



LEGEND

- ① P.O.S
- ② Overpass providing pedestrian and cycle access to town centre and railway station
- ③ Relocated railway station
- ④ Access road to service lots on western side of railway line
- ⑤ Railway line moved westward and raised
- ⑥ Grade separated crossing at Jarrad Street
- ⑦ Conversion of Railway Street into a landscaped, double sided street
- ⑧ Controlled intersection
- ⑨ Curtin Avenue realigned eastward and level reduced to provide clearance under Forrest Street footbridge
- ⑩ Access road serving existing residences
- ⑪ Possible future development on western power sub-station
- ⑫ Pedestrian access to station
- ⑬ Rail bridge over P.O.S
- ⑭ Principal shared path
- ⑮ Public parking to be included in this development
- ⑯ Pedestrian link to Cottesloe Beach

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SCALE: 1:1000 @ A1



1.1.1 CURTIN AVENUE – REPORT ON DETAILED CONSIDERATIONS OF OPTIONS

File No: Sub/440
Author: Mr Andrew Jackson
Author Disclosure of Interest: Nil

Report Date: 11 April 2008
Senior Officer: Mr Stephen Tindale

CURTIN SUMMARY

Council on 17 March 2008 considered an overview update report on Curtin Avenue and resolved to:

1. *Note this update report, provide any direction to officers for ongoing work on the matter as it sees fit, and await a detailed report from officers at the April meeting.*
2. *Determine any interim or more definitive feedback that it may wish to provide to the Government agencies at this stage.*

Development Services Committee had discussed the matter at some length and Council chose to await this fuller report for consideration.

In outlining the next steps it was advised that:

- Council's September 2007 resolution saw the need to better understand the pros, cons and implications of the options for Curtin Avenue in order to consider a course of action including community consultation and provide further feedback to the Government agencies.
- This foreshadowed a report to Council on an enquiry-by-design exercise for the Town Centre, incorporating Curtin Avenue, in liaison with the Government agencies.
- It was also suggested that Council could seek advice from independent consultants to assist its deliberations.

To advance the matter this report presents:

- A framework to help determine the best option.
- More detailed discussion of relevant considerations to that end.
- Comment on the specialist reports by the Government agencies regarding some of these considerations.
- An outline for continued action to reach agreement.

While it concentrates on the solution for Curtin Avenue in the vicinity of the Town Centre, it must be remembered that the entire route as it passes through Cottesloe is to be settled and eventually constructed.

STATUTORY ENVIRONMENT

- The current Metropolitan Region Scheme (MRS) Primary Regional Road (PRR) reservation for Curtin Avenue represents a major constraint to planning for the district and land use and development in the vicinity of the route.
- The uncertainty and potential impacts are impediments to solving regional and local traffic movements and providing for a Town Centre activity node consistent with the State Government's Network City planning strategy.
- In this respect Council's proposed Local Planning Scheme No. 3 (LPS3) is under an expectation to respond to regional requirements, but is affected by the future of Curtin Avenue.
- Once a realigned and minimised road reservation is defined, the MRS and Council's Scheme can be amended to clarify the route for Curtin Avenue and free-up the surplus land west of the railway for structure planning under the proposed Development Zone.
- This statutory implementation will be a major step forward to the long-term benefit of the transport system and urban development characterising the district.
- Because the amendment processes will involve public consultation, it is desirable that Council give consideration to informing and engaging the community during the present formulation phase, which the intended enquiry-by-design exercise would facilitate – this is elaborated on below.

POLICY IMPLICATIONS

- This matter does not relate directly to any specific Council policy about Curtin Avenue, however, it is clear that regional and local transport and planning policies cannot be realised until Curtin Avenue is resolved.

STRATEGIC IMPLICATIONS

- Curtin Avenue is probably the key strategic issue facing the district, which for several decades has remained uncertain, contributing to local traffic problems, urban blight and loss of amenity.
- The growth of Perth has increased pressures on the regional road network and resultant impacts on local communities.
- A responsible approach is needed to finalise a preferred alignment and design for Curtin Avenue through Cottesloe.
- Council's Future Plan and Action Plan identify reaching agreement with the State Government on a solution for Curtin Avenue as a strategic priority.

FINANCIAL IMPLICATIONS

- Construction of a realigned Curtin Avenue would be an MRWA cost.
- Council will incur future costs in addressing the related local road system and land use planning for the surrounding area.

- Community consultation and advertising regarding preliminary solutions for the route may involve consultants and other costs in the order of \$20,000 or more depending on the scope.
- As to funding regional infrastructure and transit-orientated development (TOD), the cost of a superior solution for Curtin Avenue would be offset by an enhanced return on development, as opposed to mediocre yields.

BACKGROUND

- Council on 24 September 2007 received a status report on Curtin Avenue, which drew together its collaborative planning with the Department for Planning and Infrastructure (DPI) and Main Roads Western Australia (MRWA) on this matter.
- Council received a briefing on 25 February 2008 followed by a second update report on 17 March 2008, whence it awaited this detailed report.
- The value of this work and progressive consideration has been to articulate the objectives of the stakeholders, scope the aspects requiring reconciliation, firm-up optional solutions and indicate a way forward.
- As previously reported, the statutory environment and policy, strategic and financial implications associated with Curtin Avenue constitute a major planning matter influencing the future function, form and wellbeing of the district.
- The imposition of regional transit routes through communities is a classic issue facing the structuring of metropolises and can be seriously divisive physically, socially and economically.
- The challenge is to overcome such barriers in a way which best addresses the complexities of sustaining regional transit, local area planning and activity centres.
- A singular view of regional road delivery based on typical engineering and financial feasibilities would appear to fall short of the holistic and integrated model or urban dynamics being pursued by the State Government under the Network City program.

OFFICER COMMENT

Strategic Outlook

Council Resolutions

Council on 24 September 2007 confirmed its position at that stage to the Government agencies as follows:

Council:

- (1) ...
- (2) ...
- (3) *Requests consideration of a new Option 5 with Curtin Avenue and the railway line both being lowered to go under Jarrad Street.*

- (4) *Seeks three-dimensional illustrations from MRWA for Options 1 and 2 only, upon which it will give further consideration to the following in order to provide feedback to the Government agencies towards a solution for Curtin Avenue:*
- (i) *The pros and cons of the options for the alignment and design of Curtin Avenue through Cottesloe;*
 - (ii) *The implications for land use, urban development and transport connectivity affecting the district;*
 - (iii) *The particular implications for the Town Centre and railway land areas in light of Council's planning for these areas; and*
 - (iv) *A course of action, including community consultation and ongoing liaison, to reach agreement on the matter.*

Future Plan

- This strategic outlook is reflected in the Town's Future Plan and related Action Plan confirmed by Council on 17 March 2007.
- The Future Plan notes that the Town is undergoing change and is involved in a range of regional planning matters which are being responded to.
- It identifies the priorities requiring attention, including to pursue solutions for Curtin Avenue and the railway and to finalise a plan for the Town Centre.
- In this regard Objective 2 - Connectivity is: *To achieve connectivity between east and west Cottesloe and the associated Strategy is to: Pursue a draft Structure Plan for consultation purposes including consideration of options in relation to the sinking of the railway and realignment of Curtin Avenue together with 'what's possible' in terms of sustainable redevelopment and pedestrian and traffic links for the Town Centre and adjacent Development Zone.*
- The intended broad actions to address this entail:
 - Establish the situation regarding the options for Curtin Avenue and the railway – that is, the work done to date and continuing.
 - Facilitate engineering, financial and other studies into the preferred solution and focus on a “win-win” approach – the specialist reports provided by the Government agencies are a useful start, however, additional investigations are warranted.
 - Explore the development potential of the vacant land (Development Zone) including visual material that demonstrates housing densities and forms – Council has considered a preliminary report in this and more detailed work is warranted. Ultimately the structure planning provisions under proposed LPS3 will be applied to determine the development characteristics for this area.
 - Conduct a consultation program that involves the community and Government agencies – specifically an enquiry-by-design for the Town Centre area under proposed LPS3 during its advertising phase.

- Produce an indicative structure plan – this is to crystallise the preferred pattern and form of the planned movement system, land use and development for the area.
- Consider the findings and likely implementation arrangements – Council, the Government agencies involved would confirm agreement to the plan and a prospective implementation program.

Planning Perspective

- The conundrum of Curtin Avenue as it affects Cottesloe is decades-old and deserves attention to overcome uncertainty and foster urban regeneration.
- During that time the wisdom of ever-expanding regional roads has come under scrutiny as a metropolitan growth philosophy, whereby today's transport systems have become more sophisticated, linking a range of travel modes and being planned in relation to land use, development nodes and urban design.
- As Perth matures it is experiencing substantial renewal of older, redundant areas to embrace this modern planning approach, which includes many innovations such as sinking railways, creating TOD activity centres and rejuvenating built environments. The positive results are manifest in locations such as Subi Centro and other rail-based locations which have been given a fresh focus and sense of place.
- It is apparent that this planning perspective comprises the following:
 - A vision of an ideal solution.
 - A technical “can-do” attitude.
 - A consultative process.
 - A commitment to implementation.
- In this context the *optimum* solution may be that where the opportunities are seen to outweigh the constraints, and towards that the joint effort to define a solution for Curtin Avenue has so far achieved agreement as follows:
 - There is an important need to address the matter.
 - The solution should look long-term and take into account all aspects.
 - An alignment beside the railway where the route passes the town centre is the most land-efficient.
 - For significantly improved local travel connectivity, grade-separation of the regional and local roads is required.
 - The impetus to stimulate TOD and generate development potential to contribute to Network City principles
 - There will be significant infrastructure and urban design implications requiring attention to minimise amenity impacts.
 - The intended consultation by way of an enquiry-by-design.

Relevant Considerations

- From the work and discussions to address Curtin Avenue a number of key relevant considerations have been discerned.

- These are primary aims to be borne in mind in determining the optimum planning and design solution.
- The following table lists each aspect and the preferred characteristics to satisfy it and benefit the area.

<i>Aspect</i>	<i>Preferred characteristics and benefits to area</i>
Sustainability	<ul style="list-style-type: none"> ○ Consolidated transit corridor – less land take. ○ Environmentally-efficient transit systems – less energy consumption and pollution. ○ Reduced car dependency. ○ Responsible balance of public and private transit modes.
Regional road thoroughfare	<ul style="list-style-type: none"> ○ Free-flowing through-traffic with minimal intersections for functional efficiency. ○ Confined land-take and physical impact.
Railway system	<ul style="list-style-type: none"> ○ Capitalise on railway system – upgrade infrastructure, station and service / patronage. ○ Recognise the presence of the rail system as the dominant public transit mode for the town centre and beachfront.
Local connectivity	<ul style="list-style-type: none"> ○ Local road, cycle, pedestrian and disabled network uninterrupted by regional transit, for legibility, convenience, safety and amenity. ○ Improved access to Town Centre, surrounding localities and beachfront destination.
TOD activity centre	<ul style="list-style-type: none"> ○ Integrated transport and land use / development for mutual advantages – choice of transit modes, public transit, accessibility, activity, local economy, community, sense of place.
Wellbeing of Town Centre	<ul style="list-style-type: none"> ○ Protect the social identity, economic health and village character of the Town Centre. ○ Improve the functioning of the Town Centre. ○ Manage the physical, visual and amenity impacts of infrastructure on the Town Centre. ○ Provide for development and expansion of the Town Centre with appropriate built form and fabric.
Development potential	<ul style="list-style-type: none"> ○ Town centre rejuvenation. ○ Supply of additional and more diverse housing. ○ Responding to Network City – local contribution to urban consolidation and activity centres. ○ Responding to community identity – human-scale urban village feel and place-making approach.
Urban design	<ul style="list-style-type: none"> ○ Contain the physical and visual impacts of the regional road infrastructure. ○ Guide new built form to allow for innovation yet

<i>Aspect</i>	<i>Preferred characteristics and benefits to area</i>
	ensure compatible interfaces with existing development. <ul style="list-style-type: none"> ○ Pay attention to the public domain. ○ Create a walk-able neighbourhood.
Overcoming urban blight	<ul style="list-style-type: none"> ○ Clarify regional road requirement / MRS reservation, including removal of impact on existing residential development. ○ Maximise land availability for urban development. ○ Use surplus “wasteland” for urban purposes.

Analysis of Technical Reports

The 17 March 2007 update report to Council advised as follows:

- A Council briefing session was held on 25 February 2008 where the DPI and MRWA presented technical information exploring the feasibilities in relation to Options 1 and 2. This included the following documentation:
 - Consultant’s report *Curtin Avenue Realignment, Cottesloe, Option 1 – Trench Construction: Engineering Feasibility Study*.
 - Consultant’s report *Noise Impact Assessment Curtin Avenue / Jarrad Street Intersection “Subway Option”* (Option 2).
 - MRWA *Road Network Options Report* regarding the overall matter and above reports, including three-dimensional photo / computer-graphics images illustrating the built form of Options 1 and 2.
- It was noted that these reports favour the Jarrad Street subway Option 2, on the basis of functionality, engineering and cost. Council was requested to give consideration to the information provided for feedback to the DPI and MRWA.
- A more detailed analysis and assessment of the findings of these reports is presented below.

Curtin Avenue Realignment, Cottesloe – Option 1: Trench Construction – Engineering Feasibility Study – January 2008
(prepared by BG&E for MRWA)

Overview

- This report presents a comprehensive examination of the engineering feasibility of Option 1 for a trench construction. It is a typical preliminary analysis of the engineering considerations pertaining to this option; identifying relevant factors to be taken into consideration were it to be pursued, as a precursor to more detailed design.
- The report scopes the gamut of technical aspects for creation of a trench, including construction methods and the ramifications of existing infrastructure affected. This includes the functional implications for a Jarrad Street bridge over the trench and the railway level crossing, as well as traffic, social and commercial effects.

- In terms of construction techniques, the report concludes that a variety or combination could be utilised and would be influenced by range of factors. In relation to the railway it notes that operational and safety requirements would affect the approach to construction, its timing and cost.
- The report describes the typical bridge construction and associated infrastructure requirements, It also notes that the railway level crossing would remain and be constrained, which is seen as a less than ideal standard.
- The report correctly identifies a number of social and commercial impacts which would arise, such as noise, dust, light spill, disruptions, reduced accessibility, and so on.
- It concludes that Option 1 would involve significant issues and substantial costs, hence suggesting that more economically and socially acceptable alternatives be investigated.

Comment

- This initial engineering assessment is a thorough outline of what this Option 1 entails. As such it serves to explore the ingredients of the option as well as generic aspects likely to be encountered by other options.
- Fundamentally, it finds that Option 1 (or potentially a derivative of it) is capable being built, albeit with particular advantages and disadvantages. In so doing it demonstrates that any option will have constraints and cause impacts.
- What the report does not do (and was not asked to do) is compare options from an engineering point-of-view, provide any weighting to them or have regard to wider planning and urban development considerations.
- Indirectly, the report highlights that the long term gain from the provision of a new regional road carries with it a range of implications and costs (both financial and otherwise) which need to be examined and evaluated. Decisions made solely on engineering ease or economy may fall short of a broader vision for transport systems and urban regeneration – without which major improvements to metropolitan development and activity (for example the new southern railway) may not be realised.

Noise Impact Assessment – Curtin Avenue / Jarrad Street Intersection – “Subway Option” – January 2008

(prepared by Lloyd George Acoustics for BG&E and MRWA)

Overview

- This report presents the methodology and findings of noise modelling for the subway option, including both road and rail traffic, compared to the existing situation for Curtin Avenue and the railway.
- The noise forecasts were assessed against the WAPC draft Policy on Road and Rail Transport Noise and the MRWA Noise Level Impact Assessment Criteria as benchmarks.
- The study found that with this road option, residences along existing Curtin Avenue would experience significantly less noise and that residences along

Stirling Highway would experience no change in noise due to the dominance of that traffic noise.

- It also found that any railway noise increase would be negligible and that overall rail noise is much less than from the roads.
- On this basis the report concluded that in terms of the proposed road and rail infrastructure for this option, no noise treatments are considered necessary.
- However, it recommended that adjacent urban development be planned and designed to manage the noise impacts.

Comment

- The report is useful in examining the aspect of noise generally and for this sample option in particular; although it is noted that only one option has been modelled so far and that full noise assessment should occur for any proposal being pursued.
- What the study indicates is that existing Curtin Avenue residences would be afforded relief from noise while the Town Centre and its vicinity would absorb the new noise regime.
- In this regard it is cautioned that while non-residential uses may be more noise-tolerant, the amenity impact of traffic noise on businesses, offices, civic or institutional facilities and the public domain should not be underestimated.
- The presence mixed-use commercial-residential developments in the Town Centre and the proximity of residences along Railway Street and its side streets mean that noise may well become a concern – train horn noise can be a complaint, for instance.
- Therefore, it may eventuate that some noise attenuation structures or treatments need to be considered as part of the design and construction of the new Curtin Avenue and the railway – there are likely to be visual impacts to be considered, too.
- While such amenity-related infrastructure should not deter the overriding need for the routes, it does deserve high-quality urban design because of the physical and visual impacts – noise walls, for example, can be intrusive and unattractive as well as a maintenance burden due to graffiti.
- The principle of putting the onus for noise attenuation onto development is noted in relation to the WAPC draft policy and the characteristics of built-up areas – regional transit routes, TOD and urban consolidation create challenges for noise control.

Curtin Avenue, Cottesloe – Road Network Options Report – February 2008

(prepared by MRWA, Technology & Environment Division, Roads Planning Branch)

Overview

- This report draws together the work and views of MRWA towards firming-up on a solution for future Curtin Avenue, and incorporates the above consultant studies. It gives direction to the matter insofar as regional road route planning and engineering design is concerned.

- The report contains a context of the historical background to the route, previous studies and earlier design options considered – the previous options were: lowered railway, Napoleon Street underpass, Forrest Street crossing and Jarrad Street overpass. It then summarises four more recent options examined by MRWA and the consultation undertaken with the Town and relevant Government agencies – the options being 1: road trench for Curtin Avenue, 2: subway for Jarrad Street, 3: one-way pair with railway crossings, 4: one-way pair with grade-separated railway crossings.
- This narrows-down to Options 1 and 2, which are examined in more detail in relation to engineering feasibility, noise impact and visual amenity; based on the abovementioned selected studies and three-dimensional photo/computer graphic images of what these options would look like. The report is then rounded-out with discussion of the prospective enquiry-by-design and a conclusion.
- The conclusion is: firstly, that Option 1 for a trench is technically feasible but virtually unviable due to construction costs and impacts, plus has ongoing operational shortcomings; and secondly, that Option 2 for a subway is superior by virtue of full grade-separation, despite the visual impact. In addition, a one-way pair option is found to be undesirable on several fronts.

Comment

- This report represents a concise summary of the work performed over many years by the stakeholder authorities to devise a preferred route alignment and physical design outcome for Curtin Avenue. This affords a useful appreciation of the multitude of aspects to be balanced and the resultant built environment to be borne in mind.
- Understandably, this report and the supporting reports are focussed on the engineering and hence construction cost side of the equation – that is, the practical design and construction considerations, rather than the total framework of transport and land use planning (although certain elements are touched upon).
- For this reason, the report tends to emphasise disadvantages over advantages in the realm of degree of engineering difficulty and cost – it does not dismiss the options (in the sense that almost anything can be engineered), so much as advocate a pragmatic, expedient and affordable choice. This is essentially a listing of points with limited evaluative or comparative assessment. To be fair to the intent of the report, this is not a criticism, but instead a reflection of a conventional assessment within the purview of MRWA.
- Obviously a full cost-benefit type analysis of all of the relevant considerations (planning, engineering, design, social, economic and so on) would arrive at an alternative appreciation of the desired outcomes and innovative possibilities for the Town Centre and developable land in relation to regional transit and local connectivity.
- In concentrating on Options 1 and 2, the report consolidates the MRWA review, with input from the consultant studies (ie engineering for Option 1

and noise for Option 2; yet, it is observed, not both for each) and the 3D images to comment on the issues identified.

- The 3D images are a useful depiction of the way in which Options 1 and 2 would function and their form. It is apparent that either would introduce heavy-duty infrastructure to overcome the current operational deficiencies – in other words, the benefits of a regional road thoroughfare divorced from the local road system, and the yield of land for development, bring with them dis-benefits by way of major transport infrastructure and all of its impacts. In this respect the trench option offers an out-of-sight/out-of-mind sinking of the regional road, whereas the subway option elevates its presence and externalised effects, being `a good traffic solution but a poor urban design result.
- Given local connectivity as a primary objective, it is clear that a grade-separated crossing of both the regional road and railway is a superior option. Only that would separate regional from local traffic and overcome congestion by removing the level-crossing. The subway option would achieve this and in so doing markedly improve the convenience and safety of local circulation to and from the Town Centre. The significance of this improvement is considered sufficient to justify the impacts of the infrastructure, provided that the detailed design minimises the effects on amenity.

Urban Regeneration & Development Potential

- Resolving Curtin Avenue is vital to removing uncertainty about the route and to enabling urban regeneration to occur in this part of the district and as part of the western suburbs.
- Unless the alignment for Curtin Avenue is defined, and the preferred design solution refined, then the existing situation of regional road impacts, a limited Town Centre, old railway station, poor connectivity and vacant, unkempt reserve lands will continue.
- Such circumstances impede the achievement of regional and local planning objectives for activity centres and urban consolidation, including the ability of Council to respond to regional aspirations such as inner-area housing supply and diversity, for example.
- The opportunity to capitalise on a TOD and thereby address to the wider purpose of creating an integrated land use, development and transport node in accordance with Network City planning principles should be a key determinant in the matter.
- With that in mind, Council has considered a preliminary report on the indicative development potential of the railway lands, which broadly scoped the likely development parameters and built form in estimating dwelling and population yields. The findings reinforced the ability of the railway lands to contribute significantly to the anticipated population and housing targets approach of the DPI.

- In realising this latent potential, it is emphasised that the aim should not simply be on quantity but also on quality, which is why the consideration of Curtin Avenue should seek to add value in both respects.
- In terms of detailed planning, in considering the trench and subway options, it can be seen that by not mixing regional and local traffic, and by improving local connectivity, the solution for Curtin Avenue would reduce the amount of, and improve the flow of, local traffic in the Town Centre. Jarrad Street would become traffic-calmed and more pedestrian/cyclist-friendly. It would be less divisive to the southern sector of the Town Centre, which is anticipated for further development and in need of better links. At the same time, new residential development on the western land would generate additional local traffic accessing the Town Centre and beyond, being more reason to ensure local connectivity.
- In terms of the strategic outlook to an optimum transport and land use solution as expressed in this report, a more visionary option would be for the sinking of the railway in conjunction with Curtin Avenue. This would reduce the physical and visual impacts of the railway and regional road as they pass through the area (by having sunken rather than elevated infrastructure and traffic), emphasise local connectivity over regional through-routes, enable a new railway station to be built at a lower level thereby interfacing much more effectively with the Town Centre, facilitate greater integration with the western land, and enhance the development potential of that area.

Enquiry-by-Design

- In considering means to help settle upon a solution for future Curtin Avenue in the context of the Town Centre and railway lands, the Enquiry-by-Design consultative and design method has been agreed to in-principle by Council and the Government agencies involved.
- This is intended to build on the earlier Town Centre Study, the Scheme Review, related Council initiatives (eg parking strategy) and the current work on Curtin Avenue, to examine in more detail the interrelationship between that regional road route, the railway, Town Centre and developable land.
- Added to this, the DPI is embarking on the Stirling Highway Activity Corridor Study. This a Network City-based study to explore the future of land use and development along the highway activity corridor, and will have a significant focus on the Town Centre as a hub of activity and convergence of transit systems. At the same time Council is advancing its work on the Library complex, further development of Station Street, parking, urban design and public domain infrastructure all in connection with the Town Centre.
- The Enquiry-by-Design is the next step to present this background and the present studies and initiatives to the stakeholders and community for a more intensive analysis of all of the factors to be taken into account.
- Proposed Local Planning Scheme No. 3, which is now being advertised for public submissions, provides for this approach and the Enquiry-by-Design

method for the Development Zone (comprising the developable land) as follows:

<p>'E' – Crown Reserves 3399, 3434, 25367, 33606, 33607, 30397, bounded by Curtin Avenue and railway line.</p>	<ul style="list-style-type: none">• <i>Comprehensive planning for the area shall be undertaken through the preparation and approval of a Structure Plan, in accordance with Clause 6.2, to guide subdivision and development.</i>• <i>Land uses shown on the Structure Plan shall apply in accordance with Clause 6.2.8.</i>• <i>The Structure Plan will apply to the entire site and will provide for additional residential development comprising a range of dwelling types, sizes and densities to take full advantage of the opportunity for more intense urban infill on this site, particularly with regard to its close proximity to regional public transport routes and the potential for integration with the nearby Town Centre zone on the eastern side of the railway line.</i>• <i>The Structure Plan will provide for car parking in accordance with clause 5.8.</i>• <i>The Structure Plan will provide for development in accordance with the Residential Design Codes and any Design Guidelines. The Design Guidelines will be formulated following an Enquiry-by-Design process to be jointly agreed and conducted by the Town of Cottesloe and the Department for Planning and Infrastructure. Guidelines for the height of buildings will have regard to the Town of Cottesloe Town Centre Study (2005) Concept Plan. Following public advertising and consideration of submissions, the Design Guidelines formulated from the Enquiry-by-Design process are to be incorporated, with or without</i>
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- An Enquiry-by-Design is broadly referred to in the Road Network Options Report by MRWA. Both MRWA and the DPI have indicated that they see the Enquiry-by-Design exercise as fairly confined in respect of Curtin Avenue, essentially being a choice between Options 1 and 2 having regard to the degree of grade-separation and the engineering feasibility.
- However, Local Planning Scheme No. 3 contains the statutory structure planning provisions for the comprehensive planning of development areas to reconcile the transport, land use and built form ingredients of urban regeneration.
- It is clear that the combination of regional and local planning for the area needs to thoroughly address the structural, functional, built environmental and amenity dimensions of the Cottesloe Town Centre and surrounds in the context of its sub-regional setting and role.
- The Enquiry-by-Design process is a welcome opportunity to take the conceptual and technical contributions to date to the next stage of analysis and consultation towards a holistic and high-order prescription for this metropolitan place.

VOTING

Simple Majority

COMMITTEE COMMENT

Committee considered the report to be thorough and to highlight the importance of local connectivity in the solution for Curtin Avenue, as well as the need to take into account the potential implications, such as the visual impact of the subway option. There was discussion about the ordering and wording of the points in the recommendation to strengthen Council's outlook in this respect. There was also some discussion about the recommendation point in relation to the MRS at this stage. This led to the following amendments as reflected in the Committee Recommendation.

OFFICER RECOMMENDATION

That Council:

- (1) Confirms its support in-principle for the alignment of future Curtin Avenue immediately west of the Town Centre as a two-lane road located between the railway line and the Western Power substation.
- (2) To achieve the primary objective of improving local connectivity, support the complete grade-separation of Jarrad Street from the railway and Curtin Avenue.

- (3) Acknowledge the subway option as superior to the trench option in terms of achieving local connectivity, but note that the subway option would have its own physical and visual impacts.
- (4) Promote that an option of sinking the railway, in order to enable full integration of land use and transport, to facilitate transit-orientated development of the Town Centre, and to optimise the development potential of the western land, be further explored with the State Government agencies to ensure the best long-term planning outcomes for the area having regard to Network City objectives and principles for activity centres and corridors.
- (5) Pursue the Enquiry-by-Design process with the DPI as guided by Local Planning Scheme No. 3 to deliver a far-sighted and sustainable structure plan for the area.
- (6) Approach relevant consultants (ie town planning, urban design, engineering, community engagement, place-making, and so on) to assist Council and the State agencies in the matter.
- (7) Subject to reaching agreement with the State Government agencies regarding a detailed design solution for Curtin Avenue in relation to the railway, Jarrad Street and the Town Centre, seek amendment of the Metropolitan Region Scheme to define the road and rail alignments and land requirements for this section of the route.
- (8) Advise the Department for Planning and Infrastructure, Main Roads Western Australia Western, the Western Australian Planning Commission and Minister for Planning and Infrastructure accordingly.

COMMITTEE RECOMMENDATION

That Council:

- (1) Confirms its support in-principle for the alignment of future Curtin Avenue immediately west of the Town Centre as a two-lane road located between the railway line and the Western Power substation.
- (2) To achieve the primary objective of improving local connectivity, support the complete grade-separation of Jarrad Street from the railway and Curtin Avenue, and assert that neither the trench option nor the subway option deals satisfactorily with local connectivity.
- (3) Promote that an option of sinking the railway, in order to enable full integration of land use and transport, to facilitate transit-orientated development of the Town Centre, and to optimise the development potential of the western land, be further explored with the State Government agencies to ensure the best long-term planning outcomes for the area having regard to Network City objectives and principles for activity centres and corridors.

- (4) Acknowledge the subway option as preferable to the trench option in terms of achieving local connectivity, but note that the subway option would have its own physical and visual impacts.
- (5) Pursue the Enquiry-by-Design process with the DPI as guided by Local Planning Scheme No. 3 to deliver a far-sighted and sustainable structure plan for the area.
- (6) Approach relevant consultants (ie town planning, urban design, engineering, community engagement, place-making, and so on) to assist Council and the State agencies in the matter.
- (7) Subject to reaching agreement with the State Government agencies regarding a detailed design solution for Curtin Avenue in relation to the railway, Jarrad Street and the Town Centre, seek amendment of the Metropolitan Region Scheme to define the road and rail alignments and land requirements for this section of the route.
- (8) Advise the Department for Planning and Infrastructure, Main Roads Western Australia Western, the Western Australian Planning Commission and Minister for Planning and Infrastructure accordingly.

AMENDMENT

Moved Cr Dawkins, seconded Mayor Morgan

That at item (3) the words 'of both sinking the railway and the realigned Curtin Avenue' be inserted.

Carried 9/0

11.1.7 COUNCIL RESOLUTION

Moved Cr Walsh, seconded Cr Strzina

That Council:

- (1) Confirms its support in-principle for the alignment of future Curtin Avenue immediately west of the Town Centre as a two-lane road located between the railway line and the Western Power substation.**
- (2) To achieve the primary objective of improving local connectivity, support the complete grade-separation of Jarrad Street from the railway and Curtin Avenue, and assert that neither the trench option nor the subway option deals satisfactorily with local connectivity.**
- (3) Promote that an option of both sinking the railway and the realigned Curtin Avenue, in order to enable full integration of land use and transport, to facilitate transit-orientated development of the Town Centre, and to optimise the development potential of the western land, be further explored with the State Government agencies to ensure the best long-term planning outcomes for the area having**

- regard to Network City objectives and principles for activity centres and corridors.
- (4) Acknowledge the subway option as preferable to the trench option in terms of achieving local connectivity, but note that the subway option would have its own physical and visual impacts.**
 - (5) Pursue the Enquiry-by-Design process with the DPI as guided by Local Planning Scheme No. 3 to deliver a far-sighted and sustainable structure plan for the area.**
 - (6) Approach relevant consultants (ie town planning, urban design, engineering, community engagement, place-making, and so on) to assist Council and the State agencies in the matter.**
 - (7) Subject to reaching agreement with the State Government agencies regarding a detailed design solution for Curtin Avenue in relation to the railway, Jarrad Street and the Town Centre, seek amendment of the Metropolitan Region Scheme to define the road and rail alignments and land requirements for this section of the route.**
 - (8) Advise the Department for Planning and Infrastructure, Main Roads Western Australia, the Western Australian Planning Commission and Minister for Planning and Infrastructure accordingly.**

Carried 9/0

1.1.1 BRIEFING ON DIRECTIONS 2031 REGIONAL PLANNING STRATEGIES

File No: SUB/100-06
Attachments: [Directions 2031 pt 2.pdf](#)
[Directions 2031.pdf](#)
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services
Proposed Meeting Date: 15 November 2010

INTRODUCTION

This item briefs Council on the State Government's latest Perth metropolitan planning strategy and associated measures, in general plus with particular reference to Cottesloe, which have been prepared by the Western Australian Planning Commission (WAPC).

Directions 2031 and Beyond: metropolitan planning beyond the horizon (final report) published in August this year is the overall broad metropolitan planning strategy giving direction to development of the Perth-Peel region.

The draft *Central Metropolitan Sub-regional Strategy* was released conjointly and supplements the overarching strategy, providing more detail on the strategic methodology, desired targets and implementation means. It is open for public comment to 29 November 2010 – hence this advice to Council – before a final sub-regional strategy is prepared and disseminated.

In addition, *State Planning Policy 4.2: Activity Centres for Perth and Peel* came into operation on 31 August 2010 as the key regional instrument regulating multi-purpose activity centres.

Selected extracts from the documents are attached to illustrate the discussion in this item.

DIRECTIONS 2031

This is the strategic planning vision and spatial framework for future Perth. It builds on previous metropolitan strategies and replaces *Network City* circa 2004. In essence, it is a statement of intent towards achieving a consolidated, interconnected and sustainable city, aimed at accommodating population growth

of half a million by 2031, to an ultimate total of some 3.5 million around 2056. It looks at land use patterns, transport systems, infrastructure provision and environmental management as a whole.

Five themes with objectives are identified, for a city which is liveable, prosperous, accessible, sustainable and responsible. Each has a set of more definitive principles to be pursued.

Three elements are devised to guide the metropolitan structure in an integrated manner: activity networks, movement networks and green networks. The growth strategy is grounded in population forecasts and the coordination of urban development. It embodies a tangible approach to implementation via the sub-regional strategy methods and supporting actions, including:

- An Urban Expansion Management Program (especially for housing land supply) and the continuing Urban Development Program.
- An Activity Centres Policy and the development of these centres.
- A 20-year public transport plan.
- Sub-regional structure plans.

The strategy oversees the development of activity centres, roll-out of infrastructure, facilitation of infill urban development and provision of transport networks. An implementation plan is mindful of short, medium and long term and ongoing initiatives to realise the themes. This includes a matrix of lead agencies, partners and stakeholders in relation to the objectives and principles listed.

Local government is seen to have a vital collaborative role to play, with responsibilities for consultation, fine-grained planning and approvals processes. Local planning strategies and schemes, local structure plans, precinct plans and activity centre plans are the main tools to be utilised.

The focus is on responding to population, dwelling and employment projections by containing urban expansion and fostering urban infill. Several sub-regions are classified and targets for increases in these parameters are specified. The central sub-region comprises the 19 local governments in the inner and middle sectors: Bassendean, Bayswater, Belmont, Cambridge, Canning, Claremont, Cottesloe, East Fremantle, Fremantle, Melville, Mosman Park, Nedlands, Peppermint Grove, Perth, South Perth, Stirling, Subiaco, Victoria Park and Vincent.

COMMENT

The themes, objectives and strategies underpinning the regional planning direction are credible contemporary principles commonly pursued at all levels of government. These aspirations tend to be echoed in Council's strategic plans and operational programs. Therefore, satisfying such local planning intentions are steps towards satisfying regional planning requirements.

CENTRAL METROPOLITAN SUB-REGIONAL STRATEGY

The sub-regional strategy applies the Directions 2031 parent strategy by way of guidance for practical implementation at the local level. It covers the policy framework, sub-regional context, future direction and governance aspects. The component means entail as follows:

- Housing targets, affordability and choice.
- Planned urban growth areas – ie, small-scale incremental development, transit-oriented development (TOD) and urban corridors.
- Activity centres.
- Transport networks
- Infrastructure coordination.
- Governance roles and responsibilities – including funding prospects, approvals processes and monitoring/review.

As such the sub-regional strategy correlates with local planning to firm-up on development opportunities/potential, priorities for action, employment/economic support, and transport/services delivery.

Housing and employment targets are at the core of the sub-regional strategy as a reflection of handling population growth. In the next 20 years the sub-region's population is expected to increase by nearly 30% to over 0.9 million, needing approximately 121,000 new dwellings, to be accommodated creatively yet sensitively into the established suburbs. This calls for greater density and intensity of development, together with better public transport, improved facilities and enhanced amenity. Existing activity centres are flagged to undergo expansion/revitalisation, while innovative and quality urban design is advocated.

The draft housing target for Cottesloe for this horizon is 1300 dwellings. The targets were formulated in consultation with local governments and service authorities, so are a fair indication of available locations and feasible yields. This is subject to removing constraints, carrying-out consultations, undertaking detailed planning and administering approvals processes.

It must be appreciated that the housing target is not one-dimensional, as housing demand is more than merely numeric, owing to demographic trends; ie, aging population, decreasing persons per household and other dynamics. In terms of housing supply, the estimated demand for new dwellings in Cottesloe (allowing for demolitions) is some 474 over a 10 year period. Matching dwelling types to the population profiles is a vital consideration, having regard to location, diversity/choice and availability/affordability.

The WAPC is serious about applying the housing targets. Following a review of submissions on the sub-regional strategy the WAPC intends to adopt the finalised housing targets as policy. This will give direction to local planning strategies and schemes to plan for the targets; eg, by zones, densities, housing

types, development standards, detailed plans, local policies, incentives/concessions and so on.

Planning reforms, including streamlined structure planning, the Multi Unit Housing Code (MUHC) and Development Assessment Panels (DAP) are being enacted to enable the regional strategies and local proposals.

The five strategic themes mentioned above are articulated in a table with actions, lead agencies, partners and timeframes.

Planned urban growth areas are defined and refined in maps. Cottesloe falls within Quadrant 2, and is shown as having a number of minor growth areas (ie, 10-399 dwellings); located at the beachfront, train stations and development areas. The Stirling Highway corridor is shown as a major growth area (ie, 1000+ dwellings). At this stage there are no major TOD sites identified in the district – the Town Centre/railway lands is not shown in that category. Cottesloe Beach is shown as metropolitan attractor, ie, a magnet for visitors, generating transport demand and possible consideration of higher density residential development. The regional transport routes and coastal open space in Cottesloe are recognised as main urban elements.

In summary, Cottesloe does not qualify as a key growth area; however, it offers small-scale incremental development capacity by virtue of scheme zonings/densities, potentially available sites, future redevelopment projects and the high amenity exhibited by the locality.

A prescription for TOD and urban corridors is given in the sub-regional strategy – for the latter the SHACS concept is elaborated upon, including transit by bus, car and bicycle, the nature/magnitude of redevelopment, and built form guidelines.

Urban renewal and infill is where local governments are seen to have a main role. In this regard the sub-regional strategy promotes that councils reach beyond their normal planning and regulatory responsibilities and prepare to actively participate in such projects; eg, by directly undertaking development, joint ventures, underwriting projects, land assembly and partnerships. The State Government is examining how to assist this flexibility, including any legislative restrictions.

Local government case studies are cited and the WESROC is given as an example, noting the density study produced. The roles of the private sector and State Government in achieving housing density targets are discussed. The Urban Development Program will monitor infill growth statistically and distribution-wise. A new, high-powered redevelopment authority is contemplated, subject to legislation succeeding.

Appendix 3: Planned Urban Growth Areas gives a break-down of such sites for each local government. For Cottesloe the locations and estimated dwelling yield (assuming 85% take-up) are:

<i>Growth Area</i>	<i>Dwelling Yield</i>
Town Centre TOD	204
Grant St station TOD	17
Swanbourne station TOD	17
Central beachfront	85
OBH site	85
CBH site	43
South Cottesloe	85
Depot site	17
Wearne site	43
WAIDE site	51
<i>Total</i>	<i>647</i>

Appendix 4: Compendium of Examples Planned Urban Growth Areas is a useful reference for planning, urban design and development purposes.

Appendix 5: Potential Capital Works Projects List includes the Cottesloe electricity sub-station and construction of Curtin Avenue to North Fremantle, which confirms the status of these infrastructure components in the sub-region.

COMMENT

Council in July 2007 as part of the scheme review received a report on *Indicative Development Potential of Railway Lands and Comparative Density Increases* and in July 2010 received a report on *Government Request for Surplus Land Information*. Copies of these reports and Council's resolutions are attached and convey substantial background information about Council's efforts and outlook in addressing local and regional strategic planning matters.

The population estimates and indicative dwelling yields have been prepared by the Department of Planning (DoP) and local governments over time, having regard to site availability, zoning, density-coding, lot sizes, dwelling types, height controls, and other planning and development aspects. As many factors are involved the projections are not meant to be absolutely definitive and do not dictate the final built form or height of development.

The DoP has previously acknowledged that defined development precincts and planned pockets of density increase better achieve dwelling and population gains than simply increasing density codes in developed areas.

The growth areas shown in the sub-regional strategy correspond with proposed LPS3, which incorporates Development Zones at the OBH, depot, Wearne, WAIDE and railway lands sites. LPS3 also provides for greater residential

densities near the beachfront, recognises the opportunity for short-stay accommodation at the hotel and other beachfront sites, and encourages mixed-use commercial/residential developments in the Town Centre.

Council in the Enquiry by Design with the DoP examined how land use, building height and form, urban design and public domain improvements can enhance the beachfront and foreshore locality while preserving its special qualities.

It is too simplistic to align population growth and housing supply automatically with medium or high-rise development, because the function, context and sense of place of each locality ought to be carefully planned and development sensitively managed. Similarly, it would be arbitrary to prescribe a universal built form to fulfil a broad-brush strategic objective, because each precinct is unique and should be shaped with community support by proper consultation processes.

Council through its studies for LPS3 in relation to the railways lands and Town Centre has ascertained that the area may absorb buildings of up to four or five storeys, subject to detailed structure planning and urban design, in a way which would avoid the adverse impacts and undesirable consequences demonstrated to be caused by taller buildings along the beachfront. At the same time it will be important to preserve the traditional village character and amenity of the Town Centre.

Creating a TOD on the railway lands around the station, linking to the Town Centre and overcoming the barrier-effect of Curtin Avenue and the railway line to improve east-west connectivity, is a vision which Council has explored in depth and is very much in keeping with the Directions 31 and Sub-regional Strategy framework, whereby Cottesloe can make a significant contribution to housing supply/diversity, activity centres and transport innovation.

In these ways appropriate developments can suitably located and shared amongst the beachfront, development zone and other parts of the district in meeting regional and local planning objectives.

The focus on housing supply, diversity and markets needs to be tailored to Cottesloe in relation to local character, heritage, amenity, topography, climate, built form and so on. Cottesloe already has a quite large proportion of medium density housing as well as short-stay accommodation. Especially, the suburban layout, land value and lifestyle attraction of Cottesloe have stimulated high-calibre residential design and development, including sustainability features, coastal weather considerations, technology, housing suited to the retirement-aged, architectural and engineering innovation, and distinctive styles. Council's planning controls have been a vital pillar of this success, with height limits, uniform setbacks, protection of privacy, and so on combining to manage sites, streetscapes and amenity for a high standard urban environment.

The intended regional policy to guide local governments to achieve housing targets through their statutory planning instruments will be of primary interest to Council. It would generate planning work for the Town's officers and consultants (eg, to prepare structure plans; and at a cost) and could require scheme amendments (which under the planning reforms the Minister may direct to comply with policy). Nonetheless, as the statutory processes for the making of regional policy, scheme amendments, structure plans and local policy entail consultation, there will be further opportunities for stakeholders and the community to influence appropriate measures and outcomes for the Cottesloe localities involved.

ACTIVITY CENTRES POLICY

This is a pivotal policy for the metropolitan strategy and a more sophisticated instrument than in the past. Activity Centres are envisaged to contain a diverse range of uses and be well-served by public transport. As with preceding policies a hierarchy of centres still applies; however, there are no longer retail/commercial floor-space limits, subject to those uses not dominating.

The policy prescribes objectives, provisions, and implementation means in considerable detail. The provisions address activity, movement, urban form and other aspects in a comprehensive fashion – examples are the intensity of activity, residential density and transport modes. A useful tool is *Table 3: Activity Centre Functions, Typical Characteristics and Performance Targets*.

The implementation section is very thorough. *Figure 2: Key Policy Requirements for Implementation* refers. Local planning mechanisms involved include strategies, schemes, structure plans and development control. Retail needs assessment and housing density targets are two of the techniques stipulated. *Table 7: Activity Centre Structure Plan Content and Performance Indicators* refers. *Appendix 2: Model Centre Framework* sets out at length how to do this level of planning.

The Cottesloe Town Centre is classified as a district centre, consistent with its size and function, and has the advantage of a train service. Cottesloe Beach is listed as a metropolitan attractor, being a significant tourist/recreation destination. Stirling Highway is an Activity Corridor spine, with the current *Stirling Highway Activity Corridor Study* (SHACS) exploring the concept of concentrating development along that route.

COMMENT

The Cottesloe Town Centre is a comparatively small, confined hub with a main-street layout of traditional premises and a village atmosphere. It is very walkable, has good traffic circulation, considerable parking (albeit in constant demand) and comprises a diverse collection of local shops, services, offices and eating/drinking venues. It is accessible by car, bus, train, cycle or foot, and has a

synergy with the Cottesloe Central shopping centre and The Grove Library across the highway.

The northern and southern portions exhibit a degree of redevelopment potential, which Council has examined, while there is substantial latent development potential from the railway westward to existing Curtin Avenue, which is the primary opportunity to augment the Town Centre by a TOD, with an emphasis on housing supply and choice.

PLANNING IMPLICATIONS FOR COTTESLOE

Over recent years Council has undertaken a number of local planning initiatives which link to the thrust of this regional planning direction and umbrella arrangements, including:

- Corporate strategic planning through its Future Plan/Action Plan.
- The Local Planning Scheme Review, entailing the initial Beachfront Site Investigations and Design Guidelines as well as Town Centre Study, Local Planning Strategy, proposed Local Planning Scheme No. 3 (LPS3) and draft scheme policies.
- The related Enquiry by Design stakeholder and community engagement exercise, which produced the draft Foreshore Concept Plan, Building Design Controls for the two beachfront hotel sites and Preliminary Structure Plan for the railway lands west of the Town Centre.
- A more detailed Foreshore Redevelopment Plan and implementation strategy.
- Examination of optional solutions for Curtin Avenue and the railway, having regard to east-west connectivity, the Town Centre and urban development.
- Studies of potential parking and mixed-use redevelopment sites in Station Street, including design guidelines.
- The Town Centre Public Domain Infrastructure Improvement Plan Study.
- Participation in the SHACS (which is yet to be completed and adopted).
- The WESROC Study of Land Use Patterns and Residential Densities in the Western Suburbs.
- Examination of urban infill opportunities for the Development Zones under LPS3, including the railway lands and existing depot site.
- Examination and response regarding Government request for surplus land information.
- Contributions to population and housing forecasts.
- Submissions on Planning Reforms and the Multi Unit Housing Code.
- Consideration of funding sources in relation to these planning, development and works proposals.

This provides a foundation for Council to respond to regional strategies, policies and studies at the local planning level through various implementation means,

such as structure planning for the Development Zones pursuant to LPS3. Importantly, it has also embraced community consultation, liaison with state government agencies and concept urban designs, to gain a head-start on prospective planning and redevelopment projects.

The imminent feedback from the WAPC and Minister for Planning on proposed LPS3 as lodged for final approval will inform Council to what extent regional planning objectives are seen to be balanced with local planning considerations. The present phase of planning reforms, regional strategies and activity studies is anticipated to have a bearing on the content of the Scheme and as a result the process may become drawn-out.

Regarding population growth and dwelling supply projections, LPS3 identifies several Development Zones for more detailed planning; especially the vacant Government land around the railway station, for development in a manner which overcomes the barrier-effect of Curtin Avenue and the railway to improve east-west connectivity.

This is a goal which Council has examined in depth and is closely aligned with the Directions 2031 and Sub-regional Strategy framework. There is positive scope for a TOD capitalising on the Town Centre and railway station, as well as addressing the road and rail infrastructure, connectivity, activity centre development, housing supply and diversity, and urban design and amenity. The ability to be properly planned for greater building density and scale, where development caters for mixed uses, interfaces effectively with multiple transport modes and has less impact than on the beachfront, is a discerning attribute of this locality.

In all instances Council's goal is for well-designed outcomes within the district as part of managing metropolitan Perth's growth whilst retaining the qualities that constitute Cottesloe's renowned character, heritage and sense of place.

CONCLUSION

The *Directions 2031* suite of strategic and policy documents are a logical evolution of metropolitan planning for Perth as the city matures, morphs and responds to emerging social, economic, environmental and political phenomena.

The more complex and rigorous approach taken to managing metropolitan growth pressures translates into prescriptive objectives and targets for local governments to address, along with implementation measures to bring about constructive changes.

While the overall strategic direction and guiding principles and objectives are fundamentally plausible, it is imperative that local area planning and community consultation remain at the forefront of determining the detail, form and method of urban restructuring and development proposals.

Cottesloe is a largely developed central suburb with reasonable potential to contribute additional dwellings. However, the target of 1300 new dwellings equates to almost a 36% increase on the existing number in the district, which even if spread over 20+ years appears ambitious, as the suburb is not ripe for wholesale redevelopment. The challenge will be to locate, plan and develop denser and more diverse housing so as to retain character, protect amenity and enhance lifestyle.

Council, due to its proactive strategic and statutory planning for the scheme review and related matters, is well-positioned to engage and collaborate in finding the best solutions for Cottesloe. Nonetheless, some of the planning reforms being introduced are a concern with respect to ensuring preferred outcomes, and funding sources are limited.

VOTING

Simple Majority

OFFICER RECOMMENDATION

Moved Cr Birnbrauer, Cr Dawkins
That Council:

1. Notes this briefing on the new regional planning strategies and policy.
2. Makes the following comments in a submission to the WAPC on the Central Metropolitan Perth Sub-regional Strategy:
 - a. Council recognises that Cottesloe has a comparatively small yet important share of infill urban housing to contribute over time to assist in accommodating regional population growth, as well as a significant urban regeneration role in relation to regional transport routes and activity centres.
 - b. Council in recent years through its scheme review and associated studies has been proactive in examining regional and local planning issues and requirements in order to ascertain the most appropriate solutions for the various localities and circumstances involved.
 - c. This provides a solid foundation for Council and the community to continue to engage with state government agencies and other stakeholders towards realising the opportunities for addressing the regional transport routes, connectivity, town centre enhancement, new urban precincts, infill residential development, housing supply and diversity, the beachfront/foreshore recreational destination and additional matters which may arise.

- d. Council will be seeking to pursue these initiatives through finalisation of Local Planning Scheme No. 3 (LPS3), further studies, structure planning, other local planning tools, and detailed planning, design and development control, in collaboration with relevant parties and subject to stakeholder and community participation.
 - e. In particular, the railway lands area west of the Town Centre, which includes the railway line/station and Curtin Avenue in their current alignments and is classified as a Development Zone in LPS3, exhibits strong potential for detailed structure planning (based on the Preliminary Structure Plan and related studies already undertaken) for a demonstration transit-oriented development that solves the alignment and impact of these routes, improves east-west connectivity, delivers new and diverse housing towards achieving the desired target and fosters the town activity centre.
 - f. In terms of implementation, a cooperative approach with local governments is advocated rather than the imposition of unpalatable measures or unrealistic demands, and one which respects the individual character, heritage value and amenity of each district or locality, as well as the social composition, local knowledge and community aspirations.
 - g. Special funding arrangements, including assistance to local government, appears essential to enable planning actions and facilitate infrastructure and development projects in order to realise the strategies, policies and targets envisaged.
3. Requests staff to liaise with the Department of Planning with a view to fine-tuning the proposed housing target and other prescriptions applicable to Cottesloe, for future reporting to Council on the progress of the regional planning strategies and policies, implementation arrangements, consultation needs, detailed planning actions and the funding situation.

COMMITTEE COMMENT

Committee suggested some elaboration of the recommendation as outlined in the amendment below, which the Manager Development Services undertook to draft and circulate to Committee members for any fine-tuning in the final recommendation to Council presented in the Minutes.

AMENDMENT

Moved Cr Dawkins, seconded Cr Strzina

That the recommendation is expanded to include reference to: (i) the provision of 10% public open space in development areas; (ii) in point e., Council's preferred

option to address Curtin Avenue and the railway; and (iii) in point f., elaboration of the importance of local area planning.

Carried 7/0

COMMITTEE RECOMMENDATION

Moved Cr Walsh, seconded Cr Strzina

That Council:

1. Notes this briefing on the new regional planning strategies and policy.
2. Makes the following comments in a submission to the WAPC on the Central Metropolitan Perth Sub-regional Strategy:
 - a. Council recognises that Cottesloe has a comparatively small yet important share of infill urban housing to contribute over time to assist in accommodating regional population growth, as well as a significant urban regeneration role in relation to regional transport routes and activity centres.
 - b. Council in recent years through its scheme review and associated studies has been proactive in examining regional and local planning issues and requirements in order to ascertain the most appropriate solutions for the various localities throughout the district.
 - c. The findings of these initiatives, which involved Council, the community, landowners, consultants and state government agencies, has provided a solid framework for Council and the community to continue to engage with state government agencies and other stakeholders towards realising the opportunities for addressing the proposed regional transport routes, east-west connectivity, town centre enhancement, new urban precincts, infill residential development, the supply and diversity of housing, the beachfront/foreshore recreational destination and additional matters which may arise.
 - d. Council will be seeking to pursue these initiatives through finalisation of Local Planning Scheme No. 3 (LPS3), further studies, structure planning, other local planning tools, and detailed planning, design and development control, in collaboration with relevant parties and subject to stakeholder and community participation.
 - e. In particular, the railway lands area west of the Town Centre, which includes the railway line/station and Curtin Avenue in their current alignments and is classified as a Development Zone in LPS3, exhibits strong potential for detailed structure planning (based on

the Preliminary Structure Plan and related studies already undertaken) for a demonstration transit-oriented development that solves the alignment and impact of these routes, improves east-west connectivity, delivers new and diverse housing towards achieving the desired target and fosters the town activity centre. In this regard the option examined in depth which is strongly preferred by Council involves sinking Curtin Avenue and the railway line in a common trench between the Western Power sub-station and Railway Street, together with a grade-separated road crossing for Jarrad Street (thereby overcoming the existing inefficient and hazardous level-crossing), similarly improved pedestrian and cyclist connections, integration of the train station with the Town Centre, and freeing-up as well as maximising the unused railway lands for urbanisation with a focus on a consolidated transit-oriented development, multiple activities, housing supply and choice, quality public domain spaces and sustainability.

- f. In terms of implementation, a cooperative approach with local governments is advocated rather than the imposition of unpalatable measures or unrealistic demands, and one which respects the individual character, heritage value and amenity of each district or locality, whereby the social composition, local planning approach and community aspirations are considered before any changes are made. In this regard it will be important to take into account the extensive previous community consultations undertaken in relation to the planning and development of Cottesloe, as well as the established planning mechanisms which have achieved the qualities of the built environment and public domain, in order to avoid adverse impacts and to ensure the most appropriate improvements within the district.
 - g. Special funding arrangements, including assistance to local government, appears essential to enable planning actions and facilitate infrastructure and development projects in order to realise the strategies, policies and targets envisaged.
 - h. In designing and developing new housing or activity centre areas the provision of at least 10% public open space as accessible local parks and arrangements for traffic management and parking supply will be important considerations to be taken into account through structure planning and detailed proposals.
3. Requests staff to liaise with the Department of Planning with a view to fine-tuning the proposed housing target and other prescriptions applicable to Cottesloe, for future reporting to Council on the progress of the regional

planning strategies and policies, implementation arrangements, consultation needs, detailed planning actions and the funding situation.

AMENDMENT

Moved Cr Dawkins, seconded Mayor Morgan

That the following words be inserted in item (e) after the word “Railway Street” “..., including possible partial covering of the trench to gain useable land and optimise returns,”

Carried 11/0

THE AMENDED SUBSTANTIVE MOTION WAS PUT

COUNCIL RESOLUTION

That Council:

- 1. Notes this briefing on the new regional planning strategies and policy.**
- 2. Makes the following comments in a submission to the WAPC on the Central Metropolitan Perth Sub-regional Strategy:**
 - a. Council recognises that Cottesloe has a comparatively small yet important share of infill urban housing to contribute over time to assist in accommodating regional population growth, as well as a significant urban regeneration role in relation to regional transport routes and activity centres.**
 - b. Council in recent years through its scheme review and associated studies has been proactive in examining regional and local planning issues and requirements in order to ascertain the most appropriate solutions for the various localities throughout the district.**
 - c. The findings of these initiatives, which involved Council, the community, landowners, consultants and state government agencies, has provided a solid framework for Council and the community to continue to engage with state government agencies and other stakeholders towards realising the opportunities for addressing the proposed regional transport routes, east-west connectivity, town centre enhancement, new urban precincts, infill residential development, the supply and diversity of housing, the beachfront/foreshore recreational destination and additional matters which may arise.**
 - d. Council will be seeking to pursue these initiatives through finalisation of Local Planning Scheme No. 3 (LPS3), further studies, structure planning, other local planning tools, and**

detailed planning, design and development control, in collaboration with relevant parties and subject to stakeholder and community participation.

- e. In particular, the railway lands area west of the Town Centre, which includes the railway line/station and Curtin Avenue in their current alignments and is classified as a Development Zone in LPS3, exhibits strong potential for detailed structure planning (based on the Preliminary Structure Plan and related studies already undertaken) for a demonstration transit-oriented development that solves the alignment and impact of these routes, improves east-west connectivity, delivers new and diverse housing towards achieving the desired target and fosters the town activity centre. In this regard the option examined in depth which is strongly preferred by Council involves sinking Curtin Avenue and the railway line in a common trench between the Western Power sub-station and Railway Street, including possible partial covering of the trench to gain useable land and optimise returns, together with a grade-separated road crossing for Jarrad Street (thereby overcoming the existing inefficient and hazardous level-crossing), similarly improved pedestrian and cyclist connections, integration of the train station with the Town Centre, and freeing-up as well as maximising the unused railway lands for urbanisation with a focus on a consolidated transit-oriented development, multiple activities, housing supply and choice, quality public domain spaces and sustainability.
- f. In terms of implementation, a cooperative approach with local governments is advocated rather than the imposition of unpalatable measures or unrealistic demands, and one which respects the individual character, heritage value and amenity of each district or locality, whereby the social composition, local planning approach and community aspirations are considered before any changes are made. In this regard it will be important to take into account the extensive previous community consultations undertaken in relation to the planning and development of Cottesloe, as well as the established planning mechanisms which have achieved the qualities of the built environment and public domain, in order to avoid adverse impacts and to ensure the most appropriate improvements within the district.
- g. Special funding arrangements, including assistance to local government, appears essential to enable planning actions and facilitate infrastructure and development projects in order to realise the strategies, policies and targets envisaged.
- h. In designing and developing new housing or activity centre areas the provision of at least 10% public open space as accessible

local parks and arrangements for traffic management and parking supply will be important considerations to be taken into account through structure planning and detailed proposals.

- 3. Requests staff to liaise with the Department of Planning with a view to fine-tuning the proposed housing target and other prescriptions applicable to Cottesloe, for future reporting to Council on the progress of the regional planning strategies and policies, implementation arrangements, consultation needs, detailed planning actions and the funding situation.**

Carried 11/0

TOWN OF COTTESLOE – PLANNING FOR TOWN CENTRE – UPDATE REPORT

Council Minutes 27 August 2012

File No: SUB/935
Responsible Officer: Carl Askew
Chief Executive Officer
Author: Andrew Jackson
Manager Development Services
Proposed Meeting Date: 20 August 2012
Author Disclosure of Interest: Nil

INTRODUCTION

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

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

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

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

TOWN CENTRE PUBLIC DOMAIN INFRASTRUCTURE IMPROVEMENT PLAN

In September 2011 Council resolved to:

1. *Endorse the Cottesloe Town Centre Public Domain Infrastructure Improvement Plan ("Town Centre Plan") urban design report in-principle as an ongoing guide in considering planning, development and works proposals relating to the Town Centre and environs.*

2. *Request the Station Street Working Group to progress the Station Street sites study and design guidelines prepared by Coda architects and that its future reporting have regard to the Town Centre Plan.*
3. *Request that staff further report to Council on recommended preferences and priorities, as well as consultation steps, estimated costs and forecast works programs, towards implementation of the study findings by March 2012, including liaison with Procott.*

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

CRIME PREVENTION STRATEGIES

In December 2011 Council resolved to:

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

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

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

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

Procott is supportive of any measures that individual proprietors or the Town can pursue.

Steps the Town can progress include:

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

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

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

CURTIN AVENUE, RAILWAY LINE AND RAILWAY LANDS

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

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

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

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

Regarding the latter, in April 2012 Council considered a report supporting the need for this crossing to become traffic light-controlled, noting the heavily-used pedestrian route between the railway station and one of Perth's most popular beaches, the ongoing

growth of vehicle and pedestrian numbers at this location, and the resultant high potential for accidents involving pedestrians crossing Curtin Avenue. Council resolved to:

Send the results of its video survey of pedestrians crossing Curtin Avenue and the traffic counting survey for Curtin Avenue to Main Roads WA with a case for the installation of a light-controlled pedestrian crossing across Curtin Avenue at Forrest Street.

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

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

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

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

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

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

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

PARKING

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

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

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

STIRLING HIGHWAY

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

1. *Request staff to complete the WAPC's submission form with respect to the proposed MRS Amendment for the rationalisation of the Stirling Highway Primary Regional Road Reservation, advising that further consideration should be given to the following:*
 - a) *future public and private transport demands along other regional roads in the western suburbs, especially around the existing bottleneck in Claremont and along Curtin Avenue;*
 - b) *alternatives to Stirling Highway, in particular along the railway reserve that runs parallel to the highway for a considerable distance, as this would reduce the impact on landowners abutting Stirling Highway;*

- c) *development of a system that gives greater certainty to landowners abutting Stirling Highway, including a simple and transparent compensation mechanism; and*
- d) *review of the proposed Concept Design Plans to determine whether the length of the proposed turning pockets are adequate to ensure that vehicles, including buses, will not conflict with the continuous traffic flow along Stirling Highway and that there are adequate access points available for turning vehicles following the creation of the solid central median; and*

3. *Request staff to:*

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

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

METER EYE

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

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

LPS3 POLICIES

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

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

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

SPECIFIC PROPOSALS AND PROJECTS

Urban design for public domain improvements

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

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

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

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

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

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

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

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

Station Street sump site proposal

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

The width of Station Street and the rear lane would facilitate vehicular circulation, with some traffic management treatments including directional signage. The current on-

street angle parking would need to be reconfigured and the frontage of the car park site upgraded with a new footpath, landscaping and lighting.

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

Station Street car park site proposal

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

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

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

Jarrad Street/Curtin Avenue site proposal

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

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

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

VOTING

Simple Majority

COMMITTEE COMMENT

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

OFFICER RECOMMENDATION

Moved Cr Boland, seconded Cr Strzina

THAT Council request staff to:

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

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

AMENDMENT

Moved Cr Boland, seconded Cr Strzina

That:

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

Carried 5/0

COMMITTEE RECOMMENDATION

Moved Cr Walsh, seconded Cr Strzina

That Council request staff to:

- 1. Undertake detailed design and feasibility assessment, including land assembly and approval procedures, and report-back for Council endorsement to implement:
 - (i) **Conversion of the Station Street sump site into a surface car park for public shopper parking time-managed using Meter Eye.**

Designed, approved and construction nearing completion.

- (ii) **Construction of a surface car park primarily for permit-managed worker parking on the Government landholding at the south-east corner of Jarrad Street and Curtin Avenue, with the design to incorporate retention of all existing trees on the site.**

*MES has prepared sketch design and investigated land tenure and lease prospects.
Worth pursuing at no cost, while development and lease would be relatively low cost.*

- 2. Engage Blackwell & Associates to prepare a more detailed design for public domain improvements to Station Street based on the Town Centre Public Domain Infrastructure Improvement Plan and taking into account the sump site project, crime prevention measures and possible future development of the Council car park and private properties. This process is to include consultation with interested parties via the Town and reporting-back to Council for approval of works projects and funding.**

*There should be a real need/demand for significant change.
A study and improvement project to overhaul Napoleon St would be a major exercise and financial undertaking.
There is a risk of losing what looks good and works well and replacing it with something that appears attractive but functions poorly and at great cost (eg Bay View Tce).
The Improvement Plan and earlier Style Guide, together with consultation, may be sufficient to generate modest, effective, affordable and low-risk enhancements.
As the "mainstreet" this is the most important project for the precinct.*

- 3. Review funding arrangements to enable implementation of the planned provision of CCTV in Station Street and the Town Centre as a priority crime prevention strategy.**

*Grant funding receive and CCTV to be installed in sump site car park and Station St, as well as Napoleon St, in August 2013.
Use of existing street poles avoids additional clutter.*

- 4. Engage Blackwell & Associates to prepare more detailed designs for improvements to the network of lanes and walkways in the Town Centre, in two stages comprising:**

- (i) **Preliminary concepts having regard to previous studies, technical considerations and consultations with interested parties via the Town.**

- (ii) Following consideration by the Station Street/Town Centre Working Group produce construction designs as directed for the preferred concepts and priorities with a view to implementation.**

Over the years there have been several ideas about upgrading and activating the lanes, whilst recognising the complexities, constraints, costs and procedures involved.

The Improvement Plan further explored and demonstrated this notion.

Blackwell could be re-engaged for this task, subject to the Town identifying preferred priorities and arrangements for consultation and participation.

Transforming the lanes would be a fundamental restructuring and boost for the Town Centre; however, the process is complicated and slow for the although worth it in the end.

- 5. Approach Coda or other suitable architects to prepare a more detailed concept design for the Station Street/Railway Street car park site, based on a brief taking into account the previous studies, Town Centre Public Domain Infrastructure Improvement Plan and Local Planning Scheme No. 3, for Council to further consider the strategic, technical and financial feasibilities involved in a future project.**

Coda has completed this study including workshops with Council.

Final report delivered – to be disseminated – if development is to be pursued, more work and a report to Council is required.

- 7. Review the planning undertaken by the Town over recent years regarding Curtin Avenue, the railway line, railway lands and east-west connectivity, including in relation to planning for the Town Centre, and report to Council on a way forward working with the State Government to prepare an agreed detailed structure plan for the locality as a basis for a redevelopment project to achieve an integrated transport infrastructure, land use, built form and urban design solution.**

Considerable planning has been done in recent years.

The EbD produced a Preliminary Structure Plan.

MRWA has indicated that the route remains a lower priority for detailed planning, design and construction.

- 8. Approach Department of Transport and Public Transport Authority regarding the prompt installation of the Principal Shared Path through Cottesloe.**

MES has written to each and the response is that while design work is being progressed, there is no funding or time commitment to construction.

9. Refer the Blackwell and Associates original report to the Design Advisory Panel for comment.

*The Panel has a reduced membership so the MDS has approached a couple of local architects towards replenishing membership.
There is a policy governing this.*

Carried 8/1