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Scale 1:3750

Thursday, 17 October 2013



KEY PROJECTS

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

- 1 Sea Ramp**
The sea ramp provides universal access opportunities for people who would otherwise not be able to enter the sea. Its location adjacent the groyne provides weather protection and access via the beach path. The ramp's gradient should be no steeper than 1:15. The deepest part of the submerged section should be made level at a maximum depth of 1.5m. Stainless steel grab rails must be incorporated. Regular and proper maintenance of the ramp will be essential to prevent the roughened concrete surface from becoming too slippery.
- 2 Upgrading Terraces**
The existing terraces, trees and lawn are the most memorable and appealing characteristics of the Cottesloe Beach experience. The terrace walls are in need of repair and the lawn areas require upgrading.
- 3 Pedestrian Pathway**
A pedestrian access ramp with a maximum gradient of 1:14 is to be constructed at the lower section of the existing terraces. The ramp will need to be 2.5m wide with a small limestone wall along its eastern edge. A stainless steel handrail should be fixed to this low wall. The western side should remain open except for a very low limestone wall no higher than 450mm. The location shown enables construction to take place without the need to remove trees.

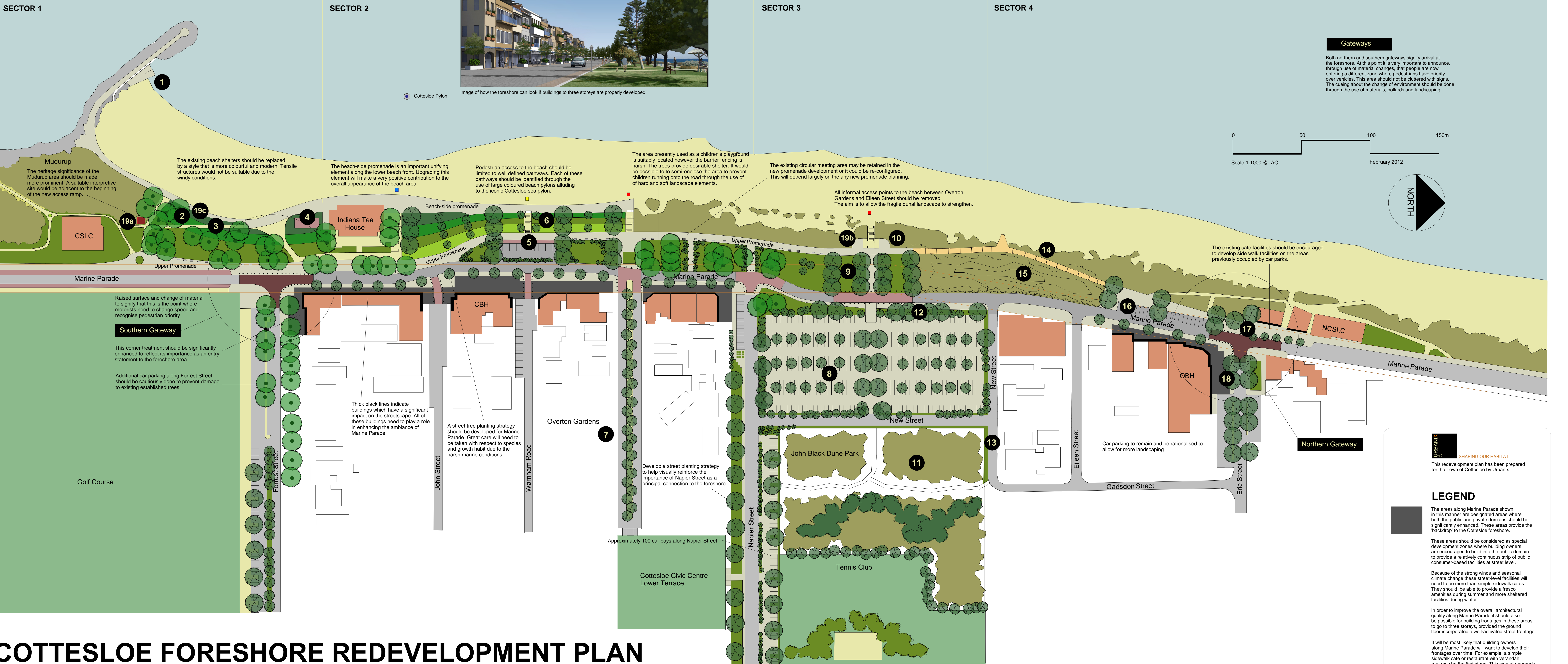
- 4 Public Facilities**
Public facilities including toilets, change rooms and showers are to be constructed adjacent to the Indiana Tea House. These are to be contemporary, state-of-the-art facilities meeting the best international standards. They will be accessed from the lower promenade. The roof of the facilities could possibly be made into a lawn surface upon which people can sit. This redevelopment project should also include upgrading the beach-side promenade.
- 5 Short-term Parking**
Previous work arising through the Enquiry-by-Design process suggested that this area could be graded to enable cars to park at a lower level than Marine Parade. This would have many site problems over a large area however a smaller number of short-term bays could be provided in this manner.
- 6 Terraces**
The lawned terraces of Cottesloe beach are one of its unique features. The terraces should be extended as far north as Overton Gardens. The limestone walling should be upgraded and new access points constructed. These access points should be approximately 5-6m wide and take the form of a number of handrails accessed by wide stairs. The stairs should include central handrails. The difference in level between landings should be no more than 1.5m. Shade trees need to be planted on these terraces.

- 7 Garden Walk**
Overton Gardens provides an opportunity to link the foreshore to the civic heart of Cottesloe. Overton gardens is a strong existing east-west axis and it deserves more prominence and better functionality. The western end of Overton Gardens should extend well into the foreshore and link directly to the promenade. The eastern end needs to be linked to the lower terrace of the Civic Centre. The strength of these two end-points provides a wonderful opportunity to develop a garden walk which in itself can become a major attraction for visitors. There are examples of arboreal pathways in many cities which are a joy and experience to use as well as being a visual attraction. The walk needs to be at least 4m wide and generously planted in such a way that the trees provide a natural canopy covering the walk. It should include subtle lighting integrated with the landscape so that it becomes a night-time attraction. The walk provides an ideal opportunity to tell the story of Cottesloe with various installations located between the promenade and the civic terraces. This will be of interest to visitors and also educate the local community about the historical significance of Cottesloe. Vehicular access for residents must be maintained however breaks in the walk for vehicles should be avoided.
- 8 Centralised Parking**
The most important strategy in re-developing the foreshore is the centralisation of parking. This will involve the removal of Car Park No 1 and most of the embankment parking along Marine Parade. This at-grade parking area will provide approximately 430 car bays. Shade from large-canopied trees will be required. These trees will also be suitable for the coastal context.
- 9 Community Fitness Area**
Community fitness has become a significant part of beach-side life. This area will provide large shade trees and fitness equipment for general community use.
- 10 Public Facilities**
New contemporary public facilities should be constructed on either side of a new main access point to the beach. These should include toilets, showers and change facilities, bike storage and lockers. The new facilities will be at a level lower than the promenade. The roof will be an extension of the promenade. This will provide a panoramic scenic view platform.

- 11 John Black Dune Park**
This area needs to be properly developed rather than continuing in its current form. Development of the car park on the western side will present the opportunity to turn this area into an excellent example of natural coastal habitat. It will require the installation of an east-west and north-south path (perhaps an elevated boardwalk), appropriate lighting and a number of interpretive stations to educate the community about dunal habitats. The north-south path must have a clear line of sight to ensure adequate surveillance. It is also very important that additional natural species are planted to help with the overall restoration of the park.
- 12 Car Park Landscape**
The new centralised car park should be set back from Marine Parade. This set back area should be well landscaped to lessen the visual impact of the car park.
- 13 Gadson Street Extension**
Gadson Street should be extended through to Napier Street in order to provide access to the car park from Eric Street. This extension work should also include construction of a road through to Marine Parade to increase overall permeability and connectivity and to allow for proposed frontages to be developed to properties currently facing No 1 car park. A detailed traffic study must be undertaken to assess the upgraded requirements of existing intersections.

- 14 Suspension Walkway**
A suspension walkway provides the opportunity for the promenade to avoid its current 'detour' around the existing dunal landscape. The walkway could be a significant attraction to the foreshore if well designed. The structure would need to be at least 4m wide and it could include a glass floor and balustrade to minimise its visual impact on the dunal landscape.
- 15 Dunal Landscape**
This existing dunal area should be further restored with intensified planting. Removal of the eastern side pathway gives the opportunity to bring the landscape to the edge of Marine Parade. Paved surfaces are located on the northern and southern boundaries to prevent occupation by lawns.
- 16 North Cottesloe Beach Parking**
A major aspect of redeveloping the northern gateway is the removal of car parking bays at the intersection of Eric Street and Marine Parade. This area is currently visually dominated by an intensity of cars that seriously detracts from the ocean outlook which should be the prominent feature at this point. Car bays are therefore relocated southward.

- 17 North Cottesloe Landscaping**
This area of the foreshore is extremely barren and devoid of trees. Large trees need to be planted along the promenade as reinforcement of its edge and to provide shelter for visitors to sit in the shade and take in the view. The areas in front of the existing restaurants needs to be softened with landscaping.
- 18 Eric Street Landscaping**
Eric Street has a very wide road reserve which presently is used only for parking. As the major northern gateway to the foreshore this area requires a different character to celebrate its important role. All car bays within 35 to 40m of the intersection should be removed and a well-designed street tree planting program undertaken.
- 19 Possible Swimming Pool**
Council is open to consideration of a beach pool, subject to further study to identify the best site, the best design for that site and to confirm the financial and environmental feasibility for its construction and operation. Potential sites include options a) adjacent the Cottesloe Surf Club building, b) in the vicinity of the Napier Street car park and c) a location in relation to the beach. The final proposal must then undergo full detailed planning and approvals involving consultation with all key stakeholders. The Council will facilitate this process.



COTTESLOE FORESHORE REDEVELOPMENT PLAN

TOWN OF COTTESLOE

The overall objective is to transform the Cottesloe Beachfront into an attractive public asset which people can be proud of by focussing on the following:

- Providing appropriate and well-defined gateways
- Re-establishing pedestrian priority
- Intensifying and upgrading landscaping
- Developing a delightful public domain
- Providing interesting and useful public spaces
- Providing the opportunity to develop lively sidewalks
- Installing informative social and cultural interpretive stations
- Ensuring the existing casual character is not lost
- Devising logical and practical projects

RE-DEFINING THE TWO KEY FORESHORE ELEMENTS

MARINE PARADE
Marine Parade should become a combined pedestrian and vehicle space where pedestrians have the obvious right of way. Traffic speed should be reduced to between 20 and 30kph and the use of kerbing should be minimised so that there is no apparent separation between road and footpath. There should also be no major kerbing where lawn and road surfaces meet. The so-called 'naked street' approach is intended to reinforce pedestrian priority. This approach is very well used in European cities to great effect. A more casual environment can be created using this technique. The actual vehicle carriageway should be no more than 7m wide and kerbside parking should be reduced to the few areas shown on the plan. The current road reserve is 20m wide which allows for a new 7m carriage way and up to 13m of additional development area on the eastern side of Marine Parade.

THE UPPER PROMENADE
The upper promenade is one of Cottesloe's greatest assets. It is however too narrow and constrained in parts. The promenade should be widened to between 5 and 6m. It should be capable of being used by all forms of pedestrian activity as well as slow-speed cyclists. It needs to become the 'great experience' of the foreshore. Its surface materials should be simple and there has to be a large number of comfortable seats spread along its path. It is very important not to resort to using dotted line markings and the like along the promenade as if it were a road. The promenade should not be seen as a dual-use path with all the associated surface markings. There are so many examples of wonderful, wide people-focused promenades around the world which are free from traffic markings. Shade trees need to be planted along the promenade's edges particularly near seating otherwise the experience of sitting and take in the view will be too harsh.

THE IMPORTANCE OF THE PUBLIC DOMAIN

PUBLIC DOMAIN LANDSCAPE
The entire strip between John Street and Eric Street is too barren. An examination of most coastal environments of Australian seaside towns will show the use of trees to great effect. The Norfolk Island Pine trees, already characterising Cottesloe, are used extensively in most seaside towns along Australia's southern coast from Adelaide to Point Lonsdale. There are also many other tree species of a smaller form which can be used in harsh coastal environments. The concern is often voiced that planting more trees on the Cottesloe foreshore will compromise the wonderful view. Trees in fact will enhance the view because the viewer is offered a pleasant foreground through which the view is revealed. This is well-demonstrated looking down Forrest Street.

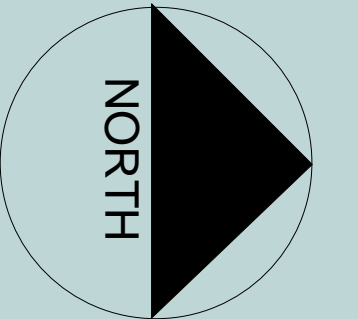
OBJECTS IN THE PUBLIC DOMAIN
One of the very important tasks to be undertaken along the foreshore strip from Forrest Street to Eric Street is to unify and simplify the choice of objects used in the public domain. These objects include rubbish bins, signage, seats, lights, handrails, bus shelters, playground equipment, barrier fencing, drinking fountains, sun shading structures and any kiosk-like structures. The overall impact of a coordinated public object theme cannot be over-estimated. Visitors will not necessarily reflect on these everyday objects however their overall benefits will create a sense of cohesion. A very good example is the children's water playground area in Kings Park where a great deal of care has been taken to coordinate all the public objects, including the paving materials and soft landscape.

LEGEND
The areas along Marine Parade shown in this manner are designated areas where both the public and private domains should be significantly enhanced. These areas provide the 'backdrop' to the Cottesloe foreshore. These areas should be considered as special development zones where building owners are encouraged to build into the public domain to provide a relatively continuous strip of public consumer-based facilities at street level. Because of the strong winds and seasonal climate change these street-level facilities will need to be more than simple sidewalk cafes. They should be able to provide alfresco amenities during summer and more sheltered facilities during winter. In order to improve the overall architectural quality along Marine Parade it should also be possible building frontages in these areas to go to three storeys, provided the ground floor incorporated a well-activated street frontage. It will be most likely that building owners along Marine Parade will want to develop their frontages over time. For example, a simple sidewalk cafe or restaurant with verandah roof may be the first stage. This type of approach should be encouraged as long as the appearance of the structure makes a significant positive contribution to upgrading Marine Parade.

- This symbolises the approximate location of substantial existing trees which are not to be removed. Shelter from wind and sun is a very important amenity at Cottesloe and any redevelopment of the foreshore should always aim to retain existing trees.
- This symbolises new trees of varying sizes and species. These new trees should be part of a well-considered landscape theme for the foreshore. In particular the area currently occupied by Car Park No1 will require large trees to act as a wind-break and provide shade for ocean-edge terraces. The species of tree chosen must be suitable for the harsh marine environment.
- This symbolises the use of street bollards to manage traffic flow at intersections and where major pedestrian crossing points occur. The style of bollard should be slender and visually unobtrusive while still satisfying its protective function. The slender steel bollards used on the streets of Paris are a good example.
- This line indicates the approximate location of the present Marine Parade road reserve.

Gateways

Both northern and southern gateways signify arrival at the foreshore. At this point it is very important to announce, through use of material changes, that people are now entering a different zone where pedestrians have priority over vehicles. This area should not be cluttered with signs. The cueing about the change of environment should be done through the use of materials, bollards and landscaping.



COTTESLOE TENNIS CLUB (INC)
STRATEGIC PLAN FOR COURTS DEVELOPMENT

Note on Current Progress, for Information of Cottesloe Town Council

Prepared by Ken Adam, Chair, Strategic Planning Sub-Committee

23 October 2013

Cottesloe Tennis Club is well advanced with the preparation of a Strategic Plan to guide the long term development of the Club. Club development in the past has been relatively ad-hoc, and the Club has recognised the benefits of and need for a more strategic approach.

An important aspect of the Strategic Plan, clearly, is planning for the future development of the courts themselves. In preparing this the Club has had regard to a range of factors: growth in membership generally; increased demand for night-time use of courts, including demand for court hire by members of the general community; providing for coaching, advanced training and local school use; potential to host tournaments (including to International Tennis Federation requirements); water supply considerations; general maintenance; and management considerations.

To meet these needs a draft plan has been prepared, which provides for seven additional courts overall, and a rationalisation of the balance between grass courts and hard courts.

The number of hard courts is proposed to be increased from six to ten, which is the minimum number required to host an ITF-approved tournament. This development is to be accompanied by other aspects of development, including relocation and upgrading of the coaching and groundsman's facilities and the provision of shading to match-viewing areas. Implementation of this plan will make Cottesloe Tennis Club one of the best-equipped and most adaptable centres in Australia, as well as one of the most attractive.

The draft plan for court development is yet to be formally endorsed by the Club's Management Committee, but has been widely supported and could be expected to be adopted formally in the near future.

A copy of the preferred plan for courts layout is attached. This shows a need to extend the Club's lease area westwards into the John Black Park area, by up to 18metres, to accommodate an additional row of courts. At present the lease boundary extends 10 metres west of the courts themselves, providing a "buffer" area for vegetation to screen the courts visually, and to provide wind protection.

The Club's President, Vice-President and I have held constructive discussions with Council's CEO, Carl Askew, Geoff Trigg and Andrew Jackson, regarding the development, especially the Club's formal request for agreement in principle to extend the lease area to accommodate the additional row of courts. These discussions have indicated that it is likely

that the Council will shortly be considering the expansion of the Number 2 Car Park and with it a plan for planting and public access within the John Black Dune Park area.

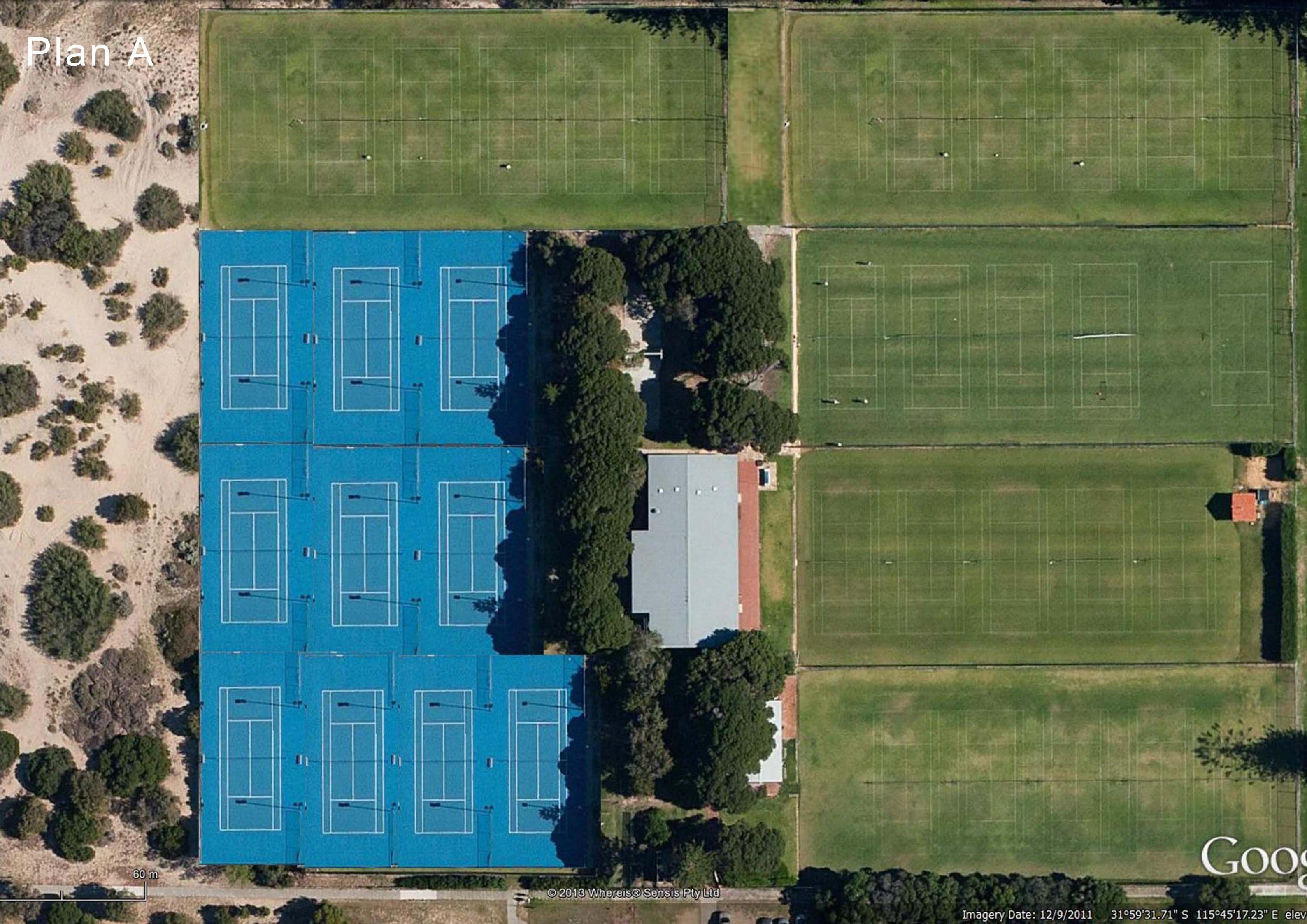
The synergies between the Club's desire to expand slightly westwards and the Council's need to address the John Black Dune Park are obvious. It would be the Club's intention to work closely with the Council in determining both the extended lease boundary and the design of the interface between the courts and the parkland. With well-integrated design the extended area may not need the full 18 metres.

A further aspect of the Club's draft plan that should be noted is the replacement of the two lighted hard courts on the north side, adjacent to Bryan Way, with grass courts. This will remove any potential for nuisance to the residents from lights and noise at night.

The purpose of this Note is to further support the formal request made by the Club in its letter to the Town of 16 September 2013, for an extension of the lease area. In doing so, the Club is aware that the process will require an Application for Planning Approval of the WAPC as well as the approval of the Council and the lease boundary adjustment.

We look forward to working closely with the Council's officers toward a mutually beneficial outcome.

Plan A



Google

Imagery Date: 12/9/2011 31°59'31.71" S 115°45'17.23" E elev

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