

TOWN OF COTTESLOE

Local Planning Strategy

Endorsed by the
Western Australian Planning Commission

10/08/2026



Department of **Planning,
Lands and Heritage**



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LOCAL PLANNING STRATEGY

29 JANUARY 2026



Town of Cottesloe

PART 1 - THE STRATEGY

JAN 2026

ADVERTISING

The Town of Cottesloe Local Planning Strategy certified for advertising on 21 August 2024.

Signed for and on behalf of the Western Australian Planning Commission



*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

ADOPTED

The Town of Cottesloe adopted the Local Planning Strategy at the Ordinary meeting of the Council held on 17 December 2024



MAYOR

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on



*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Revision Letter	Date	Reason for Issue	CM
A	20/10/2023	Draft for client review	RS
B	8/11/2023	Draft for Elected Members & staff review	RS
C	1/12/2023	Draft for EM consideration for Endorsement to advertise	RS
D	7/12/2023	Final Part 1 and 2 for EM consideration for Endorsement to advertise	RS
E	14/2/2024	Final Part 1 and 2 for EM consideration for Endorsement to advertise	RS
F	23/02/2024	Final Part 1 and 2 for EM consideration for Endorsement to advertise Strategy Map Update	RS
G	4/09/2024	Final Part 1 and 2 with WAPC approval of modifications for advertisement	NS
H	29/01/2026	Updated with DPLH Schedule of Modifications	RS

Project Name: Cottesloe Local Planning Strategy (LPS)

Prepared for: Town of Cottesloe



Prepared by:



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01

5

INTRODUCTION

The Town of Cottesloe Local Planning Strategy (the LPS) comprises:

- + Part 1 – Strategy; and
- + Part 2 – Background Information and Analysis

This LPS comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC) and revokes the Town's preceding local planning strategy, prepared in January 2008.

As required by Regulation 11 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the LPS must:

- (aa) be prepared in a manner and form approved by the Commission; and
- (a) set out the long-term planning directions for the local government; and
- (b) apply any State or regional planning policy that is relevant to the strategy; and
- (c) provide the rationale for any zoning or classification of land under the local planning scheme.

The LPS has been prepared in accordance with the Local Planning Strategy Guidelines (LPS Guidelines) and forms the strategic basis for the preparation and implementation of a new planning scheme, referred to as the Town of Cottesloe Local Planning Scheme No.4 (LPS4).

1.1 VISION

The LPS has regard to the Town’s Draft Council Plan prepared in 2023 which outlines the future Cottesloe vision, mission and objectives as:

A vibrant coastal community with a relaxed lifestyle

Mission: To preserve and improve Cottesloe’s natural and built environment and beach lifestyle by using sustainable strategies in consultation with the community.

The Council’s strong preference and intent is to ensure that intensification of land uses principally occur within the Town Centre Precinct, Station Precincts (Transit Orientated Development), and along major road corridors.

Table 1 describes the objectives of the Council Plan and the sections of the LPS that align with its intent.

The LPS seeks to recognise that any future land use change and development is balanced with community aspirations and the requirements of planning legislation and policy. The LPS provides for the expression of how broader State planning requirements can be applied and ultimately implemented at a local level with respect for the unique coastal lifestyle, environment, and context of the Town.

Table 1: Council Plan Objectives and Alignment with the LPS

STRATEGIES RELEVANT TO THE LPS	LPS OBJECTIVES
Our Community - Connected, engaged and accessible	
Supporting an active, healthy and inclusive community culture, our residents enjoy access to a range of social, cultural and recreation activities.	<i>Community wellbeing</i> - to enhance and future proof public spaces including recreation areas that best facilitate community public health, connection, and enjoyment. <i>Community needs</i> - to guide the planning and delivery of community infrastructure to meet the diverse needs of the community.
Providing accessible and inclusive community spaces and facilities.	<i>Cyclability and walkability</i> – to promote increased safety and comfort of people of all abilities who choose to walk or cycle. <i>Proximity and accessibility</i> – to support local journeys by protecting local centres and promoting inclusive infrastructure along key routes.
Our Town - Healthy natural environs and infrastructure meeting the needs of our community	
Town infrastructure is well planned, effectively managed and supports our community, while protecting and promoting our unique heritage and character.	<i>Heritage and asset management</i> - to protect and embed cultural, built and natural assets in the planning framework to ensure their continued protection and celebration in the Town.
Future population growth is planned to enhance community connectivity, economic prosperity as well as the built and natural environment	<i>Character areas</i> – future urban growth aspirations are balanced through a sensitive planning approach, which identifies and strengthens retention of existing character areas. <i>Housing growth and diversity</i> - to effectively plan for future population growth in line with State Government frameworks, to ensure that the Town’s dwelling targets can be achieved.
Work collaboratively to protect, enhance, and increase our natural assets and green canopy.	<i>Tree canopy</i> - to protect and increase the urban tree canopy in the Town. <i>Natural area preservation</i> – to sustainably manage natural areas and protect biodiversity and ecological corridors.

STRATEGIES RELEVANT TO THE LPS	LPS OBJECTIVES
Our Prosperity - A vibrant and sustainable place to live, visit and enjoy	
Activating Cottesloe and Swanbourne Town Centres and increasing their appeal, attracting more local business and visitors.	<i>Vibrant Village Centres</i> - to promote the Cottesloe District Centre as to the primary node of activity attracting locals, visitors, and a diverse range of businesses. <i>Active Local Centres</i> – support growth and development of local centres to complement Cottesloe Village.
Partner with other stakeholders to create beautiful and diverse locations that celebrate our natural, cultural, and built heritage.	<i>Collaborative planning</i> - to identify opportunities to collaborate and build relationships with key stakeholders including the State Government and the community on issues of land use planning and future development.
Our Leadership and Governance - Strategic leadership providing open and accountable governance	
Work innovatively and collaboratively with government, industry, business and community to deliver positive outcomes.	See <i>Collaborative planning</i> objective.
Engage, inform and actively involve our community in Council decision making.	

Source: The Council Plan 2023 – 2033



02

ISSUES / OPPORTUNITIES OVERVIEW

Consistent with the State Planning Framework, planning issues of relevance to the Town of Cottesloe are presented under the following themes:

- + Community, Urban Growth and Settlement

- Housing

- Culture, Arts and Heritage

- Public Open Space and Community Infrastructure
- + Economy and Employment

- Activity Centres and Employment

- Tourism
- + Environment

- Natural Hazards

- Natural Areas and Landscape Values

- Coastal Protection
- + Transport and Infrastructure

- Active and Public Transport

- Roads

- Freight

- Utilities

For each planning issue identified in this chapter, planning directions and actions have been defined.

Planning directions are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by one or several action(s), that:

- + Is concise and easy to understand;

+ Outlines what is proposed and how it is to be undertaken;

+ Is relevant to land use planning and provides the implementation arrangements for the related planning direction;

+ Is measurable and can be designated a timeframe; and

+ Indicates the responsible party, agency or authority.

The timeframes for any LPS actions provided in the following sections have the following meanings:

- + *Immediate* – an action to be achieved in less than 1 year.

+ *Short term* – an action to be achieved between 1-5 years.

+ *Medium term* – an action to be achieved between 5-10 years.

+ *Long term* – an action to be achieved between 10-15 years.

+ *Ongoing* – an action that will require regular review throughout the life of the LPS.

Figure 1 is the Town of Cottesloe Local Planning Strategy Map which is the spatial component of this LPS.



Figure 1: Town of Cottesloe Local Planning Strategy Map

2.1 COMMUNITY, URBAN GROWTH & SETTLEMENT

The Town of Cottesloe has a mix of attractive residential streetscapes, characterised by federation style homes, Californian bungalows, mid-century houses, old and new walk-up medium density apartments / units, and more contemporary large detached houses. Many streets are defined by large green verges and street trees, including the iconic Norfolk pines. These features contribute to the high amenity of the Town which sits along a beautiful coastline, is in the walkable catchment of five train stations and offers a variety of local cafés, restaurants, and shopping options. With its coastal setting, views, transport access and proximity to education and employment opportunities, Cottesloe is a highly desirable place to live.

Initiatives to retain, protect and promote the built, natural, and coastal character / heritage of the Town are captured in this Section.

2.1.1. HOUSING

The Town’s population is anticipated to gradually grow over time and the LPS performs an important role in managing this growth. Key strategies and actions include:

- + Alignment with State Planning Framework to achieve urban consolidation - The Perth and Peel @3.5 Million Strategic Planning Framework is a State-Government led strategy which seeks to shifts Perth’s emphasis away from greenfield development on our fringes towards a more consolidated urban form which capitalises on integrated land use and transport planning in high amenity areas.
- + Meeting the State Government’s urban infill targets - The LPS provides a framework to demonstrate how the Town will plan for future growth, and meet or exceed its minimum dwelling targets of 792 dwellings by 2050 (497 dwellings by 2036) as set out in the Central Sub-Regional Planning Framework.

High level calculations of dwelling yields have been completed as part of the Strategy. These calculations demonstrate the Town’s ability to meet the State governments urban infill target for the Town. The methods to calculate these yields including the assumed upcoding applied in the Town are detailed in Part 2 Section 4.2.1. See *Table 2* for dwelling yield estimates for each urban growth area.

Table 2: Estimate dwelling yields

URBAN GROWTH AREA	YIELD ESTIMATE	
	LOWER GROWTH SCENERIO - 49% TAKE UP RATE	HIGHER GROWTH SCENARIO - 72% TAKE UP RATE
Activity Centre		
Cottesloe Village District Centre	Dwelling targets to be determined through Improvement Plan/ Scheme	
Station Precincts		
Swanbourne-Grant Street Stations	Dwelling targets to be determined through Improvement Plan/ Scheme	
Mosman Park-Victoria Street Stations		
Other		
Cottesloe Foreshore	75	110
Total Estimated Additional Dwelling Yield in Planning Areas	75 Plus additional estimates determined through the Improvement Plan/Scheme process.	110 Plus additional estimates determined through the Improvement Plan/Scheme process.

- + Defining priority areas for growth - The LPS identifies a number of priority areas for urban growth, these high amenity areas are best suited to support increased density and include:
 - The Cottesloe Village (District Centre) which is the Town’s largest activity centre. Future detailed planning for this area (which includes the Railway Lands) will be guided by a Precinct Structure Plan which is currently being prepared; and
 - Swanbourne Station (Station Precinct) which is the Town’s second largest activity centre. Future detailed planning for the Railway Lands area in this case will be guided by the State Government market led proposal process.

*Detailed planning for these precincts will also be guided the forthcoming Improvement Plans/
Schemes.*

- + Defining areas for investigation - The strategy seeks to direct future growth within the Town to centres, corridors and stations, and designates the proposed planning areas on this basis. Through implementation of the strategy, investigations will consider the need to balance potential growth with the existing built character/heritage and will involve community consultation.
- + Manage ongoing development along the Cottesloe Foreshore - Although Cottesloe Foreshore is not formally recognised in the State Planning Framework, Cottesloe Beach is a regionally significant attractor and a highly desirable place to live and recreate given its ocean views, proximity to public open space and coastal lifestyle. The Town’s planning framework for the Foreshore area is old and the zones currently used do not meet current State Legislation requirements. In preparing a new Local Planning Scheme a new local planning framework will be required. This will include preparation of planning controls which maintain the foreshore’s natural amenity and character.

Table 3: Housing – Planning Directions and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Achieving urban infill targets	Future detailed planning undertaken to guide implementation of the Cottesloe Village Precinct Structure Plan.	i	The Town will prepare and implement the Cottesloe Village Precinct Structure Plan (PSP) in collaboration with the Shire of Peppermint Grove, as well as the State Government in the context of the forthcoming Improvement Plan/Scheme program of work. Broad parameters include urban consolidation and dwelling infill, building height, dwelling diversity and land use intensification. Consideration will also be given to incorporation of a community benefit framework (if appropriate following investigations). Refer Figure 1 for location, and Planning Area A in Table 15 for further details.	Several interrelated analyses in Part 2 provide the rationale for these actions: Section 4.2.1 of Part 2, Future Settlement Patterns, identifies the Cottesloe Activity Centre PSP boundary. Section 4.2.1 of Part 2 – Urban Growth Areas identifies this area as the highest priority area in which to locate future urban growth (confirmed through community engagement). Section 4.1.2 of Part 2, Population Forecasts details the projected population growth that will increase housing demand.	Immediate
		ii	Town to undertake ongoing monitoring of the CVPSP (Cottesloe Village) (once operational) to ensure the plan is achieving its intended vision for the area.	Section 2.3 of Part 2, outlines the role local authorities play in supporting urban consolidation through achieving dwelling targets set out in Perth and Peel @ 3.5 million.	Ongoing
	Station precincts are identified as preferred locations for future infill investigations to support urban consolidation.	iii	Town to investigate opportunities for urban consolidation in Swanbourne/ Grant Street and Mosman Park/Victoria Street station precincts considering infrastructure capacity, character and heritage, and opportunities for dwelling growth and diversity, and any other relevant design or planning considerations. Refer Figure 1 for locations, and Planning Areas B and C in Table 15 for further details.	Section 4.2.1 of Part 2, Future Settlement Patterns & Urban Growth Areas describe station precincts as a key area for future housing supply. Station precincts have been identified as future growth areas in mapping for the LPS. Additional community consultation and design exercises are necessary to inform detailed planning guidance.	Medium Term 5 - 10 years

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
		iv	Town to liaise and collaborate with the Town of Mosman Park to explore opportunities for future detailed planning around the Mosman Park/Victoria Street Station Precinct.	Refer to Section 4.2.1 of Part 2, Urban Growth Areas.	Short Term 1-5 years
	Review existing planning framework for the Cottesloe Foreshore Area to ensure a planning response which promotes high-quality residential and tourism development outcomes.	v	Review and update the local planning framework for the Cottesloe Foreshore area (LPS4) in terms of land use, built form controls and building height. Refer Figure 1 for location, and Planning Area F in Table 15 for further details.	The foreshore area is a highly attractive and sought after location for redevelopment, though differences between community and developer/ market expectations for built form have arisen in recent years. Therefore, more detailed planning should be undertaken to ensure the planning framework provides more clarity and future built form is responsive to context. Section 4.2.1, Existing Settlement Patterns describes recent developments in the foreshore area that highlight the need for LPS4 to provide an appropriate framework for guiding future development along the foreshore.	Short Term 1-5 years
Improving housing diversity	Future development contributes to offering residents greater housing diversity.	vi	Encourage housing diversity to meet the needs of various household types and life stages within the Town. Investigate mechanisms such as planning/ development bonuses (including height or other built form bonuses) to incentivise housing diversity. Incorporate such provisions within the local planning framework to provide smaller, more affordable dwelling stock within overall development mix.	Refer to Section 4.1.1 of Part 2. Background analyses identified a gap in smaller one-to-two-bedroom dwellings within the Town, impacting residents in non-family households (singles and couples). Demographic trends show an ageing population who may benefit from downsizing to smaller dwellings enabling them to age in place or enabling young adults leaving home to remain in the neighbourhood.	Short Term 1-5 years
Rationalise Split Codings	Review existing planning framework for the Eastern Residential Area.	vii	Town to review existing split codings through the development of LPS No. 4.	To ensure a more contemporary planning framework which aligns with State Government Planning Reform.	Short Term 1-5 years

2.1.2. CULTURE, ARTS AND HERITAGE

To respect and incorporate the Town’s history in future developments, a Draft Heritage Strategy has recently been completed. The Draft Heritage Strategy additionally highlights the importance of strengthening relationships with Aboriginal Elders and community.

Table 4: Culture, Arts and Heritage - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Celebrating Aboriginal Heritage and Culture	Aboriginal Culture is better celebrated and included in future planning processes throughout the Town.	i	Town to build and maintain relationships with local Aboriginal Elders and community. These relationships are important to help identify and understand Aboriginal Heritage across the Town, and to ensure future engagement is embedded in the planning process.	Refer to Section 4.2.2 of Part 2 which details the cultural heritage of the Town and highlights the work to date and ongoing importance of the Town’s Reconciliation journey through its ‘Reflect’ RAP.	Ongoing
Protecting and managing Built Heritage	Heritage places are properly recognised and/or conserved throughout the Town.	ii	Incorporate findings from the Heritage Strategy into the local planning framework.	Refer Section 4.2.2 of Part 2 which notes that the draft Heritage Strategy identified this gap in the local policy framework.	Short Term 1-5 years
		iii	Maintain an up-to-date Heritage List.	Ensure that the current state register heritage sites and the local heritage survey are reviewed and updated regularly.	Ongoing
Investigate opportunities to deliver public art through future (re) developments	Provision of public art is guided by planning policy which ensures best practice outcomes are delivered in the Town.	iv	Town to monitor application of its adopted Planning Policy for Developer Contributions for Public Art. This policy is important to the Town as redevelopment or new developments will increase usage of key attractions, underscoring the importance of demonstrating public benefits to the community and visitors.	Section 3.3 Table 6 of Part 2, Local Planning Policies identifies the Local Policy for Developer Contributions for Art.	Medium Term 5-10 years

2.1.3. PUBLIC OPEN SPACE AND COMMUNITY INFRASTRUCTURE

The Town’s area of public open space, especially Cottesloe’s foreshore reserve, are integral to the sense of place and highly valued by the local community and visitors. Cottesloe Beach is an iconic Western Australian tourism and recreation asset. The Town’s plans to upgrade and rejuvenate the foreshore are set to further establish Cottesloe Beach as an accessible and state-wide, nationally and internationally recognised destination. Ecological Green corridors can further connect residents and visitors to key destinations. In addition to this, due to the Town’s ageing population, ongoing provision of community and social infrastructure is essential to meet future public health, education, sport and recreation, and other social needs.

Table 5: Public Open Space and Infrastructure - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Enhancing quality of existing POS within the Town	Promote and support enhancement of Cottesloe Foreshore as a regionally significant open space destination.	i	Town to continue implementation of the Cottesloe Foreshore Masterplan by developing and advocating for funding options including from State and Federal governments in recognition of the regional tourism destination role that the beach and foreshore play.	Section 4.2.3 of Part 2, Foreshore Masterplan, details the plans for the Cottesloe foreshore. The progression of the masterplan also has implications for the economic and employment opportunities associated with increased tourism within the Town.	Ongoing
		ii	Town to progress with the actions established in the Car Park 2 Development Strategy to investigate feasibility and to complement expansion of the public realm as part of the Foreshore Masterplan implementation. This includes the relocation of parking away from prime recreation areas and utilisation of Car Park 1 for public waterfront amenity. Refer Figure 1 for location, and Planning Area E (Car Park 2) in Table 14 for further details.	Refer to Section 4.2.3 that outlines plans to convert Car Park 1 to a civic plaza which necessitates the investigation of parking capacity at Car Park 2 to supply parking for regional and local population visiting the area.	Short Term 1-5 years
	Implementation of the POS Strategy.	iii	Town to undertake further investigations to assist with the concept of creating an ecological green corridor along Grant Street using the median and verge. Other streets identified as potential ecological corridors include Broome, Marmion, and Napier Streets.	Refer to Section 4.2.3 of Part 2, Public Open Space Strategy. It is noted that this initiative aligns with community values expressed in previous analysis and engagement and Coast Care aspirations.	Short Term 1-5 years
		iv	Review the POS Strategy to quantify the Town’s POS amounts.	Refer to Section 4.2.3 in Part 2.	Short Term 1-5 years

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
	Maintain a contemporary POS network, including infrastructure such as playgrounds, facilities and recreation equipment that meets community needs.	v	Incorporate findings of the POS strategy review into the local planning framework.	Refer to Section 4.2.3 of Part 2 that details the current Public Open Space and Playground Strategy.	Long Term 10-15 years
Providing community facilities and services to suit local needs, demographics and visitor expectations and meet needs of growing population.	Community infrastructure delivered in accordance with community needs to ensure equitable access to and distribution of facilities.	vi	Town to implement outcomes of Community Needs Analysis within the planning framework and expand community infrastructure around key attractions to improve public realm amenity as considered appropriate, via subsequent planning processes, such as Precinct Planning or Local Planning Policy development.	As outlined in Section 4.2.4 of Part 2, the Community Needs Analysis identified gaps in public infrastructure which could be addressed through the LPS. Section 4.2.4 of Part 2 summarises the Community Needs Analysis identification of a need and desire for non-sporting youth facilities, organised sports facilities at Cottesloe Beach and/or local and neighbourhood parks. It is an important distinction that a Community Benefit Framework, for community infrastructure, is functionally different from a Development Contribution Plan.	Short Term 1-5 years

2.2 ECONOMY & EMPLOYMENT

The Town of Cottesloe’s employment sector is primarily made up of an eclectic mix of commercial and retail, servicing needs of local residents and tourists/visitors alike. The Cottesloe Village District Centre is the primary economic hub of Cottesloe located adjacent to Cottesloe train station. The future Cottesloe Activity Centre PSP will elevate the area and facilitate the expansion of employment opportunities and the current insufficient provision of office space. Notably, retail expansion of the Town Centre has been constrained by competition with larger activity centres in neighbouring areas including Claremont, Subiaco and Fremantle. Additionally, analysis in Part 2 indicates that existing retail floorspace is appropriate to serve the needs of households.

Another aspect of Cottesloe’s economic make-up is its smaller local centres and corner stores. Eric Street Shopping Centre, Railway Street local centre, as well as small corner stores/café’s support many local journeys and are social hearts of the Town. Engagement with community has highlighted the value of these corner stores and the LPS seeks to protect these places.

Investment of around \$22 million in the Cottesloe Foreshore Masterplan is expected to attract further investment and development opportunities and attract increased activity from locals and visitors, driving further economic growth. The LPS encourages the advocacy for funding to achieve implementation of the masterplan (Section 2.1.3).

One challenge during the implementation of the LPS is balancing the community’s desire for the Town to support a relaxed coastal lifestyle with future development aspiring to a world-class destination for locals and visitors. Further work is supported by the LPS to understand how future short-term accommodation can be integrated in the Town and how future investment is to be allocated to improving facilities for tourists as well as locals.

2.2.1. ACTIVITY CENTRES AND EMPLOYMENT

Table 6: Activity Centres and Employment - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Addressing the shortfall in office floorspace	Ensure Cottesloe Village District Centre provides sufficient development intensity and land use mix to support increased employment opportunities and office floor space to meet commercial needs.	i	Town to prepare Cottesloe Village District Centre PSP to establish planning controls that facilitate and guide the development of employment generating uses to promote localised employment growth.	Refer to Section 4.3.1 of Part 2, Activity Centres, for floorspace analyses that indicate an undersupply of office space in Cottesloe Village. Refer to Section 2.2, State Policies, SPP 4.2 Activity Centres that encourages the preparation of PSPs for district centres. Engagement has demonstrated support for further consolidation and development of the commercial area.	Short Term 1-5 years
Valuing the benefits of corner stores/café's for daily needs and wellbeing	Retain and encourage Cottesloe corner stores/café's.	ii	Town to ensure that LPS4 includes appropriate zoning designation of corner stores/café's to enable them to transition to conforming land uses.	Section 4.3.1 of Part 2, Existing Settlement Patterns identify corner stores as an integral and highly valued part of Cottesloe character. Corner stores are well used activity nodes within residential neighbourhoods which are in walkable catchments & foster community interaction, however the stores/café's are mostly non-conforming uses within the Town.	Immediate <1 year

2.2.2. TOURISM

Table 7: Tourism - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Increasing the quantum of tourist accommodation.	Investigate opportunity for increased short stay accommodation within the Town.	i	Town to undertake investigations to ensure tourist accommodation is provided in appropriate locations and meets future demand by: + A review of the State Government's Planning for Tourism Position Paper and STRA reforms; + Feasibility and potential for dedicated short term accommodation within the Foreshore Masterplan project including Car Park 2. Outcomes including zoning, land use permissibility, development standards and operational/ management requirements to be addressed in LPS4 and/or an LPP on STRA.	Section 4.3.2 of Part 2 identifies the potential for an area of dedicated short stay accommodation within the Foreshore Masterplan area. These investigations are necessary to balance the needs and desires of tourists with the understanding that residents are often seeking similar amenity and experiences of the natural attractions of the Town as visitors. With the natural environment, especially coastal areas of the Town, providing an excellent basis for tourism, the potential for this sector is high. This would help drive growth in local employment opportunities, activate centres as well as increase usage of public amenities and public transport in the Town.	Short Term 1-5 years
Improving the visitor experience at the Foreshore as well as North and South Cottesloe foreshore.	Improve facilities frequently utilised and enjoyed by tourists and visitors.	ii	Town to collaborate with State and Federal Governments to source funding to allow provision of facilities that position Cottesloe foreshore as a 'world-class' destination. These facilities to be considered during the proposed implementation of the Foreshore Masterplan, and improvements to key active transport routes.	Section 4.2.4 in Part 2, details findings from the Community Needs Analysis and engagement that there is a desire to improve the base level of amenity including public toilets, showers and change rooms around the foreshore area, which currently affect its desirability as a tourist destination. As the natural areas and views are what drives the tourism, it is important facilities are focused in this area. Additionally, during consultation for the Foreshore Masterplan the project team reported that there was overwhelming desire for a more pedestrian friendly environment with better and more accessible connections to the beach, more lookout nodes, barbecues and signage to improve wayfinding and reflect the history of the area.	Medium Term 5-10 years

2.3 ENVIRONMENT

The quality of natural areas and picturesque coastline that spans the western edge of the Town attracts residents and thousands of regional and international visitors to Cottesloe each year. These natural features not only contribute to strongly valued amenity and sense of place but also provide significant ecological value. In future, as the local population grows and tourism activity increases, pressures on these natural areas as a destination for residents and tourists must be balanced with the need to protect and restore their ecological significance.

Over several decades, initiatives towards coastal and environmental restoration have been achieved in a large part by the Cottesloe Coast Care Association (a volunteer group) and their continuing success and partnership with the Town is supported by the Local Planning Strategy. There is potential to investigate working with surrounding local governments to establish a biodiversity corridor through the Town and extends beyond governance boundaries.

The primary natural hazard risks with strategic implications for Cottesloe are associated with coastal processes and bushfire. The Town has been designated as having a low risk of bushfires with two identified bushfire prone areas recently assessed.

2.3.1. NATURAL HAZARDS

Table 8: Natural Hazards - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIME FRAME
Protecting assets through appropriate bushfire management	Ensure protection from, and responsible management of, bushfire threats.	i	Town to continue reviewing bushfire prone areas to identify any vulnerable residential properties in accordance with SPP 3.7 – Bushfire.	Section 4.4.3 of Part 2 identifies that a minimal extent of the Town is identified as being bushfire prone.	Ongoing

2.3.2. NATURAL AREAS AND LANDSCAPE VALUES

Table 9: Natural Areas - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Conserving biodiversity and natural habitats for native flora and fauna.	Minimise impacts of development on local natural areas by ensuring consistent environmental assessment to enable impact of restoration works to be assessed and built upon.	i	Town to allocate resources to work with specialist consultants to develop a Natural Area Management Plan (NAMP).	Refer to Section 4.4.1 of Part 2, Natural Areas Given the population and tourism growth pressures and additional dwellings forecast to be provided in the Town, it will be important to balance these matters and ensure the condition of highly valued Local Natural Areas (LNAs) are not impacted by increased activity.	Medium Term 5-10 years
Improving and retaining mature tree canopy and vegetation.	Significant trees are retained and protected and new trees planted in key locations throughout the Town.	ii	Town to focus on retaining existing trees and planting new trees where there are gaps in streetscapes and to increase the tree canopy in key public activity areas including: the Cottesloe Village District Centre, along the railway, the foreshore, the Long Term Cycle Network and other pedestrian focussed streets. Consider the local planning framework response to achieve this.	Refer to Section 4.2.3 of Part 2, POS and Utilising Verge Space and Section 4.4.1 of Part 2, Natural Areas With increased urban heat, redevelopments and densification, the importance of tree canopy coverage and replacement of trees is an important consideration in the Town. Section 4.2.2 of Part 2, the Draft Heritage Strategy recommends this action which is further supported by expressed community value of green streets in Cottesloe.	Short Term 1-5 years
		iii	Town to monitor and review existing Residential Verge Policy (29/11/22) and Street Tree Policy (24/05/22) to encourage planting of lower native shrubs reflective of the coastal environment.	Refer to Section 4.2.3 of Part 2. Promotion of increased street and verge trees is to be prioritised alongside increased planting of native shrubs to support biodiversity corridors on verges and reduce the extent of grass verges. Ground level native shrubs which reflect the coastal environment should be supported.	Medium Term 5-10 years

2.3.3. COASTAL PROTECTION

Table 10: Coastal Protection - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIME FRAME
Responding to the identified coastal risks to ensure protection of vulnerable areas and assets	Ensure protection from, and responsible management of coastal impacts.	i	Town to allocate resources to completion of the CHRMAP. Following this, implementation of the CHRMAP should occur to defend vulnerable coastal areas and assets.	Section 4.4.2 of Part 2 outlines the Draft CHRMAP Summary Report findings.	Ongoing
Continuing the natural areas and coastal areas protection work led by Coastcare.	Ensure continued funding and resourcing of Cottesloe Coast Care Association (CCA).	ii	Town to allocate funding and staff resources to continue the established partnership with CCA to ensure their ongoing coastal restoration work over the life of the LPS.	Section 4.4.1 and 4.4.2 of Part 2 notes that the successful partnership between the Town and volunteer group CCA is integral to maintaining and protecting the coastal natural areas of the Town for future generations and responding to the coastal hazards to assets identified in the CHRMAP. Further, Section 2.5 in Part 2, Position Statements includes the WA Climate Policy which highlights the importance of resilient cities and regions.	Ongoing
Considering the opportunity for establishing a Biodiversity Corridor.	Coastal flora and fauna and natural areas protection requires a connected and integrated approach beyond the Town's boundaries.	iii	Town to engage with neighbouring local government areas (City of Nedlands, Town of Cambridge, Shire of Peppermint Grove, Town of Mosman Park, Town of Claremont) and State environmental bodies to formally establish the biodiversity corridor from Bold Park to the Vlamingh Memorial area and the Swan River via the Wardun Beeliar Bidi.	Section 4.4.2 of Part 2 describes the biodiversity corridor connecting Bold Park, the Swanbourne, Cottesloe foreshore and the natural area around Vlamingh Memorial. This biodiversity corridor was recognised by WALGA in 2004 and aligns with the Western Suburbs Greening Plan. Additionally the corridor builds on the Wardun Beeliar Bidi (Section 4.4.2). Section 2.5 in Part 2, Position Statements includes the WA Climate Policy which highlights the importance of caring for our landscapes and storing carbon.	Medium Term 5-10 years

2.4 TRANSPORT & INFRASTRUCTURE

The Town of Cottesloe has the opportunity to benefit from its access to five train stations, making it a prime location for increased active (cycling or walking) and public transport use and reduced private vehicle usage. The walkable catchments of these stations cover large portions of the Town’s urban footprint. A bicycle shared path runs along the train line connecting Cottesloe with Perth City, Fremantle, and destinations in between. The highly valued and utilised recreation band along the coast is a key destination for locals and visitors, and linear parks or ecological corridors should be established to create a pleasant environment for local journeys to the beach.

Throughout the life of the LPS the Town will seek to:

- + Improve connectivity particularly east-west across the railway line;
- + Promote increased development opportunities around public transport infrastructure;
- + Create a safe and accessible transport network for all ages and abilities by considering a variety of street users including people riding, people walking, people using mobility devices and people with prams;
- + Encourage active travel for local journeys, supporting the vision for a relaxed and coastal lifestyle; and
- + Reduce car dependency.

Initial engagement and high level modelling through discussions with key utility services providers found that there is sufficient capacity to accommodate demand likely to be generated by the additional dwellings anticipated over the life of the LPS. This should be reviewed and assessed at regular intervals to ensure assumptions and any constraints to development are identified.

2.4.1. ACTIVE & PUBLIC TRANSPORT

Table 11: Active & Public Transport – Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Promoting increased usage of public transport and active transport, especially for local trips.	Shift the mode share dominance away from driving towards active travel and public transport by focusing pedestrian and bike rider enhancements along routes that connect people to key destinations and reflect common desire lines for local area journeys.	i	Town to develop an Integrated and Sustainable Transport Strategy that includes consideration of the needs of all road users such as pedestrians, bike rider/s and people catching public transport.	Section 2.2 and 2.4 in Part 2 outline several State policies that encourage and support better integration of land use and transport planning and urban intensification that is located appropriately to maximise use of public transport and active travel modes. Sections 4.2 and 4.5 further emphasise the LPS’s preference for intensification that leverages the Town’s existing stations and connections to key destinations through an increased mix of uses and urban intensification in these locations.	Medium Term 5-10 years
		ii	Town to enhance connection to public transport and local destinations, especially by walking or cycling. Focus future street upgrades on priority pedestrian and cycling access routes, including: + Key pedestrian routes to train stations, activity centres and corner stores, + Streets identified on the Local Term Cycle Network (LTCN).	Section 4.5.2 in Part 2, Pedestrian Network, identifies opportunity to improve experience of pedestrians in terms of connectivity, wayfinding and path quality on routes that connect with station precincts and other attractions. This section includes recommended streets for upgrades identified through background analyses. Section 4.5.2 Roads and active transport describes the LTCN that has been adopted by Council.	Short Term 1-5 years

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
	Integrate and enable a broader mix and intensity of land uses around train stations.	iii	Town to support State Government to review market led proposal for Swanbourne Station Precinct and advocate for a preferred proposal that best achieves urban infill outcomes for the Town. This will involve collaboration with the Town of Claremont. For more detail refer Planning Area B, Table 14.	Section 4.2.1 of Part 2, Future Settlement Patterns details the Expression of Interest released by the State government for a parcel of land in the Swanbourne rail corridor.	Short Term 1-5 years
		iv	Town to support State Government to progress the Long-Term Cycle Network.	Refer to Section 4.5.2 in Part 2.	Ongoing
		v	Town to advocate for and engage with Main Roads WA, Town of Mosman Park and Shire of Peppermint Grove to improve safe east-west connectivity and should address access across Curtin Avenue, Stirling Highway, as well as across the railway line.	Section 4.5.1 in Part 2, Public Transport, and 4.5.2, Roads and active transport outline the importance of improving connectivity to support transport oriented urban infill development around the Town’s stations, especially Cottesloe Train Station and South Cottesloe. Improved and safe east-west connectivity will provide better links between the neighbourhoods and nodes of activity in Cottesloe.	Short Term 1-5 years

2.4.2. ROADS

Table 12: Roads - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Promoting a reduction in car dependence, to increase mode share of active transport especially for local area trips.	Road planning and design should broaden its consideration to encompass users who are travelling by alternative modes to private vehicles, encouraging shared, safe places to travel for all ages and abilities.	i	Town to develop an Integrated and Sustainable Transport Strategy that determines priorities by road user type and informs the approach to future street improvements.	Section 4.5.2 of Part 2 identifies that existing transport networks in the Town have often been designed to encourage private car use and there is significant potential to improve the experience and increase the mode share of alternative modes such as public transport, cycling, eRideables, eBikes and walking. Designing streets with these user groups in mind together with lower speeds, and a more consolidated urban form will improve the sustainability and connectivity of the public transport network.	Medium Term 5-10 years
		ii	Town to monitor guidance on eRidables and eBikes provided by the Road Safety Commission.		Ongoing
Managing and reducing the impacts of parking on amenity and neighbourhood character in high activity areas.	Parking infrastructure to be consolidated and meet the minimum needs of locals and visitors.	iii	Town to update Parking Strategy and conduct investigations to test parking requirements to ensure balanced outcomes for residents, shoppers, workers and visitors in key focus areas such as the foreshore and town centre. These investigations will be based on latest guidance provided by the State Government as part of planning reform.	Section 4.2.1 of Part 2 Engagement to date for the Cottesloe Village PSP supported increased urban consolidation with increased housing and employment opportunities. This can include better utilisation of Town owned property or carparks to enable redevelopments that include decked parking and other uses rather than expansive and uncoordinated at-grade parking that increases walk times and reduces the quality and experience of the public realm.	Short Term 1-5 years
Providing E-Vehicle and other future sustainable transport infrastructure to support growth in usage.	To support the growth in adoption of E-Vehicles (EV) and other future sustainable transport infrastructure over time, consider the appropriate location of EV Charging stations in key destinations.	iv	Town to ensure key infrastructure upgrades e.g. Cottesloe foreshore, meet the recommended provision ratios of EV charging infrastructure.	Section 2.5 in Part 2, Position Statements, describes the State's position on the provision of EV charging infrastructure.	Medium Term 5-10 years
		v	Town to seek opportunities to partner with not-for-profit organisations e.g. RAC, to promote usage and infrastructure of E-Vehicles and other future sustainable transport options.	Section 2.5 in Part 2, Position Statements includes the WA Climate Policy and EV Charging Infrastructure which outlines the importance of low and zero emissions vehicles into the future.	Short Term 1-5 years

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Rationalising the Town's Right of Way Network	To support improved access and movement through the Town's Right of Way (ROW) Network.	vi	Review of the ROW Strategy and ROW Policy.	To assist the Town in achieving desired ROW outcomes. Refer Section 4.5.2 in Part 2, Road Network, which identifies challenges experienced with existing ROW design and treatment.	Short Term 1-5 years

2.4.3. FREIGHT

Table 13: Freight - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIME FRAME
Minimising the impact of freight traffic within the Town.	Engage in future works projects to ensure the Town’s position on the effects of freight traffic is reflected in decision making and noise impacts as well as transportation of dangerous goods through residential areas is minimised.	i	Town to liaise with and advocate to MRWA regarding future planning and design of Curtin Avenue following the proposed port relocation to Kwinana.	Section 4.5.2 of Part 2 notes that responsibility for Curtin Avenue was passed to MRWA in 2019 though there is still a collaboration role for the Town in ensuring the best outcomes for this transport route for the community.	Medium Term 5-10 years

2.4.4. UTILITIES

Table 14: Utilities - Planning Direction and Actions

ISSUE / OPPORTUNITY	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Capability of water, sewer, gas, power and telecommunications networks to accommodate future urban infill.	Ensure sufficient capacity of utility networks in line with areas of urban growth.	i	Town to ensure that an assessment of all future structure planning proposals is supported by servicing infrastructure strategies which demonstrate that an area can be adequately serviced to meet the intent of the structure plan.	Refer to Section 4.5.3 in Part 2. Town to continue initial engagement undertaken for the LPS with servicing authorities including Water Corporation, Western Power, ATCO, to ensure ongoing infill dwelling targets can be serviced to ensure the needs of the increased population can be met.	Ongoing
		ii	Town to ensure proponents engage in early discussions with Water Corporation and other key utility authorities for substantial infill developments. This will ensure that in instances where a structure plan has not been prepared, it can be demonstrated that there is sufficient network capacity to support the development.		
Increasing the uptake of renewable energy sources, and transition towards net zero emissions.	Facilitate and promote use of renewable energy sources in the Town.	iii	Town to explore opportunities for renewable energy generation and storage.	Section 2.5 in Part 2 outlines the State’s Climate Policy that supports the increased generation and storage capacity of renewable energy. These initiatives could include consideration of: + Community batteries; + Support for solar panels or farms; and + LED street light replacement.	Medium Term 5 - 10 years
Implementation of better urban water management.	Improve integration of Water Sensitive Urban Design in future developments within the Town.	iv	Town to explore opportunities for more Water Sensitive Urban Design and best practice water cycle management as part of Council and private industry works and development.	Section 4.4. in Part 2 identifies the need for improved stormwater management and opportunity for verges to support a waterwise approach.	Medium Term 5-10 years



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PLANNING AREAS

3.1 PLANNING AREA DEFINITION

The LPS Guidelines defines planning areas as “areas that warrant individual recognition in the local planning strategy, that can be spatially defined and generally include an area of land that has similar land use and/or development issues/opportunities.” The Guidelines suggest planning areas may include;

- + Urban corridors;
- + Activity centres;
- + Areas identified for future zoning and intensification of land use (e.g. Residential infill, future residential);
- + Land surrounding train stations;
- + Areas characterised by heritage assets; and
- + Areas that contain significant environmental assets.

The following sources were considered during the identification and definition of Planning Areas:

- + Central Metropolitan Sub-regional Planning Framework: which identifies station precincts, activity centres, and urban corridors as priority areas for urban consolidation.
- + Walkable five minute catchments around train stations.
- + Character assessment of existing neighbourhoods.
- + Current zoning in LPS3: for example Planning Area F (Foreshore) considered blocks coded >R40 and Special Control Areas.
- + Engagement with community for this LPS.
- + Known Planning Action Areas 1-3: Swanbourne Market Led Proposal, the Cottesloe Deaf School, Cottesloe Village Precinct Structure Plan.

Table 15 outlines in greater detail planning directions and actions for specific planning areas. Planning Areas that have been identified in this LPS are identified on the Strategy Map (Figure 1 - which is repeated for ease of reference).

Notes:

- + Use of the Planning Area Index is a requirement of the LPS Guidelines.
- + The Planning Area Index does not represent priority, it is an organising tool only.



Figure 1: Town of Cottesloe Local Planning Strategy Map

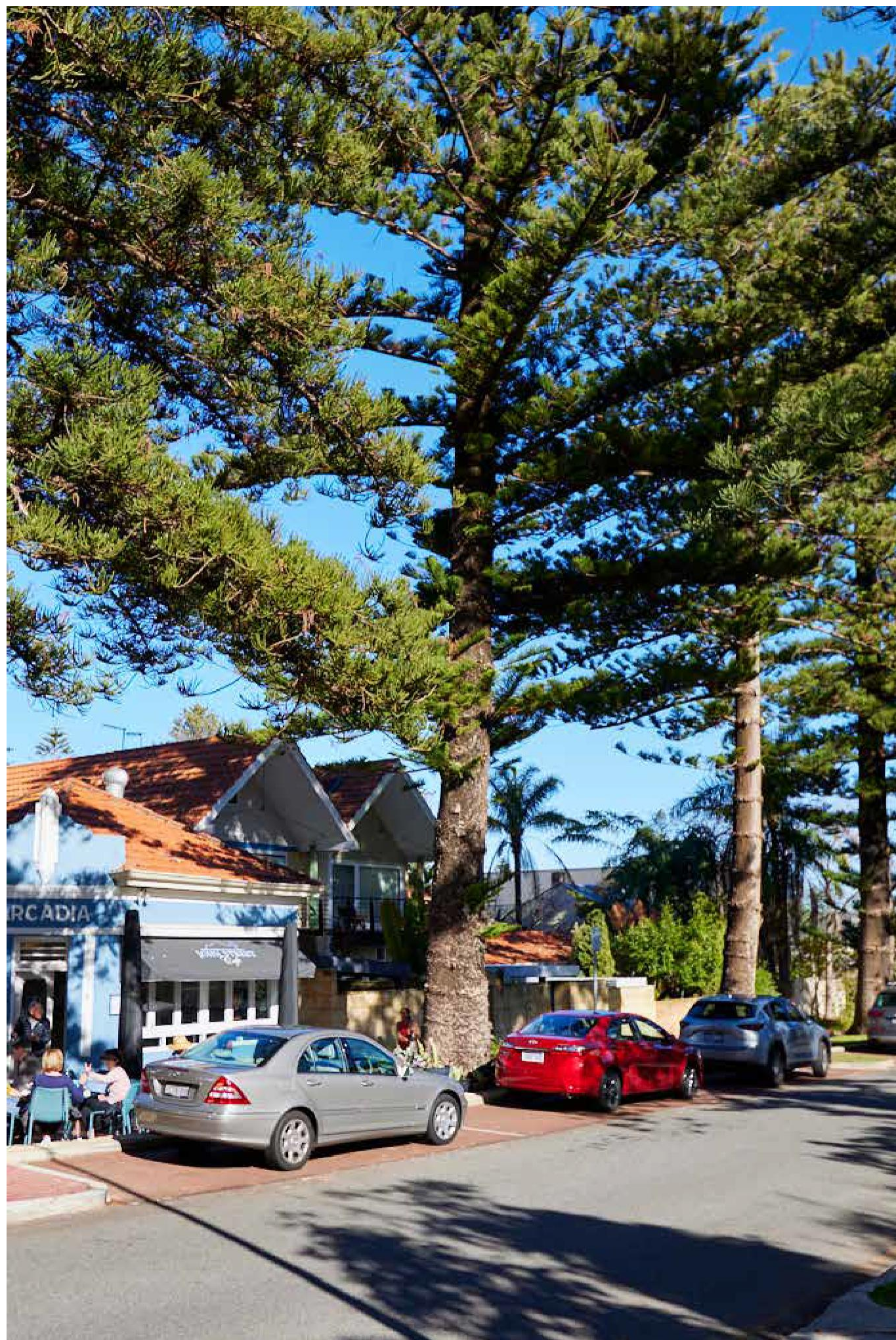
Table 15: Planning Areas

PLANNING AREA	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Precinct A - Cottesloe Village and Station Precinct Overview: Through the adoption of the Cottesloe Village Precinct Structure Plan, create a vibrant mixed-use town centre and station precinct where community, commerce, culture & heritage are embraced.	Future planning of Cottesloe Village to be guided by a PSP.	A.1	Town to continue to develop a Precinct Structure Plan in accordance with State Planning Policy 4.2 Activity Centres and State Planning Policy 7.2 Precinct Design Guidelines. The boundary for Planning Area A has been developed through community/stakeholder engagement. The PSP to provide a contemporary planning framework which addresses the following key issues: + Public realm; + Movement; + Land use; + Built Form. The PSP should also inform changes to LPS4. <i>Note: Action to be delivered in collaboration with the Shire of Peppermint Grove as well as the State Government in the context of the forthcoming Station Precinct Improvement Plan/Scheme program of work. The Cottesloe Village PSP boundary extends east into the Shire of Peppermint Grove. The area of the PSP beyond the Town of Cottesloe has not been illustrated in Figure 1.</i>	Section 4.2.1 in Part 2 identifies a strong desire for the Town to achieve greater urban consolidation, to be achieved by promoting infill development in designated activity centres such as the Cottesloe Village District Centre.	Immediate <1 year
	Railway lands west of Cottesloe train station for development.	A.2	Town to advocate to PTA and other State agencies to undertake planning investigations to understand the development potential of PTA landholdings west of Cottesloe train station.	Section 4.5.1 in Part 2, Public Transport details the constraints of underground utilities on the site as reported during engagement with PTA for the purposes of the LPS. It is important to understand the steps required to unlock the potential of the land because of its location adjacent to the train station and District Centre and its significant potential to improve east-west connectivity,	Immediate <1 year

PLANNING AREA	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Precinct B - Grant Street/Swanbourne Station Precinct Overview: A Station Precinct with future infill opportunities following investigations into the protection of the existing neighbourhood character and heritage.	Grant Street / Swanbourne Station Precinct	B.1	Town to explore potential opportunities for future urban infill in Planning Area B. The investigations should include: + Character assessment to determine existing neighbourhood qualities. + Built form assessment and design testing to determine future density codes and provide recommendations on planning responses to ensure future development is responsive to context. + Consideration of privacy and traffic impacts of increased density and development. + Implementation in the local planning framework, either through a Local Planning Policy or as provisions in LPS4. + Potential collaboration with the Town of Claremont.	Section 4.2.1 in Part 2 identifies a strong desire for the Town to achieve greater urban consolidation by promoting infill development in priority areas such as identified station precincts.	Medium Term 5-10 years
		B.2	Town to engage with State Government and Town of Claremont to progress with the Swanbourne Market Led Proposal (MLP) and advocate for high quality built form that respects the biodiversity corridor, and aligns with the DPLH Precinct Design Guidelines 2020. See Planning Action Area 1 on Figure 1.	Section 4.2.1 outlines the current MLP process to provide increased density on a State owned land along the railway corridor by Swanbourne train station.	Short Term 1-5 years

PLANNING AREA	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Precinct C - Mosman Park/Victoria Station Precinct Overview: A Station Precinct with future infill opportunities following investigations into neighbourhood character, built form, and opportunities for development of mixed use and higher density housing.	Mosman Park / Victoria Street Station Precinct	C.1	Town to explore potential opportunities for future urban infill in Planning Area C. The investigations should include: + Character assessment to determine existing neighbourhood qualities. + Built form assessment and design testing to determine future density codes and provide recommendations on planning responses to ensure future development is responsive to context. + Consideration of privacy and traffic impacts of increased density and development. + Implementation in the local planning framework, either through a Local Planning Policy or as provisions in LPS4. + Consider future opportunities for development of mixed use and higher density housing within key sites in the Planning area. + Potential collaboration with the Town of Mosman Park.	Section 4.2.1 in Part 2 identifies a strong desire for the Town to achieve greater urban consolidation by promoting infill development in priority areas such as identified station precincts.	Medium Term 5-10 years
		C.2	Town to support State Government redevelopment process for Cottesloe Deaf School, to enable further residential dwellings and potential for mixed uses (e.g. corner store/cafe) in Planning Area C. See Planning Action Area 2 on Figure 1.	Current planning proposes delivery of aged-care and seniors living apartments as well as the Foundation remaining on the site. This development involves the retention of heritage listed buildings. Refer Section 4.2.4 of Part 2. A corner store/cafe would offer significant benefits by providing a community hub to bring together elderly residents and the community together.	Short term 1-5 years

PLANNING AREA	PLANNING DIRECTION	ID	ACTION	RATIONALE	TIMEFRAME
Precinct D – Vlamingh / McCall Precinct Overview: A place with important historical, environmental and community value that would benefit from careful exploration of appropriate tourism uses and improved amenity for residents and visitors.	McCall Centre	D.1	Town to investigate future options for the McCall Centre. Considerations include: + Review MRS to consider future use and zoning; + The integration of heritage buildings as part of any future redevelopment; + Collaboration with neighbouring local governments (City of Fremantle, Town of Mosman Park) to maximise desired environmental, amenity, heritage, and tourism outcomes.	Section 4.2.1 in Part 2 identifies the McCall Centre as a valuable historical, community and recreational site, and details the Town's position on retaining its use for community and recreational purposes.	Ongoing
Precinct E - Car Park No. 2 Overview: To investigate future options for the site having specific regard to the desirability of providing a new car parking facility and potential mixed use development.	Consolidation of parking and investigation of mixed use development opportunities.	E.1	Town to continue investigations to progress delivery of the Car Park Area 2 Strategy to implement the Town's vision for a multi-level car park and short-term accommodation (as part of the Foreshore Masterplan parking relocation strategy). Collaboration with the State Government is required to rationalise the existing tenure and to undertake MRS Amendment to deliver on the Town's intent for Planning Area E.	Section 4.2.1 of Part 2 notes that the Town has had a long term desire and is highly motivated to progress the implementation of the Foreshore Masterplan. The reduction in parking provided at Carpark 1 for public realm improvements requires the investigation of redevelopment of Carpark 2.	Ongoing
Precinct F - Cottesloe Foreshore Area Overview: A desirable tourism destination where future development has specific regard to enhancing its character, protecting its heritage, and considering implications of climate change. Recognising the management of future built form outcomes and enhancement of the foreshore for both residents and visitor enjoyment will require a review of the existing planning framework to consider changes that may be appropriate.	Cottesloe Foreshore Area	F.1	Town to undertake planning investigations to determine what changes are required to the existing planning framework as part of LPS4. The investigations should include: + Character assessment to determine existing neighbourhood qualities. + Built form assessment and design testing to determine future density codes and provide recommendations on planning responses to ensure future development is responsive to context. + Consideration of CHRMAP recommendations. + Implementation in the local planning framework, through changes to LPS4 including identification of appropriate residential densities and Model Scheme Compliant zones.	Section 4.2.1 of Part 2 identifies that substantial recent developer interest in the Foreshore Area has necessitated the need for a review of the existing planning framework to ensure it aligns with the requirements set out in the Local Planning Regulations.	Immediate <1 year



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IMPLEMENTATION & REVIEW

Implementation of the actions within this LPS are intended to occur over a 15 year timeframe. Every 5 years a comprehensive review of the local planning scheme and strategy will be undertaken in the form of a report of review. The report of review will include a basic assessment of the status of all the actions from the local planning strategy to confirm whether actions are either completed, in progress or not commenced.

Following the adoption of the LPS, amendments to LPS3 and/or preparation of a new scheme LPS4 will be required to assist the implementation of the LPS.

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5

INTRODUCTION

The purpose of Part 2 is to detail the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the Local Planning Strategy (LPS).

Sections 2 and 3 provide a summary of the relevant State, regional and local planning documents and contexts, and include the implications for the Town of Cottesloe LPS direction.

Section 4 of this volume includes the local government profile which delivers the background information and analysis relating to the current demographic profile, urban growth and settlement patterns, environment and heritage, economy and employment and infrastructure position in the Town. The key planning opportunities and issues this analysis raises that will influence future development and land use of the Town are described, to underpin the LPS direction and actions.



02

STATE AND REGIONAL PLANNING CONTEXT

2.1 STATE PLANNING STRATEGY 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local jurisdictions. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

Perth, the State’s capital, will remain a main international gateway to Western Australia and will function as its financial, administrative, and social centre.

2.2 STATE PLANNING POLICIES

State Planning Policies (SPP’s) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPP’s considered to be specifically relevant to the Town of Cottesloe are outlined and described in **Table 1**.

Table 1: State Planning Policy Overview and Local Planning Strategy Implications

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 1 – State Planning Framework Policy	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development. It brings together existing State and regional policies, strategies, and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia. The Framework informs the WAPC, local government and others involved in the planning process on State level planning policy, which is to be taken into consideration, in order to ensure integrated decision-making across all spheres of planning. The framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC’s policy position in relation to aspects of the State Planning Strategy principles.	The updated LPS and Scheme will need to align with the vision and principles of the State Planning Strategy. Refer to relevant SPPs below which set out the WAPC’s policy position in relation to aspects of the State Planning Strategy principles.
SPP 2 – Environment and Natural Resources Policy	SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation, and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making. SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes, and energy efficiency. These general measures should be considered in conjunction with environmentally based, issue-specific state planning policies which supplement SPP 2.0. With respect to landscape, the Policy states that planning strategies, schemes and decision-making should: 1. Identify and safeguard landscapes with high geological, geomorphological or ecological values, as well as those of aesthetic, cultural or historical value to the community, and encourage the restoration of those that are degraded. 2. In areas identified in (1) above, consider the level or capacity of the landscape to absorb new activities and incorporate appropriate planning and building design and siting criteria to ensure that new development is consistent and sensitive to the character and quality of the landscape. 3. Consider the need for a landscape, cultural or visual impact assessment for land use or development proposals that may have a significant impact on sensitive landscapes.	The Town has identified the importance of protecting and enhancing its natural environment through the preparation of a Natural Areas Management Plan (NAMP). The LPS has included an action to develop an updated NAMP that identifies existing and future (if any) natural areas which require protection/enhancement. The proposed approach set out in NAMPs aligns closely with the objectives and intent of SPP 2.0. As described in the LPS, given the population and tourism growth pressures and additional dwellings forecast to be provided in the Town, it will be important to balance these matters and ensure the condition of highly valued Local Natural Areas (LNAs) are not impacted by increased activity.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 2.6 – State Coastal Planning Policy	SPP 2.6 provides for the long-term sustainability of Western Australia’s coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving, and enhancing coastal values. SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning. SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning Guidelines.	Coastal planning in the LPS should be guided by a Coastal hazard risk management and adaption planning (CHRMAP), a process which the Town has commenced. This will help determine the relevant subdivision and development requirements at the highest level of strategic planning. The LPS proposes the completion of the CHRMAP and which should then be used to update LPS No.4 land uses.
SPP 2.8 – Bushland Policy for the Perth Metropolitan Region	SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social, and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	The Town does not contain any identified Bush Forever areas. However, to ensure that other natural areas with environmental significant are protected, the Town has previously prepared a NAMP which has informed the background of the LPS. The NAMP identifies natural areas which require protection/enhancement and it also provides guidance on prioritisation. The LPS proposes completion of an updated NAMP, as the previous is outdated, and due to the population growth and tourism pressures being experienced in the Town. The LPS proposes any potential land use planning implications to be accommodated in LPS4.
Draft SPP 2.9 – Planning for Water	Draft SPP 2.9 provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers, and implementation of total water cycle management principles in the land use planning system. The policy recognises that planning should contribute to the protection and management of water resources through implementation of policy measures that identify significant water resources, prevent the degradation of water quality and wetland vegetation, promote restoration and environmental repair, and avoid incompatible land uses.	The LPS supports the implementation of the Foreshore Masterplan to improve the amenity and protection of the foreshore environment from incompatible land uses. The LPS additionally proposes the review of street tree and verge policies to ensure planting of coastal natives is prioritised and encouraged. The selection of coastal natives supports a water sensitive approach in the Town.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 3 – Urban Growth and Settlement	SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of this Policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for Aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.	The development of the LPS involved the identification of appropriate and sustainable areas for urban growth within the already highly urbanised Town. The areas proposed for urban growth within the Town are predominantly located around train stations using an integrated land use and transport approach. The type of development proposed should increase housing diversity and concentrate increased residential housing options in proximity to the Town Centre and amenity.
SPP 3.4 – Natural Hazards and Disasters	SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy, and the environment. SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bushfire, landslides, earthquakes, cyclones, and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning policies which supplement SPP 3.4.	The Town’s location and physical context means that the primary areas of potential concern relate to coastal inundation, coastal erosion, bushfire, and to a lesser extent flooding. LPS implications relating to Bushfire risk are addressed in response to SPP 3.7. With regard to risk of coastal erosion and inundation the LPS proposes the completion of the Town’s CHRMAP and integration of key recommendations into LPS No.4 (as described in response to SPP 2.6).
SPP 3.5 – Historic Heritage Conservation	SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve sites and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage sites and areas. SPP 3.5 primarily relates to historic cultural heritage noting that Aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features. The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.	The LPS aims to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives. The LPS actions for planning areas detail the heritage investigations that should be completed to inform an appropriate response in LPS No.4. The LPS recognises the importance of heritage and includes actions on maintaining an up to date Heritage List, and the implementation of the Heritage strategy once completed.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 3.6 – Infrastructure Contributions	SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development. The policy is intended to apply across all development settings, including urban, industrial, and greenfield growth areas and regional towns. Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency, and accountability. SPP 3.6 is supplemented by the Infrastructure Contribution Implementation Guidelines (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost sharing is required. The Guidelines recognise that the DCP must have a strategic basis and be linked to the local planning strategy and strategic infrastructure plan and program which identify the infrastructure and facilities required over the life of the DCP (generally up to 10 years for new greenfield development, or longer for the delivery of city-wide Community Infrastructure), and the cost and revenue source.	The LPS will provide the strategic basis for critical infrastructure. It will also set out high-level guidance to specify circumstances in which the Town will or will not require DCP arrangements, this may include large-scale redevelopments in infill locations, activity centres, station precincts, and along urban corridors.
SPP 3.7 – Bushfire	SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process while achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but are proposed to be developed in a way that introduces a bushfire hazard.	The Town contains limited land identified as bushfire prone under the Department of Fire and Emergency Services (DFES) Bushfire Prone Mapping. However, the LPS action under Part 1 Section 2.3.1 Natural Hazards outlines Town's role of ongoing review of bushfire prone areas to identify potentially vulnerable residential properties or assets.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 4.2 – Activity Centres	SPP 4.2 and its Guidelines apply to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments. SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.	Under the current SPP 4.2 activity centre hierarchy, the Town's highest order centre is the Cottesloe Village District Centre which straddles both the Town of Cottesloe and Shire of Peppermint Grove. The Town also contains two local centres and a number of smaller activity nodes. The LPS ensures future planning aligns with the objectives and intent of SPP 4.2 for these centres through actions supporting the ongoing development of the Cottesloe Village Precinct Structure Plan and the forthcoming Station Precinct Improvement Plans/Schemes.
SPP 5.2 – Telecommunications Infrastructure	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply. Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community while not comprising environmental, cultural heritage, social and visual landscape values.	Telecommunications maintains a critical role in infrastructure requirements for local and regional areas. The LPS proposes the review of each planning area to ensure sufficient telecommunications infrastructure is present or infrastructure strategies exist to support the servicing of future growth areas.
SPP 5.4 – Road and Rail Noise	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply. SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, while also ensuring the future operations of transport corridors. SPP 5.4 is supplemented by the Road and Rail Noise Guidelines.	The LPS identifies the opportunity to reduce noise impacts from the railway line, Stirling Highway and potentially along Curtin Avenue.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 7.0 – Design of the Built Environment Policy	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles, and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development, and public works. The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community, and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review. These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.	The LPS recognises the value of the principles outlined in SPP 7.0 and ensures these principles will be explored and responded to through the Cottesloe Village Precinct Structure Plan.
SPP 7.2 – Precinct Design	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning, and design processes deliver good-quality built environment outcomes that provide social, economic, and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.	The Town is compact urban local government area and includes activity centres, station precincts, and urban corridors. The LPS recommends the ongoing detailed planning occurring for the Cottesloe Village Precinct in the form of a precinct structure plan (as guided by SPP 7.2). The LPS additionally proposes that, during the preparation of LPS4 will include a review and update of the planning framework for the Cottesloe Foreshore Area.
Residential Design Codes Volume 1 and Volume 2 (R-Codes)	The Residential Design Codes Volume 1 and 2, now Planning Code and no longer a State Planning Policy, provide the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose the R-Codes is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals. The R-Codes outline various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The R-Codes also makes provision for aspects of specified design elements to be varied through the local planning framework.	The Town is an established urban area consisting of mainly established residential areas. All residential development within the Town is guided by R-Codes Volumes 1 & 2 and LPS3. The LPS identifies the Foreshore area as a planning area that requires changes to the existing framework in LPS4.

2.3 SUB-REGIONAL PLANNING CONTEXT

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level. Regional planning instruments relevant to the Town are described in **Table 2**.

Table 2: Regional planning instrument overview and Local Planning Strategy Implications

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Metropolitan Region Scheme	The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.	As part of the Perth Metropolitan Region, the Town is subject to the MRS. The majority of the Town is zoned 'Urban', with other areas reserved as 'Parks and Recreation', 'Public Purposes – Special Uses', 'Public Purposes – SEC' 'Primary Regional Road', and 'Railway'. The LPS recommends the continuation of plans for the Car Park 2 redevelopment into a mixed use precinct as well as consolidated parking area. This will include the requirement for an MRS amendment which will be undertaken in accordance State government guidance.
Perth and Peel @3.5 Million	Perth and Peel@3.5Million provides a high-level strategic plan for the future growth of Perth and Peel. The framework aims to accommodate 3.5 million people by 2050 by planning for proposed infrastructure and promoting a vibrant, compact, and connected city. The four sub-regional planning and infrastructure frameworks (North-West, North-East, Central, and South Metropolitan Peel) work in conjunction with the strategy to promote sustainable development, and liveable environments to ensure sustainable growth of both the population and city. Importantly, PP3.5 describes the 10 principles of urban infill that guides infill development. These are: 1. Housing 2. Character and heritage 3. Activity centres 4. Urban corridors 5. Station precincts 6. Industrial centres 7. Public transport 8. Infrastructure 9. Green network 10. Protection	The Town is located in the Central Sub-Regional Framework and the LPS outlines how the Town will meet its obligations for urban consolidation and infill development in the short-medium term. Specifically, the LPS: + Recognises the benefits of increased local population in terms of activity, vibrancy, and business sustainability; + Targets population growth in strategic planning areas, while maintaining the majority of residential areas at existing densities; and + Encourages new high-quality residential & commercial development, and social infrastructure providing benefits to the community. + Aligns with the 10 principles of urban infill by identifying appropriate areas of urban infill.

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Central Sub-Regional Framework (2018)	The Central Sub-Regional Planning Framework (Framework) provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans. The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.	The Central Sub-Regional Framework (the Sub-Regional Framework) sets out the vision and intent for achieving greater urban consolidation in the Perth Metropolitan Area, particularly within the 'inner ring suburbs' in places such as the Town. The Sub-Regional Framework sets out targets and priorities for where future infill development should occur. The LPS proposes how the minimum infill target of additional dwellings for the Town will be achieved and prioritised in the Cottesloe Village, Grant Street/Swanbourne Station Precinct, and the Mosman Park/Victoria Street Station Precinct.

2.4 DEVELOPMENT CONTROL AND OPERATIONAL POLICIES

Table 3: Development control and operational policies

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
WAPC Operational Policy (OP) 1.1 Subdivision of Land – General Principles	This policy seeks to control subdivision of land, number, size and arrangement of lots within the framework of the relevant legislation, regulations, and policy.	This policy is largely concerned with matters related to subdivision. The primary role of the LPS with regard to subdivision is to set out the broad land use zones where subdivision and development is suitable (e.g. setting aside land for protection of natural areas). The Planning Areas mapped in the LPS is where future development has been identified as suitable.
WAPC DC 1.2 Development Control – General Principles	This policy deals with the general principles and policies used by the WAPC in its determination of applications for approval to commence development. The policy also focusses specifically on alignment with the Metropolitan Region Scheme (MRS). Development Control Policy 1.2 is currently under review, with a draft currently available.	In developing planning directions and actions for the LPS, changes to the MRS may arise in certain instances to allow the vision and objectives of the LPS to be met. The LPS proposes the progression of plans to redevelop Car Park 2 as a mixed use precinct. These plans involve an MRS amendment.
WAPC DC 1.5 Bicycle Planning	This policy describes the planning considerations which should be considered in order to improve the safety and convenience of cycling. This document sets out policy objectives and measures to achieve greater consideration of bike riders' needs and to promote an understanding of bike riders' requirements by planning consultants, developers, and State and local government.	The Long-Term Cycle Network (LTCN) for Perth and Peel identifies strategic cross-boundary cycle routes that link parks, schools, community facilities and transport services. It also allows flexibility for LGAs to modify it according to local situations. The Town includes a number of identified primary, secondary, and local cycle routes which provide important local and regional connections. The LPS Discussion Paper (2019) identified that there was a desire in the community to enhance local cycling infrastructure. The LPS aims to improve cycling infrastructure by recommending street upgrades be prioritised on roads identified on the LTCN, contributing to a more sustainable transport future.
WAPC DC 1.6 Planning to Support Transit Use and Transit Oriented Development	This policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use through greater integration of land use and transport planning. The policy focusses primarily on existing high frequency public transport routes.	The LPS identifies multiple priority areas for urban growth that are station precincts which can support infill development and in doing so, also enhance transport infrastructure patronage.

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
WAPC DC 1.7 General Road Planning	This policy brings together in one document all those operational planning policies of the WAPC which apply generally to the planning of roads. The policy refers to the functional road classification system in Liveable Neighbourhoods (2009). The policy establishes requirements for land contributions and the construction of various categories of roads and outlines principles that apply to aspects of the planning and provision of all types of roads. It also clarifies the role of roads as service corridors for public utilities.	The Town is already highly urbanised with the road planning and layout relatively set. The LPS proposes the development of an Integrated Transport Strategy to guide future road planning and design to consider a wide range of road users. The LPS identifies opportunities for Curtin Avenue upgrades to increase safety of pedestrians and bike riders trying to cross east-west. Additionally, road planning for Curtin Avenue has been proposed in the LPS following the relocation of the port to Kwinana, and the redirection of freight routes.
WAPC DC 2.2 – Residential Subdivision	This policy sets out the Western Australian Planning Commission’s requirements for the subdivision of land into residential lots. It is related to the site area per dwelling standards contained in the R-Codes, and to other State Policies and Development Controls. Historical lot size differences and application of contemporary R-Coding’s results in some lots not aligning with allocated R-Code minimum and average lot sizes. Lot size variation under this policy is intended to facilitate flexibility to complete subdivision of these lots as intended under the local planning framework.	This policy is largely concerned with specific matters related to residential subdivision. The primary role of the LPS with regard to residential development will be to determine if the existing approach to residential densities is appropriate. If changes are proposed as part of this LPS, it is likely that this will be guided by future detailed planning exercises.
WAPC DC 2.3 – Public Open Space in Residential areas	This policy sets out the requirements for creation of public open space in the subdivision of land for residential purposes. It seeks to ensure that all residential development is complemented by adequate, well-located public open space. It also seeks to protect and conserve watercourses and foreshores adjacent to residential development. The normal requirement is that for residential subdivision, where practicable 10% of the gross subdivisible area be given up free of cost and ceded to the Crown as public open space.	The urban structure for the Town is largely set, with public open space (POS), and foreshore areas already set aside in LPS3. To inform this LPS, the Town has prepared and Council has adopted a ‘Public Open Space and Playground Strategy’ which has identified some opportunities for new or upgraded public open space playgrounds. Actions associated with this including the establishment of ecological corridors through the Town have been proposed in the LPS.

2.5 OTHER DOCUMENTS AND POSITION STATEMENTS

Table 4: Position Statements

POSITION STATEMENT	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Residential Accommodation for Ageing Persons	This position statement outlines the WAPC’s requirements to support the provision of residential accommodation for ageing persons within Western Australia’s local government planning framework. This position statement seeks to remove planning process barriers and encourage the provision of an appropriate supply and diversity of options for residential accommodation by establishing consistent, simplified, and streamlined approval pathways, within a strategically led planning framework.	The LPS proposes Town support for the redevelopment of the Deaf School which has been identified as a potential aged-care development site. From a statutory perspective, if the LPS determines sufficient demand for residential accommodation for aging persons then new land use definitions (and associated permissibility’s) should be considered for ‘Residential Aged Care Facility’ and ‘Independent Living Complex’ in LPS4.
Western Australian Climate Policy (November 2020)	The Western Australian Climate Policy sets out the State Government’s plan for a climate-resilient community and a prosperous low-carbon future. The policy underscores a commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050. The policy sets out the high-level priorities the State Government will implement to support a more climate-resilient community. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. The policy outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.	The policy outlines the priority themes and practical actions the State Government is taking to enhance climate resilience and support the low-carbon transition. This policy looks beyond business-as-usual measures to highlight the most significant, high-impact actions that can be implemented. Those themes relevant to this LPS are summarised below: <u>Storing carbon and caring for our landscapes</u> + The LPS proposes actions to establish ecological corridors with native planting and tree canopy through the Town as well as restore and protect the dunal areas. <u>Lower carbon transport</u> + The LPS proposes the development of an Integrated Transport Strategy that considers a variety of road users including pedestrians and bike riders. <u>Resilient cities and regions</u> + The LPS proposes the continuation of the CHRMAP process and development of an updated NAMP. + The LPS proposes the exploration of opportunities to incorporate renewable energy infrastructure into the Town.

POSITION STATEMENT	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Electric Vehicle Charging Infrastructure (June 2024)	The State's Electric Vehicle Charging Infrastructure Position Statement seeks to align the roll out of EV charging infrastructure with the State's EV strategy and Climate Policy. The statement outlines the recommended approach for the provision of EV charging infrastructure. The approach identifies preferred land use locations and types of EV chargers as well as describes circumstances where the installation of EV charging infrastructure should be exempt from the requirement of development approval. Importantly, the statement recommends provisioning ratios for different land uses.	Future large scale public projects must now consider demands for e-vehicle charging infrastructure from residents and visitors. Ongoing and future development within the Town should be informed by the ratio of charging bays recommended in this statement for differing uses and developments.
Planning for Tourism and Short-term Rental Accomodation (November 2023)	With the advent of AirBnBs there have been significant planning and amenity implications. Local governments have had to navigate this contemporary pressure and balance the desires of residents as well as facilitate opportunities to accommodate short term accommodation. This position statement aims to guide the appropriate location and management of tourism uses through the planning framework. This position statement is intended to be applied in conjunction with the draft Planning for Tourism Guidelines.	The LPS recommends investigations into short term accommodation needs and the preparation of an LPP to manage short term rental accommodation issues.

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LOCAL PLANNING CONTEXT

3.1 STRATEGIC COMMUNITY PLAN 2013-2023

The *Council Plan 2023-2033* incorporates the Town’s Strategic Community Plan and Corporate Business Plan. The intent of this document is to outline the vision of:

“A vibrant coastal community with a relaxed lifestyle”

complemented by the Mission which is:

“To preserve and improve Cottesloe’s natural and build environment and beach lifestyle by using sustainable strategies in consultation with the community”

In preparing the *Council Plan 2023-2033* the Town undertook community and stakeholder engagement to inform its content and direction. The findings relevant to the LPS have been highlighted below, drawn from the report by Moore Australia (WA) in June 2023. The engagement activities undertaken to glean this feedback for the SCP included information and feedback sessions (21 attendees across 3 sessions) and an online survey (receiving 440 responses).

A selection of issues and aspirations raised during the community feedback sessions and survey that relate to the strategic direction of the Town is presented below. These are highlighted because they are elements that land use planning can have an influence over and have been organised into the four LPS themes. The community expressed the following opportunities and issues, by theme:

- + Urban growth & settlement:
 - Support for Stirling Highway and railway adjacent lands as key future development areas. It is acknowledged that development on PTA owned land is not supported by the PTA and any proposal to develop within PTA-owned land will need to be reviewed by the PTA and relevant third parties.
 - 5-6 storeys mentioned as upper height limits desired.
 - Retain a mix of housing that includes heritage buildings and new stock.
 - Consideration of needs of aging population – mobility and facilities.
- + Economy & employment
 - Tourism attraction of Cottesloe for visitors is acknowledged though this needs to be balanced with local desire for village atmosphere and scale.
 - Community shared a mix of views on whether to increase commercial development along the foreshore or retain as a place for public recreation.
- + Environment
 - Foreshore Masterplan requires implementation to enable locals and visitors to benefit and get the key amenities they need e.g. toilets and showers.
 - Conflicting views around land use and development near foreshore, but must retain the unique charm and character of Cottesloe.
 - Support for initiatives to make the Town green, inclusive, relaxed, accessible foreshore, keep green spaces and enhance tree canopy/shade to mitigate urban heat effects and encourage active transport modes.

- Sustainable management of green spaces.
- + Transport & Infrastructure
 - Train station upgrades. Including sinking the railway line (especially in Cottesloe Station and Town Centre area) with new development above. It is acknowledged that the PTA have no current plans or confirmed funding to sink the Fremantle Railway Line.
 - Traffic congestion especially along Marine Parade affects attractiveness and safety, increase public transport usage – better station to beach CAT service, Eric Street bridge congestion and need for Main Roads engagement, increased consideration of pedestrians and active transport users supported.

Selected objectives and the responding strategies from the Council Plan that are relevant to land use planning are summarised in Table 5:

Table 5: Strategic Community Plan Alignment

KEY OBJECTIVES	STRATEGIES RELEVANT TO THE LPS AND LAND USE PLANNING
Our Community: Connected, engaged and accessible	+ Supporting and active, healthy and inclusive community culture, our residents enjoy access to a arrange of social cultural and recreation activities + Providing accessible and inclusive community spaces and facilities
Our Town: Healthy natural environs and infrastructure meeting the needs of our community	+ Town infrastructure is well planned, effectively managed and supports our community, whilst protecting and promoting our unique heritage and character + Work collaboratively to protect, enhance and increase our natural assets and green canopy + Future population growth is planned to enhance community connectivity, economic prosperity as well as the built and natural environment
Our Prosperity: A vibrant and sustainable place to live, visit and enjoy	+ Activating Cottesloe and Swanbourne town centres and increasing their appeal, attracting more local business and visitors + Partner with other stakeholders to create beautiful and diverse locations that celebrate our cultural and built heritage + Partner with other stakeholders to promote Cottesloe more widely, attracting visitors seeking a quality coastal experience
Our Leadership and Governance: Strategic leadership providing open and accountable governance	+ Engage, inform and actively involve our community in Council decision making + Work innovatively and collaboratively with government, industry, business and community to deliver positive outcomes

3.2 PREVIOUS LOCAL PLANNING STRATEGY

A local planning strategy is a fundamental component of the local planning framework, it sets out the long-term strategic planning directions for a local government. The Town's previous Local Planning Strategy was endorsed by the WAPC in 2008.

The local government is required to prepare a local planning strategy under the *Planning and Development (Local Planning Schemes) Regulations 2015* which shall set out the long-term planning directions for the local government, apply to any state or regional planning policy that is relevant to the strategy, and provide the rationale for any zoning or classification of land under the local planning scheme.

The primary matters and changes in planning direction to consider since preparation of the former Local Planning Strategy include:

- + Rapid changes in technology that are driving community demand and expectations on the services and infrastructure provided by government;
- + Continued slow economic growth which has resulted in an uncertain economic climate where spending has slowed and job security in many sectors has declined;
- + Increasing urban consolidation – several major changes in State government planning policy and initiatives for urban consolidation in recent years with a greater focus on higher density development within the inner metropolitan areas. These initiatives and policy updates may result in significant changes in the built form within the Town. Therefore, it is important to take a proactive approach to accommodating increased density whilst maintaining the amenity of residential neighbourhoods;
- + Strong focus on climate change adaptation and mitigation as part of working towards greater environmental sustainability; and
- + Rise of creative industries – in recent years, employment structures have been shifting, which has seen more people working as freelancers or taking on multiple roles in different areas, with a particular focus on creative expression.

3.3 LOCAL PLANNING SCHEME NO. 3

The existing Local Planning Scheme No. 3 (LPS3) functions as the principle statutory mechanism for regulating the Town's development, however a review will be needed to reflect the changing circumstances faced by the Town in dealing with emerging risks and to capitalise on potential opportunities into the future. Under the *Planning and Development Act 2005*, local governments are required to review their Local Planning Schemes every five years.

The current LPS3 was gazetted in 2014 and is coming up to its scheduled review date. The existing Scheme established a foundation for regulating the Town's development; however, a full review is needed to reflect both the updated *Planning and Development (Local Planning Schemes) Regulations 2015* and to capture changing circumstances.

The above will result in the culmination of a new Local Planning Scheme No.4 (LPS4).

3.4 LOCAL PLANNING POLICIES

Local Planning Policies (LPP) may be prepared by the Town in accordance with Division 2 of Schedule 2 of the LPS Regulations in respect of a particular class or classes of matters specified in the policy; and may apply to the whole scheme area or part of the scheme area.

The Town currently has 3 operational LPP's, a summary of which is provided in **Table 6**.

Table 6: Local Planning Policies

NAME	DATE OF ADOPTION	PURPOSE OF LOCAL PLANNING POLICY	LPS IMPLICATIONS
LPP No. 2 – Wearne Redevelopment	December 2018	This LPP provides development requirements and guidelines for the redevelopment of the Wearne Hostel site. The requirements and guidelines are drawn from a Master Plan that was been endorsed by the four landowners of the site, namely the Towns of Cottesloe, Claremont and Mosman Park and the Shire of Peppermint Grove.	In the LPS Discussion Paper (2019) the Wearne Development Zone was identified as a priority area for redevelopment. Through the Master Plan and this LPP, substantial redevelopment of the former Wearne Hostel site has now progressed. Once complete, the need for this policy would be removed. Recommended that this policy be rescinded once development has been completed.
Depot LDP Design Guidelines Policy	September 2013	To prescribe design guidelines to guide development of the Town's former municipal depot site.	Through implementation of the LDP, development of the residential estate has been completed (with the exception of one lot). Once complete, this LDP will no longer be needed. Recommended that this policy be rescinded once development has been completed, and that the land be normalised into LPS4.
Town and Local Centres design Guidelines	December 2014	The Design Guidelines were prepared to provide built form guidance in the: + Cottesloe Town Centre; + Eric Street Local Centre; and + Railway Street Local Centre. They apply in conjunction with Scheme provisions, with the intent to deliver high quality buildings and public spaces.	In the LPS Discussion Paper (2019), key nodes such as the Cottesloe Village Town Centre were identified as primary areas for future redevelopment. This will in some instances require the preparation of contemporary planning instruments, such as precinct structure plans which will supersede the built form controls of the design guidelines. Recommended that a review of this policy be undertaken to ensure no duplication in the planning framework between the design guidelines, LPS4, and any contemporary planning instruments prepared.
Restricted Foreshore Centre Zone Design Guidelines	December 2015	To prescribe setback requirements for development in the Restricted Foreshore Centre Zone to ensure appropriate development.	Under LPS3 the Restricted Foreshore Centre Zone covers a relatively small number of sites adjacent to the main beachfront precinct, as a transition between the Marine Parade activity and development area and the adjoining Residential Zone. In the LPS Discussion Paper (2019), key nodes such as the Foreshore Centre were identified as primary areas for future redevelopment. It is therefore likely that a review of development provisions may be necessary. Recommended that a review of this policy be undertaken as part of the broader LPS4 review, to ensure a response to any contemporary planning issues.

NAME	DATE OF ADOPTION	PURPOSE OF LOCAL PLANNING POLICY	LPS IMPLICATIONS
Payment in Lieu of Parking Plan	June 2023	This plan permits developers to pay monies to the Town to provide for a shortfall in parking. The policy applies to two areas, the Town Centre and the foreshore, to ensure there is adequate parking supply. This policy has standardised these payments and clearly outlines payment process.	This plan intends for the Town to use cash payments to provide street parking or future decked parking and support street upgrades and cycling facilities. Recommended that the LPS include an action to assess over time whether this parking plan is having the desired impact on the Town's parking supply in key development areas.
Developer Contributions for Public Art Policy	June 2023	This policy requires prescribed developments with a cost of \$2 million or greater to contribute a minimum 1% of development costs to public art provision. Payments can be contributed directly through an artist or through the Town as a payment (cash-in-lieu).	The Town's identity is strongly tied with public art as the host of the phenomenal Sculpture by the Sea exhibition. This policy may increase the Town's public art fund with potential cash-in-lieu payments for public art. Recommended that a review of the Town's Public Art Strategy (2019) be undertaken as well as the identification of desired locations for public art. Ensure benefits for the community are considered and maximised over the long term.
Advertising Signage Policy	June 2023	Policy provides guidance and requirements on signage placement and size.	Recommended the LPS include an action to review and assess of this policy, following its roll out and application over time, to determine whether it is resulting in the desired outcomes. To review existing 'exempted advertisements' (Schedule 5) in LPS3 when considering LPS4.

3.5 STRUCTURE PLANS

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. An overview of the structure plans within the Town, and implications for the LPS are provided in **Table 7**.

Table 7: Structure Plans

NAME OF STRUCTURE PLAN	DATE OF WAPC APPROVAL / LAST AMENDMENT	PURPOSE OF STRUCTURE PLAN	LPS IMPLICATIONS AND RESPONSES
Cottesloe Activity Centre (Cottesloe Village) Precinct Structure Plan	N/A <i>Currently under preparation. Draft prepared in 2019 and Community and Stakeholder Engagement. Then in 2022-23 site and context analysis and renewed engagement undertaken according to SPP 7.2 approach.</i>	To provide a contemporary planning framework which guides future subdivision and development in the CACPSP boundary.	In the LPS Discussion Paper (2019), the Cottesloe Village Town Centre was identified as the highest priority area for future development. It is therefore important that the LPS sets out the strategic rationale which guides future detailed planning for the Town Centre. This will be in the form of a PSP, prepared in accordance with SPP 7.2. <i>Recommended that the PSP documents be prepared and finalised to guide development and infill housing within the town centre.</i>

3.6 LOCAL DEVELOPMENT PLANS

Local development plans (LDPs) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the LDPs within the Town, and implications for the LPS are provided in **Table 8**.

Table 8: Local Development Plans

NAME OF LDP	DATE OF APPROVAL / LAST AMENDMENT	PURPOSE OF LDP	LPS IMPLICATIONS AND RESPONSES
Town of Cottesloe Former Depot	September 2013	To prescribe design guidelines to guide development of the Town's former municipal depot site.	As described in Table 6, subdivision and development has almost been completely realised. This area can be considered for normalisation in LPS4.
126 and 128 Railway Street	October 2018	To provide specific built form guidance which will help coordinate development of this important site.	The site is situated within the important Swanbourne Station Precinct, which is identified as a priority area for future development. The site has a recent JDAP approval so it is likely that this LDP will be redundant soon.

3.7 OTHER STRATEGIES, PLANS & POLICIES

The purpose of this section is to briefly outline any other strategies, plans and policies that have been prepared by the Town that have relevance to the LPS and the implications of these are captured in **Table 9**.

Table 9: Other Relevant Strategies, Plans & Policies

NAME OF STRATEGY, PLAN, POLICY	PURPOSE	IMPLICATIONS FOR LPS
Cottesloe Foreshore Master Plan	Cottesloe Foreshore is the gateway and urban edge to the regionally significant Cottesloe Beach. The foreshore is an important part of the beach experience for both residents and visitors. The Cottesloe Foreshore Master Plan provides the vision, principles, conceptual plan and design guidance for future upgrades that are in keeping with the unique character of Cottesloe and the surrounding community. It provides a coordinated design strategy to guide much needed upgrades to the public realm.	The regional significance of the Cottesloe Foreshore area means that implementation of the master plan in the LPS is an essential action. It identifies several key projects and upgrades, and whilst not all have land use planning implications they are of strategic importance. Part 1 of the LPS will highlight relevant planning actions and directions necessary to support implementation of the Cottesloe Foreshore Master Plan.
Natural Areas Management Plan	The Town of Cottesloe currently has 15.5 hectares of remnant natural areas (representing less than 5% of the area of the municipality). In order to manage these important areas the Town developed this NAMP, which sets out a management framework for each natural area, with the aim to provide a more united approach towards natural area management through efficient allocation of resources. The management plan aims to act as an overarching policy to support current existing local planning and development policies.	The Town has identified the importance of protecting and enhancing its natural environment through the preparation of the NAMP. The LPS therefore has the opportunity to implement the NAMP by identify existing and future natural areas which require protection/enhancement. Section 4.4. Environment, provides further details on how this can be achieved.

3.8 LOCAL COMMUNITY & STAKEHOLDER ENGAGEMENT

In early 2023, with the commencement of this LPS review, a Community and Stakeholder Engagement Plan (CSEP) was prepared by Hames Sharley and Shape Urban and endorsed by the Town. From June to August 2023, a rigorous pre-engagement process was undertaken to inform this review.

The findings and feedback from these community and stakeholder interactions have provided insight into the land use planning issues and opportunities experienced in the Town currently and anticipated over the life of the LPS. Taken together with research and analysis plus interrogation of the guiding documents within the State and Regional planning realm, this information has assisted in underpinning the strategic direction for the Town’s planning framework.

Refer to Part 2, Appendix 1 for the Engagement Outcomes Report which details the process and findings from the consultation. Where information from the process has been an informer of the LPS it is referred to as either “pre-engagement” or “engagement for this LPS”.

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04

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LOCAL GOVERNMENT PROFILE

The profile of the Town of Cottesloe is presented and analysed in this section to provide robust, appropriate background and rationale for the strategic path outlined in Part 1. The Local Government Profile is organised under the following headings:

- + Demographic Profile
- + Urban Growth and Settlement
- + Economy and Employment
- + Environment and Heritage
- + Infrastructure

Trends, issues, opportunities, and constraints detailed within the Local Government Profile are addressed in the strategy directions, actions and mapping found in Part 1. Where relevant the information for the Town is provided and contrasted with Greater Perth metropolitan area or WA benchmarks. The intent is to highlight the key issues which form the basis for the planning principles underlying this strategy (LPS) and its associated planning scheme.

4.1 DEMOGRAPHIC PROFILE

4.1.1. DEMOGRAPHIC PROFILE

With a geographical extent of approximately 4km² the Town of Cottesloe is one of the smallest local government areas in the Greater Perth Metropolitan Region. The Town has a total population of 7,970 people living in 2,996 households (ABS Census 2021). The expected growth of the population and dwellings to house them in the Town, over the life of the LPS, is explored in **Sections 4.1.2 and 4.1.3**.

This demographic profile provides insight into the Town’s residents characteristics and how these are likely to influence the direction of planning in the locality into the future. Key demographic indicators for the Town of Cottesloe are outlined in **Table 10**.

Table 10: Town of Cottesloe Key Demographics Overview

DEMOGRAPHIC INDICATOR	COTTESLOE (LGA)	GREATER PERTH
Median age	44 years	37 years
Children per family (all households)	0.7	0.8
People per household	2.5	2.6
Median weekly household income	\$3,303	\$1,865
Median monthly mortgage repayment	\$3,835	\$1,907
Vehicles per dwelling (average)	2	1.9
Bachelor degree attainment	54.3%	26.5%
Labour force participation	63.5%	65.2%
Top occupation	Professional (44.8%)	Professional (23.7%)
Top industry of employment	Hospitals (7.9%)	Hospitals (4.4%)
Worked from home	15.1	7.6
Completed voluntary work last year	27.3%	15.1%
Travel to work by public transport	9.2%	8.5%
Travel to work by car	59.7%	68.8%
Long term health conditions - none	69.8%	62.4%
Dwelling - separate house (%)	68.6%	77.8%
Dwelling - apartment (%)	19.4%	7.6%

Source: FAR Lane Analysis based on Census 2021 data.

AGE & LIFE STAGES

The resident age profile for the Town is illustrated on **Figure 1**. It highlights that the percentage of young children aged 0-9 years and their parents in the 30-49 years age groups in the Town has shrunk between 2016 and 2021. The dominant family households include teenagers and their parents in the 50-60s age groups, with the Town demonstrating above Greater Perth average levels in these age cohorts. In contrast to Greater Perth averages, the Town has a higher proportion of Seniors and Elderly residents aged over 50 years with the 70-79 years group growing between 2016-21 Census’. The median age of 44 years in the Town, reflects this ageing population profile.

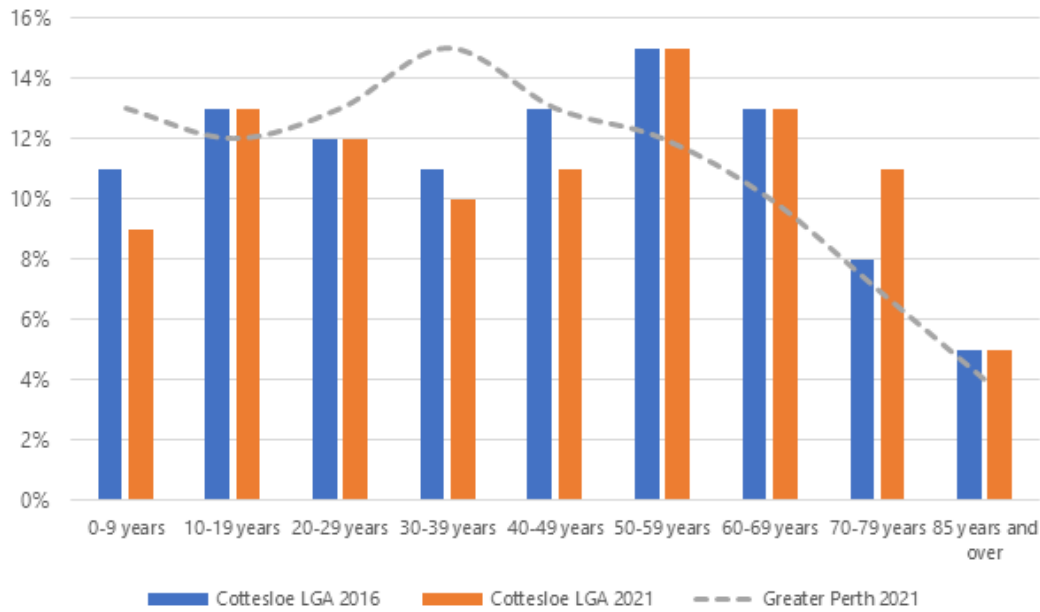


Figure 1: Cottesloe LGA Resident Age Profile

Source: FAR Lane analysis based on Census 2021 data.

The needs of the Town’s population should be reflected in strategic planning, when taken together the older age profile, slightly lower labour force participation rates, below Greater Perth average of people living with a long term health condition (refer **Table 11**) and very high percentage of people volunteering in the community illustrate a physically active, healthy, engaged community who have time to be involved in recreation and other interests. The ageing of the population together with these trends will mean facilities and accessibility to them will become more critical over time.

Table 11: Cottesloe LGA long term health conditions and need for assistance, 2021

AGE GROUP	LONG TERM HEALTH CONDITION		NEED FOR ASSISTANCE (# INDIVIDUALS)
	TOWN OF COTTESLOE	GREATER PERTH	
0-14 years	108 (9%)	11%	10
15-24 years	177 (17%)	21%	9
25-34 years	193 (21%)	22%	15
35-44 years	141 (17%)	24%	3
45-54 years	223 (20%)	31%	5
55-64 years	358 (32%)	42%	10
65-74 years	446 (47%)	56%	26
75-84 years	339 (59%)	67%	44
85 and over	126 (58%)	73%	75
Total	2,111 (26%)	30%	197 (2%)

Source: FAR Lane analysis based on ABS Census 2021. Need for assistance refers to individuals who require daily assistance due to long term health conditions, disability and/or old age.

EMPLOYMENT & EDUCATION

The key sectors where residents of the Town are employed (**Figure 6**) are health related, professional/technical, financial/insurance services and real estate. This is reflective of the high proportion of people who are University educated – more than half those over 15 years have a Bachelors Degree – and 26% hold post-graduate qualifications (refer **Figure 7**).

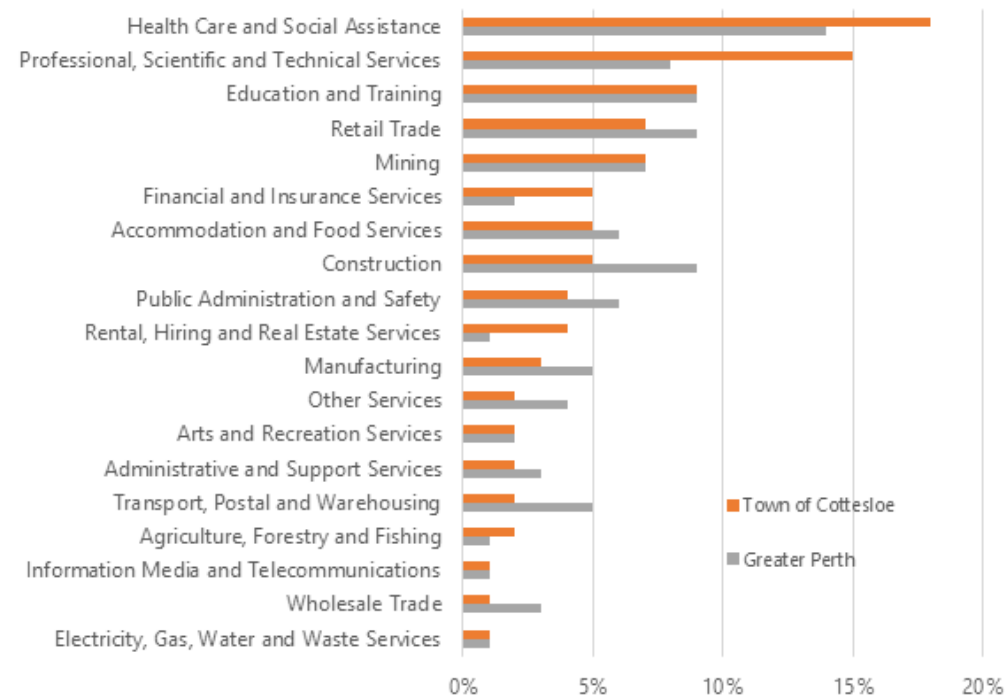


Figure 6: Town of Cottesloe Resident Workers Industry of Employment

Source: ABS Census, 2021

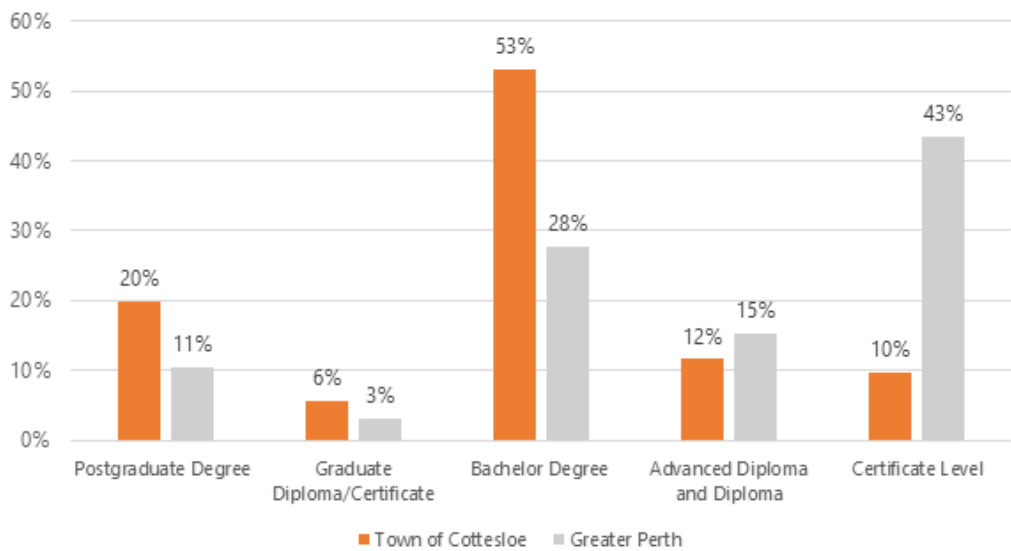


Figure 7: Education Profile

Source: Far Lane Analysis based on ABS Census, 2021. Percentages refer to the share of residents 15 years and over who have attained a non-school qualification.

The Town’s very well qualified workforce (in predominantly ‘white collar’ professional occupations) translates into high household incomes. In the Town, 54% of households earn in excess of \$3,000 per week, whereas across Greater Perth only 17.5% of households earn incomes this high. In terms of income quartiles, **Table 12** highlights that almost half Cottesloe’s households earn in the highest income quartile and a combined 62% are in the medium-highest and highest income groups. This dominance in the upper quartiles varies from **Greater Perth** where there is a more even distribution across the income groups.

Table 12: Income Distribution by WA Quartiles

WA HOUSEHOLD INCOME QUARTILE 2021	TOWN OF COTTESLOE – SHARE OF HOUSEHOLDS	GREATER PERTH
Lowest Group	20.3%	24.0%
Medium Lowest	17.5%	24.7%
Medium Highest	17.0%	25.2%
Highest Group	45.2%	26.1%

Source: Profile ID, 2022.

HOUSING

Understanding the household characteristics of the Town’s population relative to the dwelling typologies and tenures they live under is important to identifying opportunities for future housing.

- + **Household Structure** – Nearly 70% of the Town’s residents live in Family households, 26% Lone person households and 4% in Group households. A similar profile to Greater Perth, though the averages of 24% Lone person and 3% Group households reflect the younger age trend of the metropolitan area.
- + **Dwelling Type** – Two thirds of the Town’s dwellings are separate houses, 12% are semi-detached (medium density) and 19% are apartments and units (high density). Relative to Greater Perth the Town has a higher proportion of high density and fewer medium density typologies, which are 6% and 18% respectively across Greater Perth.
- + **Dwelling Tenure** – A high percentage (44.5%) of households own their home outright, a further 26% are owned with a mortgage, and 27% rent. This tenure profile contrasts with Greater Perth averages where only 28% fully own, 40.5% with a mortgage, and 26% renting. The older age profile and higher household incomes in the Town are likely drivers of the dominant full home ownership profile. The availability of units and apartments in the Town, particularly the older walk-up stock, is likely making up a portion of the housing held under rental tenure.
- + **Rental Prices** – The median rents for Houses and Units in the suburb of Cottesloe relative to Greater Perth since 2014 is shown in **Figure 2** and . Houses are almost double the rent and units are approximately \$100 per week more in the Town compared with Perth averages.
- + **Sales Prices** – illustrates the median sale prices of houses and units over the past year and the variance depending on the number of bedrooms (a proxy for dwelling size). The size of dwellings and land they are situated on, proximity and views to the beach, amenity, and accessibility of the Town to transport, services, retail, and education institutions are key drivers of these high rents and sale prices.

The Town’s population is much older when compared to Greater Perth, with a median age of 44 years (compared to 37 years). This ageing demographic is also growing, with the number of persons aged 60 years and over increasing from 25.1% (1 in 4 in 2016) to 28.8% (almost one third of the population in 2021).

Despite the diversity of dwellings on offer, the Town is still comprised primarily of larger homes. Where number of bedrooms is a proxy for dwelling size, the Town has more than half its homes with 3 or more bedrooms, as follows:

- + 6.2% of dwellings contain 1 bedroom,
- + 19.8% have 2 bedrooms
- + 35.6% dwellings have 3 bedrooms; and
- + 36.6% dwellings have 4 bedrooms.

This reflects a potential mismatch between the housing stock on offer, and the needs of residents as the following analysis demonstrates:

- + Lone person households make up 26.1% of all households (compared to 24.9% in Greater Perth), yet only 6.2% of dwellings are smaller (one bedroom). Further, nearly half 45% of these lone person households live in (larger) detached houses.
- + Secondly, 61.5% of households contain 1-2 people usually resident, yet 72.2% of dwellings contain 3 bedrooms or more.

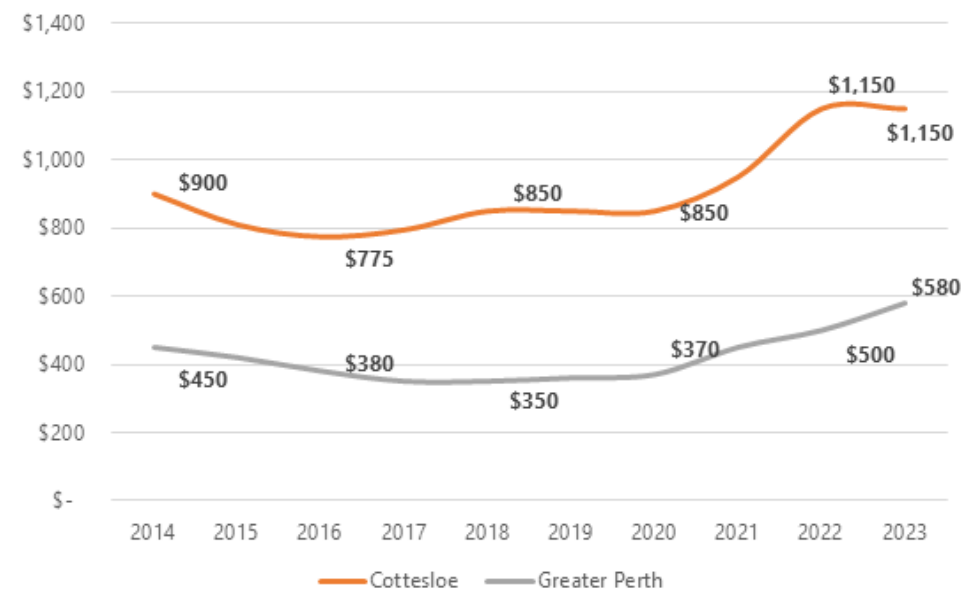


Figure 2: Cottesloe Suburb Median Weekly Rent 2014 to present - Houses

Source: REIWA, August 2023.

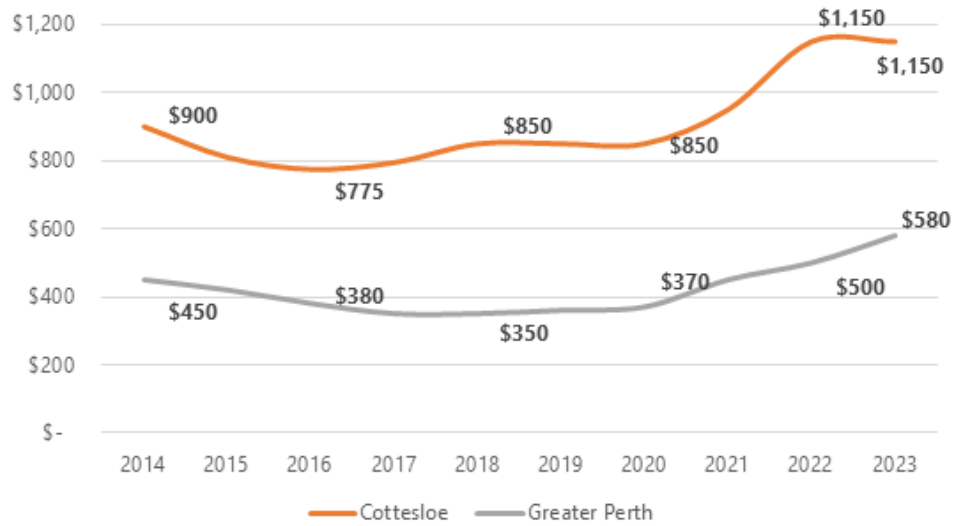


Figure 3: Cottesloe Suburb Median Weekly Rents 2014 to present - Units

Source: REIWA, August 2023.

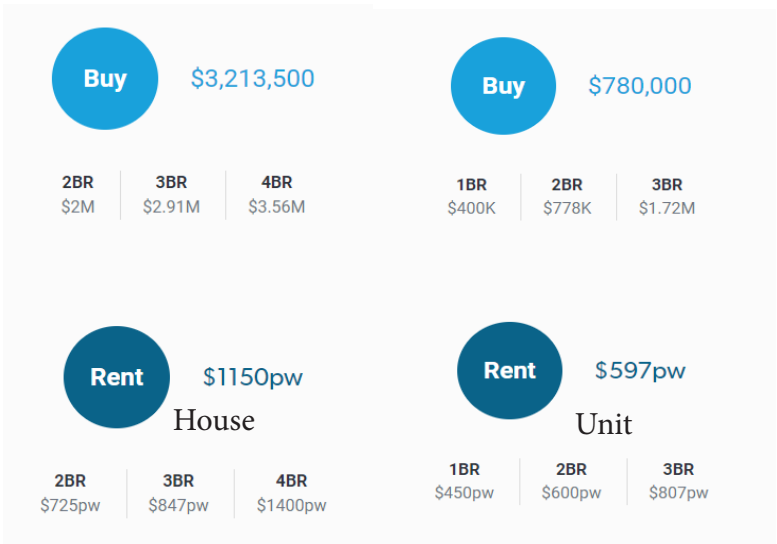


Figure 4: House & Unit Median Sale Prices & Rents, Cottesloe suburb

Source: Median price data last updated 28 August 2023 containing transactions for the 12 month period ending July 2023

JOURNEY TO WORK

The journey to work data from the ABS 2016 census (2021 Census data not yet released) is shown for the Town on **Figure 7**. The selected ABS zones are highlighted which shows where residents from the Town travel to work. As demonstrated on **Figure 7**, the Cottesloe ABS zone is shown to include 322 people who live and work within the zone, with 833 people who live in the zone but travel to work in the Perth CBD.

The Town of Cottesloe journey to work distribution is focused on accessing employment in central parts of Perth and across the western suburbs. The majority of residents in Cottesloe travel to employment locations in Perth CBD or across the City of Subiaco, City of Nedlands, Town of Claremont, within their own

LGA or the neighbouring LGA of Peppermint Grove. There are also a number of residents that access the City of Fremantle for employment.

The 2021 ABS Census data in **Table 13** shows that 15.1% of people living in the Town of Cottesloe and 7.5% of West Australians worked from home the day of the Census. The 2021 Census data is noticeably affected from COVID-19 related impacts resulting from restrictions on travel and the need to wear a mask on public transport, where all travel modes show a reduction in volumes. The higher proportion of people working from home within the Town of Cottesloe is reflective of their occupation type, where they are able to work remotely or they run a business from home, compared to other employment types such as the service and health industries where people are required to be onsite for their job.

Table 13: Method of Travel to Work on day of ABS Census

	2021 %	2016%	2011%	WA 2016%
Train	5.7%	9.1%	9.2%	2.2%
Walking	2.2%	3.2%	2.2%	
Bike	2.1%	2.9%	2.4%	1%
Public transport	9.2%	12.5%	13.6%	9.2%
Private vehicle	60%	64%	61%	70.4%
Worked from home	15.1%	8.2%	11%	4.3%

Source: ABS Census

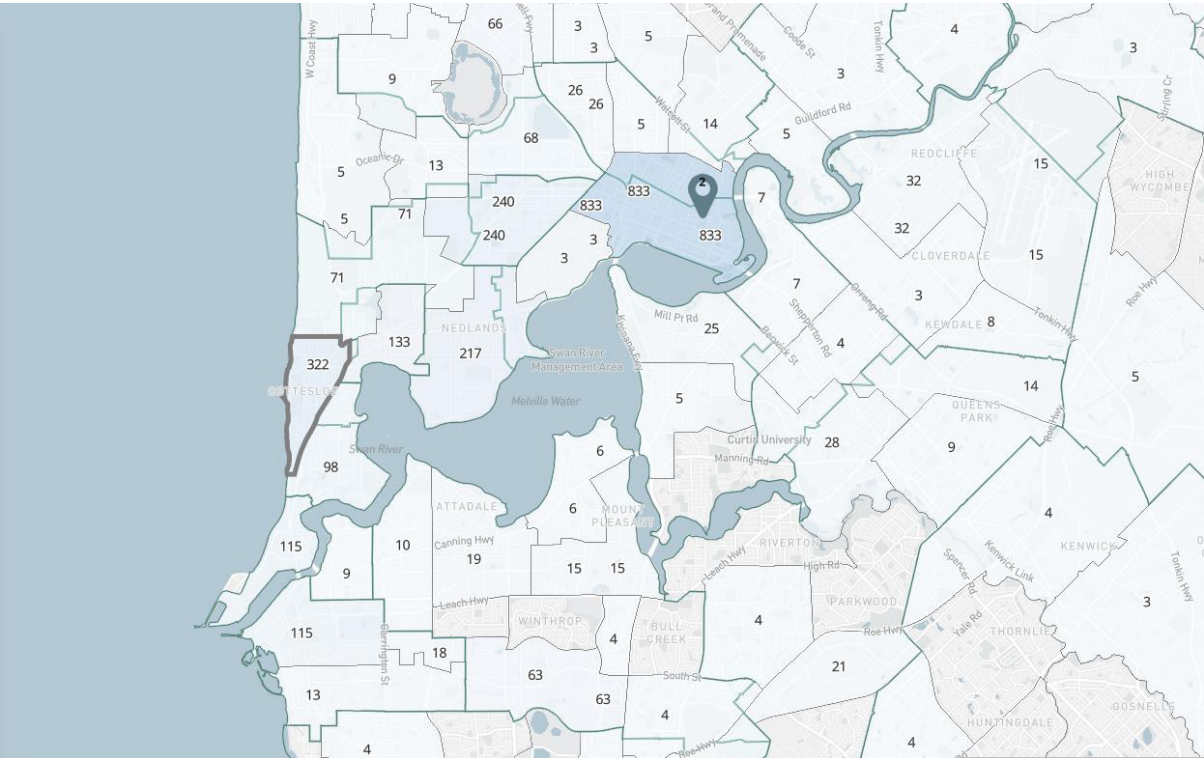


Figure 5: Journey To Work from Town of Cottesloe, 2021

The number in each LGA indicates how many Cottesloe residents work in the area. e.g. 322 = Number of people that live & work in Town of Cottesloe.

SURROUNDING SUBURBS COMPARISON

Key demographics of the suburb of Cottesloe and surrounding suburbs are included in **Table 14**. This analysis is included because the Town is geographically small and can be easily accessed by people living in the surrounding suburbs listed below. Please note the suburb of Cottesloe is geographically distinct from the Town of Cottesloe and has different economic considerations. However, there is close alignment between the suburb and the Town boundary as **Figure 8** below demonstrates – the only difference between Cottesloe’s suburb and LGA boundary is in the north-east corner of the area, bordering with the Claremont area.

The analysis indicates:

- + Approximately 28,550 people live in the suburbs immediately adjacent to Cottesloe.
- + Broadly speaking, the surrounding suburbs demographics are similar to Cottesloe’s. All suburbs have:
 - Median weekly household incomes substantially higher than the Greater Perth and national rates.
 - Bachelor degree attainment levels, and number of people working as professionals, at close to double the Greater Perth, WA and Australian rates.
 - Rates of people working from home that are more than double the Greater Perth and WA rate.
 - Rates of people living in apartments are substantially higher than the Greater Perth rate.
 - The majority of people used vehicles to commute to work, although this was slightly lower than the Greater Perth rate.

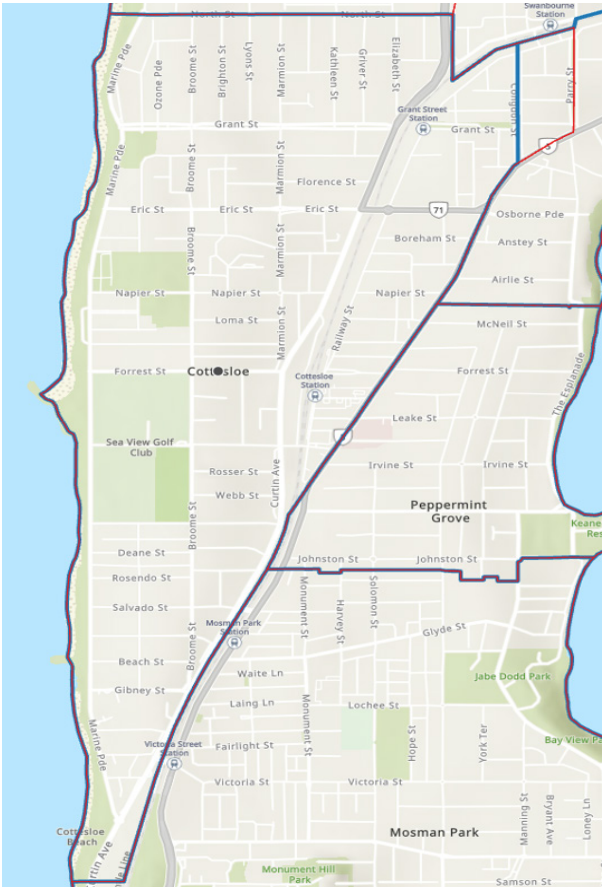


Figure 8: Cottesloe LGA (Red) and Cottesloe Suburb (Blue)

Table 14: Key demographics of Cottesloe and surrounding suburbs

	SURROUNDING SUBURBS NEAR TOWN OF COTTESLOE*						BENCHMARK COMPARISON AREAS			
	Cottesloe	Swanbourne		Claremont	Peppermint Grove	Mosman Park	North Fremantle	Greater Perth	Western Australia	Australia
Total Population	7750	4592	9248	1597	9169	3947	n/a	n/a	n/a	n/a
Median age (years)	44	38	44	42	42	48	37	38	38	38
Children per family (all households)	0.7	1	0.6	0.9	0.7	0.4	0.8	0.8	0.8	0.7
People per household	2.5	2.8	2.2	2.7	2.4	2.1	2.6	2.5	2.5	2.5
Median weekly household income	\$3,351	\$3,418	\$2,068	\$4,565	\$2,132	\$2,387	\$1,865	\$1,815	\$1,746	\$1,746
Median monthly mortgage repayment	\$3,925	\$3,504	\$2,800	\$4,167	\$3,000	\$2,600	\$1,907	\$1,842	\$1,863	\$1,863
Average vehicles per dwelling	2	2	1.6	2.2	1.8	1.7	1.9	1.9	1.9	1.8
Bachelor degree attainment	54.6%	53.5%	50.2%	47.8%	47.7%	46.9%	26.5%	23.8%	23.8%	26.3%
Labour force participation	63.8%	66.6%	57.6%	58.7%	61.7%	61.5%	65.2%	63.9%	63.9%	61.1%
Top occupation	Professional (44.6%)	Professional (42%)	Professional (42.3%)	Professional (38.0%)	Professional (38.6%)	Professional (44.1%)	Professional (23.7%)	Professional (22%)	Professional (24%)	Professional (24%)
Top industry of employment	Hospitals (7.9%)	Defence (7%)	Hospitals (6.6%)	Hospitals (7.6%)	Hospitals (6.4%)	Hospitals (6.1%)	Hospitals (4.4%)	Hospitals (4.2%)	Hospitals (4.5%)	Hospitals (4.5%)
Completed voluntary work in past year	27.3%	28.9%	24.6%	30.4%	24.9%	20.7%	15.1%	15.9%	15.9%	14.1%
Worked from home	15%	13.1%	13.1%	16.1%	13.4%	14.4%	7.6%	7.5%	7.5%	21%
Travel to work by public transport	9%	6.9%	12.5%	4.9%	10.5%	10.4%	8.5%	7.4%	7.4%	4.6%
Travel to work by car	60%	62.1%	56.4%	62.6%	60.2%	57.9%	68.8%	68.8%	68.8%	57.8%
Long term health conditions - none	70.1%	70.8%	65.6%	69.1%	68.1%	63.8%	62.4%	65.1%	65.1%	64.1%
Dwelling - separate house	69.1%	81.3%	39%	77.2%	61.4%	30.8%	77.8%	79.7%	79.7%	72.3%
Dwelling - apartment	18.6%	11.1%	34.6%	11.7%	23.9%	36.6%	7.6%	6.5%	6.5%	14.2%

Source: FAR Lane analysis based on Census 2021 data.

*Note that data for Cottesloe is for the suburb, as opposed to the local government area.

DEMOGRAPHIC PROFILE SUMMARY

In summary, the demographic analysis indicates the Town's:

- + Population is ageing, with fewer people aged 0-9 years and more people aged 70-79 years when comparing 2016 and 2021 Census results.
- + In the Town, older family households with teens and their older parents are more common than Greater Perth averages.
- + Percentages of people living with no long term health conditions (69.8%) are better than the state (65.1%) and national rates (64.1%). Volunteering is common in the Town, related to availability of time given the older age profile and people no longer in the workforce.
- + Workers are highly qualified and work in 'white collar' occupations with bachelor degree attainment levels, and number of people working as professionals more than double WA and Australian rates.
- + Rate of people working from home (15.1%) is double the Greater Perth rate (7.5%) and this is related to the main occupation types which enable people to work remotely or operate their business from home, compared to other employment types and roles which are tied to specific locations or travel to customers.
- + Percentage of people travelling to work by public transport is above Greater Perth average – linked with the accessibility to train and bus services plus propensity to work in CBD and other key employment nodes served by these (and would likely be higher without the effects of COVID-19 pandemic on Census night).
- + Median weekly income (\$3,303) is substantially higher than the Greater Perth average. Additionally in 2016 (2021 data not yet available) the Town had the highest SEIFA index of Relative Advantage and Disadvantage in the State at 1,163. This captures both the lower incidence of: unemployment, low incomes or education levels, lack of internet access and opposite indicators of advantage, such as professional occupations, high incomes, higher education levels and larger houses that are prevalent in the Town.
- + Outright home ownership and purchasing with a mortgage is prevalent in the Town, related to the predominance of high household incomes.
- + The dwelling mix is varied at both ends of the scale, from large homes through to high density typologies with a substantially higher rate of people living in apartments (18.6%) than the Greater Perth rate (7.6%).
- + Both median rents and house prices are significantly higher than the Greater Perth medians.

Refer to Section 4.2.1 Housing Profile for further analysis on the relationship between demographics and housing in the Town.

4.1.2. POPULATION FORECAST

According to the ABS Census (2021) the population of the Town is 7,970 residents compared to 7,597 residents in 2016. This represents an additional 373 people at an Average Annual Growth Rate (AAGR) of 0.98%. Central to the LPS, is the need to estimate the future population that will reside in the Town, and ensure appropriate planning of land supply, housing, and jobs to accommodate this growth.

Table 15 provides a summary of the DPLH's *WA Tomorrow* (2019) Population Forecasts in bands from low range (Band A) through to the highest projection range (Band E) noting these only extend to the year 2031. Therefore, because this LPS is planning for a 15-year timeframe the data has been extrapolated using the same AAGR for each of the bands to provide estimates to match the lifetime of the LPS (to 2036). In terms of annual growth rates, *WA Tomorrow* is projecting a 0.63% population increase for Band A low growth, and a 1.01% annual increase under the Band E, high growth scenario.

Table 15: WA Tomorrow Population Forecasts

	PERSONS PER WA TOMORROW BAND				
Year	Band A	Band B	Band C	Band D	Band E
2021	7,145	7,785	8,060	8,330	9,035
2026	7,205	8,080	8,425	8,750	9,615
2031	7,520	8,350	8,720	9,100	10,050
2036	7,849	8,629	9,025	9,464	10,505
Pop Change 2021-2036	704	844	965	1,134	1,470
AAGR 2021-2036	0.63%	0.69%	0.76%	0.85%	1.01%

Source: DPLH WA Tomorrow 2019 & Hames Sharley

The Town's current growth trajectory (0.98%) falls between Population Bands D-E (the two high growth scenarios). Assuming these growth trends will continue, the Town will need to plan for an additional 1,134-1,470 people and 453 – 588 dwellings by 2036 (Band D-E). This is illustrated on **Figure 9** below.



Figure 9: Cottesloe 2021-2036 Projected Growth Scenario

STATE REQUIRED INFILL TARGET

Separate to these forecasts, the State's Central Sub-Regional Planning Framework (2018) sets additional dwelling targets for each Local Government Area contributing to its desired goal for greater urban consolidation. The Perth and Peel @ 3.5 million document sets out the Town's minimum infill target, which is an additional 970 dwellings by 2050, with an interim target of 570 dwellings by 2031.

Based on the WA Tomorrow Population Forecasts, Band E highest growth is the only growth trajectory which aligns with the minimum target set out in the Framework.

To enable an accurate assessment of the Town's infill targets, the State's required minimum needs to be adjusted to account for:

- + Dwellings constructed between 2011 (the Census data used to set the targets) and 2021 (latest Census data release); and
- + Additional dwellings built since the 2021 Census was held.

DWELLINGS CONSTRUCTED BETWEEN 2011-2021 CENSUS

At the 2011 Census the Town had a total of 3,508 private dwellings. By 2021, this had increased to 3,609 demonstrating that an additional 101 dwellings were constructed in that time period.

ADDITIONAL DWELLINGS CONSTRUCTED SINCE THE 2021 CENSUS

Since the dwelling count at 10 August 2021 (Census 2021) the Wearne Development was completed which has contributed an additional 77 dwellings (independent living apartments) to the Town.

ADJUSTING FOR ADDITIONAL DWELLINGS REQUIRED BETWEEN 2031 AND 2036

To ensure the dwelling target aligns with the life of the LPS the additional dwelling target needs to be adjusted to include additional dwellings required between 2031 and 2036. Assuming a constant annual growth rate between 2031 and 2050 an average of approximately 21 dwellings are required per year. This equates to 105 additional dwellings required between 2031 and 2036.

THE ADJUSTED ADDITIONAL DWELLING INFILL TARGET

By incorporating the above data, the Town's adjusted infill target required by the State is a minimum of **497 additional dwellings by 2036 and 792 dwellings by 2050.**

Section 4.1.3 assesses the Town's existing infill capacity if no changes were to be made to its planning framework, while **Section 4.2.1** explores how the LPS can achieve / exceed these infill dwelling targets.

4.1.3. DWELLING YIELD ANALYSIS

As described in **Section 4.2.1** a number of areas within the Town have been identified for infill growth (defined as Planning Areas in Part 1, see **Figure 10**). As required by DPLH, a dwelling yield analysis has been undertaken to determine if sufficient capacity exists throughout the Town to accommodate the dwelling targets set out in the State Planning Framework.

Notes and Disclaimers:

- + Several sources have been used to take into consideration the Town of Cottesloe context and data availability.
- + The approach taken explores hypothetical scenarios only, it should not be treated as an accurate representation for how future infill growth will occur in lieu of future detailed planning. As is recommended in this Strategy future detailed planning is proposed to occur in urban growth areas such as the Cottesloe Village. This is explored in Section 4.2.1.
- + All results displayed are estimates only and a guide to dwelling capacity as further planning and investigations are required in these areas in the future.
- + The analysis has not included State Heritage and Local Heritage (Category 1 and 2) due to their character value and importance to community. Strata properties were also excluded due to the lower likelihood of their redevelopment as a result of divergent ownership and owner interests.
- + The analysis is based on existing R-Codes only, where R-codes do not exist assumptions were unable to be made.

NO INTERVENTION (EXISTING PLANNING FRAMEWORK)

To assess the current infill development capacity an initial analysis was undertaken against the existing planning framework, assuming no changes to residential densities.

Results from this analysis (**Table 16**) demonstrate that between 500 - 730 dwellings could be possible. This means that if no changes are made to the existing planning framework then the Town is likely to narrowly meet its interim (497 dwellings by 2036) though unlikely to meet its ultimate (792 dwellings by 2050) infill dwellings target as set out by the State Government.

Table 16: Dwelling Yield Analysis (Current Planning Framework)

PLANNING AREA	ADDITIONAL DWELLING CAPACITY UNDER CURRENT PLANNING FRAMEWORK	
	LOW GROWTH (49% TAKE UP)*	HIGH GROWTH (72% TAKE UP)*
A: Cottesloe Village & Station Precinct	105	235
B: Swanbourne-Grant Street Stations	160	176
C: Mosman Park-Victoria Street Stations	119	95
F: Cottesloe Foreshore	65	78
Total Estimated Additional Dwelling Yield in Planning Areas	397	583
Latent subdivision potential	105	154
Total Estimated Additional Dwelling Yield	502	737

*Take up rates derived from the methodology used by the DPLH as part of the Metronet Station Precincts Gateway development potential methodology 2021.

4.2 URBAN GROWTH AND SETTLEMENT

The Town has a rich cultural history, originally inhabited by the Noongar people who lived in the region for thousands of years.

In 1829, the first European settlers arrived in Perth, led by Captain James Stirling. Settlement of the area took many decades to occur. The development of critical infrastructure such as the Perth to Fremantle Road (1858) and later the Perth to Fremantle Railway Line (1881), led to a rush for land in the 1890s. The locality was named Cottesloe in 1886 by Sir Frederick Napier Broome, in honour of Captain C.H. Fremantle who became Baron Cottesloe.

In the early 20th century, the Town began to develop as a popular seaside destination for both residents and visitors, an important role it still performs. Today, the Town is home to almost 8,000 people. It forms part of Perth’s western suburbs and is a highly desirable place to live, given its beachside location and access to amenity. As illustrated in **Figure 10** its boundary generally runs in a north-south orientation along the coastline, with most of the population living between the coast and the Perth to Fremantle Train Line (which dissects the Town) and provides excellent access to the Perth CBD, Fremantle, and destinations beyond.

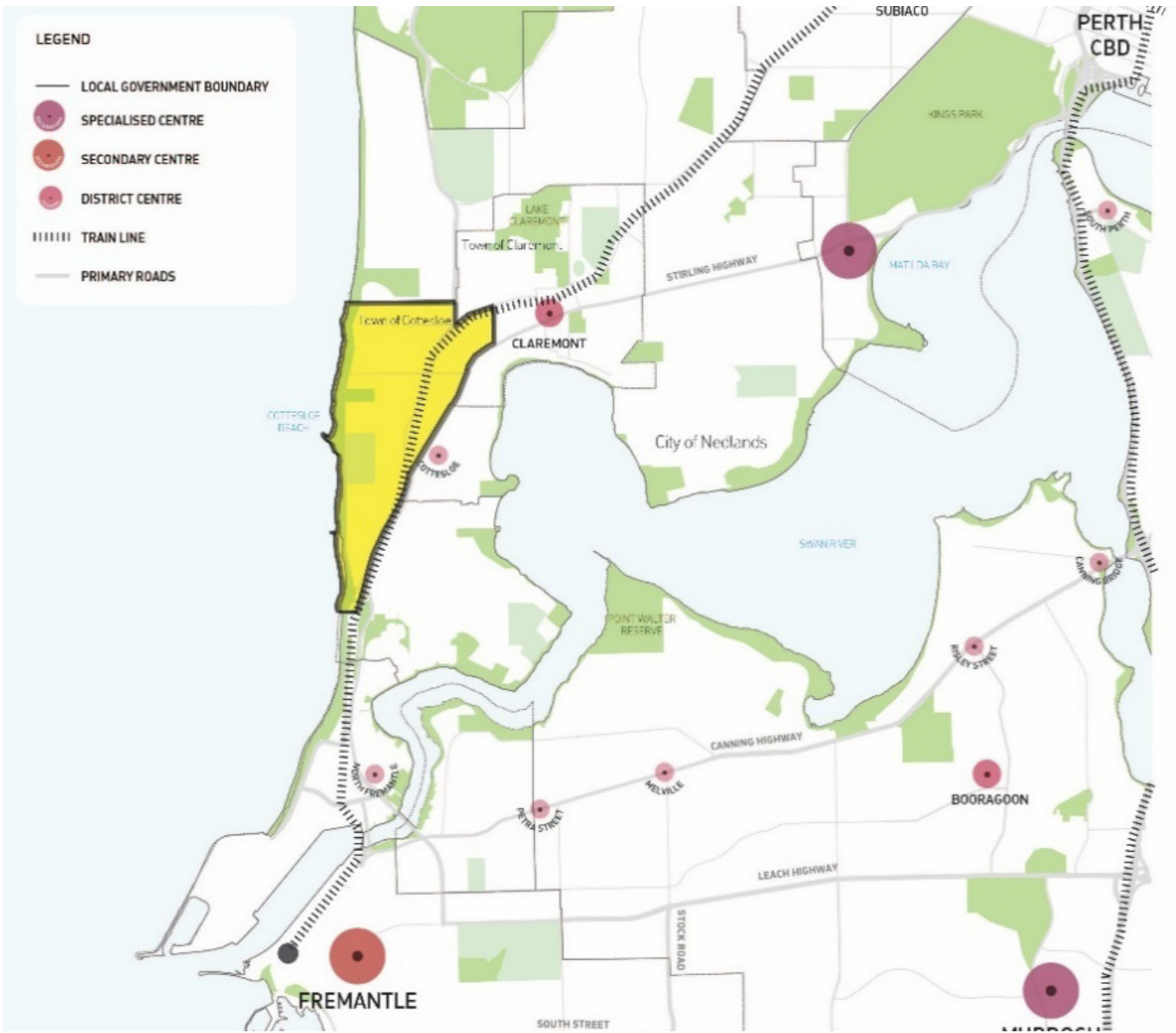


Figure 10: Town of Cottesloe Location Plan

4.2.1. URBAN GROWTH AND HOUSING

EXISTING SETTLEMENT PATTERNS

The character of urban areas incorporates many aspects of built and public life – activities that take place, how people get to and through spaces, the stories people remember, and the physical form of buildings, streets, and landscape. Our urban areas change over time, as economic, social, and political influences shape the way these areas redevelop and evolve. This impacts the ways in which people work, live, access services, and recreate.

As one of Perth's oldest and more established urban areas, the Town's original urban structure is largely still intact, and it possesses defining characteristics including:

- + Urban development has occurred primarily in a north-south alignment, straddling the coast and key transport infrastructure such as the Perth-Fremantle Rail Line and both Stirling Highway / Railway Street and Curtin Avenue. This infrastructure corridor is approximately 100m-125m in width, acting as a barrier between residential areas either side of the corridor.
- + There are two distinct wedges of urban development, including a larger western wedge located between the coast and the railway line. The second smaller wedge is located between the Perth-Fremantle Rail Line and Stirling Highway.
- + The age of development means that the Town possesses a highly legible and permeable grid pattern within these areas, however, east-west connectivity is limited to five rail corridor crossing points, including grade separated road-over-rail crossings at Claremont Crescent and Eric Street, and at-grade crossings at Jarrad, Salvado, and Victoria Streets.
- + Cottesloe Beach and the foreshore areas remains the primary attraction, with its pristine coastline a regional attractor and includes significant recreation spaces such as the Sea View Golf Course.
- + The built and natural landscapes in the Town contribute to its character and sense of place. When planning in urban areas, it is important to understand the unique characteristics which contribute to a neighbourhood's sense of place.

There are many aspects to take into consideration, starting with understanding the 'urban pattern' in the area – the topography, the streets and how buildings interface with these public areas. Then there's the buildings themselves, their scale, how they are sited on a lot, their relationship to landscape. Some of these elements are measurable, others are more qualitative and intangible. As growth occurs throughout the Town, it is important that this happens sensitively, ensuring that new development does not erode elements which contribute to the uniqueness of an area.

- + The LPS recognises that the Town possesses several character areas or neighbourhoods, which are illustrated on **Figure 11** and explained below.

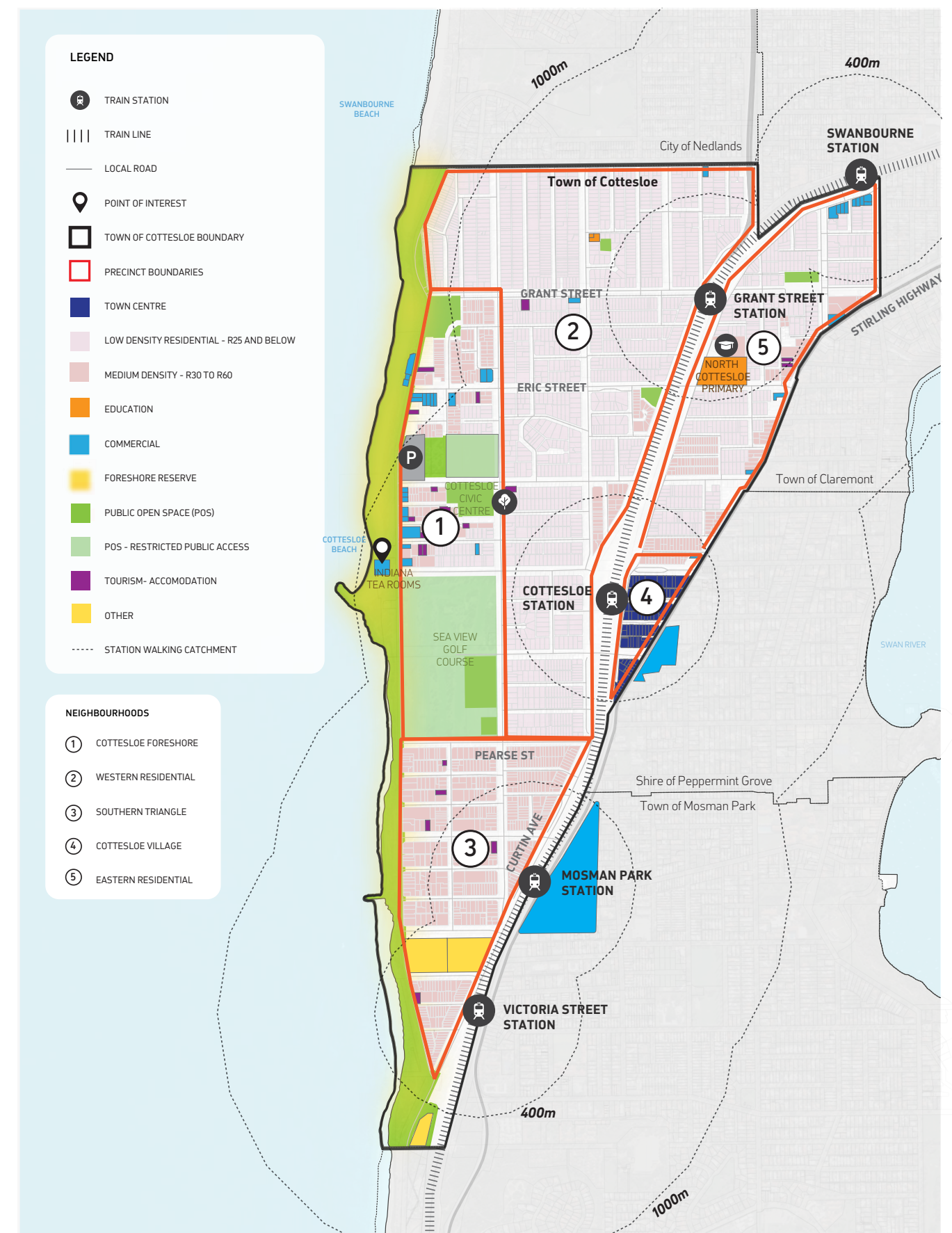


Figure 11: Neighbourhoods and Land Use
Source: Hames Sharley

1 - COTTESLOE FORESHORE NEIGHBOURHOOD

The Cottesloe Foreshore Neighbourhood is bounded by Grant Street (north), Pearse Street (south), Broome Street (east), and Marine Parade (west).

LANDSCAPE AND ENVIRONMENT

- + The coastal location defines the identity and lifestyle of the Cottesloe Foreshore as a place where people can live and play, and where visitors are welcome. The beaches have a picturesque, unique character and are spacious and clean.
- + The landscape setting is special by virtue of the topography, Norfolk Island Pine trees, and wide open spaces. The topography generally peaks at Broome Street and transitions down towards the beach and foreshore. Allowing opportunities for attractive private and public views of the ocean.
- + Contains the majority of the Town's open space and recreation facilities: Grant Marine Park, Seaview Golf Course, Cottesloe Tennis Club, Town of Cottesloe Administration and Civic Gardens. It also has access to the regionally significant Cottesloe Foreshore area.

URBAN STRUCTURE

- + Generally streets follow a traditional grid pattern and the area is highly permeable with multiple east-west connections between Broome Street and Marine Parade.
- + Grant Street and Eric Street are the primary east-west distributor roads, providing connectivity to Curtin Avenue and Stirling Highway respectively. Their large 40m wide road reserves provide opportunities for enhanced movement and open space outcomes.
- + In the southern portion of the neighbourhood, Seaview Golf Course provides a barrier to east-west movement for neighbouring residents.
- + Car Park No.2 and John Black Dune Park represent a substantial opportunity to reimagine this large underutilised urban street block.

LAND USE AND BUILT FORM

- + Includes a diverse mix of land uses focused on tourism accommodation, entertainment and residential at various densities. This includes both on the foreshore and beyond (e.g. Eric Street Local Centre).
- + The pair of historic seaside hotels are a feature and drawcard, together with the two surf life-saving clubs, cafe's/restaurants and public facilities.
- + Housing varies significantly in its age and style. Apartments, manor houses/maisonettes, older character homes, and contemporary single houses are all common.

PLANNING CONSIDERATIONS

- + The planning approach has included a flexible approach to land use, with residential, commercial, and tourism-based uses all desired. From a built form perspective, the focus has been to limit building heights, allowing for preservation of views and contribution to local character.
- + Development is controlled through LPS3, which includes five zoning designations: 'Foreshore Centre', 'Restricted Foreshore Centre', 'Hotel', 'Development', and 'Residential' (R20 and R60). Of which, only the 'Development' and 'Residential' zones are model scheme compliant. In preparing LPS4, it is likely that there will need to be a rationalisation of these zones.

- + Parts of the area are also included within 'Special Control Area 2 - Cottesloe Beach Hotel site, Ocean Beach Hotel site and Foreshore Centre Zone', which provides detailed built form guidance (namely heights, setbacks, building separation), including specific provisions for major development sites such as the Cottesloe Beach Hotel, and the Ocean Beach Hotel.

RECENT DEVELOPMENT APPROVALS

- + High developer interest in the foreshore area has led to several high-profile development applications in recent years.
- + Several developments have been approved in the last two years which exceed the height limits set in LPS3. The new Local Planning Strategy should recommend the Scheme responds with a contemporary approach.



Figure 12: Site Images of the Cottesloe Foreshore Neighbourhood

2 - WESTERN RESIDENTIAL NEIGHBOURHOOD

The Western Residential Neighbourhood is bounded by North Street (north), Pearse Street (south), Curtin Avenue (east), and Broome Street / Marine Parade (west).

LANDSCAPE AND ENVIRONMENT

- + Area is largely urbanised and comprised of single detached dwellings, natural elements relate primarily to the foreshore reserve.
- + Trees play an important role in this neighbourhood, whether it be public trees provided within large verges (e.g. Marmion or Broome Street), or private trees on large lots.
- + Through analysis of historical aerial imagery, it has been observed that trees on private lots are slowly reducing as investment in the area sees older character homes replaced by larger more expansive homes.

URBAN STRUCTURE

- + The western wedge is typified by large, grand road reserves with deep verges on primary north-south and east-west connector roads. Grant Street is the exception to this rule, where verges have been reduced to provide a landscaped median and boulevard.
- + The traditional grid street pattern is highly permeable and a defining feature of the neighbourhood.

LAND USE AND BUILT FORM

- + Low density, single and two storey residential is the primary built form typology. Densities are mostly R20, with some pockets of R30 on Curtin Avenue.
- + Lot sizes are primarily between 640m² and 1,200m² which is large by Perth Metropolitan Region standards. The character varies, inclusive of traditional cottage homes with more room dedicated to landscaping and outdoor space. Given the high incomes in the area, investment is common and has resulted in many older homes being replaced by larger more contemporary homes which value built space over open space. This has seen a reduction in tree canopy in some areas.
- + The area includes North Street Store and Daisies, two popular 'corner stores' which are highly valued and important to local residents.

PLANNING CONSIDERATIONS

- + The current framework relies primarily on Volume 1 of the R-Codes to guide development. To assist with preservation of existing streetscape character, there is an additional provision which may require 6m front setback for lots zoned R30 for the preservation of streetscapes, view corridors and amenity.
- + The corner store sites are managed as 'Additional Uses' but are non-conforming uses.



Figure 13: Site Images of the Western Residential Neighbourhood

3 - SOUTHERN TRIANGLE NEIGHBOURHOOD

The Southern Triangle Residential Neighbourhood is bounded by Pearse Street (north), Curtin Avenue (east), and Marine Parade (west).

LANDSCAPE AND ENVIRONMENT

- + Area is largely urbanised natural elements relate primarily to the foreshore reserve.
- + Trees play an important role in this neighbourhood, they are primarily public trees provided within large verges, with Pearse, Salvado, and Broome Streets being the most prominent.

URBAN STRUCTURE

- + Wide, well landscaped road reserves in a traditional grid pattern assist with permeability. There are also a number of laneways providing rear access.
- + An at-grade crossing over the railway line at Salvado Street enhanced east-west connectivity.
- + Lot sizes vary substantially, leading to a highly diverse built form character.
- + Wearne / WA Deaf Institute alters the urban structure, with two large major development sites.

LAND USE AND BUILT FORM

- + Larger historic block sizes and moderate upcoding has led to establishment of terrace or narrow lot housing typologies on generally smaller lots.
- + For single dwellings, there is a definite mix of character homes and new development which is common throughout the Town.
- + There are good examples of small low-rise apartments and grouped dwellings, adding to the high dwelling diversity in this neighbourhood.
- + Current and planned redevelopment of the Wearne / WA Deaf Institute sites has seen integration of higher density development typologies focused primarily on aged living (to date).

PLANNING APPROACH

- + The current framework relies primarily on Volume 1 of the R-Codes to guide development. To assist with preservation of existing streetscape character, there is an additional provision which may require 6m front setback for lots zoned R30 for the preservation of streetscapes, view corridors and amenity.
- + The Wearne / WA Deaf Institute sites both have a Development Zone which requires coordinated structure planning prior to development. The construction at the Wearne site has been completed, whilst the Town has not been advised of detailed planning over the State government owned WA Deaf Institute site which is State owned. The State has signed a Memorandum of Understanding with the preferred proponent, Cottesloe Living, Health & Aged Care, to redevelop the heritage-listed site.
- + McCall Centre - An MRS amendment was proposed by the State government in the first quarter of 2022. The State's desire was to re-zone the land from 'Public Purposes – Special Uses' to 'Urban Zone'. The Town opposed this motion with the position that the McCall Centre should remain 'Public Purposes' and be considered a community and recreation site.

- + In addition, the Town opposed this motion on the grounds that this site is not suitable for future urban development as:
 - Detailed planning and design development should be undertaken prior to considering MRS re-zoning, which has been recommended in the Leighton Oceanside Parklands Masterplan (2007) and Vlamingh Parklands Report (Oct 1998).
 - Site is separated from urban development, and is not identified as part of an Activity Centre, Urban Corridor or Station Precinct in the two State level strategic planning documents – Perth and Peel @ 3.5 million, and the Central Sub-regional Planning Framework.
 - Zoning this land as 'Urban Zone' is contrary to the intended use for recreational and community purposes which has been recommended in projects and studies for the last 30 years. The numerous projects and studies have engaged and extensive list of local and state level stakeholders, increasing their legitimacy and weight.
 - The conservation and adaptive re-use of the buildings on the site can also be achieved under the existing or modified Special Use reservation to provide for compatible new land uses consistent with the strategic planning that has been undertaken for the site and its surrounds.

Source: May 2022 Town of Cottesloe Council Meeting Minutes.

- + The Old Cable Station (built in 1926), now the McCall Centre, is of historic and aesthetic significance as detailed in the State Heritage Register. This site is located opposite the Vlamingh Memorial Park and nature space, which is a popular playground and recreation area. There is an opportunity to enhance the connection between McCall Centre and Vlamingh Memorial Park.

RELEVANT PLANNING CONSIDERATIONS

- + Mosman Park Village Precinct Structure Plan is currently being developed for area adjacent to Mosman Park train station within the Town of Mosman Park. The Town of Mosman Park's PSP vision and approach should be taken into consideration when planning for the area around Mosman Park train station within the Town of Cottesloe's boundary.



Figure 14: Site Images of the Southern Triangle Neighbourhood

4 - COTTESLOE TOWN CENTRE AND ADJACENT RESIDENTIAL NEIGHBOURHOOD

The Cottesloe Activity Centre (Cottesloe Village) and adjacent Residential Neighbourhood is bounded by Vera Street (north), Railway Street (east), and Stirling Highway (west).

URBAN STRUCTURE, LAND USE, AND BUILT FORM

- + Cottesloe Village is the largest commercial area in the Town, defined as a District Centre under State Policy and spans both sides of Stirling Highway.
- + It is well located with good proximity to Cottesloe Station, though the station environment is poorly integrated with the centre itself.
- + A series of laneways connect up the key retail areas, however, these are not in good condition and provide poor accessibility for mobility impaired users.

Napoleon Street:

- + Predominantly single storey development along Napoleon Street provides the heart and soul of the Town of Cottesloe.
- + It has a strong retail/food and beverage focus, supported by a low speed traffic environment with good pedestrian connectivity.
- + Quality public realm with a number of alfresco areas which provides life on the street.
- + Buildings provide continuous awnings along both sides of Napoleon Street, improving comfort for pedestrians.
- + East-west street orientation favours southern side due to solar access for alfresco and outdoor amenity.

Station Street

- + Less uniform development, ranging from 1-2 storeys. Mix of older and renovated/new development.
- + Typically a more mixed use and commercial focus, parking on the primary street frontage more common.
- + The prevalence of parking areas contributes to a lesser quality public realm and pedestrian experience, which is also impacted by the inconsistency of setbacks and built form character.

South of Jarrad Street

- + Commercial precinct. Characterised by newer offices and mixed-use development.
- + Developments generally interface with Stirling Highway, as such focus on streetscape is somewhat poor.
- + Businesses are well serviced by Brixton Street to the rear, which is where they rely on for access.

PLANNING APPROACH

- + Given the strategic importance of Cottesloe Village, future planning to be guided by a precinct structure plan (refer to **Section 4.2.1 – Future Settlement Patterns**).



Figure 15: Site Images of the Cottesloe Town Centre

5 - EASTERN RESIDENTIAL NEIGHBOURHOOD

The Eastern Residential Neighbourhood is bounded by Railway Street (north and west), Vera Street (south), and Stirling Highway (east).

LANDSCAPE AND ENVIRONMENT

- + Area is largely urbanised though pockets of green exist at Jasper Green Reserve and in the large medians on Grant, Congdon and Parry Streets.
- + Trees play an important role in this neighbourhood, they are primarily public trees provided within large medians and verges.

URBAN STRUCTURE

- + Wide road reserves with quality tree canopy providing a pleasant pedestrian environment and high-quality streetscape amenity.
- + Travel within the neighbourhood is generally highly permeable, however, its location between the railway reserve and Stirling Highway does limit broader connectivity.
- + The topography plays an important role, with variance throughout. The median on Grant Street offers ocean views and represents a major opportunity for a biodiversity corridor.
- + High-level analysis of existing lot patterns identified that many lots may be too small to accommodate apartment developments at an R60 coding without amalgamation.

LAND USE AND BUILT FORM

- + Single houses on relatively large lots remain the prevalent typology, reflective of the R20 coding designation. However, there are denser pockets, particularly along Stirling Highway.
- + Housing styles vary, with a combination of significant new single houses and renovation of existing character homes. There are also low-scale apartments dispersed throughout the neighbourhood.
- + Many houses along the western edge of the precinct have taken advantage of the topography with two storey development having access to ocean views.
- + Small local centre node opposite Swanbourne Train Station. This includes a single block of mixed use, commercial, food and beverage, retail, and health care services.

PLANNING APPROACH

- + The current framework relies primarily on Volume 1 of the R-Codes to guide development. Though the area does include split codings which allow up to R60 on Stirling Highway where certain design criteria are met.
- + To support desired development intensity along the Stirling Highway corridor. A review of existing split codings will be required to ensure a more contemporary approach to planning. This may include lot amalgamation to ensure desired densities can be achieved. Any review will need to occur as part of LPS4.

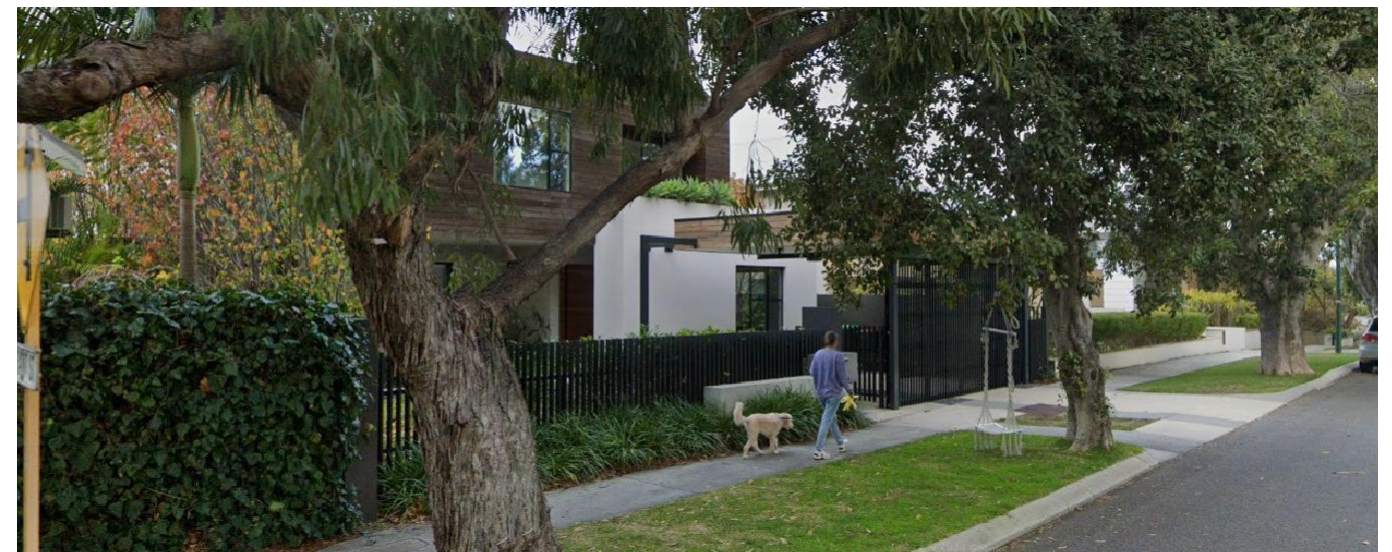


Figure 16: Site Images of the Eastern Residential Neighbourhood

FUTURE SETTLEMENT PATTERNS

As the primary strategic land use planning document for Greater Perth, this LPS seeks to align with the approach set out in the Perth and Peel @ 3.5 million spatial plan (PP3.5), and the supporting Central Sub-Regional Framework (CSRF). One of the primary objectives of the CSRF is to deliver a more consolidated urban form that places a greater emphasis on increased urban infill, maximising the use of existing infrastructure particularly where there are concentrations of existing development supported by public transport and employment opportunities.

Under this framework, the Town is required to accommodate a minimum of 570 additional dwellings by 2031 and another 400 dwellings by 2050 (a total of 970 additional dwellings is therefore the minimum target for the Town by 2050). The CSRF is underpinned by 10 urban consolidation principles as shown on **Figure 17**.

Principle	Description
1. Housing	Provide well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of the changing demographics.
2. Character and heritage	Ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric, where appropriate.
3. Activity centres	Support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land from residential encroachment, where appropriate, and avoiding contiguous linear or ribbon development of commercial activities beyond activity centres.
4. Urban corridors	The focus for higher-density residential development. Where appropriate, located along transit corridors and promoted as attractive places to live by optimising their proximity to public transport while ensuring minimal impact on the surrounding urban fabric and the operational efficiency of the regional transport network.
5. Station precincts	Where appropriate, focus development in and around station precincts (train stations or major bus interchanges as set out under the METRONET initiative) and promote these precincts as attractive places to live and work by optimising their proximity to public transport while ensuring minimal impact on the operational efficiency of the regional transport network.
6. Industrial centres	Promote the current and proposed supply and/or development of industrial centres as key employment nodes and prevent incompatible residential encroachment on these areas.
7. Public transport	Ensure that most transit corridors are supported by quality higher-density residential land uses and identify where new or improved public transport services will be needed to meet long-term growth, especially current and future train station precincts.
8. Infrastructure	Ensure more efficient use of existing and planned infrastructure to achieve a more sustainable urban environment. Protect existing and proposed infrastructure from incompatible urban encroachment to promote a system where land use developments and infrastructure are mutually compatible.
9. Green network	Preserve and enhance, where appropriate, the green network of parks, rivers, sport/recreation areas, facilities for active open space, conservation and biodiversity areas, and areas with a high level of tree canopy coverage, considered important for the health and wellbeing of the community.
10. Protection	Avoid, protect and mitigate environmental values and promote development that contributes to maintaining air quality and minimises risks of inundation from sea-level rise, flooding or storm surge events and bushfire damage.

Figure 17: Urban Consolidation Principles
Source: Western Australian Planning Commission

The above principles seek to ensure evolution of existing activity centres into vibrant, mixed use community hubs that are integrated with high quality public transport connections. Therefore, new development should also be focused in station precincts and along urban corridors with the transport and amenity access that these provide.

ACTIVITY CENTRES

The Cottesloe Town Centre is designated a District Centre, under the Activity Centres Hierarchy in SPP 4.2. Other centres of activity include:

- + The Foreshore – Whilst not a designated activity centre under SPP 4.2, the natural amenity, regional significance, and historic development patterns have seen the Cottesloe Beach Foreshore become a primary focus area for urban, tourist and food/beverage development.
- + Eric Street Local Centre – Located at the corner of Eric and Chamberlain Streets, the Eric Street Local Centre is the third largest commercial activity area in the Town. Incorporating an IGA and specialty stores, it provides a critical localised retail function. No densification around the centre has been previously proposed, though there could be opportunities for exploration in future.
- + Cottesloe Town Centre (District Activity Centre) - The boundary for the activity centre has been defined by recent work on the Cottesloe (Cottesloe Village) Precinct Structure Plan and is illustrated in **Figure 18**. It includes land within both the Town of Cottesloe and Shire of Peppermint Grove, the core of the precinct is divided by the alignment of Stirling Highway which is the main distributor of traffic between Fremantle and Perth, carrying over 35,000 vehicles per day. The Fremantle Railway Line also intersects the western portion of the centre, acting as a physical barrier to east-west connectivity between the Activity Centre and the remainder of Cottesloe.

It is important to note that the centre is focused on the Cottesloe Train Station and the two main streets of Napoleon and Station Streets. The Precinct services the neighbourhoods of Cottesloe and Peppermint Grove as a local hub – a community focus and a place for local events and activities.

The activity centre is zoned primarily Town Centre under LPS3, with an R100 density coding applying. Given its strategic significance, it has been identified as a key area in which future medium-high density housing could be delivered. To facilitate this, the Town and Shire of Peppermint Grove have commenced the precinct planning process to create an active, vibrant, and well-connected urban village, offering a wide variety of services and a great range of experiences, while respecting Cottesloe Village’s unique character and sense of history.

The ultimate dwelling yield for the Cottesloe Village Precinct will be progressed in the next stage of work and is therefore unable to be included in the background for this LPS.

Refer to **Section 4.3 Economy and Employment** for further discussion on activity centres composition, floorspace and future provision.

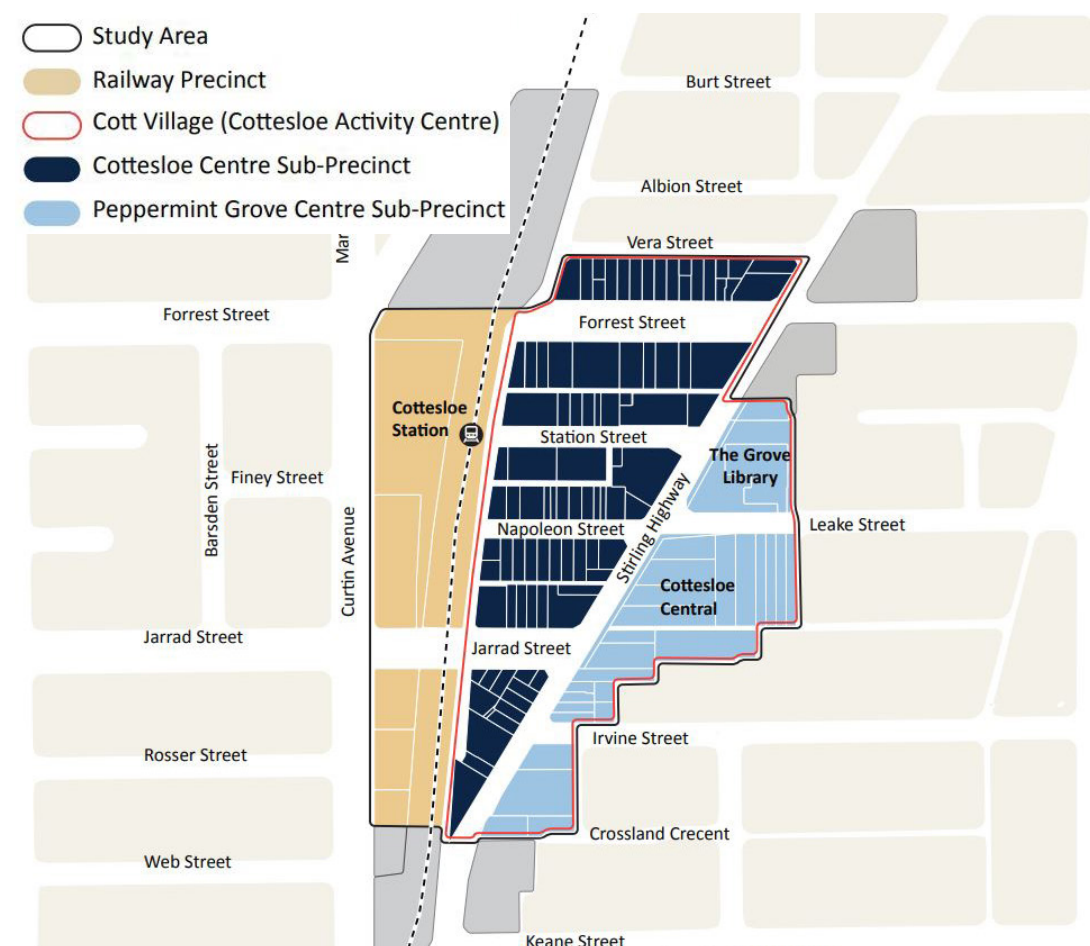


Figure 18: Cottesloe Village PSP Boundary

Source: Town of Cottesloe

STATION PRECINCTS

METRONET station precincts are broadly defined as the area within one kilometre (a 10 to 15-minute walk) from the station. Station precincts are excellent locations for future developments of housing, jobs, and community services as they make the best use of the State Government's investment in transport infrastructure. Over time, it is expected that these areas will become higher-density, active, urban places, offering a range of living, employment, entertainment, and recreation opportunities while the surrounding suburbs will remain largely 'low-density residential' in character.

Despite its small size, the Town is very well serviced by train stations with five identified station precincts which are classified as follows under the METRONET Station Precincts guide:

- + **Town Centre** (Cottesloe Village) – Town centre precincts have increased density and a diversity of housing types, along with a retail and service centre that supports its district catchment and local employment.
- + **Neighbourhood Centre** (Swanbourne, Grant Street, Mosman Park, Victoria Street) – Neighbourhood centre precincts are predominantly medium to higher density residential in character with retail and services that meet the daily needs of the local community.

Swanbourne Station Precinct Market-led Proposals, Expressions of Interest

In support of increased density around station precincts the State Government announced the opening of Expressions of Interests (2 October 2023) for the responsive design and planning of 1.8 hectares of state-owned land in the Swanbourne Station precinct. Expressions of Interest are set to close 19 January 2024. Proposals are expected to support and create local jobs, increase housing supply, offer community amenity and enhance performance of the Swanbourne Station. The Town will have a collaborative role with the State Government and other Local Governments to ensure a good outcome.

Station Precinct Access

The Town encompasses an area of approximately 396 hectares, of which approximately 182 hectares have been identified as being 'urban land'. GIS analysis (**Figure 14**) was undertaken to determine how much of the Town's developable land is located within the walkable catchment of a train station. The analysis found:

- + Approximately 82.5 hectares or 20.9% of the Town is located within 400m of a train station. This included 1,223 lots with an average lot area of 675m².
- + Approximately 180.4 hectares or 45.6% of the Town is located within 1,000m of a train station. This included 2,797 lots with an average lot area of 645m².

Although the above analysis determined that almost all 'developable land' in the Town is located within the walkable catchment of a train station, it does not mean that all land should be investigated for redevelopment. Refer to the '**Urban Growth Areas**' sub-section for further commentary on where future development should be prioritised.

URBAN CORRIDORS

Medium-high density development along urban corridors typically leverages off high-frequency mid-tier public transport (e.g. bus, bus rapid transit, light rail). Within the Town, Stirling Highway is identified as an urban corridor in the CSRF. As demonstrated on **Figure 14**, all land along the Stirling Highway Corridor falls within the Eastern Residential Neighbourhood, which has the dual benefit of also being within the walkable catchment of a train station. As such, there are significant opportunities for further investigations to determine the infill development potential in this area.

Refer to the '**Urban Growth Areas**' sub-section below for further commentary on where future development should be prioritised.

THE FORESHORE

Cottesloe and North Cottesloe beaches, their public foreshores and the adjoining beach-side development are important elements of the Town and its primary asset. The coastal location defines the Town's identity and lifestyle as a place where people can live and play, a destination that caters to both locals and tourists. It is well landscaped with expansive views, it is highly accessible by private and public transport, and has good walking and cycling infrastructure.

The above factors combined, make the foreshore one of the most attractive places in the Town to live. As such, there is appetite for investment in this area for both residential and tourism-based uses.

URBAN GROWTH AREAS

Planning for future urban growth is a fundamental part of this LPS. As a predominantly urbanised area, all future growth will occur through infill development. Whilst capacity for infill subdivision in the Town's existing low density residential areas can occur, this is not the preference for accommodating urban growth in this LPS. As identified in the previous analysis of character and infill capacity, the large lot sizes and single detached homes are an important and valued part of the suburban character of the Town and a less focused approach would potentially unduly impact Cottesloe's urban fabric and settlement patterns.

Although it is physically possible for infill subdivision in the existing low density areas to occur, the LPS is not recommending this approach as the preferred means of responding to urban growth and house future population via infill in the Town. The reasons for this include:

- + This method and development pattern does not align with the principles of urban consolidation outlined in the Perth and Peel @3.5million framework;
- + It is likely to have an adverse impact on existing character of the Town; and
- + Both the 2019 LPS Discussion Paper and recent engagement undertaken for this LPS are aligned in the finding that this form of growth is generally not supported by the community.

Outcomes of the recent LPS engagement process (and 2019 LPS Discussion Paper), and analysis undertaken in Section 4.2 above has determined that growth should be prioritised in activity centres and station precincts. The focus areas identified are illustrated on Figure 19 and described below. Overall, engagement with the community in both 2019 and for this Strategy has highlighted concerns around high rise, over-development along the beach, and loss of community and amenity. There is excitement though around the potential for contributions to a diverse and vibrant community.

COTTESLOE VILLAGE – Is identified as the highest priority area for future urban growth. A precinct structure planning process and Improvement Plan/Scheme program of work is currently underway to guide detailed planning in this area. The PSP boundary includes land within the Shire of Peppermint Grove to the east of Stirling Highway. There is community support for the town centre as the priority location for intensified development in and around the activity centre and train station. This is because of existing development and the potential for a greater land use mix in this location that leverages off the area's proximity to public transport. The co-location of existing and enhanced amenity of the centre with residential developments will contribute to a vibrant village centre for residents, workers, and visitors.

The draft vision for the PSP is that Cottesloe Village will be a place that:

1. Serves and draws life from the neighbourhoods of Peppermint Grove and Cottesloe
2. References and connects between the beauty of Freshwater Bay on the Swan River and Cottesloe Beach on the Indian Ocean
3. Matches the values, qualities and scale of a village, with experiences and amenities that meet the aspirations of all ages and abilities
4. Is fun and encourages a broad mix of ages, backgrounds and outlooks
5. Celebrates the heritage and labours of our ancestors
6. Respects the landscape and natural systems, protects the skyline of our signature Norfolk Pine trees and provides ample green spaces
7. Embodies the best of design, appropriate now and into the future

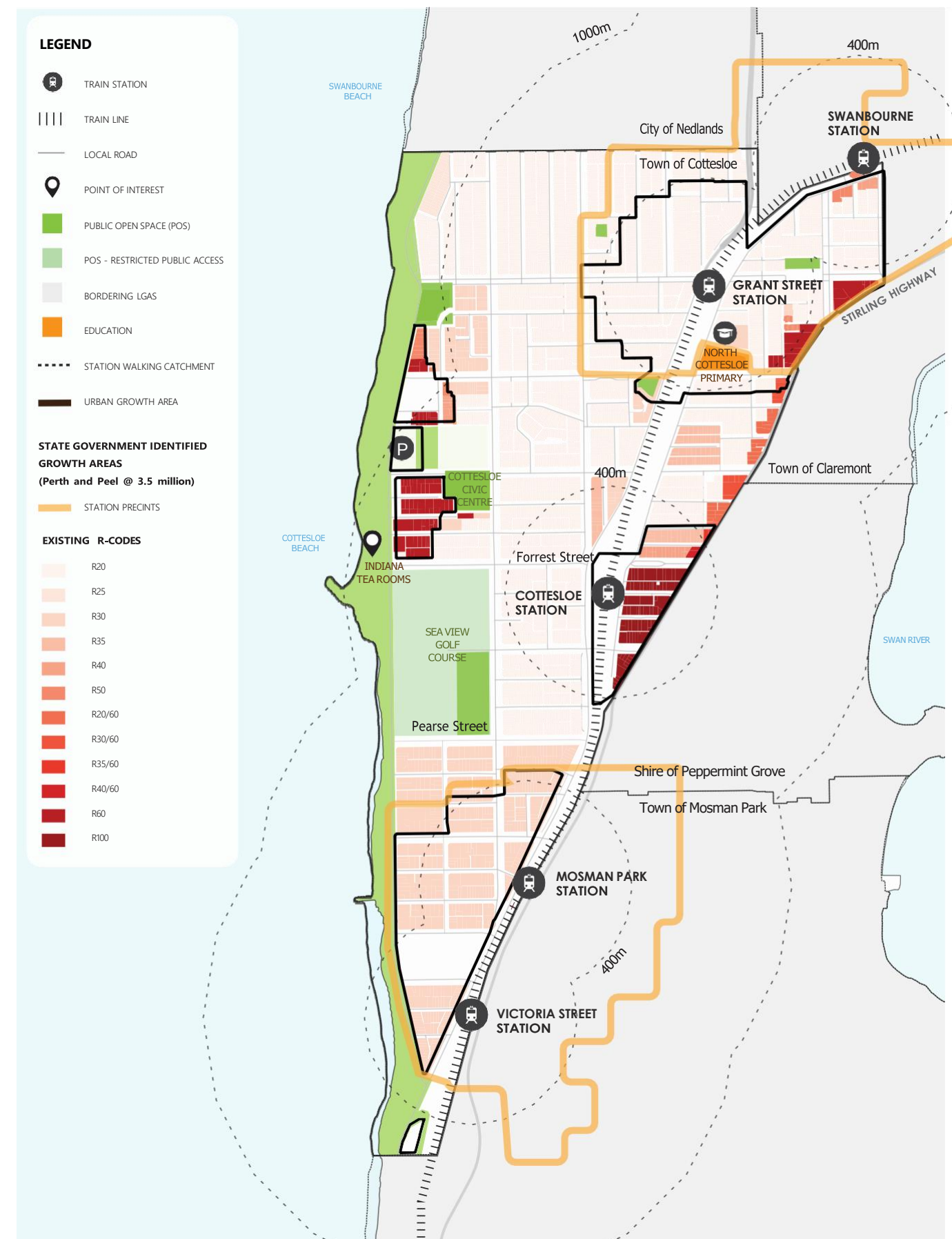


Figure 19: Urban Growth Areas

STATION PRECINCTS - MOSMAN PARK / VICTORIA STREET AND SWANBOURNE / GRANT STREET

The Town’s four station precinct have also been identified as areas where future urban growth can be considered. However, before any changes can be made to the local planning framework the LPS recommends that further investigations be undertaken before proceeding to ensure any change is balanced with existing neighbourhood character.

Feedback from the engagement related to the benefits of sinking/capping the railway line as important to the community in activating and realising these areas as TODs. As such, there is strong support for the market-led proposal being proposed on the State owned land near the Swanbourne train station. The extent of the area is depicted in Figure 20. It is acknowledged that the PTA have no current plans or confirmed funding to sink the Fremantle Railway Line.



Figure 20: Swanbourne Boundary for Market-led EOIs

COTTESLOE FORESHORE

This location is acknowledged as a highly desirable area for urban growth. The highly sought after amenity that the Cottesloe waterfront provides has seen increased development pressures evidenced by existing and planned redevelopment projects. It has been identified that reviewing the planning framework and ensuring it is ‘fit for purpose’ and able to reflect the community’s views from engagement is important. The engagement findings highlighted a divergence of opinions on some elements of the foreshore area, but in general a lower scale was preferable (i.e. retain similar to the existing planning controls on the foreshore).

ACHIEVING THE STATE’S INFILL TARGETS (PROPOSED INTERVENTIONS)

The LPS is required to demonstrate how the Town can achieve its minimum infill dwelling target. The following has been considered as part of this assessment:

- + Existing approved development applications;
- + Areas with potential for upcoding; and
- + Latent subdivision potential in areas where upcoding is unlikely to be considered.

APPROVED DEVELOPMENT

A desktop analysis of recent development trends helps demonstrate that the Town is progressing towards achieving the dwelling target in its proposed growth areas. Table 17 details a sample of recent major development approvals and proposals, broken down by location. These developments (once built) will contribute 215 additional infill dwellings, equating to 43% of the 2036 target.

Table 17: Recent Development Approvals

LOCATION	ADDRESS	DESCRIPTION	NUMBER OF DWELLINGS	REFERENCE AND DATE APPROVED
Cottesloe Village & Station Precinct	105 (Lot 1) Forrest Street, Cottesloe	Mixed Use Development	TBA	DAP/15/00745 05/08/2015
Cottesloe Foreshore	120 (Strata Lots 1-7) Marine Parade, Cottesloe	Eight storey mixed use development comprising one commercial tenancy and 14 apartments.	14 dwellings	SDAU-010-20 05/08/2021
	122 (Lot 2-8) Marine Parade, Cottesloe	Seven storey residential apartments and a restaurant complex.	8 dwellings (<10)	SDAU-047-21 17/08/2023
	140 Marine Parade	Twelve storey apartment and hotel complex.	185 dwellings	SDAU-034-20 22/06/2023
	110 Marine Parade	Five storey mixed use development.	8 dwellings	DAP /21/02066 20/12/2021
TOTAL			215 Dwellings	

Assuming these proposals proceed to construction, a gap of 282 dwellings (to 2036) remains.

POTENTIAL UPCODING IN GROWTH AREAS

The next area of focus is the potential capacity of the urban growth areas identified on Figure 19, these are the areas where future infill could be considered. For the purposes of this assessment, the following was assumed:

- + Cottesloe Village District Centre is identified as the priority growth area. Ultimate dwelling yields will be confirmed through the current precinct structure planning exercise, yields contained in this section are estimates only. In Cottesloe Village and Cotteslore Foreshore dwelling yields are based on the assumption that multiple dwellings (apartments) are the predominant building typology.
- + The Swanbourne-Grant Street and Mosman Park-Victoria Street Station Precincts are identified as areas where future urban growth could be possible. In the Swanbourne-Grant Street and Mosman Park-Victoria Street Station Precincts dwelling yields are based on the assumption that grouped dwellings (townhouses) are the predominant building typology.

Table 18: Potential Upcoding Assumptions

LOCATION	STATE POLICY - CENTRE /PRECINCT TYPE			
	PP@3.5MILLION	SPP 4.2	METRONET	ASSUMED R CODE (PLOT RATIO)
Cottesloe Village District Centre	District Centre	District Centre	District Centre	R80 - R160 (1.3)
Swanbourne-Grant Street Stations	Station Precinct	N/A	Neighbourhood Centre	R60 - R100 (0.8)
Mosman Park-Victoria Street Stations	Station Precinct	N/A	Neighbourhood Centre	R60 - R100 (0.8)
Note: The residential densities used in this analysis are hypothetical and general in nature. They are not an accurate representation of future residential densities as further detailed analysis must be undertaken to determine the appropriate locations and R-codes in LPS4.				

Table 18 identifies the assumed parameters used for the dwelling yield calculations. The results of this assessment are displayed in Table 19:

- + The totals are a sum of the additional dwellings which could potentially be achieved in the urban growth areas.
- + The total dwelling yield provides an approximate range of additional dwellings likely to be developed in a lower growth and higher growth scenario.
 - For the lower growth scenario, a take up rate of 49% was assumed, this means that 49% of potential additional dwellings are developed.
 - For the higher growth scenario, a 72% take up rate was assumed.

These rates have been selected based on the Metronet Station Precincts Gateway methodology (2021) and reflect the high amenity of the area and market appetite for development in Cottesloe. Results are presented in Table 19 and are broken down by each Planning Area.

- + The analysis demonstrates that the urban growth areas shown on Figure 19 have the potential to deliver between 767- 1,128 dwellings.

Table 19: Dwelling Yield Analysis (Assumed Upcoding)*

URBAN GROWTH AREA	DWELLING ESTIMATE RANGE - ADDITIONAL CAPACITY			
	LOWER GROWTH 49% TAKE UP RATE	HIGHER GROWTH 72% TAKE UP RATE	ASSUMED PLOT RATIO	AVERAGE DWELLING FLOORSPACE*
Activity Centre				
Cottesloe Village District Centre	243	357	1.3	150
Station Precincts				
Swanbourne-Grant Street Stations	342	502	0.8	200
Mosman Park-Victoria Street Stations	107	157	0.8	200
Other				
Cottesloe Foreshore	75	110	0.8	100
Total Estimated Additional Dwelling Yield in Planning Areas	767	1,128	-	-

LATENT SUBDIVISION

In areas not proposed for upcoding (i.e. areas designated as existing urban footprint) it is important to note that ongoing latent subdivision is likely to occur due to existing lot sizes / density allocations. This will further contribute to infill development in the Town. Table 20 demonstrates that latent subdivision in existing suburban has the potential to deliver between 105-154 dwellings.

Table 20: Estimated Latent Subdivision Potential

AREA	DWELLING ESTIMATE RANGE - ADDITIONAL CAPACITY	
	LOWER GROWTH 49% TAKE UP RATE	HIGHER GROWTH 72% TAKE UP RATE
Latent subdivision potential	105	154

SUMMARY

As described above, determining the Town’s performance against its minimum infill targets requires consideration for many elements. Table 21 provides a combined summary of the analyses undertaken. It demonstrates that the Town has the potential to meet and exceed both its interim (497 additional dwellings by 2036) and ultimate (792 additional dwellings by 2050) dwelling targets.

Table 21: Total Estimated Additional Dwelling Capacity

FUTURE DWELLING CAPACITY AREA	POTENTIAL DWELLINGS
Approved Dwellings	215
Total Estimated Additional Dwelling Yield in Planning Areas	767- 1,128
Latent subdivision potential	105-154
Total Estimated Additional Dwelling Yield	1,087-1,497

*Notes and Disclaimers:

- + Several sources have been used to take into consideration the Town of Cottesloe context and data availability.
- + The approach taken explores hypothetical scenarios only, it should not be treated as an accurate representation for how future infill growth will occur in lieu of future detailed planning. As is recommended in this Strategy future detailed planning is proposed to occur in urban growth areas such as the Cottesloe Village. This is explored in Section 4.2.1.
- + All results displayed are estimates only and a guide to dwelling yields potential as further planning and investigations are required in these areas in the future.
- + The analysis has not included State Heritage and Local Heritage (Category 1 and 2) due to their character value and importance to community. Strata properties were also excluded due to the lower likelihood of their redevelopment as a result of divergent ownership and owner interests.

URBAN GROWTH & HOUSING ISSUES AND OPPORTUNITIES

- + The built and natural landscapes in the Town contribute to its character and sense of place. When planning in urban areas, it is important to understand the unique characteristics which contribute to a neighbourhood's sense of place and that when growth occurs, this happens in a sensitive manner.
- + Recent development approvals, particularly in the Foreshore area have highlighted the need for planning controls to be reviewed and updated to reflect a balanced and contemporary built form response through LPS4.
- + As mentioned in the earlier **Section 4.1.1 Demographic Profile** there is an aging population in the Town, as well as a families with older (teenage) children households. The mismatch between housing stock and households demonstrates this potential issue in that the housing stock on offer, and the needs of residents could be better allocated as:
 - lone person households make up 26.1% of all households (compared to 24.9% in Greater Perth), yet only 6.2% of dwellings are smaller (one bedroom)
 - nearly half 45% of these lone person households live in (larger) detached houses.
 - 61.5% of households contain 1-2 people usually resident, yet 72.2% of dwellings contain 3 bedrooms or more.
- + In planning for urban growth in the Town, consideration for providing a mix of housing types to suit these groups into the future it is important. This will recognise the opportunity for more medium and higher density dwellings to allow older residents and young adults leaving home, that typically live in 1-2 person, smaller households, though wish to remain in the area in a more compact dwelling.
- + The Town has four neighbourhoods which have unique and defined character elements and these have been used to help inform the preferred approach to accommodating future urban growth.
- + Under the Perth and Peel @ 3.5 million spatial plan, and the supporting Central Sub-Regional Framework the Town is required to accommodate a minimum of 497 additional dwellings by 2036 and 792 additional dwellings by 2050.
- + Accommodating future urban growth is recommended to be focused in the following areas:
 - Cottesloe Village District Centre (which includes the Railway Lands)
 - Mosman Park / Victoria Street Station Precincts
 - Swanbourne / Grant Street Station Precincts
 - Cottesloe Foreshore

However further detailed planning following future investigations is required.
- + The dwelling potential analysis undertaken demonstrates that the Town has the potential to meet the State Government's interim (497 additional dwellings by 2036) and ultimate (792 additional dwellings by 2050) dwelling targets under the proposed future growth scenarios (see *Achieving the State's Infill Targets*).
- + The LPS will be critical in ensuring that future dwelling growth occurs in the most appropriate locations. The guidance provided in Part 1 outlines the future detailed investigations and updates to the Town's planning framework required to achieve this.
- + The split codings in the Eastern Residential Neighbourhood will be assessed through the Town's development of LPS4.

4.2.2. CULTURE AND HERITAGE

The Town has many places of heritage value within its boundary, reflecting the historic settlement and development of the area. The conservation and management of these heritage sites is important to maintaining the cultural heritage, aesthetic value, and amenity of the Town. The promotion of heritage further enhances a sense of community and identity as locals and visitors understand and appreciate the reasons for its character of development.

The conservation of heritage is fundamental to realising the Council's vision, mission and objectives in the Council Plan 2023-2033. An ongoing challenge for the Town is balancing heritage conservation with pressures for redevelopment, which is being driven by a strong appetite for future development in the area. In response to this challenge, the retention of the Town's built heritage through the encouragement of adaptive reuse as an alternative to demolition, is a priority. The Town's heritage can also be sustainably managed and retained for future generations by promoting and facilitating the continuing use of heritage assets.

As such, the need for a Heritage Strategy to identify, understand, protect, and promote the Town's heritage is recognised. This Heritage Strategy is currently being prepared (2023), and once complete its recommendations of this work will inform the planning directions and actions set out in this LPS.

ABORIGINAL HERITAGE

The Aboriginal history of the Town has been explored by anthropologists Ken Macintyre and Dr Bard Dobson. Their paper 'Indigenous Culture in Cottesloe' is a resource for further information. Cottesloe was known by the Mooro people (a group within the Noongar population) as Mudurup. Mudurup has great cultural significance as a ceremonial initiation site where the Mooro people told stories of the Dreaming. These stories were about Kurannup, the destination of the spirits out to horizon between Garden and Rottnest Island. Additionally, the limestone rock formations of Mudurup are believed to be created by the Waugal, or Rainbow Serpent, the creator and protector of the environment.

The DPLH Aboriginal Heritage Inquiry System identifies a total of three Registered Sites in the Town (refer **Figure 21**), all of which are listed in the Town of Cottesloe's Municipal Heritage Inventory (MHI), which include:

- + MacArthur Street stone artefacts – dating from 10,000-30,000 years ago.
- + Mudurup Rocks – ceremonial and mythological site.
- + Victoria Street Station artefacts and camp.

There are two additional Aboriginal Heritage sites in the adjacent LGA, Town of Mosman Park, which overlap with the Town of Cottesloe's boundary. These are Mosman Park and Rocky Bay.

Planning decisions related to these sites will be guided by State Government legislation, namely the *Aboriginal Heritage Act 1972*.

The Council adopted a 'Reflect' Reconciliation Action Plan (RAP) for January – December 2023. The 'Reflect' RAP is one of four types of RAPs – Reflect, Innovate, Stretch and Elevate.



Figure 21: Aboriginal Heritage Sites

OTHER HERITAGE

State Register of Heritage Sites

The Heritage Council of Western Australia (HCWA) is responsible for the conservation of sites that have significance for the cultural heritage of the state. Within Cottesloe, there are 27 sites of state-heritage value that are on the State Register of Heritage Sites.

Planning proposals for State Registered Heritage Places are required to be referred to the HCWA for advice, and subsequent decision-making must be consistent with the advice. State Registered Heritage Places may also be recognised in local planning schemes through Heritage Areas, Special Control Areas, and Local Planning Policies. State registered heritage sites in the Town include:

- | | |
|---|--|
| 1. Cottesloe Civic Centre | 2. Macaulay House, Cottesloe |
| 3. WA School for Deaf Children | 4. Pine Lodge |
| 5. Lady Lawley Cottage | 6. Old Cable Station |
| 7. Cottesloe Beach Hotel | 8. Lewis House |
| 9. Wanslea | 10. Trafalgar House |
| 11. Claremont Fire Station | 12. Pine Court |
| | 14. John Curtin's House |
| 13. Wearne Hostel | 15. Cottesloe Beach Pylon |
| | 17. Cottesloe Post Office & Telephone Exchange (fmr) |
| 16. Claremont Police Station, Lock-up & Stables | |
| 18. St Philip's Anglican Church | 19. Sea View Golf Course Club |
| 20. Cottesloe Flour Mill (fmr) | 21. Cottesloe Beach Precinct |
| 22. Le Fanu | 23. Overton Lodge |
| 24. Belvedere | 25. Claremont Police Station |
| 26. The Beach House, Cottesloe | 27. Kulahea |

Special Control Area 1 – Tukurua and Le Fanu House – were established in LPS3, with the aim to encourage conservation and restoration of existing heritage buildings within the Area. Since the introduction of this Special Control Area both Tukurua and Le Fanu House have been restored through significant renovation.

Local Heritage Survey (previously Municipal Heritage Inventory)

There are over 390 local heritage sites in the Town with 27 of these sites overlapping with the State Register.

HERITAGE STRATEGY

The Heritage Strategy 2022 – 2027 is being currently being developed by the Town. A draft of this Strategy has been provided in September 2023. The Draft Heritage Strategy outlines four key themes – Knowing, Protecting, Supporting and Communicating – to direct future activities by the Town.

Vision

The Town of Cottesloe’s heritage shines through the natural beauty of its coastal setting, oral histories of times past, and its heritage buildings. Cottesloe’s heritage is special not only for its residents, but for the many Western Australians who have visited its iconic coastline for generations. The Town is committed to honouring its past through the effective identification and management of its heritage places and assets, to preserve its unique character and heritage places for generations to come.

Actions relevant to the Strategy include:

- + Engage with Traditional Owners and Knowledge Holders for Cottesloe to understand and map all Aboriginal sites of significance in the Town.
- + Review of Local Heritage Survey every five years
- + Creation of a significant tree register and associated policy.
- + Preserve Noongar place names by recognising opportunities for dual naming throughout the Town.

CULTURE AND HERITAGE ISSUES AND OPPORTUNITIES

- + Continued recognition of Heritage sites as identified in the Local Heritage Survey and State Register.
- + Incorporation of recommendations arising from the completed Heritage Strategy.

4.2.3. PUBLIC OPEN SPACE

Cottesloe has a notable variety and quality of public open space (POS) areas set aside for recreation and POS. The Town is a highly recreational seaside suburb by virtue of the extent of coastal open space that runs the entire length of its western edge. The combination of coastal passive and active open space, plus its high accessibility and walkability, caters to a wide range of age groups and activities and is important to the social well-being of the community.

CURRENT POS PROVISION

The recent *Public Open Space and Playground Strategy* (POS Strategy) (2019) prepared by UDLA for the Town has informed much of the analysis within this background reporting section. The 12 areas of POS analysed as part of the POS Strategy are mapped in **Figure 22**.

The range of POS types located within the Town or in close proximity to the Town is described in **Table 22**.

Table 22: POS Hierarchy

POS TYPE	DESCRIPTION	TOWN OF COTTESLOE PROVISION
Regional Park	Large areas of significance to the whole of Perth city servicing one or more regions and an attraction for visitors	Foreshore Reserve
District Park	5Ha – 15Ha in size 1-2km from home	There are no District Parks within the Town. Allen Park (City of Nedlands) is near the northern boundary of the town and is utilised by many Cottesloe residents.
Neighbourhood Park	1Ha – 5 Ha in size 800m walk from home	Grant Marine Park, Cottesloe Oval, Cottesloe Civic Centre
Local Park	0.4Ha – 1Ha in size 400m walk from home	Jasper Green Reserve, Harvey Field
Micro Park	Less than 0.4Ha in size 300m walk from home	Andrews Place

Source: Adapted from POS and Playgrounds Strategy 2019



Figure 22: Existing Open Space, Playgrounds & Community Facilities

Source: Town of Cottesloe POS and Playgrounds Strategy 2019

Key findings from the overview of existing provision are:

- + POS areas are concentrated around Cottesloe Beach, primarily west of Marine Parade though the Foreshore provides a significant POS recreation function and is by far Cottesloe's most significant asset.
- + Planning is underway for the Foreshore and John Black Dune Park, Harvey Field, and Jen's Park (Main Roads);
- + Allen Park location outside of the Towns northern boundary is used by North Cottesloe residents.
- + Lack of defined POS along train line, despite ample room for several connected POS to exist.
- + Train line, Stirling Highway, Curtin Avenue and the steep sloping topography are significant physical barriers to POS access;
- + Verges provide opportunity for community initiatives and establishment of ecological & biodiversity corridors within urban fabric such as native verges;
- + Lack of environmental function in most POS;
- + Gaps in the provision of POS identified in the POS Strategy include the lack of micro POS throughout the Town, around the Cottesloe Village District Centre and east of Broome Street.

The POS Strategy concluded that while the dominance of regional open space serves the district well and doubles as local open space for the community, there are limited local parks within those neighbourhoods, away from the coastal environment for passive recreation.

FUTURE UPGRADES TO POS

As part of the *Public Open Space and Playground Strategy* (2019) a matrix was developed that classified and prioritised upgrades to existing POS as high, medium and low. High priority upgrades were identified for Grant Marine Park, Cottesloe Main (the Foreshore area), Dutch Inn Reserve and Vlamingh Memorial and Nature Discovery Space. At the time, Vlamingh Memorial and Nature Discovery Space nature-based play area was in progress and was completed in March 2020. Since then, upgrades have been completed at the Dutch Inn Reserve and master planning has been conducted for the Cottesloe Foreshore area.

Further implementation of the *Public Open Space and Playground Strategy* has included concept planning for a skate park at John Black Dune Park, which was approved in February 2022. In March 2023 it was announced that the Town has been successful in securing a grant of \$743,900 which is expected to cover the full cost of the skate park. Next stages include a tender process which will be followed by construction after the successful proponent is selected.

Additionally, upgrades to East Cottesloe Playground have been completed to interlink a series of microparks for a range of ages.

Future upgrades to POS should be focused on Grant Marine Park and realising the Foreshore Masterplan. In addition, engagement with community for the LPS Discussion Paper 2019 identified the potential for a café and landscape upgrades to Jasper Green Reserve.

UTILISING VERGE SPACE

Public streets and verges are often overlooked as open space but are places of frequent casual use by the community for informal recreation, such as walking, jogging, and cycling. In commercial areas, street verges can also play an important role in creating character and amenity through landscaping, rest

areas (seats) and sidewalk café's/alfresco dining. Although less formal than dedicated open space or recreational facilities, street verges with their lawns, shrubs, and trees (especially the landmark Norfolk Island Pine trees) provide open space for social interaction, breathing space and landscape amenity.

In Cottesloe, the number of generous 40m wide road reserves enhances this potential. The vision for POS outlined in the POS Strategy (2019) prioritises verge upgrades for Grant and Broome Street. If necessary local planning policy can complement these local works by encouraging community led upgrades. The local 'Management Protocol for Play Equipment on Street Verges' adopted by Council in June 2022 outlines permissible play equipment and locations on verges.

Native waterwise verge rebate offered by the council (co-funded by Water Corp) encourages native street edges. Further community initiatives of this type could encourage innovative use of space on verges such as native plant hydrozoning.

FUTURE VISION OF POS

The Strategy establishes a vision for POS improvements that identifies four interlinked 'bands' offering complementary POS function and amenity (see **Figure 23**). This vision assists with identifying and prioritising POS upgrades.

These four open space 'bands' are:

1. *Cottesloe Coast* – future upgrades should result in a connected linear foreshore rather than disjointed series of smaller parks.
2. *The Heart* – within this segment a Broome Street Corridor has been proposed. This green spine could **connect** Grant Street, Eric Street, the Civic Centre as well as the neighbouring golf course and tennis club.
3. *Railway and Highway* – the POS Strategy details an opportunity to establish a linear urban park within the railway reserve along Railway Street **made up of interlinked** micro parks designed for a range of users. This linear corridor could form a high amenity landscape buffer that could encourage future developments.
4. *Grant Street Transect* – future upgrades should take advantage of the wide verges and median which offer a unique opportunity to establish a biodiversity link extending from Jasper Green Reserve east of Grant Street Station to the foreshore.

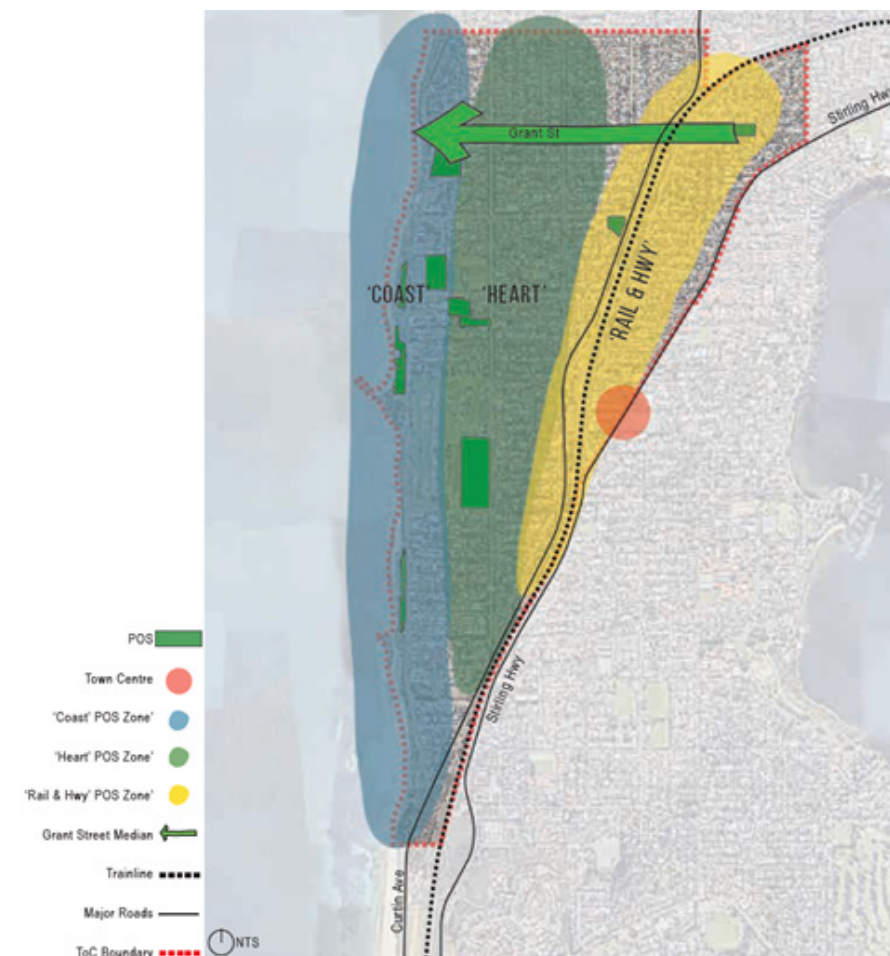


Figure 23: POS Vision for Cottesloe
Source: POS and Playgrounds Strategy 2019

FORESHORE MASTER PLAN

The Town is orientated towards the ocean both physically and culturally, whereby the ocean, beach and foreshore form a backdrop to the suburb and are the focus for shared scenic views and an outdoor focused recreational lifestyle. The importance of the coastal strip to the character and amenity of the district, and its landscape value to the Town and Perth region, cannot be overestimated. Visitors to Cottesloe's beaches and beachfront come from all over the Perth Metropolitan Region, State, interstate and overseas, drawn to the recreational and open space assets, together with the natural beauty of the beach.

The MRS Parks and Recreation Reservation applies along the coastline to protect the land for this purpose and public access. It also accommodates some controlled development including car parks, surf clubs and cafes as well as some smaller park areas with sporting facilities, playground equipment, seats, shelters, and amenities. Enhancing beach access and the foreshore was a key priority area identified by community in the 2013 Strategic Community Plan of Cottesloe. Additionally, during community engagement for foreshore upgrades, community suggested that the area needed to become more pedestrian friendly with better and more accessible connections to the beach, more lookout nodes, barbecues and signage to reflect the history of the area. The Town is pursuing upgrades to this area to improve landscaping, pedestrian access, and amenity and to establish the foreshore as a world-class destination for locals and visitors.

In August 2019, a Master Plan was prepared for Cottesloe Foreshore as depicted in **Figure 24**. The master plan development process included site context analysis, community consultation, detailed design, technical considerations, and a costing summary.

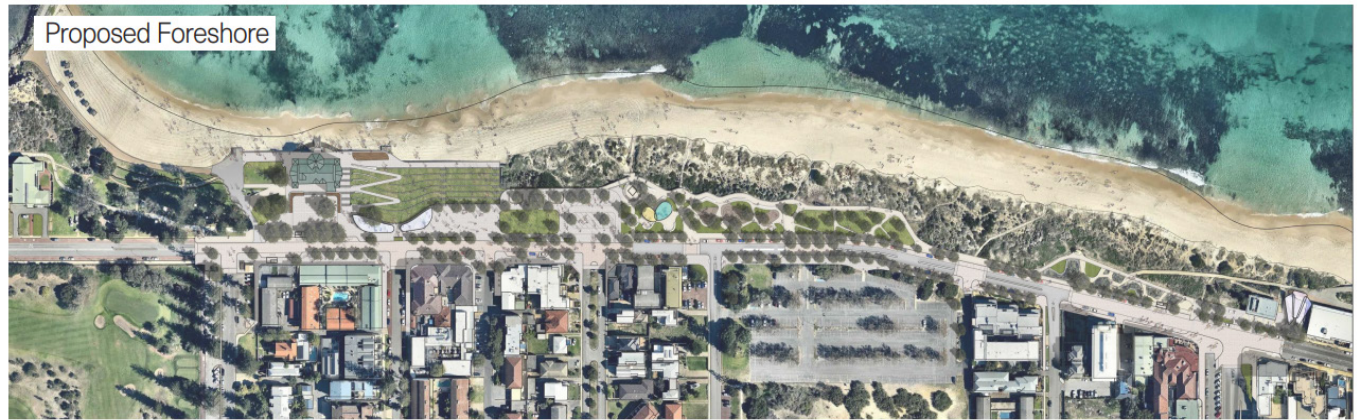


Figure 24: Foreshore Master Plan

Ten key areas for renewal and upgrades have been selected including a coastal promenade with viewing platforms, a shared streetscape along Marine Parade, generous areas of active and recreational parklands, and interpretive design that draws upon local history and culture. These areas are defined in **Figure 25**.

Importantly, designs were underpinned by research and technical studies into areas such as vehicular and pedestrian activity, Noongar significance, universal access, materiality, sustainability, and best practice in place making. The Master Plan lists 'Promoting Activity' within the streetscape and wider public realm environment as a key design principle. The plan aims to encourage 'a wide range of activities to enhance vibrancy and diversity', creating active and engaging public space.

The Town will work with the State and Federal government to achieve funding for the implementation of the Master Plan.

To expand and improve the public realm at Cottesloe foreshore a key move is to relocate parking away from prime recreation areas and instead utilise Car Park 1 area for public waterfront amenity. Investigations have focused on how that lost car park bays can be accommodated in Car Park 2, and the potential for additional development at Car Park 2. This has culminated in the Car Park 2 Development Strategy and should be progressed to determine feasibility as it is a key aspect of the Foreshore Masterplan.

Engagement for the LPS and SCP also highlighted that the community of the Town is clear on maintaining the Sea View Golf Course as POS, with the potential in future to allow for recreational uses beyond golf. Engagement with community additionally highlighted that all POS within the growth area boundary should be retained as POS. Therefore, the golf course as well as all other areas of POS have been excluded from the urban growth area (compared to the extent discussed during the Engagement period). In planning for density in these areas though, it is critical that interfaces between POS and developments are considered.



Figure 25: Overview of Foreshore Masterplan Areas

PUBLIC OPEN SPACE ISSUES AND OPPORTUNITIES

- + The POS Strategy provides a vision for Cottesloe's POS, effectively grouping existing spaces according to character, location and type. This has resulted in four 'linear' bands of linked POS (three that run north/south, one that runs east/west) that collectively respond to the themes of:
 - Coast and Beach;
 - Sport and Recreation;
 - Informal Play and Exploration; and
 - Ecology and Biodiversity.
- + Spatially there is a lack of POS around the CVDC and a general lack of quality POS east of Broome Street.
- + The underutilisation of verges to provide for community initiatives and biodiverse corridors could be addressed by establishing an ecological link along Grant Street which has both wide verges and median.
- + Improve use of land immediately surrounding the rail corridor. A verge policy that encourages the planting of native species along this corridor is necessary to achieve this vision.
- + There is a significant concentration of POS along the foreshore and the opportunity to implement the Foreshore Masterplan to amplify this. Integrate the Foreshore Masterplan focused around the Indiana Tea House with entire length of the foreshore.

4.2.4. COMMUNITY INFRASTRUCTURE

Community facilities are normally provided by both government and non-government service agencies. Local Government responsibilities for this infrastructure include community centres, halls and recreation centres, libraries and family day-care/child care centres. Local Government may also assist in administration or provide buildings for public health, youth, and aged support services. The current infrastructure available in the Town is shown in Figure 26.

A diverse range of community organisations also operates within or covering Cottesloe, either related to or separate from the activities of the Town. These include child and youth groups (e.g. playgroups, Police & Citizens, Scouts), community service organisations (e.g. Rotary, RSL, public health care), leisure groups (e.g. Bridge club, pottery club), a business association, resident/ratepayer groups, environmental groups, sport clubs (e.g. Surf Life Saving, golf, tennis, rugby) and senior citizens organisations (e.g. hostels, aged support). Several of these bodies use premises or facilities provided and managed by the Town, including the Civic Centre rooms, club buildings and sport grounds. These groups and activities are a vital part of the social fabric of the Cottesloe community.

To understand and better plan for future provision of hard and soft infrastructure for the Town's community, a Community Needs Analysis (CNA) study is being conducted in parallel to the LPS. Hames Sharley, Pracsys and Shape Urban have prepared an assessment of the gaps, overlaps and opportunities for infrastructure provision to best meet the needs of the Town's community and demographics into the future. The findings of the study by service category are as follows:

LEISURE AND RECREATION FACILITIES

The Town's sporting recreation facilities are as follows:

- + Cottesloe Oval
- + CSLSC is a voluntary club that operates along the Cottesloe main beach in front of the Indiana Tea House.
- + NCSLSC is located further north of the Cottesloe main beach
- + Cottesloe Tennis Club
- + Sea View Golf Club
- + Harvey Field

The findings from the Community Needs Analysis to date highlight several key trends that could drive the future demand for community facilities and services such as the ongoing concerns about increased obesity, diabetes and mental health issues which will put on pressure on the provision of public open space, active sports facilities and support services.

The CNA identified a strong need for additional leisure and recreation facilities in the Town, the focus for the future will be in retaining and upgrading existing public open space amenities and some addition of some sporting facilities. Community members access local parks and open space frequently, however a large proportion also travel outside the town for this service stream, indicating the adequacy level of leisure and recreation facilities in the Town cannot meet all local demands (though nearby facilities in the region can address this). Though there will be a demand to replace existing assets and structures with improvements and provision of more diverse opportunities for different age cohorts and sports groups.

GENERAL COMMUNITY SERVICES

The provision of general community services is quite high currently through benchmarking with similar local government areas, and the community are generally content with the existing provision. However, there are some improvements can be made such as the installation of public toilets and the activation of Cottesloe Civic Centre. The future demand for general community services is low and can be easily satisfied.

ARTS, CULTURE & HERITAGE FACILITIES

The CNA identified the Town has a moderate need for the service, particularly for the categories of art galleries, amphitheatres and motion picture theatres. Much of current demand for this service stream has been met outside of the Town. Additional provision should be prioritised and sought to be accommodated in the Town Centre Area. The increased provision of these services will also help attract visitors who might also access the Town Centre. Another beneficial location for such uses would be the Cottesloe foreshore/Marine Parade area, with these types of facilities combining well with the frequent arts and community-based events and temporary activations of this area.

LIBRARY

The Town is currently serviced by the Grove Library located in the boundary of Town of Peppermint Grove. The overall needs assessment indicates that the Town has a slight undersupply floorspace in this service stream, however the community survey suggested that the community has a balanced view with a slight leaning towards expansion, especially in the context of projected population growth. The survey also revealed that the demand for Knowledge/Library service can be sufficiently met within 15 minutes travel given that there are libraries located within proximity to the Town. The finding is therefore that the Town has a low future need for additional provision of this stream into the future.

EDUCATION FACILITIES

Within Cottesloe there are:

- + One government primary school (North Cottesloe Primary),
- + One pre-school (North Cottesloe),
- + Two community kindergartens:
 - North Cottesloe at Marmion Avenue/Ackland Way
 - Seaview Kindergarten next to the golf course on Broome/Jarrad Streets.

Several private and government primary and high schools are located in other nearby Western Suburbs to the Town. Tertiary and technical education facilities are provided within the region at the University of Western Australia in Nedlands and at Notre Dame University in Fremantle respectively.

In mid-2022, the State Government announced the former WA School for Deaf Children listed on the State Register of Heritage Sites will be redeveloped by the State Government's preferred proponent Cottesloe Living, Health Care & Aged Care. An MOU has been signed proposing delivery of residential aged care and seniors living apartments, however the Town has not been informed of the progress of detailed planning for the site at this stage.

The general community sentiment from the consultation suggested low needs for education facilities, however benchmark and growth data suggest this could shift with demographic changes (though the

Education Department monitors and plans for this). The future potential for this service stream should focus on the provision of additional kindergarten and primary schools.

MEDICAL, HEALTH AND RELATED FACILITIES

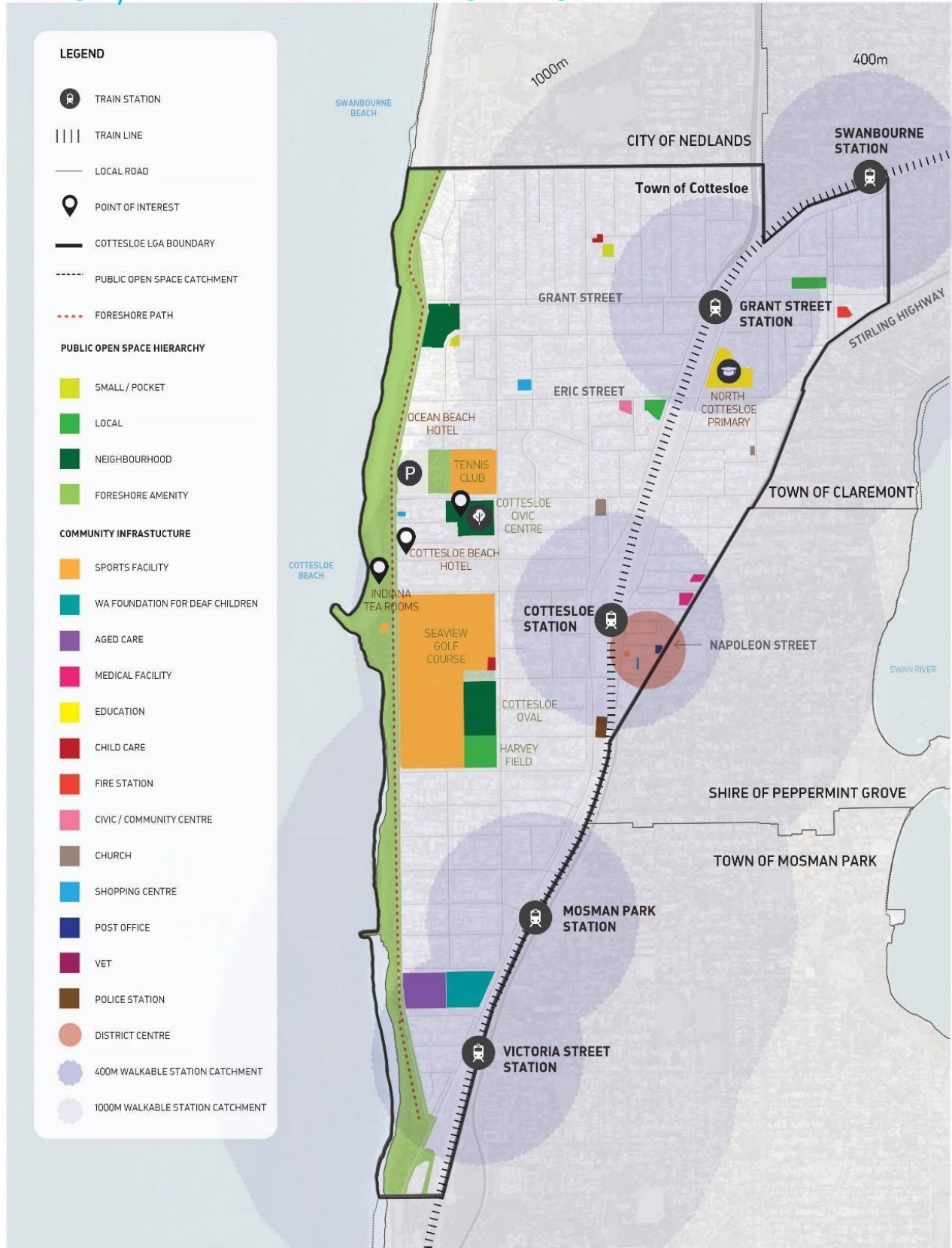


Figure 26: Community Infrastructure

There are several small medical and allied health care centres within the Town of Cottesloe. The analysis of commercial floorspace in Section 4.3 Economy and Employment highlights that there is scope for future expansion of office space which could include medical facilities.

The overall needs assessment of this service stream is concluded in the community engagement and survey results primarily, the local demand for health care facilities is generally low, and can be easily met by travelling outside of the Town under 15 minutes. However, the ongoing concerns about the increased obesity, diabetes and mental health issues experienced across society have negative effects over time on the community if such services and infrastructure are not sufficiently provided in step with the projected population growth (and incidence of such health care challenges in the Town’s population).

EARLY CHILDCARE

Access to quality childcare is increasingly critical to families with children, and currently about 35% of the Australian population live in neighbourhoods where there are more than three children per available childcare place, indicating a scarcity of childcare supply. According to the research from Michell Institute, in Cottesloe, between 2.39 and 4.3 children compete for each childcare place. Out of 18 neighborhoods in the Town half are classified as experiencing childcare scarcity.

The CNA indicates that there is an undersupply of floorspace of early childcare facilities in the Town. The community survey and external data suggests that existing demand for childcare services are strong, however it cannot be met locally, residents need to travel to outside for this service. Increased provision of childcare and child health centres is required to improve liveability for families with young children in the Town. The specific location should be guided by the spatial allocation indicated in mapping above and commercial operator opportunities. In principle, these uses work well in activity centres and close to employment nodes, supporting multi-purpose visits.

AGED CARE FACILITIES & YOUTH AND HOMELESS SERVICES

The Town currently has the following aged care facilities/services: Curtin Heritage Living; Waterfront Cottesloe; and Shine Community Care.

The Town has a high provision of aged care facilities currently, and the local demand for this service stream has been identified as low from the community survey. However, the future provision will depend on how the population composition changes, though it is anticipated that aged care facilities will progressively become more important because the population is generally aging. Increased provision of retirement homes without extended care nursing home floorspace would be best located in proximity to existing centres to allow for walkable and public transport access for those that no longer drive.

The Town has a lower provision of youth services currently, and it is predicated that the demand for such service will increase according to population growth in this cohort.

SOFT INFRASTRUCTURE

Cultural events and programs are provided by the Council for the community at the Civic Centre and Cottesloe Beach throughout the year. The Civic Centre and its grounds are on the State Register of Heritage Sites and is classified as a Civic Local Reserve under LPS3. The buildings and grounds / gardens are generally available to the local community and wider public for a range of community groups, private functions or passive recreation. Cottesloe beach and other beaches and foreshores within the Town are reserved for Parks and Recreation purposes in the Metropolitan Region Scheme (MRS) and are freely accessible to the public at large. Each year, the Town of Cottesloe is host to the Sculptures by the

Sea Event. Several sculptures from previous years have been purchased by the local government and are on display at sites within the Town including along Marine Parade and within the Town Centre.

The local demand for the service stream of soft infrastructure is relatively moderate, and the future demand for soft infrastructure will likely be factored by expected tourism opportunities on the foreshore. A study by Tourism WA indicates that the number of international and national visitors to Cottesloe has been increasing, with over 150,000 external visitors to Cottesloe annually. This needs assessment would recommend increasing the provision of this service stream particularly along the foreshore and in the town centre of Cottesloe to accommodate tourism opportunities.

COMMUNITY INFRASTRUCTURE ISSUES AND OPPORTUNITIES

- + As identified in the Local Planning Strategy Discussion Paper 2019, opportunities include:
 - The local North Cottesloe primary school was viewed as an ideal space to host regular farmer's markets which could also act as a passive revenue stream for the school.
 - Community-orientated development and services were also considered important around the Grant Street Train Station, especially given its close proximity to the North Cottesloe Primary School.
 - It is important future residential development retains, supports and protects local corner cafes and stores which are seen as harbours of street life and community activity within residential areas. There is community support to introduce new cafes and stores towards the south and east of the railway corridor.
- + Engagement for the LPS highlighted support for further activation/diversification of Seaview Golf Club, with consideration for a variety of interest groups, and sports welcoming of all ages and recreation pursuits.
- + The CNA identified that Town will experience strong needs for the service stream of leisure and recreation, place of nature, and targeted needs such as aged Care and youth services.
- + Many of the existing sporting facilities and parks will over time require upgrades and the addition of new public amenities to meet local and tourist visitor demands.
- + Although aged care provision in the Town is very high currently, the demand will be progressively increased due the aging demographic trend.
- + Early childcare and child health facilities are critical for families, though the existing provision is not meeting local demands. Future provision should be placed in activity centres and close to employment nodes.
- + The foreshore and the town centre will be the focus point for the additional provision of service streams to best capitalise tourism opportunities, walkability and public amenities.
- + The provision of arts, culture and soft infrastructures are also important service streams to both respond to local residents needs and capitalise on tourism opportunities.
- + The Community Needs Analysis concludes with an identification of future Public Benefit Contribution projects and their locations within the Town. This provides an opportunity for the Town to produce a Policy to link these projects with future development bonuses.

4.3 ECONOMY & EMPLOYMENT

Historically the local economy and employment of the Town comprised of shops, eating houses, hotels, guesthouses, theatres, a dance hall, beachfront entertainment facilities, several factories, lime quarries and a flourmill. Today businesses and jobs are concentrated on retail and commercial services for the district and surrounding sub-region, as well as entertainment facilities serving the district, nearby areas and visitors.

ECONOMIC DEVELOPMENT TRENDS

National trends indicate that employment growth is increasingly being generated by newly-established small businesses rather than growth of large firms and that most employment is being created in private service-sector businesses. A substantial proportion of new jobs are also likely to be low-income, part-time jobs, many of which demand work outside traditional businesses; for example within communications, information technology, personal and business services.

Government projections indicate that employment and business growth over the next two decades will continue to be concentrated in the service business sectors, including finance, health care, personal services, retail and accommodation and restaurant industries. These trends are pertinent to the employment and economic characteristics of Cottesloe.

4.3.1. ACTIVITY CENTRES AND EMPLOYMENT

ACTIVITY CENTRES OVERVIEW

COTTESLOE VILLAGE DISTRICT CENTRE

Under SPP 4.2, the Cottesloe Village District Centre's role is to provide shopping and service needs to the locality's community. The centre encompasses the Napoleon/Station Streets area as well as the Cottesloe Central shopping centre located across Stirling Highway in the neighbouring Shire of Peppermint Grove (the highway marks the border of the two local governments). A variety of other retail offerings stretch south along both sides of Stirling Highway.

The town centre draws in many visitors from both the surrounding area and further afield to its specialty shops and cafes. However, the proximity of other centres such as Claremont, Subiaco, and Fremantle provide considerable competition to the Cottesloe town centre. Cottesloe differentiates itself by offering speciality items, particularly clothes and homewares in some cases unique to the centre.

While the town centre itself has limited physical capacity for future development, it is served by strong transport infrastructure that provides excellent rail and road linkages to the CBD, Fremantle and beyond. Community consultation has indicated the desire for more restaurants and cafés, greater variety of shops, small offices, accessible medical and community services along Stirling Highway.

The Cottesloe Village Precinct Structure Plan (CVPSP) is currently under preparation and findings and directions from this process will be included in the LPS, once available. The study area for the Precinct Structure Planning is as illustrated in Section 4.2.1 Urban Growth Areas.

COTTESLOE FORESHORE

The Cottesloe foreshore, including the famous Cottesloe beach, is a key Perth destination for tourists and locals alike. The centre contains numerous tourism and hospitality retail offerings catering to visitors and residents. The Town of Cottesloe is currently advocating for a \$22 million redevelopment plan to revitalise the foreshore by improving access and connectivity, creating further businesses, and increasing visitor attractions (refer Section 4.3.2 below where the tourism economy is discussed further).

Community consultation has indicated a strong preference for further consolidation and development of the existing local commercial strip along the foreshore section of Eric Street.

MINOR ACTIVITY CENTRES

Cottesloe’s smaller activity centres include the following:

- + The Eric Street Shopping Centre hosts a small range of shops which also includes an IGA supermarket, a gym, and a pharmacy.

CORNER STORES

Previous community engagement highlighted a desire to preserve local corner stores and cafes. Existing nodes such as North Street Store, Daisies, and John Street Café are valued anchors for on street life in residential areas.

FLOORSPACE ANALYSIS

COMMERCIAL FLOORSPACE ANALYSIS

A summary of major commercial floorspace usage in the Town of Cottesloe is shown in Table 23. A further floorspace breakdown of the Town of Cottesloe is included in Table 24. The floorspace data analysis indicates:

- + 74,722m² of floorspace is available in the Town of Cottesloe (including residential), of which 39,732m2 is for commercial use.
- + Retail is the largest commercial floorspace use, followed by office usage and entertainment.
- + No commercial floorspace for the following categories is available in the Town of Cottesloe:
 - Manufacturing/Processing/Fabrication
 - Primary/Rural.

It is important to note that, while this data is the most current available, it reflects economic conditions from 2015. However, no major commercial development has occurred in the Town of Cottesloe since the data was collated that would substantially change the availability of commercial floorspace.

Table 23: Major Commercial Floorspace usage in the Town of Cottesloe

CATEGORY	SIZE	PERCENT OF TOTAL COMMERCIAL AREA
Retail	16,295 m²	41.0%
Office	9,926 m²	25.0%
Entertainment	3,536 m²	8.9%
Total	29,757 m²	74.9%

Source: FAR Lane analysis 2023, based on Land Use and Employment Survey 2015/17.Floorspace usage within the Town of Cottesloe

Table 24: Floorspace usage within the Town of Cottesloe

	NORTH ST EAST	COTTESLOE TOWN CENTRE	ERIC STREET	COTTESLOE BEACH	COTTESLOE - ISO USES	GRAND TOTAL
Entertainment/ Recreation/ Culture (m2)	0	1,816	1,025	635	0	3,536
Health/Welfare/ Community Services (m2)	0	1,005	0	0	0	1,005
Office/ Business (m2)	0	7,558	0	1,087	163	9,926
Residential (m2)	0	3,462	7,960	21,652	1,440	34,990
Other Retail (m2)	0	242	0	0	0	242
Service Industry (m2)	0	664	80	0	0	744
Shop / Retail (m2)	70	10,930	1,399	771	2,715	16,053
Storage / Distribution (m2)	0	300	0	0	20	420
Utilities / Communications (m2)	0	2,000	966	270	2,061	5,297
Total Occupied (m2)	70	27,977	11,430	24,415	6,399	72,213
Vacant Floor Area (m2)	0	2,184	0	0	265	2,509
Total (m2)	70	30,161	11,430	24,415	6,664	74,722

Source: DPLH Land Use and Employment Survey 2015/17.

RETAIL FLOORSPACE ANALYSIS

Floorspace demand for the retail sector in the Town is outlined in Table 25.

Table 25: Floorspace Demand for retail in the Town of Cottesloe

RETAIL CONSUMER SPENDING CATEGORY	TOTAL ANNUAL CONSUMER SPEND (2021)	COMMERCIAL BENCHMARKS FOR SPEND PER M²	PROJECTED FLOORSPACE DEMAND (M²)
Supermarket spend	\$73,768,206	\$8,000 / m2	9,221
Specialty retail spend	\$30,267,437	\$5,000 / m2	6,053
Total retail	\$104,035,643	\$6,500 / m2	16,005

Source: FAR Lane analysis, 2023.

Floorspace supply and demand analysis for retail in the Town of Cottesloe is outlined in Table 26. Please note that full workings and assumptions are available in Technical Appendix B.

Table 26: Floorspace supply and demand for retail in the Town of Cottesloe

FLOORSPACE DEMAND (M²)	FLOORSPACE SUPPLY (M²)
16,005	16,295

Source: FAR Lane analysis, 2023.

The analysis indicates that the supply and demand of retail floorspace is broadly comparable and suggests that demand for retail floorspace in the Town of Cottesloe is currently being adequately met for the local population. Retail floorspace for surrounding LGAs with relevant activity centres that are potentially being utilised by residents of the Town of Cottesloe is detailed in **Table 27**.

Table 27: Retail floorspace of LGAs with relevant activity centres

	RETAIL FLOORSPACE (M2)
Town of Claremont	56,998
Town of Mosman Park	10,646
Shire of Peppermint Gove	8,412
Total	76,056

Source: FAR Lane analysis 2023, based on Land Use and Employment Survey 2015/17.

The analysis indicates that approximately 76,000m² of retail floorspace is available in nearby LGAs with activity centres that are potentially utilised by residents of the Town of Cottesloe. This suggests that the population of the Town of Cottesloe is therefore well provisioned with retail floorspace within close proximity.

OFFICE FLOORSPACE DEMAND

Office floorspace locations in the Town of Cottesloe are included in **Table 28**. The data indicates that the majority of offices in the Town of Cottesloe are located in the town centre accessible to the train line, highway, and passing trade.

Table 28: Office floorspace in the Town of Cottesloe

AREA	OFFICE/BUSINESS (M2)
Swanbourne	1,118
North St East	0
Cottesloe Town Centre	7,558
Eric Street	0
Cottesloe Beach	1,087
Cottesloe - ISO Uses	163
Total	9,926

Source: FAR Lane analysis, 2023, based on DPLH Land Use and Employment Survey 2015/17.

Analysis indicates there are currently no A Grade offices for lease in Cottesloe (or neighbouring Peppermint Grove), and only four offices of varying quality for sale. This signifies a lack of offerings and diversity for businesses seeking office accommodation in the area.

Few new offices have recently been built in Cottesloe. One new development on Station Street featuring 11

offices spread over 1,000m² is due for completion in June 2023. While Perth currently has an oversupply of offices (particularly in the CBD), office space in Cottesloe is generally rented by people living within the Town of Cottesloe and surrounding suburbs, meaning the CBD oversupply is not affecting the local Cottesloe market. Is it likely that available redevelopment sites would quickly be developed by the market, should they become available.

This analysis indicates there that supply of office space in Cottesloe is currently not meeting demand.

Note: FAR Lane analysis based on [realcommercial.com.au](https://www.realcommercial.com.au) and [commercialrealestate.com.au](https://www.commercialrealestate.com.au), January 2023.

Phone conversations between FAR Lane and commercial real estate agents, January 2023.

ACTIVITY CENTRES AND EMPLOYMENT ISSUES AND OPPORTUNITIES

- + Retail floorspace within the Town and in activity centres of areas nearby is appropriate to serve the needs of households. The modest growth predicted over the life of the LPS should equally be able to be serviced by the retail centres and quantum provided or being envisaged in these centres (and/or the floorspace that exists, will become more profitable).
- + Retail development within Cottesloe is however constrained by competition from larger commercial centres nearby such as Claremont, Subiaco, and Fremantle. Few vacant developable sites and the high incidence of small lot sizes in separate ownership also constrain future development potential. On-site car parking requirements, particularly for retail and entertainment uses, compound the problem, particularly where lot widths are narrow and without rear lane access.
- + The analysis highlights that supply of office space in the Town of Cottesloe is currently insufficient to meet demand. The accessibility via public transport of the Town and high amenity of supporting facilities, infrastructure and the natural environment make it an attractive location to work. Therefore, the LPS (together with the ongoing PSP work for the CVDC) can explore increasing opportunities for high quality office space and/or mixed use developments in key locations in the Town, especially as this would help improve employment self-sufficiency and minimise traffic congestion.

4.3.2. TOURISM

Cottesloe beach is a major WA tourist attraction, attracting approximately 585,000 visitors each year before the pandemic. The beach is renowned for its natural beauty and is popular for swimming, sunbathing, and surfing. With its long stretch of white sand and vibrant atmosphere, Cottesloe is a “must visit” for anyone traveling to Perth. In Directions 2031 Cottesloe has been identified as a “metropolitan attractor”, one of eight in the Central Metropolitan Sub-Region.

Cottesloe also offers a range of recreational activities and amenities, including cafes, restaurants, bars, and shops. Cottesloe beach is a hub of activity and hosts several events throughout the year, including Sculptures by the Sea, a world class event that attracts over 220,000 people. Cottesloe town centre leverages the foreshore’s tourism visitor numbers through its proximity and shared transport connections.

Cottesloe has a variety of short stay accommodation available, including hotels and AirBnBs. Although there are no sources of rigorous data available, an indicative figure has been analysed from Booking.com.

This suggested:

- + Over twenty short stay accommodation options were available in Cottesloe, including apartments and the Cottesloe Beach Hotel.
- + A variety of other accommodation options were available in surrounding suburbs.

Given Cottesloe’s role as a premier tourism destination for WA, this analysis indicated a potential shortfall in short stay accommodation in the LGA. Engagement undertaken to inform the LPS highlighted community members concerns over the impacts of AirBnB properties occupants on adjacent residential uses.

POTENTIAL DEVELOPMENT

The Town of Cottesloe has developed a Cottesloe Foreshore Redevelopment master plan aimed at rejuvenating the foreshore. The master plan (approximate cost \$22 million) aims to enhance beach accessibility, augment recreational areas, regulate vehicular traffic flow, and increase pedestrian mobility. The project potentially includes the construction of a grass amphitheatre, a scenic overlook, a fitness zone, and a pedestrian plaza. This rejuvenation of the foreshore will stimulate both new and existing businesses in the vicinity, invigorate the local economy, and boost local tourism. The Town of Cottesloe is currently seeking Federal and State funding to progress the master plan.

Tattarang, which leases the Indiana Tea Rooms, has also proposed a substantial redevelopment of the iconic site. The proposal includes construction of a boutique 31-room hotel, underground spa, a rooftop pool and bar. The Town of Cottesloe is currently working with the proponent to develop a business plan before undertaking community consultation.

SHORT STAY ACCOMMODATION

Dedicated short stay accommodation is a potential development priority for Cottesloe. The master plan identifies the car park adjacent to Napier St (Car Park #2) and near Eric St as potential redevelopment sites that could include short stay accommodation. Both sites received strong support during community consultation. If approved, Tattarang’s redevelopment of the Indiana Tea Rooms also includes development of a 31-room hotel. An additional 120 hotel rooms have been proposed as part of the Ocean Beach Hotel redevelopment.

RECREATIONAL AND DINING AMENITY

Cottesloe’s hospitality facilities are well established and attract a wide variety of visitors from outside of Cottesloe. The area is attracting new investment (such as Tattarang’s proposed redevelopment noted above), providing additional dining options to respond to this local and regional demand.

TOURISM ISSUES AND OPPORTUNITIES

- + The hospitality, accommodation, and recreation facilities (particularly the coastal foreshore and beaches) of the Town serve a regional catchment as well as interstate and international visitors. This can be both beneficial for activation and businesses in the hospitality, food and beverage and accommodation sector as well as limiting when issues such as the availability of parking and public infrastructure such as toilets/showers, playgrounds, BBQs/picnic tables are considered. Balancing the needs and usage of resident, worker and visitor groups and maintaining the public realm with the high levels of usage experienced in peak periods (seasonally and with events) is a challenge for the Town.
- + Although there is significant public realm redevelopment planned for the foreshore, there remains opportunity for short-stay accommodation in this neighbourhood. More visitor accommodation would amplify the benefits to local businesses and leverage the amenity and attractiveness of the waterfront to a larger tourism market. The effect on the local economy and availability of jobs for residents would be positive for the Town.
- + Spatially the following areas were supported as locations preferred for short-term accommodation development in engagement prior to the review of the LPS:
 - Foreshore Development Zone, including near Eric Street; and
 - On the existing No.2 Car Park.
- + Consideration of the effect of AirBnB’s and the potential for an LPP to guide and regulate this accommodation within residential areas was an issue raised in recent community engagement.

4.4 ENVIRONMENT

4.4.1. NATURAL AREAS

There are currently 18.8 hectares of remnant natural areas in the Town, representing less than 5% of its area (refer **Figure 22**) These areas contain a number of important environmental values in terms of biodiversity and habitat, as well as social values such as sense of place, aesthetics, education and recreation. These natural areas sit alongside various adjoining land uses that have the potential to impact on their values and long-term sustainability.

Existing biodiversity is well below its original status, particularly with inland vegetation types. These remnant natural areas contain several important environmental values in terms of biodiversity and habitat, as well as social values such as sense of place, aesthetics, education, and recreation.

In 2008 the Town endorsed a Natural Areas Management Plan (NAMP) (2008 – 2013) to protect and enhance these areas. The NAMP was reviewed and updated by Syrinx in 2015. More recently, in 2022, Syrinx was again engaged to determine whether the NAMP has been successful in its aims of improving vegetation condition. This has culminated in a Natural Areas Condition Assessment (NACA) to compare vegetation condition between 2015 and 2022. The findings of this assessment, reported in the Natural Areas Condition Assessment Summary Report (February 2023), are the primary source of the content within this section.

EXISTING NATURAL AREAS

As described, all Existing Natural Areas, mapped in **Figure 27**, were audited in 2022 and conditions were and compared to 2015 observations. The following findings were made:

- + An overall 22% improvement in natural areas condition between 2015 and 2022 within the Town.
- + Improvements were seen in vegetation condition across most natural areas and were primarily due to the 2018 – 2021 replanting efforts.
- + A high proportion of areas assessed as completely degraded were newly planted areas where there is potential for future improvement with appropriate management of revegetated areas.
- + None of the Natural Areas in the Town were observed to be in Pristine or Excellent Condition.
- + Almost two thirds of Natural Areas were classified as in Degraded or Completely Degraded condition.
- + The remaining third of Natural Areas classified as Good to Very Good were primarily located in dunal areas.

Definitions of these classifications are summarised in **Table 29**.

Figure 27: Natural Area Vegetation Condition



Table 29: Vegetation Condition, 2022

CONDITION	CHARACTERISTICS	WITHIN TOWN OF COTTESLOE	
		AREA (HA)	% OF AREA (REFER ALSO PIE GRAPH BELOW)
Pristine	No obvious signs of disturbance.	0	0
Excellent	Vegetation structure intact, disturbance only affecting individual species and weeds are nonaggressive species.	0	0
Very Good	Vegetation structure altered, obvious signs of disturbance e.g. repeated fires, aggressive weeds, dieback, logging and grazing.	4.5	24%
Good	Vegetation structure altered, obvious signs of disturbance. Retains basic vegetation structure or ability to regenerate it. The presence of very aggressive weeds at high density, partial clearing, dieback, logging and grazing.	2.8	15%
Degraded	Basic vegetation structure severely impacted by disturbance. Requires intensive management. The presence of very aggressive weeds at high density, partial clearing, dieback, logging and grazing.	3.4	18%
Completely Degraded	Vegetation structure is no longer intact, and the area is completely or almost completely without native flora. 'Parkland Cleared'.	8.1	43%

Source: Town of Cottesloe, Syrinx 2023

The NACA report identified particular works and techniques that have improved native vegetation condition in Cottesloe. These were:

- + Beach access upgrades with concrete curbing or fences to prevent weeds and turf from entering revegetated areas;
- + Weeding in the space between natural areas and pathways; and
- + Deep planting techniques.

These improvements have been possible through increased funding by the Town and the volunteer work of Cottesloe Coastcare Association (CCA). Importantly, future funding, staff and volunteer time is required to continue to improve degraded vegetation.

ISSUES AND RECOMMENDATIONS

The NACA report highlights several issues and recommendations to better protect and enhance natural areas. Those related to land use planning have been listed below.

ISSUES	IMPLICATIONS FOR THE LPS
Reduction in maintenance budget for natural areas	The LPS should consider ongoing funding for the maintenance of Natural Areas.
Knowledge transfer and the future of volunteer involvement	LPS to consider methods of knowledge transfer from experienced CCA volunteers (30+ years) to Town staff or new volunteers.
Introduction of new weeds through restoration activities	LPS to consider the compilation of Natural Areas Protection and Enhancement Guidelines. The NACA report provides a number of recommendations which could be summarised and used as a resource by the CCA and Town.
Inappropriate species selection for planting on primary dunes	
Hard infrastructure development and upgrades	
Persistence of Marram Grass on northern beaches and their influence on erosion	

RECOMMENDATIONS	IMPLICATIONS FOR THE LPS
Bushcare Officer to maintain natural areas – liaise with Environmental Coordinator and Operations Team, coordinate CCA volunteering.	LPS to consider resource allocation to Natural Area Management.
Knowledge transfer and the future of volunteer involvement	The CCA volunteers play a critical role in the enhancement and protection of Natural Areas. Short, medium, and long term actions by the Town are necessary to retain and increase membership of CCA.
Improve stormwater drain outlets discharging onto primary dune areas.	LPS to plan for future improvements to stormwater drains.
Increase knowledge of restoring coastal systems via ongoing training and development.	Cottesloe foreshore is an ecologically important coastal system. To ensure efficient and appropriate allocation of resources to support the area the Town must be informed on the latest evidence based approaches to coastal restoration.

POTENTIAL NATURAL AREAS

In order to enhance local biodiversity and increase the percentage of natural areas in the Town, a number of greening initiatives have been identified in the Cottesloe Public Open Space and Playground Strategy (refer **Public Open Space Section 4.2.3**). Additionally, the NAMP (2008) identified opportunities to create greenways (biodiversity corridors) by utilising:

- + **Median Strips** – wide median strips through Cottesloe offer unique possibility to provide an ecological corridor. The wide median on Grant Street could support this and provide a corridor from the coastline to the railway line.
- + **Verges** – The Town’s many wide verges are a defining feature of its character with 40m wide road reserves common on key streets such as Broome, Marmion, and Napier Streets. Many of these verges are underutilised and could support water wise native planting. Sections of wide verges, such as those along Gibney Street, Warton Street, Eric Street and Marine Parade were identified as being most suitable for restoration.
- + **Railway Corridor** – refer to **Public Open Space Section 4.2.3**

The establishment of ecological corridors aligns with the Western Suburbs Greening Plan (2020-2025) developed by the Western Suburbs Regional Organisation of Councils (WESROC). There is further opportunity to align ecological corridors with the following linkages:

- + The Wardun Beeliar Bidi, a Noongar Trail that meanders through Cottesloe, Claremont, Peppermint Grove and Mosman Park; and
- + The Perth Metropolitan Regional Greenways/Regional Ecological Linkages (identified in **Figure 28**).

JOHN BLACK DUNE PARK - SKATE PARK PROPOSAL

John Black Dune Park is a modified stable dune occurring between the car park and Cottesloe Tennis Club on the north side of Napier Street. The area was extensively cleared in the 1960s and retains only small sections of ‘good’ condition vegetation on the southern edge. In February 2022 the Cottesloe Skatepark Project Concept Plan was approved for the John Black Dune Park. Future stages of the skate park planning include a concept plan for the native revegetation for the whole of the John Black Dune Park. At present, the parks predominantly highly degraded state and lack of native vegetation signify there is great potential for native planting on this site.

COMMUNITY PRIORITIES

Community engagement undertaken as part of the 2019 LPS Discussion Paper, confirmed alignment with many of the concepts developed as part of the NAMP (2008) and the Cottesloe Public Open Space and Playgrounds Strategy. Some of the key findings included:

- + Youth participants in the engagement provided support for redeveloping medians and verges into landscaped areas with native vegetation parkstrips, especially along Grant Street and the section of Marine Parade abutting the Foreshore Centre. They also had a desire to see more vegetation and landscaping within John Black Dune Park.
- + The community viewed the local landscapes dominated by uniquely wide verges and medians as an opportunity to foster community centred activity which could breathe life into local streets. In particular, the participants identified the following streets as a possible network of activated medians and verges, in order of importance:

- Grant Street, Broome Street and Marmion Street;
- Napier Street, Eric Street and Jarrad Street; and
- Gibney Street, Salvado Street and Congdon Street.

NATURAL AREAS ISSUES AND OPPORTUNITIES

- + The Western Suburbs Greening Plan and NAMP (2008) highlight several 'greenways' in the Town, which could be conserved and enhanced. These greenways perform an important function as biodiversity corridors, linking existing natural areas within the Town to those outside the municipal boundary. The LPS directions and actions should explore the mechanisms by which land use planning can assist with achieving these environmental aspirations through recommendations on the reservations of major greenways along Grant Street, Marmion Street, Broome Street and the Railway Corridor.
- + The Town's community engagement feedback across several years has highlighted the importance and value attached to the potential for activation of uniquely wide medians and verges. This could be through redevelopment into landscaped areas with native vegetation with the following streets as a possible network of activated medians and verges, in order of importance:
 - Grant Street, Broome Street and Marmion Street;
 - Napier Street, Eric Street and Jarrad Street; and
 - Gibney Street, Salvado Street and Congdon Street.
- + The Town has made considerable improvements in Natural Area condition through the implementation of the NAMP. The NAMP set out a management framework for each natural area through a 5 year program, to provide a more comprehensive approach towards natural area management through an efficient allocation of resources. Despite the NAMP being reviewed and updated in 2015, a new plan is required to continue progressing towards natural areas that are considered as pristine or excellent. The NAMP is an important document which aims to act as an overarching policy to support current existing local planning and development policies.
- + In the short term, prior to the adoption of an updated NAMP, the LPS should consider the production of Natural Areas Protection and Enhancement Guidelines based on the NACA report to guide ongoing rehabilitation efforts.
- + The LPS4 should consider actions to ensure the enhancement and protection of Natural Areas is receiving adequate funding and resources. This includes actions to retain and increase the volunteer network of the CCN, as well as ongoing training for the Town on coastal restoration.



Figure 28: Perth Metropolitan Regional Ecological Linkages within the Town

4.4.2. COASTAL PROTECTION

The Town has approximately 4 km of coastline, which contains some of Perth's most iconic and popular beaches and lies between North Street and just south of the Vlamingh Memorial. The adjacent land, generally referred to as the foreshore reserve supports a variety of recreation, conservation, community uses, and in some areas, commercial land uses. The Town's beach and foreshore environment is the defining feature of the locality, it serves a regional function that is highly valued by both the community and visitors.

It is now widely acknowledged that we are living with the effects of climate change and Cottesloe's beaches and beloved infrastructure are at risk of being significantly impacted by this in the future. Climate change, including rising sea levels, is predicted to increase the level of erosion of beach areas and inundation (flooding) of nearby low-lying areas, including the Cottesloe foreshore. The coastal assets in this area, including recreational spaces, businesses, residences and natural assets, will face increased pressure in the future from the effects of rising water and coastal erosion. This area already suffers from sand erosion and damage due to winter storms and large tides on a regular basis.

Accepting this as an ongoing concern has highlighted the need for the Town to start thinking about how to mitigate these hazards, together with the community, to ensure that this area can be enjoyed for many years into the future. To help address these hazards, the Town received partial funding from the DPLH to assist in preparing its first ever Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). Initial documents have been completed by Stantec (May 2023) and Water Technology (February 2025) to help identify key assets along the coast and determine what measures the Town can take to preserve them against the impact of coastal hazards. The study area includes many well-known landmarks and recreational features including Cottesloe main beach recreation area, Cottesloe Surf Lifesaving Club, the Cottesloe Sundial, Indiana, South Cottesloe playground, Cottesloe Nature Discovery Space, the Vlamingh Memorial, several public beaches and hospitality venues, as well as the Cottesloe and Beach Street groynes.

The CHRMAP has progressed since with completion of these technical investigations through risk assessment, development of adaptation options and preparation of a draft Plan consistent with State coastal planning policy. Council resolved to endorse the draft CHRMAP for the purpose of public consultation, which has since been undertaken and concluded. Submissions have been received and considered, and the document has been refined accordingly. As of February 2026, the CHRMAP has advanced significantly with its final phase being the development of the Coastal Management and Implementation Plan which then finalises the entire CHRMAP process.

In this respect, Council has adopted a 'defend and protect' position for the Cottesloe coastline. Under this approach, the Town will prioritise maintaining the current shoreline and protecting key public and private assets using a combination of engineered and nature-based measures, implemented in stages and informed by ongoing monitoring and CHRMAP adaptation planning.

POTENTIAL IMPACTS

For the Town of Cottesloe:

- + Coastal erosion is the predominant coastal hazard along the Town's coastline, with coastal inundation levels failing to breach the Town's dune systems and sections of engineered coastline;
- + Historical and ongoing monitoring data has proven valuable for informing model/analysis inputs and validating subsequent outputs; and
- + The establishment of coastal erosion hazard extents is significantly influenced by the presence or absence of limestone bedrock, which exhibits high variability along the Town's coastline.

The two primary elements assessed in the CHRMAP are risks associated with:

- + Erosion – when sediment is transported away by waves, wind and currents, reducing the size of sandy beach; and
- + Inundation – the temporary flooding of a portion of land with ocean water, particularly during storm events or high tides.

KEY FINDINGS OF VULNERABILITY ANALYSIS

Under baseline analysis (no intervention), considerations for the LPS that arise from CHRMAP vulnerability analysis include:

- + Residential properties are not vulnerable to present day storm hazards, however some properties are identified under erosion hazard lines by 2073 (i.e. the 50-year planning horizon) and by 2123 (i.e. the 100-year planning horizon).
- + Public and Community properties are vulnerable to erosion at present, including Cottesloe groyne. North Cottesloe SLSC building(s) is vulnerable to erosion by 2033 and the golf club is vulnerable to erosion by 2123.
- + Developed foreshore reserve, beach, foredune are vulnerable to present day storm hazards.
- + Roads are vulnerable to erosion at present.
- + The Indiana Tea House building is presently vulnerable to erosion risk, noting the existing seawall functions as expected.

This is illustrated in Figure 29 which shows hazard lines for the coastline based on analysis of present conditions assuming no intervention (i.e. defend or protect) by the Town.

Figure 29: Assets Under Hazard Lines



DEFEND AND PROTECT - MANAGEMENT OPTIONS

The WAPC State Coastal Planning Policy Guidelines (November 2020) recognises that there needs to be variations to the set coastal hazard response of local governments depending on the nature of coastal areas and associated development. The Policy Guidelines allows for places of high amenity, recreational and tourism opportunities to be offered more protection. The Guidelines rank 'Regional Coastal Nodes' as the most important.

Cottesloe has been listed as a specific example of a Regional Coastal Node within the Policy Guidelines. In this regard, it could be argued that Cottesloe Beach and its surrounding neighbourhood is not limited to just being a Regional Coastal Node but can be seen as a 'State' or 'Federal' 'Coastal Node such as Bondi Beach in New South Wales. Its place as an iconic beach location within Perth is evident (as a place of recreation, beauty and cultural significance) and there is limited capacity to 'adapt and retreat' without compromising the very qualities that make it iconic. The Town's view is that defending and protecting public infrastructure and private landholdings for the whole coastline is the most reasonable approach to addressing the erosional risk. There is a compelling rationale for the introduction of hard 'protection' using structures as the longer term solution.

The Town is taking a 'defend and protect' position as the preferred adaptation pathway for Management Units 1 and 2 over the life of the Strategy, with staged implementation, monitoring and defined triggers for scaling measures. Under this scenario, the Town will consider coastal planning controls as CHRMAP progresses to align with this approach to the impacts of sea level rise. This will be developed further under the Coastal Management and Implementation Plan.

COTTESLOE BEACH RETAINING WALLS

Retaining walls have been constructed at the back of the beach along Cottesloe Main Beach, including in front of the Indiana Tea House. It is unlikely that these structures have sufficient foundation scour protection or can withstand the direct impact of wave action in the way an engineered seawall/revetment can. As such, they are not included as formal barriers to coastal erosion in the calculation of hazard allowances, although they are likely to restrict erosion landward of their location, to some extent. This effect should be considered as part of the risk assessment process. A remaining design life of 10 years has been assumed, though they are likely to be in place beyond this.

Consistent with Council's defend and protect position, the Town will investigate and, where feasible, progress the staged replacement/upgrade of existing walls with engineered seawalls/revetments designed to contemporary standards (subject to detailed design, statutory approvals and funding).

NOURISHMENT ACTIVITIES

There are no ongoing nourishment programs within the Town at this time. In the past, the area between the North Cottesloe Surf Club and Grant St was heavily impacted by Cyclone Alby in 1978 and significant nourishment occurred. A significant nourishment program has begun at Port Beach, approximately 2km south of the Town. The project plans to add up to 150,000 m³ of sediment to Port Beach, sourced by dredging from Fremantle Port's Deepwater Channel. Through the process of longshore drift, this program may also affect the Town's coastline.

As part of the defend and protect approach, the Town will investigate establishing an ongoing sand nourishment program as a core management tool, in partnership with State agencies and neighbouring local governments, and subject to environmental approvals and funding.

DUNE REVEGETATION / RESTORATION

Coastal revegetation and restoration is undertaken throughout the Town's coastline, predominantly by volunteer organisation, Cottesloe Coastcare. The activities are critical to ensuring the long-term survival of the native flora and fauna and their habitat. Direct planting in combination with soil erosion controls is designed to assist revegetation and enhance the value of coastal reserves. This also helps stabilise coastal dunes and maintain them as natural barriers to coastal erosion. The effect of these works is captured in the hazard identification process under the work completed for CHRMAP.

Dune management / protection and dune revegetation/restoration remain critical natural defences. The Town will continue to support fencing, access management and revegetation, recognising their role as part of a defend and protect toolkit.

GROYNES AND OFFSHORE REEFS

These options may include optimising or extending groynes to manage longshore sand transport, and trialling or implementing offshore reefs or detached breakwaters to dissipate wave energy and help maintain beach width. These would be paired with the aforementioned sand nourishment regimes and ongoing dune fencing, access management and revegetation

All of these options may be delivered in stages with design triggers, environmental approvals and monitoring consistent with State legislative and planning policy requirements.

4.4.3. NATURAL HAZARDS

There are a number of natural hazards which could impact the future planning and development in the Town. These primarily include coastal vulnerability, flooding, heatwaves and bushfire risk. Coastal vulnerability is addressed in detail in **Section 4.4.2 Coastal Protection**, this section focuses on hazards associated with bushfire and flooding.

BUSHFIRE

Bushfires are an inherent part of the Australian environment. In many parts of WA, bushfire threat is increasing due to hotter, drier weather conditions associated with long-term climatic changes and development expansion where urban, rural and natural areas interface. The personal and community devastation that can be caused by uncontrolled bushfires requires close attention to the consistent application of policy objectives that prevent or manage such effects.

Reducing vulnerability to bushfire is the collective responsibility of State and local government, landowners, industry and the community. To help manage this, the State Government prepared SPP 3.7 – Bushfire (and associated guidelines). Under this framework, higher order strategic planning documents (such as a local planning strategies) should have high-level consideration for bushfire hazards when identifying or investigating land for future development in bushfire prone areas.

Bushfire prone areas were mapped by the Office of Bushfire Risk Management, in the Town only two such areas exist, one of which does not impact residential development as it occurs within a MRS Parks and Recreation Reserve (**Figure 30**). The other area is located in the northwest of the Town on Marine Parade from North Street to Vera View Parade, due to adjacency to foreshore scrub. The area impacts approximately 30 properties. The LPS is not recommending any changes to the zoning or density in this area.

NATURAL HAZARDS ISSUES AND OPPORTUNITIES

- + Bushfire prone areas and their impact on the trajectory of future development in the Town for residential development is considered minimal.
- + Refer to section **4.4.2 Coastal Protection** above regarding coastal and flooding related issues.

Figure 30: Bushfire Prone Areas in the Town



4.5 TRANSPORT & INFRASTRUCTURE

4.5.1. PUBLIC TRANSPORT

Figure 31 shows the catchment which can be accessed via public transport from the northern station (Grant Street) and the southern station (Victoria Street) within a 30 minute journey time and is based on a 8.00am weekday departure. The mapping shows that the majority of key destinations of employment for residents can be accessed in 30 minutes from the Town of Cottesloe LGA, particularly destinations across the western suburbs and down across the City of Fremantle.

The assessment shows that only central areas of the City of Perth can be accessed within a 30 minute journey from the Town of Cottesloe stations – these areas are located around the public transport hubs of Perth Station and Elizabeth Quay Station. Though destinations along the western end of St Georges Terrace and slightly outside of the 30 minute journey – typically requiring a short walk or CAT bus ride from one of the public transport hubs.

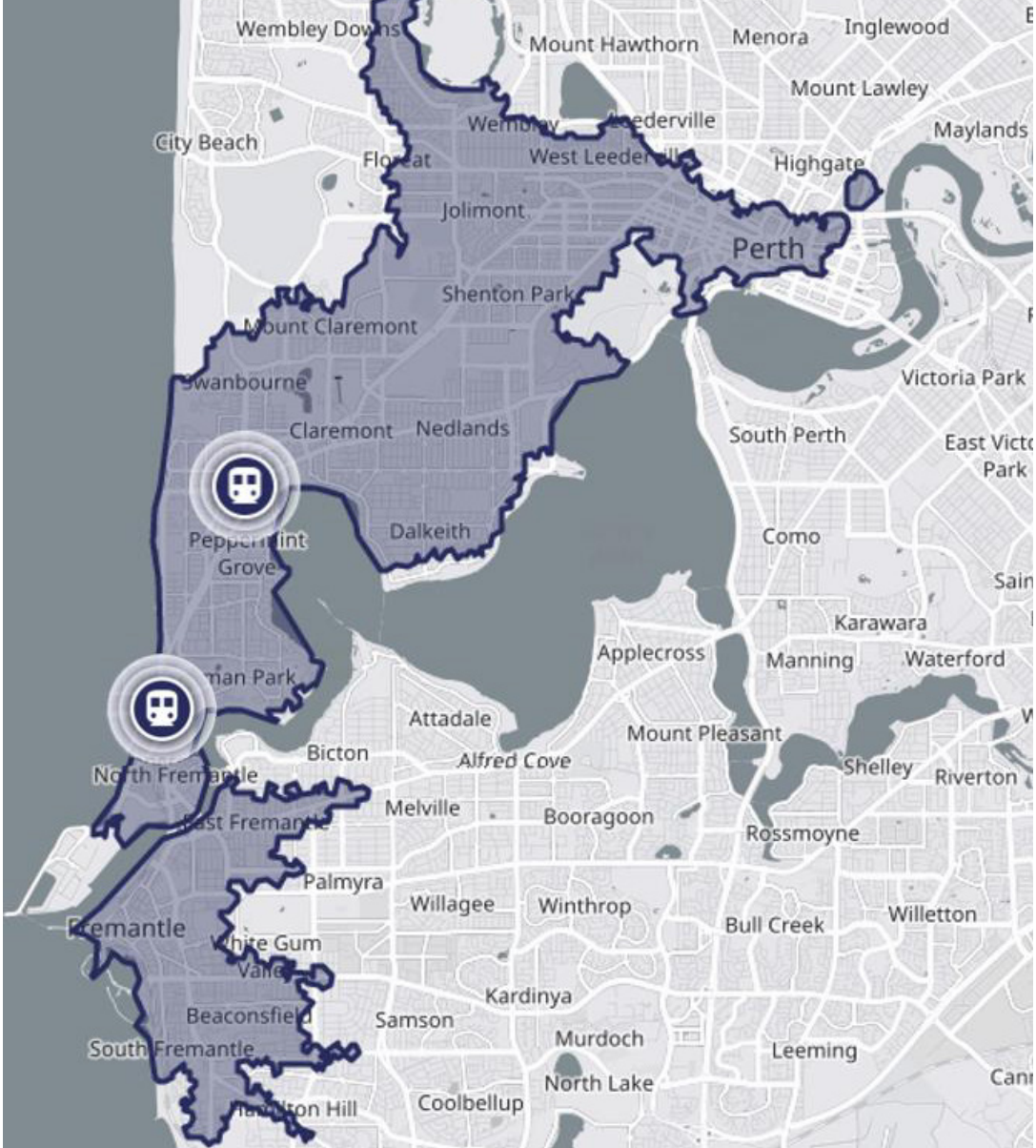


Figure 31: 30 Minute Public Transport Catchment
Source: Travel Time App (from Grant Street and Victoria Street Stations – based on an 8.00am weekday departure)

RAIL NETWORK

The Perth to Fremantle passenger railway service offers a high level of service between Cottesloe and Perth or Fremantle and reduces peak period traffic demand on roads leading to these activity centres. The Town of Cottesloe is served by four stations within the LGA and one station adjacent to the LGA boundary. Of the five stations, Cottesloe Station has the highest number of boardings with Grant Street and Victoria Street having the lowest. Train services run south towards Fremantle Station and north towards Perth City where some services continue onwards to the Ellenbrook, Midland and Airport/High Wycombe Lines. Access to the Yanchep, Mandurah and Armadale Lines requires transferring at Perth Station.

The Fremantle Line typically operates as follows:

- + Bus transfers available at Cottesloe Station via the 102 bus route and at Mosman Park and Victoria Street via the Circle Route;
- + Parking available at Cottesloe Station and Mosman Park Station;
- + Weekday rail services – operate on a 12-minute frequency during the morning and afternoon peak periods, and on a 15-minute frequency at most other times;
- + Saturday rail services – operate on a 15-minute frequency at most times; and
- + Sunday rail services – operate on a 15-minute frequency at most times.

To put this into context, the number of passengers boarding train services at each station within Cottesloe in comparison to other stations on the Fremantle Line – of the 15 stations on the rail line (excluding the Showgrounds where events distort the data):

- + Cottesloe Station consistently has the 6th highest average number of March weekday boardings (982 boardings);
- + Mosman Park sits at 10th (547 boardings);
- + Victoria Street at 11th (540 boardings); and
- + Grant Street at 13th (324 boardings).

While the number of passengers boarding the stations within the Town of Cottesloe is not considered high in the context of the Fremantle Line and the wider railway network, it provides an excellent opportunity to tap into the latent demand and promote public transport to the local communities as a viable option and highlight that the services are not crowded.

The PTA's Station Access Strategy released in 2017 aims to improve access to stations using a preferred hierarchy of modes. The hierarchy preferences people walking to the station, followed by cycling, then feeder bus and lastly by car. A Station Access Strategy has been developed specifically for the Town and includes recommendations for improved access to Victoria Street Station and the removal of two level crossings at Jarrad Street and Victoria Street. The implementation of the strategy is dependent on receiving funding and relies on collaboration between the Town and Department of Transport.

During consultation with MRWA and PTA during the development of this Strategy it is clear increasing safety, reducing congestion and land use planning are a priority.

There is a portion of vacant land to the west of Cottesloe Station that is owned by the PTA. There is limitation to development on this site though, as there are significant utilities and services below ground that would need to be protected and relocated. The potential of this land is being explored through the Cottesloe Village PSP and the forthcoming Station Precinct Improvement Plans/Schemes. It is

acknowledged that development on PTA owned land is not supported by the PTA and any proposal to develop within PTA-owned land will need to be reviewed by the PTA and relevant third parties. The implementation of the Strategy is dependent on receiving funding and relies on collaboration between the Town, Main Roads WA and the Department of Transport.

BUS NETWORK

Regular bus services run along Stirling Highway and through the Town of Cottesloe along North Street, Jarrad Street and Marine Parade. The high frequency bus corridor is along Stirling Highway. The key destinations served by buses in and around the Town are:

- + Perth CBD, Kings Park, Methodist Ladies College, Claremont Shopping Centre, University of Western Australia and QEII Medical Centre site, Claremont Shopping Centre, Cottesloe Village Precinct, St Hilda's Anglican Girls School, Iona Presentation College, Mosman Park IGA, North Fremantle, and Fremantle.
- + These routes are serviced by:
 - Route 998/999: 10-15 minute frequency on weekdays and Saturdays;
 - Route 102: 20 minute frequency at peak periods, 60 minute frequency at all other times; and
 - Route 107: 20 minute frequency at peak periods, 60 minute frequency at all other times.

PUBLIC TRANSPORT ISSUES AND OPPORTUNITIES

- + High frequency buses are impacted by congestion along Stirling Highway.
- + Targeted bus priority treatments should be considered to ensure that high frequency bus services operating along Stirling Highway can be prioritised over general traffic to make public transport a more attractive option. This could take the form of queue-jump lanes, bus lanes, signalling priority or a combination of all the above.
- + Proximity to public transport stops as well as journey times are not the primary barrier to public transport use. The key issues associated with facilitating improvements to public transport use and access mainly relate to the low-density style of development throughout the Town. The low-density settlement pattern means the overall volume of potential passengers utilising the services will always be low, reducing opportunities to increase the frequency of services and catchment of bus routes.
- + Proposed Curtin Avenue realignment and expansion (adjacent to the railway line), as well as proposals for sinking or raising the rail corridor, essentially stagnate future planning for development within and around the existing station precincts. Engagement feedback for the LPS and also in the preparation of the SCP highlighted community support for sinking of the railway line to improve outcomes and east-west connectivity across the corridor in key locations such as the Cottesloe Village District Centre. It is acknowledged that the PTA have no current plans or confirmed funding to sink the Fremantle Railway Line.
- + They key opportunities relate to optimising the usage of the existing provision of public transport infrastructure in the Town. Community input across various consultations has shown support for better integration of land uses and transport such as accommodating more diverse housing typologies and community facilities within station precincts.
- + Any transit-oriented development within the station precincts or uplifts in density coding would need to ensure that access to the stations by walking and cycling is well supported and has priority of movement at conflict points with vehicles.

4.5.2. ROADS AND ACTIVE TRANSPORT

ROAD NETWORK

The Town is essentially split into western and eastern sides by three main transport corridors, Stirling Highway, the Fremantle Line rail corridor and Curtin Avenue which all run north-south through the local government area. The road network hierarchy and responsibilities through the area is summarised below:

Primary Distributor Roads – under the control of Main Roads WA (MRWA)	Stirling Highway Curtin Avenue West Coast Highway
Distributor A Road – under the control of the Local Government	Eric Street (between Stirling Highway and Curtin Avenue)
Distributor B Roads – under the control of the Local Government	Eric Street (between Curtin Avenue and Marine Parade) Marine Parade (south of Eric Street)
Local Distributor Roads – under the control of the Local Government	North Street Marine Parade (north of Eric Street) Grant Street Broome Street Jarrad Street Railway Street Salvado Street Congdon Street
Access Roads – under the control of the Local Government	All other local streets

Cottesloe has a grid-style road network of north-south and east-west roads. The grid network provides a relatively high degree of accessibility throughout the Town although several streets carry comparatively high volumes of through traffic, including Marine Parade, Eric Street and North Street.

There are a number of significant laneways and private/semi-private spaces across the Town of Cottesloe which play an important role in the existing movement network. There are three public laneways and one right of way located within the Cottesloe town centre which include:

- + Bullen Lane: two-way laneway between Railway Street and Stirling Highway;
- + De Nardi Lane: two-way laneway between Railway Street and Station Street;
- + Clapham Lane: two-way laneway between Railway Street and Stirling Highway, with the eastern end of the laneway operating one-way outbound onto Stirling Highway; and
- + Right of Way (ROW) to south of Cottesloe Central Shopping Centre: two-way ROW between Stirling Highway and a network of ROW's running between Leake Street and Irvine Street.

These public laneways play an important 'link' role in the Cottesloe Village District Centre's pedestrian network. They are supported by several pedestrian spaces through private/semi-private land. However, the key role for these laneways is to provide for vehicle access to private car parking associated with properties fronting Forrest Street, Station Street, Napoleon Street and Jarrad Street. They are typically narrow and permit two-way traffic movements (at slow speeds) and do not feature any formal footpath infrastructure.

Outside of the District Centre, laneways typically perform a variety of functions, including providing a cut-through for pedestrians and vehicles travelling along the large block lengths, providing direct access to the property frontage of a secondary dwelling where land has been subdivided, and providing rear access for rear loaded lots. Given the historical role these laneways played, they do not always perform a necessary function; this is demonstrated where some properties have provided a garage with access from the laneway as well as a secondary garage or carport with access from the street.

MAIN ROADS WA FUTURE PROJECTS

Future planning for Curtin Avenue

The following is a summary from the Main Roads WA Administrative Classification Assessment Report for Curtin Avenue sourced from the Town of Cottesloe.

"Recent planning provides for the connection of Stirling Highway with Curtin Avenue in North Fremantle, reinforcing the regional function of this route. Curtin Avenue is for most of its length a 2-lane road and planning is required to enable upgrading to a 4 lane divided regional road standard.

By 2050 Curtin Avenue will be extended over the Fremantle rail line to link with Stirling Highway at Queen Victoria Avenue, including grade separation at this intersection. Curtin Avenue will be upgraded to 4-lane divided standard for its full length to West Coast Highway. The remaining 2-lane section on West Coast Highway between Alfred and Rochdale Roads will be upgraded to a 4-lane divided standard."

The recent reclassification of Curtin Avenue to a Primary Distributor allows for all upgrades to be conducted by Main Roads WA. Any planning for the future of Curtin Avenue within the Town of Cottesloe and surrounding local government areas will need to consider the proposed alignment and upgrade to this corridor within the context of east-west connectivity, community access, noise and air quality, amenity, tree canopy coverage (specifically the Cottesloe Norfolk Island Pines along Curtin Avenue), public transport access and carbon emissions etc. The Town should also consider how an upgrade aligns with their Environment and Sustainability goals to preserve and improve its natural and built environment especially in relation to sustainable transport, mitigating climate change, urban greening, and energy use.

Eric Street Bridge upgrades

There have been ongoing issues with congestion on Eric Street Bridge in the Town. MRWA has identified the need to upgrade the bridge, and in the short-term upgrades will work to ease traffic pressure on the Bridge. In the long term, likely beyond the life of this Strategy, there are plans to replace the bridge.

Stirling Highway Access Control Strategy (SHACS)

Additionally, the MRWA are planning for widening along Stirling Highway. This will potentially impact intersecting roads, lanes and streets within the Town. Resulting from this, will be the need to consider access from these connections and one-way or two-way flow of traffic. Ongoing collaboration with MRWA will be required to ensure safe and accessible east-west connections between the Town and surrounding areas.

FREIGHT

Curtin Avenue provides a key freight route connecting the Fremantle Inner Harbour to routes such as Reid Highway, Whitfords Avenue and Ocean Reef Road. Curtin Avenue is currently a restricted access vehicle network 4 (RAV4) allowing 27.5m vehicles and also provides for Oversize Overmass (OSOM) access. The reclassification of Curtin Avenue from a local to a state managed route in 2019 means all maintenance costs have been transferred to MRWA from the Town of Cottesloe. Future planning for capacity and upgrades, and any east-west access improvements are now the responsibility of MRWA.

Any impacts on Curtin Avenue from the new port facility planned for Kwinana will be closely monitored by MRWA.

CYCLING

The Town is well served by existing bicycle routes with the Principal Shared Path (PSP) providing a continuous connection between Perth CBD and North Fremantle Station (planned to be extended across the river to Fremantle Station in the coming years) refer **Figure 32**. There is a shared path on the southern side of Forrest Street from Curtin Avenue to Cottesloe Beach and the recently completed Eric Street Shared Path runs from Curtin Avenue to Marine Parade. The Sunset Coast route is a high-quality shared path and runs north-south along West Coast Highway. The Sunbelt route is a high-quality shared path and runs north-south along West Coast Highway.

Both sides of Jarrad Street, Napoleon Street and Station Street, as well as Forrest Street and Bryan Way are identified as shared paths, as well as the path along the western side of Stirling Highway. Forrest Street, Railway Street, Grant Street and Kathleen Street are identified as streets with a 'Good Road Riding Environment' typically characterised as streets with low volume, low speed traffic. Grant Street, Eric Street and Curtin Avenue have a bicycle lane or sealed shoulder, and Eric Street is included within the Perth Bicycle Network NW route 16.

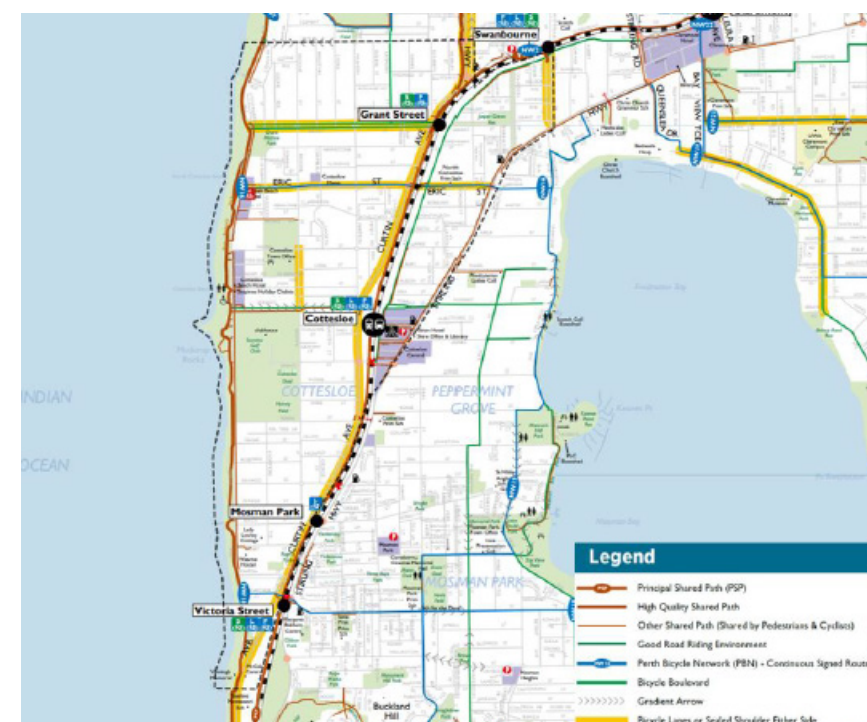


Figure 32: Existing Bicycle Network

Source: Department of Transport

Heatmap data shows data from those bicycle riders using the Strava software to track their rides, indicating the highest levels of cycling along:

- + The recently extended Fremantle Line PSP (as well as the Curtin Avenue on-road painted bike lanes – although the extended PSP is expected to have removed the majority of bike riders from Curtin Avenue);
- + The High-Quality Shared Path along the coast, and north along West Coast Highway and along North Street; and
- + Slightly elevated volumes are evident along Grant Street and Railway Street.

Use of the Forrest Street Shared Path is not evident from people who record their rides using Strava, however this may be a result of the type of bike rider who chooses to use Strava which is commonly people commuting rather than recreational users. Data shows that the PSP has approximately 614-834 bicycle movements on an average weekday.

E-bikes are available to hire from several locations around the Town. The availability of these bikes supports east-west travel, linking Stirling Highway and the beach.

There is a broad desire from all levels of government to improve the sustainability of the transport network and reduce congestion through an increased uptake of active methods including walking and cycling. Increases in canopy cover (refer section **4.5.2 Pedestrian network**) and improved bike rider facilities along key routes will further support an increase in the uptake of cycling for local trips, particularly those < 5km.

LONG TERM CYCLE NETWORK

Between 2018–2020 the Department of Transport worked with 33 local governments across Perth and Peel on the Long Term Cycle Network (LTCN) project. The LTCN project has been a collaboration between State and local governments to agree on an aspirational network of bicycle routes that link parks, schools, community facilities and transport services, to make cycling a convenient and viable option for more people and more journeys. In April 2020 the Town of Cottesloe endorsed their LTCN. From July 2020 the LTCN has been eligible for local governments to seek grant funding support from the Department of Transport to deliver bicycle infrastructure on the identified routes.

The LTCN routes relevant to the Town of Cottesloe are shown in **Figure 33**. The existing PSP along the Fremantle Line is identified as a Primary Route as well as the existing High-Quality Shared Path along the coast. Eric Street is shown as a Secondary Route. The LTCN provided the catalyst and funding for the progression of the Eric Street Shared Path project which was approved by Council in 2020 and completed in 2023, connecting the Fremantle Line PSP to the Cottesloe Beach coastal Primary Route.

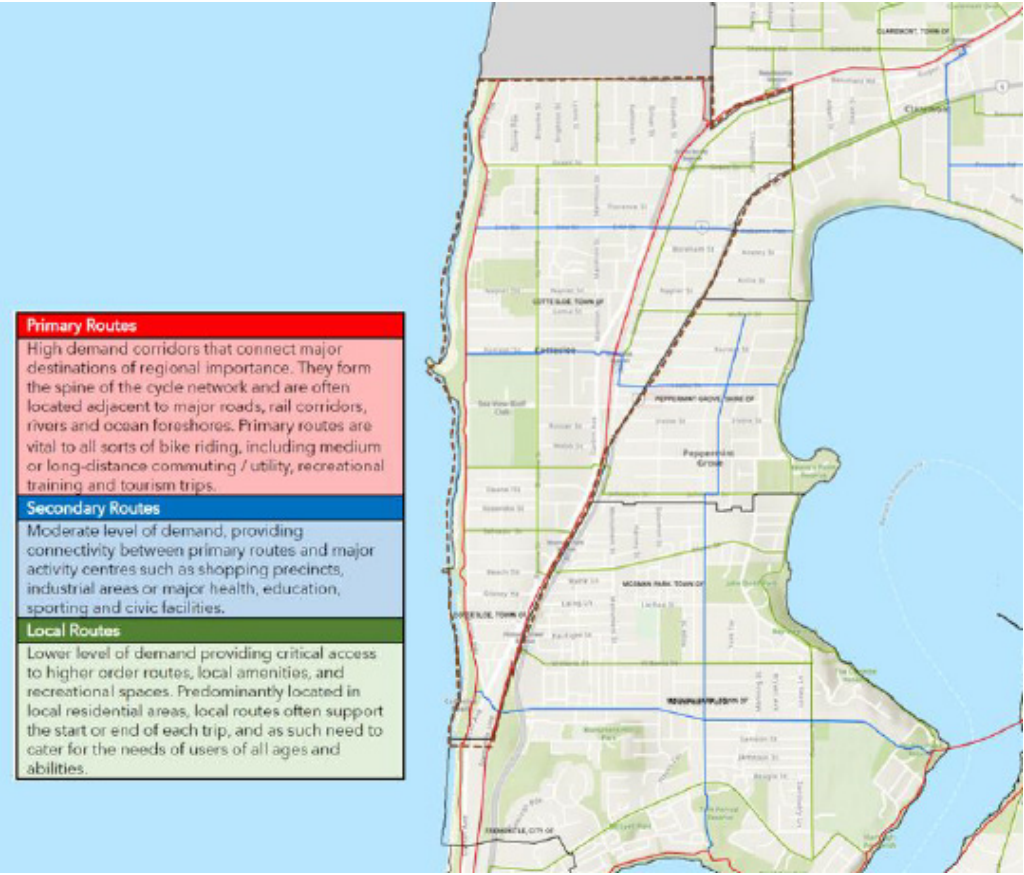


Figure 33: Long Term Cycle Network for Town of Cottesloe
Source: Department of Transport

E-MOBILITY

The use of e-scooters has become increasingly popular with the advancement of technology alongside the convenience they offer in navigating distances that are not walkable as well as being a relatively inexpensive option for commuting. They are one of the fastest growing forms of mobility in the world, exceeded only by e-bikes. E-scooters don't require the same effort as traditional bikes, potentially mitigating the need for showers and change rooms at the end of trips when commuting. The State

Government initially released rules and guidelines for the use of e-scooters in 2021 which formalised their legality, with these being updated in 2022.

Current rules require e-scooters to be ridden on footpaths up to a maximum of 10km/h, and on shared paths up to a maximum of 25km/h. Any future infrastructure and planning should consider the growing popularity of e-scooters and their positive role they can play in reducing localised congestion and parking demand, by replacing short vehicle trips and public transport transfers.

PEDESTRIAN NETWORK

The Walk Score walkability assessment tool considers the suburb of Cottesloe to be generally “somewhat walkable” where some errands can be accomplished on foot, with an overall walk score of 66 out of 100. The areas closest to the Cottesloe Village District Centre and Cottesloe Beach scored higher than the outer Cottesloe areas, because of there being more services and venues in these locations. In comparison, the suburbs of:

- + Nedlands scored 79;
- + Mosman Park scored 59;
- + Subiaco scored 86; and
- + North Fremantle scored 61.

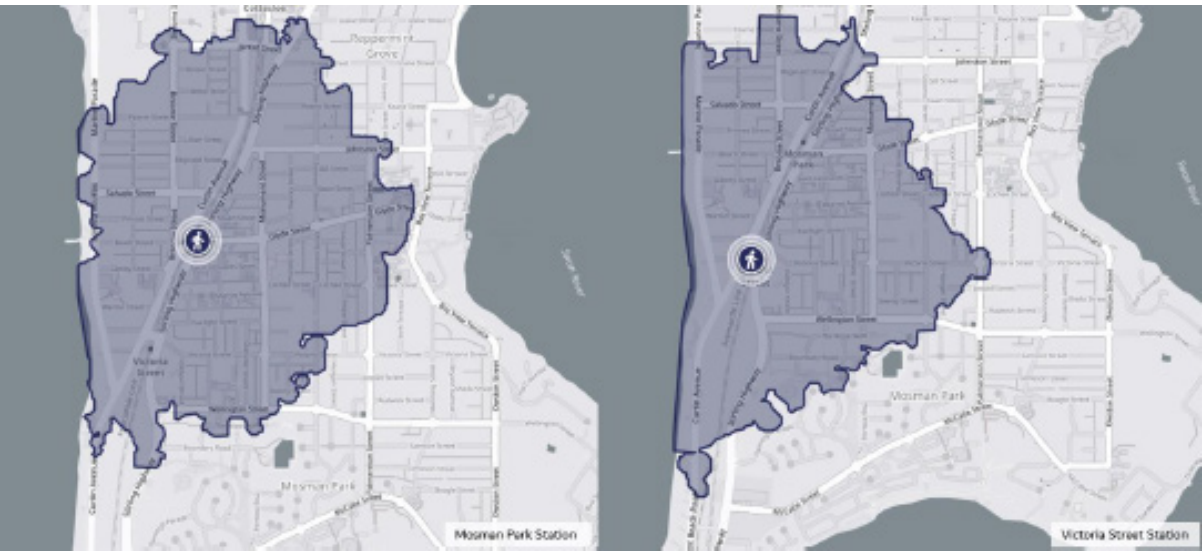


Figure 34: 15-minute walk catchments from: Grant Street, Cottesloe, Mosman Park & Victoria Street Stations (L-R)

As shown in **Figure 34**, across the Town of Cottesloe a good level of walkability is maintained, meaning there are many destinations within an easy walking distance such as shops, cafes and services. The 15-minute walk catchments from these four stations effectively reach the boundaries of the majority of the Town of Cottesloe, meaning that for trips towards Fremantle, Perth City, the Airport and beyond, walking as a mode of transfer for train travel is effective and convenient. This figure though, does not capture the difficulty pedestrians face when crossing the train line. East-west connectivity across the train line is limited and reduces connectivity between western residential areas and the Cottesloe Village District Centre.

PEDESTRIAN AMENITY

The DPLH Urban Tree Canopy Dashboard provides an interactive snapshot of the extent of tree canopy coverage across the Perth and Peel regions. The urban tree canopy is an essential part of creating healthy, liveable neighbourhoods, where more dense and mature tree canopies can support active travel along walking and cycling paths.

In 2020 (see **Figure 35**), the street blocks in the Town of Cottesloe had 16% canopy cover from trees over 3m tall, resulting in 84% of the street block area without any canopy cover. This has increased since 2018, where the street blocks had an average canopy cover of 15%. The Town performs better than the Perth Metropolitan area as a whole, where there is an average of 12% canopy cover from trees over 3m tall, in street blocks.

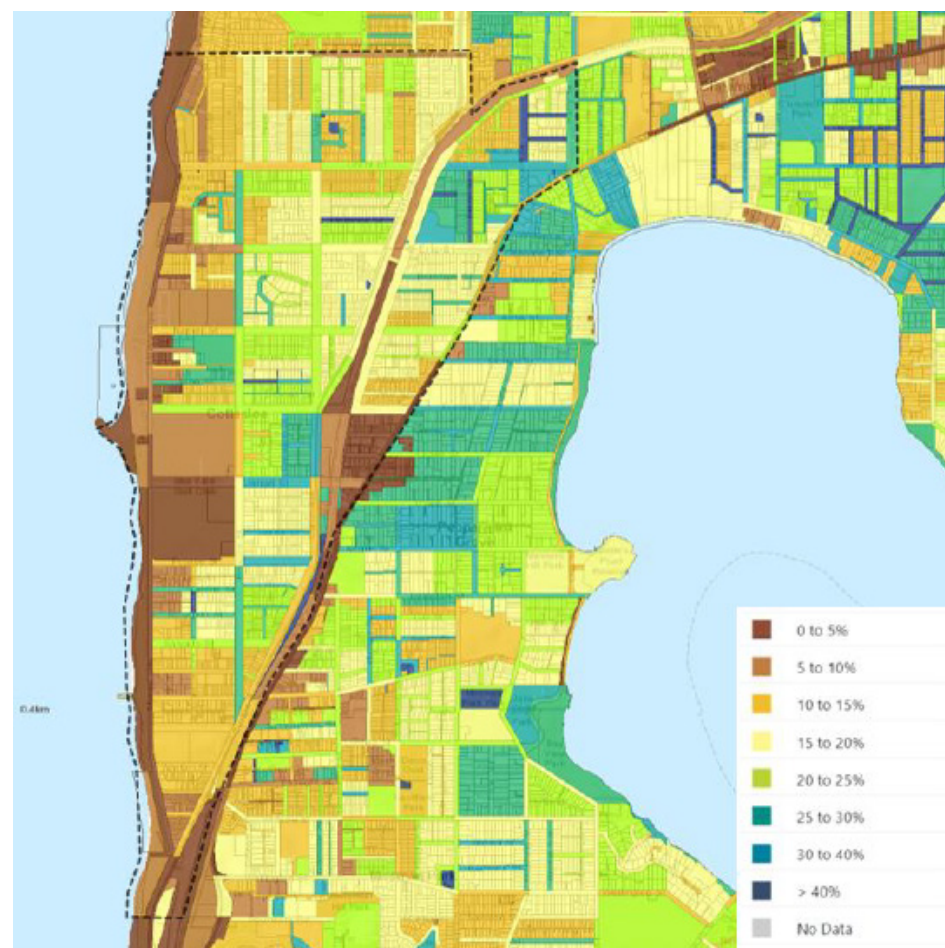


Figure 35: Urban Forest Mapping 2020

Source: DPLH

The change in canopy cover since 2014 has seen an overall increase, with canopy cover for:

- + parking increasing from 6% to 8%;
- + for roads 26% to 37%; and
- + for the street block, increasing from 18% to 20%.

Continuing this trajectory will be critical for the Town to sustain its identity as a leafy suburb, but also to offset urban heat island effects, increasing temperatures from climate change and to maintain air quality.

ROADS AND ACTIVE TRANSPORT ISSUES AND OPPORTUNITIES

- + Traffic volumes along North Street, and Jarrad Street (east of Curtin Highway) have reached the roads indicative capacity as per MRWA criteria for Local Distributor roads. Given the constraints of property boundaries, there is little scope to increase the capacity or width of these roads, also noting that any improvements to traffic capacity would in the long term only perpetuate an increase in volumes.
- + While Curtin Avenue, Stirling Highway and the rail corridor are all regional north-south connectors, they are also significant barriers to east-west travel within the Town. And while many technical and strategic planning sessions have occurred to address this issue, there is yet to be any final resolution or action. Any future planning for access across these corridors, upgrading of intersections and development of precincts around stations will likely be delayed until the ultimate design of Curtin Avenue and the rail corridor are finalised.
- + Congestion and a low level of service are evident at several locations across the Town of Cottesloe including the Jarrad Street level crossing. Future solutions should consider the pedestrian amenity and connectivity that is delivered alongside the goal of reducing traffic congestion.
- + The State Government requires the Town to accommodate a minimum target of an additional 970 dwellings and approximately 2,140 people by 2050, and managing expected growth in traffic volumes and access related to this growth will be critical. To accommodate the projected increase in road users and balance the needs of various road users (pedestrians, bike riders, drivers) a Sustainable Transport Strategy is recommended.
- + In general, the width of footpaths is narrow in the Town, so they do not provide adequate space for people who use a wheelchair or other mobility vehicle, or for people to walk side by side. This is especially a critical issue along key routes to stations.
- + When travelling from the east to the west, the area is difficult to navigate when walking, with the rail corridor and Curtin Avenue reducing sightlines and legibility, and crossing opportunities are often hard to locate and access.
- + For roads with a classification of Local Distributor or Local Access, there is scope to implement an area wide reduction in traffic speeds from 50km/h to 30km/h in line with MRWA policy for area wide speed zones. The City of Vincent ran a successful 12-month trial which reduced speed limits from 50km/h to 40km/hr across a large area in 2019. Evidence from this trial showed small improvements in amenity, cycling and walking volumes, perceived street safety, some speed reductions, and crash benefits. Concluding statements from this report state that if more traffic calming infrastructure, marketing, and community education were implemented then results would likely continue to improve. Further, there was no evidence that travel times for private vehicles increased. In October 2023, the City of Vincent announced that all local access streets will operate at reduced 40km/hr speeds permanently, with the support of MRWA.
- + Future development along Marine Parade and within precincts identified to support future community services and residential populations, should be planned to be well-connected and serviced by public transport and high-quality cycling routes, so that traffic volumes and road capacity limits within the Town of Cottesloe area continue to be maintained.
- + The progression of the Cottesloe Foreshore Masterplan provides the greatest opportunity to improve outcomes for people walking (and cycling) along Marine Parade. The Masterplan sets an excellent example in creating safe pedestrian environments where speeds 30km/h and below

are required to ensure there are no fatalities or serious injuries for people walking and essentially formalises some pedestrian behaviour, which already occurs.

- + Creating dedicated high quality walking routes to each station and the Cottesloe Village District Centre would significantly improve access and address connectivity. This would include the provision of additional wayfinding, footpath widening, traffic calming and pedestrian priority crossings etc. where required. Corridors which connect to station precincts and the town centre which are likely to require upgrading and/or improvements include:
 - Grant Street (to Grant Street Station);
 - Jarrad Street (to the town centre);
 - Princes Street (to Mosman Park Station); and
 - McArthur Street (to Victoria Street Station).
- + Other streets with high potential for streetscape upgrades include: North Street and Marmion Street which are both utilised by locals and visitors attracted to the beach and local cafes.
- + In progressing any development of the station precincts to accommodate higher density residential, community and/or mixed-use development, guaranteeing pedestrian priority across all roads and conflict points with vehicles would be a critical component to ensure safety, and to maximise walkability to the stations and wider Cottesloe area.
- + There is an opportunity to improve cycling facilities within the Town by designing facilities that consider the needs of a variety of riders with differing abilities and confidence levels. This will enable more accessible and comfortable facilities that encourage more active transport. Streets to upgrade should align with the Long Term Cycle Network.

4.5.3. UTILITIES

TELECOMMUNICATIONS

Telecommunications infrastructure is required to be installed in accordance with the Telecommunications Act 1997. Infrastructure not defined by the Act as “low impact”, such as mobile telephone towers, are subject to State planning legislation and local planning approval procedures. Telecommunications services are provided to properties on an as-needs basis. Telecommunications infrastructure for service providers along the western part of the local government area is currently located on private property, and service providers have advised that redevelopment of some of the sites will impact on the provision of services if alternative sites are not identified and can be secured.

SERVICING

WATER & WASTEWATER

The Water Corporation provides and maintains the water supply, wastewater, and main drainage systems within the metropolitan region. These utility services are available to all properties within the district.

A review of the Housing Growth Focus Areas by the Water Corporation in engagement for the Strategy showed that there is capacity to accommodate the projected growth in the Town.

It was raised that old cast iron water mains are common within the Town and works are being gradually completed to renew this infrastructure. Further works are dependent on the availability of funding within the Water Corporation. In areas where high density proposed and where old cast iron water mains exist, developers may need to bare the costs to upgrade the water mains to meet fire service requirements for flow rates.

Additionally, in the longer term, the Water Corporation is planning more major upgrades to sections of the sewer network though these will be funded and led externally by the Water Corporation. The long-term projects are:

- + Main Sewer Upgrades on Marine Parade (likely 20+ years away)
- + Sewer Upgrades on a section of Jarrad Street (likely 10 years away)

GAS

Gas is provided to properties on an as-needs and feasibility basis. ATCO Gas engagement for the Strategy indicates that the network will be able to accommodate approximately 600 additional residential dwellings in the Town by 2032. Of note, the modelling undertaken by ATCO utilised several assumptions and the furthest forecast model extended to 2032.

POWER

The Town has completed an underground power program for all properties. This is a major benefit in a coastal environment in terms of safety and maintenance, as well as to the visual amenity of the district by removing aerial power poles and lines and their conflict with street trees, particularly the Norfolk Island Pine trees.

The growing uptake of electric vehicles among residents and visitors will increase demand for power in Cottesloe. In response to this, Western Power will be reviewing the network load to monitor the impact of electric vehicles uptake and usage. Significant surges in demand may result in upgrades to distribution

transformers, feeders and power transformers in the next 10-15 years. Network load forecasts are to be reviewed yearly and if major upgrade projects are required, engagement with stakeholders including the Town will be performed in line with Western Power's current processes.

The Western Power substation located on reserve land adjacent to the railway at the corner of Curtin Avenue and Jarrad Street is intended to be upgraded from 66kv to 132kv within its site over the next few years. Containing the substation is important to consideration of relocating Curtin Avenue as a two-lane road between the site and the railway, as well as to minimising its impact on the amenity of nearby residences and the surrounding area, including the town centre and possible future development of public land on the western side of the railway. Relocation of the substation is an option only if an alternative site is available and the substantial cost could be met. The treatment of the perimeter of the substation with security walling/fencing and landscaping is important to the urban design and amenity of the locality.

UTILITIES ISSUES AND OPPORTUNITIES

- + There is capacity within the Town of Cottesloe to accommodate its urban infill target without major upgrades to utilities and services. External services (Western Power, ATCO gas) will monitor ongoing usage and execute long term plans to progressively upgrade infrastructure. Many of these upgrades are dependent on funding availability.
- + Opportunity to expand access to E-Vehicle charging stations.
- + Opportunity to collaborate with Water Corporation to combine water infrastructure upgrades with streetscape upgrades.
- + To increase the sustainability of increase energy use in the Town there is a significant opportunity for the Town to increased its generation and storage capacity of renewable energy. This may include the consideration of: Community batteries; solar panels or farms; and LED street light replacement.

4.6 CONCLUSION

Part Two of this LPS has provided an overview of the relevant planning context, data, analysis, and issues arising that are pertinent to land use planning and future built form outcomes in the Town. The information and interpretation of the implications for the Town form the rationale underpinning the LPS actions contained in Part One. The LPS provides in some cases recommendations for revised provisions or land use classifications, or other instances suggests additional studies be undertaken to address and support resolution of the issues through planning and organisational partnerships, during the years ahead.

ACRONYMS AND ABBREVIATIONS

AAGR	Average Annual Growth Rate
ABS	Australian Bureau of Statistics
BRMP	Bushfire Risk Management Plan
CCA	Cottesloe Coastcare Association
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan
CSRF	Central Sub-Regional Framework
CVDC	Cottesloe Village District Centre
CVPSP	Cottesloe Village Precinct Structure Plan
COVID-19	Coronavirus
DC Policy	Development Control Policy
DoT	Department of Transport
DPLH	Department of Planning Lands and Heritage
HCWA	Heritage Council of Western Australia
LDP	Local Development Plan
LGA	Local Government Area
LNA	Local Natural Area
LPP	Local Planning Policy
LPS	Town of Cottesloe Local Planning Strategy
LPS3	Town of Cottesloe Local Planning Scheme No.3
LPS4	Town of Cottesloe Local Planning Scheme No.4
POS	Public Open Space
PSP	Precinct Structure Plan
MRWA	Main Roads WA
MLP	Market Led Proposal
NAMP	Natural Areas Management Plan
OP	Operational Policy
PP3.5	Perth and Peel @ 3.5 million
RAP	Reconciliation Action Plan
REIWA	Real Estate Institute of Western Australia
SCA	Special Control Area
SEIFA	Socio-Economic Indexes for Areas
SPP	State Planning Policy
TOD	Transit Oriented Development
WA	Western Australia

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APPENDICES



APPENDIX A – ENGAGEMENT OUTCOMES REPORT

COTTESLOE LOCAL PLANNING STRATEGY COMMUNITY ENGAGEMENT OUTCOMES REPORT OCTOBER 2023



ACKNOWLEDGEMENT

Shape Urban would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of the lands on which we work, their connection to country and lands, waters and skies and the enduring relationship with everything which we are lucky enough to share. We aim to respect this in all the work we do.

We pay our respects to Elders past and present, and to the land which they have cared for.

This document has been prepared with the support of many people from the Town of Cottesloe community. We wish to acknowledge the Town of Cottesloe community for your contribution.

PROJECT PARTNERS



Hames
Sharley

SHAPE URBAN

DISCLAIMER

This report has been prepared by Shape Urban Pty Ltd for Hames Sharley and the Town of Cottesloe and may only be used and relied on by Hames Sharley and the Town of Cottesloe for the purpose agreed between Shape Urban Pty Ltd and Hames Sharley and the Town of Cottesloe and in accordance with the Terms of Engagement for the commission.

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DOCUMENT CONTROL

No.	Author	Reviewed By	Date	Purpose
1	R Doohan	A Kelderman & R Spencer	18/9/2023	For Client Review
2	R Doohan		02/10/2023	Client updates
3	R Doohan	A Kelderman	31/10/2023	Stakeholder meeting updates
4				



EXECUTIVE SUMMARY

The Town is reviewing its existing Local Planning Strategy (2008) to provide a long term (10-20 years) planning framework for the Town.

The new Local Planning Strategy (LPS) will align with the State Government's Planning Reform agenda and relevant State Planning Policies, and needs to respond to important land use changes and opportunities occurring in the Cottesloe area.

An important consideration in preparing the LPS is Cottesloe's history, values and future vision. This includes engaging and seeking input from the local community to inform the development of the LPS.

As such, the Town of Cottesloe commenced community engagement in 2019 to gather information from the community.

The community identified the following areas of priority (Growth Areas):

- + Cottesloe Foreshore
- + Cottesloe Town Centre
- + Wearne/Mosman Park/Victoria Street Stations
- + Grant Street/Swanbourne Street Stations

It was noted that these locations allow retention and protection of low density areas which make up the rest of the Town, and are aligned with expectations from the State regarding appropriate locations for density.

However, since 2019 the State Government has refined its approach to preparation of LPS with modified requirements. In addition, the impacts of COVID-19 has given the community and planning sector with insights into how best to plan for more of the community's needs.

In response, further engagement has been necessary to confirm the previously identified priorities and to test if the feedback is still relevant some 4-5 years later.

There are two phases of engagement for the preparation of the LPS.

- + Phase 1 - preliminary engagement to seek community input into the LPS.
- + Phase 2 - formal advertising of the LPS in accordance with planning Regulations.

PHASE 1 ENGAGEMENT

Feedback during Phase 1 engagement was sought between 3 July and 27 August 2023 via an:

- + Online survey
- + Online interactive mapping tool
- + Community workshop

The feedback provided during the Phase 1 engagement period has suggested some refinement to the earlier 2019 feedback. As such, in the development of the LPS it is recommended that the project team consider the following matters for each of the four Growth Areas and more generally.

GROWTH AREA 1: COTTESLOE FORESHORE

- + Consider removing the Golf course, Grant Marine Park, Civic Centre, John Black Dune Park and Cottesloe Tennis Club from boundary.
- + Advocate for improved public transport to the foreshore to alleviate existing and future traffic impacts.
- + Apply the recommendations of the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) to the coastal development.
- + Focus development along Marine Parade.

GROWTH AREA 2: COTTESLOE TOWN CENTRE

- + Higher density throughout this area - specifically Cottesloe Village (particularly south of Napoleon Street), along Stirling Highway and west of train line.
- + Review boundary west of Marmion and Bird Streets and along Napier Street to determine if it should be maintained, reduced or extended.

GROWTH AREA 3: MOSMAN PARK/VICTORIA STREET STATIONS

- + Expansion to include area between Curtin Avenue and train line south of Gibney Street.
- + Focus development between Warton and Gibney Streets.
- + Develop land around train station (south of Warton Street and area bounded by Broome Street, Salvado Street and Curtin Avenue).
- + Develop along Marine Parade.

GROWTH AREA 4: GRANT STREET/SWANBOURNE STATIONS

- + Expand to include area bounded by Elizabeth Street, North Street, West Coast Highway and Curtin Avenue for high density multiple dwelling residential.
- + Focus development around train stations, along the railway line and on railway land.

GENERAL

- + Preserve areas of open space.
- + Retain trees and vegetation and increase canopy cover.
- + Enable spaces for community interaction e.g. cafes and deli's.
- + Create spaces for youth.
- + Create space for walking and cycling.
- + Introduce mechanisms to maintain local character.
- + Advocate for sinking the railway line.

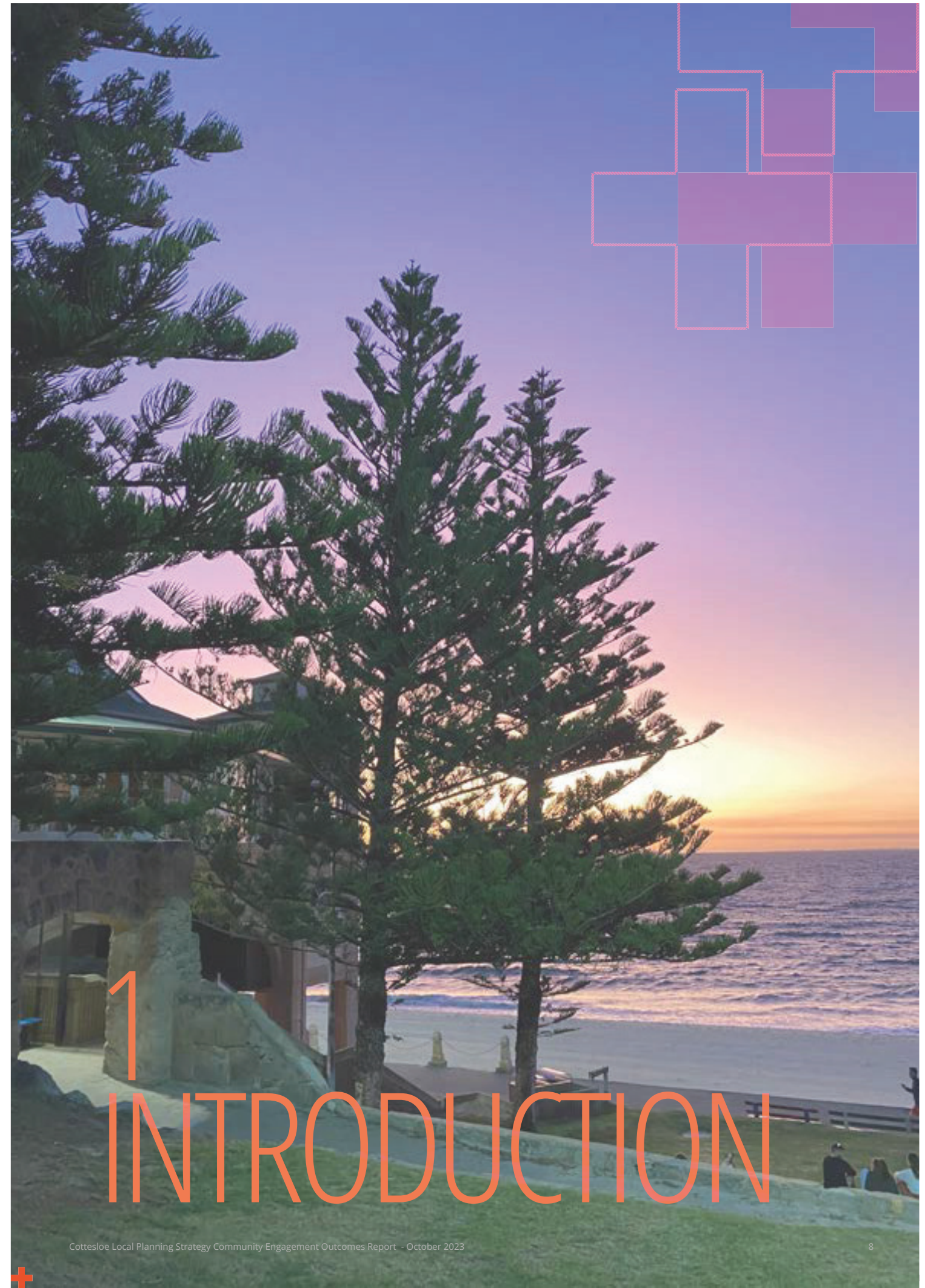
PHASE 2 ENGAGEMENT

Consultation of the Draft LPS is anticipated for early 2024. This section of the report will be updated following the draft LPS consultation stage.

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1 INTRODUCTION

Communities have a growing expectation of being involved in decisions about their daily lives and the places they live and work.

1.1 Background

The Town of Cottesloe (the Town or ToC) services the local community of Cottesloe and the surrounding and nearby suburbs of Peppermint Grove, Mosman Park and Claremont. It has a population of approximately 8,000 residents, 4,000 residential dwellings and economic activity is concentrated in the retail, entertainment, hospitality and local and regional tourism sectors.

The Town is reviewing its existing Local Planning Strategy (2008) to provide a long term (10-20 years) planning framework for the Town.

The new Local Planning Strategy (LPS) will align with the State Government's Planning Reform agenda and relevant State Planning Policies, and needs to respond to important land use changes and opportunities occurring in the Cottesloe area.

An important consideration in preparing the LPS is Cottesloe's history, values and future vision. This includes engaging and seeking input from the local community to inform the development of the LPS.

1.2 Purpose of the Report

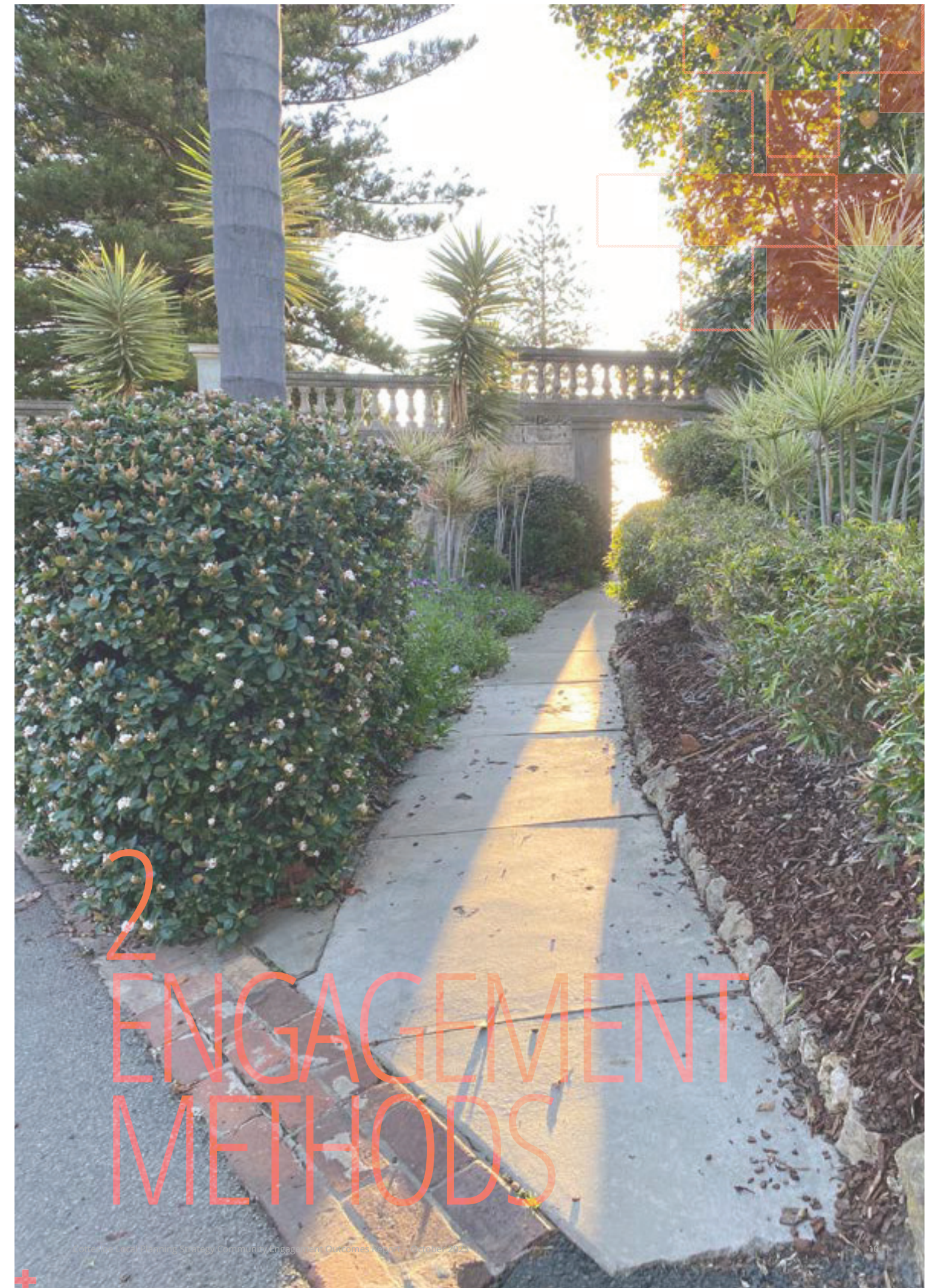
The purpose of this report is to provide an overview of the consultation undertaken as part of the LPS preparation.

1.3 Engagement purpose

The overarching purpose of engagement is to provide the community and stakeholders an opportunity to contribute to the development of the LPS.

More specifically, the objectives of the engagement are:

- + To raise awareness of the project and the role of the planning framework amongst the community and stakeholders;
- + To undertake collaborative consultation through active engagement;
- + To develop strong relationships between the Town and the community;
- + To understand the community and business values and sentiments about the Town;
- + To reflect the values and attitudes of the community as much as is possible;
- + To identify strategic priorities for the Town;
- + To seek feedback on the draft LPS; and
- + To confirm the future vision for Cottesloe.



2 ENGAGEMENT METHODS

To ensure the community could be actively involved with the project, there were two opportunities for consultation, each with different methods for participation.

2.1 Preliminary consultation

The purpose of the preliminary consultation was to seek input from the community and stakeholders at the start of the process.

As engagement had been undertaken in 2019, a key focus of this phase of engagement was to seek confirmation from the community about where future growth should be targeted and the type of development that would be appropriate in those locations.

Engagement was undertaken through a variety of methods including:

- + Survey
- + Online interactive mapping tool
- + Community workshop

Engagement commenced on 3 July 2023 and closed on 27 August 2023.

Initially engagement was due to end on 31 July, however to ensure greater participation in the community workshop, the engagement period was extended.

2.2 Draft LPS consultation

The purpose of this phase of engagement is to undertake formal engagement of the draft LPS in line with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Consultation of the Draft LPS is anticipated for early 2024. This section of the report will be updated following the draft LPS consultation stage.





3 COMMUNICATION METHODS

Communication is vital for any project to raise awareness, provide ongoing updates and sharing opportunities to participate in the project. Several communication methods were used for this project.

3.1 Project web page

A project web page was established on ‘Engage Cottesloe’, the Town’s dedicated consultation site (Figure 1).

The project page included background information, frequently asked questions, useful links and documents and a space for online community participation.

3.2 Town website

Updated project information was provided on the major projects section of the Town’s website. The page directed people to the information available on Engage Cottesloe.

In addition, the community workshop was published on the Town’s online Event’s page.

3.3 Direct communication

Letters were sent to all residents on 7 August 2023 to advise them of the project and opportunities to participate.

3.4 Workshops

Project information was shared with the community during the workshop held on 23 August 2023.

3.5 Social media

The Town’s Facebook page was used to promote the project and opportunities to get involved (Table 1).

3.6 Print media

Project information was shared in the POST on 11 August 2023.

3.7 E-newsletter

Project information was shared in the Town’s July and August 2023 e-newsletters.

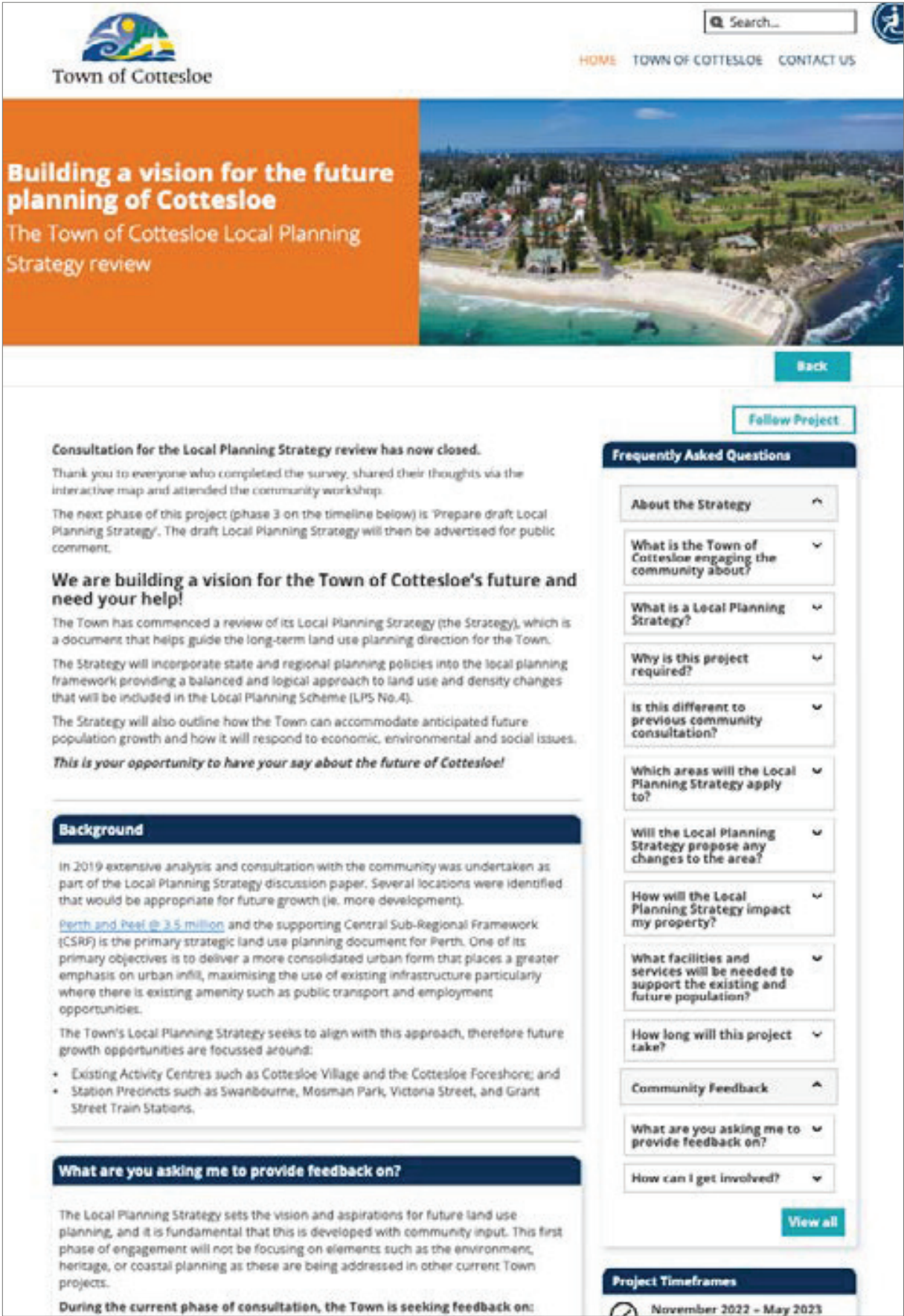


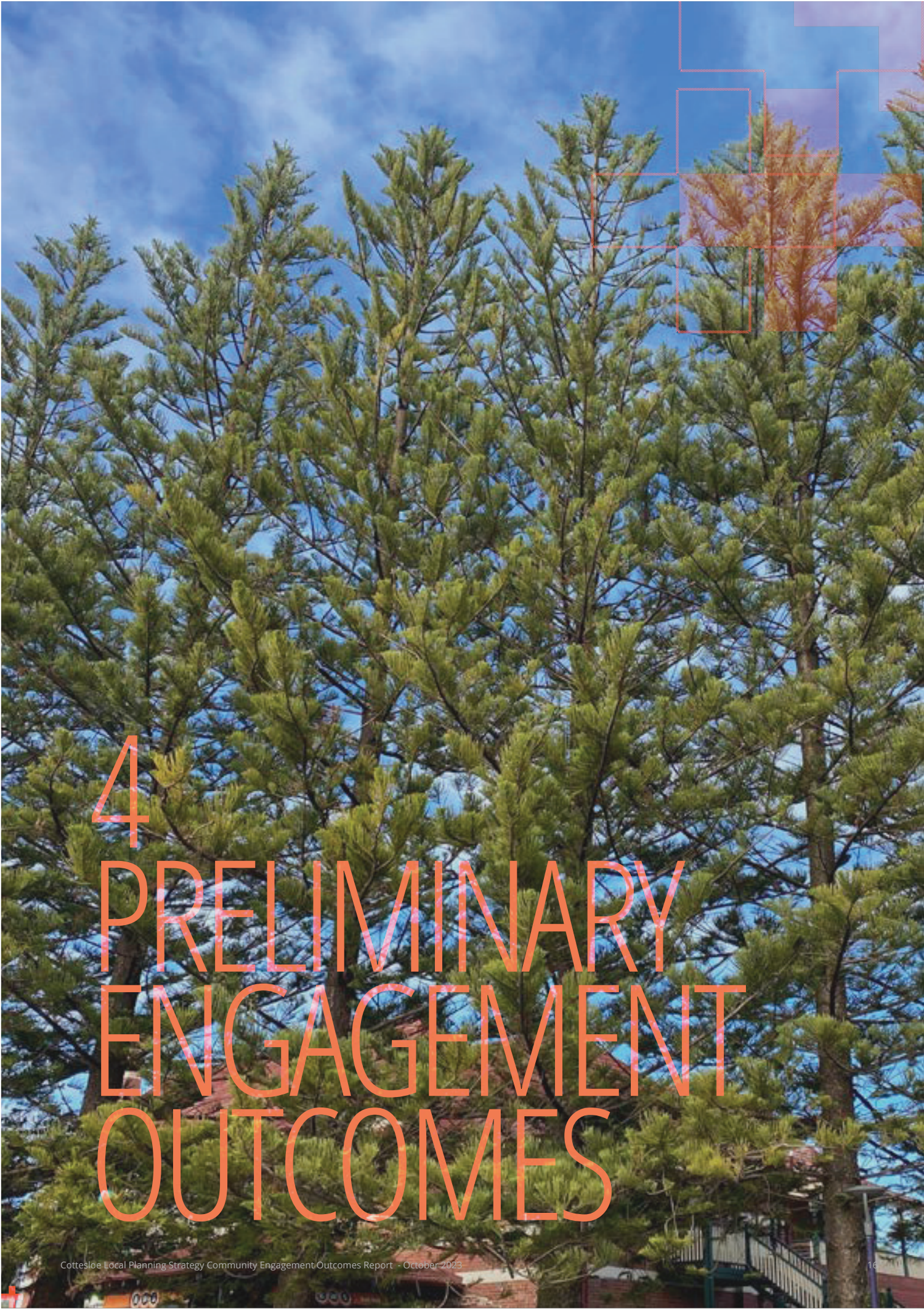
Figure 1 Engage Cottesloe project website





Table 1 Town of Cottesloe Facebook Posts

Publication date	Summary of content	Reactions	Comments	Shares
3 July 2023	Launch of the project and promotion of opportunities to get involved.	3	0	1
10 July 2023	Launch of new engagement website, with reference to Local Planning Strategy project.	0	0	0
19 July 2023	Raising awareness of consultation opportunities.	0	0	0
28 July 2023	Extension of consultation period.	0	0	0
14 August 2023	Raising awareness of consultation opportunities and upcoming workshop.	4	4	0
15 August 2023	Workshop postponed due to FIFA World Cup, Matildas game.	4	1	0
22 August 2023	Workshop reminder.	1	0	0
	<i>Table will be updated throughout the project.</i>			
	TOTAL	12	5	1





4 PRELIMINARY ENGAGEMENT OUTCOMES

Early engagement with the community and stakeholders during the project ensures that their values and aspirations for the future are embedded into the planning right from the start.

4.1 Stakeholder feedback

Engagement was undertaken with key stakeholder groups to seek input into the LPS, which included meetings with three community groups.

The feedback from all three groups demonstrated strong connections and history with the area and its community. Feedback included:

Cottesloe Coastcare

- + The importance of the vegetation and quality of these natural areas and their contribution to amenity and sense of place.
- + Request for recognition of important link from Army Barracks land to Bold Park along the coast.
- + Identification of parking pressures along the coast.
- + Consideration of methods to reduce water usage, such as replacing grassed areas with water wise vegetation and native verges for residences.
- + CHRMAP survey indicated desire to retain natural coastal environment.
- + Tree canopy - consideration of low shrubs where coastal soils may not be appropriate for large tree.
- + Places to have picnics is important.

Cottesloe Residents and Ratepayers Association

- + Concerns raised that media reporting after the workshop did not reflect the sentiment in the room particularly around acceptance building height along the foreshore. *
- + Questions raised around the need for change in Cottesloe - what are the drivers.
- + Questions raised whether the LPS and Scheme can propose no changes.
- + Concerns raised around neighbours not being informed/consulted with on new development.

Shine Community Care

- + Providing areas of open space/small parks in the Cottesloe Centre would be beneficial to the Shine community and enable activities such as outdoor yoga, pilates, art classes, places for people to meet, eat etc.
- + Opportunities for new developments to provide community spaces or services that support the Shine community e.g. places to display artwork and gyms. However sometimes multi-purpose places lack a homely feeling as they need to be a 'blank slate' (lack of ability to display art).
- + Access to and from the Shine premises is important for its patrons.
- + Some patrons want to remain in their family homes in the area others are happy to downsize. New facilities being built are offering a full range of services that are becoming more appealing.

**Note: No record of this media content that was referred to during the meeting has been found.*

Technical Stakeholders

Input from technical stakeholders has been requested and their feedback and advice will be used in the preparation of Part 2 of the LPS. These technical stakeholders include:

- + Department of Planning, Lands and Heritage
- + Department of Transport
- + Public Transport Authority
- + Main Roads WA
- + Water Corporation
- + Western Power
- + ATCO Gas





4.2 Workshop

A community workshop was held on Wednesday 23 August 2023, between 5:30pm and 8pm at the Cottesloe Civic Centre. The workshop was attended by 29 community members, four project team members and two staff from the Town.

Initially there were two workshops scheduled for 26 and 29 July 2023, however low registrations resulted in the workshop being delayed to 16 August. This was then delayed again due to the Matildas FIFA Women's World Cup finals game.

The community were provided with an overview of the LPS process, the role the LPS plays in the future planning for the Town, state and local planning context and an overview of the previous engagement undertaken in 2019. A copy of the presentation is available in Appendix A.

4.2.1 Growth Areas

Based on a review of the previous work undertaken and state and local planning framework, four areas were identified as Growth Areas:

- + Growth Area 1: Cottesloe Foreshore
- + Growth Area 2: Cottesloe Town Centre
- + Growth Area 3: Mosman Park/Victoria Street Stations
- + Growth Area 4: Grant Street/Swanbourne Stations

In groups, the workshop attendees were asked to review the Growth Area boundaries and provide feedback on whether they were correct (i.e. should they be expanded or contracted).

A summary of each Growth Area is provided in the following pages. All marked up maps are provided in Appendix B.



Growth Area 1: Cottesloe Foreshore

Boundary

- + No expansion or new areas were suggested to be included in Growth Area 1.
- + Remove areas of public open space from Growth Area boundary and keep as green spaces.

Land use activity

- + The golf course must be maintained as public open space, however mixed comments on whether it should be maintained for golf or not.
- + More activation (cafes, restaurants, bars) along Marine Parade between Grant Street playground and Il Lido.
- + 'AirBnB/short stay accommodation' is a concern and limits the number of potential residents.

Built form

- + Mixed views on whether development west of Marine Parade was appropriate (also recognising coastal hazards).
- + Mixed views on height along the foreshore/Marine Parade area. Some suggest maximum three storeys, some support three to five storeys.

Movement

- + There is an existing traffic issue along the foreshore with limited transport routes in and out of Marine Parade requiring further consideration if there is to be more residential in this area.



Figure 2 Growth Area 1

Growth Area 2: Cottesloe Town Centre

Boundary

- + Suggestion of potential expansion west from Liddell Lane to Barsden Street.
- + Suggestion to exclude Napier Street.
- + Suggestion to exclude area west of Marmion Street and Bird Street

Land use activity/ built form

- + 'AirBnB/short stay accommodations' are disruptive and decrease residential housing.
- + Significant trees along Napier Street are to be preserved as important to Cottesloe's character.

- + Grove Shopping and Cottesloe Village - use this for high rise residential.
- + High density residential and shops (8-10 storeys) south of Napoleon Street.
- + Potential increase in density west of train line.
- + Higher density along Stirling Highway between Forrest and Napier Streets.
- + Semi business commercial north of Forrest Street to Vera Street.

Movement

- + Safe crossing across train line at Jarrad Street.
- + Sink the railway and build over it.

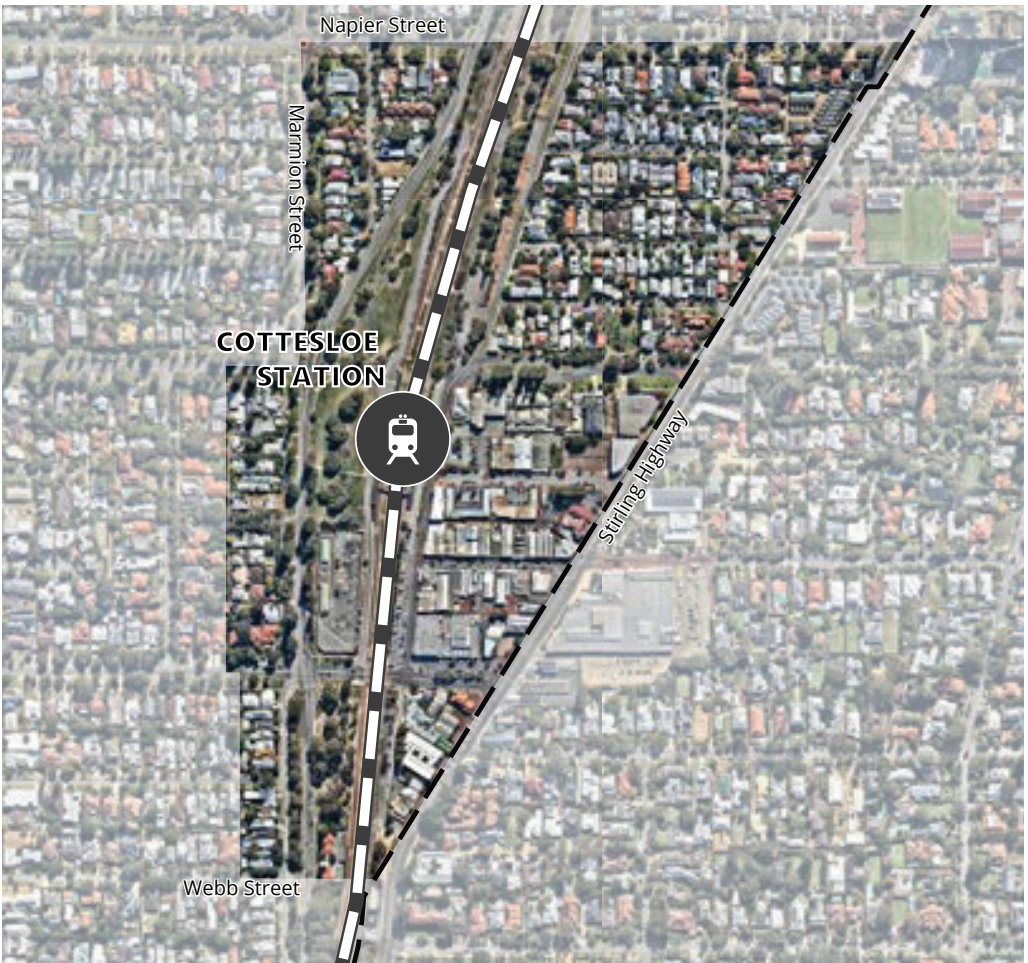


Figure 3 Growth Area 2

Growth Area 3: Mosman Park/Victoria Street Stations

Boundary

- + Consider the area between Curtin Avenue and train line south of Gibney Street.
- + Coastal foredunes must be excluded and kept natural.

Land use activity/ built form

- + 3-5 storeys between Warton and Gibney Streets.
- + 5 storeys between Curtin Avenue and railway line south of Warton Street
- + Redevelopment opportunity along Marine Parade between Gibney and Pearce Streets.

- + Possible community use/access in area south of Curtin Avenue/Marine Parade roundabout.

- + Potential areas of subdivision south of Warton Street and area bounded by Broome Street, Salvado Street and Curtin Avenue.

- + Coffee shop (corner of Gibney Street and Marine Parade).

Movement

- + Suggestion to sink railway.
- + Pram/scooter/child friendly railway crossing at Victoria and Pearce Streets.
- + Careful management of north/south traffic on Curtin Avenue.



Figure 4 Growth Area 3

Growth Area 4: Grant Street/Swanbourne Stations

Boundary

- + Consider expansion to include area bounded by Elizabeth Street, North Street, West Coast Highway and Curtin Avenue for high density multiple dwelling residential.
- + Potentially use the railway shoulders.

Land use activity/ built form

- + 3-4 storeys around train station
- + Development on railway land

Movement

- + Suggestion to sink railway.
- + Sink railway and build town houses over the top.

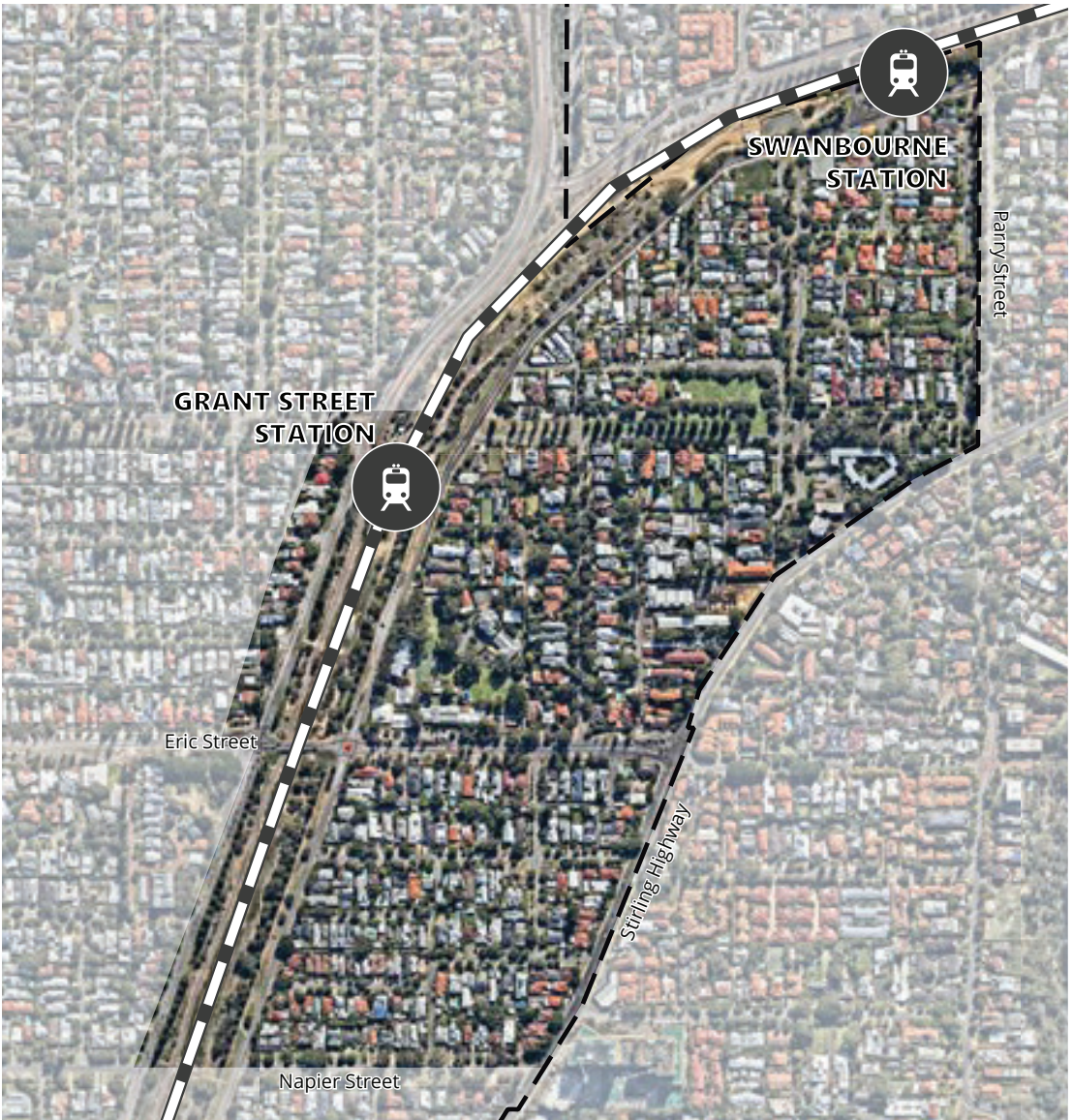


Figure 5 Growth Area 4

4.2.2 Building types

To understand the types and scale of buildings that might be appropriate in the growth areas, the workshop attendees were asked to place coloured sticky dots representing five different types of building (Table 2) on the maps to indicate preferred locations for that building type.

A summary of each of the Growth Areas is described below and in Table 3. All marked up maps are shown in Appendix B.

Growth Area 1: Cottesloe Foreshore

- + 50% of the building types suggested were apartment/hotel (four-eight storey) and 45% (two-three storeys).
- + Most building types were placed suggested along Marine Parade between Forrest Street and Grant Marine Park.
- + Four apartment/hotel of two-three storeys and five of four-eight storeys were placed on the Sea View Golf Course, however there were several comments stating not to touch this area.

Growth Area 2: Cottesloe Town Centre

- + The most commonly placed building type was apartment/hotel (four-eight storey) representing 42% of dots placed.
- + A large proportion of the building types were suggested in the area south of Napoleon Street.

Growth Area 3: Mosman Park/Victoria Street Stations

- + The most commonly placed building type was apartment/hotel (four-eight storey) representing 43% of dots placed, closely followed by apartment/hotel (two-three storey) (33%) .
- + A large proportion of building types were placed in the area between Warton and Gibney Streets.
- + Other suggested locations were concentrated around the train stations and along the foreshore.

Growth Area 4: Grant Street/Swanbourne Stations

- + The majority (59%) of building types placed were terrace/townhouse (two-three storeys).
- + 41% of building types suggested were apartment/hotel (two-three storey)
- + The majority (89%) of building types were placed directly adjacent to the railway line. Of these, 58% were closely located to Grant Street Station, 33% close to Swanbourne Station and 8% between the two stations.

Table 2 Building types

Terrace or Townhouse – Two to three storeys

This type shares a boundary with the neighbouring property. Dwellings are close to the street and usually have small gardens or courtyards.



Apartment or hotel buildings – Two to three storeys

This type is usually located close to the street. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Apartment or hotel buildings – Four to eight storeys

This type is usually located close to the street. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Apartment or hotel buildings – Eight or more storeys

This type usually includes a 'podium' located on the street, with a 'tower' form above. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Commercial buildings – Two to four storeys

This type is usually located close to the street and includes non-residential uses (such as offices).



Table 3 Building type suggestions for Growth Areas

Building type	Area 1	Area 2	Area 3	Area 4	TOTAL
Terrace/townhouse 2-3 storeys	1	1	4	16	22
Apartment/hotel 2-3 storeys	9	7	7	11	34
Apartment/hotel 4-8 storeys	10	14	9	0	35
Apartment/hotel 8+ storeys	0	5	1	0	8
Commercial 2-4 storeys	0	2	0	0	2
TOTAL	20	29	21	27	101

4.2.3 Other feedback

In addition to the more formal workshop exercises, there were two activities that could be completed as people arrive.

The term 'high rise' often means different things to different people. To determine how many storeys would be considered high rise in Cottesloe, attendees had the opportunity to vote using a button. The results from the 19 votes were:

- + 2-3 storey (5%)
- + 4-5 storeys (47%)
- + 6-8 storeys (32%)
- + 9-10 storeys (11%)
- + 10-14 storeys (5%)
- + More than 15 storeys (0%)

Attendees were also invited to share their thoughts about things they are concerned about for the future and something that they were excited about for the future. The answers comprised:

Concerned about:

- + High rise
- + Over development along the beach
- + Loss of community and amenity

Excited about:

- + Diverse, vibrant community

All comments are written verbatim in Appendix B.

4.3 Online mapping

Based on a review of the previous work undertaken and state and local planning framework, four areas were identified as Growth Areas:

- + Growth Area 1: Cottesloe Foreshore
- + Growth Area 2: Cottesloe Town Centre
- + Growth Area 3: Mosman Park/Victoria Street Stations
- + Growth Area 4: Grant Street/Swanbourne Stations

To understand what type of development the community would like to see in these locations, an online mapping exercise was used to enable the community to ‘pin’ a building type (previously described in Table 2) and provide comments about why it would be appropriate in that location.

A total of 47 comments were made by 14 community members, across four maps. Other members of the community could ‘like’ and ‘dislike’ the building pin. All verbatim comments and number of likes and dislikes are outlined Appendix C.

Table 4 Summary of online mapping of building types

	Growth Area 1	Growth Area 2	Growth Area 3	Growth Area 4	TOTAL
Terrace/townhouse 2-3 storeys	2	0	0	8	10
Apartment/hotel 2-3 storeys	2	3	0	3	8
Apartment/hotel 4-8 storeys	3	5	2	6	16
Apartment/hotel 8+ storeys	2	1	0	0	3
Commercial 2-4 storeys	2	2	0	1	5
TOTAL	11	11	2	18	42

Whilst the Growth Areas covered a significant area, most of the buildings were pinned in areas close to train stations, along the railway line, in the town centre, or along the beach front area of the foreshore.

The number of building types ‘pinned’ in each Growth Area is described in Table 4.

A summary of the feedback provided for each Growth Area is provided in sections 4.3.1 to 4.3.4.

4.3.1 Growth Area 1 - Cottesloe Foreshore

13 comments (from eight people) were provided about Growth Area 1, made up of 11 building types and two reply comments. The building types pinned were:

- + 2 x Terrace/townhouse 2-3 storeys (and two additional replies)
- + 2 x Apartment/hotel 2-3 storeys
- + 3 x Apartment/hotel 4-8 storeys
- + 2 x Apartment/hotel 8+ storeys
- + 2 x Commercial 2-4 storeys

All pins were placed close to western edge of the Growth Area between Eric Street and the Sea View Golf Course.

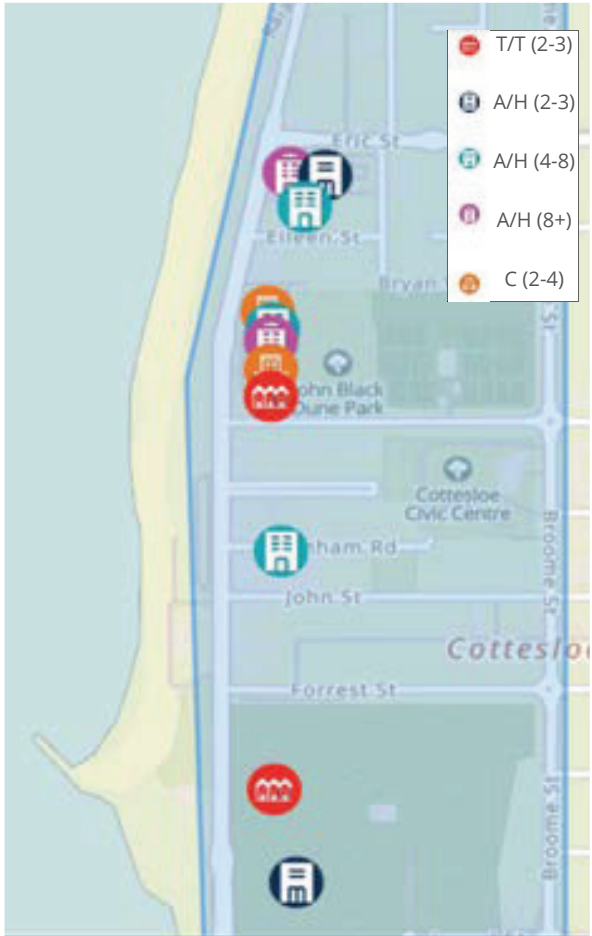


Figure 6 Online mapping - Growth Area 1

A terrace/townhouse and apartment/hotel 2-3 storey were pinned on the Sea View Golf Course and questioned the value of the golf course verses medium density housing and public parklands. Other comments around the golf courses included:

- + It needs to remain as public open space with increased tree canopy.
- + Keep the course.
- + The golf course should become a developers playground.

One comments for apartment/hotel 2-3 storeys stated that the foreshore must not get destroyed by high rise.

Apartment/hotel 4-8 storeys, were suggested in the western half of the area between Warnham Road and Eric Street. Comments included:

- + Development contribution scheme to offset increased demand on infrastructure (including coastal hazard adaptation and protection measures).
- + Restaurants, cafe and retail at ground level.
- + Two or three storeys underground car park to cater for beach goers.
- + Rooftop restaurants to take advantage of views.

Maximum 12 storey buildings were suggested in two locations along Marine Parade to enjoy the views, lifestyle and enable residential density that supports the commercial businesses outside peak summer times. The tall buildings should be setback to avoid overshadowing.

Cafes were suggested in commercial 2-4 storey buildings along Marine Parade between Napier Street and Bryan Way.

4.3.2 Growth Area 2 - Cottesloe Town Centre

12 comments (from seven people) were provided about Growth Area 2, made up of 11 building types and one reply comment. The building types pinned were:

- + 0 x Terrace/townhouse 2-3 storeys
- + 3 x Apartment/hotel 2-3 storeys
- + 5 x Apartment/hotel 4-8 storeys
- + 1 x Apartment/hotel 8+ storeys (and one reply)
- + 2 x Commercial 2-4 storeys

Most comments were concentrated around the Cottesloe Train Station (Figure 7).

2-3 storey apartment/hotels were suggested on Napoleon Street and De Nardi Lane, noting:

- + The need to retain the character and avoid overshadowing from Station Street.
- + Pedestrianise Napoleon Street in the future.
- + Examples like the building on the corner of Station Street and Stirling Highway are a good example.
- + Higher density of a 2-3 storey apartment/hotel was suggested on Burt Street near Stirling Highway due to its close proximity to transport nodes.

The most commonly suggested building through this area was 4-8 storey apartments/hotel, predominantly on the eastern side of the train station. Comments included:

- + Development contribution scheme to offset increased demand on public infrastructure.
- + Higher density will create more vibrancy around the train station.
- + Consider sinking the rail and activating the space.

- + Need medium density around stations. Urban sprawl is destroying too much land and public transport cannot service it.

A higher density apartment along Station Street was suggested. It was noted that more trees are needed along Station Street, the whole town centre needs to be pedestrian friendly with outdoor dining and walkable connections to the train station. One reply noted that the ground would not support buildings over three storeys without piling and the feasibility of mid sized buildings need to be investigated.

Two commercial buildings were pinned on the western side of the trainline, noting:

- + Development contribution scheme to offset increased demand on public infrastructure.
- + Taller buildings and civic spaces surrounded by trees, connected to Forrest Street.
- + Apartments built over/around a new train station and connect to Napoleon Street.



Figure 7 Online mapping - Growth Area 2

4.3.3 Growth Area 3 - Mosman Park/ Victoria Street Stations

Two comments were provided for Growth Area 3.

Both buildings pinned were apartment or hotel building - 4 to 8 storeys, within close proximity to the Mosman Park Train Station (Figure 8).

The comments noted:

- + Increase density around train station close to bus, rail and principal shared path.
- + Medium density around train stations to counter urban sprawl.

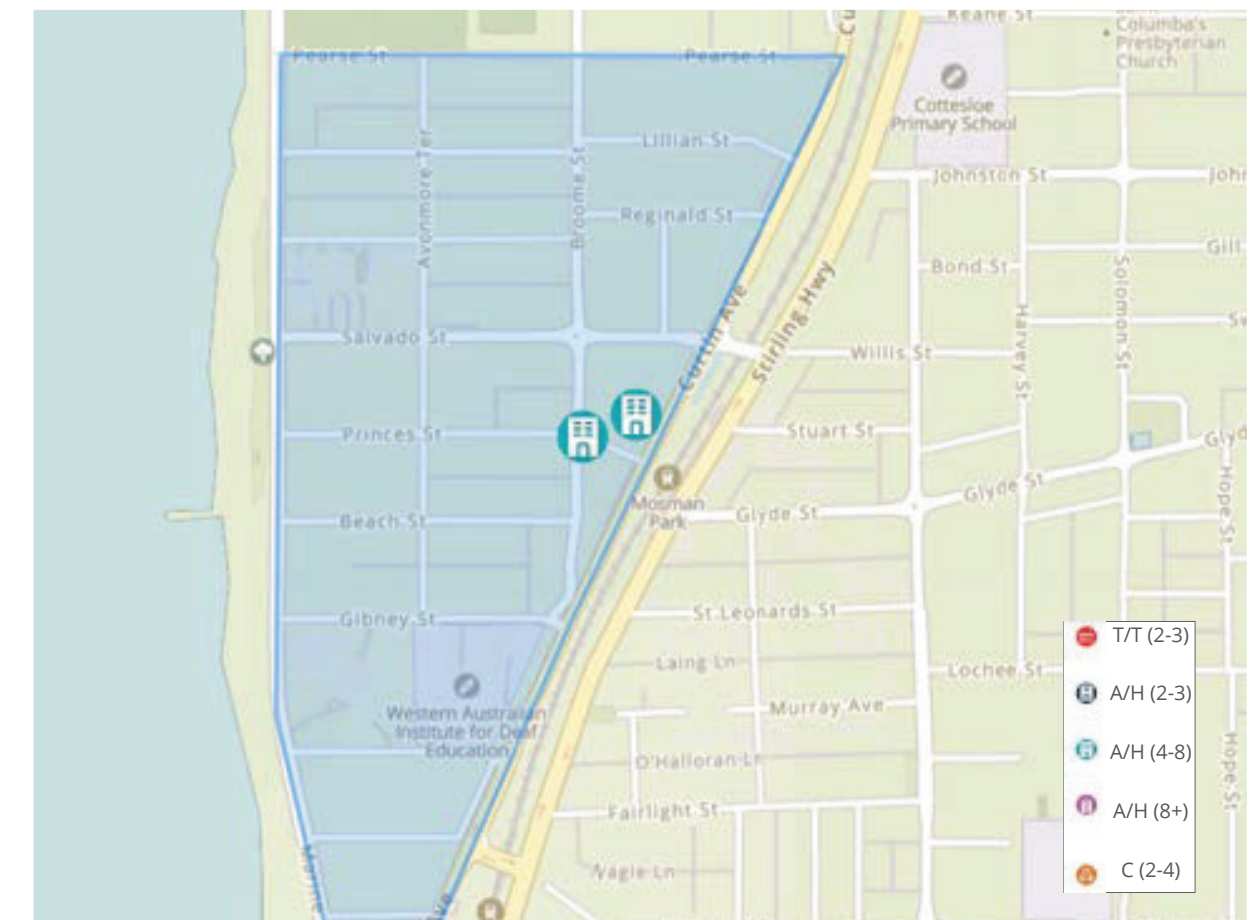


Figure 8 Online mapping - Growth Area 3

4.3.4 Growth Area 4 - Grant Street/ Swanbourne Stations

20 comments (from 10 people) were provided about Growth Area 4, made up of 18 building types and two reply comments. The building types pinned were:

- + 8 x Terrace/townhouse 2-3 storeys
- + 3 x Apartment/hotel 2-3 storeys
- + 6 x Apartment/hotel 4-8 storeys (and two replies)
- + 0 x Apartment/hotel 8+ storeys
- + 1 x Commercial 2-4 storeys

Most comments were concentrated along the train line between Eric Street and Parry Street (Figure 9). A strip of five terrace/townhouse buildings were pinned along the western side of the trainline, with the suggestion of a local development plan to coordinate development.

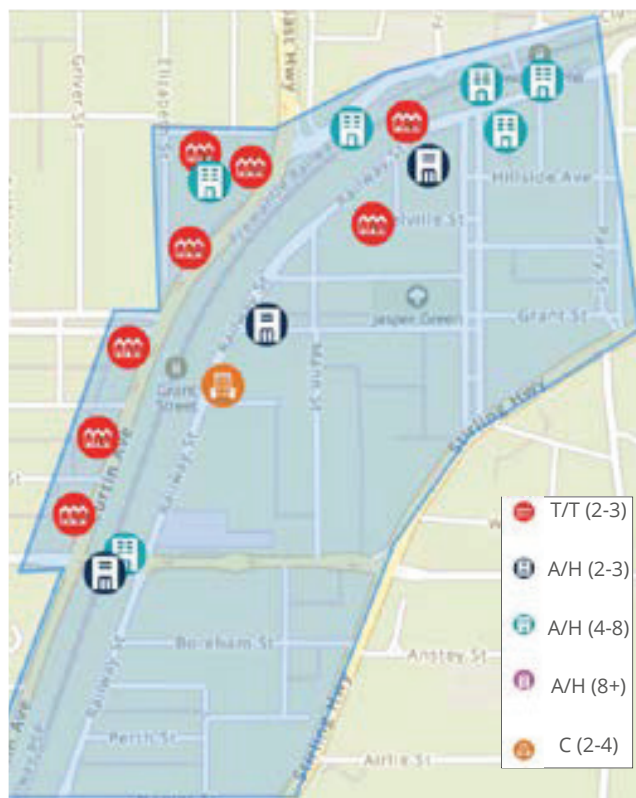


Figure 9 Online mapping - Growth Area 4

Other comments for this building type included:

- + Townhouses on residual rail land
- + High rise buildings around train stations will cause more traffic on West Coast Highway.
- + Oppose high residential buildings in Cottesloe.
- + Nothing higher than 2-3 storeys west side of Curtin Avenue.

It was suggested that Grant Street Train Station be removed and replaced with a station at Eric Street, with apartment/hotel 2-3 and 4-8 storeys located there.

Apartments (2-3 storeys) were suggested on both sides of Grant Street station with town houses fronting the street and apartment style in the middle. Another comment noted the need to maximise population around existing shops and transport centres, suggesting 2-3 storey apartments.

The majority of apartment/hotels 4-8 storeys were concentrated around Swanbourne Train Station. Comments included:

- + Deck over the train line to build apartments and create walkable village.
- + Well designed buildings with double glazing, thick walls and elegant design.
- + Close to established shops, trainline and PSP.

An apartment/hotels 4-8 storeys was also suggested along Balfour Street where the building would be in a valley and not block ocean views.

Commercial development was suggested along Railway Road between Greenham and Grant Streets, close to the train station.



4.4 Community Needs survey

A Community Needs Analysis is being undertaken by the Town to understand the existing and future needs of the community. The LPS will need to take into consideration the outcomes of the analysis to ensure that the future community is adequately planned for.

A community needs survey was available between 3 July and 27 August 2023. There were 162 responses received to the survey. The full outcomes of this survey will be analysed separately (refer Community Needs Analysis reporting and the LPS for a summary), however a simple overview of the feedback is provided below.

The top three accessed services and facilities were:

1. Parks for active recreation (93% of respondents)
2. Parks and natural areas for passive recreation (89% of respondents)
3. Library (63% of respondents)

Notwithstanding this, a significant proportion of people also travel outside the Town to access:

- + Parks for recreation
- + Parks and natural areas for passive recreation
- + Arts, culture and heritage services and facilities
- + Parks for organised sports

There are some services and facilities that the community would like to see more of in the future (Figure 10) including:

- + Open space and recreation
- + Soft infrastructure
- + Aged and senior facilities

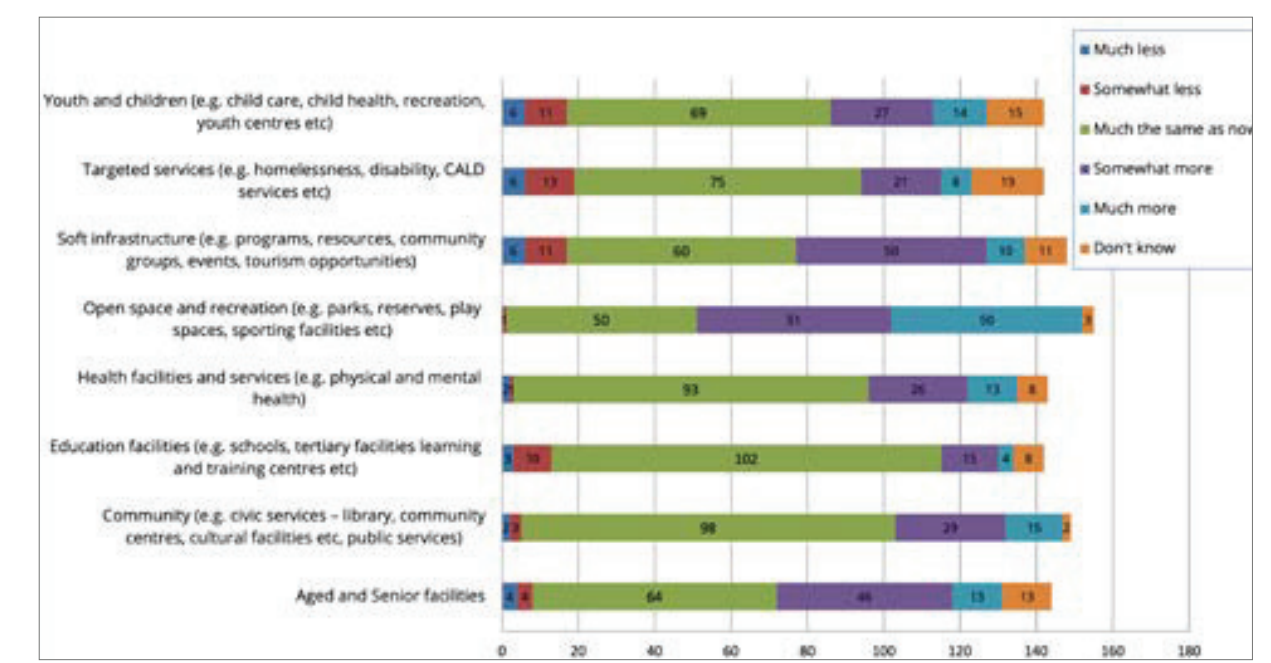


Figure 10 What facilities and/or services would you like to see in the Town of Cottesloe that would support your family, friends' and your needs now and into the future.



122 additional comments were provided. The recurring themes raised that are relevant to the LPS, were:

Open space and environment

- + Strong desire to see the Sea View Golf Course retained as a golf course.
- + Some comments suggesting alternative use for the golf course but to remain as open space/recreation.
- + Strong desire to preserve areas of open space.
- + Improvements to playgrounds are needed.
- + Strong desire to retain trees and vegetation.
- + Desire for increased canopy cover and more green space.

Land uses

- + Support for places for people to meet e.g. cafes, deli's.
- + More activities for youth.
- + Foreshore needs updating.

Movement

- + Space for bicycles and walking.

4.5 Written feedback

The Town received one written submission from a local resident during the consultation period. The key matters raised were:

- + Concerns about new high density development that overlooks existing residences, has insufficient parking or bin storage
- + Consideration for the people who live in the area needs to be given. Local residents are suffering for developers to make money.

4.6 Summary and recommendations

In the development of the LPS, it is recommended that the project team consider the following matters for each of the Growth Areas and more generally.

Growth Area 1: Cottesloe Foreshore

- + Consider removing Golf course, Grant Marine Park, Civic Centre, John Black Dune Park and Cottesloe Tennis Club from boundary.
- + Advocate for improved public transport to the foreshore to alleviate existing and future traffic impacts.
- + Apply the recommendations of the CHRMAP to the coastal development.
- + Consider focussing development along Marine Parade.

Growth Area 2: Cottesloe Town Centre

- + Consider areas of higher density throughout this area - specifically Cott Village (particularly south of Napoleon Street), along Stirling Highway and west of trainline.
- + Review boundary west of Marmion and Bird Streets and along Napier Street to determine if it should be maintained, reduced or extended.

Growth Area 3: Mosman Park/Victoria Street stations

- + Consider expanding to include area between Curtin Avenue and trainline south of Gibney Street.
- + Consider focussing development between Warton and Gibney Streets.
- + Consider opportunities to develop land around train station (south of Warton Street and area bounded by Broome Street, Salvado Street and Curtin Avenue).
- + Consideration of development along Marine Parade.

Growth Area 4: Grant Street/Swanbourne stations

- + Consider expansion to include area bounded by Elizabeth Street, North Street, West Coast Highway and Curtin Avenue for high density multiple dwelling residential.
- + Consider focussing development around train stations, along the railway line and on railway land.

General

- + Preserve areas of open space.
- + Retain trees and vegetation and increase canopy cover.
- + Enable spaces for community interaction e.g. cafes and deli's.
- + Consider spaces for youth.
- + Consider spaces for walking and cycling.
- + Consider mechanisms to maintain Cottesloe's character.
- + Advocate for sinking the railway line.

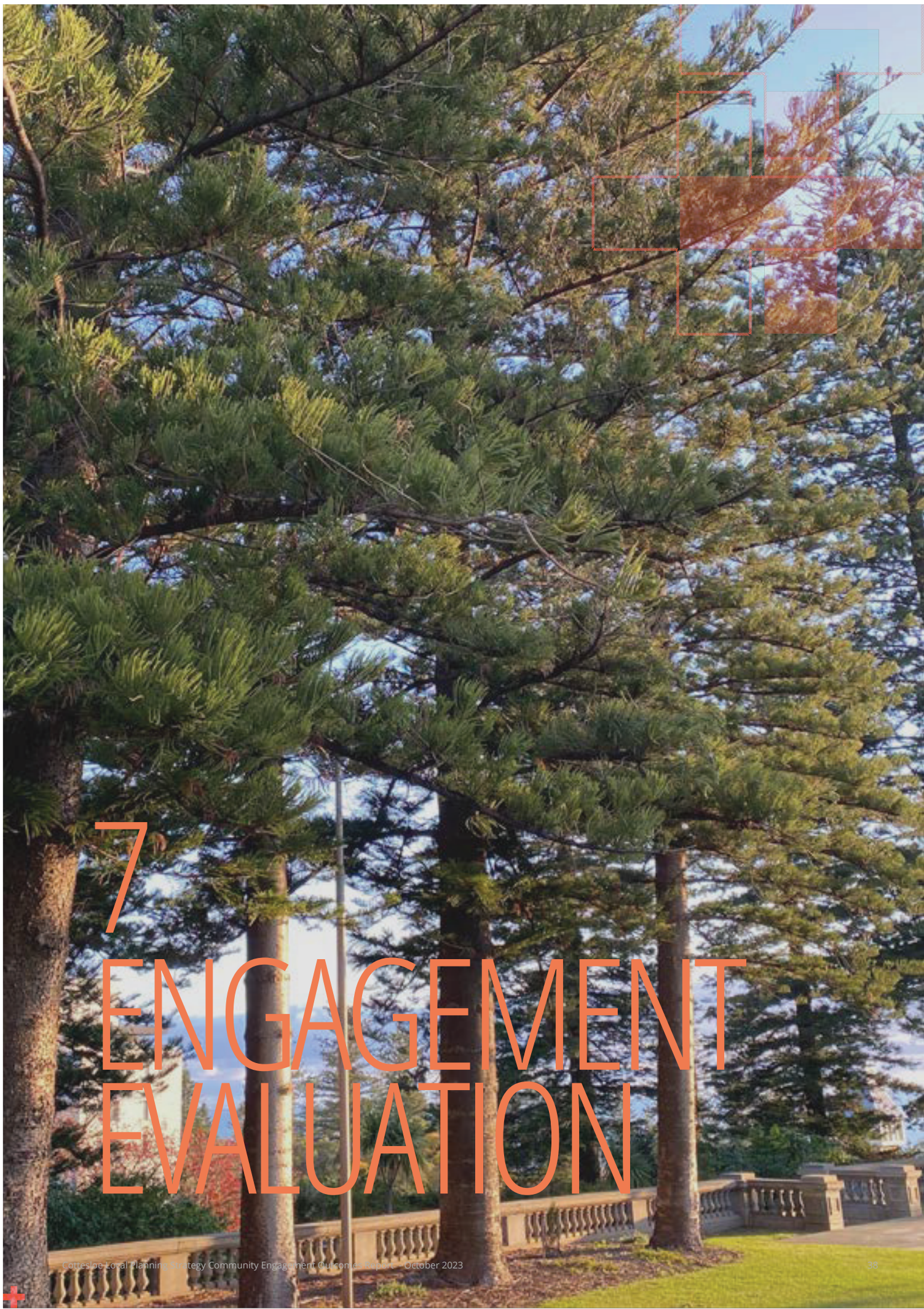






5 FORMAL ADVERTISING OUTCOMES

Note: This section of the report will be updated following the statutory advertising period, anticipated for early 2024.





6 ENGAGEMENT EVALUATION

Evaluating community engagement involves assessing the quality of the engagement process.

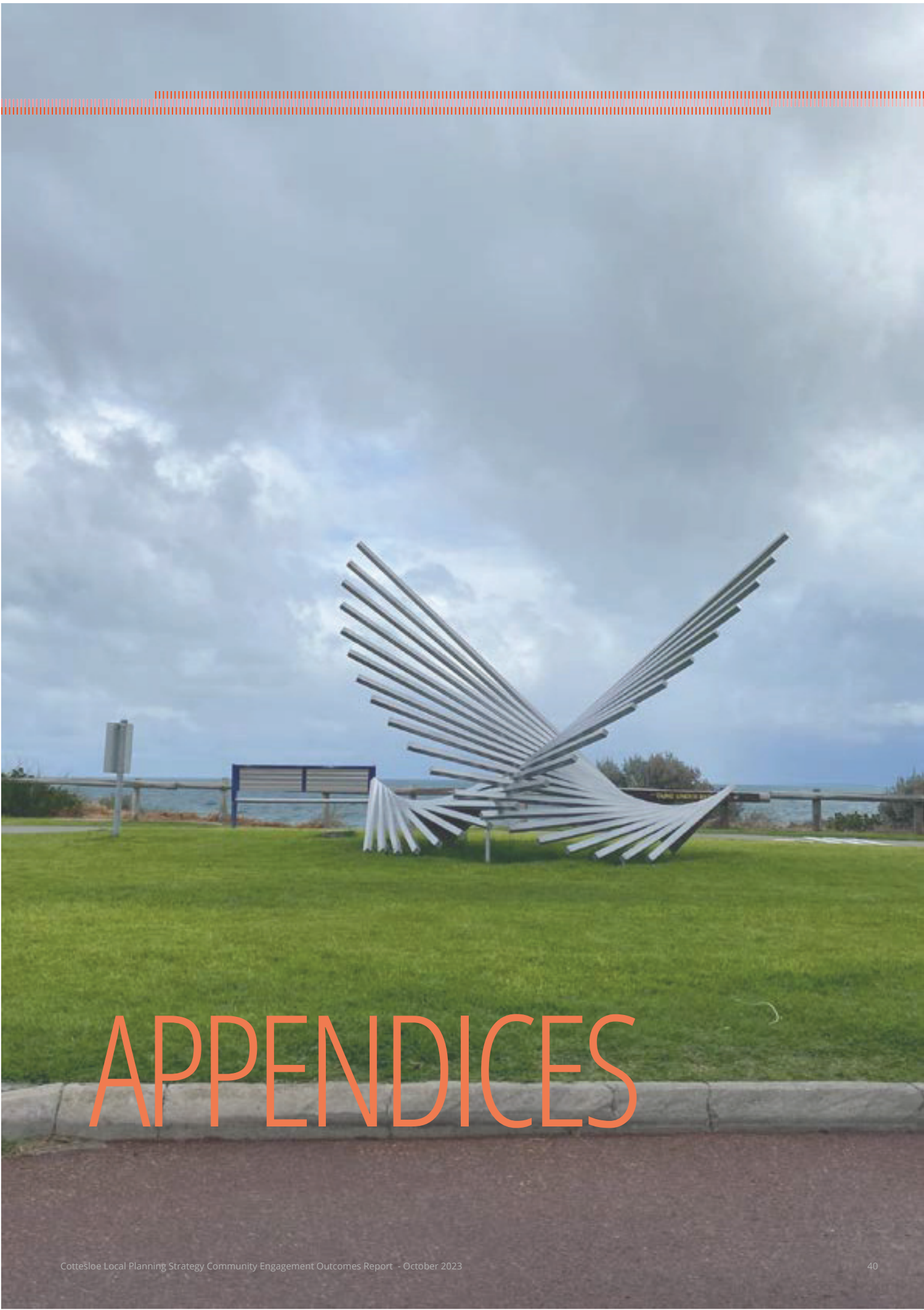
It seeks to measure how well the engagement process was planned, implemented and managed and informs continuous improvement of the engagement approach.

Table 2 provides an overview of the engagement levels for the project to date. This table will be updated following the formal engagement.

Table 5 Evaluation targets

Measure of success	Target	Actual
Number of people aware (impressions on social media, website visits, document downloads etc)	1000	TBC
Reach (total visits to website and social media)	700	TBC
Stakeholders (total number of people who contributed online)	400	176*
Number of people directly engaged by the project (submissions, attendees, social comments, email sent / received, direct stakeholder liaison)	800	224*
Workshop evaluations	65% satisfied or very satisfied	TBC
Outcomes reporting	All deliverables accepted by ToC	TBC
Recommendations accepted by Council	>90%	TBC

**to be updated at the end of the project*





APPENDICES

Appendix A: Preliminary workshop presentation

Appendix B: Preliminary workshop comments and notes

Appendix C: Preliminary online mapping comments



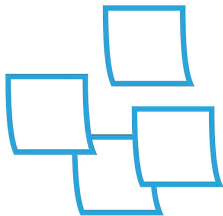
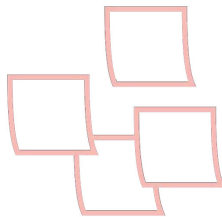
APPENDIX A

Appendix A: Preliminary workshop presentation



As you arrive, tell us...

One thing that you are worried about changing in your neighbourhood on a **pink** post it note.



One thing that you are excited about changing in your neighbourhood on a **blue** post it note.



Cottesloe Local Planning Strategy

Community Workshop
23 August 2023



Acknowledgement of Country

We wish to acknowledge the Whadjuk Nyoongar people as the Traditional Custodians of the lands and waters where the Town is situated and pay our respects to Elders past and present.



Image: *Djurandi Dreaming*, by Justin Martin

Welcome



Ed Drewett
Steve Cleaver



Naden Scarfone
Rebecca Spencer



Anna Kelderman
Rachel Doohan

Agenda

- Project background
- Community values
- Growth areas
- Building types
- Next steps



Housekeeping

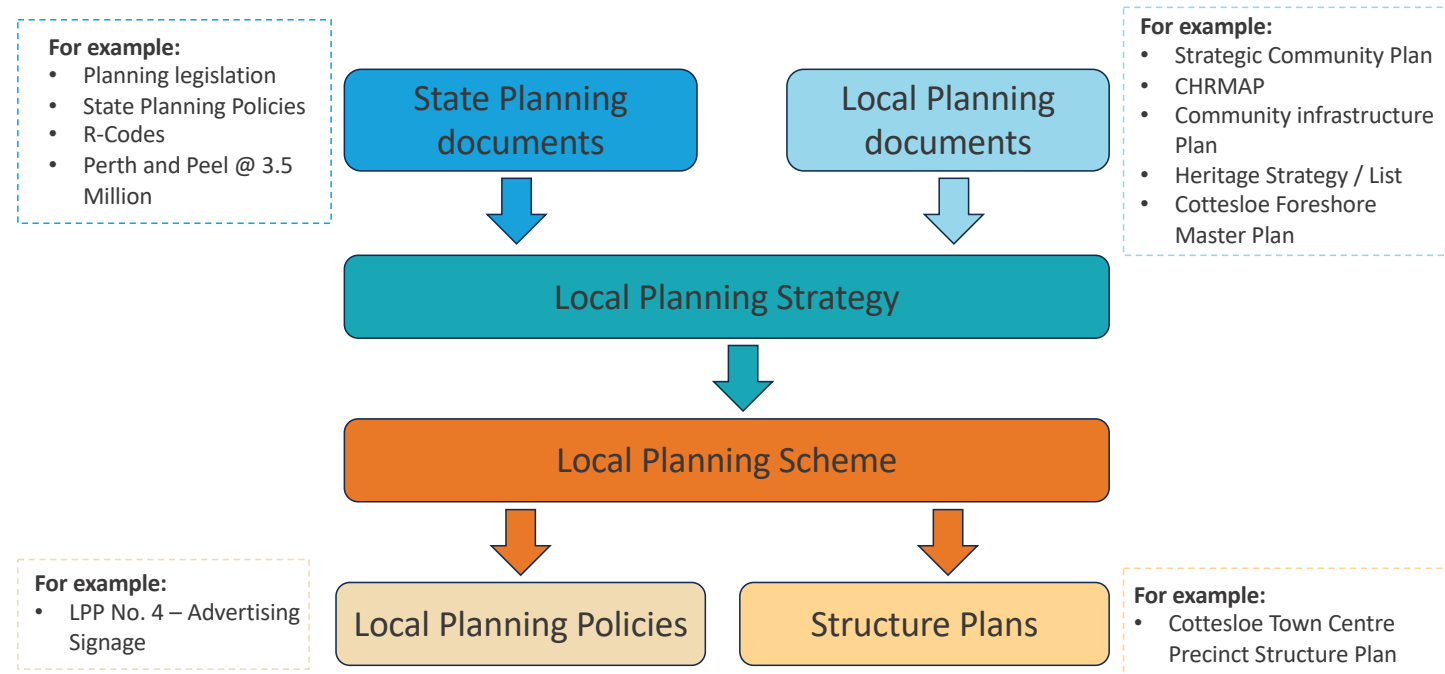
- In case of emergency...
- Bathrooms
- Tea/coffee are available in the side room
- Mobile phones are fine, but perhaps move away from the table if you are chatting.
- Be COVID safe - hold on to your pen until you leave and please make sure you practice good hygiene if sneezing.
- We will be taking photos - let me know if you do not want us to use photos of you in our reporting

Why are we here today?

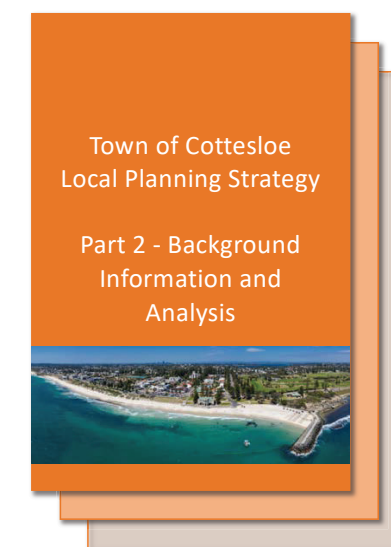
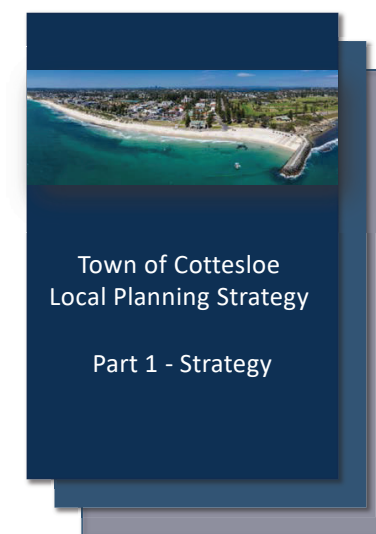
The Town is preparing a plan for the future, and we want the **community** to be part of the process.

What is a Local Planning Strategy?

- A document that sets the vision and direction for local planning over the longer term (15 years and beyond).
- Links state and regional planning with local planning.
- Outlines the direction the Town will be taking to allow for population growth and demand for housing and commercial development.
- Outlines how the Town will respond to economic, environmental and social issues.



Local Planning Strategy



Local Planning Strategy considerations



Urban Growth & Settlement

- Housing
- Heritage
- Community Infrastructure



Economy & Employment

- Activity Centres & Employment
- Tourism



Environment

- Natural Environment
- Coastal Planning
- Natural Hazards



Transport & Infrastructure

- Public transport
- Roads
- Infrastructure Services

Local Planning Strategy Review

- Preparation of the LPS is building on the 2019 Review – which included preparation of a ‘Discussion Paper’.
- Unlike the 2019 Review, this process will include formal preparation of a new LPS in accordance with relevant legislation.
- The LPS will be supported by numerous other Town Projects which are either completed or under way:
 - Heritage Strategy
 - Natural Areas Management Plan (NAMP)
 - Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)
 - Community Facilities Report
 - Cottesloe Foreshore Master Plan
 - Cottesloe Town Centre Precinct Structure Plan

Previous Engagement – Local Planning Strategy

Four workshop held in 2019 with local youth, residents, land and business owners, to explore:

- Activation
- Service provision
- Movement
- Growth areas
- Priorities



63 participants
across the 4
workshops

2019 workshop outcomes

Four workshop held in 2019 with local youth, residents, land and business owners, to explore:

- **Activation**
- **Service provision**
- Movement
- Growth areas
- Priorities

Key areas are to be **activated** by food and beverage venues, shops, medical and community services with catalysing agents including short stay accommodation, offices, regular farmers markets and pop-up events.

Activation of verge and median strips.

2019 workshop outcomes

Four workshop held in 2019 with local youth, residents, land and business owners, to explore:

- Activation
- Service provision
- **Movement**
- Growth areas
- Priorities

Strengthening pedestrian and cycling **movement** corridors.

2019 workshop outcomes

Four workshop held in 2019 with local youth, residents, land and business owners, to explore:

- Activation
- Service provision
- Movement
- **Growth areas**
- Priorities

Future places to **live, work and play** – Town Centre, Foreshore, train station precincts and Wearne development zone.

2019 workshop outcomes

Four workshop held in 2019 with local youth, residents, land and business owners, to explore:

- Activation
- Service provision
- Movement
- Growth areas
- **Priorities**

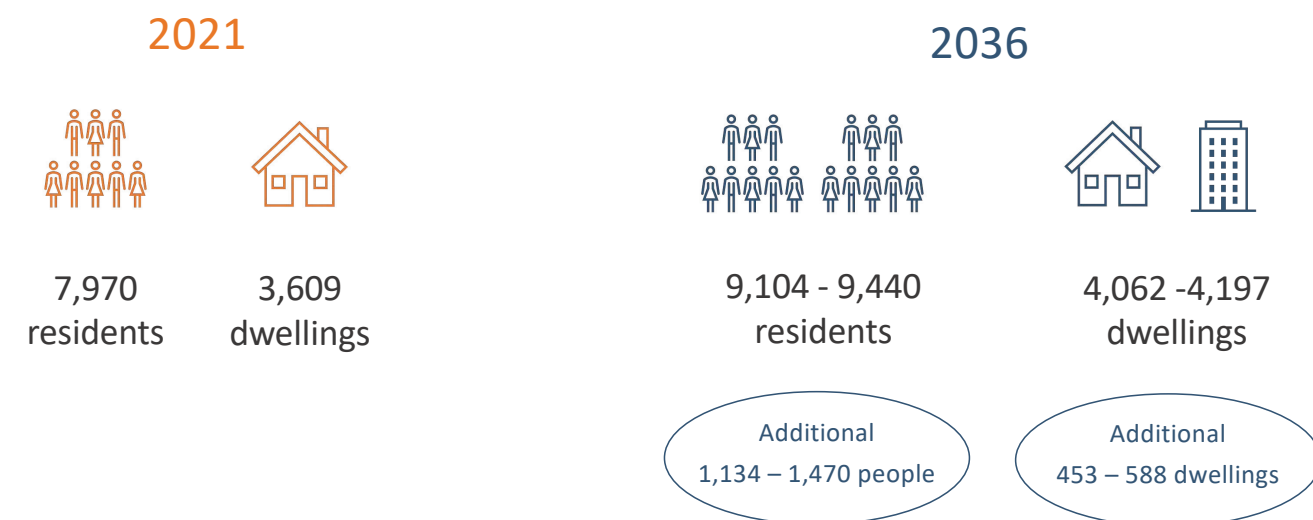
Priorities (in order of importance)

1. Town Centre activation and development
2. Foreshore development (incl. No.2 car park, Sea View Golf Club, activation of Foreshore Centre)
3. Retrofitting No.2 car park, Swanbourne Train Station Precinct potential and Wearne mixed-use development

2023 Strategic Community Plan engagement

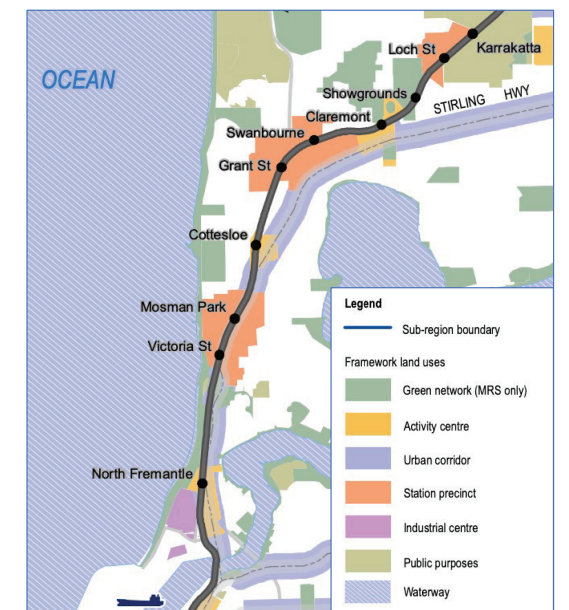
- 440 surveys received and 21 workshop attendees (across three workshop in May 2023).
- Top responses for what people love about the Town of Cottesloe:
 - Beach
 - Community
 - Ocean
 - Trees
 - Relaxed
 - Open space
 - Proximity
 - Access
 - Sense of community

Who are we planning for?



Growth areas – state priorities

- *Perth and Peel @ 3.5 Million Framework*, promotes growth through ‘urban consolidation’, with infill occurring in high amenity areas with existing infrastructure.
- Considers three primary areas:
 - **Activity Centres** (Cottesloe Town Centre, Cottesloe Foreshore)
 - **Station Precinct** (Swanbourne, Grant Street, Mosman Park and Victoria Street)
 - **Urban Corridors** (Stirling Highway)



Extract from Perth and Peel @3.5 Million Framework

Growth areas – community priorities

- Priority areas for future development (2019 LPS review):
 - Cottesloe Village Town Centre and Stirling Highway
 - Foreshore
 - Wearne Cottesloe Development Zone
 - Station Precincts
- Allow for retention and protection of low density areas.
- Spatially, there is a strong alignment in location for change between State expectations and community desire.



Growth areas

Based on a review of state planning framework, previous work, and our own analysis four primary areas have been identified:

- Area 1 – Cottesloe Foreshore
- Area 2 – Cottesloe Town Centre (and surrounds)
- Area 3 – Mosman Park / Victoria Street Station Precincts
- Area 4 – Swanbourne / Grant Street Station Precincts



Exercise 1– Thinking about the boundary

1. Are the growth area boundaries correct?
2. Are we missing any areas where growth (more development) would be appropriate?



10 minutes

Building type 0

Separate detached house or unit

This type is usually setback from the street and contains larger front garden spaces. These buildings are already allowed in the Town of Cottesloe (status quo, no change).



Building type 1

Terrace or Townhouse – Two to three storeys

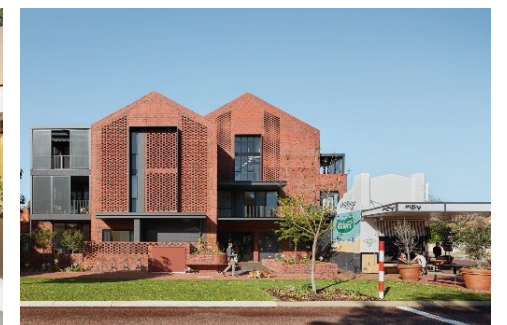
This type shares a boundary with the neighbouring property. Dwellings are close to the street and usually have small gardens or courtyards.



Building type 2

Apartment or hotel building – Two to three storeys

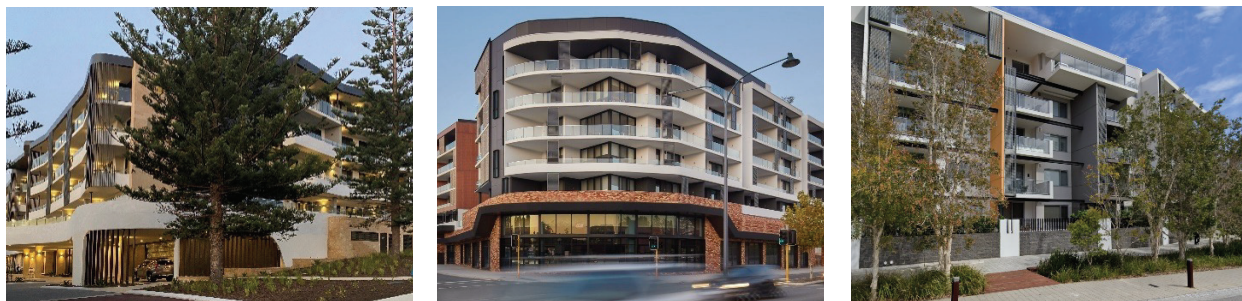
This type is usually located close to the street. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Building type 3

Apartment or hotel building – Four to eight storeys

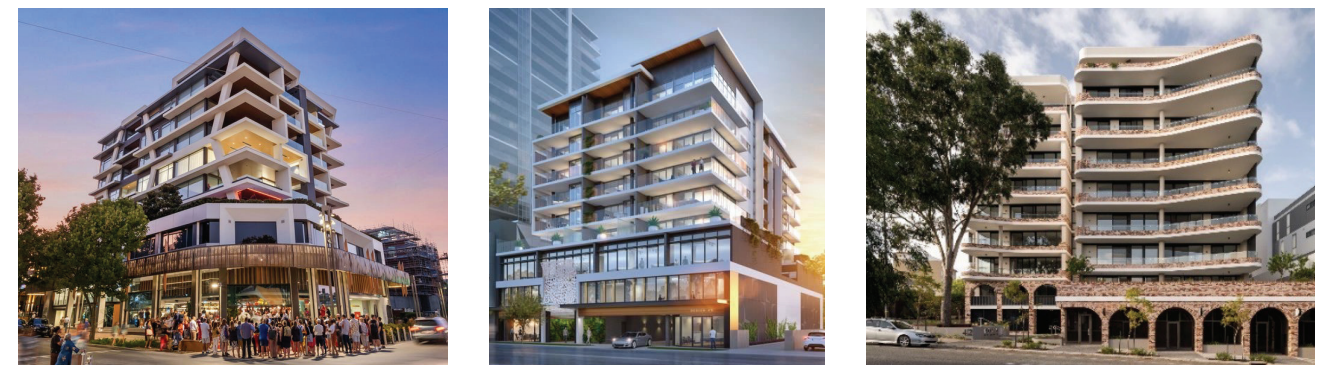
This type is usually located close to the street. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Building type 4

Apartment or hotel building – Eight or more storeys

This type usually includes a 'podium' located on the street, with a 'tower' form above. Sometimes they may contain a combination of uses, usually with commercial uses on the ground floor and residential above.



Building type 5

Commercial buildings – Two to four storeys

This type is usually located close to the street and includes non-residential uses (such as offices).



Exercise 2 – Building types

- 1. Place dots on the growth area maps where you think that building type is appropriate.

 The map legend tells you which colour dot represents the different building types.

For example...



Community [social] infrastructure

‘Social infrastructure is the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community.’

State Planning Strategy 2050

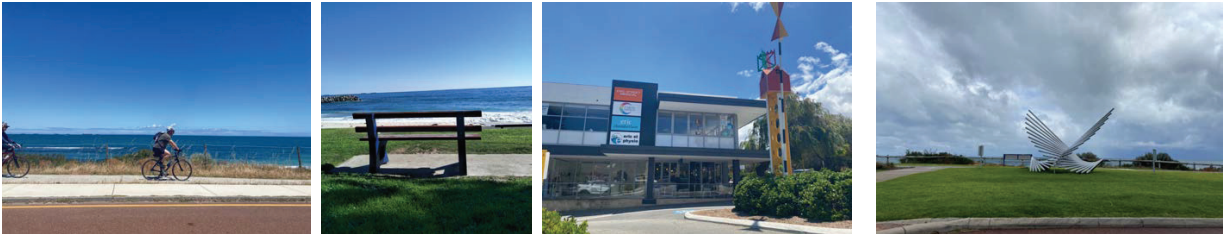
Community infrastructure

Hard infrastructure

Physical structures such as buildings and facilities.

Soft infrastructure

Activities, programs, community and cultural development

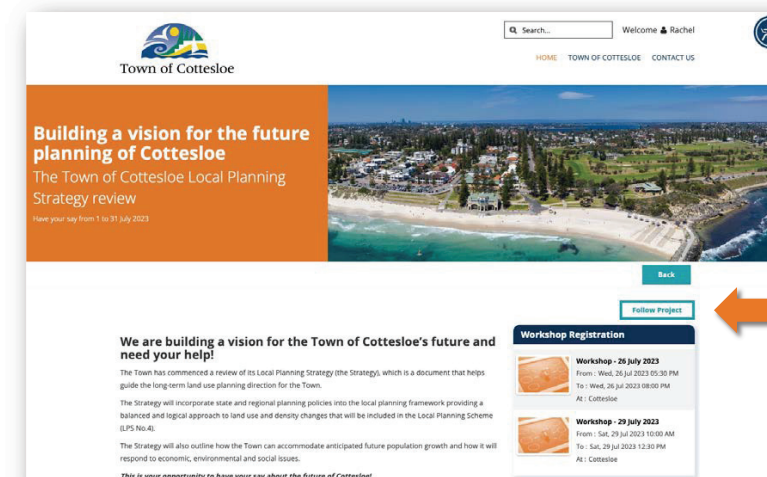


Next steps

- Phase 1 – Background review
- Phase 2 – Preliminary consultation *We are here*
- Phase 3 – Prepare draft Local planning strategy (August – December 2023)
- Phase 4 – Public advertising (January – April 2024)
- Phase 5 – Final Local planning strategy (Mid 2024)

Stay informed

<https://engage.cottesloe.wa.gov.au/local-planning-strategy>



Online consultation closes **25 August 2023**.

Follow the project.



Thank you



APPENDIX B

Appendix B: Preliminary workshop comments and notes



Workshop arrival activities

Tell us...

One thing that you are worried about changing in your neighbourhood on a **pink** post it note.

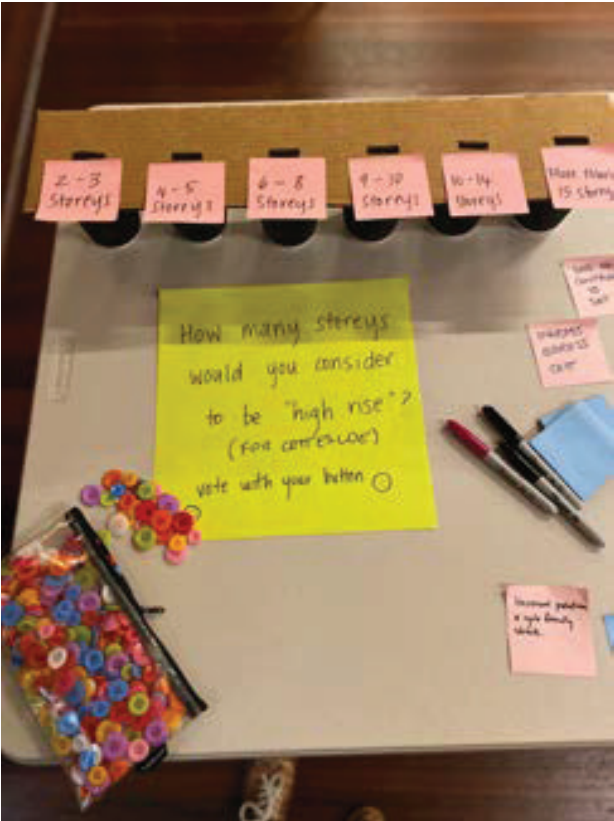
One thing that you are excited about changing in your neighbourhood on a **blue** post it note.



Something you are worried about changing in your neighbourhood
Loss of control to SAT
Ingress egress Cott
Too many high rise and too high 4 max
Increased pedestrian & cycle friendly streets.
Public open space expansion must match density living demographics.
Loss of community & lifestyle & vibe
Ugly boring buildings
Reduction/removal of trees as footprint of new buildings increases
Loss of "community" facilities e.g. coffee shops
Overbuilding & overshadowing along beach frontage
Loss of amenity & reduced quality of life & property values with poorly thought out infill.
Loss of privacy too.
Hi [sic] rise & over development on the beach front
Family friendly community scale
Too much traffic east-> west
High rise 8+ stories [sic]
Dominance of the car
Congestion (traffic)
Over development beach front
Overshadow beach
Removal of green for concrete

Something you are excited about changing in your neighbourhood
Proper planning with community consultation
Beach over shadowing. Loss of car park one. Loss of trees.
Medium density housing near the railway stations.
Sensible foreshore development
Preserve Cott 4 great g'children
Planning for diverse & vibrant community
Very little - but a Council that focuses on ratepayers requests
Bring able to promote the uniqueness of Cottesloe as a <u>natural</u> , suburban beach & coastline.
Love to see traffic management/calming along the beachfront - priority to pedestrians + cyclists.
Better amenities
Greater variety of accommodation
More vibrancy, diversity + activity. Inviting environments.

Other
The parking in Cottesloe is very limited, if more hi [sic] rise are to be built what about, parking and transiting thru the town.
Consider neighbours' amenity (especially privacy) when building up next door to them!
How is the level of short stay abodes going to be kept to a reasonable level?

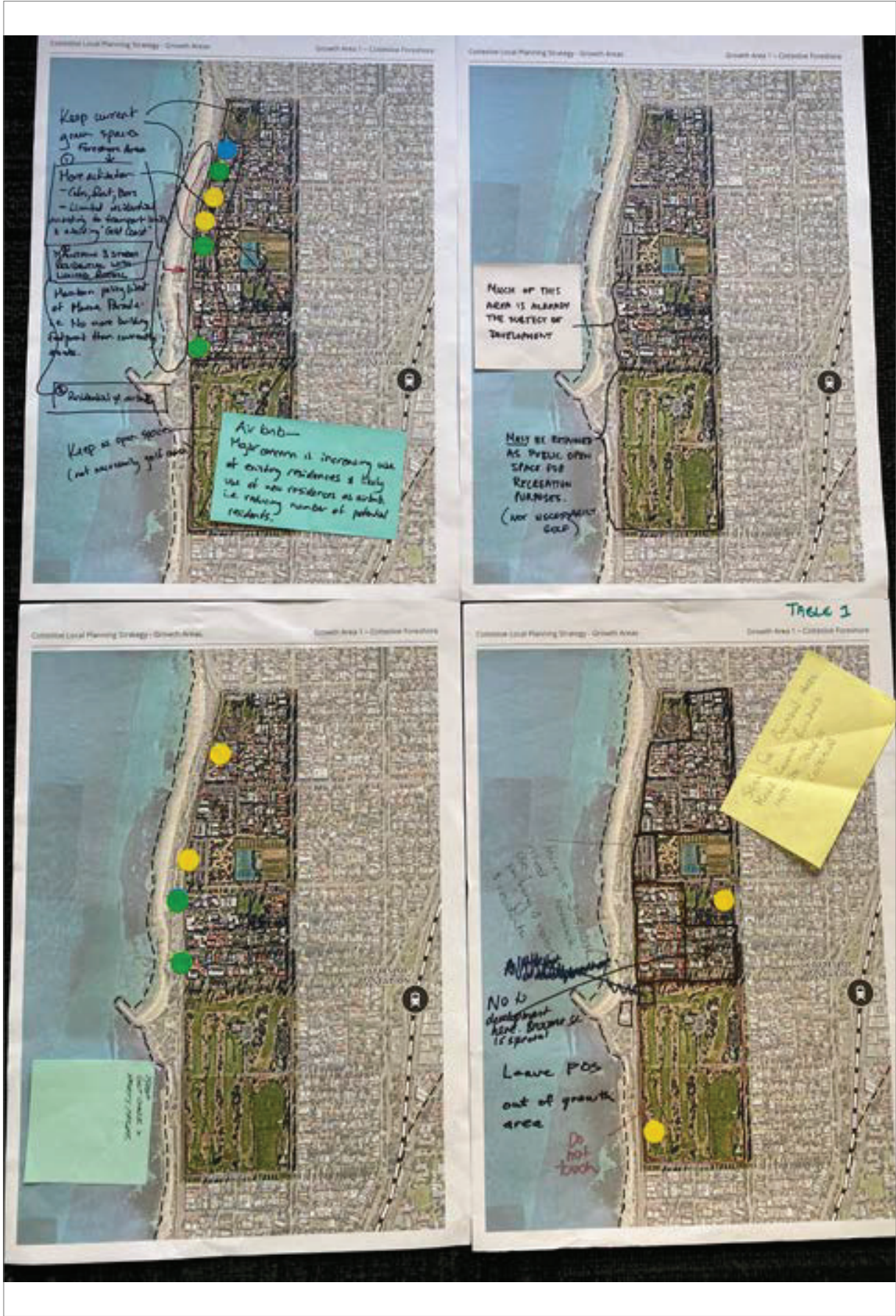


How many storeys would you consider to be "high rise"? (for Cottesloe)

Vote with your button.

Option	Count	% of total
2-3 storeys	1	5%
4-5 storeys	9	47%
6-8 storeys	6	32%
9-10 storeys	2	11%
10-14 storeys	1	5%
More than 15 storeys	0	0%
TOTAL	19	100%

Growth Area 1: Cottesloe Foreshore



Notes relating to Growth Area 1

Air bnb -

Major concern is increasing use of existing residences & likely use of new residences as airbnb. ie. reducing number of potential residents.

Keep current green spaces

Foreshore area

1. More activation

+ Cafes, rest, bars

+ Limited residential according to transport limits & avoiding 'Gold Coast'

2. Maintain 3 storey residential with limited retail

3. Residential ≠ airbnb

Maintain policy west of Marine Parade. i.e. No more building footprint than currently exists.

Keep as open space (not necessarily golf course)

Much of this area is already the subject of development

Must be retained as public open space for recreation purpose.

(not necessarily golf)

Keep golf course & sports feilds [sic]

Sell for boutique hotel move Council buildings into the Town of Cottesloe

Low rise - 3-5, with setback.

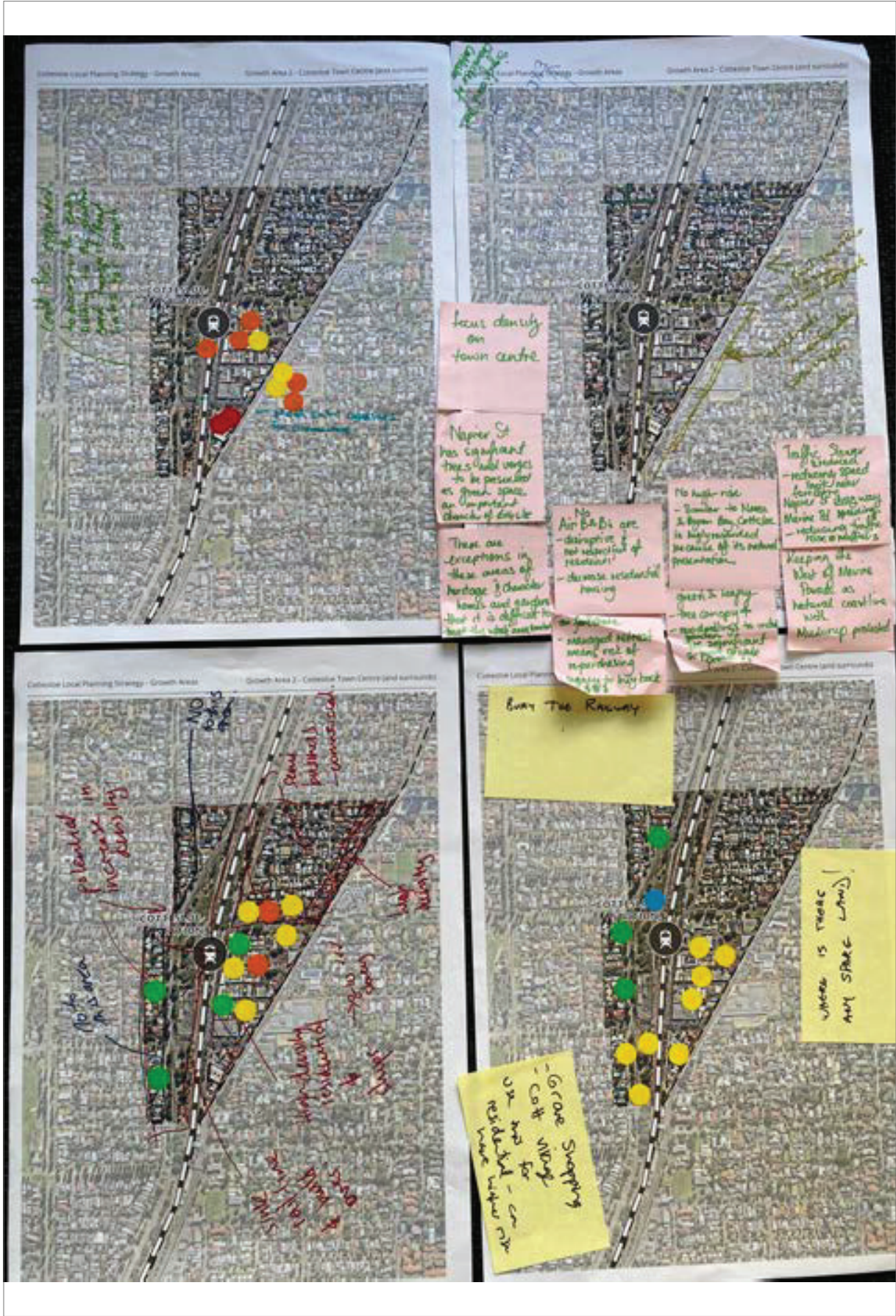
Mixed use + parking 4 visitors & residents.

No to development here. Broome St is special

Leave POS out of Growth Area

Do not touch

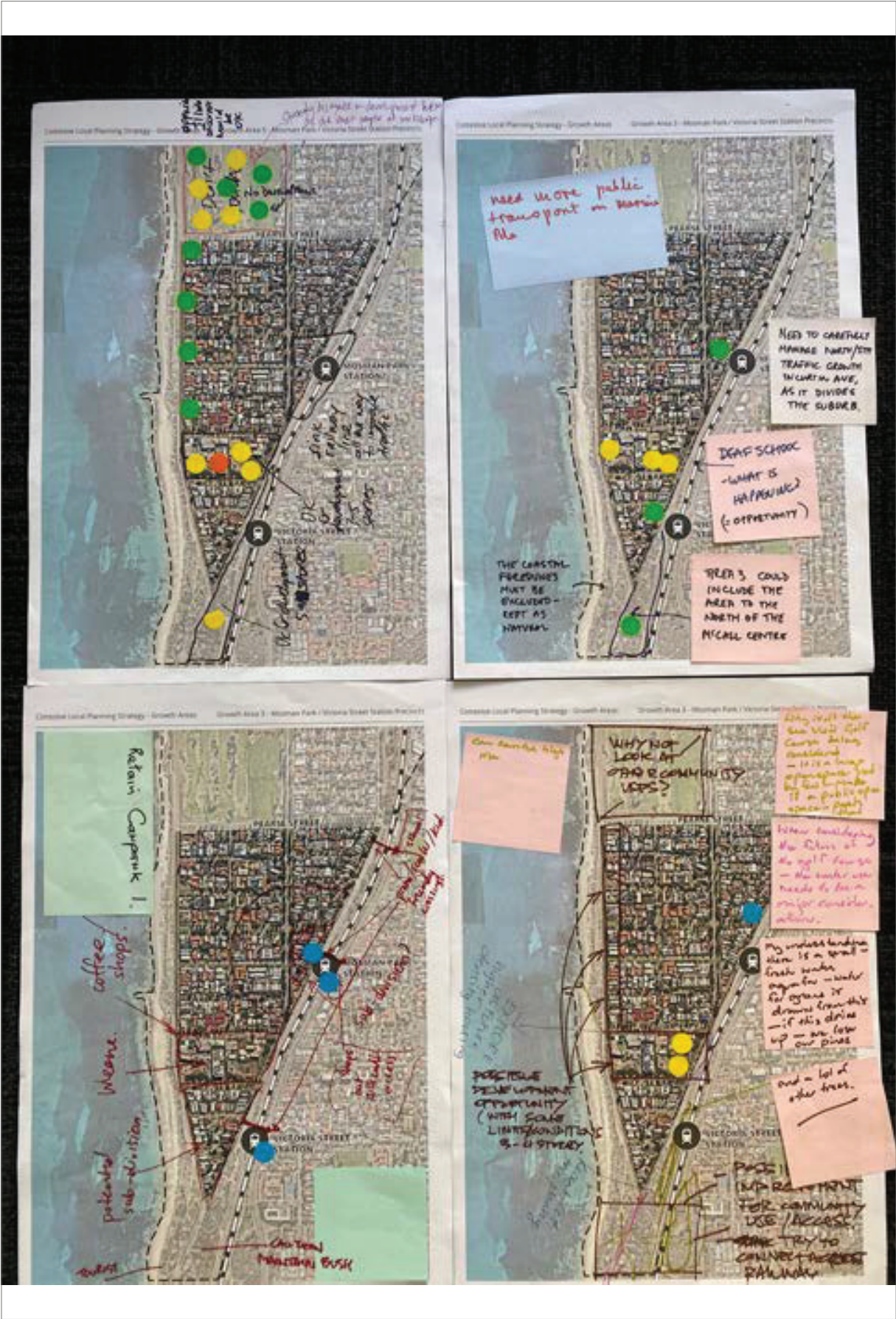
Growth Area 2: Cottesloe Town Centre



Notes relating to Growth Area 2

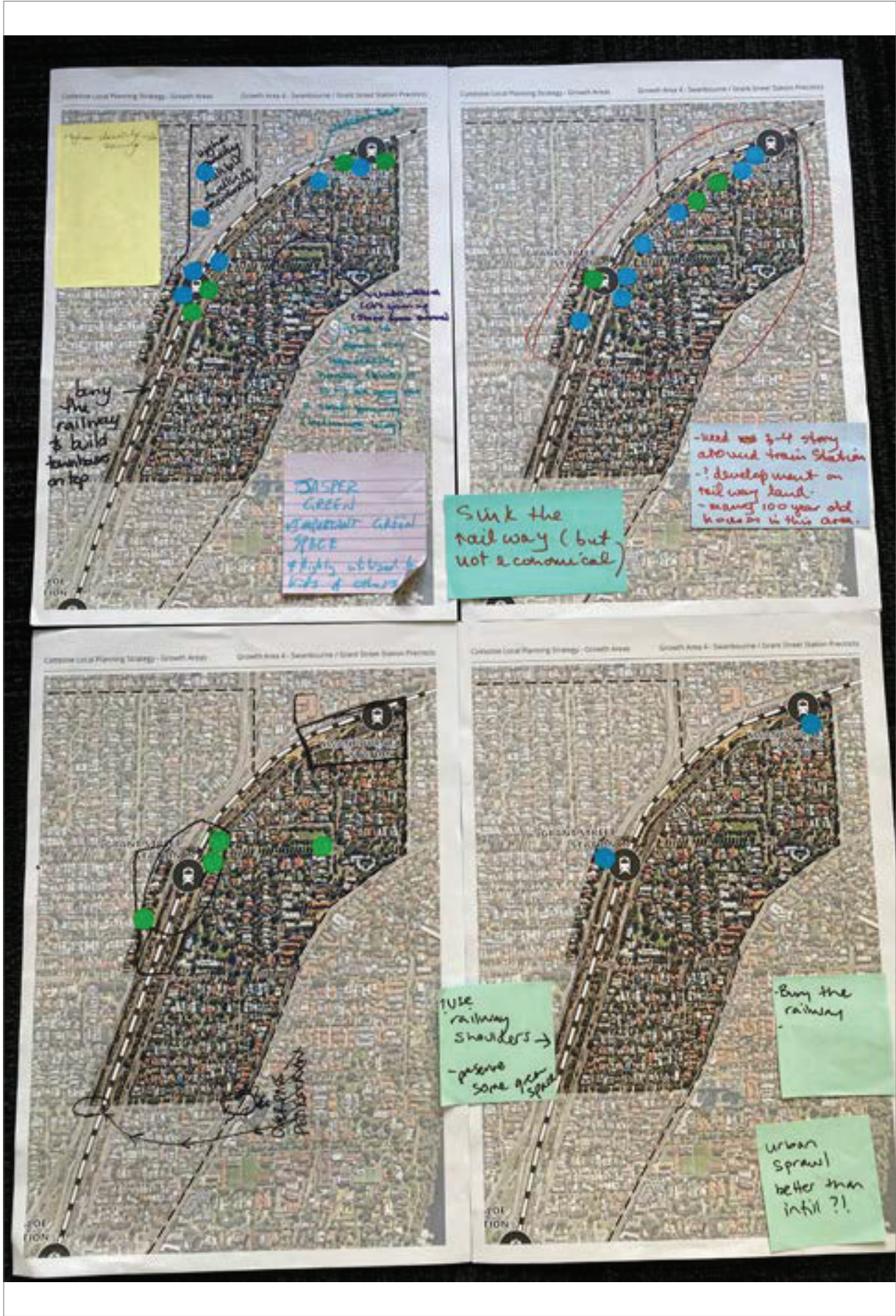
Bury the railway
+ Grove shopping
+ Cott village
Use this for residential - can have higher rise
Where is there any spare land!
Existing aprs
Green space EXCLUDE Napier Street
Significant trees character of Cottesloe
Don't sacrifice all housing for development
Apartments in combination with shops
Focus density on town centre
Napier St has significant trees and verges to be preserved as green space an important character of Cottesloe
There are exception in these areas of heritage & character homes and gardens that is difficult to treat this whole area similarly
No Air B&B's are
+ Disruptive & not respectful of residents
+ Decreasing residential housing
No high-rise on foreshore
+ Managed retreat means risk of re-purchasing
+ Legacy to buy back \$\$\$
No high-rise
+ Similar to Noosa & Byron Bay, Cottesloe is highly regarded because of its natural presentation.
Keeping Cottesloe green & leafy
+ Tree canopy ↑
+ New dwellings to include garden
+ Save significant trees on private & public land & protect.
Traffic slower & reduced
+ Reducing speed limit near foreshore Napier St drag way Marine Pd speeding
+ Reducing traffic noise no mufflers.
Keeping the west of Marine Parade as natural coastline with Mudurup protected.
Not this area
Potential increase in density
No to this area
Semi business -commercial
High density
High-density residential & shops -> 8-10 storeys ✓✓✓
Sink rail-line & build over.
Could be expanded to areas with easy walking to the station. Good transport/road links for growth.
Need safe crossing for commuters

Growth Area 3: Mosman Park/Victoria Street Stations



Notes relating to Growth Area 3
Opposite Il lido on corner would be ok.
Don't touch
No development
Strongly disagree w. development here as did most people at workshop.
Sink railway line all the way to improve traffic
OK for development 3-5 stories [sic]
Ok for development 5-8 [8 coloured over] stories [sic]
Need more public transport on Marine Pde
The coastal foredunes must be excluded - kept as natural
Need to carefully manage north/sth traffic growth in Curtin Ave, as it divides the suburb.
Deaf School - what is happening?
(=opportunity)
Area 3 could include the area to the north of the McCall Centre.
Retain car park
Tourist
Potential sub-division
Wearne
Coffee/ shops
Caution maintain bush
Shops but difficult access
Sub-division?
Pram/scooter/kid friendly crossings.
Why not look at other community uses?
Why isnt the Sea View Golf Course being considered - it is a large open space used by few - make it a public open space - park that
Can counter high rise
When considering the future of the golf course - the water use needs to be a major consideration.
My understanding there is a small - fresh water aquifer - water for greens is drawn from this - if this dries up - we lose our pines
and a lot of other trees.
Possible improvement for community use/access
Try to connect access pathway
Recent Cott tree planting
Possible development (with some limits/conditions 3-4 storey.
EXPLORE as future higher density housing

Growth Area 4: Grant Street/Swanbourne Stations



Notes relating to Growth Area 4
Higher density zoning
Higher density multiple dwellings residential
Vacant lot
Underutilised Let's green up (Jasper Grove Reserve)
This is already very high density housing (blocks of 12+) all going out a small laneway (McNamara Way)
Jasper Green
+ Important green space
+ Highly utilised by kids & others
Bury the railway & build townhouses on top.
Sink the railway (but not economical)
+ Need 3-4 story [sic] around train station
+ ? Development on railway land
+ Many 100 year old houses in this area.
Overpass pedestrian [scribbled out]
? Use railway shoulders
+ Preserve some green space
Bury the railway
Urban sprawl better than infill?!



APPENDIX C

Appendix C: Preliminary online mapping comments

Appendix C – Online Mapping Comments

Growth Area 1 - Cottesloe Foreshore Comment	Category	Agrees	Disagrees
What is the value to the community of the golf course as a golf course vs as medium density housing + public parklands? If I understand correctly the Town owns the lease	Terrace or Townhouse - 2 to 3 storeys	1	2
This needs to remain public open space but needs a lot more increase in tree canopy			
I believe the golf course adds to the sense of open space and the well maintained environment of Cottesloe with plenty of other areas for residents & visitors to enjoy being outdoors. Keep the course			
As above	Apartment or hotel building - 2 to 3 storeys	1	2
a cafe would be good	Commercial buildings - 2 to 4 storeys	0	0
Support cafes and short stay in this area.	Commercial buildings - 2 to 4 storeys	0	0
Support mixed use development (i.e. shortstay residential retail and commercial) subject to development contribution scheme to offset increased demand for infrastructure in the locality (including coastal hazard adaptation and protection measures)	Apartment or hotel building - 4 to 8 storeys	0	0
Limiting height to a maximum of 8 storeys (rather than what I believe is proposed to be 12 storeys) with some contemporary restaurant cafe and retail at street level.	Apartment or hotel building - 4 to 8 storeys	0	0
great area to enable residential density to support commercial ground plane outside of peak summer times set back tall buildings from beach area to avoid over shadowing community and commercial / public uses at ground that supports beach foreshore. max 12 storey perhaps.	Apartment or hotel building - 8 or more storeys	0	0
Intrigued that I need to place some additional oversized building on the map before I can make a comment. Under no circumstances should the A Class reserve Sea View Golf Course become a developers playground.	Terrace or Townhouse - 2 to 3 storeys	1	0
The foreshore must not get destroyed with high rise buildings rather than with 35 story houses that include cafes and restaurants	Apartment or hotel building - 2 to 3 storeys	0	0



Growth Area 1 - Cottesloe Foreshore Comment	Category	Agrees	Disagrees
Only area where medium density buildings wont cause problems for neighbours. To be built on top of the 2 or 3 story underground car park which will be needed to cater for the beach goers when the No 1 car park is redeveloped. these buildings should also have roof top restaurants to take advantage of the magnificent ocean views (Cottesloe DOES NOT have enough eating/drinking areas with a beach and water vista).	Apartment or hotel building - 4 to 8 storeys	0	0
12 stories will allow a lot more people to enjoy amazing views and life style and support improved amenities for the general public on site.	Apartment or hotel building - 8 or more storeys	0	0
Growth Area 2 - Cottesloe Town Centre Comment	Category	Agrees	Disagrees
Higher density development appropriate in the Town Centre to create more vibrancy around the train station. Consideration for sinking the rail and activating this space should be a future goal of the town.	Apartment or hotel building - 4 to 8 storeys	0	0
Think there is room for taller buildings and civic space here providing they had lots of trees around them and the connection to Forrest Street was maintained. Apartments could even be built over/around a new train station and connect down to Napoleon Street.	Commercial buildings - 2 to 4 storeys	0	0
Apartments here would be great as long as there are shops on the bottom. Station Street needs lots of trees to make it more hospitable. The whole town centre needs to be pedestrian friendly and have more outdoor dining etc. Walkability and connection to the train is key	Apartment or hotel building - 8 or more storeys	2	0
consider the reality of the land here. The ground conditions here will no support buildings over 3 storey without piling - the feasibility of the building mid scale buildings needs investigation.			
Napoleon street needs to retain its character and be low. Sunlight onto Napoleon Street is important. Avoid overshadowing from Station Street. I think that there could be higher buildings on the Southern side of Jarrod Street. I'd love Napoleon Street to be pedestrianised in the future.	Apartment or hotel building - 2 to 3 storeys	0	0

Growth Area 2 - Cottesloe Town Centre Comment	Category	Agrees	Disagrees
Support mixed use development (i.e. permanent residential shortstay residential retail and commercial development) subject to development contribution scheme to offset increased demand for public infrastructure in the locality.	Commercial buildings - 2 to 4 storeys	0	0
Support mixed use development (i.e. permanent residential shortstay residential retail and commercial development) subject to development contribution scheme to offset increased demand for public infrastructure in the locality.	Apartment or hotel building - 4 to 8 storeys	0	0
Support mixed use development (i.e. permanent residential shortstay residential retail and commercial development) subject to development contribution scheme to offset increased demand for public infrastructure in the locality.	Apartment or hotel building - 4 to 8 storeys	2	0
Support mixed use development (i.e. permanent residential shortstay residential retail and commercial development) subject to development contribution scheme to offset increased demand for public infrastructure in the locality.	Apartment or hotel building - 4 to 8 storeys	0	0
The new office building on the corner of Station St and Stirling Highway is a perfect example of a pleasant built space which does not threaten or overpower by its presence. 10 storeys is way too many and doesn't fit with the potential for an elegant Cottesloe CBD.	Apartment or hotel building - 2 to 3 storeys	0	0
High density in this area for houses due to close proximity to transport nodes	Apartment or hotel building - 2 to 3 storeys	0	0
we need medium density housing around train stations. The urban sprawl of Perth is destroying too much land and public transport can not service it. Infill of existing population areas is the only solution.	Apartment or hotel building - 4 to 8 storeys	0	0
Growth Area 3- Mosman Park/Victoria Street Stations Comment	Category	Agrees	Disagrees
Increased density around the train station in close proximity bus rail and principal shared path.	Apartment or hotel building - 4 to 8 storeys	1	0
medium density housing around train stations etc is needed to counter urban sprawl. Perth is far to big and public transport can never service it adequately.	Apartment or hotel building - 4 to 8 storeys	0	0

Growth Area 4 - Grant Street/Swanbourne Stations Comment	Category	Agrees	Disagrees
Higher density development should occur on both sides of Grant Street station. Curtin Avenue houses from Grant Street to Hawkstone Street should have townhouses fronting Grant and Hawkstone and apartment style higher density in the middle section . extending back to Birkbeck Street. A similar approach should be taken for all houses on Curtin Avenue from Grant to Eric Street with immediate access to the Principal shares path bus routes and train station all along this route. More attractive houses than large walls better entry to Cott	Apartment or hotel building - 2 to 3 storeys	5	0
Replace Grant Street train station with a new Eric Street station and New Transit Oriented Development	Apartment or hotel building - 2 to 3 storeys	1	0
Replace Grant Street train station with a new Eric Street station and New Transit Oriented Development	Apartment or hotel building - 4 to 8 storeys	1	0
I don't understand why the are does not include the west side of the railway line. The area around Grant Street would be good for apartments - but on the West lower where they are less imposing.			
and use the land further south of this for additional development and to support this hub			
This area would be suitable for apartments. A decked train line could have apartments on it. Public open space and apartments could connect both sides of Swanbourne.Close to train and PSP.	Apartment or hotel building - 4 to 8 storeys	1	1
Opportunity for larger apartments close to the established shops (claremont included) and train line	Apartment or hotel building - 4 to 8 storeys	3	2
situated in valley so taller building okay will not block ocean views from east side of railway close to both stations for transport. could provide hwy/train noise buffer to residents	Apartment or hotel building - 4 to 8 storeys	1	2
Medium density residential coordinated by local development plan.	Terrace or Townhouse - 2 to 3 storeys	1	1

Growth Area 4 - Grant Street/Swanbourne Stations Comment	Category	Agrees	Disagrees
Medium density residential coordinated by local development plan.	Terrace or Townhouse - 2 to 3 storeys	1	1
Medium density residential coordinated by local development plan.	Terrace or Townhouse - 2 to 3 storeys	1	1
Medium density residential coordinated by local development plan.	Terrace or Townhouse - 2 to 3 storeys	1	1
Medium density residential coordinated by local development plan.	Terrace or Townhouse - 2 to 3 storeys	1	0
townhouses on residual rail land	Terrace or Townhouse - 2 to 3 storeys	1	1
deck over the railway and connect the 2 side of swanbourne village to create a walkable village with activity restaurants shops and apartments over	Apartment or hotel building - 4 to 8 storeys	2	1
4 storey buildings near Swanbourne station if well designed with double glazing thick walls and elegant design in keeping with the environment would be acceptable. There's no point in building future slums just to keep up the infill requirements.	Apartment or hotel building - 4 to 8 storeys	1	2
Having high rise buildings around the train station will only cause more traffic problems on West Coats Highway. I strongly oppose the development of high res buildings in the residential areas of Cottesloe as it will destroy the feel of the suburb	Terrace or Townhouse - 2 to 3 storeys	1	1
Area adjacent too the station are underdeveloped from a commercial prospective. This is not an area that is activated despite having appropriate infrastructure in the form of the train station. Low intensity abd recreational commercial development would allow this. The strip of houses between greenham and grant Street facing railway are underdeveloped and appropriate for renewal.	Commercial buildings - 2 to 4 storeys	0	1
West Side of Curtin should stay residential 2 to 3 story terrace housing is good. Nothing higher.	Terrace or Townhouse - 2 to 3 storeys	0	0
need to maximize population around existing shops and transport centres.	Apartment or hotel building - 2 to 3 storeys	0	0



SHAPE URBAN

TECHNICAL APPENDIX B

Household expenditure in WA by spending category, by income quintile, for 2015-16, is at **Table 30**.

Table 30: Weekly household expenditure in WA by spending category, by income quintile, 201516

	Gross Household Income Quintiles (\$)					All households (\$)
	Lowest	Second	Third	Fourth	Highest	
Current housing costs (selected dwelling)	145.11	233.12	322.51	334.04	431.85	293.45
Domestic fuel and power	24.93	33.52	44.36	43.74	56.00	40.20
Food and non-alcoholic beverages	123.19	171.77	234.52	287.11	371.32	237.33
Alcoholic beverages	13.94	27.24	29.26	36.61	47.19	30.82
Tobacco products	10.11	*12.51	13.63	12.05	*9.21	11.42
Clothing and footwear	17.13	21.36	47.11	45.50	78.63	41.66
Household furnishings and equipment	24.80	43.53	55.48	67.23	109.31	60.43
Household services and operation	*18.07	22.62	35.84	60.94	71.14	42.78
Medical care and health expenses	45.15	81.86	73.65	104.78	168.60	96.02
Transport	62.99	133.66	191.08	202.13	312.12	182.62
Communication	25.17	36.58	45.61	51.51	66.96	45.46
Recreation	68.83	110.84	159.26	225.85	325.25	177.32
Education	*5.69	*23.63	*23.04	**48.95	*136.02	49.84
Personal care	10.99	18.50	29.13	41.61	47.10	29.25
Miscellaneous goods and services	*35.68	59.65	80.35	114.35	194.65	96.05
Total goods and services expenditure	644.53	1,025.92	1,374.86	1,703.62	2,397.45	1,428.77

ABS Household Expenditure Survey, 2016.

As noted at **Table 14**, Cottesloe has a significantly higher income than the WA mean. **Table 31** indicates this higher income ratio.

Table 31: Comparison of income medians for WA and Cottesloe

Median Incomes	2016 Median	2021 Median
Western Australia	\$1,595	\$1,815
Cottesloe	\$2,631	\$3,303
Difference ratio	1.65	1.82

Source: FAR Lane analysis, 2023, based on ABS Census data for 2016 and 2021.

The 2016 difference ratio is used to project household expenditure in the Town of Cottesloe by spending category, by income quintile in 201516, at 8.

Table 32: Weekly household expenditure in the Town of Cottesloe by spending category, by income quintile, 2015-16

	Gross Household Income Quintiles (\$)					All households (\$)
	Lowest	Second	Third	Fourth	Highest	
Current housing costs (selected dwelling)	239.36	384.54	531.99	551.01	712.35	484.05
Domestic fuel and power	41.12	55.29	73.17	72.15	92.37	66.31
Food and non-alcoholic beverages	203.21	283.34	386.85	473.60	612.50	391.48
Alcoholic beverages	22.99	44.93	48.27	60.39	77.84	50.84
Tobacco products	16.68	20.64	22.48	19.88	15.19	18.84
Clothing and footwear	28.26	35.23	77.71	75.05	129.70	68.72
Household furnishings and equipment	40.91	71.80	91.52	110.90	180.31	99.68
Household services and operation	29.81	37.31	59.12	100.52	117.35	70.57
Medical care and health expenses	74.48	135.03	121.49	172.84	278.11	158.39
Transport	103.90	220.48	315.19	333.42	514.85	301.24
Communication	41.52	60.34	75.24	84.97	110.45	74.99
Recreation	113.54	182.83	262.70	372.55	536.51	292.49
Education	9.39	38.98	38.01	80.74	224.37	82.21
Personal care	18.13	30.52	48.05	68.64	77.69	48.25
Miscellaneous goods and services	58.86	98.39	132.54	188.62	321.08	158.44
Total goods and services expenditure	1,063.17	1,692.29	2,267.87	2,810.17	3,954.67	2,356.80

Source: FAR Lane analysis, 2023.

Income growth in the Town of Cottesloe is at **Table 33**.

Table 33: Income growth in the Town of Cottesloe from 2016 to 2021

Median Incomes	2016 Median	2021 Median	Income growth
Cottesloe	\$2,631	\$3,303	26%

Source: FAR Lane analysis, 2023, based on ABS Census data for 2016 and 2021.

Table 34 uses data in **Table 32** to capture the increase in income in Cottesloe from 2016 to 2021, and thereby to calculate annual household expenditure in the Town of Cottesloe by spending category, by income quintile, for 2021.

Table 34: Annual household expenditure in the Town of Cottesloe by spending category, by income quintile, 2021

	Gross Household Income Quintiles (\$)					All households
	Lowest	Second	Third	Fourth	Highest	
Current housing costs (selected dwelling)	15,626.03	25,103.30	34,729.17	35,970.77	46,503.34	31,599.87
Domestic fuel and power	2,684.56	3,609.57	4,776.86	4,710.10	6,030.30	4,328.90
Food and non-alcoholic beverages	13,265.59	18,496.88	25,254.05	30,917.16	39,985.23	25,556.65
Alcoholic beverages	1,501.12	2,933.31	3,150.83	3,942.31	5,081.61	3,318.82
Tobacco products	1,088.69	1,347.13	1,467.73	1,297.59	991.77	1,229.75
Clothing and footwear	1,844.63	2,300.13	5,072.99	4,899.62	8,467.19	4,486.12

Household furnishings and equipment	2,670.56	4,687.49	5,974.31	7,239.60	11,770.94	6,507.34
Household services and operation	1,945.85	2,435.81	3,859.40	6,562.26	7,660.64	4,606.72
Medical care and health expenses	4,861.93	8,815.01	7,930.93	11,283.13	18,155.52	10,339.82
Transport	6,783.02	14,393.05	20,576.26	21,766.17	33,610.33	19,665.25
Communication	2,710.41	3,939.08	4,911.47	5,546.80	7,210.52	4,895.32
Recreation	7,411.89	11,935.70	17,149.76	24,320.43	35,024.23	19,094.53
Education	612.72	2,544.57	2,481.04	5,271.13	14,647.18	5,366.97
Personal care	1,183.45	1,992.15	3,136.84	4,480.73	5,071.92	3,149.76
Miscellaneous goods and services	3,842.17	6,423.35	8,652.41	12,313.67	20,960.69	10,343.05
Total goods and services expenditure	69,405.58	110,475.18	148,050.44	183,452.64	258,167.04	153,855.69

Source: FAR Lane analysis, 2023.

The number of households per income quintile in Cottesloe is at **Table 35**.

Table 35: Households per income quintile in Cottesloe

Income quintile	# Households per income quintile
1st	344
2nd	374
3rd	190
4th	275
5th	1,021

Source: FAR Lane analysis 2023, based on ABS Household Expenditure Survey 2016.

Table 36 uses data in **Table 34** and **Table 35** to calculate the total expenditure for all households in the Town of Cottesloe by spending category, by income quintile, for 2021.

Table 36: Total expenditure for all households in the Town of Cottesloe by spending category, by income quintile, 2021

	Gross household income quintiles					All households
	Lowest	Second	Third	Fourth	Highest	
Current housing costs (selected dwelling)	5,375,353.31	9,388,633.08	6,584,650.80	9,906,349.38	47,479,910.97	78,734,897.54
Domestic fuel and power	923,489.48	1,349,978.47	905,693.19	1,297,161.18	6,156,941.10	10,633,263.42
Food and non-alcoholic beverages	4,563,364.17	6,917,834.18	4,788,168.76	8,514,584.99	40,824,917.31	65,608,869.41
Alcoholic beverages	516,383.61	1,097,058.88	597,398.17	1,085,712.64	5,188,322.33	8,484,875.62
Tobacco products	374,507.77	503,825.50	278,282.19	357,356.93	1,012,596.92	2,526,569.31
Clothing and footwear	634,551.73	860,248.81	961,839.63	1,349,356.06	8,645,004.98	12,451,001.21
Household furnishings and equipment	918,673.85	1,753,119.41	1,132,728.99	1,993,784.78	12,018,129.14	17,816,436.17
Household services and operation	669,372.44	910,993.82	731,741.29	1,807,247.43	7,821,514.11	11,940,869.09
Medical care and health expenses	1,672,505.01	3,296,814.96	1,503,703.86	3,107,374.23	18,536,790.53	28,117,188.59
Transport	2,333,357.49	5,382,998.87	3,901,259.11	5,994,403.07	34,316,151.01	51,928,169.54

Communication	932,379.87	1,473,216.36	931,214.30	1,527,589.68	7,361,942.43	12,226,342.64
Recreation	2,549,690.36	4,463,950.29	3,251,593.71	6,697,847.59	35,759,733.81	52,722,815.75
Education	210,776.38	951,670.38	470,405.12	1,451,669.87	14,954,770.15	18,039,291.90
Personal care	407,105.87	745,065.68	594,743.97	1,233,993.53	5,178,427.25	8,159,336.30
Miscellaneous goods and services	1,321,704.96	2,402,333.40	1,640,497.01	3,391,183.85	21,400,867.59	30,156,586.81
Total goods and services expenditure	23,875,518.35	41,317,718.12	28,070,363.70	50,522,856.35	263,588,543.62	407,375,000.14

Source: FAR Lane analysis, 2023.

Assumption: The number of households per income quintile in 2015/16 corresponds to 2021.

Table 37 indicates a breakdown of categories of retail spending in the Town of Cottesloe, based on the data in **Table 36** (marked in **bold**).

Table 37: Breakdown of retail spending in the Town of Cottesloe

Day to day retail spend	Food and non-alcoholic beverages	\$65,608,869
	Personal care	\$8,159,336
Speciality retail spend	Clothing and footwear	\$12,451,001
	Household furnishings and equipment	\$17,816,436

Source: FAR Lane analysis, 2023.

Table 38 indicates Floorspace demand for retail in the Town of Cottesloe based on the data in **Table 37**.

Table 38: Floorspace demand for retail in the Town of Cottesloe

Retail demand	Forecast total annual spend	Commercial benchmarks for spend per sqm	Projected floorspace demand (sqm)
Day to day retail spend	\$73,768,206	\$8,000 / sqm	9,221
Specialty retail spend	\$30,267,437	\$5,000 / sqm	6,053
Total retail	\$104,035,643	\$6,500 / sqm	16,005

Source: FAR Lane analysis, 2023.

Assumptions:

- + Commercial benchmark for day to day retail spending is \$8,000 per sqm.¹
- + Commercial benchmark for speciality retail spending is \$5,000 per sqm.²

1 Based on previous work undertaken by FAR Lane which is commercial-in-confidence.

2 Ibid.

