

TOWN OF COTTESLOE



DEVELOPMENT SERVICES COMMITTEE MINUTES

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

CARL ASKEW
Chief Executive Officer

24 February 2012

DEVELOPMENT SERVICES COMMITTEE

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1 DECLARATION OF MEETING OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member announced the meeting opened at 6:00 PM.

**2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE
(PREVIOUSLY APPROVED)****Present**

Cr Jack Walsh	Presiding Member
Cr Katrina Downes	
Cr Greg Boland	
Cr Yvonne Hart	
Cr Peter Jeanes	

Officers Present

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

Apologies

Cr Vic Strzina

Officer Apologies

Nil

Leave of Absence (previously approved)

Nil

3 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

4 PUBLIC QUESTION TIME

Nil

5 PUBLIC STATEMENT TIME

Mr Evan Ledger, 22 Jarrad Street, Cottesloe Re Item 10.1.1 – Cottesloe Foreshore/Marine Parade Signs Audit January 2012.

Mr Ledger spoke to his letter to Council of November 2011 re his proposal to create 4 signs naming Cottesloe surf breaks. He was grateful for the opportunity to present and elaborated on the proposed signage, including displaying a sample.

6 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Moved Cr Boland, seconded Cr Jeanes

[Minutes December 05 2011 Development Services Committee.doc](#)

Carried 5/0

The Minutes of the Ordinary meeting of the Development Services Committee, held on 5 December 2011 be confirmed.

8 ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

Nil

9 PETITIONS/DEPUTATIONS/PRESENTATIONS

Nil

10 REPORTS OF COMMITTEES AND OFFICERS

10.1 PLANNING

10.1.1 COTTESLOE FORESHORE/MARINE PARADE SIGNS AUDIT JANUARY 2012

File No: SUB/346
Attachments: [SignsAuditAttachments.pdf](#)
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services

Proposed Meeting Date: 20 February 2012

SUMMARY

Concerned about visual pollution and the proliferation of redundant signs, Council has requested staff to conduct an audit of signage within the Town, with special attention to be paid to the foreshore.

383 signs occur within the foreshore study area. Of these, approximately 113 are seen as candidates for rationalisation.

This report presents the findings so far and recommends action in accordance with the Key2Design strategy prepared for Council in 2006, which outlines principles for rationalised and more effective signage.

BACKGROUND

In November 2011 Council issued Notice of Motion 11.1.4 – *Suggestions for Public Signage Improvements at Foreshore and Generally*. Staff were requested to conduct an audit of signs, particularly on the beach foreshore, with the objective of reducing the number to a minimum, particularly where there are two or three signs warning of the same hazard.

Council's Resolution reads:

That:

- 1. Council conduct an audit of signs, particularly on the beach foreshore, with the object of reducing the number to a minimum, particularly where there are two or three signs warning of the same hazard.*
 - 2. The aim is to replace free-standing signs with appropriate markings on road, paths or curbs.*
 - 3. The aim is to replace free-standing signs to existing structures such as wall, fences and light poles.*
-

4. *Investigate using lines on roads in front of curbs to indicate parking restrictions.*
5. *Investigate a uniform design and lay-out for signs that produce solutions that are elegant, restrained and appropriate for ocean-side location.*
6. *Report back to Council in February 2012 with findings and reduction proposals.*

It is noted that the Foreshore Working Group has already identified the proliferation of signage, and that the aesthetic qualities of Cottesloe's general and foreshore-specific infrastructure have already been the subject of several studies. In some instances the studies have yielded style guides that may be practical for immediate use. For example, in 1999 Eighth Element Design and Ian James Urban Design prepared the Town's *Streetscape Policy and Manual*, which lays out the principle of choosing visually pleasing, natural colours for public infrastructure.

In 2006 Key2Design prepared for Council a strategy for aesthetically pleasing signage and street furniture. Portions of this strategy are directly relevant to Item 5 of the Notice of Motion and are attached.

In October 2009 Council resolved to commission a manual of urban design guidance in the Foreshore Concept Plan. Due to funding restrictions and the need to address alternative priorities the manual has not yet been produced. Nevertheless, the production of a manual remains part of the envisaged implementation strategy.

In May 2010 Council received from a local retired architect a voluntarily prepared survey of signage along the beachfront. The report questioned the sheer quantity of signage and suggested that many could be made smaller, shifted to less obtrusive locations, or removed entirely.

More recently, in 2011 the *Cottesloe Foreshore Draft Redevelopment Plan* prepared by Urbanix has clarified that:

"One of the very important tasks to be undertaken along the foreshore strip from Forrest Street to Eric Street is to unify and simplify the choice of objects used in the public domain. These objects include rubbish bins, signage, seats, lights, handrails, bus shelters, playground equipment, barrier fencing, drinking fountains, sun-shading structures and any kiosk-like structures.

The overall impact of a public object theme cannot be overestimated. Visitors will not necessarily reflect on these everyday objects however their overall benefits will create a sense of cohesion.

To achieve a coordinated theme of public objects does not necessarily have to involve the use of the most expensive designs and materials but it most definitely involves the application of good design principles. These principles include simplicity, robustness, as few materials as possible, delightful and fit for service. Signage should be minimized and where objects are grouped it is essential that the elements harmonise."

The *Cottesloe Town Centre Public Domain Infrastructure Improvement Plan / Urban Design Report* prepared by Blackwell & Associates and endorsed by Council in September 2011 similarly recognises the need to improve the aesthetic quality of the public realm.

The audit currently undertaken could be understood in light of the above considerations.

AUDIT RESULTS

Area of Study

The study area comprised the Marine Parade/Curtin Avenue road reserve (which includes the footpath east of the road itself) and the entire foreshore from North Street to the Cable Station.

Sign Types

Signs within the Town were plotted onto an infrastructure map between 2010 and 2012. Each was assigned a category that has proved useful in the present audit.

Results

Sign Type	Numbers	Notes
Main Roads, Speed Zones, Directional	95	Mandatory
Street	19	Necessary
Parking	156	Necessary
Information	113	Many may be potentially removable/revised

Total = 383

Specific Incidences of Excessive Signage

- Toilet signs immediately south of Indiana Tea House. Two signs within 1m of each other.
- Two "Vehicles Prohibited" signs south of Indiana Tea House.
- "Caution 8km/h Crossing Ahead" signage on path in front of North Cottesloe Surf Lifesaving Club.
- Numerous incidences of large "Dune Under Repair" signs.

IMPLICATIONS OF AUDIT

Parking signs

Parking signs identify the various parking zones and prescribe the permitted parking times, user limitations and maximum stays. With regard to size, spacing, height, distance from road etc all parking signs within the Town observe AS 1742.11 and cannot be made smaller or less numerous without compromising Council's ability to enforce regulations. Appendix E3 of AS 1742.11 makes clear that *"Along public roads, drivers generally expect to see parking controls being indicated by linear parking control signs. Where these are not present, there can be a natural conclusion that no restrictions apply. An area parking control scheme must include a sufficient number of signs, appropriately located."*

Notwithstanding the above, it may in theory be possible to dispense with the signs altogether and rely on road marking, but as road/curb marking is very difficult to detect in wet weather and at night, the retention of the present signage regime is strongly recommended.

Directional signs/Main Roads signs / speed control signs

Traffic direction signs, give way, stop, crosswalk and speed zone signs are the province of Main Roads. Council's Manager Engineering Services advises that none of these signs is subject to revision by Council.

Street name signs

Council's Manager Engineering Services advises that street signs must remain highly visible to traffic. In the event that changes to street signage along the beachfront are preferred, it would probably become necessary to replace street name signs across the entire Town, which would require substantial funds. Council is referred to page 16 of the Key2Design strategy for an example of rationalised street signage.

Information signs

Information signs are varied, ranging from fish habitat signs to warning signs to interpretative memorial signs and so on. It is this sign type that appears most suitable for rationalization.

According to the Manager Engineering Services, the warning signs were installed for legal reasons. These signs meet Australian Standards and ought to remain. Good examples of these signs are the large yellow signs warning of rockfall areas in the Moodoorup Rocks, the large white signs warning of general hazards along the beachfront and the small blue signs designating numbers to access tracks.

For other signs, rationalisation could comprise a reduction in sign size, removal, or replacement with improved design. Examples of signs that could be rationalised include the "Dune Under Repair" signs (discussed in detail below), amenity signs,

litter bin signs and tourist information signs. Council is referred to the 2006 Key2Design strategy for samples of rationalised signage.

“Dune Under Repair”/ “Protect Dune Vegetation – Please Use Path” signs

There are approximately 70 of these signs along the foreshore. Some are in poor condition, others appear unnecessarily large.

It has been suggested these signs could potentially be reduced in number or removed where the dunes are adequately fenced. Liaison with Coastcare has revealed that many of these signs are considered necessary for stopping the spread of dune-destructive informal access paths, and that widespread sign removal would have a detrimental effect on the ecosystem. Nevertheless, there is a good case for improving the aesthetic quality of the current signs.

Reasonable compromise between dune protection and aesthetic sensibility could be reached with new, smaller signs in environmentally harmonious colours. Council is referred to page 16 of the Key2Design strategy for samples of rationalised signage.

It would also be possible for Council to replace the wooden dune fencing with something more aesthetically harmonious. The Key2Design strategy and the *Cottesloe Town Centre Public Domain Infrastructure Improvement Plan / Urban Design Report* prepared by Blackwell and Associates both provide style guides that could assist product selection in this regard. Replacement of dune fencing would require a substantial financial commitment from Council.

Replacement of free-standing signs with road/path/curb marking and replacement of free-standing signs to existing structures

As discussed previously, the majority of signs observe the relevant Australian Standards and will need to remain in place. In any event, Council's Manager Engineering Services advises that Western Power is unlikely to consent to signage being placed on power poles.

Alternative colours for yellow poles

It may be feasible to finish the yellow poles with more visually appealing colours. The work could potentially be performed by Council staff in accordance with the principles laid out on pages 11 and 12 of the Key2Design strategy.

Nevertheless, the yellow poles are familiar to drivers and have been selected to assist in directing their attention to the signage. Liaison with the Town's Senior Ranger has revealed that the highly-visible yellow poles are a factor in Council's successful record of defending parking appeals. It is recommended that the parking signage be left as-is.

New signs for surf breaks

Co-incidentally, an unsolicited proposal to provide signage for the Town's four popular surf breaks has recently been forwarded to Council by a young resident. As the attachments make clear, the signage is intended to merge with the existing environment rather than stand out in the manner of parking signs and so on. In keeping with the Cottesloe-specific theme of the proposal, the signage would be made by the young resident using timber recycled from the fence at John Curtin House.

Whilst it may seem inappropriate to consider adding four new signs to the foreshore at the time of an audit, the surf break signage could be considered subject to its being consistent with the style guide on page 16 of the Key2Design strategy.

CONCLUSION

Whilst signage related to parking and traffic control should remain as is, much of the other signage along the beachfront could be improved. Council could proceed with replacing the non-traffic/parking signage with signs as per the style guide in the Key2Design strategy. Council could also consider the Town-wide replacement of street-name signs and the removal of timber dune fencing to make room for products consistent with the Key2Design strategy or the *Cottesloe Town Centre Public Domain Infrastructure Improvement Plan / Urban Design Report* prepared by Blackwell & Associates.

Having regard to Council's response to this report, it would be appropriate that staff devise a program of signage improvements, taking into account priorities, detailed design, approval and manufacture, funding, staging and works, for Council endorsement then implementation, including during the remainder of this financial year and into the next. Coordination with the overall theme of the Foreshore Plan and its various parts will be important, as will liaison with relevant interest groups (eg Coastcare, surf clubs) and possible community dissemination such as through the Cottesloe Council News page and the website.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee discussed the overall approach to signage and the various aspects involved in ensuring appropriate yet aesthetic signs, including the technical or legal constraints and resource implications. It was concluded that with some streamlining of the recommendations the task of rationalising and improving signage could be continued.

OFFICER RECOMMENDATION

Moved Cr Boland, seconded Cr Downes

That Council:

1. Acknowledge the Key2Design strategy as a useful guide to styles for replacement signage that is elegant, restrained and appropriate for ocean-side location.
2. Request staff to determine costs for the replacement of the information signage that is not bound by Australian Standards or legal necessity and report back to Council on a program of changes.
3. Acknowledge that the replacement of free-standing signs, especially parking signs, with appropriate markings on road, paths or curbs would be inappropriate for practical and legal reasons.
4. Acknowledge that the replacement of free-standing signs to existing structures such as wall, fences and light poles is generally not appropriate.
5. Note that the proposed surf break signage be considered on the basis that it be consistent with the Key2Design style strategy and affixed to the wooden dune fencing, and request staff to further explore then report back on this matter as part of the overall program.

AMENDMENT

Moved Cr Walsh, seconded Cr Downes

That point 5 is amended as follows:

5. **Note that the proposed surf break signage be considered on the basis that it be consistent with the Key2Design style strategy and affixed to the wooden dune fencing, and request staff to liaise with Mr Evan Ledger on this matter as part of the overall program.**

Carried 5/0

AMENDMENT

Moved Cr Jeanes, seconded Cr Boland

That point 1 is retained, points 2 and 3 are amended as follows and point 4 is deleted. (Hence point 5 above will become point 4.)

1. **Acknowledge the Key2Design strategy as a useful guide to styles for replacement signage that is elegant, restrained and appropriate for ocean-side location.**
2. **Request staff to undertake a reduction and consolidation of information signage along the beachfront over the next three months with monthly reports on progress.**
3. **Request staff to further report on parking signs, colour of poles, kerb markings and markings on roundabouts.**

Carried 5/0

COMMITTEE RECOMMENDATION

Moved Cr Boland , seconded Cr Downes

That Council:

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

THE AMENDED SUBSTANTIVE MOTION WAS PUT

Carried 5/0

10.1.2 CRIME PREVENTION STRATEGIES FOR STATION STREET

File No: SUB/935
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Ed Drewett
Senior Planning Officer

Proposed Meeting Date: 20 February 2012
Author Disclosure of Interest Nil

SUMMARY

This report outlines crime prevention strategies for Station Street with the general principles being applied to the Town Centre more broadly.

BACKGROUND

On 12 December 2011, Cr Boland tabled a motion regarding prevention of crimes at the Station Street shops and Council resolved to:

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

COMMENT**Existing Strategies**

On 26 September 2011 Council endorsed, in-principle, the Cottesloe Town Centre Public Domain Infrastructure Improvement Plan urban design report and also requested that the Station Street Working Group progress the Station Street sites study and design guidelines prepared by Coda architects. Both these reports identified various strengths, weakness, opportunities and constraints in the Town Centre and made suggestions regarding security matters. The sites study report stated:

Station Street wants to be a safe place, both at day and night.

It is required that all prospective developments consider the issue of security within both the private and public realm, and perhaps most importantly, at the transition between the two, such as apartment entrances.

Developments must demonstrate how the following principles are facilitated:

- a) *Promote day and night time uses that attract sufficient numbers of people to activate the streetscape, without overcrowding it.*
- b) *Provide well-lit and clearly visible areas surrounding the buildings, permitting passive surveillance from the road and immediate vicinity.*
- c) *Provide passive surveillance to all public areas, including the northern ROW and main street frontages.*
- d) *Provide active surveillance where passive surveillance is deemed insufficient.*
- e) *Avoid the use of materials/design elements that unwittingly undermine security. For instance, grills and roller shutters to shop windows at night make for an unattractive streetscape. Rather than heightening security, they discourage the sort of night-time activation required to create a passive deterrent for anti-social or criminal behaviour.*

In April 2010 Council produced the 'Safer Sustainable Cottesloe Plan 2010-2014' which aims to *"prioritise community safety and crime prevention strategies and actions to be implemented by government, non-government and community organisations working in partnership and to tackle issues of common interest and responsibility"*.

The document identifies a number of strategies for addressing security and crime-related activities including *"to reduce crime, including graffiti, in the Central Business District of the Town, by extending the CCTV network to the area"*.

Three cameras are proposed to be installed in Station Street this year, in addition to Napoleon Street, subject to approval of a grant from the Office of Crime Prevention.

External funding for the Town's security initiatives are identified as including:

- Office of Crime Prevention;
- Department of Local Government;
- Department of Communities;
- Lotterywest; and
- Roadwise.

The Town's Community Safety and Crime Prevention Committee (formed in 2005) provides a discussion forum for security issues to local community groups, including Procott, and 'Business Beat Packs' have been made available to the business community in response to the relatively high crime rate in the Town.

Planning Guidance

The Western Australian Planning Commission has produced 'Designing Out Crime Planning Guidelines' and the Office of Crime Prevention has a 'Community Safety & Crime Prevention Manual'.

The Guidelines identify five design and usage concepts. Each of these concepts is briefly summarised below:

i) *Surveillance*

- Placing physical features, activities and people in ways that maximise the ability to see what is happening discourages crime (ie: café alfresco areas, public seating areas);
- Strategies for crime prevention should contribute to vitality, accessibility and diversity;
- Barriers such as blank walls or building facades without windows make it difficult to observe activity;
- Avoid or minimise the effect of barriers on pathways;
- Ensure public shelters do not impede surveillance;
- Encourage mixed uses to extend hours of surveillance, ensuring compatible uses and avoiding conflicting uses;
- Street furniture should facilitate surveillance and discourage inappropriate use;
- Facilitate good interior to exterior surveillance through illumination;
- Secure all windows at ground level;
- Remove obsolete and superfluous street furniture; and
- Involve the community.

ii) *Access Control*

- Integrate security screens and bars as design elements not afterthoughts;
- Avoid placement of bollards that may inhibit pursuit of offenders.

iii) *Territorial reinforcement*

- Clearly define private ownership by structures and surface materials;
- An area that looks protected gives the impression that greater effort is required to commit a crime.

iv) *Target hardening (security measures)*

- Physical securing of buildings and places against access from offenders;
- Measures such as enhanced locks, bars, CCTV and security fencing can reduce opportunities for criminal behaviour but can also detract from the amenity of an area resulting in an increase in the perception or fear of crime.

v) *Management and maintenance*

- Positive maintenance with lighting, painting and vegetation creates a cared-for environment that can reduce the fear of crime and induce legitimate behaviour.

Security options

Options that Council and property owners may wish to consider to enhance security to their premises include:

Security glass

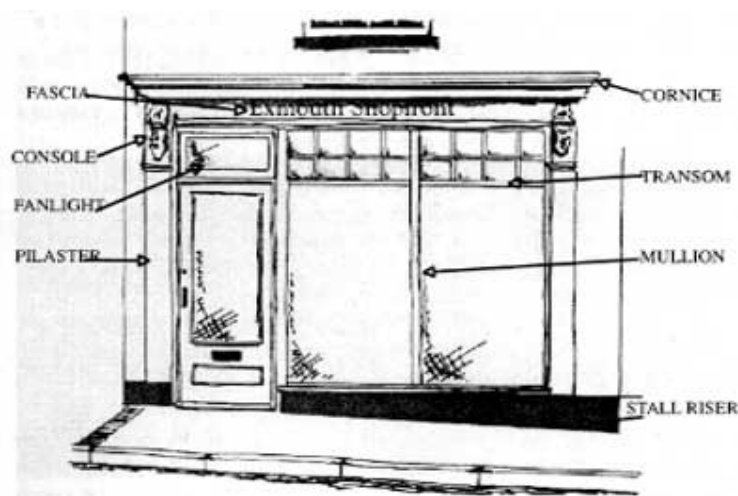
Laminated glass, toughened glass and architectural perspex could be installed to shopfronts which would not require planning approval providing the size of the windows or shopfronts remain unchanged and they are not subject to separate heritage legislation (eg: on the Albion Hotel).



Use of toughened glass

Mullions

These are vertical supports used to subdivide some shopfronts. They help reinforce the glass and reduce cost of replacing broken glass. Alterations to windows would require planning approval.



Use of mullions in shopfront

Stallrisers

Reinforced solid panels below the shop window, designed to resist would-be ram-raids. Planning approval would be required and careful consideration will be required for design and materials. Easiest to require for new development.



Example of a stallriser

Alarms, sensors and CCTV

Installation of standard size alarm boxes don't require planning approval.

Sensors may be added to windows and possibly linked to an alarm and a CCTV camera to assist with detection.



CCTV

Street furniture

Planters and bollards can be a deterrent to would-be ram raiders. With a parade of shops a co-ordinated approach would be desirable.



Planters and bollards

Railings, bars and gates

Often used to secure secondary means of access. Requires planning approval if on private property.



Gates and railings

Bollards in a public footpath

The design and location of bollards in Station Street would be very important to ensure that the public, including elderly and disabled persons, can safely navigate the footpaths.

Installing bollards in front of shopfronts may not be an option as it could cause obstruction. Too many bollards can also create physical and unsightly obstructions to pedestrians, cyclists and vehicles and inhibit the pursuit of offenders. There are also often underground services constraining their use.

Some town centres, such as Subiaco, do not permit bollards or other similar security mechanisms in areas outside a development or inside where they are clearly visible from adjoining streets and other public places, in order to protect the integrity of the traditional streetscape.



Bollards

Internal grilles

“Open” type internal grilles may generally be acceptable to reinforce existing shopfronts and would not require planning approval. Grilles should be fully retractable so as not to be visible during daytime hours or be virtually transparent if fitted to glass.



Retractable internal grilles

External grilles

“Open” type roller grilles and detachable grilles are visually obtrusive and not recommended.



External grilles on shopfront

External roller shutters

The blank, unappealing appearance of solid roller shutters and solid demountable shutters should usually be avoided.



Solid roller shutters

Public Art

The appropriate location of public art can help create a sense of identity and assist in obstructing would-be ram raids.



Public art

Litter bins and Seating

Litter bins can be used effectively to create physical barriers. However, easy access and servicing must not be overlooked.

Public seating should be away from windy and cold positions but should be placed with sensitive tree planting to provide an element of shade.



Litter bin and seating

Lighting

Lighting can assist with nighttime surveillance and can be attractive in illuminating the street, buildings and local artwork. However, too much lighting can also create an overabundance of obstacles caused by too many lighting columns and excessive light-spill could affect future residential amenity in the area.



Illuminated façade

Landscaping in the street

Landscape specifications must give consideration to long-term appearance and maintenance. Tree grilles and guards should be of a design that allows easy access for maintenance.



Tree grilles

Station Street Analysis

A number of shops owners in Station Street have already implemented their own security measures to protect their premises and merchandise.

Examples include:



Grilles used inside windows



Internal grilles



Mullions and internal grilles



Public art, planter boxes and internal grilles

Where shop frontages have limited or no stallrisers then different styles and coloured bollards have been positioned in front of the windows, principally to avoid ram raids. This is often on private property rather than in the public domain, although the implications of obstacles and visual clutter still apply.



Existing bollards next to shop window



The plan above shows 90 degree angle bays on the northern side and parallel parking bays on the southern side of Station Street. This arrangement may provide an additional 500mm to the pavement width on both sides which could be used for additional street furniture, trees and a wider space for pedestrians to use. It could also encourage more alfresco areas next to cafés and restaurants which would provide better active surveillance during business hours.

If implemented, then the strategic location of the trees and street furniture would be an important factor in attempting to reduce ram-raids. Importantly, however, the location of existing underground services would also need to be assessed and significant development in the area and funding would likely impact on staging of the plan.



Wider pavements, trees and street furniture make potential obstacles to ram-raiders and enhance the streetscape

Public Domain Infrastructure Improvement Plan – Option B



The plan above keeps the existing parking in its current layout and would allow funds to be directed towards planting of street trees, upgrading of street paving and providing improved street furniture which would assist in improving the streetscape and, with careful placement, may reduce the likelihood of ram-raids and other related security issues.

These plans will be further reported on to Council in March but are shown here as they are necessary considerations to ensuring that additional security measures in the public domain are consistent with the adopted improvement plans.

Financial implications

The Manager Development Services advises:

Earlier this report lists available funding sources for anti-crime measures. Often funding is sought to introduce devices as a cure after the advent of crime in a locality, whereas an initial designing-out crime approach seeks to prevent crime. While there are up-front costs, that is not necessarily any more expensive than for poor design, and is cheaper in the long-run by avoiding repeated repair and increasing insurance bills etc.

Where crime-sensitive design occurs by developers from the start, financially they protect their property assets/values, maintain commercial viability and minimise outgoings. Importantly, this also serves to not shift the responsibility and financial burden to the local government, draining funds from other infrastructure or service needs provided in a positive rather than corrective manner. The remedial costs to local governments of public domain vandalism, graffiti and maintenance arising from crime damage to private property can be substantial.

Retro-fitting an area with crime deterrents can have associated negative "costs" in terms of reducing amenity/ambience, visual/physical clutter and generating an unsociable atmosphere (i.e. discouraging patronage and trade), hence skilful and aesthetic design is essential to create attractive yet effective urban design that disguises crime management mechanisms. Nevertheless, a societal benefit of improving measures against crime to private premises and public spaces is that it coincidentally enhances personal safety and security.

Conclusion

Crime prevention measures are best addressed at the design-stage of new development and features such as stallrisers or solid reinforced plinths at the base of shop windows, mullions in new glazed shopfronts, and appropriate external lighting and clear strengthened glass are all considered appropriate design considerations where a development site has street frontage.

Existing premises can be upgraded with new or improved alarm systems, toughened glass or internal retractable grilles usually without requiring planning approval. External security grilles are to be discouraged as they would detract from the visual amenity of the area.

A significant increase in the number of bollards in the pavement areas down one or both sides of Station Street would be a costly option for Council and limited or no external funding may be available, especially as a grant has already been sought this year from the Office of Crime Prevention for the provision of CCTV in the area. Additional bollards may also create an obstruction to pedestrians, especially for the elderly and people with disabilities, and would appear visually intrusive on the streetscape due to the close positioning of bollards required to prevent ram-raids and the like.

The planting of new street trees and improved street lighting, together with the implementation of CCTV, is the preferred option in the initial stages as recommended

in the Station Street studies. The appropriate location of street trees with protection guards would create a 'softer' streetscape as well as potentially form an obstruction to would-be ram raiders. To ensure that this approach is coordinated with future significant development projects that may occur in Station Street early liaison with stakeholders is considered essential.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee commended the report in supporting the information provided and the recommendations, and commented that future planning scheme land use controls could assist in the matter.

OFFICER AND COMMITTEE RECOMMENDATION

Moved Cr Boland, seconded Cr Walsh

That Council:

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

Carried 5/0

**10.1.3 PLANNING INSTITUTE OF AUSTRALIA 2012 NATIONAL CONGRESS -
PLANNING FOR A SUNBURNT COUNTRY**

File No: SUB/38
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services

Proposed Meeting Date: 20 February 2012
Author Disclosure of Interest Nil

SUMMARY

Every year a major national congress is arranged by the Planning Institute of Australia (PIA). For this year's congress, delegates will hear from national and international leaders talking about innovative solutions to the challenges facing planners.

The conference will be held in Adelaide from 29 April - 2 May 2012.

This report recommends Council approval for the Senior Planning Officer to attend.

STATUTORY ENVIRONMENT

Relates to the global town planning system.

POLICY IMPLICATIONS

Council's *Conferences Policy* applies.

POLICY EXTRACT

Employees who wish to attend a conference/seminar/training shall complete a Request for Training application form and submit it to the Chief Executive Officer through their Supervisor.

The Chief Executive Officer is authorised to approve attendance by Officers at intrastate conferences, seminars and training that forms part of the normal training and professional development of those Officers.

The Chief Executive Officer is authorised to actively promote and approve the attendance of elected members at training courses provided under WALGA's Elected Members Development Program.

In determining attendance, the Chief Executive Officer shall take into account identified priorities and funding availability.

When funding for a conference/seminar/training is not provided in the budget, authorisation must be sought through the Works and Corporate Services Committee.

Attendance at any interstate or international conference must be the subject of an application to be considered by the Chief Executive Officer and referred to the Works & Corporate Services Committee for recommendation to Council.

The following expenses for approved conferences/seminars/training will be met by Council:

- (a) Registration fees;
- (b) Return fares and other necessary transport expenses;
- (c) Reasonable accommodation and living expenses.

Where possible expenses are to be prepaid.

All expenditure is to be accounted for prior to reimbursement.

STRATEGIC IMPLICATIONS

Fosters strategic planning knowledge and skills.

FINANCIAL IMPLICATIONS

The estimated cost of registration, accommodation, meals and travel for the congress is \$2,600 and can be met by the current budget for training and conferences for Planning staff.

BACKGROUND

The PIA is recognised nationally and internationally as the peak professional body representing town planners in Australia.

This conference is *the* major annual local government planners' event and attracts a variety of overseas representatives and speakers.

The program, over four days at the Adelaide Convention Centre, includes such topics as:

- Best Practice in Development Assessment;
- Carbon Neutral and clean energy initiatives;
- Building stronger and more resilient cities;
- Sustainable communities;
- Managing population growth;
- Resource scarcity;
- Renewable energy; and
- Regional infrastructure

There are a number of additional papers being delivered and several concurrent sessions with a range of themes and speakers. Virtually all the topics listed cover a worthwhile combination of practical and strategic aspects.

STAFF COMMENT

One of the most important sources of current information and training for experienced local government planners is conferences and seminars, particularly if delivered by high quality, practicing experts working in the industry, both here and overseas.

In addition, new ideas are acquired from these presentations, as trends occurring become obvious and new ways of thinking or techniques are presented.

The opportunity to attend an international-standard conference targeted at planners is an excellent form of professional development.

For staff from small local governments such as Cottesloe it is also a welcome way to avoid becoming too isolated or insular by gaining exposure to the bigger picture both internationally and nationally.

Another advantage for Cottesloe is that the redevelopment of the Town Centre, Railway reserve land, Foreshore and other areas will be assisted by broader exposure to industry knowledge. This includes environmental considerations such as design-for-climate, sustainability and coastal factors.

Professional fraternity is equally valuable to swap notes, make contacts and develop a network of colleagues and resources.

The Senior Planning Officer is committed to the role and is motivated to maintain and enhance his professional knowledge and experience. Both he and the Town would gain from attendance at the conference. For these reasons the request for approval is supported.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee was supportive of this valuable professional development.

OFFICER & COMMITTEE RECOMMENDATION

Moved Cr Walsh, seconded Cr Jeanes

That Council APPROVE the attendance of the Senior Planning Officer at the Planning Institute of Australia 2012 National Congress - Planning for a Sunburnt Country, in Adelaide from 29 April - 2 May 2012, and request that a report on the congress be provided within two months of attending the event.

Carried 5/0

11. ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**11.1 NOTICE OF MOTION - MEETING BETWEEN TOWN & MEMBER FOR COTTESLOE ON URBAN DEVELOPMENT MATTERS**

File No: SUB/440
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services

Proposed Meeting Date: 20 February 2012

Author Disclosure of Interest: Nil

SUMMARY

In late December 2011 the Notice of Motion below was received from Cr Jeanes in accordance with Standing Order 10. This item presents the motion and provides officer comment on the matters raised. The explanation provided by Cr Jeanes was as follows:

COUNCILLOR COMMENT

- Two of Cottesloe's biggest and most pressing projects require State Government involvement.
 - Planning for Curtin Avenue, the railway and east-west crossings at Eric and Jarrad Streets needs input from a number of State Government departments and instrumentalities, most of which have competing interests. A coordinated approach is needed with a substantial amount of State Government funding. It needs to be recognised that although Cottesloe has a big interest in this project, the Government will be the driver. It owns the land, will provide the funds and is largely responsible for the timing.
 - The cost of the foreshore redevelopment is beyond the means of the Town of Cottesloe. The State Government is going to have to stump-up with considerable funding if this project is to be achieved. It would also be naïve of Council not to recognise that the beach is a regional resource and that the Department of Planning and Main Roads WA are going to take a close interest in our plans.
 - There is also the land on which the School of the Deaf resides and other State Government interests in Cottesloe.
 - It would be a good time to for Council to sit down with our local member Mr Colin Barnett to discuss all these matters. As Premier, Mr Barnett is in a position to speak with authority on all matters involving the State Government. He is also in a position to further the priorities of the Town of Cottesloe.
 - I therefore give notice of the following motion for the February round of meetings: *That the Town of Cottesloe invite the Member for Cottesloe, Mr Colin Barnett, to meet the Mayor and Councillors to discuss plans for Curtin Avenue, the railway and crossings at Eric and Jarrad Streets, plans for the foreshore redevelopment and any other appropriate matters.*
-

OFFICER COMMENT

- The matters identified by Cr Jeanes are significant planning and development aspects facing the Town, with which Council will be familiar. During the past several years the Town has addressed these matters via the Scheme Review and associated initiatives to progress consideration and reach agreed outcomes. This is reflected in Council's Strategic Plan, LPS3 as submitted, studies undertaken, plans produced and resolutions passed, altogether providing a framework for more detailed planning, approvals and implementation over time.
- Council's approach has been highly consultative in working with the community and other stakeholders as well as liaising with State Government agencies. Effectively Council has laid the foundations for the next phase of activity to achieve endorsement of particular plans or proposals and engage with relevant parties towards the realisation of committed projects, in which funding is an important factor.
- The Enquiry by Design was instrumental in examining the potentials and parameters for the beachfront, foreshore and railway lands. The Foreshore Redevelopment Plan is virtually finalised and poised to begin being brought to fruition. The EbD entailed a preliminary structure plan for the railway lands and the Town has investigated with State agencies options for future Curtin Avenue, the railway line, east-west connectivity and the railway lands/town centre locality. Adopted LPS3 provides for a number of Development Zones including the railway lands, depot, Wearne Hostel and deaf school sites, each to undergo separate structure planning. A suite of more specialised studies for the Town Centre have been carried out and are continuing.
- Through these processes Council has a sound appreciation of the facets involved in advancing such major matters and is close to the local implications to be taken into account. Whilst the Town has limited funds it can contribute expertise and other resources towards planning and development imperatives in any collaborative approach.
- Recently Council has also promoted all of this background effort in presenting its beachfront solution and Foreshore Redevelopment Plan to the State planning authorities. In addition the Town has had dialogue with various agencies interested in pursuing a vision for the regional transport corridors and vacant Government lands in responding to Directions 2031 objectives and local requirements.
- While the Member for Cottesloe would be broadly aware of all of the above, and he periodically discusses issues with the Mayor, there is merit in the motion by Cr Jeanes to convene a more focussed session between Mr Barnett and Council with a view to establishing an accord about priorities, funding opportunities and shared responsibilities.
- In any dealings on these matters it is vital that the substantial groundwork already done is built-upon in evolving and expediting results, as this information base, established goodwill and community awareness will foster positive solutions being accepted and acted-on. As a guide Council has passed a range of specific resolutions on these matters reflecting the investigations performed so far and giving direction to the next steps, which should be referred to.

NOTICE OF MOTION**Moved Cr Jeanes, seconded Cr Downes**

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

AMENDMENT**Moved Cr Boland, seconded Cr Walsh****Carried 5/0**

That reference to the level crossings at Salvado and Victoria Streets is included.

AMENDED SUBSTANTIVE MOTION WAS PUT

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

Carried 5/0

12 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY ELECTED MEMBERS/OFFICERS BY DECISION OF MEETING

Nil

13 MEETING CLOSURE

The Presiding Member announced the closure of the meeting at 7:07 PM.

CONFIRMED: PRESIDING MEMBER _____ DATE: .../.../...