

TOWN OF COTTESLOE



DEVELOPMENT SERVICES COMMITTEE MINUTES

MAYOR'S PARLOUR, COTTESLOE CIVIC CENTRE
109 BROOME STREET, COTTESLOE
6.00 PM, MONDAY, 18 JUNE 2012

CARL ASKEW
Chief Executive Officer

22 June 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 Peter Jeanes	
Cr Vic Strzina	
Cr Yvonne Hart	

Officers Present

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

Apologies

Nil

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

Nil

6 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Moved Cr Strzina, seconded Cr Hart

[Minutes May 21 2012 Development Services Committee.doc](#)

The Minutes of the Ordinary meeting of the Development Services Committee, held on 21 May 2012 be confirmed.

Carried 6/0

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 METROPOLITAN REGION SCHEME (MRS) AMENDMENT -
RATIONALISATION OF STIRLING HIGHWAY RESERVATION - FURTHER
REPORT**

File No: SUB/1058
Attachments: [Stirling Hwy Lot 58 to McNeil Street.pdf](#)
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Ed Drewett
Senior Planning Officer

Proposed Meeting Date: 18 June 2012
Author Disclosure of Interest: Nil

SUMMARY

This report provides additional information to assist Council in formulating a submission to the Western Australian Planning Commission (WAPC) with respect to the proposed MRS Amendment to rationalise the Stirling Highway Reservation.

A preliminary report regarding this proposal was considered by Council on 23 April 2012 and is included in this report for reference. The comment period for submissions closes on 27 July 2012.

BACKGROUND

On 23 April 2012 Council resolved to:

- 1. Note the preliminary report regarding the MRS Amendment for the rationalisation of the Stirling Highway reservation.*
- 2. Request that the Department of Planning give a briefing to Councillors on the proposed MRS Amendment to further explain the full implications to the Town of the proposed changes to the road reservation prior to a formal submission being made by Council.*

On 5 June 2012 elected members and staff were briefed by Mr John O'Hurley from the Department of Planning (DoP) and Mr Mike Sjepceвич from the Department of Transport (DoT).

EXTRACT OF COUNCIL MINUTES - 23 APRIL 2012

By way of background an extract from the minutes of the Council meeting held on 23 April 2012 is reproduced in italics as follows:

PURPOSE

The purpose of this report is to provide Council with an overview of a proposed MRS Amendment to rationalise the Stirling Highway Reservation that has been prepared by the Western Australian Planning Commission (WAPC) and released for public consultation. The comment period closes on 27 July 2012.

BACKGROUND

Media Statement

A media statement on the MRS Amendment was released by the Planning Minister, the Hon. John Day, on 21 March 2012 and advised:

The State Government has released for public comment an amendment to the Metropolitan Region Scheme to facilitate the improvement of Stirling Highway over the next 20 years.

While Stirling Highway's configuration would remain two lanes each way, the amendment proposed some adjustment to the current road reservation which would help better meet local traffic needs and cater for users of the road into the future.

Stirling Highway is an integral part of Perth's road network for local residents and the thousands of motorists, pedestrians, cyclists and public transport users that travel along it each day.

This amendment is an opportunity for the public to consider and comment on transport planning and the long term design of Stirling Highway, the historical link between Perth and Fremantle.

It will allow for improved road safety focusing on pedestrian, cyclist and public transport amenity and provide consistent planning guidance across seven local councils for the next two decades.

This process would help to provide clarity and certainty for landowners along the highway, many of whom have been significantly affected by the reservation since 1963.

Proper planning for improvements along Stirling Highway has long been needed and it is crucial that the State Government provides this certainty as Perth grows.

Put simply, we have arrived at a situation in which the reserve as currently applied is too wide in some locations while not wide enough in others.

The amendment identifies more than 25 hectares of private land that is surplus to highway requirements, which is currently included in the road reservation, and the amendment proposes to rezone the land to remove restrictions on future development.

There are, however, certain areas where increases or minor variations to the current reserve are proposed - affected landowners will be contacted individually and these adjustments will be subject to extensive public consultation.

Without agreement on a future plan for Stirling Highway, it will not be possible to coordinate improvements that are vital to its continued safe use as Perth grows during the next 20 years.

Amendment Report

The MRS Amendment report details the background to the proposed changes.

The main points are summarised as follows:

- Stirling Highway has been reserved in the MRS since 1963. Under the current MRS it has the status of a Primary Regional Roads reservation. The originally gazetted regional road reservation was approximately 80 metres wide, more than twice the width necessary for such a regional road;*
- Amending the reservation over Stirling Highway will provide clarity and certainty for future road planning and orderly land use planning along the urban corridor;*
- Stirling Highway traverses seven Local Government Areas (LGAs) and requires consistent regional road planning and design guidance across municipal boundaries for long term safety and amenity of road users;*
- From the mid 1990s until recently the WAPC supported the practice of imposing a 5 metre interim setback from Stirling Highway for any proposed development or subdivision north of Jarrad Street in Cottesloe, thus permitting development within the remaining MRS reserve. In 2009 this interim setback reservation was extended to North Fremantle for consistency but was based on little practical road design consideration. Interim setbacks are no longer used for assessment, with subdivision and development proposals presently assessed against the proposed MRS Amendment, given its advanced detail;*
- In 1999, the Stirling Highway Reservation Planning Review (SHRPR) proposed a decrease of the Stirling Highway reservation between Jarrad Street, Cottesloe and Winthrop Avenue, Subiaco. This study was completed by Main Roads WA in 2002 and concluded that future traffic volumes on Stirling Highway were likely to increase marginally over future decades depending on development densities and the move towards more sustainable transport. Four lanes (two each way), a central median, intersection improvements, improved pedestrian/cyclist facilities and public transport priority measures were identified as necessary for ultimate road design;*
- In 2006 the Infrastructure Coordinating Committee (of the WAPC) required that any review of MRS road reservations in inner urban areas include planning for 5.1 metre verges to accommodate better pedestrian amenity and adequate off-road space for the provision of underground services and landscaping;*

- *The proposed MRS Amendment and accompanying Concept Design Plans seek to modify the existing reservation to match the road design that has been developed during the past decade; and*
- *In 2006, the WAPC initiated the Stirling Highway Activity Corridor Study (SHACS) which is a project working group that has no formal status but has provided a forum for regional and local government specialist stakeholders to share issues and understand competing interests in terms of the highway's function. The MRS Amendment is part of SHACS Phase 1 focussing on regional transport;*

SUMMARY OF PROPOSED CHANGES

As described in the report, the MRS Amendment and supporting Concept Design Plans attempt to satisfy the following criteria (subject to existing development and constraints):

- *Verges of 5.1m width on both sides of Stirling Highway, reduced to 4.5m in constrained areas and to an absolute minimum of 4.1m in severely constrained isolated locations;*
- *1.5m on road cycle lane in each direction;*
- *Bus priority treatment at traffic-signalised intersections, generally an additional lane (designated bus lane) serving as a left turn pocket, and prioritised controls to favour Transperth buses;*
- *3.5m wide traffic lanes (two lanes in each direction);*
- *2m to 5.5m width central median (to cater for central street trees, right turn lane pockets and pedestrian refuges);*
- *Consolidated right turn lanes to reduce the potential for traffic conflict along Stirling Highway (informed by relevant LGA and Main Road officers); and*
- *Adaptive design to minimise impacts on State Heritage property.*

The proposed road carriageway plans are a guide, not a definitive plan, and future road planning by the relevant State authority may vary the present design based on best practice (subject to further consultation).

RELATIONSHIP TO WAPC STRATEGIES & POLICIES

In preparation of this MRS Amendment the following WAPC strategies and policies have been taken into consideration:

- *Directions 2031 and Beyond;*
- *Draft Central Metropolitan Perth Sub-Regional Strategy;*
- *State Planning Policy 4.2 Activity Centres for Perth and Peel;*

- *Development Control Policy 1.6 Planning to Support Transit Use and Transit Orientated Development (DC 1.6); and*
- *Development Control Policy 1.7 General Road Planning (DC 1.7).*

These are all relevant strategy and policy considerations providing guidance on accommodating Perth's future growth.

STAFF COMMENT

Overall initiative

The proposed MRS Amendment to rationalise the Stirling Highway Reservation has significant implications for many residential and commercial properties located along the highway in Cottesloe and in the neighbouring LGAs. However, as in most localities the affected properties are partially or wholly situated within the existing MRS road reservation, the proposed overall reduction should generally be less of a hindrance to property owners wishing to possibly subdivide or develop their properties in the future.

Properties owned by or vested in the Town

The following lots are owned by the Town and are affected by the MRS Amendment. However, due to the proposed rationalisation of the road reserve these lots would no longer be affected by the reserve and would be zoned 'Urban' under the MRS. This should be an advantage to the Town when considering future development proposals on the land.

Lot 2 24 Station Street – sump site

Lot 3 22 Station Street – sump site

Invitation from the Department of Planning (DOP) to address Council

The DOP has offered to go through the MRS Amendment with Council to assist in the understanding of the amendment documents. This is considered to be worthwhile and should be arranged as soon as possible to ensure that Council is fully briefed prior to making a formal submission on the MRS Amendment.

Conclusion

The proposed rationalisation of the Stirling Highway road reservation has merit but also has potential far-reaching implications on individual properties within the Town's boundary and beyond. The impacts on heritage-listed buildings will also need careful consideration by Council and the WAPC as various heritage properties have little or no setback to Stirling Highway and may be affected by the MRS Amendment proposal (eg: Albion Hotel).

The information provided in the MRS Amendment and accompanying Concept Design Plans only focus on regional transport initiatives. It is in the next stage that it is intended to focus on land use and urban design opportunities for Stirling Highway and SHACS will continue to have an important role in providing a forum to ensure continued representation by the Town.

Following a briefing of Council from the Department of Planning it is recommended that this matter be referred back to Council for further consideration and a formal submission being made to the WAPC on the proposed MRS Amendment.

ADDITIONAL COMMENTS FOLLOWING BRIEFING

Further to the briefing on 5 June 2012 the following comments are made:

Is a broader approach needed to transport planning around Stirling Highway?

The DoP advised that the proposed MRS Amendment only affects Stirling Highway and comments should therefore be made in respect to the proposed rationalisation of the current road reservation. However, broader suggestions regarding road transport planning in the locality can still be made and will be reported to the WAPC for consideration.

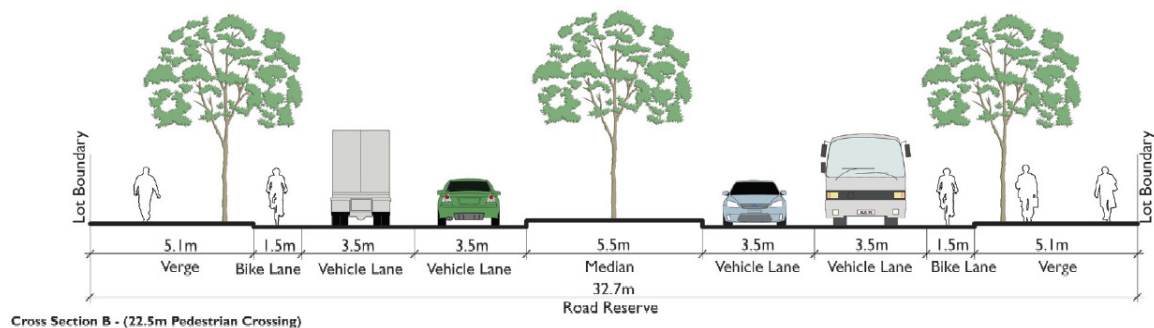
How was the proposed reserve for Stirling Highway worked out?

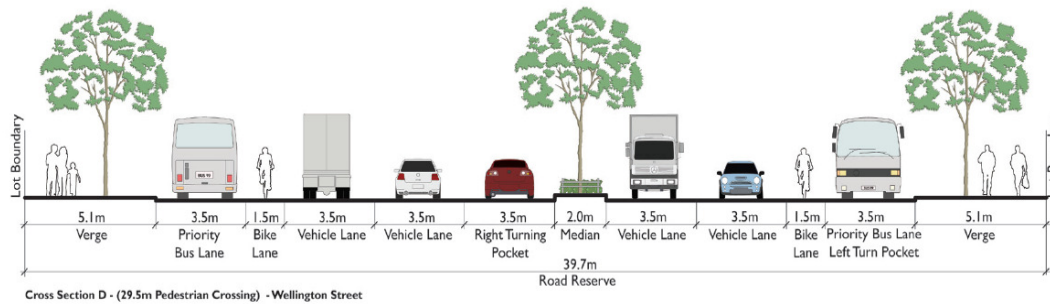
The proposed rationalisation of the road reservation is based on detailed Concept Design Plans. These provide more certainty to landowners as to how each individual property may be affected in the future and are based on actual engineering design proposals.

Does the proposed rationalisation of the reserve allow sufficient area for future increased public and private transport demand along Stirling Highway?

The western suburbs are well served by public transport and there is no foreseeable demand for future light rail along Stirling Highway, especially as the existing nearby heavy rail system is under-utilised. Priority bus lanes, wider verges, cycle lanes and turning pockets will all be incorporated within the proposed reserve.

State Road Design Requirements for Stirling Highway





Will cyclists be given safer facilities along Stirling Highway?

The Concept Design Plans propose 1.5m wide bike lanes on both sides of the highway which will improve cyclist safety. An independent, detached cycle lane is not feasible as there are too many road intersections to make it workable.

Why is a solid median needed along Stirling Highway?

A solid central median is proposed along Stirling Highway with left and right turning pockets. The median will provide a pedestrian refuge for people attempting to cross the highway safely. The length of the turning pockets could possibly be made longer to avoid the possibility of cars queuing on the highway and this could be included in the submission from Council.

Will landowners be compensated for the loss of land included in the proposed reserve?

If a landowner seeks to redevelop or subdivide their land, new development is generally not allowed on the reserved portion of the site. However, in most cases this will be significantly less than that previously required under the 5m interim road widening requirement. Landowners may seek compensation from the WAPC if they are affected by the proposed road widening reservation although this is likely to be based on existing land value rather than any loss of development potential;

The WAPC advises:

There are several options available to the owners of reserved land.

- (i) *Retain ownership of your property and continue quiet enjoyment of the property until the government needs it for the public purpose. You may complete any development or subdivision of the property approved before the reservation came into effect. Under non-conforming use rights, you may continue to use the property for the purpose for which it was legally being used immediately before the reservation came into effect.*
- (ii) *Sell the property on the open market to another person(s). The WAPC recognises that due to the reservation this may be difficult. Subject to acquisition priorities and the availability of funds, the WAPC would be willing to*

- consider purchasing a reserved property if an owner is unable to achieve a private sale on the open market.*
- (iii) *Offer the property for sale to the WAPC. Subject to acquisition priorities and the availability of funds, the WAPC would be willing to consider purchasing a reserved property. The WAPC purchases a property at its current market value ignoring the effect of the reservation. The WAPC obtains two independent valuations to provide it with advice on the value of the property.*
- (iv) *If the WAPC refuses a development application on reserved land, or approves a development application subject to conditions that are unacceptable to the applicant, the applicant can make a claim for compensation for injurious affection. However, you must be the owner of the property when it was first reserved to be eligible to make a claim. In such cases, the WAPC may elect to purchase the property instead of paying compensation. The purchase price can be determined by negotiation, by reference to the State Administrative Tribunal or by arbitration.*

Could Council consider rezoning lots that are most affected by the proposed road reservation?

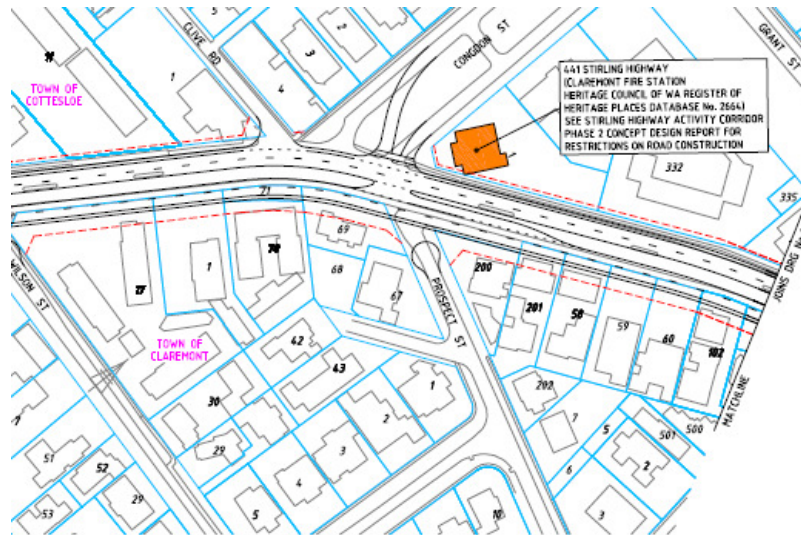
The lots between Eric Street and Napier Street appear most affected by the proposed road reservation as the land requirement ranges from approximately 10.5m to 13.4m deep in this locality. Although these lots are currently reserved under the MRS for 'Primary Regional Road' (PRR), the adjacent zoning and density coding in current TPS 2 and proposed LPS 3 includes mainly Residential R20 and pockets of Residential R30/R60.

Council could consider rezoning these lots to the higher densities of say Residential R60 once the existing road reservation has been rationalised and removing the associated Scheme requirement for such medium density development to be a comprehensive redevelopment of more than one lot. However, this may put further pressure on the use of the existing rights-of-ways at the rear of the properties, may necessitate the rights-of-ways to be widened to 6m to accommodate two-way traffic, and it could result in local amenity issues and generate additional traffic on existing roads. Also as the landowners may be compensated by the WAPC for any loss of land in the proposed road reservation it may not be necessary for the Town to make concessions in this area.

Similarly, for all other areas along the highway where the PRR reservation is defined and reduced, the statutory requirement will be for the Town to amend its Scheme to create appropriate zones and density codes to enable local land use and development control. South of Vera Street, for example, this would entail the Residential/Office and Town Centre zones with medium to high density codes (ie R100 as exists for the Town Centre). Practically, a single Scheme amendment will probably be initiated, which is how best to zone, density-code and otherwise plan for the various parcels of de-reserved land.

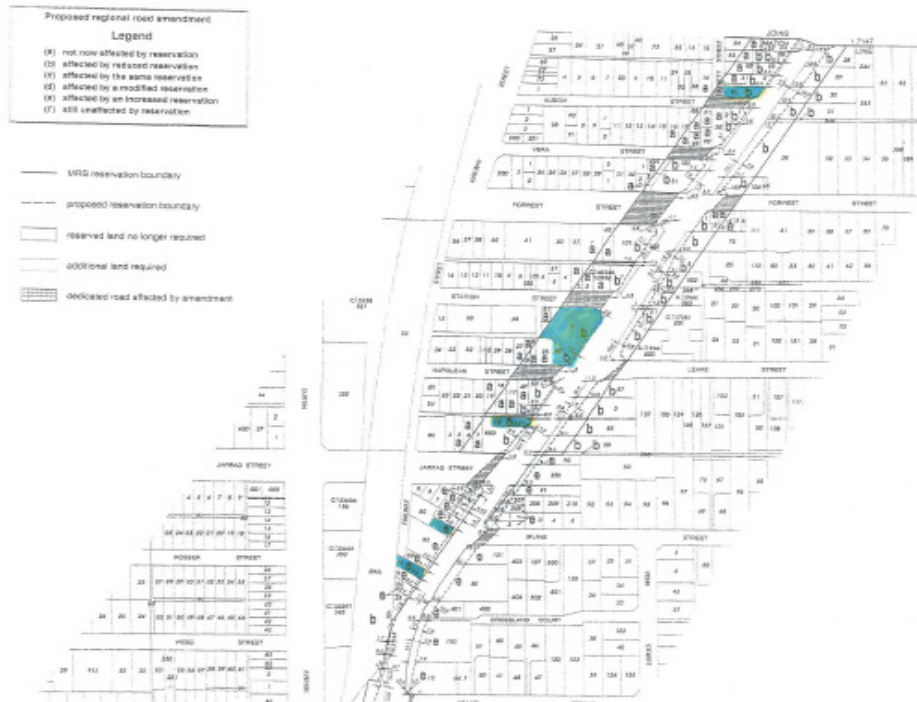
Will heritage buildings be protected for the proposed road reservation?

In the overall Amendment there are 14 State Heritage Listed properties that could be affected by the proposed road reservation and these have all been identified by the DoP and highlighted on the Concept Design Plans. Of these 14 buildings only the old Claremont Fire Station at 441 Stirling Highway is abutting Stirling Highway and located within the Town's boundary. At present it is almost entirely located within the existing road reservation but this will be significantly reduced to between 1.4m - 1.7m under the proposed reservation and the building will not be affected by the proposed Concept Design Plans.



Above: Concept Design Plan showing the Old Claremont Fire Station

There are 5 other properties that are on the Town's Municipal Heritage Inventory abutting Stirling Highway and within the Town's boundary, including the old Claremont Police Station that is also included under Schedule 1 of TPS 2. Although these properties have not been highlighted on the Concept Design Plans they will all be less affected by the proposed road reservation than that which currently exists and the Town will have an opportunity to comment on individual properties as they would only be affected if there was a development or subdivision proposal submitted by the landowners.



Above: Concept Design Plans showing buildings (highlighted in blue) that are included on the Town's Municipal Inventory - (refer attachment)

What happens if the proposed MRS Amendment is not approved?

The existing 80m road reservation will remain into the future. However, without agreement on the long-term function and design of Stirling Highway, no budget or priority is likely for improvements.

CONCLUSION

The excessively-wide MRS reservation for Stirling Highway has existed for almost 50 years and despite previous examination has not until now been proposed for comprehensive rationalisation. Without an amendment the current unsatisfactory situation would continue. Although the overall transport system may be debated and the ultimate concept design for the highway could be modified, it is considered timely and beneficial to define and clarify the intended land requirements for the future roadway envisaged.

The briefing by the DoP and DoT provided an opportunity for elected members and staff to receive a more detailed background to the proposed MRS Amendment and to ask questions regarding local and regional transport concerns affecting the Western Suburbs and Cottesloe.

The DoP advised that it had been approached by many affected landowners, particularly seeking clarification about the current and proposed status of their landholdings and whether compensation would be paid in the event that land was resumed.

Whilst this proposed MRS Amendment does affect a considerable number of properties, the majority of the existing road reservation will be considerably reduced north of Jarrad Street and it will give landowners and developers clarity and certainty to make decisions in advance of any roadworks proposed in the long term (20 years plus).

Council could resolve to seek a submission from WESROC but it is unlikely that this will occur prior to the closing date for submissions. It is therefore recommended that Council conditionally supports the proposed MRS Amendment, as it represents a logical advancement on the current 80m road widening reservation and there will be further opportunity to comment on specific land use and urban design aspects during the next planning stage to be initiated by the WAPC.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee discussed various aspects associated with the proposal as were highlighted in the recent briefing session on the matter. It was agreed that the recommendation would benefit by being expanded to comment more widely in relation to transport planning, the highway engineering, and land requirements including the impacts and compensation process.

OFFICER RECOMMENDATION

Moved Cr Strzina, seconded Cr Boland

THAT Council:

1. Request staff to complete the WAPC's submission form to advise that the Town supports the proposed MRS Amendment for the rationalisation of the Stirling Highway Primary Regional Road Reservation, subject to:
 - a) the WAPC also giving due consideration to future public and private transport demands along other regional roads in the western suburbs, especially around the existing bottleneck in Claremont and along Curtin Avenue; and
 - b) that the WAPC further reviews the Concept Design Plans to determine whether the length of the proposed turning pockets are adequate to ensure that vehicles, including buses, will not conflict with the continuous traffic flow along Stirling Highway and that there are adequate access points available for turning vehicles following the creation of the solid central median; and
2. Request staff to:
 - a) monitor progress of the proposed MRS Amendment for further reporting to Council regarding the submissions and outcome as relevant; and
 - b) give preliminary consideration to the future necessary local planning scheme amendment(s) to create zones, residential density codes, land use or development requirements and any special planning controls or redevelopment incentives for all of the land to be removed from the MRS

PRR Reservation, including heritage properties, for further reporting in due course.

AMENDMENT

Moved Cr Jeanes, seconded Cr Downes

The recommendation is amended as follows:

- 1. Request staff to complete the WAPC's submission form in respect to the proposed MRS Amendment for the rationalisation of the Stirling Highway Primary Regional Road Reservation advising that further consideration should be given to the following:**
 - a) future public and private transport demands along other regional roads in the western suburbs, especially around the existing bottleneck in Claremont and along Curtin Avenue;**
 - b) alternatives to Stirling Highway, in particular along the railway reserve that runs parallel to the highway for a considerable distance, as this would reduce the impact on landowners abutting Stirling Highway;**
 - c) development of a system that gives greater certainty to landowners abutting Stirling Highway including a simple and transparent compensation mechanism; and**
 - d) review of the proposed Concept Design Plans to determine whether the length of the proposed turning pockets are adequate to ensure that vehicles, including buses, will not conflict with the continuous traffic flow along Stirling Highway and that there are adequate access points available for turning vehicles following the creation of the solid central median; and**
- 2. Request staff to:**
 - a) monitor progress of the proposed MRS Amendment for further reporting to Council regarding the submissions and outcome as relevant; and**
 - b) give preliminary consideration to the future necessary local planning scheme amendment(s) to create zones, residential density codes, land use or development requirements and any special planning controls or redevelopment incentives for all of the land to be removed from the MRS PRR Reservation, including heritage properties, for further reporting in due course.**

Carried 5/1

COMMITTEE RECOMMENDATION

Moved Cr Walsh, seconded Cr Strzina

THAT Council:

1. **Request staff to complete the WAPC's submission form in respect to the proposed MRS Amendment for the rationalisation of the Stirling Highway Primary Regional Road Reservation advising that further consideration should be given to the following:**
 - a) **future public and private transport demands along other regional roads in the western suburbs, especially around the existing bottleneck in Claremont and along Curtin Avenue;**
 - b) **alternatives to Stirling Highway, in particular along the railway reserve that runs parallel to the highway for a considerable distance, as this would reduce the impact on landowners abutting Stirling Highway;**
 - c) **development of a system that gives greater certainty to landowners abutting Stirling Highway including a simple and transparent compensation mechanism; and**
 - d) **review of the proposed Concept Design Plans to determine whether the length of the proposed turning pockets are adequate to ensure that vehicles, including buses, will not conflict with the continuous traffic flow along Stirling Highway and that there are adequate access points available for turning vehicles following the creation of the solid central median; and**
2. **Request staff to:**
 - a) **monitor progress of the proposed MRS Amendment for further reporting to Council regarding the submissions and outcome as relevant; and**
 - b) **give preliminary consideration to the future necessary local planning scheme amendment(s) to create zones, residential density codes, land use or development requirements and any special planning controls or redevelopment incentives for all of the land to be removed from the MRS PRR Reservation, including heritage properties, for further reporting in due course.**

THE AMENDED SUBSTANTIVE MOTION WAS PUT**Carried 5/1**

EndOfRecommendation - This line will not be printed Please do NOT delete

10.1.2 LOCAL PLANNING SCHEME NO. 3 - POLICY FRAMEWORK

File No: SUB/339
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services

Proposed Meeting Date: 19 June 2012
Author Disclosure of Interest: Nil

INTRODUCTION

This document outlines the scope for and nature of local planning policies and design guidelines under LPS3, in order to:

- Demonstrate how they function.
- Identify and prioritise new policy needs.
- Incorporate existing policies into LPS3.

It presents each section of the LPS3 Text that refers to policies or design guidelines as instruments of the Scheme and explains their particular application.

It also overviews policies required or desirable pursuant to the Scheme and progress towards them.

Drafts of a *Beachfront Policy and Guidelines* and a *Parking Policy* were previously prepared for LPS3 as originally submitted, and require revision.

Current policies under TPS2 have previously been reviewed by officers and briefing sessions conducted with elected members in relation to LPS3. The task of adapting or rationalising them is ongoing.

Subsequently the Minister's Modifications have significantly altered the Scheme Text in terms of detailed provisions and specific references to policies or design guidelines, which affects the Town's work so far, whereby further review is necessary. It is only with determination of the Scheme that the final policy framework can be ascertained and fulfilled.

The LPS3 provisions referring to policy or guideline controls are reproduced herein for elected members and staff to become familiar with them, and underlining is added to assist awareness of the key dimensions involved.

PART 2 – LOCAL PLANNING POLICY FRAMEWORK

This part of LPS3 sets out the relationship between the Scheme and the Local Planning Strategy, and especially the procedures for preparing and adopting Local Planning Policies (or design guidelines as a form of policy). This is standard to all schemes and similar to TPS2 under which the current planning policies were made. Essentially, a policy can be made about any relevant matter and policies are required to be taken into consideration when dealing with planning proposals, although the

Scheme provisions prevail in the event of any inconsistency. The policy-making process includes public consultation and policies can be changed or discontinued.

It is emphasised that all local planning policies have to be created by this process under LPS3 to gain statutory bearing. This means that while they can be prepared in advance up to a point, they must be officially advertised and ratified once LPS3 is in place.

Part 2 — Local Planning Policy Framework

2.1. Scheme determinations to conform to Local Planning Strategy

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

2.2. Local Planning Policies

The local government may prepare a Local Planning Policy in respect of any matter related to the planning and development of the Scheme area so as to apply —

- (a) generally or for a particular class or classes of matters; and
- (b) throughout the Scheme area or in one or more parts of the Scheme area,

and may amend or add to or rescind the Policy.

2.3. Relationship of Local Planning Policies to Scheme

2.3.1. If a provision of a Local Planning Policy is inconsistent with the Scheme, the Scheme prevails.

2.3.2. A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

Note: Local Planning Policies are guidelines used to assist the local government in making decisions under the Scheme. Although Local Planning Policies are not part of the Scheme they must be consistent with, and cannot vary, the intent of the Scheme provisions, including the Residential Design Codes. In considering an application for planning approval, the local government must have due regard to relevant Local Planning Policies as required under clause 10.2.

2.4. Procedure for making or amending a Local Planning Policy

2.4.1. If the local government resolves to prepare a Local Planning Policy, the local government —

- (a) is to publish a notice of the proposed Policy once a week for two consecutive weeks in a newspaper circulating in the Scheme area, giving details of —
 - (i) where the draft Policy may be inspected;
 - (ii) the subject and nature of the draft Policy; and
 - (iii) in what form and during what period (being not less than 21 days from the day the notice is published) submissions may be made; and
- (b) may publish a notice of the proposed Policy in such other manner and carry out such other consultation as the local government considers appropriate.

2.4.2. After the expiry of the period within which submissions may be made, the local government is to —

- (a) review the proposed Policy in the light of any submissions made; and
- (b) resolve to adopt the Policy with or without modification, or not to proceed with the Policy.

2.4.3. If the local government resolves to adopt the Policy, the local government is to —

- (a) publish notice of the Policy once in a newspaper circulating in the Scheme area; and
- (b) if, in the opinion of the local government, the Policy affects the interests of the Commission, forward a copy of the Policy to the Commission.

2.4.4. A Policy has effect on publication of a notice under clause 2.4.3.(a).

2.4.5. A copy of each Local Planning Policy, as amended from time to time, is to be kept and made available for public inspection during business hours at the offices of the local government.

2.4.6. Clauses 2.4.1. to 2.4.5., with any necessary changes, apply to the amendment of a Local Planning Policy.

2.5. Revocation of Local Planning Policy

A Local Planning Policy may be revoked by —

- (a) the adoption by a local government of a new Policy under clause 2.4 that is expressed to supersede the existing Local Planning Policy; or
- (b) publication of a notice of revocation by the local government once a week for two consecutive weeks in a newspaper circulating in the Scheme area.

CLAUSE 5.8.3 – POLICY FOR PARKING CREDIT

This clause provides Council with discretion to relax the parking requirement for defined tourism proposals by crediting an existing deficiency (ie a waiver) based on a policy. The policy would guide the operation of this provision in accordance with the criteria in this clause to be taken into account and with other factors such as the subject zone, usage and development. Note that discretionary decisions are appealable.

In the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones, when considering redevelopment or new development or change of use applications, the local government may credit towards the amount of parking required to be provided as specified in Table 3, the parking deficiency that an existing tourism use may have when calculated against those provisions applicable to the subject site and its uses under this Scheme, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the locality provided that the decision to credit such a deficiency is made in the context of a Local Planning Policy adopted pursuant to Part 2 of this scheme. For the purposes of this clause, tourism use means the “Hotel”, “Motel”, “Short-stay Accommodation”, “Serviced Apartment”, “Small Bar” and “Restaurant” uses.

The previous draft Parking Policy and recent Outline Parking Strategy for the Town Centre and Environs briefing paper / elected member workshop will assist in addressing this policy requirement.

CLAUSE 5.8.3 – POLICY FOR CASH IN LIEU

Likewise, this provision requires a policy to guide Council’s discretion to take cash in lieu of parking subject to planning for replacement parking using cash in lieu funds. This reflects TPS2 but is a more rigorous approach. The previous draft Parking Policy and recent Outline Parking Strategy for the Town Centre and Environs briefing paper / elected member workshop will assist in addressing this policy requirement.

- (c) the cash in lieu payment shall only be accepted by the local government after a Local Planning Policy has been adopted under Part 2 of this Scheme which identifies the planned infrastructure including the land upon which it is planned to be located and the planned timing of expenditure of payments made under this clause;

TABLE 3 – VEHICLE PARKING REQUIREMENTS

Footnote 2 to Table 3: Vehicle Parking Requirements of parking ratios for land uses highlights the allowance for Council to create policy to guide parking requirements, given the aspects and variables involved. A revised Parking Policy is to consider matters to be covered.

Notes: 2. Council may formulate further provisions or policies for greater flexibility and discretion in car parking requirements, such as for cash in lieu, reciprocal parking, reduced commercial parking and so on.

CLAUSE 5.9 – DEVELOPMENT REQUIREMENTS – DESIGN GUIDELINES

This clause provides for design guidelines as specialised policies addressing detailed planning and design aspects, which for instance may apply to particular precincts, sites, types of development or generic situations. Their status as a policy means that they are required to be had regard to and that they may guide specific discretion provided for (although they could also set out mandatory design criteria). The beachfront Special Control Area 2 (SCA2) is a candidate for design guidelines, as elaborated upon further below. The Town Centre is another example of where they may arise.

5.9. Development requirements – Local Planning Policy Design Guidelines

- 5.9.1. The local government may prepare and adopt Local Planning Policy Design Guidelines in accordance with the procedure outlined in clause 2.4, to augment the Scheme provisions with more detail to guide the planning and design of development proposals.
- 5.9.2. In considering an application for planning approval for land to which adopted Local Planning Policy Design Guidelines apply, the local government shall have regard to the Design Guidelines and shall use them as a basis on which to determine any variation allowed under the Scheme.

CLAUSE 6.2 – DEVELOPMENT ZONES & STRUCTURE PLANS

This clause describes that the comprehensive structure planning provisions applicable to the Development Zones (A to E) embrace local planning policies, which also suggests that they are candidates for such – the OBH, Depot, Wearne, WAIDE and Railway Lands sites are all subject to structure plans and will have individual needs for policies and design guidelines (and possibly Detailed Area Plans).

6.2 Development Zones

- 6.2.4.4 A Structure Plan is to contain such detail as, in the opinion of the local government, is required to satisfy the planning requirements of the Development Zone, and, without limiting the generality of the foregoing, may include the following details:
- (c) the planning context for the Development Zone including the regional and neighbourhood structure, relevant strategies, Scheme provisions and policies and where appropriate, indicating how the Proposed Structure Plan is to be integrated into the surrounding area;

CLAUSE 6.4.3.5 – FORESHORE CENTRE ZONE

This clause provides that the Foreshore Centre Zone, which comprises the bulk of SCA2 (the balance being the two hotel sites) is deserving of policies and design guidelines, as well as Detailed Area Plans (which are a subset of a structure plan). It recognises the complexity and diversity of planning and development aspects within the beachfront. Such policy or guidelines might address development parameters, built form, streetscape, the public domain, and so on.

6.4.3.5 Provisions Applicable to the Foreshore Centre Zone

- (e) Development, subdivision and strata subdivision proposals within the Foreshore centre zone shall have due regard to any adopted Detailed Area Plans, Local Planning Policies and Local Planning Policy Design Guidelines that provide more detailed planning and design guidance and implementation measures. Any Detailed Area Plans prepared shall be formulated and adopted in accordance with clause 6.2.7.

CLAUSE 7.2 – HERITAGE AREAS

This clause requires for each heritage area (ie the equivalent of a precinct) a policy as the mechanism to define and manage the heritage phenomena in the overall context of the area. The policy is created pursuant to this clause in a similar manner to the Part 2 process (but not as well as). It contains both the justification and controls for the heritage area.

7.2. Designation of a heritage area

7.2.1. If, in the opinion of the local government, special planning control is needed to conserve and enhance the cultural heritage significance and character of an area, the local government may, by resolution, designate that area as a heritage area.

7.2.2. The local government is to —

- (a) adopt for each heritage area a Local Planning Policy which is to comprise —
- (i) a map showing the boundaries of the heritage area;
 - (ii) a record of places of heritage significance; and
 - (iii) objectives, incentives and guidelines for the conservation of the heritage area; and
- (b) keep a copy of the Local Planning Policy for any designated heritage area with the Scheme documents for public inspection.

7.2.3. If a local government proposes to designate an area as a heritage area, the local government is to —

- (a) notify in writing each owner of land affected by the proposed designation and provide the owner with a copy of the proposed Local Planning Policy for the heritage area;
- (b) advertise the proposal by —
- (i) publishing a notice of the proposed designation once a week for two consecutive weeks in a newspaper circulating in the Scheme area;

- (ii) erecting a sign giving notice of the proposed designation in a prominent location in the area that would be affected by the designation; and
 - (iii) such other methods as the local government considers appropriate to ensure widespread notice of the proposal; and
 - (c) carry out such other consultation as the local government considers appropriate.
- 7.2.4. Notice of a proposal under clause 7.2.3(b) is to specify —
- (a) the area subject of the proposed designation;
 - (b) where the proposed Local Planning Policy which will apply to the proposed heritage area may be inspected; and
 - (c) in what form and in what period (being not less than 21 days from the day the notice is published or the sign is erected, as the case requires) submissions may be made.
- 7.2.5. After the expiry of the period within which submissions may be made, the local government is to —
- (a) review the proposed designation in the light of any submissions made; and
 - (b) resolve to adopt the designation with or without modification, or
- 7.2.6. If the local government resolves to adopt the designation, the local government is to forward a copy of the designation to the Heritage Council of Western Australia, the Commission and each owner of land affected by the designation.
- 7.2.7. The local government may modify or revoke a designation of a heritage area.
- 7.2.8. Clauses 7.2.3 to 7.2.6 apply, with any necessary changes, to the amendment of a designation of a heritage area.

CLAUSE 7.6 – HERITAGE INCENTIVES

This clause requires Council to be mindful of heritage incentives in operating the heritage list and associated policy. A Heritage Incentives Policy has been researched and drafted, as discussed at the recent heritage briefing session of elected members.

7.6. Heritage incentives

In applying the provisions of the Scheme to the operation of the heritage list, including any related Local Planning Policy, the local government shall give consideration to incentives for heritage conservation.

CLAUSE 10.2 – MATTERS TO CONSIDER

This clause requires Council to consider all relevant policies, guidelines or plans (eg Structure Plans or Detailed Area Plans) made pursuant to LPS3 when dealing with proposals for planning approval. Proponents should initially take into account such controls, followed by officer assessments and Council decisions.

10.2. Matters to be considered by local government

10.2.1. In considering an application for planning approval the local government is to have due regard to the following matters —

- (g) any Local Planning Policy adopted by the local government under clause 2.4, any heritage policy statement for a designated heritage area adopted under clause 7.2.2, and any other plan or guideline adopted by the local government under the Scheme;

SCHEDULE 1 – PRECINCTS & POLICIES

The basic concept of a planning precinct is an area with a character, aspects or intent that warrants being managed. In Schedule 1 of LPS3 the definition of a precinct is extended to include an area subject to dedicated policy or guidelines. This does not mean that all precincts must have such measures, rather it recognises that they typically do have them.

Schedule 1 — Dictionary of defined words and expressions

“precinct” means a definable area where particular planning policies, guidelines or standards apply;

SCHEDULE 5 – ADVERTISEMENTS

Schedule 5 provides that for commercial premises particular signs may be exempt from planning approval, with the size stipulated in a local law or policy. This reflects TPS2 and the size criteria needs to be determined accordingly.

Schedule 5 — Exempted advertisements [clause 8.2(d)]

Land use or development	Exempted sign	Maximum size
Shops, Showrooms and other uses appropriate to a commercial area.	All advertisements affixed to the building below the top of the awning or, in the absence of an awning, below a line measured at 5 metres from the ground floor level of the building.	In accordance with the Local Law or <u>Local Planning Policy</u> on Advertisements.

SCHEDULE 15 – BUILDING DESIGN CONTROLS FOR SCA2

In Schedule 15 as required by the Minister’s modifications, intended Diagram 1: East-west section through Ocean Beach Hotel site (Development Zone A), contains the annotation: *Upper building massing to be articulated to mediate bulk and scale. Refer*

to built form guidelines for details. Yet no such guidelines were supplied with the modification, while clause 6.4 for SCA2 does not mention any for the OBH site – or any other site, only for the Foreshore Centre Zone as discussed above, which the two hotel sites are not.

However, clause 6.4.3.3 below contains urban design concepts and language which would benefit from explanatory guidelines, as they are not defined in Schedule 1: General definitions and are open to misinterpretation.

6.4.3.3 Additional Provisions Applicable to the Ocean Beach Hotel site

- (e) Further to the development controls in Schedule 15 Diagrams 1 & 2, building levels above the 3-storey frontage are to be articulated to mediate the bulk and scale as part of any development proposal. Notwithstanding other considerations, development applications will also be assessed by the local government in terms of:
- (i) Massing: articulation of building volumes above three storeys to reduce monolithic appearance;
 - (ii) Surface: composition of architectural elements and materials, including projecting or recessed walls, balconies and roofs to vary façade treatment; and
 - (iii) Context: respond appropriately to key site aspects, including the Marine Terrace foreshore promenade and the approach to the foreshore from the crest of Eric Street.

In addition, the annotation about ground levels: *Diagrams show indicative terracing of volumes for site gradient. Development proposals can adjust as appropriate within annotated parameters*, is nebulous and design guidelines could provide more detail to clarify that aspect.

In this connection it is observed that both the Premier and Minister have claimed that the Government's version of LPS3 will ensure high quality building design. The Department of Planning report to the WAPC stated: *The building envelopes and associated scheme provisions for the two hotel sites and the remaining Foreshore Centre zone were developed* [note: by the Department, without consulting the Town] *recognising the importance of retaining a human scale of development in the locality and minimising overshadowing of the public domain* – albeit that this description is at odds with the height and bulk of development provided for in the Minister's modifications.

The Minister's Office has since commented: *It is open for the Town of Cottesloe to prepare a local policy that sets out development guidelines for the subject area. This policy could contain guidance for developers on many issues including but not limited to the materials, colours and the style of buildings preferred for the area.* To formulate such a policy / guidelines the Town can draw on a solid body of knowledge and analysis comprising (but not limited to) the:

- Local Planning Strategy.
- Scheme provisions.
- Draft Beachfront Policy.

- Enquiry by Design background papers and outcomes report.
- Original Schedule 15 provisions and diagrams derived from the EbD, as initially agreed to by the Department and adopted by Council.
- Urban design principles.
- Consultants assisting the Town.

Local planning policy design guidelines for the beachfront would be a key instrument supplementing the Scheme to ensure the calibre of building design for this important precinct.

SUMMARY OF PRESENT POLICY NEEDS

The policy needs stemming directly from LPS3 as modified are summarised and prioritised as follows:

<i>Topic</i>	<i>Priority</i>	<i>Notes</i>
Beachfront development parameters and built form.	1	Draft Beachfront Policy and Guidelines to be revised / recast as urban design type policy to suit modified LPS3.
Parking – credits, cash in lieu, other.	1	Draft Parking Policy to be revised to match modified LPS3.
Heritage incentives.	2	Draft Heritage Incentives Policy to be revised.
Heritage areas.	3	Policy required only if a heritage area is created.
Advertisements – exemptions.	2	Minor technical policy to streamline commercial signage control.

As the immediate priorities revisions of the draft Beachfront and Parking policies to correlate with the modified Scheme provisions are underway for further reporting to Council. The advertising exemptions policy is also being attended to.

In April 2012 Council considered a preliminary report on the Heritage List for LPS3 and an elected member workshop ensued, which included discussion on heritage areas, incentives and other measures. This has given direction to preparation of the Heritage List and has informed revision of the draft Heritage Incentives Policy to accord with the modified Scheme, which is the next priority.

PREVIOUS POLICY REVIEW

During 2006-2007, in relation to the lodgement of LPS3 for advertising, the Town commenced reviewing and preparing policies based on the structure and content of the Scheme at that time. The overview document entailed consideration of:

- The then framework for policies and guidelines, similar to as outlined above.
- Rationalisation of the existing TPS2 policies in light of LP3 – including culling or updating them.
- The scope within the Residential Design Codes for policies for residential development.

- Local Laws that operate in conjunction with the Scheme and policies, for correlation of controls.
- Potential additional policies.

A range of policies were drafted and periodic workshops were held with elected members for information and direction. Most of these policies are about detailed development control matters, some fairly simple and short; for example, incidental structures and home occupations. Several are optional policies in that the Scheme does not dictate them so they are lower priority depending on whether there is sufficient cause for a policy. The Beachfront and Parking policies are more sophisticated and strategic. A Liquor Licensed Premises Policy was also produced and adopted, dealing with planning, health and community amenity aspects.

All of these policies now require further review in light of the latest version of LPS3 and are likely to be reduced in number. As indicated, the major policies need to be coordinated closely with the modified Scheme provisions.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee sought clarification regarding the parking requirements, credits and cash-in-lieu arrangements identified in the policy framework outline. The Manager Development Services elaborated on the Scheme provisions as modified by the Minister and explained the policy approach including discretion for variations.

OFFICER & COMMITTEE RECOMMENDATION

Moved Cr Strzina, seconded Cr Boland

THAT Council note this report outlining the local planning policy and design guidelines framework for Local Planning Scheme No. 3 based on the modified Scheme Text to date and the progress towards creation of the anticipated policies and design guidelines in relation to the Scheme.

Carried 6/0

10.1.3 PLANNING INSTITUTE OF AUSTRALIA 2012 NATIONAL CONGRESS - UPDATE

File No: SUB/38
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Ed Drewett
Senior Planning Officer

Proposed Meeting Date: 18 June 2012
Author Disclosure of Interest: Nil

SUMMARY

On 27 February 2012 Council resolved to:

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.

The conference was attended and this report provides a summary of the topics discussed.

BACKGROUND

The Planning Institute of Australia is recognised nationally and internationally as the peak professional body representing town planners in Australia. The theme of this year's conference was *Planning for a Sunburnt Country* and it attracted speakers from Australia and overseas and was well attended by delegates from Western Australia and other States.

The main topics of presentation included:

- 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

A number of keynote speakers contributed to the program and the conference culminated in the presentation of the National Awards for Planning Excellence.

COMMENT

Key presentations are summarised as follows:

Peter Newman - Resilient Cities: Critical Issues in Planning

This presentation looked at globally emerging trends in energy renewables, reductions in car use and urban sprawl and discussed how these issues could be given momentum through planning priorities in infrastructure and the redevelopment of existing urban areas over greenfield sites.

Scott Smith - DA Process Reform: Operational Works and Large Subdivisions

This discussed development assessment reforms in Queensland that were being instigated to address the housing shortfall, some 60,000 homes in South-East Queensland by 2026. It examined a range of planning reform activities and found that many applications were being delayed due to poor quality submissions from applicants and it showed that there was merit in having pre-application discussions with owners and developers to reduce actual processing times. Reforms to the planning process are high priority to the WA government and Cottesloe must remain strong in its commitment to delivering high quality planning decisions in a timely and efficient manner.

David Carlisle - E-Planning National Roadmap

This was an interesting discussion about a national strategy being developed for the introduction of electronic planning (eplanning) services throughout Australia. It examined current electronic planning processes that were being carried out by Councils in Queensland, Victoria and South Australia and revealed interesting web programs that addressed this type of electronic development application lodgement. It is becoming increasingly critical for WA councils to invest in suitable programs that enable electronic planning processes, particularly in the larger councils with significant DA lodgements, and also to ensure the future viability of smaller councils such as Cottesloe, Mosman Park, Claremont and Peppermint Grove which would likely benefit from shared investment in similar IT technology.

Kieron Beardmore - How do you create a 'WaterSmart Liveable City'?

This was an interesting topic which recognised water and waterways as key ingredients in the design of our cities. It put forward desirable WaterSmart Liveable City outcomes such as:

- Putting water and the water cycle back into WaterSmart Urban Design;
- Creating cities that are designed with water in mind, with water as part of sustainable buildings, sub-tropical design and climate change mitigation and adaption;
- Seeing water as part of a new urban form - designing with flood risk in mind, to create liveable streets and sustainable suburbs;
- Using water to create new green infrastructure for urban heat-island cooling, amenity and passive irrigation using landscaping as stormwater treatment areas;
- Using water for multiple benefits, ecosystem services and place-making - creating a sense of place and well-being; and
- Creating a community that is connected to water for social capital building.

It is outcomes such as these that help create pleasant, attractive, healthy and vibrant liveable cities and, whilst based on initiatives developed by Brisbane City Council, the principles could also be applied to smaller town centres, such as Cottesloe. Encouragement of owners and developers to utilise WaterSmart ideas such as “greening” of walls and roofs and creating “living” architecture may be a positive active approach to creating an attractive, sustainable and WaterSmart town centre.

Allan Jones - Creating a Carbon Neutral City - The Role of Councils

This presentation considered inefficiencies in building coal power stations for our energy needs and highlighted the relatively high levels of carbon pollution associated with such major infrastructure projects. It also considered how we have all made a difference to lowering carbon levels such as since the introduction of energy efficient light-bulbs. The discussion also looked at initiatives for future energy and water needs derived from wholly renewable resources, specifically in Sydney, whereby the Council aims to reduce greenhouse emissions by 70% by 2030. Cottesloe, too, benefits from many sustainable initiatives such as solar-powered street-lighting, native verge planting and carbon neutral initiatives for the administration building which it aims to fulfil by 2015.

Scott Davies - Providing for Life, Community and Sense of Place in the Pilbara - The Karratha Vernacular

This interesting presentation described various building and urban design initiatives that are being used by Landcorp to create a city of around 50,000 people in Karratha, as part of the State Government’s ‘Pilbara Cities’ programme.

The Karratha Vernacular study considers the way buildings and urban environments can be designed with Karratha’s climate in mind and takes account challenging issues such as:

- very hot daily temperatures and hot evening temperatures during summer;
- high humidity;
- a low diurnal (day/night) temperature range;
- periodic cyclonic conditions; and
- mild winter temperatures.

John Brockhoff - Resilient Cities - The Full Contribution of Strategic Planning

This presentation primarily was focussed on strategic planning issues associated with the expansion and increased densification of Sydney and discussed the evolution of City planning from the Corridor Plan to a ‘Connected City’ approach. It also emphasised the importance of not simply relying on past decisions but to also apply strategies that are aspirational. The ‘Connected City’ model is promoted for Perth in its ‘Directions 2031 and Beyond’ plan and many of the suggestions made are applicable to the strategic direction that the State Government foresees for the western suburbs, including Cottesloe, as it addresses a medium-density future growth scenario for the metropolitan area.

Tuesday Udel - Barriers and Solutions to Using Fruit and Nut Trees in Streets and Parks

This was an interesting presentation from the Heart Foundation of South Australia which explored new ways to improve food supply through planning. It looked at the concept of sharing produce from fruit trees planted in public areas, such as along streets and parks which can be picked and eaten by the public. It also encouraged planners to identify the potential barriers that local governments faced in planting productive trees in urban environments, such as liability issues, increased watering and long-term maintenance, and to develop a list of trees that met suitable criteria to overcome significant obstacles. This may be an approach that Cottesloe could consider and, if it received public support, could potentially be included in future street verge landscaping initiatives. Positive elements for having productive trees in our suburbs include:

- Improvement to the environment;
- Reduction of potential flooding;
- Absorption of noise emissions;
- Lowering of pollution;
- Lowering the effects of 'heat islands'
- Suppression of dust;
- Reduction in wind speeds; and
- Contribution to improved health and wellbeing.

CONCLUSION

The Senior Planner Officer thanks Council for the opportunity to attend this conference which provided a high level of training and exposure to new ideas and concepts. It also provided an opportunity to see first-hand planning initiatives that have been of mixed success in Adelaide and the coastal town of Glenelg, including the redevelopment of the Adelaide riverfront and cricket oval, recent high-rise residential developments in Glenelg and implementation of an extensive public tram network.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee noted the report on the conference including feedback in relation to planning matters generally and to Cottesloe.

OFFICER & COMMITTEE RECOMMENDATION

Moved Cr Boland, seconded Cr Downes

THAT Council receive this report on the 2012 Planning Institute of Australia National Congress.

Carried 6/0

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

Nil

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 6:48 pm.

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