provide the key dates for activities during the project – include advertising dates.	
Date 1.	Consultation to be in September 2019
Date 2.	Review and incorporation of feedback into plan October 2019
Date 3.	Presentation to Council for adoption of plan November 2019