



SHIRE OF PEPPERMINT GROVE

ATTACHMENTS

Ordinary Council Meeting

17th December 2024



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Ordinary Council Meeting

8.1.1 Draft Cottesloe Precinct Structure Plan



Ordinary Council Meeting

Item 8.1.1 Draft Cottesloe Precinct Plan

- Draft CVPSP Part 1 – For Advertising

Cottesloe Village Precinct Structure Plan

NOVEMBER 2024

APPROVAL PAGE
(TO BE INSERTED BY THE WAPC UPON APPROVAL)

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY	DATE APPROVED BY WAPC

EXECUTIVE SUMMARY

The Cottesloe Village Precinct (CVP) is a designated District Activity Centre, situated in the heart of the Cottesloe and Peppermint Grove neighbourhoods. It is the primary focal point in the local areas for retail, employment, entertainment, and other essential services. Both the Town of Cottesloe (the Town) and Shire of Peppermint Grove's (the Shire) Local Planning Strategies identify the CVP as a priority area for future urban development, with a focus on infill residential opportunities. Both strategic planning frameworks have identified a clear need to coordinate this future urban growth through preparation of the Cottesloe Village Precinct Structure Plan (CVPSP).

The vision is that the CVP 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
8. Promotes seamless movement and connection across the entire Village, with a focus on safety for all modes of transport

The primary objectives in achieving this vision are set out in Section 2.1 of this document.

The CVPSP has been informed by detailed site and context analysis, and a robust engagement process with both elements ensuring a well thought out design approach. The document has prepared in accordance with the following key State planning documents:

- + State Planning Policy 7.0 – Design of the Built Environment;
- + State Planning Policy 7.2 – Precinct Design; and
- + WA Planning Manual – Guidance for Structure Plans Manner and Form.

It incorporates the following:

- + **Part One - Implementation:** Is the 'rule book', it sets out the structure plans purpose / objectives, staging considerations, and includes provisions to help guide preparation and assessment of future subdivision and development applications.
- + **Part Two - Explanatory Section:** Includes detailed background investigations, this includes a thorough analysis of the community, governance, and physical context. These findings inform the design approach, framed around six key elements of precinct design: Urban Ecology, Urban Structure, Public Realm, Movement, Land Use, and Built Form.
- + **Supporting Technical Appendices:**
 - Site and Context Analysis;
 - Community Engagement Outcomes Report;
 - Energy and Greenhouse Gas Emissions Statement;
 - Local Water Management Strategy; and
 - Traffic Impact Assessment.

STRUCTURE PLAN SUMMARY TABLE

ITEM	DATA	STRUCTURE PLAN REF
Total area covered by the structure plan	18.94 hectares	Part One - Section 1.1
Area of each land use proposed		Part Two - Section 5.5.2 Land Use Mix
Town of Cottesloe		
+ Centre R-ACO	+ 5.36 hectares	
Shire of Peppermint Grove		
+ District Centre R-ACO	+ 3.73 hectares	
+ Residential	+ 0.52 hectares	
Estimated Number of Dwellings	Current: 113 dwellings Capacity: 673-897 new dwellings (estimate)	Part Two - Section 5.5.3 Residential Densities
Estimated Residential Site Density	Current: 8.6 dwellings / hectare Target: 47 dwellings / hectare (estimate)	Part Two - Section 5.5.3 Residential Densities
Estimated Population	Estimate: 1,862 - 2,393 people <i>Note: based on average household size of 2.37 people</i>	Part Two - Section 5.5.3 Residential Densities
Number of High Schools	0	
Number of Primary Schools	0	
Estimated Area and Percentage of Public Open Space given over to:		Part One - Section 4.1 Land Use Zones and Reserves
+ Pocket Park	+ 0.12 hectares	

Cottesloe Village Precinct Structure Plan

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Illustrative Concept Plan





Revision Letter	Date	Reason for Issue	INITIAL
A	16-09-2024	First Draft Part Two	NS
B	01-11-2024	First Draft Part One	NS
C	07-11-2024	Second Draft Part One and Part Two	NS
D	04-12-2024	Final Draft Part One and Part Two for Public Advertising	NS

Project No: 44877

Project Name: Cottesloe Village Precinct Structure Plan

Prepared for:



Shire of
Peppermint Grove

Project Team:

**Hames
Sharley**

AECOM

Planning, Urban Design, Architecture

Appendix 3 - Energy and Greenhouse Gas Emissions Statement

Appendix 4 - Water Management Strategy

Appendix 5 - Traffic Assessment

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ABBREVIATIONS

ABS	Australian Bureau of Statistics
CPTED	Crime Prevention Through Environmental Design
CRG	Community Reference Group
DOT	Department of Transport
DPLH	Department of Planning Lands and Heritage
DWER	Department of Water and Environmental Regulation
LPP	Local Planning Policy
LPS	Local Planning Strategy
CVP	Cottesloe Village Precinct
CVPSP	Cottesloe Village Precinct Structure Plan
MRS	Metropolitan Region Scheme
MRWA	Main Roads Western Australia
PLPP	Payment in Lieu of Parking Plan
POS	Public Open Space
PTA	Public Transport Authority
SHACS	Stirling Highway Activity Corridor Study
SOPG LPS4	Shire of Peppermint Grove Local Planning Scheme No.4
SPP	State Planning Policy
TOC LPS3	Town of Cottesloe Local Planning Scheme No. 3
TOD	Transit Oriented Development
UHI	Urban Heat Island
WAPC	Western Australian Planning Commission
WMS	Water Management Strategy
WSUD	Water Sensitive Urban Design

01



4

STRUCTURE PLAN AREA AND OPERATION

1.1 STRUCTURE PLAN AREA

The Cottesloe Village Precinct Structure Plan (CVPSP) shall apply to the land contained within the inner edge of the line denoting the precinct boundary as shown on **P1 - Figure 4**. The CVP totals 18.94 ha in size.

1.2 OPERATION

The CVPSP is in effect from the date stated on the cover (insert date of WAPC decision letter) and for a period of 10 years.

1.2.1 SCHEME RELATIONSHIP

The Town of Cottesloe Local Planning Scheme No. 3 (TOC LPS3) and Shire of Peppermint Grove Local Planning Scheme No.4 (SOPG LPS4) enable preparation of the CVPSP. The objectives and development standards are complementary to the provisions, standards or requirements of both Local Planning Schemes.

Where it is otherwise not covered, the provisions of both TOC LPS3 and SOPG LPS4, and the Residential Design Codes Volume 2 (R-Codes) shall prevail. All relevant state and local planning policies of the Western Australian Planning Commission (WAPC), Town of Cottesloe, and Shire of Peppermint Grove also apply.

The CVPSP supersedes the following documents, which will be rescinded upon approval of the CVPSP:

- + Town of Cottesloe Local Planning Policy Design Guidelines as they apply to the CVP.

1.2.2 EXERCISE OF DISCRETION

1. Where discretion is to be exercised under the CVPSP by a decision maker, due regard must be had to:

- + The relevant provisions of the Scheme;
- + The objectives of the CVPSP; and
- + The intent and objectives of the relevant sub-precinct; and
- + The level of support provided by the relevant design review panel.

2. In addition to Clause 1.2.2 (1) where discretion is to be exercised under the CVPSP by a decision maker in relation to building height and / or plot ratio, due regard must also be had to:

- + The requirements set out in Section 4.3 of the CVPSP.

INTERPRETATIONS

The CVPSP applies the same definitions as set out in the *Planning and Development Act 2005* or *Residential Design Codes Volume 1 and Volume 2*. Unique definitions or interpretations for the CVPSP are set out as follows:

“Activation” refers to the degree to which people are visibly present in the streets and public places of a town centre. It is usually a function of:

- + The land uses and activities.
- + Design of the buildings.
- + Relationship of buildings to streets and public spaces.
- + Quality of the streets and public spaces as places.

“Landmark Site” refers to locations identified as ‘prominent corners’, they represent sites with high development potential and provide opportunities for design responses which provide a special architectural emphasis including elements such as additional height, distinct roof forms, canopies, curved walls and tower elements.

“Minor Works” refers to change of use applications, alterations / additions to existing buildings, and single house developments. To be determined at the discretion of the relevant decision maker.

“Street Interface Type” refers to street interface types set out in the CVPSP. These interface types are used to organise development provisions for specific areas.

MEASURING BUILDING HEIGHTS

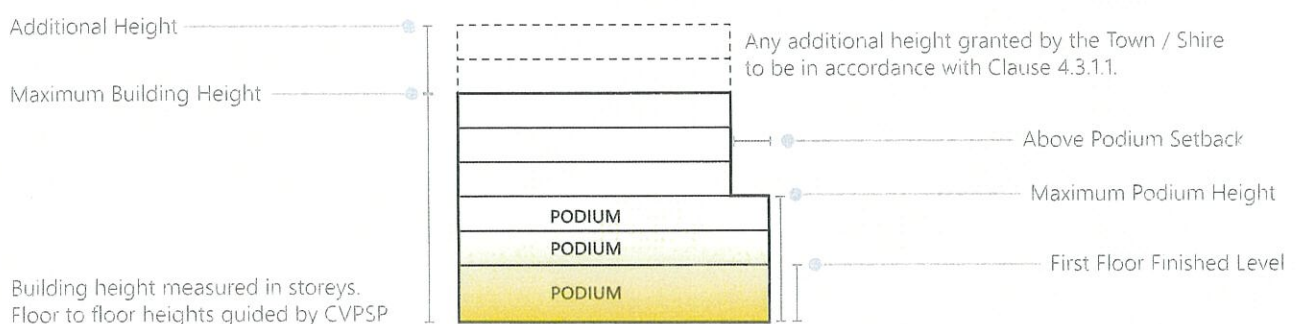
In the CVPSP, there are a number of elements which relate to how a building’s height is measured, these elements are illustrated on **P1 - Figure 1** and include:

“Building Height” is to be defined as set out in TOC LPS3 and SOPG LPS4. When measuring building heights in the CVPSP, the following applies:

- + Building height is to be measured in storeys.
- + Any double-height floors will be counted as two storeys.
- + Where a minimum **floor to floor** height is set, it is to be measured as set out below.

“Floor to Floor Height” the CVPSP includes floor to floor height requirements for the ground floor of key buildings. This is measured in metres from the finished floor level to the next upper finished floor level (includes slab).

“Above Podium” refers to the part of a building located above the building’s base (podium), these areas are usually taller and set back.



P1 - Figure 1: CVPSP - Building Height Measurement

02

PURPOSE

2.1 OBJECTIVES

1. The following objectives apply to all subdivision and development within the CVPSP area:

P1 - Table 1: CVPSP Objectives

DESIGN ELEMENT	OBJECTIVES
Urban Ecology	(a) New development respects the landscape and natural systems, protects the skyline of the signature Norfolk Island Pine trees and provides ample green spaces which promote enhanced tree canopy to lessen impacts of climate change and urban heat island effect. (b) Design celebrates the heritage and character of the precinct, appropriate to the past, present and into the future. (c) Existing drainage sumps and reserves are protected and enhanced to ensure future infill development does not adversely impact the precinct's water management requirements.
Urban Structure	(d) Establish a highly interconnected urban environment that supports enhanced east-west connectivity across the precinct and beyond linking the Swan River and Cottesloe Beach Foreshore. (e) Support preservation of existing / creation of new north-south midblock connections to ensure a highly permeable and walkable urban centre that supports safe and comfortable pedestrian journey.
Public Realm	(f) Encourage an attractive urban environment through the use of high-quality design, materials, street furniture, and public art. (g) Provide high-quality streetscapes through well considered approaches to building frontages, which ensure generally contiguous and active street front buildings.
Movement	(h) Support implementation of minimised parking ratios wherever possible. (i) Public realm and building design prioritises accessibility for people with the greatest mobility challenges, e.g. disabled, elderly, pedestrians, visually impaired. (j) Ensure that laneways are promoted as multifunctional spaces fulfilling an essential service role, balanced with opportunities for activation and vibrancy.
Land Use	(k) Encourage and facilitate a broad range of employment opportunities to support economic diversity and local business growth. (l) Encourage high-quality residential mixed use / multiple dwelling developments to help the Town / Shire achieve their infill dwellings targets.
Built Form	(m) Ensure that the bulk and scale of new development does not adversely impact the character, amenity, and functionality of Napoleon Street. (n) Ensure a seamless built form transition eastwards from the Stirling Highway Corridor and surrounding Cottesloe Central that is in keeping with the 'garden suburb' character and high residential amenity of the Shire. (o) Support establishment of high-quality transit oriented development built form outcomes that optimise access to Cottesloe Station.

03

STAGING

3.1 STAGING

The CVPSP identifies critical staging/implementation actions, which give consideration for short term (0-5 years), medium term (5-10 years) and long term (10+ years) aspirations. Such actions are set out in **P1 - Table 2 to P1 - Table 5**, noting that those actions listed as long-term, extend beyond the (initial) life of this structure plan (once operational).

P1 - Table 2: Urban Ecology Actions

TIMEFRAME	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Existing green node on Forrest Street formalised into a public open space reserve to protect its functions as a place of respite, recreation, and water management.	Town of Cottesloe	-
	Town to ensure that the existing drainagesump at 18 Station Street is integrated or upgraded as part of any future development that occurs at 18-24 Station Street to protect its essential drainage and water management functions.	Town of Cottesloe	Adjacent landowners
Medium	Existing wide turfed verges on Forrest Street are enhanced to include upgrades to implement best-practice water sensitive urban design (WSUD) solutions.	Town of Cottesloe	Adjacent landowners
Ongoing	Advocate for and support state government in enhancing and maintaining the railway reserve as an essential green corridor through the precinct. This should include consideration of upgrades to Railway Street as part of any future Cottesloe Station upgrades.	Town of Cottesloe	PTA

P1 - Table 3: Public Realm Actions

TIMEFRAME	ACTION	RESPONSIBILITY	STAKEHOLDERS
Medium	Prepare a streetscape master plan to coordinate upgrades on Napoleon Street in accordance with the proposed vision set out in the CVPSP.	Town of Cottesloe	Broader Community / Adjacent landowners
	Implement streetscape master plan to coordinate upgrades on Station Street in accordance with the proposed vision set out in the Station Street Place Making Plan and the CVPSP.	Town of Cottesloe	Broader Community / Adjacent landowners
Long	Prepare a streetscape master plan to coordinate upgrades on Jarrad Street in accordance with the proposed vision set out in the CVPSP.	Town of Cottesloe	MRWA / Adjacent landowners

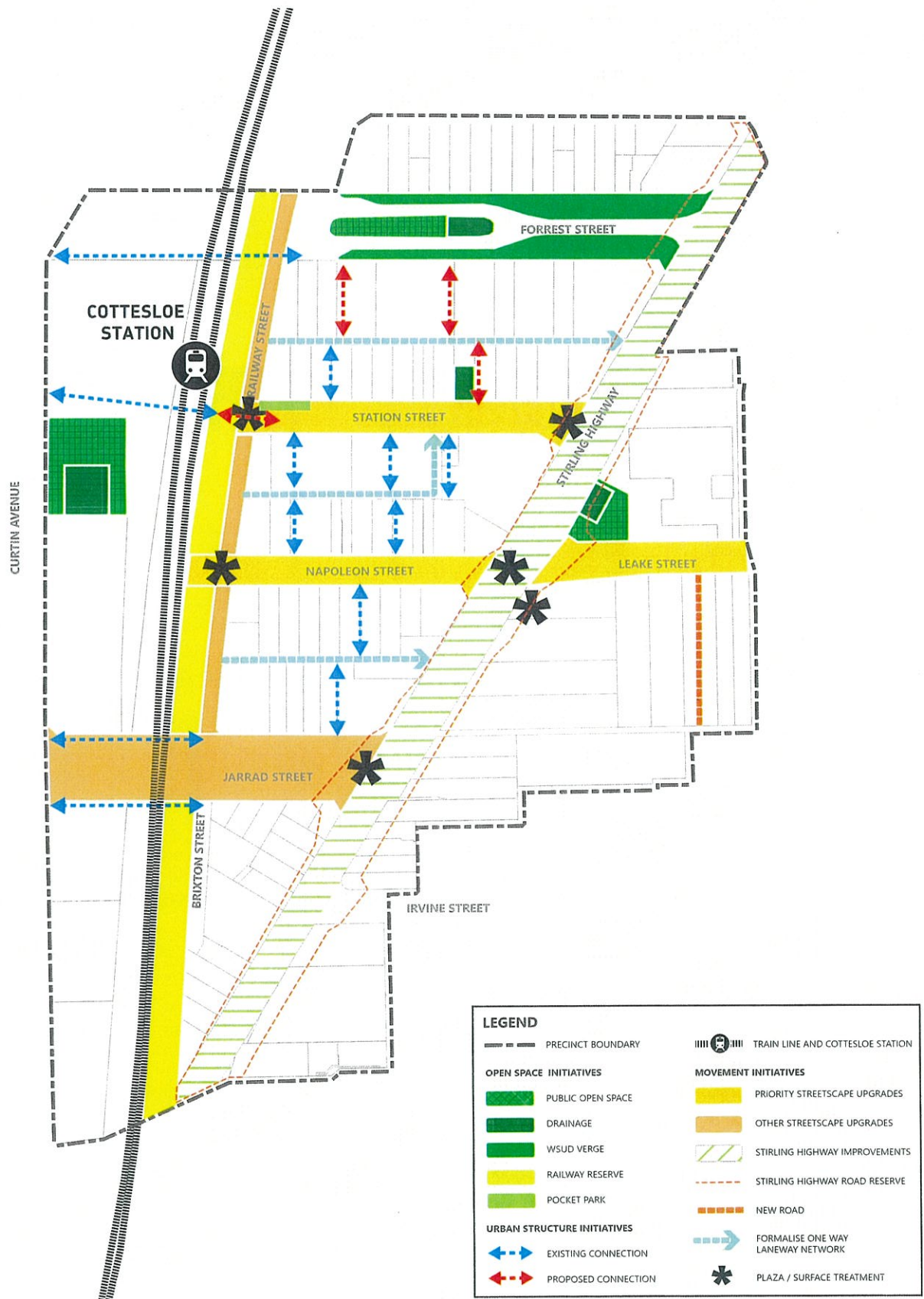
P1 - Table 4: Urban Structure and Movement Actions

TIMEFRAME	ACTION	RESPONSIBILITY	STAKEHOLDERS
Medium	Advocate for and support state government in future planning and design of Cottesloe Station as part of the Jarrad Street Level Crossing Removal Project. This should include consideration of upgrades to Railway Street.	Town of Cottesloe	PTA
	Advocate for and support state government in implementing upgrades to Stirling Highway to enhance safety for pedestrians and cyclists.	Town of Cottesloe / Shire of Peppermint Grove	MRWA

TIMEFRAME	ACTION	RESPONSIBILITY	STAKEHOLDERS
Long	Town to formalise Bullen, De Nardi and Clapham Lanes as one-way movement networks that support parking, access, and servicing needs of the CVPSP's laneways. Note: The proposed approach removes the need for private landowners to cede their land to facilitate two-way movement.	Town of Cottesloe / Shire of Peppermint Grove	Private Landowners
Ongoing	Town / Shire to ensure that identified midblock connections are provided as part of future redevelopments, noting that their exact location may vary.	Town of Cottesloe / Shire of Peppermint Grove	Private Landowners

P1 - Table 5: Land Use and Built Form Actions

TIMEFRAME	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Advocate for and support state government in undertaking investigations to determine the suitability of existing Crown Reserves on Curtin Avenue. The Town's desire is to 'unlock' these sites to support future development that is paired with the green corridor.	Town of Cottesloe	DPLH, PTA, MRWA
Medium	Advocate for and support state government in undertaking investigations to amend the MRS to ensure accuracy of the Curtin Avenue Primary Regional Road and Railway Reserves. The Town's desire is to rationalise these reserves to unlock more land for urban development.	Town of Cottesloe	DPLH, PTA, MRWA
	Town to collaborate with private industry to explore future development opportunities of the two at-grade car parks on Station Street (2-8 Station Street and 18-24 Station Street). Development options will need to consider: + Replacement or relocation of existing public car parking; and + Retention or integration of drainage function at 18 Station Street.	Town of Cottesloe	-
Long	Shire of Peppermint Grove to undertake investigations to explore development opportunities on the existing Grove Library / Shire Administration building site. Development options will need to consider: + Integration of existing community and civic functions into the design; and + Relocation and/or removal of drainage sump on Stirling Highway.	Shire of Peppermint Grove	Adjacent Landowners / Broader Community
Ongoing	Private landowners to work with Town / Shire to ensure that new development does not cause any adverse overshadowing impacts on: + Adjoining low scale properties and public realm on Napoleon Street. + Adjoining low density residential areas.	Town of Cottesloe / Shire of Peppermint Grove	Private Landowners



P1 - Figure 2: CVPSP Action Plan



04

SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 LAND USE ZONES AND RESERVES

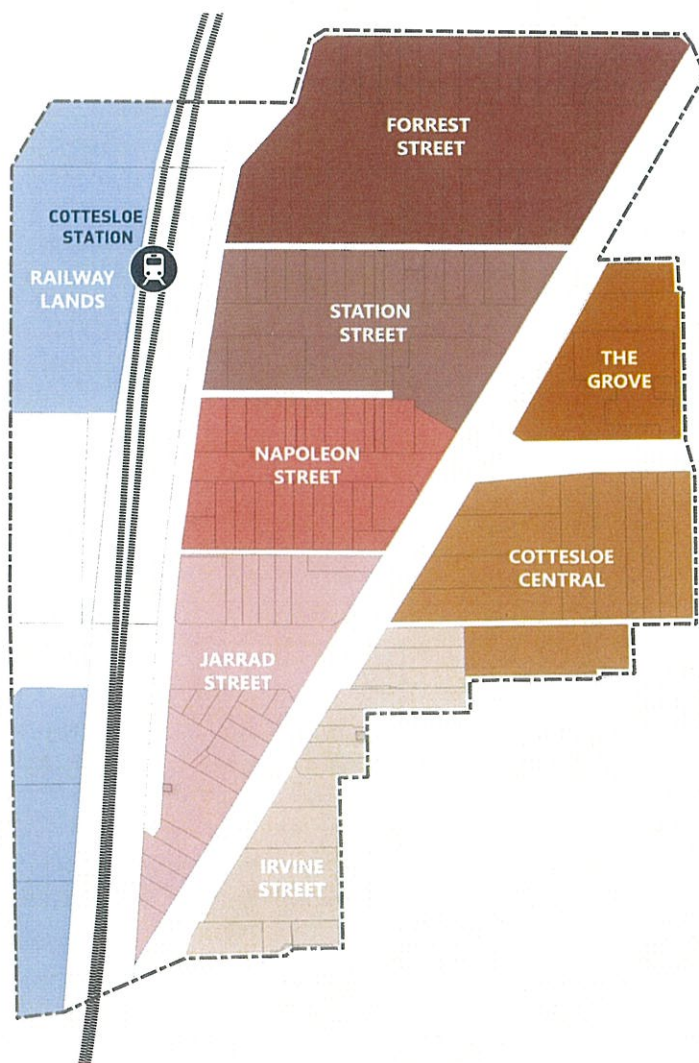
4.1.1 LAND USE ZONES

1. Land use permissibility within the CVPSP shall be determined in accordance with the zones and reserves identified on **P1 - Figure 4** and the Zoning Table requirements set out in the Town's and Shire's respective Local Planning Schemes.
2. Preferred and prohibited land uses identified for relevant sub-precincts identified in **Section 4.3** shall be considered when assessing Development Applications.

4.1.2 SUB-PRECINCTS

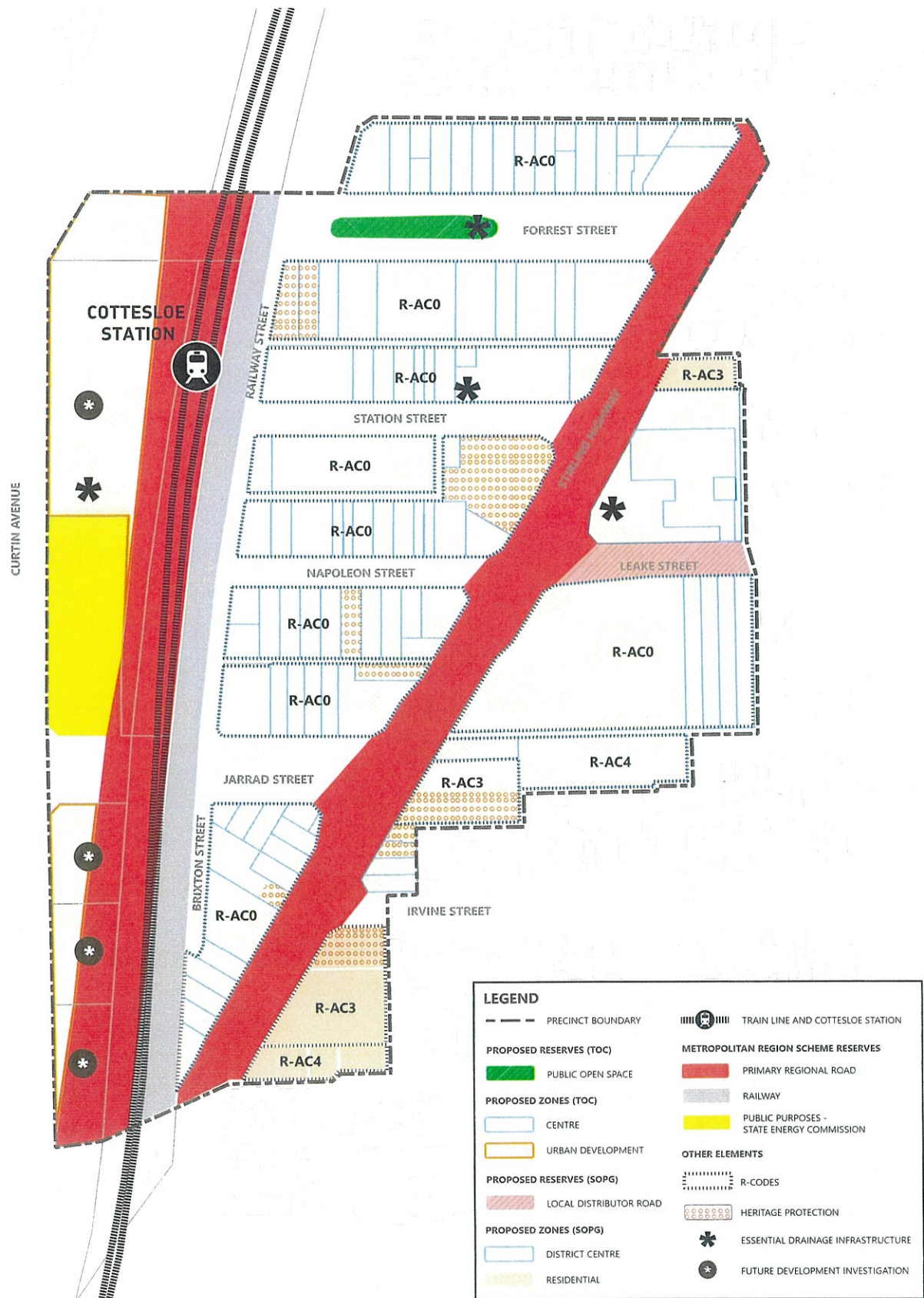
As illustrated on **P1 - Figure 3**, the CVP has been divided into eight distinct sub-precinct areas as determined in Part 2 of the CVPSP.

1. Each identified sub-precinct includes a statement of intent and key objectives, any subdivision or development application in the CVP must demonstrate how it satisfies the Sub-Precinct Intent and Objectives set out within this section.



P1 - Figure 3: CVPSP - Sub-Precincts Plan

SUBDIVISION AND DEVELOPMENT REQUIREMENTS



P1 - Figure 4: CVPSP - Structure Plan Map

4.1.3 ROAD RESERVES

4.1.3.1 PRIMARY REGIONAL ROAD RESERVE

Stirling Highway is identified as a Primary Regional Road under the Metropolitan Region Scheme (MRS), the extent of this reserve is shown on **P1 - Figure 4**. Subdivision and development on impacted properties will be in accordance with relevant State planning legislation.

4.1.3.2 LOCAL DISTRIBUTOR RESERVE

The CVP includes one Local Distributor Reserve as shown on **P1 - Figure 4**, this includes Leake Street on the Shire of Peppermint Grove side of the CVP. The road reserve is between 20m-25m, streetscape / public realm upgrades to the intersection at Stirling Highway are proposed to enhance safety of crossing the highway (for pedestrians and cyclists) and to better link Napoleon and Leake Streets.

4.1.3.3 LOCAL ROAD RESERVE

The CVP includes numerous Local Roads reserved under the TOC LPS3. Upgrades to Local Roads are summarised in **P1 - Table 4**.

4.1.4 OTHER RESERVES

The CVPSP includes two other reserves under the MRS, these are illustrated on **P1 - Figure 4** and include:

- + Railway Reserve.
- + Public Purposes - Electrical Infrastructure.

4.1.5 PUBLIC REALM

The CVPSP incorporates one proposed POS reserve as illustrated on **P1 - Figure 4**, the type and function is described in **P1 - Table 6**.

P1 - Table 6: POS Distribution

PUBLIC SPACES	FUNCTION	SIZE
Public Open Space Reserves	Forrest Street	1,229 m ²
	+ Passive Recreation + Drainage	
SUB-TOTAL		1,229 m ²
Other Public Spaces (Refer P1 - Figure 2)	The Grove Green Node (Existing)	Approximately
	+ Passive Recreation + Drainage	1,232 m ²
	Curtin Avenue Green Node (Proposed)	Approximately
	+ Passive Recreation + Drainage	2,728 m ²
SUB-TOTAL		3,960 m ²

Any upgrades required to POS areas is captured in **Section 3.1**.

4.2 DENSITY CODING

4.2.1 RESIDENTIAL DENSITY

1. Residential density shall be in accordance with **P1 - Figure 4** and the Town's / Shire's Local Planning Scheme.

4.2.2 RELATIONSHIP WITH R-CODES

The R-Codes applies to this CVPSP in the following ways:

1. The R-Codes Volume 1 (Part C) will apply to any single house or grouped dwelling developments that occur in the CVP.
2. The R-Codes Volume 2 applies to multiple dwelling developments in areas coded R80 and above including R-AC codes.
 - (a) The Acceptable Outcomes of the R-Codes Volume 2 are intended to apply, unless otherwise set out in Section 4.3 of the CVPSP or relevant Local Planning Scheme.

4.3 BUILT FORM PROVISIONS

4.3.1 GENERAL REQUIREMENTS

4.3.1.1 BUILDING HEIGHTS AND PLOT RATIO

1. Maximum podium heights and maximum building heights shall be in accordance with **P1 - Figure 5**.
2. Maximum plot ratio shall be in accordance with the relevant sub-precinct planning controls in **Section 4.3.2 - Section 4.3.8**.
3. Any discretion to maximum building heights and plot ratio will not be considered on select sites as identified on **P1 - Figure 5**.
4. Where the exercise of discretion is to be applied to a site with respect to maximum building heights and plot ratio, the applicant must demonstrate:
 - (a) How the proposal achieves all of the below criteria to the satisfaction of the decision maker:
 - (i) Private residential or commercial vehicle parking is minimised by at least 20%;
 - (ii) Bicycle parking and end of trip facilities are provided at double the rate set out in **P1 - Table 15**.
 - (iii) An increase in deep soil and/or a publicly accessible open space is provided to an adjoining street, laneway, or midblock connection.
 - (b) How the proposal achieves a minimum of Green Buildings Council of Australia 5 Star Green Star (large scale) and 4 Star Green Star (low scale) accreditation.
 - (c) That any additional height does not result in any adverse impacts to adjoining properties with regard to solar access of private open spaces, major openings, solar collectors or spaces such as alfresco areas.
 - (d) How the proposal has successfully incorporated and improves the quality of existing public infrastructure such as vehicle parking and drainage into the development site:
 - (i) Clause 4 (c) (ii) only applies to No. 2-8 Station Street, No. 18-24 Station Street, and No. 1 Leake Street.
5. Where the exercise of discretion is granted by a decision maker under Clause 4.3.1.1 any additional heights are capped as follows:
 - (a) **A 1 storey cap applies to: Forrest Street Sub-Precinct (north) - 1 storey**
 - (b) **A 2 storey cap applies to: Forrest Street Sub-Precinct (south); Station Street Sub-Precinct (north); Jarrad Street Sub-Precinct; Irvine Street Sub-Precinct, Cottesloe Central Sub-Precinct; and the Grove Sub-Precinct.**

4.3.1.2 PODIUM SETBACKS

1. Street and lot boundary setbacks for the 'podium' of any building shall be in accordance with the relevant sub-precinct planning controls in **Section 4.3.2 - Section 4.3.8**.

4.3.1.3 ABOVE PODIUM SETBACKS

1. Street and lot boundary setbacks 'above podium' shall be in accordance with the relevant sub-precinct planning controls in **Section 4.3.2 - Section 4.3.8**.

Note: 'Building Envelope' diagrams are provided to illustrate desired outcomes.



P1 - Figure 5: Building Heights Plan

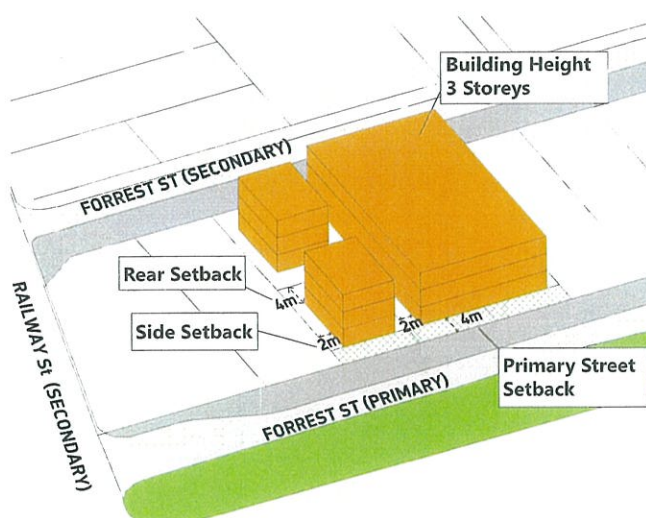
4.3.2 SUB-PRECINCT 1 - FORREST STREET

SUB-PRECINCT INTENT	SUB-PRECINCT OBJECTIVES
Emphasises a strong focus on multiple dwelling residential developments in a garden setting. A key aspect of this vision is the incorporation of large front setbacks, which allow for street facing deep soil zones, which promote the growth and establishment of mature trees to support a robust tree canopy.	+ 'Garden Apartments' with large front setbacks are provided to accommodate deep soil for planting and establishment of large canopy producing trees. Behind this green veil the building becomes a more prominent feature on the street with balconies and courtyards ensuring good passive surveillance of the public realm. + Building heights provide a transition in scale between low density residential north of Vera Street and high density mixed use south of Bullen Lane. + Side setbacks ensure spaces between buildings create a feeling of openness, with views towards sky or greenery a prominent feature.
LAND USE PERMISSIBILITY (NORTH OF FORREST STREET)	LAND USE PERMISSIBILITY (SOUTH OF FORREST STREET)
The following uses are 'P' (Permitted) uses: + Family Day Care + Home Occupation + Home Office	+ In accordance with the Scheme
The following uses are 'discretionary' uses: + Bed and Breakfast + Civic Use + Grouped Dwelling	
The following uses are 'A' uses: + Educational Establishment + Exhibition Centre + Home Business + Home Store	

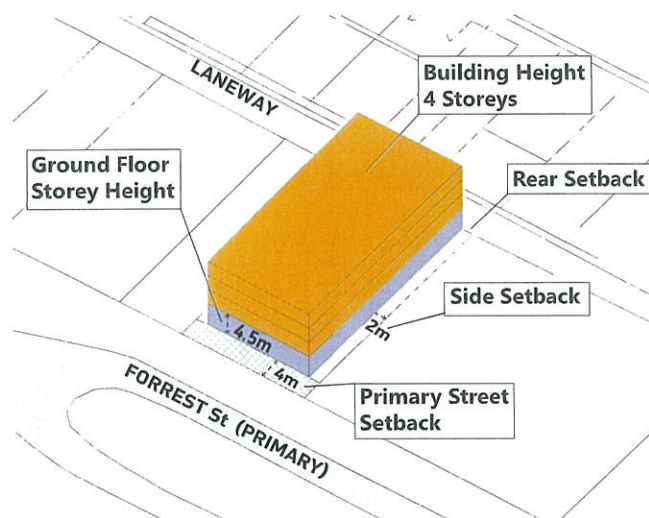
P1 - Table 7: Forrest Street Sub-Precinct Planning Controls

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Building Height	Building Height	Refer P1 - Figure 5	Refer P1 - Figure 5	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	-	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary Street	4m	4m	Augments A2.3.1
	Minimum Secondary Street	2m	2m	Augments A2.3.1
Lot Boundary Setbacks	Minimum Side Setbacks	2m	2m	Augments A2.4.1
	Minimum Rear Setbacks	4m	Nil	Augments A2.4.1
Plot Ratio	Plot Ratio	1.2	1.3	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
Vehicle Access / Parking	Vehicle Access	New vehicle access from Forrest Street is not permitted where lots have access from Vera Street.	Vehicle access from Forrest Street is not permitted. Vehicle entries shall be provided from the rear laneway.	Replaces A3.8.1 Replaces A3.8.2
	Visitor Parking	-	Visitor parking shall be provided from the rear laneway where possible.	Modifies A3.9.7

Forrest Street North



Forrest Street South

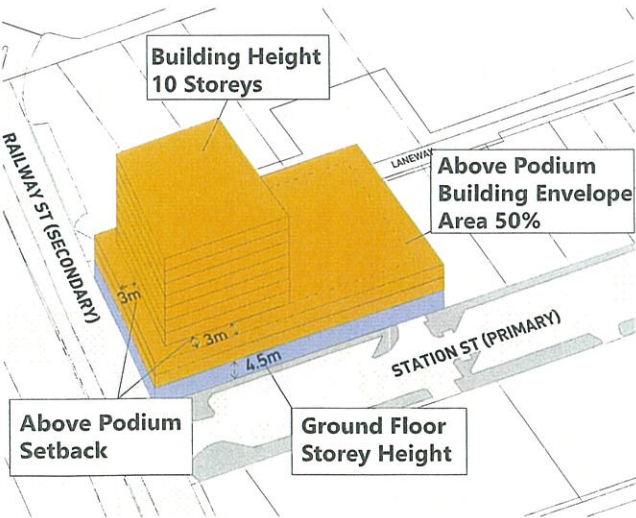


P1 - Figure 6: Forrest Street Building Envelope Diagrams

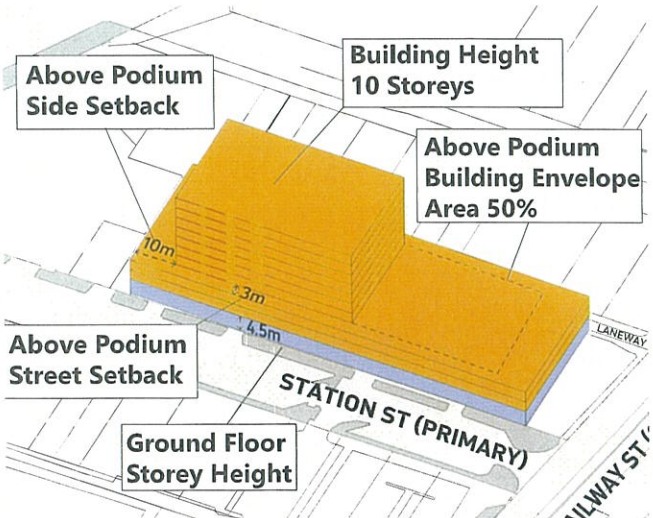
4.3.3 SUB-PRECINCT 2 - STATION STREET

SUB-PRECINCT INTENT	SUB-PRECINCT OBJECTIVES
Station Street transforms into a vibrant, highly active mixed-use pedestrian priority area. The evolution of this street will be characterised by active ground-floor uses, with multiple dwellings or commercial uses will be located on the upper levels. This vertical integration of uses will create a dynamic urban environment where people can live, work, and socialise in close proximity.	+ Mixed use buildings are the preferred building typology, vertically integrated with active ground floor uses such as restaurants, cafés, small bars with residential or commercial uses on upper levels. A flexible 4.5m high ground floor level is desired to accommodate this. + The height and scale of tower forms are minimised and setbacks above podium level help to mitigate potential impacts on the streetscape by limiting overall bulk and scale. + Building heights on the southern side of Station Street maximise sunlight penetration into public spaces, and buildings / alfresco areas on the southern side of Napoleon Street in the middle of the day (10am to 2pm) from August through to April. + The redevelopment of existing at-grade car parks is a key element of the precinct's transformation, allowing for more efficient land use and contributing to the CVP's increased density. + Podium levels create a defined urban edge and establish a consistent height datum, ensuring that buildings align with the street and maximise street-level engagement. This will create a seamless and interactive pedestrian experience. + Vehicle access is provided from rear laneways encouraging a highly activated ground plane where pedestrians are prioritised. + Alfresco dining and uses that open out onto the street are provided at ground level, and are strongly encouraged on the southern side of the street.
PREFERRED USES - GROUND LEVEL	PREFERRED USES - UPPER LEVELS
+ Shop + Restaurant/Cafe + Small Bar	+ Multiple Dwellings + Office

Station Street North



Station Street South



P1 - Figure 7: Station Street Building Envelope Diagrams

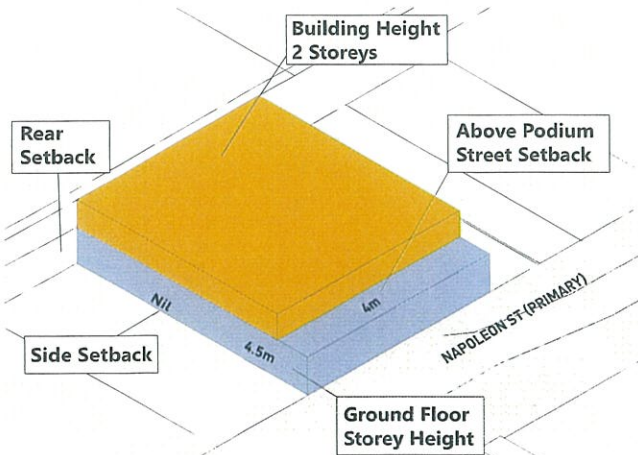
P1 - Table 8: Station Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Building Height	Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Building Height	10 Storeys	10 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Minimum Primary / Secondary Street (Above Podium)	3m	3m	Augments A 2.3.1
Side & Rear Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Plot Ratio Development sites less than 1,500m ² in size	2.5		Augments A2.5.1
	Plot Ratio Development sites more than 1,500m ² in size	Plot ratio does not apply. For development above the podium level, the tower element is restricted to a maximum percentage of 50% of the allowable building envelope area. Note: The allowable building envelope area is defined by building height and above podium setback provisions.		Modifies A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		Replaces A3.6.1 and A3.6.5
Vehicle Access / Parking	Vehicle Access	No vehicle access from Station Street is not permitted. Vehicle entries shall be provided from rear laneways.		Replaces A3.8.1 Replaces A3.8.2
	Visitor Parking	Visitor parking shall be provided from rear laneways.		Modifies A3.9.7

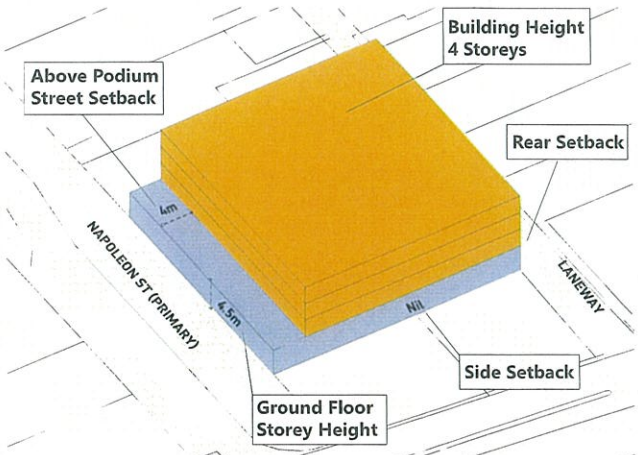
4.3.4 SUB-PRECINCT 3 - NAPOLEON STREET

SUB-PRECINCT INTENT		SUB-PRECINCT OBJECTIVES	
New development focuses on preserving and enhancing Napoleon Street's role as the vibrant heart of the CVP, maintaining its strong heritage main street character. As a central hub for retail, the built form approach must sustain this dynamic environment by encouraging highly engaging retail / food and beverage premises.		+ The preservation of heritage character and solar access into the public realm are key priorities for all new development. Preferred typology is main street character frontage, this includes a single storey podium level with active ground floor uses such as retail, restaurants, cafés and residential / commercial on upper levels. + New development will retain the existing height datum and street profile as viewed from ground level, preserving the historic scale and character of Napoleon Street. Upper levels will be appropriately set back, ensuring that the street maintains its human scale and visual continuity. + Alfresco dining and uses that open out onto the street are provided generating activity on the street.	
PREFERRED USES - GROUND LEVEL		PREFERRED USES - UPPER LEVELS	
+ Shop + Restaurant/Cafe		+ Small Bar + Multiple Dwellings + Office	

Napoleon Street North



Napoleon Street South



P1 - Figure 8: Napoleon Street Building Envelope Diagrams

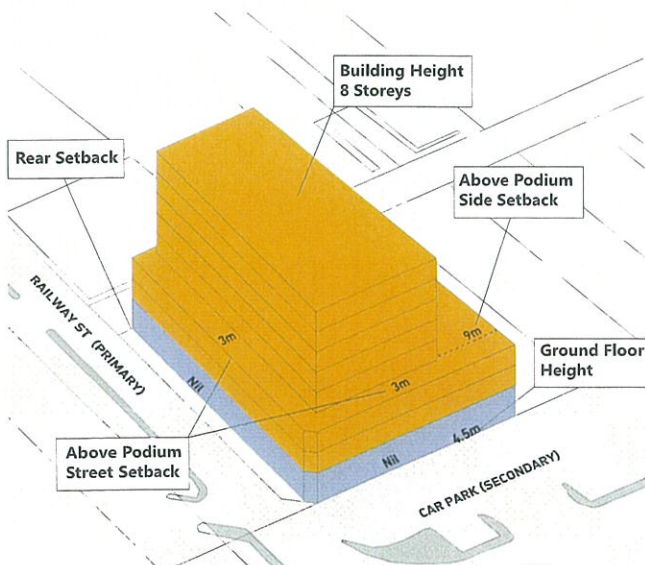
P1 - Table 9: Napoleon Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Building Height	Podium Height	1 Storey	1 Storey	Augments A2.2.1
	Building Height	2 Storeys	4 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A2.3.1
	Minimum Primary / Secondary Street (Above Podium)	4m	4m	Augments A2.3.1
Side & Rear Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Plot Ratio	1.2		Augments 2.5.1
Trees and Deep Soil	Minimum deep soil area	0% (planting on structure requirements still apply)		Modifies A 3.3.4
Public Domain Interface	On-site parking between street and building	Not Permitted		Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		Replaces A3.6.1 and A3.6.5
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Napoleon Street. Vehicle entries shall be provided from the rear laneway.		Replaces A3.8.1 Replaces A3.8.2
	Visitor Parking	Visitor parking must be provided from the rear laneway.		Modifies A3.9.7

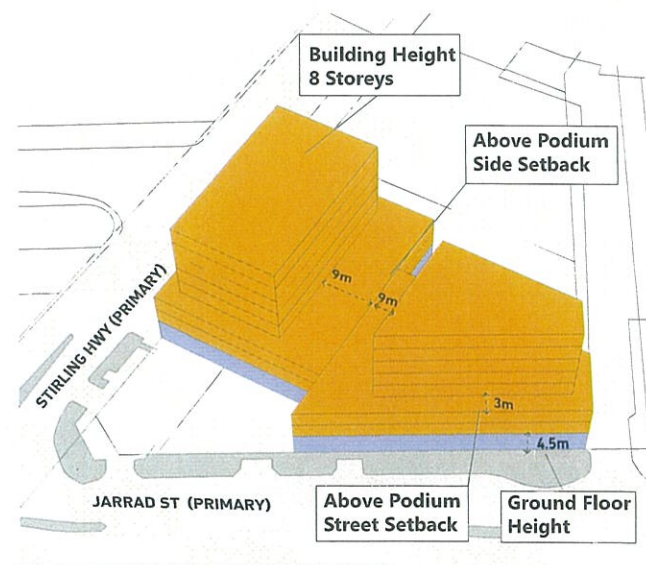
4.3.5 SUB-PRECINCT 4 - JARRAD STREET

SUB-PRECINCT INTENT	SUB-PRECINCT OBJECTIVES
New residential and mixed-use developments along Jarrad Street / Stirling Highway create a dynamic and liveable environment providing new housing opportunities. New development must balance accessibility and connectivity with the need to create a comfortable and attractive environment on the Stirling Highway interface. Effective management of this interface through landscape will ensure that new development can enjoy quality outlook, and balance the challenges of bringing new homes onto a busy road environment.	+ Mixed use typologies are provided, vertically integrated with active uses at ground floor and residential or commercial uses on upper levels. + Podium levels include a nil setback to the primary street and side boundaries, creating a defined urban edge and establishing a consistent height datum. Tower forms are then setback above podium level to help mitigate potential impacts on the streetscape.
PREFERRED USES - GROUND LEVEL	PREFERRED USES - UPPER LEVELS
+ Shop + Office	+ Multiple Dwellings

Jarrad Street North



Jarrad Street South



P1 - Figure 9: Jarrad Street Building Envelope Diagrams

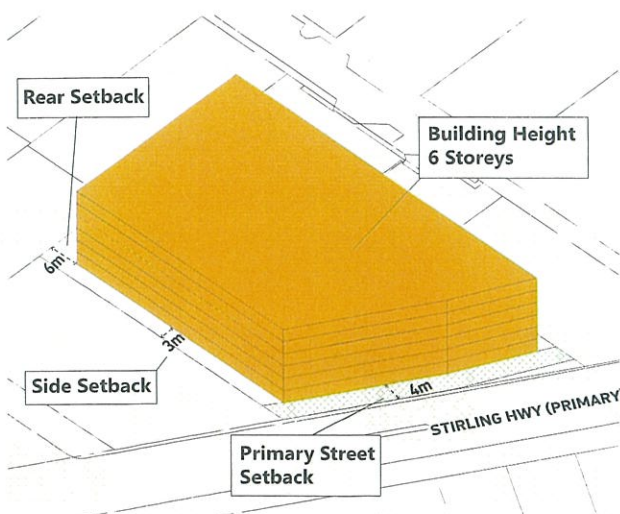
P1 - Table 10: Jarrad Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Building Height	Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Building Height	8 Storeys	8 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A2.3.1
	Minimum Primary / Secondary Street (Above Podium)	3m	3m	Augments A2.3.1
Side & Rear Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Plot Ratio	2.5	2.5	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted		Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		Replaces A3.6.1 and A3.6.5
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Jarrad Street or Stirling Highway where access from Brixton Street can be provided. Vehicle entries shall be provided from rear laneways.		Replaces A3.8.1 Replaces A3.8.2
	Visitor Parking	Visitor parking must be provided from the rear laneway.		Modifies A3.9.7

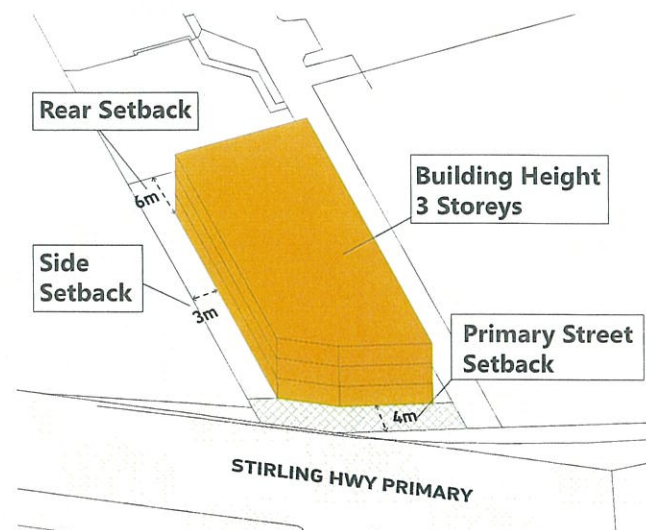
4.3.6 SUB-PRECINCT 5 - IRVINE STREET

SUB-PRECINCT INTENT	SUB-PRECINCT OBJECTIVES
New residential and mixed-use developments along Irvine Street / Stirling Highway create a dynamic and liveable environment providing new housing opportunities. New development must balance accessibility and connectivity with the need to create a comfortable and attractive environment on the Stirling Highway interface. Effective management of this interface through landscape will ensure that new development can enjoy quality outlook, and balance the challenges of bringing new homes onto a busy road environment.	+ 'Garden apartments' are provided to promote new opportunities for housing. + Front setbacks allow a generously landscaped green edge providing amenity and shade along Stirling Highway. Behind this green veil the building becomes a more prominent feature on the street with balconies and courtyards oriented towards the street. + Modest heights are combined with larger than required rear setbacks to assist with transition in scale between new apartments and low scale residential to the east. + Sites with existing heritage frontages are developed sensitively to ensure existing character is preserved.
PREFERRED USES - R-AC4	PREFERRED USES - R-AC3
+ Shop + Restaurant/Cafe + Small Bar	+ Multiple Dwellings

Irvine Street R-AC3



Irvine Street R-AC4



P1 - Figure 10: Irvine Street Building Envelope Diagrams

P1 - Table 11: Irvine Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		DISTRICT CENTRE RESIDENTIAL R-AC4	DISTRICT CENTRE RESIDENTIAL R-AC3	
Building Height	Building Height	3 Storeys	6 Storeys	Augments A2.2.1
Street Setbacks	Minimum Primary Street (Podium)	4m (unless there is a heritage building identified for protection)		Augments A2.3.1
	Minimum Secondary Street	2m	2m	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks	3m	3m	Augments A2.4.1
	Rear Setbacks	6m	6m	Augments A2.4.1
Plot Ratio	Plot Ratio	1.2	2.0	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Stirling Highway where alternate access points are available.		Replaces A3.8.1
				Replaces A3.8.2

4.3.7 SUB-PRECINCT 6 - COTTESLOE CENTRAL

SUB-PRECINCT INTENT	SUB-PRECINCT OBJECTIVES
Cottesloe Central seamlessly blends the site's enduring role as a shopping centre and supermarket with a transformative landmark redevelopment that introduces high-density residential living. This will include enhancements such as street-facing retail spaces and a green edge along Stirling Highway which doubles as a plaza space to encourage social interaction. Tower articulation will play a crucial role in enhancing legibility and wayfinding, by celebrating the Stirling Highway / Leake Street corner with distinctive architectural features.	+ The preferred typology is a specialised mixed use shopping centre with residential uses vertically integrated with the shopping centre building. Street facing podium includes active uses, with the tower element proposed to be a large landmark development which accentuates the corner of Stirling Highway and Leake Street. + Building heights must maximise sunlight penetration into adjoining low density residential areas in the middle of the day (10am to 2pm) from August through to April. + Street setbacks to Stirling Highway allow a generously landscaped green edge on the western side providing amenity which encourages the shopping centre to open out onto the street with a refreshed plaza. + Residential uses provide private open spaces / balconies which orientate and overlook the street for passive surveillance.
PREFERRED USES - GROUND LEVEL	PREFERRED USES - UPPER LEVELS
+ Shop	+ Multiple Dwellings



P1 - Figure 11: Cottesloe Central Building Envelope Diagram

P1 - Table 12: Cottesloe Central Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES APPLICATION VOLUME 2
		DISTRICT CENTRE R-AC4	DISTRICT CENTRE R-AC0	
Building Height	Podium Height	N/A	4 Storeys	Augments A2.2.1
	Building Height	3 Storeys	16 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	N/A	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Leake Street - Nil	Stirling Highway - 4m Leake Street - Nil	Augments A2.3.1
	Minimum Primary / Secondary Street (Above Podium)	N/A	3m	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks (Podium)	3m	3m	Augments A2.4.1
	Rear Setbacks (Podium)	6m	6m	Augments A2.4.1
	Minimum Side / Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Plot Ratio	1.2	3.5	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	N/A	Ground floor apartments are not permitted.	Replaces A3.6.1 and A3.6.5



P1 - Figure 12: Cottesloe Central Design Guidance Example

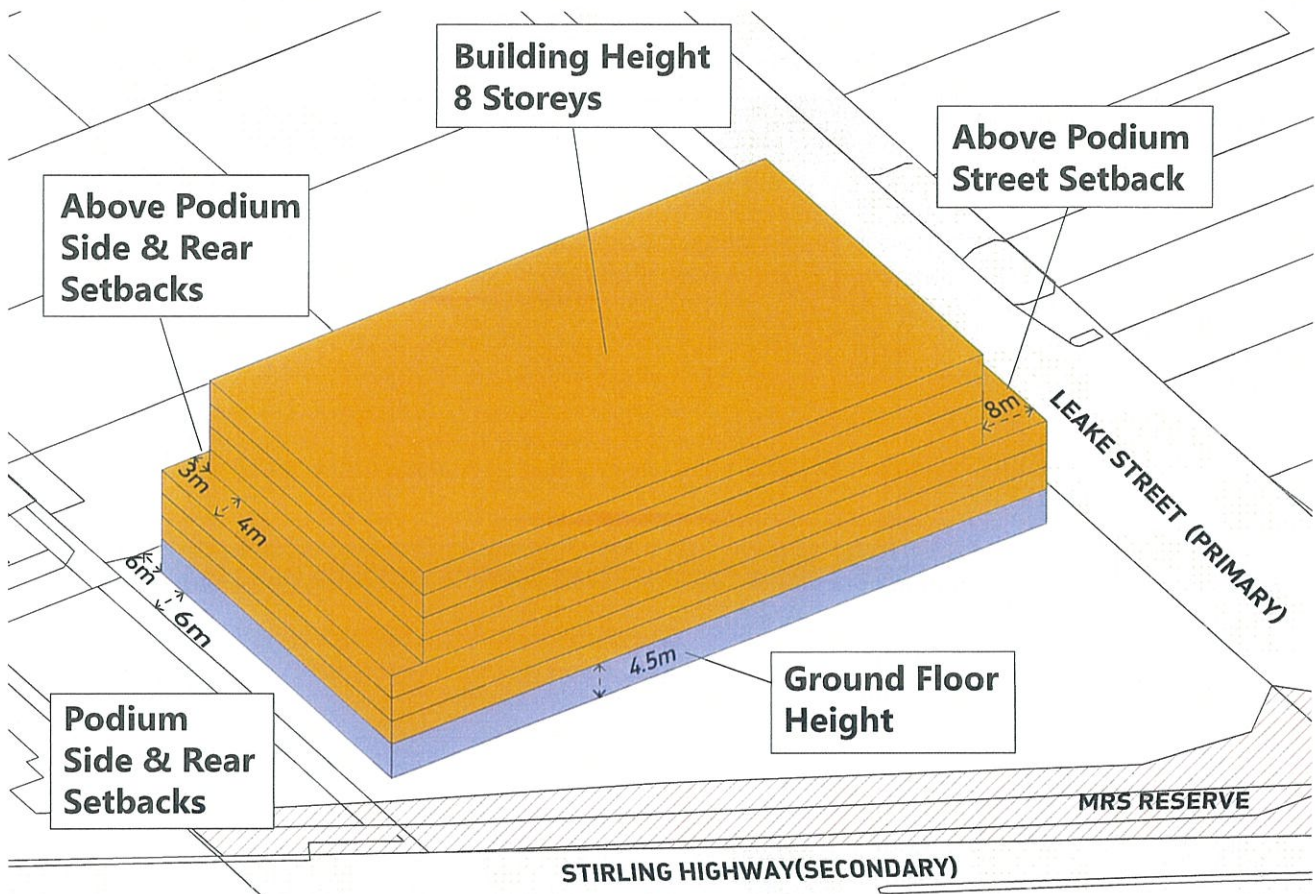
Tower form is encouraged to meet the street at ground level with no podium setback (Stirling Highway / Leake Street) to celebrate landmark corner.

4.3.8 SUB-PRECINCT 7 - THE GROVE

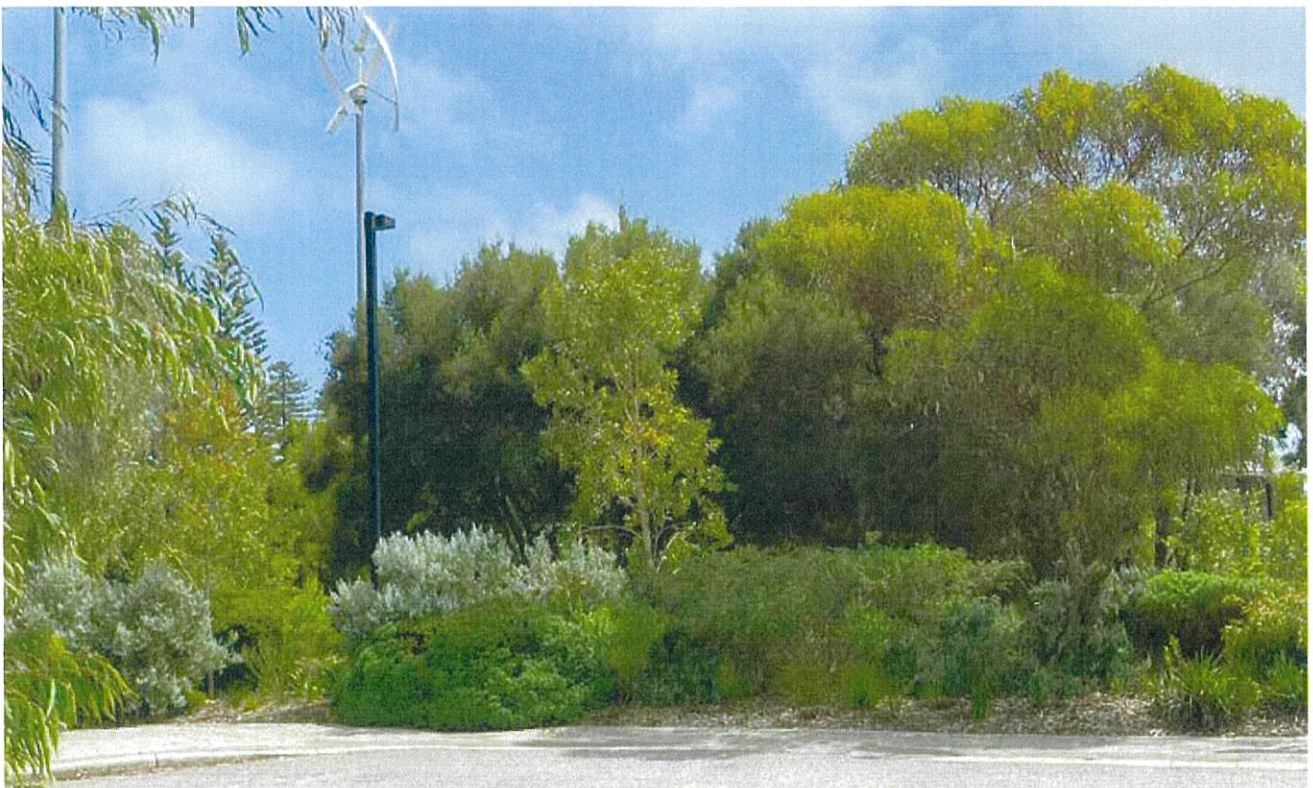
SUB-PRECINCT INTENT		SUB-PRECINCT OBJECTIVES	
The Grove includes creation of a landmark mixed-use development that seamlessly integrates community and civic functions into a new contemporary building which honours the site's historical and social significance. Key built form outcomes include retention of a green edge along Stirling Highway to enhance the streetscape.		+ The preferred typology is a specialised mixed use building with a focus on integrated community and Shire administration facilities, with commercial uses vertically integrated. Street facing podium includes active uses on Leake Street which complement a redeveloped Cottesloe Central. + A large rear setback is proposed along the eastern boundary to mitigate any impacts on adjoining residential areas. + Street setbacks to Stirling Highway allow a generously landscaped green edge on the western side providing amenity which enhances Stirling Highway. This will include retention of existing trees where possible.	
PREFERRED USES - GROUND LEVEL		PREFERRED USES - UPPER LEVELS	
+ Shop + Restaurant / Cafe		+ Community Purpose + Office	
+ Community Purpose + Civic Use			

P1 - Table 13: The Grove Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSZ ZONE
		DISTRICT CENTRE R-ACO (NORTH)
Building Height	Podium Height	4 Storeys
	Building Height	8 Storeys
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m
Street Setbacks	Minimum Primary Street (Podium)	Stirling Highway - 12m
	Minimum Secondary Street (Podium)	Leake Street - Nil
	Minimum Primary Street (Above Podium)	Stirling Highway - 12m
	Minimum Secondary Street (Above Podium)	Leake Street - 8m
Lot Boundary Setbacks	Minimum Side Setbacks (Podium)	6m
	Minimum Rear Setbacks (Podium)	6m
	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes
Plot Ratio	Plot Ratio	2.0
Public Domain Interface	On-site parking between street and building	Not Permitted



P1 - Figure 13: The Grove Building Envelope Diagram



P1 - Figure 14: The Grove Design Guidance Example

Existing green node is retained as it performs an essential drainage function and provides visual outlook and amenity on Stirling Highway.

4.4 DEVELOPMENT INTERFACES

1. All new development shall have due regard for the street interface controls set out in this section, as they apply to the street interface types identified on **P1 - Figure 15**.

4.4.1 ALL STREET INTERFACE TYPES

- (a) All verandahs, awnings and other overhangs must provide a minimum vertical clearance of 2.8m above the finished footpath level, and designed to ensure they do not inhibit trees achieving full mature canopies.
- (b) Upper level balconies and/or windows must overlook the street and other public areas.
- (c) Utilities and service areas must not negatively impact the amenity of the public realm or adjoining properties:
 - (i) Services, including air conditioning units, satellite dishes and other plant and equipment, must be located to minimise visual and acoustic impact on neighbouring properties and the street and public realm.
 - (ii) Air conditioning must not be visible from the street and must not be visible above the roof line of buildings on street facing elevations.

4.4.2 PLACES FOR PEOPLE / VIBRANT STREETS

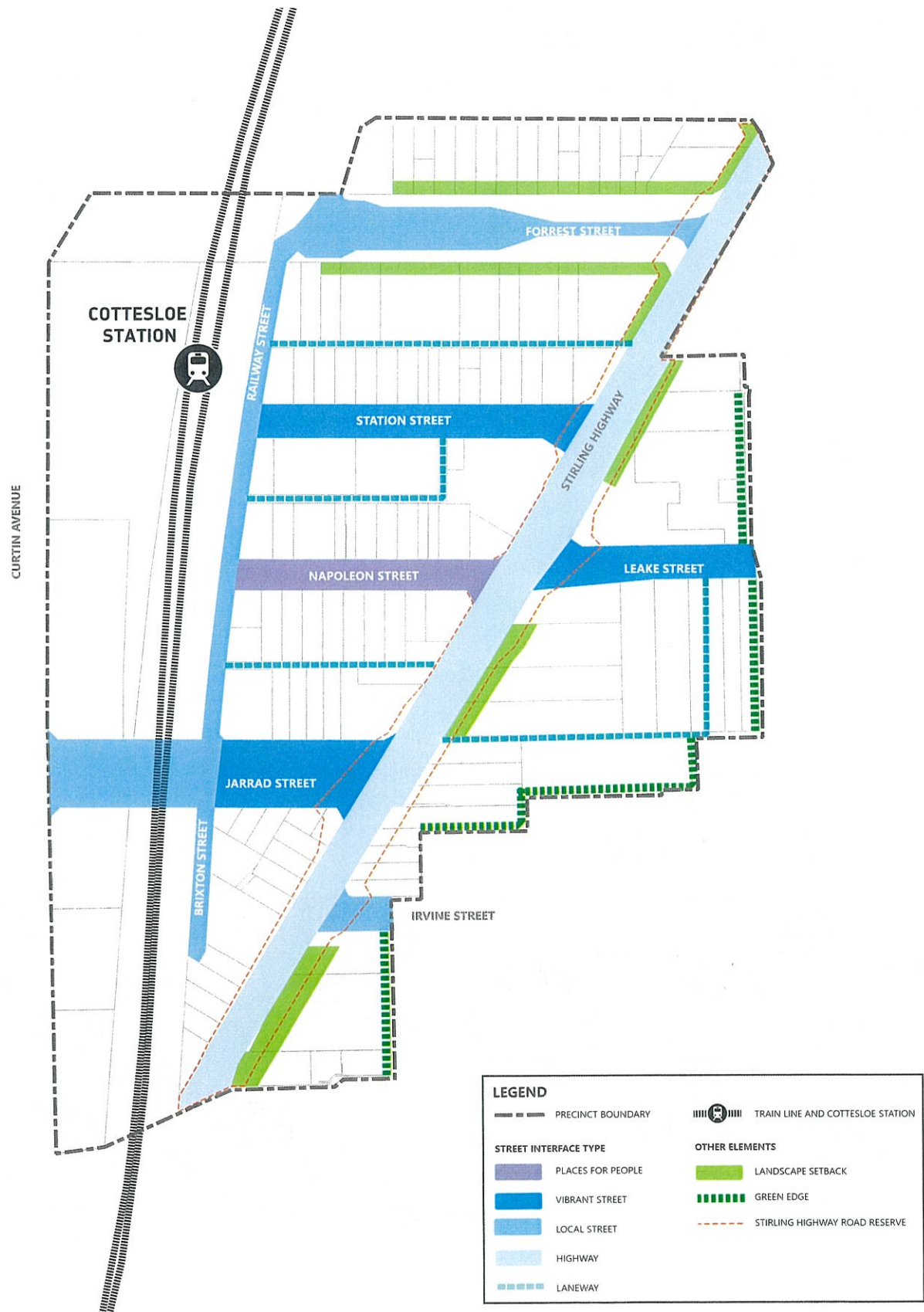
- (d) Development fronting the street is to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage. Awnings and verandahs are permitted to project into the public realm.
- (e) Development to provide active uses at the ground floor, ensuring opportunities for passive surveillance from inside the building to the public realm.
- (f) Development must avoid blank walls/façades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street.
- (g) Alfresco dining and uses that open out onto the street are strongly encouraged, leveraging the relationship between the public and private realm.
- (h) Any onsite parking is not permitted to be located in the street setback area, and must not be visible from the public realm.



Continuous weather protection through use of awnings or colonnades is essential.



Active ground floor uses with alfresco opportunities are highly desirable.



P1 - Figure 15: Street Interfaces Plan

4.4.3 LOCAL STREETS

- (a) Where 'landscape setbacks' are required (**P1 - Figure 15**) high-quality landscaping is to be provided, this may be colocated with private open spaces (e.g. balconies and courtyards) to ensure good passive surveillance of streets.
- (b) Solid fencing is not permitted within the primary street setback. All fences within the primary street setback area shall be no higher than 900mm and minimum 50% permeable.



Street setback areas enable room for landscaping and mature trees.



Street setback areas enable room for gardens / landscaping referencing existing neighbourhood character.

4.4.4 HIGHWAY INTERFACE

- (a) Where 'landscape setbacks' are required (**P1 - Figure 15**) front setbacks are encouraged to provide adequate room for high-quality landscaping which enhances the attractiveness of Stirling Highway and provides a buffer to the building's edge.
- (b) Development is required to front the street with parking at the rear. Parking may be considered in the street setback area for non-residential developments (on Stirling Highway only), however, it must include high quality landscaping.

Note: Any new crossovers would require approval by MRWA.

- (c) Signage should be of a scale, design and style that is reflective of its setting and must be integrated into the building design. Free standing (e.g. pylon) and digital signs are not permitted. Digital signage with an interface towards existing / proposed residential uses is inappropriate.



Large street setback enables room for landscaping and canopy growth.



Parking areas in the street setback area are supported by landscaping.

4.4.5 LANEWAY INTERFACE

- (a) Building design to ensure windows, balconies, and private open spaces are oriented towards the laneway to provide passive surveillance.
- (b) Active uses which open out onto laneway interfaces are highly encouraged.
- (c) Landscaping and other elements on the laneway frontage must be designed in accordance with Crime Prevention Through Environmental Design (CPTED) to ensure clear sight lines which maximise opportunities for surveillance and minimise opportunities for concealment (spaces where people can hide).



Setbacks in laneways are encouraged to support greening.



Openings are encouraged to ensure passive surveillance in laneways.



Active uses with alfresco opportunities are highly desirable on laneways with a commercial function.

4.4.6 GREEN EDGE

- (a) Building design to use rear setback areas as a primary location for deep soil / landscape to provide a buffer between new development and adjoining low density areas.
- (b) Where habitable rooms and private open spaces are oriented towards low density areas, appropriate design solutions are required to minimise overlooking and enhance visual privacy.

4.5 LANDSCAPE AND DEEP SOIL

FOR NON-RESIDENTIAL DEVELOPMENT (INCLUDES MIXED USE DEVELOPMENT)

1. Significant existing tree/s* that are located within the road reserve or lot boundary setbacks are required to be retained.
2. The removal of significant existing tree/s in the road reserve or lot boundary setback area shall only be permitted when:
 - (a) The tree/s can be relocated to another portion of the site; OR
 - (b) The removal is supported by an arboriculture report; OR
 - (c) It can be reasonably demonstrated to the satisfaction of the Town / Shire that the retention of the tree/s will adversely compromise the development potential of the site, and the ability of a development to meet the CVPSP objectives.
3. Soft landscaping and deep soil areas must be provided in accordance with the below standards and **P1 - Table 14**:
 - (a) Where possible, deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively, provided in a location that is suitable for tree growth and communal open space.
 - (b) Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.
 - (c) Soft landscaping is to include a variety of ground cover, shrubs and small trees, and to be integrated with the site's water management response.
 - (d) In addition to the tree requirements of **P1 - Table 14**, uncovered at-grade car parking must include shade trees planted at a minimum ratio of one small tree for every four car spaces, with the total required number of trees to be rounded up to the nearest whole number.

P1 - Table 14: CVPSP Landscaping, Deep Soil and Tree Requirements

LAND USE	SITE AREA	SOFT LANDSCAPING	MINIMUM DEEP SOIL	MINIMUM REQUIREMENT FOR TREES**
Non-Residential Development <i>(includes non-residential component of any mixed-use development)</i>	Less than 700m ²	10%	10% OR 7% if existing tree(s) retained on site (to be at the discretion of the Town / Shire) (% site area)	1 medium tree and small trees to suit area
	700 - 1,000m ²	10%		2 medium trees OR 1 large tree and small trees to suit area
	More than 1,000m ²	10% plus 1% additional for each 200m ² of site area in excess of 1000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area

* Significant existing tree is defined by the criteria set out in A 3.3.1 of SPP 7.3 Residential Design Codes (Volume 2).

**Tree sizes to be in accordance with those set out in Table 3.3b of SPP 7.3 Residential Design Codes (Volume 2).

4.6 HERITAGE MANAGEMENT

1. Subdivision and/or development on heritage lists sites shall be in accordance with the provisions set out in the TOC LPS3 or SOPG LPS4 (whichever applies).
2. Where a property shares a boundary with a heritage building shown on **P1 - Figure 2 - Structure Plan Map**, applications for development approval must demonstrate:
 - (a) How the development complements or harmonises with these existing structures, how it maintains visual continuity and prevents jarring contrasts in the streetscape. This may be achieved through setbacks, landscape edges and architectural features.
 - (b) How buildings step down to complement the one to two storey height of existing heritage buildings.

4.7 PARKING AND ACCESS

4.7.1 CAR PARKING AND VEHICLE ACCESS

4.7.1.1 CAR PARKING

1. Car parking for residential development within the CVPSP shall be provided in accordance with the R-Codes.
2. Car parking for non-residential development within the CVPSP shall be provided in accordance with the ratios set out below:
 - (a) Minimum 1 bay per 100m² Net Lettable Area
 - (b) Maximum 1 bay per 50m² Net Lettable Area
3. Where an applicant proposes a development that is required to provide car parking bays in accordance with 4.7.1.1, that applicant may (if agreed by the Town of Cottesloe) make a cash payment to the Town in lieu of the provision of all or any of the required number of car parking spaces in accordance with the Town's Payment in Lieu of Parking Plan (PLPP).

Note: Clause 4.7.1.1 (3) does not apply to developments located within the Shire of Peppermint Grove.

4.7.1.2 VEHICLE ACCESS REQUIREMENTS

1. For lots without laneway access the following applies:
 - (a) Consolidated access is required with a maximum of one crossover per frontage.
2. For lots with laneway access the following applies:
 - (a) All vehicle access, parking and waste management shall be serviced from the rear laneway.
 - (b) Where required, land must be ceded for future laneway widening in accordance with the Local Planning Scheme.

4.7.2 BICYCLE PARKING AND END OF TRIP FACILITIES

1. For residential development, bicycle parking and end of trip facilities shall be provided in accordance with the R-Codes.
2. For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with P1 - Table 15.

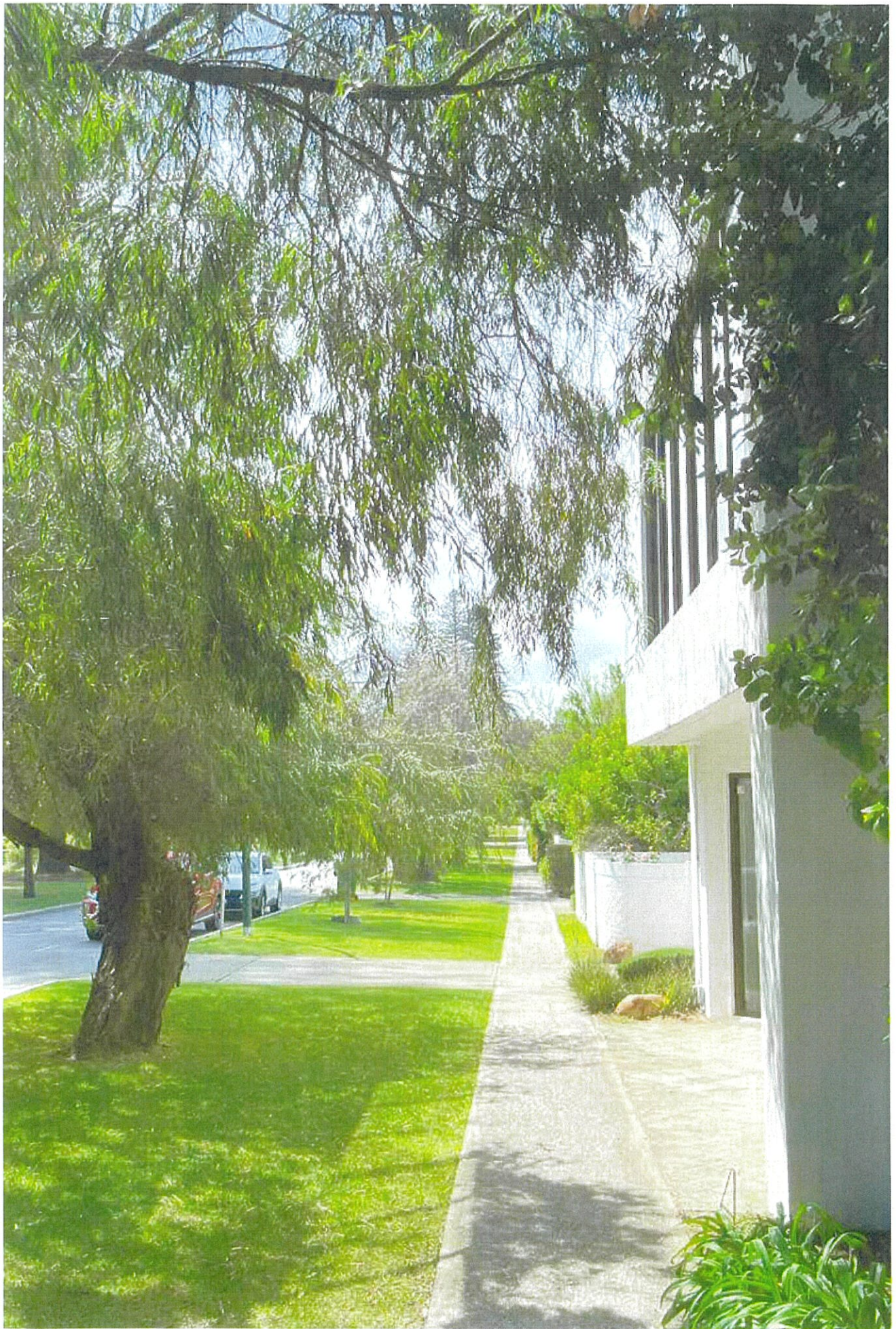
P1 - Table 15: Minimum Bicycle Parking and EOTF Ratios

LAND USE	MINIMUM BICYCLE PARKING RATIOS	
	EMPLOYEES	VISITORS
Aged Care	1 space per 15 rooms	1 space per 10 rooms
Entertainment	1 space per 100m ² NLA	1 space per 100m ² NLA
Medical / Consulting	1 space per 4 consulting rooms	1 space per 8 consulting rooms
Commercial Uses	1 space per 100m ² NLA	1 space per 100m ² NLA
Retail Uses	1 space per 100m ² NLA	1 space per 100m ² NLA
Notes: + Where visitor spaces are required these must be located in close proximity to the primary building entrance and publicly accessible. + Visitor spaces should be avoided in basements where possible.		

NUMBER OF BAYS REQUIRED	SHOWERS	LOCKERS
First 1 – 10 spaces	0.3 per space	1 per space
More than 10 spaces in total	0.25 per space	

Notes:

- + Where a standard set results in a shower requirement that is not a whole number, the requirement shall be rounded up to the next whole number.
- + Change room facilities must be provided in conjunction with the showers and are to comprise either of the following:
 - + A combined shower and change cubicle; or
 - + A separate male and female communal change room directly accessible from the shower(s).
 - + A combined shower and change cubicle may be unisex. Where all shower facilities and change cubicles are unisex, no communal change rooms are to be provided.
- + Where two or more showers are required and are not unisex, the number of showers is to be equally distributed between males and females. Where an odd number of showers is required, the odd number may be provided as a unisex shower and change cubicle, or, the number of showers may be rounded up to an even number to facilitate even distribution



05



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ADDITIONAL DETAILS

5.1 INFORMATION TO BE SUBMITTED

P1 - Table 16 sets out the additional information required which may be required as part of any subdivision or development application prepared under the CVPSP, early engagement with the Town / Shire is required to determine which studies will be required.

The information contained in **P1 - Table 16** should be read in conjunction with other relevant checklists (e.g. Town and Shire's respective Development Application Checklists).

P1 - Table 16: Additional Information Requirements

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Town of Cottesloe and Shire of Peppermint Grove			
All Development (excludes minor works)	CPTED Statement Development should demonstrate how CPTED design principles have been addressed through the design and provide a CPTED Statement in accordance with the WAPC's Safer Places By Design.	Development Application	Town of Cottesloe or Shire of Peppermint Grove
All Development (excludes minor works)	Waste Management Plan A Waste Management Plan must be submitted with each Development Application setting out how waste disposal will be managed and collected from the site, unless development is considered to be of a minor nature. Development with a residential component must have consideration for the requirements set out in the R-Codes Volume 2.	Development Application	Town of Cottesloe or Shire of Peppermint Grove
All Development (excludes minor works)	Transport Impact Assessment A Transport Impact Statement / Assessment must be submitted with each Development Application in accordance with the WAPC's Transport Impact Assessment Guidelines.	Development Application	Town of Cottesloe or Shire of Peppermint Grove
All Development (excludes minor works)	Environmentally Sustainable Design Report An Environmentally Sustainable Design Report must be submitted with each Development Application. This will include consideration of on-site solar to support renewable electricity consumption.	Development Application	Town of Cottesloe or Shire of Peppermint Grove
All Development (within trigger distance of SPP 5.4)	Transportation Noise Assessment Where a site is identified as being within the State Planning Policy 5.4 - Road and Rail Noise trigger distance, full compliance with that SPP must be demonstrated as part of any application.	Development Application	Town of Cottesloe or Shire of Peppermint Grove

ADDITIONAL DETAILS

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
All Development (excludes minor works)	Urban Water Management Plan (UWMP) Where required, a UWMP shall be provided at both subdivision and development application stages. This will be required to address any gaps in the Local Water Management Strategy (LWMS) that relate to the proposed property. Sufficient information must be provided to demonstrate alignment with the proposed LWMS. Any UWMP must ensure that new developments maintain a 1.2 m separation between the ground floor and Maximum Groundwater Level (MGL). If subsurface structures such as basement parking areas are planned below the MGL, detailed groundwater studies will need to be conducted to characterise groundwater characteristics at the location, potential changes due to planned development, and demonstrate mitigation measures that successfully manage groundwater levels which maintain the function of nearby water management systems and do not contribute a rise to 1% Annual Exceedance Probability (AEP) flood levels.	Development Application and Subdivision	Town of Cottesloe or Shire of Peppermint Grove and DWER
	Shire of Peppermint Grove Only		
All Development	Construction Environmental Management Plans Construction and Environmental Management Plans will be required in accordance with the Shire of Peppermint Grove's Local Planning Policy 8 - Construction Environmental Management Plans.	Building Permit	Shire of Peppermint Grove



Ordinary Council Meeting

Iten 8.1.1 Draft Cottesloe Precinct Plan

- Draft CVPSP Part 2 – For Advertising

PART TWO: EXPLANATORY SECTION

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01



INTRODUCTION

ABBREVIATIONS

ABS	Australian Bureau of Statistics
AEP	Annual Exceedance Probability
CPTED	Crime Prevention Through Environmental Design
CRG	Community Reference Group
DOT	Department of Transport
DPLH	Department of Planning Lands and Heritage
DWER	Department of Water and Environmental Regulation
EGGE	Energy and Greenhouse Gas Emissions Statement
GBCA	Green Building Council of Australia
LPP	Local Planning Policy
LPS	Local Planning Strategy
CVP	Cottesloe Village Precinct
CVPSP	Cottesloe Village Precinct Structure Plan
LTCN	Long Term Cycle Network
LWMS	Local Water Management Strategy
MGL	Maximum Groundwater Level
MRS	Metropolitan Region Scheme
MRWA	Main Roads Western Australia
PLPP	Payment in Lieu of Parking Plan
POS	Public Open Space
PTA	Public Transport Authority
SAS	Station Access Strategy
SHACS	Stirling Highway Activity Corridor Study
SOPG LPS4	Shire of Peppermint Grove Local Planning Scheme No.4
SPP	State Planning Policy
TOL LPS3	Town of Cottesloe Local Planning Scheme No. 3
TOD	Transit Oriented Development
UHI	Urban Heat Island
WAPC	Western Australian Planning Commission
WSUD	Water Sensitive Urban Design

1.1 INTRODUCTION

The Town of Cottesloe (the Town) and Shire of Peppermint Grove (the Shire) have been collaborating on the preparation of a Precinct Structure Plan for the Cottesloe Village Precinct (CVP) for many years. The CVP (**P2 - Figure 1**) is identified as a District Centre in the State Government's activity centre hierarchy, has access to Cottesloe Station, and is also situated along the Stirling Highway Urban Corridor. The CVP is therefore an area which requires a higher level of planning and design focus due to its complexity, relating to its mixed-use nature, existing character and heritage, and social values.

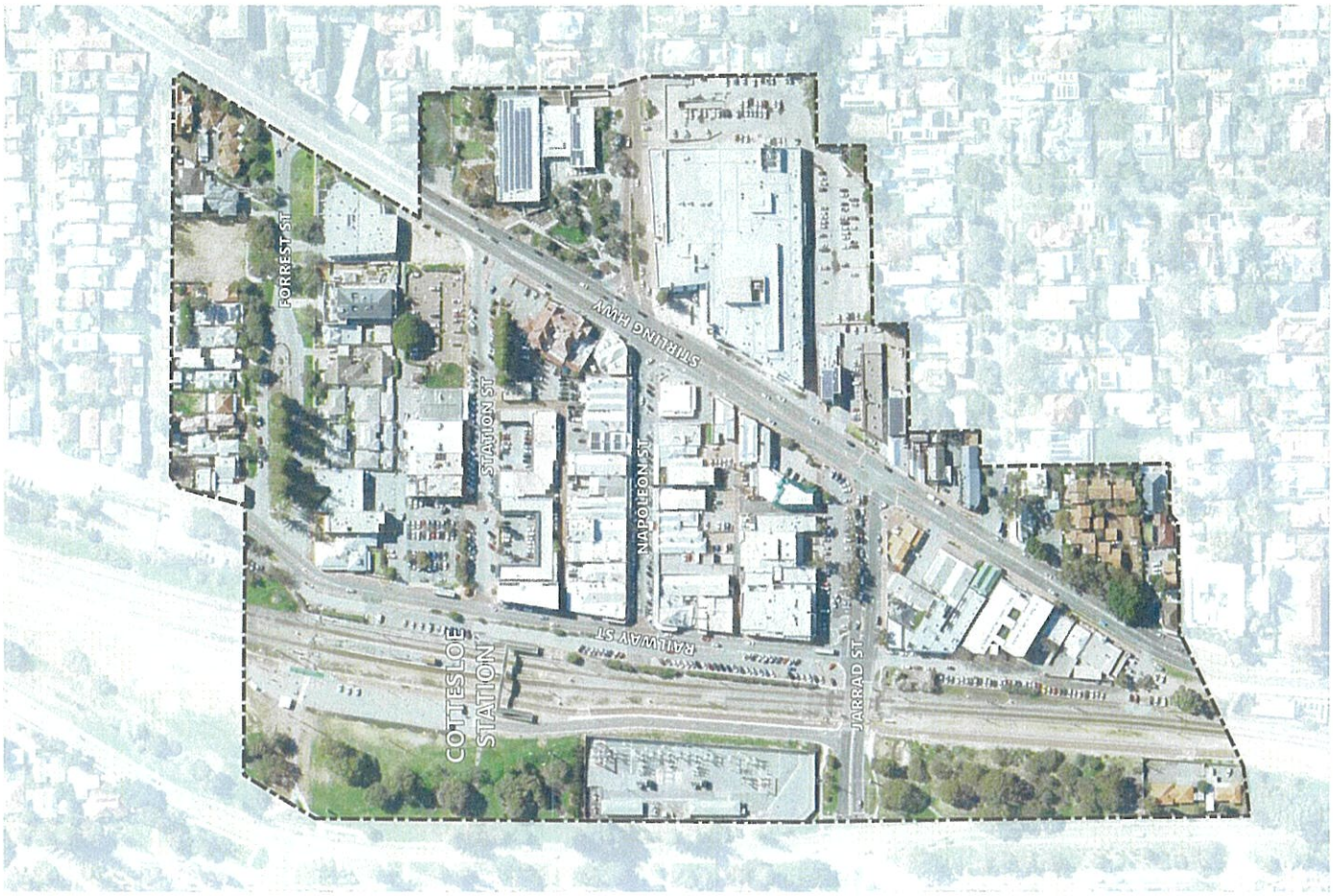
The importance of the CVP is underpinned in both the Town and Shire's planning frameworks, which provide the strategic basis for preparation of the Cottesloe Village Precinct Structure Plan (CVPSP):

- + In October 2024, the Town's draft Local Planning Strategy was released for public advertising. Within this Council endorsed document, the CVP is identified as an area requiring the need for a structure plan.
- + The Shire's Local Planning Strategy was endorsed by the Western Australian Planning Commission (WAPC) in November 2016. In this endorsed strategy, the CVP is identified as an area requiring the need for a structure plan.

1.1.1 STRUCTURE PLAN BACKGROUND

Preliminary work has been undertaken over the past three years in the development of the CVPSP. This includes input from various consultants on community engagement, movement and access, economic sustainability and urban design, to better understand the physical attributes of the project area, the people living and working within it and the drivers for visitation and investment. Initial opportunities and barriers to future redevelopment were mapped and a draft vision for the project area prepared.

- + Planning in the CVP commenced in 2008 through an Enquiry by Design exercise, this was followed by 2011 Public Domain Infrastructure Improvement Plan, 2019 Community Engagement & Value Mapping and 2019 Urban Design & Research Recommendations, and the 2019 Economic Sustainability Assessment which all culminated in the 2019 Cottesloe Village Structure Plan being advertised for public comment.
- + A draft of the 'Cottesloe Village Precinct Plan' commenced as an Integrated Local Area Plan and during its early development was adapted and later released as a draft precinct plan. This change was driven by the release of draft State Planning Policy 72 – Precinct Design (SPP 72).
- + SPP 72 was gazetted in December 2020 and came into operation in February 2021, this formally introduced Precinct Structure Plans into the planning framework, it also set out the manner and form requirements expected by the Western Australian Planning Commission (WAPC). This change meant that further technical reports and stakeholder engagement would be required to expand and build understanding of the project.
- + From November 2021 – November 2023 the 'Cottesloe Activity Centre Site and Context Analysis' (refer Section 02) was prepared to provide the relevant background information and analysis which will inform the preparation of the CVPSP. This document was prepared in accordance with the manner and form requirements of SPP 72 and the WA Planning Manual – Guidance for Structure Plans (the Guidance).
- + Throughout 2023 the Town / Shire and its consultants Hatch | RobertsDay undertook public engagement to build upon the draft vision of the 2019 Precinct Plan (refer Section 03). Using the previous work completed, several structure plan scenarios (arising from community engagement) were identified. Through this engagement exercise a draft vision and several emerging concepts were developed which will inform the formal structure plan process.



P2 - Figure 1: CVPSP Area

1.1.2 STRUCTURE PLAN PURPOSE

Section 21 of the Guidance states that the purpose of a structure plan should be established by a planning framework approved by the WAPC or the Minister such as a Local planning strategy, or a district/regional (structure) plan; and Local Planning Scheme. The need for the CVPSP is aligned to both the state and local planning frameworks, with the matters to be addressed set out below:

- + **Draft Town of Cottesloe Local Planning Strategy** – Identifies that to help achieve the Town's infill targets future detailed planning is undertaken to guide implementation of the CVPSP. It states that this should be delivered in collaboration with the Shire and in accordance with the requirements of both SPP 4.2 and SPP 7.2. An extract is provided on **P2 - Figure 2**.
- + **Shire of Peppermint Grove Local Planning Strategy** – Identified a clear planning direction that a Precinct Structure Plan (referred to as an Activity Centre Plan in this document) needs to be prepared in accordance with SPP 4.2 to guide future development in the area. It states that the purpose should be to:
 - Facilitate the development of the Cottesloe District Centre in accordance with SPP 4.2, providing for a mix of land uses including retail, commercial, community and significant amounts of residential.
 - Facilitates the preparation of a Precinct Structure Plan and ensures that various matters are appropriately considered in its preparation.
 - Nominate residential density codes for multiple dwelling developments within the activity centre and allocated maximum height limits to control site areas requirements.
- + **SPP 7.2** - The CVP is classified as an 'Activity Centre Precinct'; its focus should therefore be on:
 - Providing an appropriate mix of land uses to enable business activity, service provision and employment opportunities.
 - Guiding zoning and subdivision to achieve desired densities and land use mix to support well located and designed higher-density residential and commercial development.
 - Integrating local and regional transport infrastructure and networks to ensure strong linkages between the activity centre and surrounding areas.
 - Incorporating a network of streets and public spaces in a compact urban form defined by a pedestrian dominant streetscape where the primary focus of activity is on key public streets.

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.	A1	Town to continue to develop a Precinct Structure Plan in accordance with State Planning Policy 4.2 Activity Centres for Perth and Peel 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.</i>	Section 4.21 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

P2 - Figure 2: Draft Cottesloe Local Planning Strategy Extract

1.1.3 STRUCTURE PLAN CONTENT

The CVPSP will guide future land use, subdivision, and development for the next 10 years and beyond, and has been prepared in accordance with SPP 7.2 and the Guidance.

The CVPSP incorporates the following:

- + **Part One - Implementation:** Is the 'rule book', it sets out the structure plans purpose / objectives, staging considerations, and includes provisions to help guide preparation and assessment of future subdivision and development applications.
- + **Part Two - Explanatory Section:** Includes detailed background investigations, these findings inform the design approach, framed around six key elements of precinct design: Urban Ecology, Urban Structure, Public Realm, Movement, Land Use, and Built Form.
- + **Supporting Technical Appendices:** Community Engagement Outcomes Report, Traffic Impact Assessment, Environmental Assessment Report, Water Management Strategy, Sustainability Report, and Infrastructure Servicing Strategies.

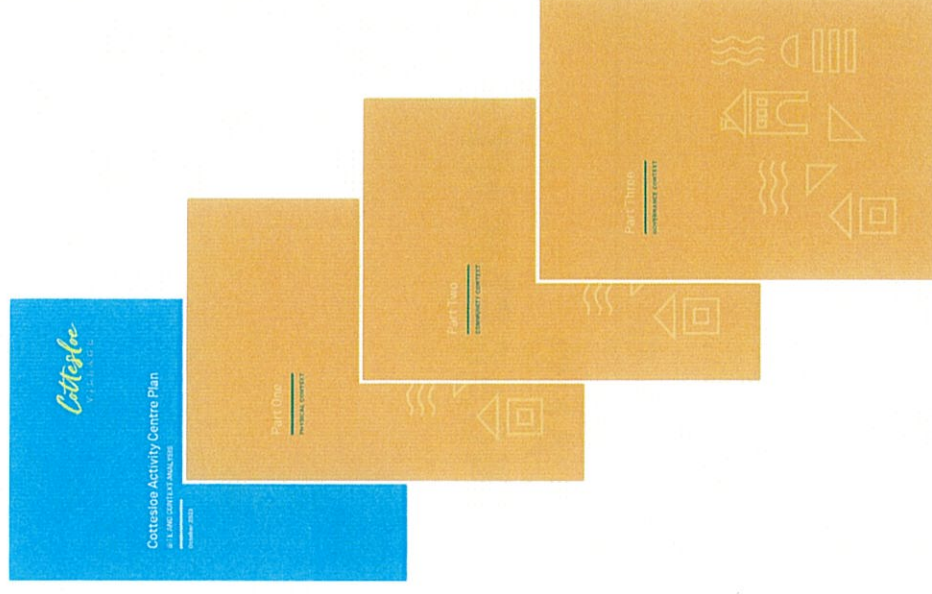
2.1 CONTEXT ANALYSIS SUMMARY

The Cottesloe Activity Centre Site and Context Analysis (**Appendix 1**) has been prepared in accordance with the statutory requirements of SPP 7.2 and the Guidance. The document was jointly prepared by the Town / Shire of Flyt (movement), Pracsys (economics), and Hocking Architects (built form and heritage).

It provides the relevant background information and analysis to inform the preparation of the CVPSP, and includes three parts per the requirements of the structure plan manner and form set out in the Guidance:

- + **Part 1 - Physical Context;**
- + **Part 2 - Community Context; and**
- + **Part 3 - Governance Context.**

A thorough review of the Cottesloe Activity Centre Site and Context Analysis was undertaken to inform the CVPSP, with summary of the key opportunities and constraints provided in **Section 04**.



P2 - Figure 3: CVPSP Site and Context Analysis Content

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STAKEHOLDER AND COMMUNITY ENGAGEMENT



3.1 ENGAGEMENT SUMMARY

In 2023, the Town / Shire and its consultants Hatch | Roberts Day prepared and facilitated a community / stakeholder engagement process. The work undertaken builds on the Draft Cottesloe Village Precinct Plan that was advertised in 2019.

As described in **Section 1.1.1** this work included further stakeholder engagement to expand and build on the understanding of the project area.

The public engagement built upon the draft vision and objectives for the project through consultation with key stakeholder groups and the broader community, to satisfy the requirements of SPP7.2, and socialise updated design concepts to galvanise stakeholder support for a high-level urban structure and built form outcome within the precinct. This work has provided a series of outcomes which have informed preparation and finalisation of the CVPSP.

The Engagement Plan established the actions planned to consult and collaborate with key stakeholders and influential and interested community representatives.

The stakeholders engaged was informed by input from the Town / Shire, and included establishment of a Community Reference Group (CRG) formed by landowners, business owners/operators, community organisations, resident groups and people that frequent the CVP.

Strategic oversight of the process was managed through a Project Steering Group (which includes Town / Shire representatives) and a Project Facilitation Group (including key State Government Authorities).

The engagement program incorporated a range of targeted activities including stakeholder meetings and workshops with a representative CRG.

A full copy of the engagement outcomes is provided in **Appendix 2**.



COTT VILLAGE PRECINCT PLAN ENGAGEMENT SUMMARY



Examples of the 'Emerging Concepts' prepared in 2023. Refer to Appendix 2 for further details. (source Hatch | Roberts Day)

3.2 VISION AND PRINCIPLES

Based on feedback received during the 2023 engagement process, the CRG endorsed the CVPSP Vision, as follows:

COTT 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
8. Promotes seamless movement and connection across the entire Village, with a focus on safety for all modes of transport

The vision was supported by a number of 'emerging concepts' (referred to as such throughout this report), these were prepared for each of six design elements set out in SPP 7.2. The CVPSP has built on these emerging concepts and stayed true to their original intent. The primary element reviewed was 'built form' whereby a lot of the heights contemplated as part of this exercise have actually been reduced, primarily due to the design testing exercise undertaken (further information is provided in **Section 5.6**).

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OPPORTUNITIES AND CONSTRAINTS ANALYSIS

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4.1 RESPONSE TO CONTEXT

Appendix 1 provides a thorough analysis of the CVP, the outcomes of which will directly inform the design process. **P2 - Table 1** provides a detailed summary and visual illustration of the key design considerations, including recommendations / actions for elements which require further interrogation and testing. The responses have been framed using the six key design elements from SPP 7.2.

P2 - Table 1: CVPSP - Key Design Considerations

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM MO = MOVEMENT LU = LAND USE BF = BUILT FORM		
UE-1	Napoleon Street is of strong heritage character and functions as the precinct's active heart. The Napoleon Street Sub-precinct should be enhanced as the anchor for the CVP.	The preservation of Napoleon Street's heritage character should be seen as a priority for the design of CVP. The strong heritage character forms the identity of the precinct and naturally the community hub of the precinct. The CVPSP will require any redevelopment to be built with high standards that recognise the heritage of the area.
UE-2	Environmental strengths include the leafy green character of Forrest Street, and the Norfolk Pines on Station Street, however, roads and cars dominate the public realm and existing urban tree canopy could be increased to enhance the CVP's character. Existing canopy in the CVP's is approximately 11% which is well below the Shire's existing coverage (20-30%) and WA government's 2040 target (30%).	The CVPSP will identify existing green canopy areas worthy of protection, prioritising the preservation of existing trees. It will also identify key opportunity areas to increase tree canopy coverage such as Napoleon Street and the existing civic sub-precinct to provide improved shade and human comfort. The CVPSP will implement a tree canopy coverage target aiming at 30% by 2040. This aligns with strategic intentions of the Town and Shire as traditional garden suburbs.
UE-3	The community-focussed buildings within the Grove Sub-Precinct incorporate reuse of stormwater, and waterwise gardens. While the intent is a positive, there have been some limitations through its implementation.	Further investigations are to be undertaken through the Water Management Strategy that will be prepared in support of the CVPSP. This will include objectives and strategies to improve water management across the CVP, which will influence proposed built form / public realm design outcomes. Including consideration of capturing and reusing stormwater for street trees and landscaping.
UE-4	The CVP sits in a low point, from a drainage perspective this means that large areas of the CVP and surrounding residential areas drain into numerous existing sumps, with their functions requiring retention.	Water Management Strategy provides guidance on future need for existing sumps, design response to ensure that they are protected for this essential use where relevant. If new development is to occur on these sites, integration / upgrades will be required.
US-1	Cottesloe Central does not connect appropriately with the broader CVP for pedestrians and cyclists, due to the limited east west access connectivity across Stirling Highway.	The CVPSP will consider opportunities to improve safe access across Stirling Highway, this could include opportunities such as different road treatments adjacent to Napoleon Street and other key crossing points to signify that it is a shared space.
US-2	Jarrod Street is identified as part of the State Government's Level Crossing Removal program. However, there is no confirmed timing or grade separation approach.	With uncertainty on what the eventual outcome will be for Jarrod Street, the CVPSP advocates for a grade separated solution which assists with achieving broader objectives relating primarily to enhance east-west connectivity.
US-3	The CVP lies within a depression, the natural topography provides limited access to significant views. Depending on maximum building heights there could be potential for views to the east over the Swan River.	Although the natural topography limits access to significant views of the ocean and river. The urban structure of the precinct can be designed to better link these key destinations by providing clear and legible path for east-west connections connecting the CVP to key destinations. The built form approach will also explore opportunities to capitalise on views.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM MO = MOVEMENT LU = LAND USE BF = BUILT FORM		
US-4	Despite its role as the precinct's heart, Napoleon Street lacks a defined entry statement. Whether travelling by car or train, the arrival experience requires enhancement.	Key iconic buildings and landmark areas will be identified in this CVPSP to create entry statements which highlight destinations and focal points on Napoleon Street. This will include consideration for an enhanced station forecourt / arrival experience at Cottesloe Station, and at Cottesloe Central as the landmark site on Stirling Highway.
PR-1	Existing street trees throughout the CVP are not performing well, and are planted sparsely in irregular locations, resulting in a lack of shade. There are opportunities to improve the urban canopy and pedestrian experience. Along Station Street, tree planting is inconsistent in both species and locations. The majority of trees are too small to provide any sense of enclosure of shade.	As the precinct continues to intensify, it is important that existing tree canopy density is increased. The CVPSP will need to consider a range of opportunities such as incentivising tree planting and retention, street upgrades, and deep soil considerations for all development (not just residential) through the design phase. There are opportunities within the CVP to reduce the street width and free up land for paths, parklets, landscaping and alfresco areas.
PR-2	There is a lack of defined public open space within the CVP, to provide for the recreational needs of the Centre's current and future residents, workers and visitors.	The CVPSP will align with the findings and suggestions from the Community Needs Analysis to identify specific community infrastructure and service needs to be located in the precinct. The Grove Library site and railway lands have potential to accommodate such open space. In addition, a pocket park at the western end of Station Street would greatly enhance the view down the street.
PR-3	Cottesloe Station lacks integration with the broader precinct, especially for pedestrians and people with mobility challenges due to the high retaining wall on Railway Street.	Station upgrades to enable better connectivity and provide more public facilities such as shelter, seating and lighting. Consideration is required to ensure more direct and legible access.
MO-1	Pedestrian accessibility is limited by the number of vehicle crossovers and street parking and lack of pedestrian amenity such as shade, shelter or places to meet and sit. There is also a lack of safe east-west connections across Stirling Highway which creates a barrier for pedestrians and cyclists. The journey between Swan River and Cottesloe Beach foreshores is incredibly popular, and improvements are required.	The CVPSP will propose pedestrian and cyclist friendly movement framework and identify opportunity areas for street improvement for speed limits, places for people to sit, bike parking spots, shaded green spots for people. Opportunity areas will be considered along major movement corridors and nodes such as the connection to the train station and car parks. The CVPSP will also identify high traffic volume intersections and propose interventions such as street calming and speed bumps to design safer streets. Connecting the CVP to other areas will ensure that the precinct seamlessly transitions and connects to the broader activity areas such as the Grove Library, Cottesloe Beachfront and Shire of Peppermint Grove administration centre.
MO-2	There is a dual use path on the west side of the railway but connection between this path and Cottesloe Station across Railway Street into the CVP is not pedestrian or cyclist friendly. The primary issue and concerns raised among the walkers include the difficulty crossing roads and intersections and construction / road works / damaged or missing footpaths posing a major hazard.	The design phase of this CVPSP will consider integrating the connections to outer pedestrian and cycling networks and to implement interventions such as street calming, signage, speed bumps and new path of entrance into the precinct.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM LU = LAND USE BF = BUILT FORM		
MO-3	Widening existing laneways to ensure that their minimum widths can accommodate access to future basement parking and facilitate waste removal where required. Parking accessed via laneways could help reduce vehicle crossovers and also improve pedestrian and cyclist accessibility.	The CVPSP is consider holistic approach to parking. Residential developments will be required to accommodate resident and visitor parking on-site. For retail / commercial developments, there is potential to leverage off existing public and private parking including consideration for shared use of off-street parking at the shopping centre. Alternative parking solutions require further traffic and parking management study.
MO-4	The CVP suffers from different level of accessibility and connectivity problems for pedestrian and vehicular movement. Pedestrian links on Napoleon Street are disconnected to adjoining areas. Unsafe environment for cyclists and pedestrians to travel through. Opportunities to prioritising cycle networks and creating pedestrian first environments are key principles for a more sustainable precinct. Access to Station Street is disconnected to adjoining train station and bus stop by the retaining wall.	Some of the design responses which will be explored include: + Napoleon Street – as the activity and commercial hub of the precinct will prioritise on improving pedestrian link to connect to adjoining areas where pedestrian and cyclist experiences will be maximised. + Station Street – will prioritise on improving the connection between the station, bus stop and to the rest of the precinct. Legibility and universal access will be the key design considerations to overcome the physical barrier imposed by the retaining wall. + Jarrod Street Junction – will focus on mitigating the threats by high traffic volume. Intervention such as signage, speed bumping will be strategically placed to improve the safety and reduce crash rates. + Civic sub-precinct is in isolation separated by Sirling Highway. Design consideration will be given to improving building interface and signage making it easier to locate and access with the rest of the precinct. + Cottesloe Station / Railway Street will focus on improving universal access and signage to overcome the barrier imposed by level changes and the retaining wall. + The rest of the Sub-precinct appears to suffer for the issues of accessibility, legibility and connectivity. Design considerations will be given to these issues but less prioritised to other Sub-precincts.
LU-1	The CVP is identified as a key growth area and primary opportunity to contribute to the Town / Shire's infill dwelling targets set by the State Government. Residential floorspace is currently limited in the CVP, due to its status as a District Activity Centre there is great benefit in improving both walkability and activation in close proximity to Cottesloe Station.	The CVP currently includes residential densities ranging from R40, R60, R80, R100, and R-AC3. These densities should be reviewed in alignment with the proposed building height strategy to determine infill targets for the precinct.
LU-2	The CVP includes large parcels of vacant land zoned 'Development'. These extend the length of Curtin Avenue and alongside the railway line. They also include Cottesloe Police Station south of Jarrod Street. There are plans to relocate the station to a regional facility in the future, making the site available for other uses.	These large parcels zoned as 'Development' are also partially zoned as 'Primary Regional Road' under the MRS, which could have an impact on their development. This CVPSP will include design testing for these lots to determine both their land use zone and ultimate development potential, however, engagement with the DPLH / MRWA / PTA will be required.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM LU = LAND USE BF = BUILT FORM		
LU-3	The majority of landholdings in the CVP are in private ownership. There are varying degrees of redevelopment potential with some sites exceeding 3,000m ² of land area and others fragmented in strata titles. There are strategic sites held in local government and State Government ownership, including the Grove Library site, the two at-grade carparks on Station Street and the railway lands to the west of Cottesloe Train Station.	The CVPSP will identify catalysts sites (on both private and public land) which have significant redevelopment opportunities for strategic purposes. These sites will be supported by design testing to ensure feasible built form controls.
LU-4	There is a variety of land uses and ownership types in the CVP. The diverse land uses and services provided make it a unique and important place of local social and economic activity. The 'emerging concepts' identified a primary focus on mixed use and residential uses.	This CVPSP will review all existing zones under the two relevant local planning schemes to assign appropriate land use zones that meet these land use aspirations for the CVP. This will be supported by scheme amendments where required.
LU-5	The northern and eastern sides of the CVP adjoin low density residential blocks. Height and density should be carefully managed and transitioned through different land uses.	A transitional approach to residential densities is proposed to ensure that the CVPSP does not compromise the existing residential character on the edges of the precinct. These densities will be supported by design testing to ensure key elements such as heights, setbacks, and landscape treatments to assist with development transitions.
LU-6	The substation supplies electricity via a 132 KV high voltage power lines to the western suburbs, including Nedlands, Claremont and Mosman Park. The buffer around the facility prevents residential development. However, it may be possible to screen and build over the top of the substation for compatible uses such as car parking. There are major costs that prohibit relocation of the facility and it is expected that the facility will remain in place for the next 30 years.	The CVPSP will be required to determine an appropriate land use mix that is compatible with the substation as it will remain operational for the lifetime of the PSP. Given the strategic importance of these sites, preventing this area from perceived 'under development' warrants investigation. Interim land uses should also be a consideration, as the Town advocates that the substation should be relocated in the future.
BF-1	Napoleon Street is the identified 'heart' and main street in the CVP. It offers a range of local commercial activities and heritage listed buildings. As the demand for increased density continues, care must be taken to ensure the grain of Napoleon Street is not disrupted by larger, taller buildings. It is also important to maintain solar access to the public realm.	The public realm and street experience of Napoleon Street will be preserved as a priority by this CVPSP. The design testing will be supported by shadow analysis to ensure that solar access can be maintained. The 'emerging concepts' propose that new development be delivered in a sensitive manner which preserves / reinterprets the character frontages. The proposed built form controls will ensure that these design solutions can be achieved.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM MD = MOVEMENT LU = LAND USE BF = BUILT FORM		
BF-2	The existing built form in the CVP mainly comprises one and two storey developments with some recent three storeys developments, resulting in a relatively consistent and unimposing bulk and scale. A larger built form for the CVP has been proposed in the Engagement Outcome report, however, this will need to be managed in a careful way to ensure that feasible outcomes are proposed in response to ownership patterns, lot configurations, physical limitations and other contextual considerations.	The 'emerging concepts' prepared in 2023 identify a number of key development sites as follows: + Sirling Highway and Jarrod Street are proposed for mixed-use podium style developments as the preferred building typology. + Station Street is proposed for mixed-use podium style developments as the preferred building typology. + The northern side of Forrest Street is proposed for a garden apartment typology. Amalgamation of these lots is required to support intended built form. + The southern side of Forrest Street is proposed for a garden apartment typology. + Irvine Street / Crossland Court are proposed for a garden apartment typology. Design testing will be undertaken as part of the CVPSP to test these outcomes and confirm their appropriateness from a feasibility perspective.
BF-3	The urban grain of the CVP is defined by its diversity of lot sizes and widths. And this fine grain character should be maintained.	The CVPSP's built form approach to carefully consider building design at ground level to ensure provision of multiple tenancies or a façade design which breaks up any larger, single tenancies visually to provide activation, interests and diverse experiences along street frontages.
BF-4	Station Street has a porous street edge on both sides, with many openings for car parking and vehicle access which interrupt the street rhythm and result in an unenclosed feeling and undefined street edge. Building pattern is irregular with some buildings directly fronting the street with nil setbacks whilst others are set back significantly and are disconnected from the street.	The 'emerging concepts' identify major improvements on Station Street with a more consistent and cohesive street edge proposed. This includes redevelopment of the two existing large car parking areas owned by the Town of Cottesloe and other large development parcels. Any redevelopment on the southern side of Station Street will have to demonstrate that Napoleon Street is not adversely overshadowed. Prioritising vehicles access from rear laneways will be essential to meeting this vision, ensuring that the street maintains a clear pedestrian priority.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE = URBAN ECOLOGY US = URBAN STRUCTURE PR = PUBLIC REALM MD = MOVEMENT LU = LAND USE BF = BUILT FORM		
BF-5	Many of the older pre-war buildings in the heart of the CVP remain, giving the streets a very distinct character. The CVP contains 20 places identified as having heritage significance, with one place listed on the State Register. The cultural heritage significance is demonstrated by the precinct as a whole.	The CVPSP will be responsible for implementing the desired built form vision for the CVP. With increased densities and built form / scale proposed, any future changes require a careful balance, especially on Napoleon Street to ensure that the essential character and significance is not adversely impacted through inappropriate changes.
	The heritage buildings are important but so too is building mass and scale, views along streets, trees and other landscaping features as well as associations, meanings, historic and current uses, and connections to place and people. These all contribute to the CVP's character.	
	There are two different levels of significance in the CVP; Napoleon Street is of considerable significance with the remainder of the project area being of some significance. Key elements of significance adding to the CVP's heritage and character are:	
	+ The heritage listed places within the precinct. + The laneways and alleyways creating interconnectivity through the precinct. + The views through and within the precinct, especially views that include the Norfolk Island Pines. + Connection between the rail station and the precinct. + Norfolk Island Pines and other large trees. + Coherent low scale development along the street.	

4.2 DEVELOPMENT POTENTIAL

4.2.1 APPROACH

The CVPSP proposes to actively encourage quality infill development. SPP 72 requires that the precinct plan be based upon a clear understanding of overall development feasibility, to ensure that the development outcomes proposed can be achieved.

To ensure that the scale and type of development desired in the CVP is feasible, a 'development potential' analysis has been undertaken. When assessing development potential, the following themes are considered as the primary factors:

- + **Property** – attributes and characteristics that influence the physical possibility of a property to be developed for residential or retail use, including access and infrastructure services;
- + **Regulatory** – governance, legal and planning provisions that influence the built form, density and land use types that can be provided within the precinct; and
- + **Market** – characteristics influencing the supply, demand, price and feasibility of developing for a particular use or development outcome. The market can ultimately be influenced by a range of factors which could impact the rate at which development occurs.

When considering future development in the CVP, it is important to consider how the above characteristics relate to each other. The CVPSP will primarily influence the regulatory aspects. However, it is important that local property and market characteristics are considered.

ASSESSMENT METHODOLOGY

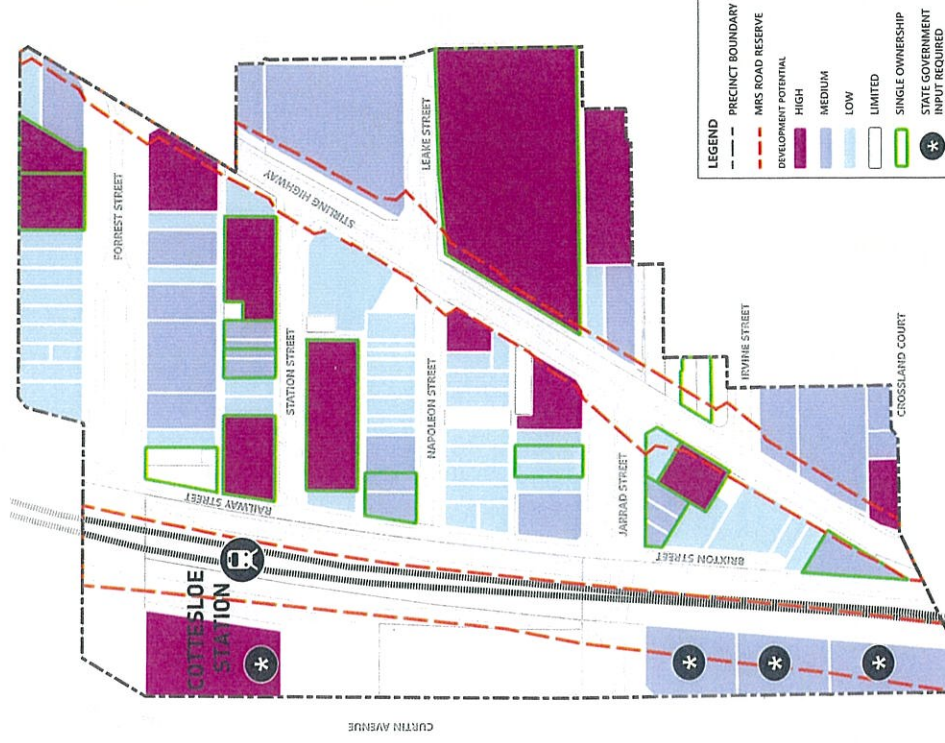
The assessment included a combination of quantitative and qualitative analysis. From a spatial perspective, the quantitative analysis considered a number of critical influencing factors:

- + **Tenure** - which assessed lots based on their land ownership and tenure.
- + **Lot Size** - which assessed lots based on their size.
- + **Existing Use** - which assessed whether a lot is vacant or developed.
- + **Age / Condition** - which assessed the age and condition of existing development (if present).

The above indicators were supported by weighted criteria which allowed each development parcel in to be assigned a 'development potential rating'. These ratings were assessed further, having consideration for a range of other factors such as development constraints (e.g. heritage considerations).

The development potential ratings are illustrated on **P2 - Figure 4**, they include:

- + **Limited potential** - being land that is likely to be unsuitable for future development due to limiting factors such as State Heritage Listing or other constraints.
- + **Low potential** - being land that is highly unlikely to be developed in the next 10 years. This typically includes new development, or properties with complex strata ownership structures.
- + **Medium potential** - being land that has some potential to be developed in the next 10 years. This typically includes properties of an appropriate size with ageing stock / tenure arrangements to support infill.
- + **High potential** - being land that is highly likely to be developed in the next 10 years. This typically includes large, vacant lots which are in sole ownership. Or large lots that have ageing stock ready for redevelopment.



P2 - Figure 4: Development Potential Assessment

4.2.2 ANALYSIS FINDINGS

The findings of this analysis is document in P2 - Table 2.

P2 - Table 2: *Development Potential Analysis Findings*

AREA	CHARACTERISTICS	FINDINGS / RECOMMENDATIONS
North of Forrest Street	+ Lot Size / Configuration - primarily small (500m²) and narrow lots (<13m) with dual access from Forrest / Vera Streets. Amalgamation of lots would be required to support apartment developments. + Ownership - primarily in single ownership with some survey strata properties with 2-5 owners. + Existing Conditions - primarily low-scale single houses. + Heritage - some heritage sites are observed.	Area is primarily identified as having low potential due primarily to the smaller lot sizes. Lot amalgamation would be required to support desired development outcomes (e.g. apartments). Built form outcomes will need to respond to the smaller observed lot patterns. The lots closer to Stirling Highway are identified as having medium-high potential as they are larger and have consolidated ownership.
South of Forrest Street	+ Lot Size / Configuration - Diversity of lot types with sizes ranging between 539-2,159m². Frontages vary between 11.67-46m, however, all lots enjoy depths which support redevelopment at over 46m. + Ownership - varies, however, most lots have some form of strata arrangement. + Existing Conditions - mix of residential and commercial uses, generally of a low scale between 1-3 storeys. + Heritage - some heritage sites are observed.	Due to the mixed lot sizes, ownership structures and recent age of some developments most lots are identified as having medium potential. Built form outcomes will need to respond to the smaller observed lot patterns. The largest opportunity exists on the corner of Stirling Highway, the existing medical centre building is over 20 years old and remains in sole ownership. Its size and dual frontage make it a high potential site.
Station Street	+ Lot Size / Configuration - Includes three primary development sites which comprise multiple lots. Each of these sites is in excess of 1800m². Some smaller lots are present these ranges between 400-600m². + Ownership - nearly all land is owned in freehold with only one recent strata development (on Stirling Highway). + Existing Conditions - contains primarily low-scale commercial development with a mix of nil and large setbacks. Also includes substantial at-grade car parking on both public and private land. + Heritage - the Albion Hotel is a Category 2 site and recommended for protection.	Three primary sites are graded as high potential, with Station Street offering the largest area of opportunity for substantial future redevelopment. Some smaller sites are identified as having medium potential as they may require amalgamation in some cases due to their size.

AREA	CHARACTERISTICS	FINDINGS / RECOMMENDATIONS
Napoleon Street	+ Lot Size / Configuration - Includes primarily small (400-500m²) and narrow (<13m wide) lots. Amalgamation is highly likely to support redevelopment. + Ownership - All land is owned in freehold. + Existing Conditions - Contains primarily low-scale street facing retail developments. Age and condition varies. + Heritage - Numerous heritage properties exist of varying conditions. Street also includes important character considerations.	Due to the smaller lot sizes and heritage / character considerations, the majority of lots have been identified as having low potential. Lot amalgamation will be required for almost all lots to support future redevelopment at desired scale and intensities. Built form outcomes will need to respond to the smaller observed lot patterns.
Jarrod Street Junction	+ Lot Size / Configuration - Lot sizes are generally quite small with the majority at 435m² or less. Some of the small sites are in consolidated ownership which enhances their potential. + Ownership - Most sites are owned in freehold, with the exception of two larger commercial properties on the northern side of Jarrod Street. + Existing Conditions - Contains primarily low-scale commercial and retail developments. Age and condition varies substantially. + Heritage - Only one heritage property exists in this area.	Properties are generally identified as having medium and high potential due to the larger lot sizes and freehold tenure. Where sites are impacted by more complex strata arrangements or are heritage listed they are identified as having low potential. Desired built form outcomes will need to respond to the smaller observed lot patterns.
Stirling Highway North / South	+ Lot Size / Configuration - Includes lots of varying sizes and configurations. Lots are generally between 1000m² - 3,000m². + Ownership - A combination of freehold and strata properties are observed. + Existing Conditions - Contains primarily low-scale commercial and retail developments. Age and condition varies substantially. Traffic is a major concern with existing traffic often banked up during peak times limiting access to these sites. + Heritage - Numerous heritage properties are present in this area.	Properties are generally identified as having medium and high potential due to the larger lot sizes and freehold tenure. Where sites are impacted by more complex strata arrangements or are heritage listed they are identified as having low potential. Desired built form outcomes will need to respond to the smaller observed lot patterns.

AREA	CHARACTERISTICS	FINDINGS / RECOMMENDATIONS
Cottesloe Central	+ Lot Size / Configuration - Numerous large lots totalling an area over 15 hectares. + Ownership - Numerous sites all owned in freehold by one consolidated owner. + Existing Conditions - Contains large big box shopping centre and surface car park areas on the periphery. Traffic is a major concern with existing traffic often banked up during peak times limiting access to these sites. + Heritage - Only one heritage property exists in this area.	Site offers substantial redevelopment opportunity and potential for a landmark site given its size and strategic location in the precinct.

Railway Lands	+ Lot Size / Configuration - Numerous large lots ranging between 2,000-8,000m². + Ownership - All lots are Crown Reserves. + Existing Conditions - Lots are generally vacant with the exception of the old Cottesloe Police Station (earmarked for relocation). + Heritage - No heritage considerations. + Other - Lots north and south of Jarrad Street are partially reserved for 'Primary Regional Road' under the MRS.	Given its size, proximity / relationship to Cottesloe Station, and 'Urban' designation under the MRS, the northernmost lot is identified as having high potential despite its tenure. The lots south of Jarrad Street are identified as having medium potential due to their size and opportunities. The need for an MRS rezoning reduces their potential somewhat adding another layer of complexity. As all lots are Crown Reserves, they represent an excellent opportunity to partner with the State Government, to unlock their potential for transit oriented development outcomes paired with a green railways reserve corridor.
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Example of high potential vacant site on Forrest Street



Example of high potential at-grade car park sites



Example of high potential landmark site at Cottesloe Central



Example of limited potential heritage sites identified for protection



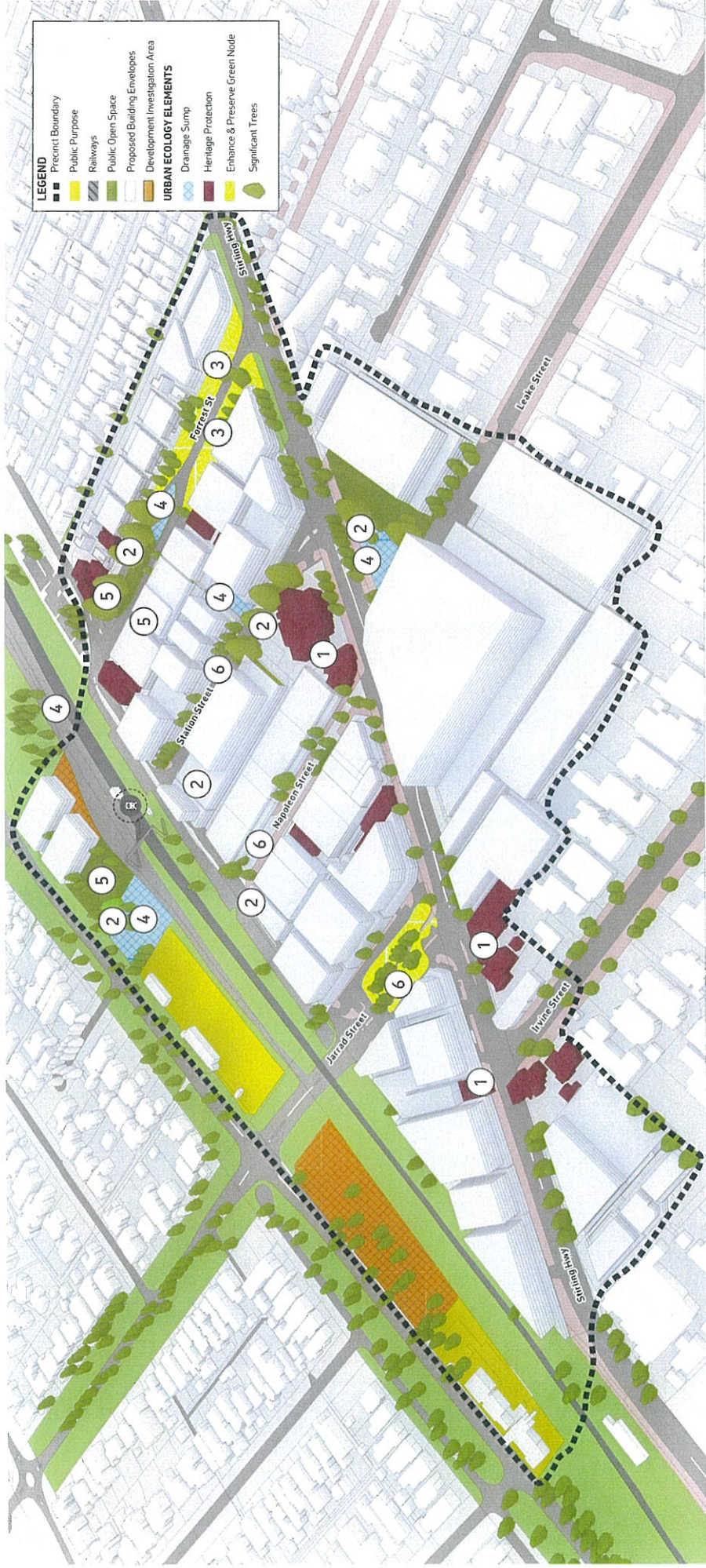
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DESIGN RESPONSE

5.1 URBAN ECOLOGY

1. Retention / protection of existing heritage buildings is proposed for all sites listed on the State Register and / or identified for protection on the Town / Shire's heritage lists.
2. Numerous locations are identified for tree retention to support overall urban tree canopy growth. Additionally, protection of substantial Norfolk Island Pines on Forrest Street and Station Street is recommended as they provide important contributions to precinct character.
3. Existing wide (primarily turfed) verges on Forrest Street are identified for upgrades to support inclusion of native planting in alignment with best practice water sensitive urban design (WSUD) initiatives.
4. Existing drainage sumps are preserved and where required enhanced to ensure precinct's urban water management ability is not adversely impacted.

5. Existing green nodes on Forrest Street and Curtin Avenue are proposed to be formalised into a public open space reserves, to support their diverse functions as places for respite, amenity, drainage.
6. Streetscape enhancements on Jarrad / Napollōn / Station Streets to support opportunities for additional tree planting to enhance urban canopy coverage.



P2 - Figure 5. Urban Ecology Plan

01.1 To protect, enhance and respond to the ecological systems of the precinct.

5.1.1 NATURAL ENVIRONMENT

TOPOGRAPHY (C1.1.1)

Consideration of the CVP's natural attributes (landform, soils, vegetation and water) in concert with proposed urban structure, movement, public realm and built form strategies will ensure that key features are integrated successfully into the precinct design.

The landform surrounding the CVP possesses unique topographical features as the precinct sits within the valley of a dunal system to the west and east. The topographical analysis in **Appendix 1** demonstrates that the CVP is generally at an elevation between 3-10m AHD with elevations rising to a peak of 31m to the west and 24m to the east. As the CVP sits within a topographical depression there are no street level views towards the Indian Ocean or Swan River. Despite the precinct itself being generally quite flat, there are also issues associated with the grade of Cottesloe Station, with its elevation and the retaining wall on Railway Street limiting pedestrian / universal access. Designing with the local topography is essential, methods in which this is achieved in the CVPSP are:

- + **Section 5.1.2 and Appendix 3** (Water Management Strategy) demonstrate how the proposed design seeks to use the natural topography to implement WSUD opportunities.
- + **Section 5.4** identifies how the public realm design seeks to manage topography, particularly along the interface of Railway Street at Cottesloe Station.
- + **Section 5.7** provides guidance on how the built form approach will ensure future building design works with the natural topography to manage issues such as parking, and capitalise on opportunities such as views of the Swan River.

GREEN NETWORK (C1.1.2 AND C1.1.4)

The CVP is highly urbanised, it therefore has limited areas of natural environment and greenery, opportunities for existing habitat protection are therefore limited. As demonstrated in **Appendix 1** (Section 4.5 - Tree Canopy) the extent of the green network, and associated tree canopy cover is quite poor. The primary existing nodes of greenery include: Forrest Street; The Grove; and the Railway Lands.

The CVPSP seeks to expand the extent and improve the quality and connectivity of the natural environment. Tree planting, revegetation and/or retention of existing trees will help re-establish habitats that have been lost through urbanisation will ensure that ecological systems can be enhanced across the CVP. Proposed strategies include:

5.1.2 WATER MANAGEMENT

Through preparation of the CVPSP, consideration has been given to the total water cycle to better facilitate use and management of urban water resources, relevant to the context and scale of the precinct. A Local Water Management Strategy (LWMS) (**Appendix 3**) has been prepared by AECOM in accordance with Better Urban Water Management (WAPC 2008) guidelines and the objectives of the State Water Strategy.

GROUNDWATER MANAGEMENT (C1.1.3)

The principle behind the groundwater management strategy is to maintain the existing groundwater regime to the extent practicable and to protect groundwater quality. The LWMS proposes the following groundwater management criteria in response to site conditions:

- + **Criteria GW1:** Soakage structures/soakwells to have a minimum clearance of 500 mm above the Maximum Groundwater Level (MGL).
- + **Criteria GW2:** Prevent groundwater level rises that impact existing stormwater management infrastructure and/or increase flooding risk.
- + **Criteria GW3:** Maintain water quality with respect to nutrients and pesticides.

One of the primary considerations for the CVPSP is to ensure that new developments maintain a 12 m separation between the ground floor and MGL. If subsurface structures such as basement parking areas are planned below the MGL, detailed groundwater studies will need to be conducted to characterise groundwater characteristics at the location, potential changes due to planned development, and demonstrate mitigation measures that successfully manage groundwater levels which maintain the function of nearby water management systems and do not contribute a rise to 1% Annual Exceedance Probability (AEP) flood levels. The above measures will assist in achieving Criteria GW2.

STORMWATER MANAGEMENT (C1.1.3)

The principle behind stormwater management at the site is to maintain the current hydrological conditions existing in the CVP. This principle and the guidance documents discussed in **Appendix 3** have guided the stormwater management criteria. The current practice of fully infiltrating water within the site will be maintained.

- + **Criteria SW1:** Preserve existing stormwater sumps and soakwells.
- + **Criteria SW2:** Development will manage drainage in a manner does not increase flood levels from the 1% AEP storm event compared to current conditions.
- + **Criteria SW3:** Apply appropriate structural and non-structural measures to reduce pollutant loads.

The LWMS identifies drainage considerations for the overall precinct based on available information and the hydraulic modelling results. These include:

- + The function of all existing drainage sumps should be maintained and not impacted by proposed land use changes.
- + The drainage sump on Station Street and the adjacent carpark form an important drainage function. Most of the town centre drainage drains to this sump along with a significant component of the Stirling Highway Drainage. The infiltration from this sump should be maintained and improved if possible.
- + The eastern carpark also provides flood storage which should be maintained. Any changes to this area may impact flooding on adjacent properties.
- + All opportunities to maximise infiltration through the use of WSUD should be incorporated into streetscape changes in the precinct with a large focus on Forrest and Station Streets.

WATER CONSERVATION (C1.3.4)

Water conservation design criteria are proposed which are consistent with the guidelines presented in Better Urban Water Management (WAPC 2008a). While water conservation criteria will ultimately be dictated by the Town and Shire's respective codes, initiatives, and priorities, this LWMS proposes the following water conservation criteria:

- + **Criteria WCI:** Minimise irrigation demands for landscaping associated with new and re-development. Conservation of water through fit-for-purpose use and best management practices is encouraged so that scheme water is not wasted. The Town and Shire maintain environmental and sustainability initiatives that guide water conservation. Development must confer with the relevant local council to ensure compliance with applicable codes and mandates guiding water conservation.



Existing Forrest Street Green Node / Drainage Sump



Forrest Street Verge (proposed WSUD upgrades)



Existing Grove Library Green Node / Drainage Sump

01.2 To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.

5.1.3 ABORIGINAL HERITAGE

(C1.2.1)

'Mudurup' or Moonderup (pronounced 'Moordoorup' or 'Murdarup') is a ceremonial site located at Mudurup Rocks, south of the Cottesloe Surf Life Saving Club. Mudurup Rocks is considered one of the most important spiritual coastal sites on the Swan Coastal Plain. 'Mudurup' means 'place of the whiting'. Before European settlement in Cottesloe, Nyoongar peoples fished at Mudurup during mid to late summer, the seasons of Birak (December to January) and Bunuru (February to March).

The Wardin Beeliar Bidi is the traditional path that Whadjuk Noongar people used to travel from 'sea to river' according to the seasons. This is recognised and signposted through Cottesloe to Mosman Park.

While the DPLH Aboriginal Heritage Inquiry System does not identify any Registered Sites in the CVP, its strategic location between Mudurup and the Swan River suggests that there are many opportunities to better celebrate Aboriginal heritage and culture.

It is recommended that these opportunities be explored through implementation of the CVPSP.

5.1.4 HERITAGE AND CHARACTER

BUILT HERITAGE AND CHARACTER (C1.2.2 AND C1.2.3)

The heritage values of the CVP are captured in **Appendix 1** (Section 3.6 - Heritage and Character), with many places already listed on the State Register of Heritage Places and/or the Town's / Shire's respective Heritage Lists. Those sites identified for protection are illustrated on **P2 - Figure 5**, this is reflected in the planning controls set out in Part One of the CVPSP.

In addition to physical protection, the CVPSP also explores opportunities for how built heritage and character can contribute to the area's identity. Key strategies include:

- + **Napoleon Street Mass and Scale** - The retention of existing heritage buildings forms a key part of a broader strategy to celebrate the CVP's history as a traditional main street environment. As the precinct's heart, the built form and massing of buildings on Napoleon Street is critical to this endeavour. **Section 5.6** demonstrates the specifics of this response.
- + **Built Form Responds to Character** - The character of the CVP is documented in **Appendix 1**, the analysis finds that there are special character qualities that form a number of special sub-precincts. These sub-precincts includes a combination of unique qualities relating to existing heritage, urban structure, landscape, built form and streetscape design. Therefore, the CVPSP's built form approach includes a nuanced design approach, with individual responses proposed for each sub-precinct.

Further information is provided in **Built Form Section 4.6**.

01.3 To reduce the environmental and climate change impacts of the precinct development.

5.1.5 TREE CANOPY

(C1.3.1)

Retaining trees and increasing the extent of urban tree canopy is important for mitigating the impacts of urban heat island effect on our communities. Analysis of existing canopy coverage is provided in **Appendix 1**, it demonstrates that canopy coverage is quite poor in the CVP's built up areas both on public and private land. With the exception of Irvine Street and parts of Leake Street, all other streets have very poor canopy coverage. Tree canopy density on private lots is at its highest in portions of land east of Stirling Highway and north of Forrest Street. With increased densities proposed through the CVPSP, it is important that both public and private tree canopy is enhanced into the future.

The community engagement process (**Appendix 2**) identified a clear desire for tree retention and planting. It is therefore critical that the landscape strategy and the proposed upgrades to the public realm are focused on improving the quality of landscaping and connectivity of the green network. Proposed upgrades will ensure that access to greenery is enhanced. The benefits of improving tree canopy include habitat protection, stormwater infiltration, and reduces energy use for cooling. Additionally, tree lined streets are more likely to encourage walking and cycling by providing shade and contributing to the broader green network.

As shown on **P2 - Figure 5** the following is proposed:

- + **Forrest Street tree canopy** - Protection of existing Norfolk Pines, green spaces and deep verges on Forrest Street and is proposed to maintain these valuable contribution to local green network.
- + **Enhanced street greening on priority activity streets** - Tree planting to enhance green cover is proposed on Napoleon Street and Station Street.
- + **Jarrad Street median** - On Jarrad Street, removal of existing parallel parking bays is proposed allowing the introduction of a new median. This median will not only enhance pedestrian safety while crossing Jarrad Street, but also allow for new tree planting to improve its tree canopy contribution.
- + **Stirling Highway Green Edge** - The built form approach on the eastern side of Stirling Highway proposes deep front setbacks, to allow establishment of a green belt with new opportunities for substantial tree planting. Protection of large trees in front of No. 504 Stirling Highway is also proposed.
- + **Railway Reserve planting** - Where possible, tree planting and greening in the railway reserve to further improve canopy coverage and contribute to the green corridor.

5.1.6 WASTE MANAGEMENT

(C1.3.3)

It was determined that a waste management strategy would not be required for the CVPSP due to the scale of the precinct. Waste management in the CVPSP is expected to continue to be managed in accordance with existing processes. Individual mixed use residential and/or multiple dwellings developments are also required to prepare Waste Management Plans in accordance with the R-Codes.

Existing laneways do provide some limitations regarding future waste management, further commentary is provided in **Section 5.4.4**.

5.1.7 ENERGY AND CLIMATE CHANGE

(C1.3.2 AND C1.3.5)

The Energy and Greenhouse Gas Emissions (EGGE) Statement (**Appendix 4**) demonstrates how the CVP can reduce greenhouse gas emissions and incorporate renewable energy sources as it develops. The report includes:

- + A high-level EGGE Vision statement;
- + Defines relevant emissions and geographical boundaries; and
- + Identifies several material issues that are addressed through design elements of the CVPSP. These include elements that will minimise energy use, provide options or incentives for the use of renewable energy, and reduce climate change impacts on the precinct.

The Town of Cottesloe and Shire of Peppermint Grove agreed to commit to focusing on Scope 1 and 2 emissions in the EGGE Statement, although they do not preclude initiatives that address Scope 3 emissions. They have decided to use the geographical boundary of the precinct as shown on the CVPSP.

Material issues were identified for each SPP 72 Design Element as follows:

- + **Urban Ecology** design elements include incorporation of WSUD strategies, such as permeable pavements and bio-retention systems, to manage stormwater effectively and enhance sustainability and designing low water use landscaping to reduce water demand.
- + **Urban Structure**, the Precinct is a compact, walkable area in which much can be done to reduce the need for vehicle trips to reduce precinct emissions. It is permeable, supports a mix of land uses, and supports higher density residential development.
- + **Public Realm**, the CVPSP includes the provision of additional public space to promote active lifestyles and facilitate local infrastructure use, while streetscape upgrades include capacity to support an enhanced tree canopy to minimise impacts of the urban heat island effect.
- + **Movement** elements of the CVPSP include improving the quality and amenity of active transport routes to promote walking/cycling trips within the area and improving access to Cottesloe Station to encourage and support public transport patronage.
- + A key **Land Use** measure is the CVPSP's approach to residential densities, which will see a substantial increase in people living within the precinct, capitalising on access to public transport and limiting the need for car use.

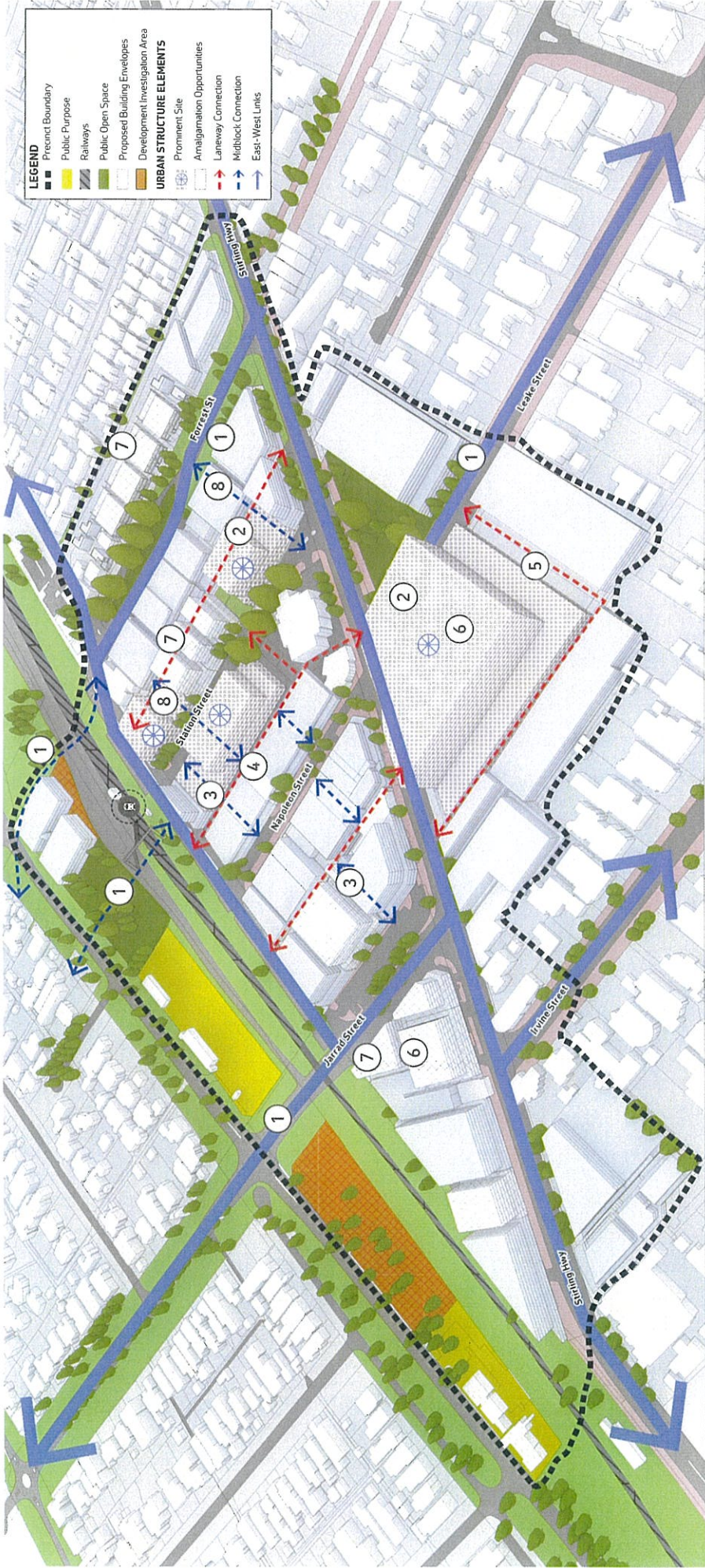
- + **Built Form** measures that could have significant impact on energy use and greenhouse gas emissions are the requirement for all new developments to consider Environmentally Sustainable Design initiatives at the Development Application stage and be able to demonstrate an ability to achieve a minimum of Green Building Council of Australia (GBCA) 5 Star Green Star (large scale) and 4 Star Green Star (low scale) accreditation, and the requirement for on-site solar to support renewable electricity production and consumption.

The next steps of the development of the EGGE statement will involve baseline data collection, modelling, final selection of material issues and measures, and development of climate change, energy and emissions targets and goals, which must align with other key policies that the local governments either have in place or are in the process of developing.

A Roadmap and Action Plan for implementation of measures in the EGGE Statement will then be developed. This is anticipated to be completed by early 2025.

5.2 URBAN STRUCTURE

1. Facilitate and improve east – west connections for better linkages between the Cottesloe Foreshore and Swan River by providing clear, legible and safe paths across the rail corridor and Stirling Highway.
2. A number of strategic catalyst sites have been identified as primary locations for future development. This includes Cottesloe Central Shopping Centre as the primary 'landmark' development opportunity at the corner of Stirling Highway and Leake Street.
3. Enhance existing laneways and midblock connections through private development sites to maintain pedestrian permeability across the CVP with additional activities to improve the pedestrian experience.
4. Promote Napoleon Street as the active heart of the CVP, with De Nardi Lane and Station Street performing a supporting role.
5. As part of long-term redevelopment of Cottesloe Central, propose a new street / connection to break up the large urban block and enhance movement permeability.
6. Optimise views of the Swan River for key development sites.
7. Encourage amalgamation of smaller sites to support new buildings which optimise development potential.
8. Propose new midblock connections to enhance north-south movement.



P2 - Figure 6: Urban Structure Plan

02.1 To ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.

5.2.1 URBAN STRUCTURE APPROACH

INTENDED PRECINCT CHARACTER (C2.11)

Having been established many decades ago, the CVP's urban structure is largely defined. It's streets, laneways, lot and block structure, public spaces, landscape features, and existing heritage all contribute to the precinct's character and sense of place. As a nominated District Activity Centre, and the village heart of the Cottesloe / Peppermint Grove Neighbourhoods the intended precinct character for the CVP is well defined in the vision set out in **Section 5.6**.

This section of the CVPSP, provides more thorough analysis of the initiatives and potential interventions (**P2 - Figure 6**) which can contribute to an enhanced urban structure response in the future.

BLOCK AND LOT SIZE (C2.1.2)

The CVP is mostly developed with only a few vacant lots remaining, many of the primary structural elements such as the road network and street block size / orientation are therefore set. The CVP's structure does vary though, with the following defining street block characteristics:

- + **West of Stirling Highway** – These urban blocks are typically <600m and are highly walkable due to the existing laneway network. The existing structure is well-balanced, primarily east-west streets and laneways support pedestrian, cyclist and vehicles movements. North-south midblock connections further enhance legibility / permeability for pedestrians, and it is recommended that this defining feature be retained as redevelopment occurs.
- + **East of Stirling Highway (South of Jarrad Street)** – The eastern side of Stirling Highway presents a different block structure. In this area, blocks are typically >600m with very poor pedestrian permeability. This is exacerbated further by Cottesloe Central Shopping Centre, with this site alone being larger than two street blocks on the western side. Enhancing permeability of street blocks on the eastern side of the CVP will be important.
- + **Cottesloe Station** – Despite its relative proximity, access to Cottesloe Station for pedestrians, cyclists, and people with mobility challenges is poor. To manage the level difference between Cottesloe Station and land to the east, a 180m retaining wall / barrier limits access and integration. Improving this interface on Railway Street is a high priority of the CVPSP's urban structure approach.
- + **Railway Lands** – These lots are generally free of development, with some large trees present. They are of a sufficient size to accommodate future development, however, they are all currently identified as Crown Reserves.

From a lot size perspective, as demonstrated in the development potential analysis (**Section 4.2**) these vary substantially across the CVP. A design testing exercise has been undertaken to inform the CVPSP's built form approach. This is detailed in **Section 4.6**, demonstrating how existing lot sizes can support desired land use and built form outcomes.

DESTINATIONS AND FOCAL POINTS (C2.1.3)

P2 - Figure 6 illustrates that the CVP includes a number of key focal points or destinations. The selected destinations take advantage of the existing / future urban structure. To enhance the distinct character of the CVP and make it an easier place to navigate, a number of interventions / alterations are proposed these are summarised below:

- + **Napoleon Street 'Village Heart'** – The beating heart of the CVP, Napoleon Street is the traditional retail main street environment expected to support a mix of buildings, spaces and activities that create an eclectic village feel. Preservation of its existing built form character and scale will be required to support this function.
- + **Cottesloe Train Station** – This destination is expected to play a significant role as the arrival and departure point into the CVP for many residents, workers, and visitors. Substantial upgrades to the station itself and its arrival experience are required. A potential grade separated (rail over road) approach as part of the Jarrad Street Level Crossing Removal could provide the impetus for these works to occur.
- + **Station Street** – Proposed to function as a secondary main street, major built form / land use change is desired which will result in upgrades to Station Street.
- + **Cottesloe Central Shopping Centre** – Cottesloe Central is a catalyst site and the primary commercial node in the immediate neighbourhoods servicing the CVP. The centre site provides daily to weekly shopping needs for residents and the wider catchment. It is somewhat disconnected from the western part of the CVP by Stirling Highway. A combination of road, landscape and built form improvements are desired to improve its integration, celebrating its role as a future landmark development site and the 'jewel in the crown' on Stirling Highway.
- + **The Grove Library / Community Centre** – Is an important community asset, inclusive of one of the main green spaces that is publicly accessible for community use. It is identified as a long-term catalyst site that could form a future landmark development.

02.2 To promote an urban structure that supports accessibility and connectivity within and outside the precinct.

5.2.2 ACCESSIBILITY AND CONNECTIVITY

FUNCTIONAL URBAN STRUCTURE (C2.2.1)

The CVP generally benefits from a well established urban grid structure which allows a permeable and interconnected precinct supporting ease of movement for all transport modes on the western side of Stirling Highway. The precinct is clearly navigated among its east-west streets and laneways which run along the north-south orientation of Stirling Highway and Railway Street.

There is, however, two primary opportunities to improve east-west connectivity as part of a broader strategy to better link the Indian Ocean with the Swan River:

- **Stirling Highway** – Is a heavily trafficked and vehicle oriented movement corridor. While vehicles may generally be moving slow at busier times of the day (due to traffic build up) safe crossing opportunities for pedestrians are still limited. Improvements to the street interface are proposed, particularly as crossing Stirling Highway is essential for access and travel between key nodes such as Napoleon Street, Cottesloe Station, and Cottesloe Central.

Refer P2 - Figure 14 for potential road treatment improvements.

- **Rail Corridor** – The Perth-Fremantle line rail reserve / corridor is another major east-west barrier. As a large at-grade rail corridor, the CVP is physically disconnected from large parts of the broader Cottesloe community. Currently, crossing points are only available at Jarrard Street (all modes), Cottesloe Station (pedestrians), and Forrest Street (pedestrian and cyclists).

Through the Jarrard Street Level Crossing Removal, the CVPSP is advocating for a grade separated solution, which offers major opportunities to improve east-west connectivity and reduce community severance between the CVP and existing neighbourhoods beyond.

ACTIVE TRANSPORT NETWORK (C2.2.2)

As described in C2.1.3 there are a number of key focal points and destinations in the CVP. While the existing grid structure provides accessibility and legibility for shorter pedestrian and cyclist movements within parts of the CVP, the major interventions described in C2.2.1 will be required to enhance broader connectivity in the 400m and 800m walkable catchments.

The movement section of the CVPSP Section 5.4, provides further details on the proposed active transport strategy.

02.3 To ensure the urban structure supports the built form, public realm and activity intended for the precinct.

5.2.3 STREET BLOCK AND LOT CONFIGURATIONS

BLOCK CONFIGURATIONS (C2.3.1)

The CVP is planned primarily on a modified grid, with an urban structure that has been in place for many decades. Rather than propose alterations, the land use and built form approach has instead responded to the existing street block pattern. The CVP's block sizes and configurations set up the foundation for the movement network and built form approach. The high degree of variation allows for different types and sizes of buildings. Street block depths were a fundamental consideration in developing the CVPSP's primary controls, with further information provided in Section 5.6.

LOT SIZE AND CONFIGURATIONS (C2.3.2 AND C2.3.3)

While there is general consistency in block configurations, lot size and configuration in the CVP varies substantially. The primary lot types observed include:

- Narrow lots: Lots <15m wide
- Standard lots: Lots 20–30m wide
- Large lots: Lots >30m wide

A design testing exercise has been undertaken to inform the CVPSP's primary controls, ensuring that the existing configurations can support the desired built form intent for the various sub-precincts, which includes a range of retail, commercial, mixed use, and residential solutions (at various densities). Where required, this includes considerations for lot amalgamation.

Further information on the design testing approach is provided in Section 4.6, this helps to demonstrate the suitability of the proposed design outcomes contemplated in the CVP including considerations for climate responsive design.

LARGE FORMAT USES (C2.3.4)

The CVP includes one primary large format use being Cottesloe Central, the centre and its surrounding car parks limit permeability on the eastern side of Stirling Highway creating a barrier to movement. The centre also generates high amounts of vehicle traffic and requires good access to ensure servicing requirements can be met.

The age and quality of the centre suggests that a major renovation or rebuild could be possible in the future. The site is therefore identified as a catalyst site (see C2.4.2).

PUBLIC REALM RELATIONSHIP (C2.3.5)

As described within this section, urban structure interventions are required to improve access to key public spaces.

- Changes to Stirling Highway could improve east-west movement and access between Napoleon Street / Station Street and The Grove / Cottesloe Central
- A redesign of Cottesloe Station / the forecourt area would substantially improve access to Cottesloe Station.
- Elevating the rail through the Jarrard Street Level Crossing Removal could make a fundamental impact in altering the urban structure. It could also help create new public spaces under the rail corridor, however, it is acknowledged this is a long-term prospect.

02.4 To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.

5.2.4 ADAPTABLE URBAN STRUCTURE

STREET BLOCK PATTERNS (C2.4.1)

The built form testing in Section 4.6 demonstrates that existing block patterns are regular and adaptable enough to support redevelopment and intensification. With proposed density increases across the CVP, it is important that prominent large lots are identified as catalyst sites to support increased densities. Generally, most lots are not large enough that subdivision would be supported, with the exception of the Railway Lands to the west.

There are some areas in the CVP where lot sizes (refer **P2 - Figure 6**) would benefit from amalgamation to achieve the desired built form intent. These locations generally include:

- + Narrow lots on the northern side of Forrest Street could benefit from amalgamation to allow multiple dwelling developments to occur.
- + The northern side of Station Street and southern side of Jarrad Street includes numerous small properties, with three separate owners. On their own, development potential is limited across these sites, however, with amalgamation development potential would be substantially increased.

The consolidation of lots is recommended to enable more integrated and higher quality development. Amalgamation helps to achieve efficient parking and access arrangements and can enhance streetscape outcomes.

CATALYST SITES (C2.4.2)

The development potential analysis (**Section 4.2**) identifies a number of high development potential lots. Many of these sites are therefore identified as catalyst sites or key destinations (P2 - Figure 24). These catalyst sites are generally the largest and better located sites which are able to support substantial increases in density. Key redevelopment sites include:

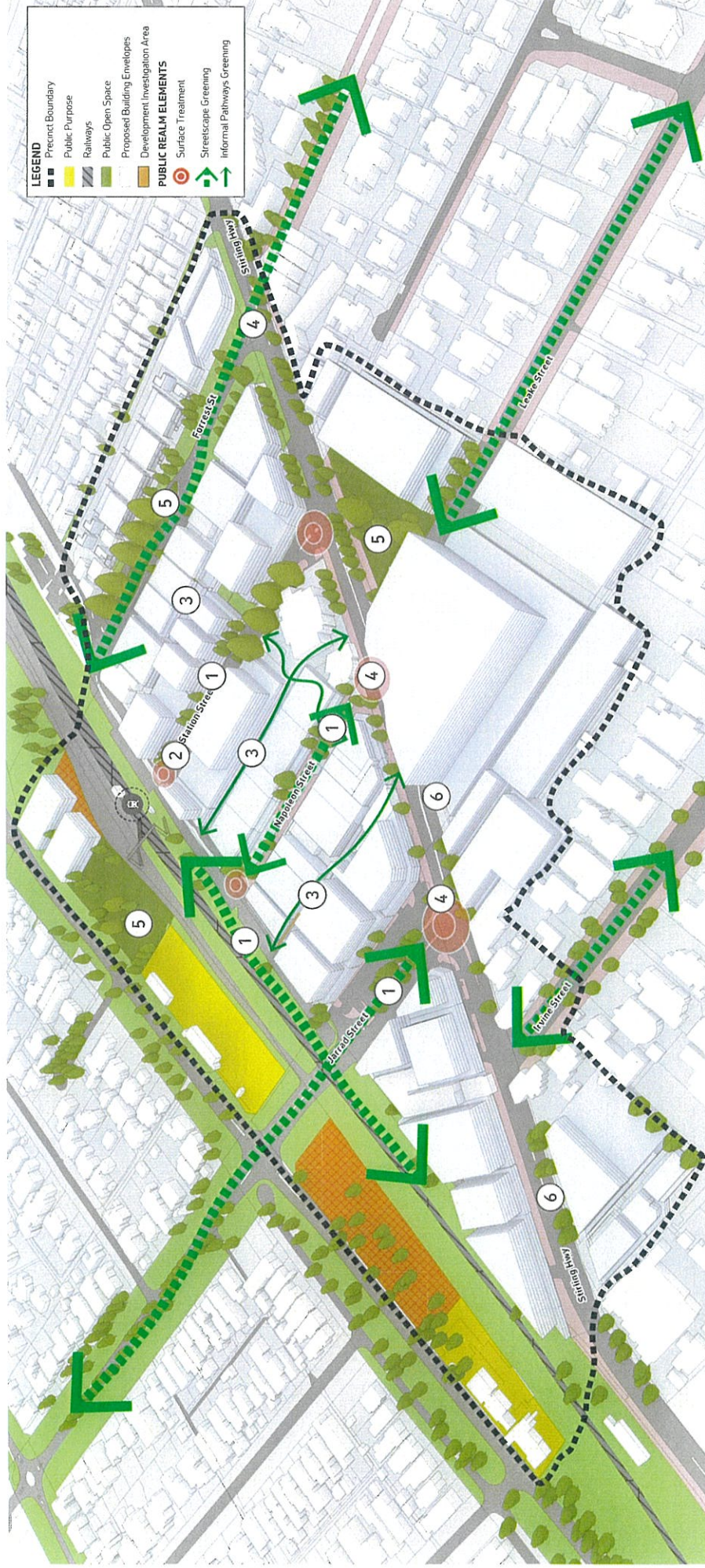
- + **Cottesloe Central** – Despite there being numerous small lots over the Cottesloe Central site, these are all in single ownership. Its prominent corner location, exposure on Stirling Highway, and large size would support major redevelopment outcomes to create a new landmark development site.
- + **Station Street** – Includes a number of large sites (multiple lots in sole ownership) which like Cottesloe Central could support substantially increased densities. Unlocking the potential of these sites would provide an ability to reimagine the Station Street streetscape, as well as provide important contributions to infill targets.
- + **Cottesloe Station** – Redevelopment of Cottesloe Station offers a substantial opportunity to reimagine the CVP. A complete redesign would help satisfy a range of the Town / Shire’s public realm, urban structure, and movement objectives.
- + **Railway Lands** – Includes a number of Crown Reserves which represent an excellent opportunity to partner with the State Government, to unlock their potential for transit oriented development outcomes paired with a green railways reserve corridor.

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5.3 PUBLIC REALM

1. Improve landscape and streetscape treatments of key east-west spines along Station, Napoleon Jarrad and Railways Streets.
2. Station / station interface upgrades to enable better connectivity and provide more public facilities such as shelter, seating and lighting. Consideration is required to ensure more direct and legible access particularly for those with mobility challenges. Implement a future pocket park and special events/plaza spaces on Station Street and near the station entrance
3. Provide greening, lighting, signage and installation to laneways and informal pathways to increase pedestrian wayfinding and enjoyability.

4. Enhance Stirling Highway to make crossing the busy highway safer, particularly for vulnerable road users. Intersection upgrades / enhancements / treatments to assist with changing the road environment to support greater pedestrian priority.
5. Proposed green nodes provide opportunities to retain publicly accessible green spaces which provide amenity for users of the precinct.
6. Landscape setbacks are implemented on private lots to provide additional room for tree canopy on key roads such as Stirling Highway and Forrest Street.



P2 - Figure 7: Public Realm Plan

03.1 To ensure the public realm is designed to promote community health and wellbeing.

5.3.1 PUBLIC REALM APPROACH

PUBLIC SPACE TYPOLOGIES (C3.1.1)

In the CVP, the public realm approach includes several distinct public space types, with each contributing to its unique character and the community's health and wellbeing. These diverse public space typologies include a combination of existing, proposed, and improved spaces and places.

The types and general features are summarised in P2 - Table 3.

P2 - Table 3: CVPSP Public Space Types

TYPOLGY	KEY FEATURES	EXAMPLES
Main Street	+ Central thoroughfare lined with historic façades and fine grain retail shop fronts. + Hub of commercial activity and community interaction. + Shared space with pedestrian priority. + Large awnings, al fresco areas and tree canopy to enhance user comfort.	+ Napoleon Street
Shared Street	+ Flexible spaces where pedestrians, cyclists, and vehicles coexist harmoniously. + Encourage interaction and safer mobility, often featuring outdoor seating and pedestrian-friendly infrastructure. + Flexible gathering spaces designed for community events and social interaction. + Features seating, landscaping, pocket parks, art serving as focal points for public life.	+ Station Street
Green Node / Pocket Park	+ Intimate green spaces interspersed throughout built up areas. + Provide quiet retreats for relaxation and reflection. + Feature benches, greenery and WSUD initiatives.	+ Forrest Street + The Grove
Laneways	+ Multifunctional passages that break up urban street blocks, providing an essential movement and servicing function that takes vehicles off the main streets. + Provide opportunities for additional activation through small retail nodes and street art, fostering a sense of discovery and exploration. + Rich in historical significance.	+ De Nardi Lane + Bullen Lane + Clapham Lane

As a highly urbanised area, the CVP's public spaces are comprised primarily of existing roads, streets, and laneways. Section 5.4.2 explains the proposed upgrades which will enhance these public spaces in the future.

5.3.2 PROPOSED UPGRADES

PUBLIC SPACE UPGRADES (C3.1.2 AND C3.1.3)

In developing the public realm approach for the CVPSP, the following key principles were developed:

- + **Response to local climate** - as a vibrant urban centre, it is crucial to plan and design the public realm with careful consideration of the local climate. Given Cottesloe's coastal location, the design of public spaces must prioritise user comfort to ensure these areas are functional and inviting year-round.
- + **Flexible, shared, and mixed-use spaces** - Integrating multiple use spaces into the CVP can significantly enhance the precinct's appeal, by making better use of existing spaces where access to new ones is limited.
- + **A cooler, greener public realm** - Public spaces should include ample shading, such as trees and awnings to provide protection from sun, wind, and rain throughout the year. Trees in particular will substantially improve visual appeal and help mitigate urban heat island effect.
- + **Spaces for all** - Public spaces should be accessible to all, no matter a person's age or ability.
- + **Safe spaces** - Improving existing POS will also require considerations for how to better incorporate Crime Prevention Through Environmental Design (CPTED) principles, particularly where developments or houses interface with key streets and laneways. The built form approach (Section 5.6.3) demonstrates how new development can ensure enhanced passive surveillance.

To enhance user comfort in public spaces, one of the primary design considerations in the CVP is to improve shade. High temperatures can be exacerbated by the urban heat island effect whereby heat absorbing materials in the built environment retain heat and further increase temperatures. To ameliorate these impacts and create more comfortable micro-climates the following initiatives are proposed along key pedestrian and cycle pathways:

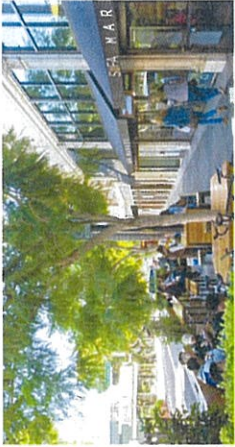
- + Improved tree canopy in public and private spaces (see P2 - Figure 7).
- + Built form responses that provide shade through structures such as awnings (see Section 5.6.3).
- + Expansion and design improvements to network of shaded laneways and streets.

MAIN STREET - NAPOLEON STREET UPGRADES

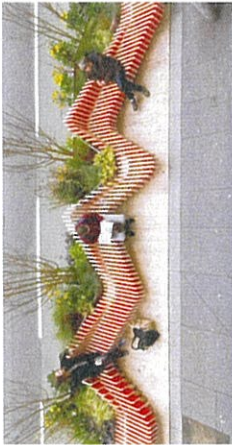
- + Napoleon Street has a humanised scale with well established active frontages. The future streetscape treatment will emphasise and enhance this character by keeping it a one way vehicular movement network.
- + Rationalise on-street parking on the northern side and relocate bays from the southern edge. This allows more alfresco areas with landscaped edges along the southern side allowing increased north facing sun access.
- + Allows for increased tree planting to create a complete canopy to shade alfresco areas and pedestrians. This will supplement existing street trees which will be retained. Laneways connecting to Napoleon Street can be enhanced with street art and lighting.
- + Upgrade the corner of Stirling Highway and Napoleon Street along the southern entrance with public art, interpretative signage and landscape elements to create a gateway node for the precinct.
- + Surface treatment at both entrances into the street and at the mid-point could be an artwork on the ground, providing traffic calming and wayfinding visual clues.



Alfresco areas



Alfresco areas



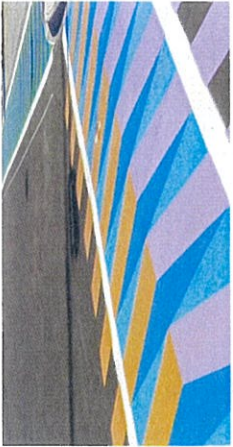
Linear parklet



Gateway landscaping

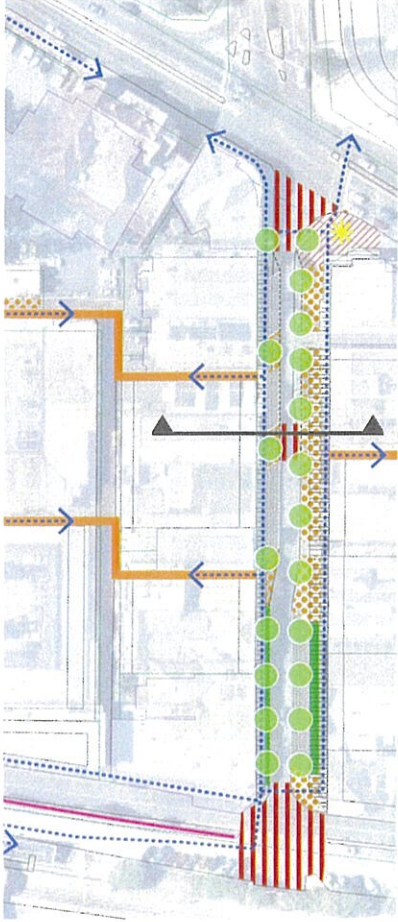


Laneway lighting



Wayfinding surface treatments

- Public Art Opportunity
- Surface Treatment
- Gateway Landscape
- Onstreet Tree
- Indicative Awning
- Alfresco Area
- Parklet Area / Linear Park
- Activated Laneway / Midblock Access
- Strong Pedestrian Connection
- Onstreet Parking



P2 - Figure 8: Napoleon Street - Design Ideas

SHARED STREET - STATION STREET UPGRADES

- + Station Street is transformed to become a highly pedestrianised space, vehicle crossovers are minimised with vehicle access into private lots moved to rear laneways.
- + Flush kerb, angled parking is provided on both sides of the street. Tree pits with permeable surfaces and rain gardens will capitalise on surface water flows from south to north across the street assisting with urban water management. A pocket park on the northwestern edge and additional tree planting supports a tree canopy which shades both sides of the street.
- + The flush kerb parking spaces together with road carriageway can also provide a flexible event space for the Town. Alfresco areas are encouraged to enhance the connection to the street and activate the public realm.
- + The existing drainage sump should include primarily permeable surfaces for drainage purposes, providing much-needed greenery. Like Napoleon Street, urban surface treatments are indicated for public realm network to accommodate pedestrian needs.
- + There is also opportunity to enhance station access by providing a break in the retaining wall at the end of Station Street removing the barrier and creating a more legible connection to the station. This will be supported by Mural Art to help beautify the retaining wall.



Desired street profile



Pocket Park



Rain garden with seating



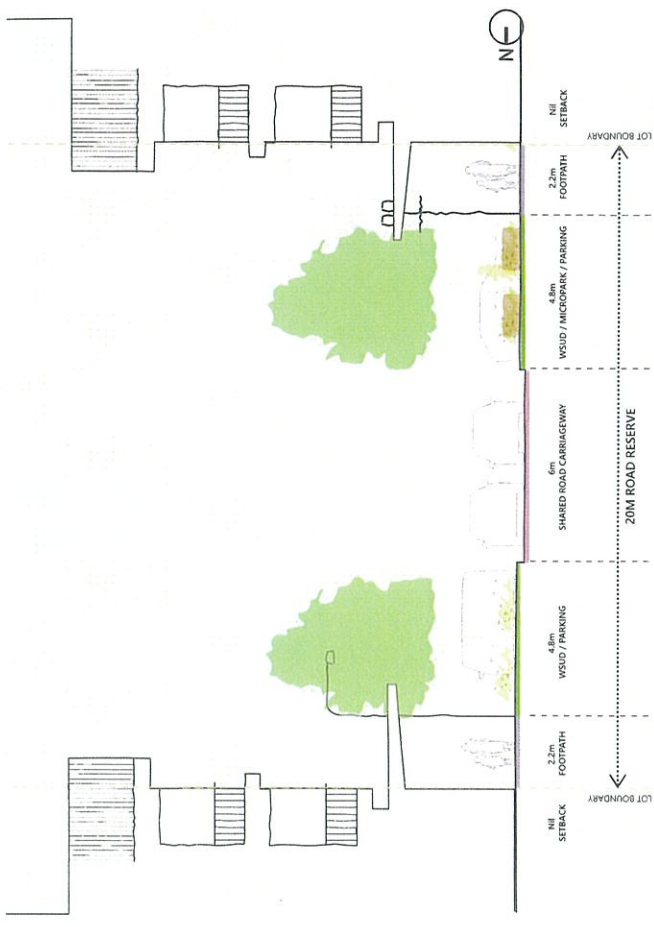
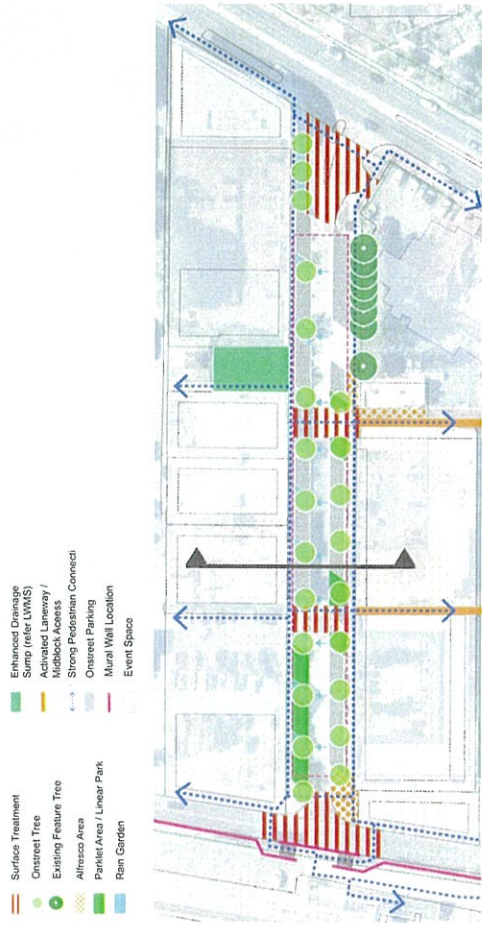
Laneway / midblock connection treatment



Surface treatments



Retaining wall mural



P2 - Figure 9: Station Street - Design Ideas

JARRAD STREET UPGRADES

- ✦ Jarrod Street performs a critical vehicle movement function as the only east-west crossing of the rail corridor in the CVP. With a likely level crossing removal to occur, interim upgrades are proposed in place of wholesale change.
- ✦ Remove parking bays on the southern side of Jarrod Street to introduce a 3 metre wide tree-lined landscape median.
- ✦ Potential to enhance the car park space with more shady canopy and better pedestrian legibility.
- ✦ Jarrod Street and Stirling Highway junction serves as a topographic high point of the precinct and an entrance into the Town Centre. Given these qualities, there is opportunity to create landmark node at this junction with landscape interventions on the street front spaces and potential feature urban surface treatments including paving and street furniture.



New tree and WSUD elements in car park



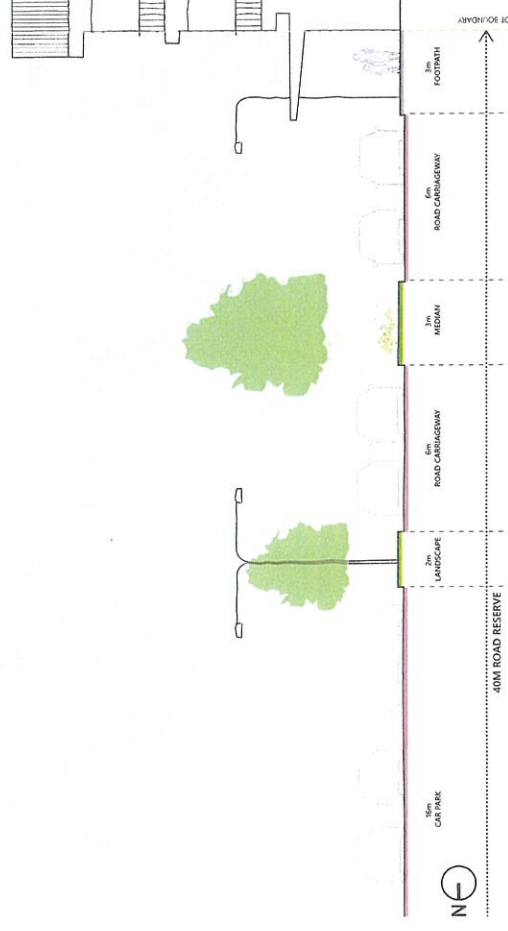
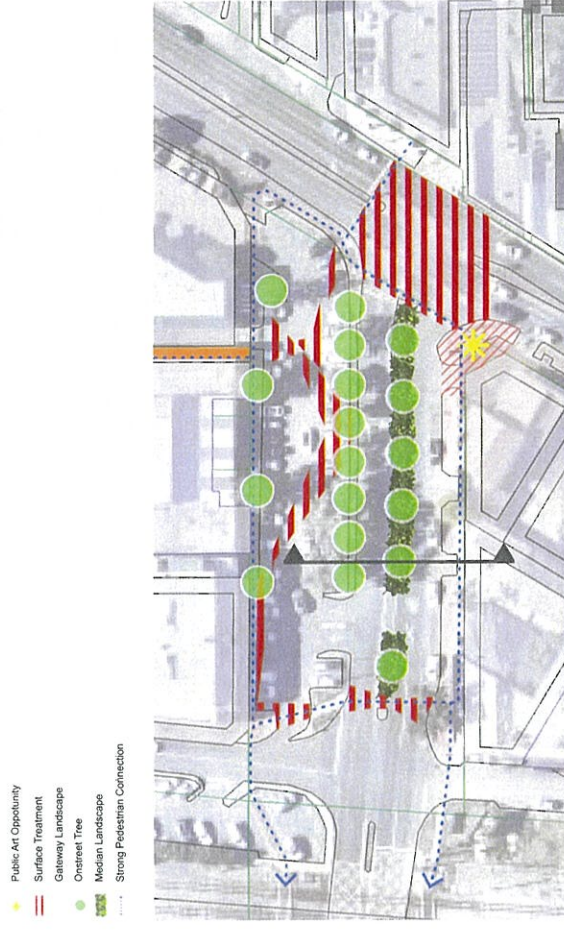
Landscaped crossing point



Surface treatments



Introduce new 3m central median



P2 - Figure 10: Jarrad Street - Design Ideas

FORREST STREET UPGRADES

- + Forrest Street will function as a linear green spine. Existing street trees can be enhanced with additional planting by maintaining existing wide verge character and tree canopy on Forrest Street.
- + There is opportunity to relocate existing sculpture on the eastern end of the street median and incorporates into a landscape node proposed on the western end. WSUD measure (broken kerbing for road stormwater runoff, biofiltration basin etc.) could be introduced to the median and together with opportunity for productive garden and nature play elements, create a community hub for families with younger children.
- + With the wide verge, shady canopies and close proximity to the entrance into the Principal Share Path Network, a cycle connection through Forrest Street would complement the greater cycling network.



Street tree planting



Landscape gateway



Off-road dedicated cycle lane



WSUD with broken kerb



Nature play / productive garden



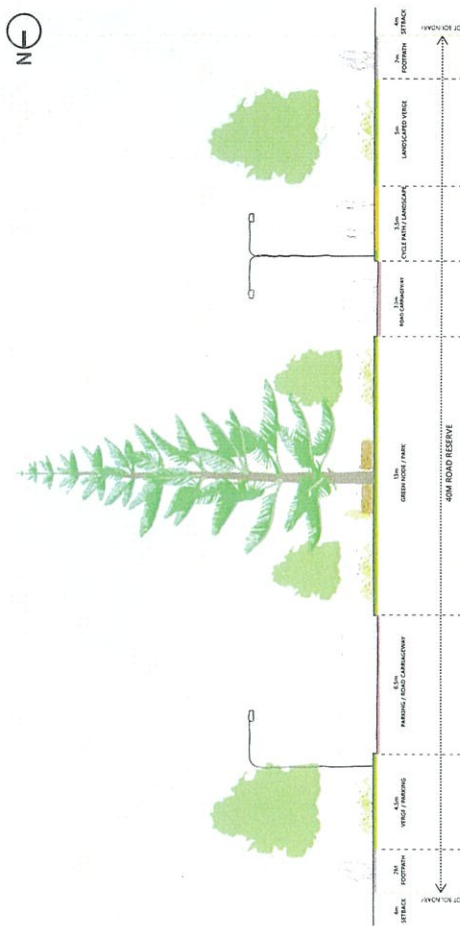
Nature play / productive garden

RAILWAY STREET UPGRADES

- + In its current form, Railway Street has limited space for upgrades as the street is narrow and located between a large retaining wall (to the west) and buildings with nil setbacks (to the east).
- + It does form an essential local connector however, including to the East Cottesloe Playground (located just outside the CVP). As part of any Cottesloe Station upgrades or redevelopment works,



- Onstreet Tree
- Existing Feature Tree
- Productive Garden / Nature Play
- Rain Garden
- Landscape Node
- Strong Pedestrian Connection
- Strong Cycle Connection



P2 - Figure 11: Forrest Street - Design Ideas

03.2 To enable local character and identity to be expressed in public realm design to enhance sense of place.

5.3.3 PUBLIC SPACES AND LOCAL CHARACTER

LOCAL NATURAL FEATURES (C3.2.1)

The CVP lacks connections to nature and natural features. It is generally quite flat and has limited existing tree canopy. The primary ways in which the CVPSP retains and integrates natural features into the public realm include:

- + Protection of existing Norfolk Island Pine Trees on Forrest Street and Station Street, as these trees provide essential contributions to precinct character.
- + Open spaces are built on existing assets. Mature trees are preserved and celebrated in places like the Grove Library site and within the Railway Lands.

ABORIGINAL HERITAGE (C3.2.2)

Further engagement is required with local Aboriginal representatives to sensitively plan for and holistically deliver public realm improvements across the Town / Shire. Some potential opportunities include:

- + **Cultural and Consumable Plantings.** Indigenous edibles and culturally significant plantings will be integrated into the landscape, providing opportunities for interpretation, engagement, research, and education.
- + **Public realm upgrades and concepts** should consider local history and cultural heritage in their design, providing an opportunity build a strong character and sense of place, along with building increased awareness of Aboriginal histories and cultures among the wider community.
- + **Public artwork upgrades and concepts** should consider local history and cultural heritage in their design, providing an opportunity build a strong character and sense of place, along with building increased awareness of Aboriginal histories and cultures among the wider community. Engagement with local Aboriginal artists should be considered when commissioning new public artwork.

CHARACTER AND IDENTITY (C3.2.3)

Incorporating layers of cultural experience can help build place character and identity. A number of public realm initiatives are proposed, including upgrades / creation of new public spaces. Local character and identity is considered in the following ways:

- + Heritage Sites and character buildings are preserved and enhanced with public realm improvements including upgraded surface treatments and planting. Improving useability of the streetscape on Napoleon Street will support further connection to the place strengthening its identity.
- + Local stories can be interpreted through art / sculpture / interpretative signage. Landscape materials (soft and hard) should be chosen to reflect coastal and river connections.
- + In the context of CVP, streets forms the biggest public realm system. Each street has an individual function and character which makes it special. Tree planting, surfaces, and furniture can be customised to reflect individual character of each street.

03.3 To ensure that key environmental attributes are protected and enhanced within the public realm.

5.3.4 PUBLIC SPACES AND THE ENVIRONMENT

INTEGRATING ENVIRONMENTAL FEATURES (C3.3.1)

As a highly urbanised area, the CVP has limited environmental features beyond existing trees in the public and private realm. C3.2.1 summarises some of the relevant approaches.

With regards to integration of environmental features, the following is proposed (see P2 - Figure 7):

- + The existing green node on Forrest Street is proposed for retention and enhancement.
- + The existing drainage sump on Station Street will provide visual relief between the denser building forms proposed. Vegetation upgrades to enhance its attractiveness, with a focus on natives is desired.
- + Further planting of the railway reserve.
- + On the eastern side of Stirling Highway, the Shire's existing garden suburb character which it is renowned for is proposed to extend to the highway. With large street setbacks enabling room for further tree planting and canopy coverage.

TREE CANOPY (C3.3.2)

As evidenced in Section 5.1.5 existing tree canopy is generally quite poor in the public realm, and is primarily concentrated on the periphery of CVP. The public realm has a significant role to play in supporting an enhanced urban tree canopy in the future. The primary strategies to enhance tree canopy in the public realm through the CVPSP includes:

- + **Forrest Street tree canopy** - Protection of existing Norfolk Pines, green spaces and deep verges on Forrest Street and is proposed to maintain these valuable contribution to local green network.
- + **Enhanced street greening on priority activity streets** - Tree planting to enhance green cover is proposed on Napoleon Street and Station Street.
- + **Jarrad Street median** - On Jarrad Street, removal of parallel parking bays is proposed allowing the introduction of a new median. This median will not only enhance pedestrian safety while crossing Jarrad Street, but also allow for new tree planting to improve its tree canopy contribution.
- + **Railway Reserve planting** - Where possible, tree planting and greening in the railway reserve is encouraged to help further improve canopy coverage.
- + **Cottesloe Station Upgrades** - Redesign of Cottesloe Station / forecourt to incorporate greenery and to better define its entrances.

In the private realm, refer to Section 5.6 for further information regarding how tree retention, deep soil areas, and soft landscaping requirements are intended to be used to support healthy urban tree canopy.

WSUD (C3.3.3 AND C3.3.4)

One of the main objectives of the LWMRS is to appropriately manage groundwater quality. One of the primary ways this can be achieved by treating surface runoff prior to infiltration via application of appropriate WSUD measures, thereby reducing the total nutrient load into groundwater that originates from the development. Streetscape upgrades will include infrastructure such as tree pits and permeable paving to help capture and treat runoff. Similar (albeit on a large scale) interventions are also proposed on Forrest Street with WSUD upgrades to existing verges as identified on P2 - Figure 5.

03.4 To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.

5.3.5 INCLUSIVE, SAFE AND ACCESSIBLE PUBLIC SPACES

LEGIBILITY (C3.4.1)

The urban grid structure of CVP is highly permeable with good connectivity between key east-west streets and the north-south laneways that link them. However, there are opportunities to improve wayfinding and legibility in the public realm for pedestrians, cyclists and scooters, particularly through the existing laneway network.

As demonstrated in **Section 5.3.2** numerous upgrades are proposed along key streets and connections. To improve legibility, the following is proposed:

- + A new dedicated cycle path is proposed on Forrest Street connecting to the Principal Shared Path that runs along the rail corridor. Accessing this path from the eastern side of the CVP requires crossing of Stirling Highway. Liaison with MRWA is required, to provide upgraded paths and new signage / wayfinding to ensure this route is safe and legible.
- + New surface treatments are proposed at key intersections throughout the CVP, the purpose of which is to provide opportunities that improve safety, add visual interest, provide opportunities for public art, signage or other initiatives which help orient people. The focus areas for these upgrades include:
 - Corner Railway Street and Napoleon Street;
 - Corner Railway Street and Station Street;
 - Stirling Highway and Station Street;
 - Stirling Highway and Napoleon Street; and
 - Stirling Highway and Jarrod Street.
- + The existing north-south laneway network is proposed to be upgraded to provide opportunities for enhanced wayfinding, balanced with informal journeys of discovery.

ACCESSIBILITY (C3.4.2)

The future design of all public realm spaces will need to appeal to users with varying interests, cultural needs and abilities. Proposed upgrades, such as the various streetscape enhancements will substantially improve universal design accessibility, ensuring public spaces are accessible to everyone. Additionally, public realm design (including paths and street crossings) will need to be safe and comfortable for all users. The safety of pedestrians, cyclists, and the most vulnerable users among them are to be prioritised. Safe streets have lower speeds to reduce conflicts, provide natural surveillance, and ensure spaces are safely lit and free of hazards.

In addition to the general upgrades above, two primary focus areas are also identified:

- + **Cottesloe Station Access** - Accessing Cottesloe Station from a universal accessibility perspective presents significant challenges due to the station's current design. The primary barrier is a 180m long retaining wall, which runs parallel to the station. This wall severely limits the number of access points available to users, making it difficult to reach the platform easily. A redesign is essential in integrating the station with the CVP and making it accessible to all.
- + **Crossing Stirling Highway** - With 5-6 lanes of traffic, crossing Stirling Highway poses significant universal accessibility challenges. One of the primary issues is the narrow median, which provides limited space for pedestrians to wait safely. This is especially problematic for individuals who move slowly or require more time to cross, as the median does not offer sufficient protection from oncoming traffic. Rather than proposing any

expensive grade-separated options (e.g. overpass) lower intervention options which shift movement priority are proposed. Initiatives can include new surface treatments on the highway to signify a change in environment to help slow traffic and visually link Napoleon and Leake Streets, reinforcing this as the primary east-west connection for pedestrians and cyclists. Reducing waiting times at the traffic lights, and consideration for a wider median are some of the options to consider.



Existing road treatment at intersection of Stirling Highway / Napoleon Street

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) (C3.4.3)

CPTED is based on the idea that peoples' behaviour within the urban environment is influenced by the design of that environment. Public realm design can affect both the likelihood of crime occurring in the area, as well as community perception about their safety and security. The recently released Crime Prevention through Environmental Design Planning Guidelines (2023) should be used as a resource by both the Town and proponents / developers during future redevelopment of the precinct.

Given the proposed urban character of the CVPSP, one of the primary ways in which safety can be improved is through an enhancement of built form / public realm interface. A well-considered relationship between built form and the adjacent public realm can bring significant co-benefits. A high-quality public realm that considers walkability, passive and active surveillance, lighting and creates well defined and usable public areas with appropriate landscaping has measurable safety, economic, and social value.

Section 5.6.3 provides further details on how CPTED will be addressed through the built form design.

03.5 To ensure public realm design is integrated with the built form, movement network and landscape of the precinct.

5.3.6 INTEGRATED PUBLIC REALM

PUBLIC REALM SCALE AND RELATIONSHIPS (C3.5.1)

The CVP precinct design recognises the importance of integrating public realm with built form, the movement network and landscape in the precinct. As demonstrated in **Section 5.3.2**, numerous streetscape upgrades are proposed with considerations for how the scale of public spaces relates to existing / proposed buildings and the street environment. Where the road environment feels barren and lacks a human scale (e.g. Station and Jarrod Street) interventions are proposed to visually narrow the street through integration of trees and other landscape upgrades. This allows greater use and flexibility of existing road reserves which are currently primarily oriented towards carriageways and parking.

PUBLIC REALM RELATIONSHIPS (C5.3.2)

Upgrades to the public realm are focussed primarily in areas with the highest levels of either existing or planner activity. It is important that these key activity streets (e.g. Napoleon and Station Streets) provide strong linkages between major nodes such as Cottesloe Station and Cottesloe Central (across Stirling Highway). To take full advantage of the proposed investments into the public realm, increased development intensity is proposed. This will ensure that the relationship between the public realm and intended built form, is proportionate in size and that appropriate space is provided for pedestrian movement and landscaping along key street frontages.

PUBLIC REALM CONNECTIVITY (C3.5.3)

Key nodes are proposed to be well connected by the public realm, with targeted streetscape and laneway upgrades to support active transport for local journeys. In addition to the streetscape upgrades described in **Section 5.3.2**, upgrades to the north-south laneway network will reinforce these spaces as a secondary movement network allowing more direct journeys to Napoleon and Station Streets. These upgrades could include:

- + Hopscotch laneways creating mosaics on the ground.
- + Community painted streets increasing sense of ownership.
- + Flexible spaces which can be used for events.
- + Greening, public art, lighting and other measures to enhance attractiveness and promote greater use.

SERVICES AND UTILITIES (C3.5.3)

Where major public realm enhancements are proposed early engagement with relevant services and utility providers is required to ensure integrated outcomes can be achieved.



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5.4 MOVEMENT

1. Designate Leake Street – Napoleon Street Forrest Street as the primary cycle routes connecting east and west of the precinct in alignment with the Department of Transport’s Long Term Cycle Network (LTCN). Upgrades required along Stirling Highway and the southern side of Forrest Street to enable this to occur.
2. Explore a complete redesign of Cottesloe Station as part of the Jarrod Street Level Crossing Removal project. The possibility of a grade separated solution will substantially improve station integration with the precinct and support broader east-west connectivity. An interim solution with direct access to Station Street is proposed.
3. Propose road calming, material and treatment changes to Stirling Highway between Jarrod and Station Streets to improve pedestrian and cyclist connectivity / safety. This is especially important for vulnerable road users such as those who are mobility impaired.
4. Upgrades on Forrest Street improve pedestrian safety, by increasing the size of the footpath and establishing a new median to enable midblock crossing opportunities.
5. Intersection treatments on Railway Street are improved to support enhanced pedestrian safety. The reduced road reserve is a limiting factor. Any major upgrades would need to be linked to the Cottesloe Station redesign.
6. Explore opportunities for new intersection design which includes a new signalised right turn out from Forrest Street west. This would also allow introduction of a new signalised pedestrian crossing, which would substantially improve east-west movement through the precinct.
7. Laneways are converted to one-way movement networks to meet future parking and service access needs. This is undertaken in lieu of ceding land for laneway widening to allow two-way vehicle movement.



P2 - Figure 12: Movement Plan

04.1 To ensure the movement network supports the function and ongoing development of the precinct.

5.4.1 PROPOSED MOVEMENT NETWORK

CURRENT AND FUTURE ACCESS NEEDS (C4.1.1)

A Traffic Impact Assessment (Appendix 5) has analysed the capacity of the movement network to support future growth in the residential population and visitors as a result of the increased density outlined within the CVPSP (refer Land Use section). The Assessment considered transport modes including vehicles, pedestrians, cyclists and public transport.

The overall movement approach aligns with the CVPSP's urban structure strategy which is to maintain the current street network and promote fine grained laneways and pathways throughout the precinct. Being close to the station and other education and recreation destinations, there is opportunity to promote walking and cycling as a key mode of transport especially for local trips. Stirling Highway and the rail line are the main barriers to east-west movement from Cottesloe Village and sever its connection to Peppermint Grove in the east and Cottesloe (including the beach) in the west respectively. As such, the CVPSP should seek opportunities for safe east-west movement across these barriers.

Previous community feedback in relation to the CVP's movement network included the following:

- + *The environment is healthy, walkable and convenient, with the ocean and the river within close proximity, and abundant trees;*
- + *Cottesloe Village is seen to be conveniently located – accessed by walking, cycling and car;*
- + *The overriding concerns discouraging people from frequenting the town centre are traffic and parking issues;*
- + *Traffic issues lead to the creation of dangerous spots and impede pedestrian movement within the area;*
- + *The train station is poorly connected to the town centre, it is underutilised and considered an eyesore.*

This indicates a desire in the community to walk and cycle more for local trips but concerns over traffic issues and poor connections discourage people from doing so.

PLACE AND MOVEMENT (C4.1.2-C.4.1.4)

Buildings, public spaces and streets all work together to create successful urban places. In the CVP, people have different experiences of the place depending whether they choose to walk, cycle or drive through the precinct. All streets are different with different place and movement requirements.

- + **Place** is the qualities of the streets and roads, the place role recognises that these are places and destinations in their own right understanding the activities that are occurring.
- + **Movement** is the transport of people and goods, the movement role is to provide a seamless connection from the beginning to the end of the journey.

The SPP 72 Precinct Design Guidelines introduce the notion of 'movement and place', and the Department of Transport (in collaboration with the DPLH) are developing a 'Movement and Place' framework that can assist in the precinct planning process. While this framework is in draft it is a useful tool to apply. It will help to guide:

- + The way buildings address streets, and the land uses that can be contemplated within;
- + Public works and landscape design and investment; and
- + Priorities for 'movement' and 'place' place and movement categories.

PLACE AND MOVEMENT CATEGORIES

A framework has been developed for the CVP to help classify different street categories based on 'very low, low, mid, high or very high' place and movement values.

- + The considerations for place include residential density and the number and variety of activities occurring on, or adjacent to, the street.
- + The general considerations for movement value include a street's length, daily volume of traffic (for all modes), the road's classification according to MRWA hierarchy and its connections to other higher order roads, regional and local destinations.

The outcome of this assessment is to define different street types used to help define the qualities that would be desired for each place and movement category. It also helps identify where each of the CVP's street type sits on this scale.

Further information is provided in **Section 5.4.2**.

5.4.2 STREET TYPES

P2 - Figure 13 provides a graphic representation of the place and movement categories.

STREET CROSS SECTIONS

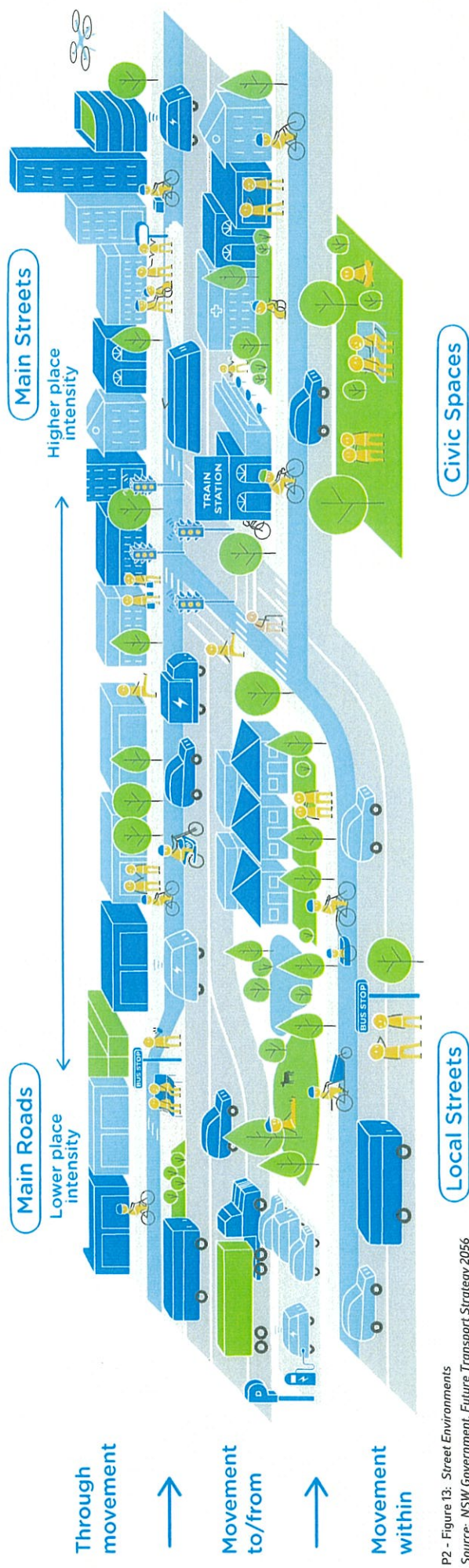
Typical cross sections have been developed for select streets (refer **Section 5.3.2**), these cross sections are intended to illustrate the desired outcomes for these important areas. They consider existing road reserve widths, and investigate upgrades which consider:

- + Private spaces - which includes built form interface at ground plane and upper levels.
- + Public and private spaces - the space in the road reserve between the building edge and the road carriageway.
- + Public spaces - the infrastructure provided within the road carriageway.

These cross sections should be used to inform future road and streetscape upgrades. Note they are indicative only for the purpose of demonstrating street character and scale. Detailed design would be subject to further investigations.

MAIN ROADS (HIGH MOVEMENT / LOW PLACE)

Are routes that facilitate broader connections to, through and within the precinct. Their design prioritises efficient movement of people and freight, and they are characterised by broader carriageways, minimised traffic disruptions and higher speed limits. This street type applies to Stirling Highway, as it is a location where movement of vehicles is generally a higher priority. It should be noted that there are important points where a higher number of pedestrians interface with Movement Corridors such as key crossing points like Napoleon and Jarrad Streets. In these locations their form and function should respond accordingly to support such users (for example, traffic calming and improved place measures at adjacent to the train station and main street).



P2 - Figure 13: Street Environments
Source: NSW Government, Future Transport Strategy 2056

LOCAL STREETS (LOW MOVEMENT / MID-LOW PLACE)

Form the majority of lower order residential streets. Albeit lower in activity, they can have significant meaning to local residents, offering places to play, socialise and exercise. These streets facilitate connections to schools, retail, and recreation areas and higher order roads. They can prioritise vehicle movement (in the carriageway), where supported by pedestrian and cyclist infrastructure.

This street type applies primarily to key residential streets such as Forrest Street, Irvine Street, Crossland Court and parts of Leake Street

VIBRANT STREETS (HIGH PLACE / MID-HIGH MOVEMENT)

These streets are shaped by a variety of uses and activities, often have a prominent built environment, including heritage and civic places, and attract high volumes of movement. They often offer a balance of pedestrian priority with shared spaces to allow vehicle movement

This street type applies to Station Street and Jarrad Street

CIVIC SPACES - PLACES FOR PEOPLE (HIGH PLACE / LOW MOVEMENT)

Are dedicated spaces and local destinations that have a high 'place' value. They provide places for people to stop and dwell and are often key public realm nodes with an exclusive focus on people. They are typically co-located with Vibrant Streets, capitalising on high volume movement of pedestrians.

This street type applies to Napoleon Street, parts of Station Street and select laneways.

04.2 To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.

5.4.3 PROPOSED MOVEMENT HIERARCHY

NETWORK HIERARCHY (C4.2.1)

With the exception of local trips, movement to, within and through the CVP has been traditionally car based. This has led to a movement network that, over time, has prioritised private vehicles - further embedding a dependency to use cars. The proposed movement approach for the CVPSP is to shift this priority, with a greater emphasis on pedestrian and cyclist movements desired for local trips. There is significant potential to increase public transport usage for longer trips, with the primary barrier being safe station access.

Refer to **Section 5.4.4** for the proposed movement approach which explains the network hierarchy in greater detail.

MODE SHARE TARGETS (C4.2.2)

The proposed CVPSP presents an opportunity to greatly increase the mode share of non-car trips for residents within the area. With a significant increase in residents proposed, and the type and location of these proposed dwellings (i.e. in apartment buildings), right within the activity centre supporting internal trips and adjacent to key public and active transport connections such as Cottesloe Station, Fremantle Railway Principal Shared Path, and Stirling Highway high frequency bus corridor - it is considered reasonable to target mode shares similar to inner city suburbs which have a high proportion of apartments and good public transport connections.

A review was undertaken of the car mode share for other suburbs in Perth, summarised in **P2 - Table 4**. This shows that for these suburbs, the proportion of residential dwellings which are as 'flat or apartment' is over 78 percent, and the car mode share ranges from 31-38%. This is much lower than the current Cottesloe and Peppermint Grove car mode shares and approximately half of the Greater Perth car mode share. These provide a benchmark and reasonable target for what mode shares can be achieved for residents in the CVPSP. Furthermore, as all the new residential dwellings in the CVPSP are proposed as apartments, it may be reasonable to target an even lower car mode share than these benchmark suburbs.

P2 - Table 4: Mode Share Targets

SUBURB	PROPORTION OF DWELLINGS AS 'FLAT OR APARTMENT'	'CAR, AS DRIVER' MODE SHARE FOR TRAVEL TO WORK
Greater Perth	7.6%	62%
Cottesloe	18.6%	55.5%
Peppermint Grove	11.7%	56.7%
Benchmark Suburbs		
Perth	79.9%	31.5%
Northbridge	86.6%	31.1%
West Perth	78.3%	37.7%
East Perth	89.8%	35.1%

04.3 To enable a range of transport choices that meet the needs of residents, workers and visitors.

5.4.4 PROPOSED MOVEMENT APPROACH

PEDESTRIAN MOVEMENT (C4.3.1)

Walking should be promoted as the key mode of transport for local trips coming and going from the CVP, the precinct possesses a good urban structure with high permeability (on the western side of Stirling Highway). The Urban Structure approach seeks to ensure that existing midblock connections are maintained and new ones created to ensure this quality remains. The proposed approach aligns with the Cottesloe Station Access Strategy (SAS) (PTA, 2019) which already identified pedestrian access as the priority mode for the station. In terms of access to the station from the CVPSP, the Cottesloe SAS identified several recommendations to improve pedestrian access in the area:

- Jarrod Street** - Is a short street which is heavily trafficked by vehicles travelling between Curtin Avenue and Stirling Highway. The footpath is narrow and there is little shade or shelter for people walking or cycling. Proposed upgrades seek to buffer pedestrians from moving vehicles by widening the footpath at its weakest points, and establishing a new median to allow mid-block crossings.
- Railway Street** - Is a very narrow street, framed by parking and a retaining wall on the west and built edges on the east. Potential opportunities to enhance the street profile are limited due to the reduced dimensions. In the interim, a review of intersection treatments at Jarrod / Napoleon / Station Streets is required.

CYCLIST MOVEMENT (C.4.3.2)

Cycling should also be considered a high priority mode for local trips within the CVPSP. There is already a good network of cycling infrastructure within the CVPSP area and surrounds. Within the precinct, both sides of Jarrod Street, Napoleon Street and Station Street are identified as shared paths, as well as the path along the western side of Stirling Highway. Forrest Street and Railway Street are identified as streets with a 'Good Road Riding Environment' typically categorised as streets with low volume, low speed traffic. The Department of Transport's LTCN identifies a Secondary Route through the PSP area, using Leake Street, Napoleon Street, Railway Street and Forrest Street to connect across the railway line through to the coast. It is noted that as a one-way street, Napoleon Street may not be considered the most appropriate route for two-way cycling. The CVPSP, therefore proposes Forrest Street (east of Railway Street) as an alternative cycling route, particularly for movement through the activity centre and accessing the Principal Shared Path. This also aligns with a recommendation from the Cottesloe SAS to 'install cycling infrastructure on Forrest Street east of railway'. Both routes have the barrier of the rail line to the west and Stirling Highway to the east to reach destinations beyond the CVPSP area which is a limiting factor.

PUBLIC TRANSPORT (C.4.3.4)

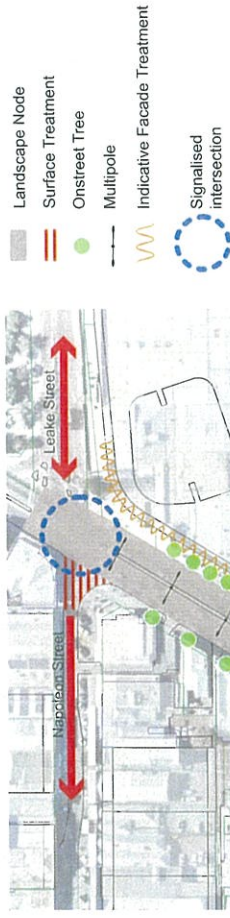
The CVPSP is well served by rail and bus services, with the majority of key destinations of employment for Cottesloe and Peppermint Grove residents able to be accessed in 30 minutes by public transport from Cottesloe Station. While all rail and bus stops are well located from a proximity perspective, the SAS identifies barriers:

- Cottesloe Station** - Generally has a very poor interface between the station and town centre, poor DDA access and very poor design integration. The SAS recommends that a complete detailed reconstruction design for Cottesloe Station be explored, incorporating nearby grade separation, fully compliant DDA access, Curtin Avenue reconfiguration, and redevelopment of reserve land. In the interim, a direct connection into the station from Station Street is required such as a staircase through the existing retaining wall.
- Stirling Highway** - It is identified in the SAS that the road environment is 'intimidating' for pedestrians crossing at signals on Stirling Highway at Leake / Napoleon Streets and Jarrod Street. While the SAS identifies exploration of a grade separated pedestrian crossing over Stirling Highway, the CVPSP prefers to look at lower intervention options which consider new treatments along the highway to enhance pedestrian safety. **P2 - Figure 14** provides further information.

STIRLING HWY

Stirling Highway is a state route as such any structural modifications to the road environment would need discussion with other stakeholders, namely MRWA. To help enhance the safety of crossing Stirling Highway, the following improvements are proposed:

- + Extending the red asphalt treatment from Napoleon / Leake to Jarrod Street to symbolise a change in urban environment and that vehicles are entering an urbanised area. Together with the proposed Gateway Landscape intervention at both ends, this section of Stirling Highway would become the face of the Town for through traffic, potentially encouraging slower vehicle speeds and increase visitation.
- + Other potential public enhancements include the installation of multipoles with banners and hanging basket accessories for additional greening in this tight space. The banners on the multipole could also be great way for advertising Town events and activities.
- + The shopping centre site to the east can leverage the improvements catalysing further precinct enhancements. New development should provide enough setback for additional canopy tree planting within deep soil zones along Stirling Highway. Initiatives and incentives for private development to incorporate green facades, deep soil zones, podium planting and roof gardens is recommended.



P2 - Figure 14: Stirling Highway Design Ideas



Existing road treatment at intersection of Stirling Highway / Napoleon Street



Existing road treatment at intersection of Stirling Highway / Jarrod Street

SERVICE VEHICLES (C.4.3.5)

The design of the movement network will need to ensure that service vehicles can enter and exit the precinct appropriately. The CVPSP has considered the types of vehicles required to service the land uses in the precinct and their potential impact on local community amenity, pedestrians and cyclists. Key findings are summarised below:

- + **Cottesloe Central Shopping Centre** - Its function as a mixed use shopping centre is expected to be retained into the long-term. The site will therefore continue to require dedicated access and movement for service and delivery vehicles. The current movement network includes a one way movement system with access from Leake Street and egress onto Stirling Highway. This approach is proposed for retention with a lane / internal street to be retained on the site from Leake Street.
- + **Bullen Lane** - Is a 4m wide two-way laneway between Stirling Highway and Railway Street, its primary function is to provide rear access to properties. It is expected that future development to the north and south will prioritise movement and access from the lane.
- + **De Nardi Lane** - Is a 5m wide two-way laneway linking Station Street and Railway Street, its primary function is to provide rear access to properties on Station / Napoleon Streets. It is expected that future development to the north and south will prioritise movement and access from the lane.
- + **Clapham Lane** - Is a 3m wide laneway linking Stirling Highway and Railway Street, its primary function is to provide rear access to properties on Station / Napoleon Streets. It is the narrowest of all the laneways and future widening is impacted by mature trees worthy of retention and a heritage building identified for protection on Stirling Highway. While it is desired that future development to the north and south will prioritise movement and access from the lane, widening is unlikely.

The above public laneways provide for vehicle access to private car parking. The laneways on the western side of Stirling Highway (between Railway Street and Stirling Highway) are also used by delivery vehicles accessing the rear of commercial properties in the CVP. The above public laneways are typically narrow and permit two-way traffic movements (at slow speeds) – they do not feature any formal footpath infrastructure – with pedestrians and cyclist travelling along these laneways on the 'roadway' used by vehicles.

As development intensifies and vehicle movement numbers increase in the laneways, the CVPSP has determined that formalising these laneways into one-way movement networks is the most appropriate strategy. This limits the need to require landowners to cede their land to allow for laneway widening (suitable for two-way vehicle movement).



Existing condition on Clapham Lane with mature trees



Existing condition on Bullen Lane

PRIVATE VEHICLES (C.4.3.6)

Due to the presence of Stirling Highway as a major north-south road, and Jarrad Street as a primary east-west access road over the rail corridor the CVP will continue to service a high number of vehicle trips. To ensure that proposed density increases do not adversely impact the road network, a Traffic Impact Assessment has been developed with detailed findings in **Appendix 5**. A high-level summary is provided below.

The traffic assessment shows that Stirling Highway is already operating close to capacity particularly at the Napoleon Street / Leake Street and Jarrad Street intersections in the PM peak. With the additional trips generated by proposed new residential dwellings, and even with a reduction applied to the typical trip generation rates, the intersections are expected to worsen, with Stirling Highway southbound in particular operating at capacity with extended queuing.

The proposed changes shown as part of the Stirling Highway ultimate layout are expected to be outside the timeframe of the CVPSP. Nevertheless, the proposed modifications are relatively minor and are not expected to significantly improve the performance of the network.

It is noted that the roads are constrained with limited opportunity for upgrades to increase capacity and improve performance. Therefore, alternative mitigation measures should be considered, such as ways to reduce vehicle demands and encourage mode shift where possible, or redistribute demands across other parts of the network – such as Curtin Avenue over Stirling Highway. Within the CVPSP, this could include a potential modification of the Stirling Highway / Forrest Street intersection to incorporate a new signalised right turn out from Forrest Street west (ToC side) to Stirling Highway southbound. This would also enable a new signalised pedestrian crossing across Stirling Highway as well, aligning with the recommendation for a controlled crossing (somewhere between Albion Street and Station Street) as identified in the Cottesloe SAS.

04.4 To ensure the quantity, location, management and design of parking supports the vision of the precinct.

5.4.5 PARKING AND PARKING MANAGEMENT

PARKING REQUIREMENTS (C4.4.1)

The amount of car parking provided should be determined in consideration of the mode share target, and modal hierarchy to support the function of the CVP. The CVPSP seeks to reduce vehicle usage, especially for mixed use, residential, and commercial uses located in the precinct's core adjacent to Cottesloe Station.

In defining ratios for the CVPSP, the State Government's Car parking requirements for non-residential land uses in Perth and Peel – draft Interim Guidance document (draft Interim Guidance) has been used as the impetus to ensure a contemporary approach to parking ratios / to align with the planning reform agenda.

The draft Interim Guidance background report contemplates numerous options for parking ratios, the preferred approach for the CVPSP is to use 'Option 1 – Apply a flat ratio'. The benefit of this approach is to provide consistency, but to also ensure a minimum ratio is provided to try and limit car parking numbers where not required.

Parking ratios in the CVPSP are therefore proposed to include:

- + **Residential Development:** In accordance with the R-Codes.
- + **Non Residential Development:** Minimum 1 bay per 100m² NLA – Maximum 1 bay per 50m² NLA.

PAYMENT IN LIEU OF PARKING PLAN

The Town has a Payment in Lieu of Car Parking Plan which came into effect in July 2023, the CVP is one of two areas covered by the plan. Its main purpose is to govern the application of payments in lieu of providing car parking for non-residential development, it also outlines the purposes for which payment in lieu of car parking will be used in the areas identified and how money collected will be administered.

The Shire does not currently have Payment in Lieu of Car Parking Plan in place.

RECIPROCAL PARKING OPPORTUNITIES (C4.4.2)

There is an opportunity with parking supply in the CVPSP to be reorganised and managed so that it can contribute to changing transport behaviour. As discussed previously, the activity centre is well located within close proximity to multiple public transport options and most local trips can be easily undertaken by foot or bike with current infrastructure.

Additionally, the extent of surface parking provision in Cottesloe Village is having some negative impact on the quality of the public realm. Significant space is devoted to surface parking within accessible public transport catchments and the walkable catchment of the train station and main street. The prioritisation of space for on-street parking rather than footpath space on local roads contributes to a negative pedestrian experience and offers little opportunity for quality footpath interaction. It is also important to note the use of Cottesloe Central as a de facto public car park given its current underutilisation by existing tenants / uses, may masks the actual parking needs within CVPSP. It provides a convenient park and ride area for people from surrounding suburbs. Even with this masking of parking demand at peak periods, traffic is typically banked up from Sirling Highway intersection up Leake Street. The future redevelopment of Cottesloe Central may, at best need to rationalise its multiple access points and include a component of public car park with a payment scheme or alternatively contain no public car parking depending on the redevelopment potential of Cottesloe Central.

There is an opportunity to explore reciprocal parking arrangements at existing parking sites. This would be an agreement to allow some of the parking demand for the new development (particularly commercial) to use existing parking sites, which generally results in lower total parking supply required to satisfy demand of new developments. Such an approach would support the mode share targets for the future. These agreements are maintained on Titles, and administered by Council. The amount of reciprocal parking depends on the type of land use in the vicinity and varies throughout the day. Relocation of existing at-grade parking on Station Street to an alternate location is also possible, to enhance their development potential.

PARKING DESIGN (C4.4.3 AND C4.4.4)

With the densities being proposed in the CVPSP, parking options on private development sites will likely include multi storey parking options either as basement or podium parking. Basement parking would have the least impact on the public realm, but would come at a greater cost to construct and in some areas the high water table is a major limiting factor. Where podium parking is provided, it adds to a buildings bulk. Design testing has been undertaken to explore the feasibility of podium parking solutions (see Section 5.6) to ensure that they can be sleeved with development

If the at-grade parking on Station Street cannot be relocated, it is likely that this parking will need to be replaced as part of any redevelopment of these sites given the need for such facilities in the CVP.

BICYCLE PARKING AND EOTF (C4.4.3 AND C4.4.4)

Parking for bicycles, motorcycles, scooters, ride sharing, mobility scooters and other vehicles should all be considered in the context of the CVP. This is especially important as one of the fundamental priorities of the CVPSP is to reduce private car usage, especially for local trips.

Section 4.5 Land Use demonstrates that the CVP will include substantial areas zoned 'District Centre'. End of trip facilities (EOTF) such as showers, change rooms and lockers should therefore be provided to cater for and promote cycling within commercial/mixed use developments.

The Town and Shire do not currently have any specific guidance for bicycle parking and parking end of trip facilities in their planning frameworks. To align with the CVPSP's objective to increase cycling use contemporary standards for a TOD precinct are proposed. Bicycle parking ratios and EOTF are set out in P2 - Table 5.

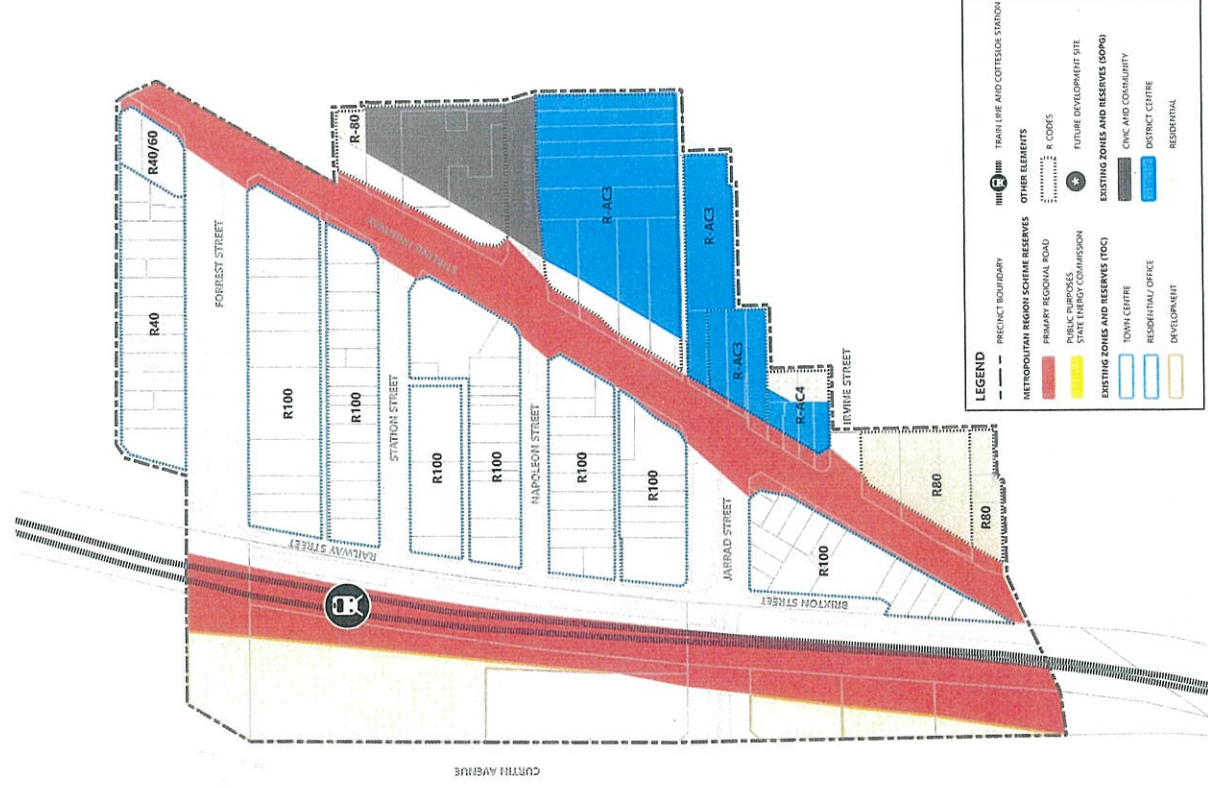
P2 - Table 5: Minimum Bicycle Parking and EOTF Ratios

LAND USE	MINIMUM BICYCLE PARKING RATIOS	
	EMPLOYEES	VISITORS
Aged Care	1 space per 15 rooms	1 space per 10 rooms
Entertainment	1 space per 100m ² NLA	1 space per 100m ² NLA
Medical / Consulting	1 space per 4 consulting rooms	1 space per 8 consulting rooms
Commercial Uses	1 space per 100m ² NLA	1 space per 100m ² NLA
Retail Uses	1 space per 100m ² NLA	1 space per 100m ² NLA
Notes:		
	+ Where visitor spaces are required these must be located in close proximity to the primary building entrance and publicly accessible.	
	+ Visitor spaces should be avoided in basements where possible	

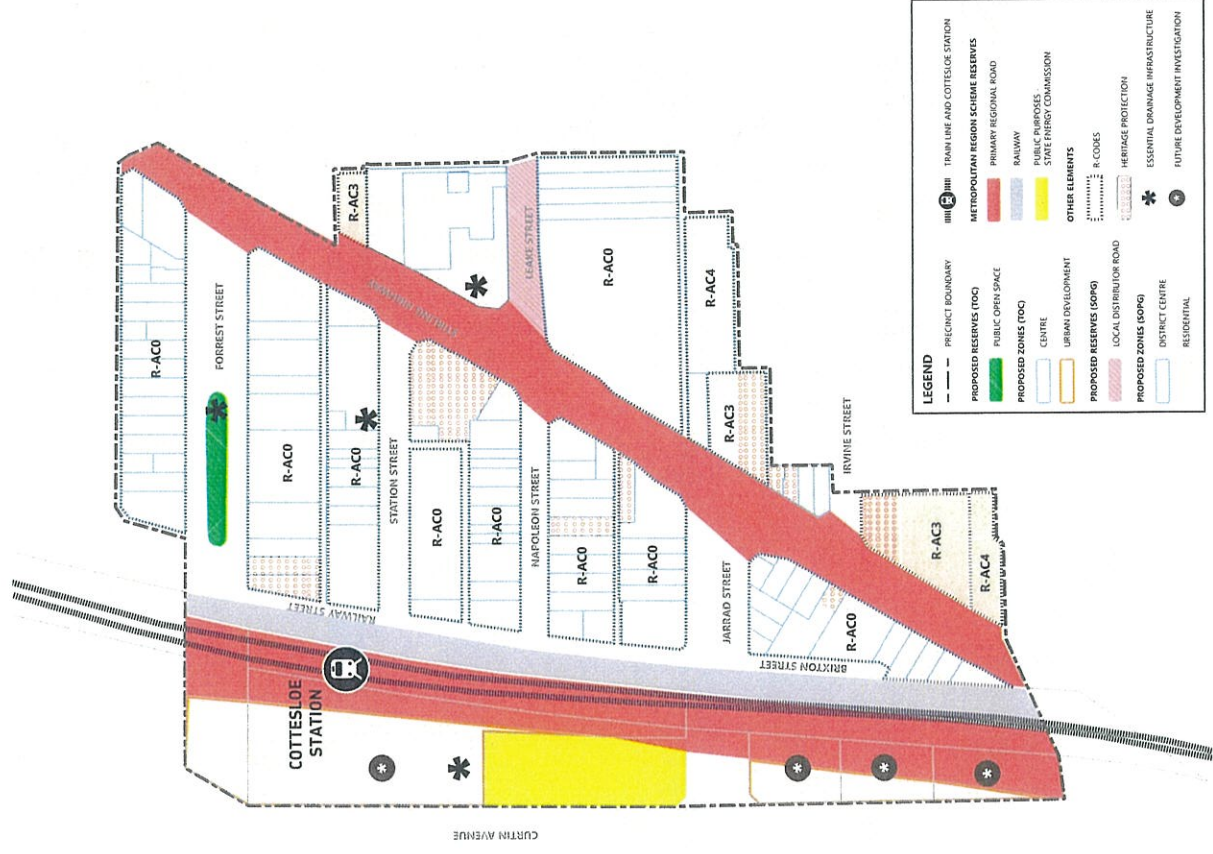
NUMBER OF DAYS REQUIRED	SHOWERS	LOCKERS
First 1 – 10 spaces	0.3 per space	1 per space
More than 10 spaces in total	0.25 per space	
Notes:		
	+ Where a standard set results in a shower requirement that is not a whole number, the requirement shall be rounded up to the next whole number.	
	+ Change room facilities must be provided in conjunction with the showers and are to comprise either of the following:	
	+ A combined shower and change cubicle, or	
	+ A separate male and female communal change room directly accessible from the shower(s).	
	+ A combined shower and change cubicle may be unisex. Where all shower facilities and change cubicles are unisex, no communal change rooms are to be provided	
	+ Where two or more showers are required and are not unisex, the number of showers is to be equally distributed between males and females. Where an odd number of showers is required, the odd number may be provided as a unisex shower and change cubicle, or, the number of showers may be rounded up to an even number to facilitate even distribution	

It is noted that bicycle parking ratios for residential developments are proposed to be in accordance with the R-Codes.

5.5 LAND USE



P2 - Figure 15: Existing Land Use and Density Plan



P2 - Figure 16: Proposed Land Use and Density Plan

05.1 To ensure current and planned land uses respond to the needs and expectations of the community.

5.5.1 LAND USE APPROACH

PROPOSED LAND USE ZONES (C5.1.1)

The proposed land use mix desired as part of the CVPSP is illustrated on P2 - Figure 15. This preferred land use mix generally aligns with the existing intent of both the Town / Shire's existing local planning frameworks. To ensure successful implementation, a review of existing zones was undertaken to ensure the desired mix and distribution could be accommodated. P2 - Table 6 provides a summary of the proposed zones for each sub-precinct, including any necessary zoning and density changes contemplated as part of the supporting scheme amendment/s.

COMMUNITY INFRASTRUCTURE (C5.1.2)

The CVP functions as a community hub for the Town and Shire, the major growth anticipated as part of the CVPSP further highlights the importance of providing adequate community infrastructure to meet existing and future needs. While the CVP has many locational benefits, limited land availability is a primary limitation for provision of new facilities. The Town's recent Community Facilities Strategy identified that the CVP should focus on community infrastructure that would bring public benefits to local residential communities and businesses. Recommendations from this strategy include consideration of streetscape upgrades, community plaza and meeting spaces (refer public realm), and the need for uses such as child care and residential aged care (possible under the land use planning approach).

In addition, the Grove Library and Community Centre is an important asset. While the CVPSP flags a long term intent for redevelopment of this site, any future solutions will replace the existing community uses.

LAND USE TRANSITION (C5.1.3)

The proposed land use approach for the CVPSP generally includes land uses which are already permitted / desired in the CVP. Though future development may take many years, no proposed land uses are identified as being incompatible with the future intent of the precinct.

On the western side of the rail corridor, the proposed land use approach for the CVPSP demonstrates a clear desire for these parts of the precinct to transition to the 'Residential' zones. Referred to as the 'Railway Lands' it is acknowledged that these sites are currently Crown Reserves. However, their strategic location means they should be considered for future urban development. The CVPSP strongly advocates that the State Government work with the Town to explore all future opportunities to 'unlock' this land for urban development, as they provide opportunities to further increase housing choice and diversity.

+ Lot 321 / R 3438 – This area is zoned 'Urban' under the MRS and 'Urban Development' in the Town's Planning Scheme. It has strategic access to Cottesloe Station and is the least constrained of all the sites. While it does share its southern boundary with the electrical substation this interface can be mitigated through design. P2 - Figure 17 illustrates a proposed urban structure for this site, flexible urban lots can be developed for grouped or multiple dwellings. A 3 storey height limit would be desired to integrate with the new park and provide a transition in scale which better relates to the low density housing to the west. The interface with the rail corridor and existing PTA car park would require further consideration.

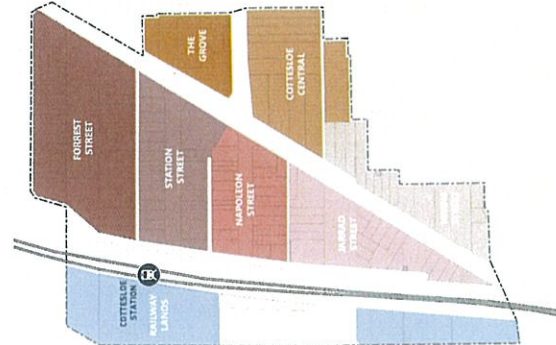
+ Lot 156 / R 33606 and Lot 350 / R 33607 – These lots are also recommended for future development. However, given they are further from Cottesloe Station and would require a MRS amendment they are therefore not identified as high a priority for the lifetime of this PSP. There are also unknowns around the Jarrod Street Level Crossing Removal which would also impact these sites.

From a planning perspective, the proposed strategy is therefore to prioritise due diligence investigations to unlock Lot 321. It is acknowledged that the lots south of Jarrod Street are still desired for investigation, however, as they are more constrained their priority is lesser.

05.2 To ensure the planned land use types contribute positively to the precinct character and amenity.



P2 - Figure 17: Proposed Urban Structure - Lot 321



P2 - Figure 18: Proposed Sub-Precincts

LAND USE DISTRIBUTION (C5.2.1-C5.2.3)

Given its primary focus as a mixed use town centre environment, the land use approach for the CVPSP is generally quite flexible with the majority of the CVP zoned as 'District Centre'. The planned land use types are deemed to be appropriate with respect to the desired precinct character. Their relationship to the movement network has also been considered.

The above approaches are summarised on sub-precinct basis (P2 - Figure 18) in P2 - Table 6.

P2 - Table 6: Land Use Zones

SUB- PRECINCT	LAND USE INTENT	PROPOSED LAND USE ZONES / CHANGES	RATIONALE FOR CHANGES
1. Forrest Street	Continues to support a mix of uses with a predominant focus on grouped and multiple dwelling residential uses. A blend of non-residential uses provide diversity and support the CVP's employment function particularly on Stirling Highway where sites benefit from good access and exposure.	+ Rezone all lots north of Forrest Street from 'Residential Office R40 and R40/60' to 'Centre R-ACO'. + Rezone all lots south of Forrest Street from 'Town Centre R100' to 'Centre R-ACO'.	Rezonning maintains existing land use intent, but allows introduction of Model Scheme Compliant zones. Density changes north of Forrest Street allow modest upcoding to support increased densities. Applying an R-ACO code south of Forrest Street to allow bespoke planning controls which respond to sub-precinct character.
2. Station Street	Station Street evolves into a highly active mixed use area. Ground floor retail and commercial uses are supported by multiple dwellings above. This includes redevelopment of existing at-grade car parks. The sub-precinct will undergo significant changes in terms of density with base heights up to 8 storeys proposed.	+ Rezone all lots on Station Street from 'Town Centre R100' to 'Centre R-ACO'.	Rezonning maintains existing land use intent, but allows introduction of Model Scheme Compliant zones. Applying an R-ACO code to allow bespoke planning controls which respond to sub-precinct character.
3. Napoleon Street	Napoleon Street is the heart of the CVP. Its strong heritage character and high activity levels from pedestrians continues to support retail and small businesses. Its land use intent is therefore proposed to remain the same, focussed on highly engaging retail premises which provide life and activity on the street.	+ Rezone all lots on Napoleon Street from 'Town Centre R100' to 'Centre R-ACO'.	Rezonning maintains existing land use intent, but allows introduction of Model Scheme Compliant zones. Density changes north of Napoleon Street proposed to limit heights and overshadowing into the public realm.
4. Jarrad / Irvine Street Junctions	Jarrad Street / Irvine Street are all movement access roads onto Stirling Highway, acting as major east-west connectors into surrounding neighbourhoods. They will continue to support a diversity of uses and building types adding to an eclectic mix of District Centre functions. Mixed use developments are encouraged to provide more opportunities for residential infill.	Town of Cottesloe + Rezone all lots bordered by Jarrad Street, Brixton Street, and Stirling Highway from 'Town Centre R100' to 'Centre R-ACO'.	Rezonning maintains existing land use intent, but allows introduction of Model Scheme Compliant zones. Applying an R-ACO code to allow bespoke planning controls which respond to sub-precinct character.

SUB- PRECINCT	LAND USE INTENT	PROPOSED LAND USE ZONES / CHANGES	RATIONALE FOR CHANGES
		Shire of Peppermint Grove + Rezone Lot 207 (No. 492), Lots 249 and 1 (No. 496), and Lot 2 (No. 500) Stirling Highway from 'Residential R-AC3' to 'Residential R-AC4'. + Rezone Lot 121 (No. 502) and Lot 50 (No. 504) Stirling Highway 'Residential R80' to 'Residential R-AC3'. + Rezone Lot 401 (No. 512) Stirling Highway and Lot 402 Crossland Court from 'Residential R80' to 'Residential R-AC4'.	For lots north of Irvine Street, R-Code changes which will support development in response to the smaller lot patterns. Will also allow preservation of heritage and a more sensitive height transition between lots. For lots south of Irvine Street, R-Code changes will support greater development opportunities in response to the larger lot patterns. Built form controls to ensure sensitive transition to residential to the east.
5. Cottesloe Central	The underlying role of the shopping centre and supermarket is not proposed to change. However, there is a strong desire to introduce high density residential (multiple dwellings) onto the site as part of a major landmark redevelopment.	+ Rezone parts of Lots 87, 2, 89 and 50 (No. 460 Stirling Highway) from 'unzoned' to 'District Centre R-ACO'. + Rezone Lot 50, Lots 106-107, and Lots 124-127 (No. 460) Stirling Highway from 'District Centre R-AC3' to 'District Centre R-ACO'.	Rezonning maintains existing land use intent, but allows introduction of Model Scheme Compliant zones. Also allows alignment with changes to the MPS. Applying an R-ACO code to allow bespoke planning controls which respond to sub-precinct character.
6. The Grove	The existing community and civic uses are expected to be retained, however rezoning will allow future long-term development of this key site. Retention of these uses in future development desired.	+ Rezone Lots 501 / 503 (No. 1 Leake Street) (No. 9A Hurstford Close) from 'unzoned' and 'Civic and Community' to 'District Centre R-ACO'. + Rezone Lot 502 (No. 9A Hurstford Close) from 'unzoned' and 'Residential R80' to 'District Centre R-ACO'.	Rezonning aligns with desired land use intent for eastern side of Stirling Highway. Also allows alignment with changes to the MPS. Applying an R-ACO code to allow bespoke planning controls which respond to sub-precinct character.
7. Railway Lands	The Railway Lands are investigated and unlocked for future development to support future infill development and the green corridor.	+ N/A	Unlocking these sites for future development is a high priority of the Town. Advocating for a rezoning in collaboration with the State Government is proposed.

05.3 To achieve a mix of land uses and activity that supports the precinct vision.

5.5.2 LAND USE MIX
(C5.3.1 AND C5.3.3)

The CVPSP identifies a mix of land uses (both type and spatial arrangement) that will best support and complement the character, diversity and intended activity of the CVP. **P2 - Figure 16 illustrates** the proposed changes, demonstrating that the majority of the site will be zoned for 'District Centre'. This zoning is highly flexible and allows a mix of uses, housing types, community facilities, commercial and business uses.

DISTRICT CENTRE - MAIN STREETS

The sub-precinct summaries in **P2 - Table 6** provide further explanation of how land use mix can be considered horizontally and vertically across the CVP. As a predominantly mixed-use town centre environment vertical and horizontal mix of compatible land uses will be essential in achieving desired activity levels, especially at ground floor along key areas of the public realm. This is supported by a built form approach which generally concentrates active uses into continuous frontages at ground level.

DISTRICT CENTRE - HIGHWAY FRONTAGE

Commercial land uses are proposed predominantly along Stirling Highway and at Cottesloe Central site. These sites are well situated with good visibility and access from passing traffic. Residential uses are still permitted and encouraged.

RESIDENTIAL

On the periphery of the CVP, some residential zoned land is proposed. These areas are located between Irvine Street and Crossland Court to assist with land use transitions to adjoining low density residential areas to the east.

PUBLIC OPEN SPACE

The CVP does not currently include any land reserved for public open space. To help protect and retain an existing informal park on Forrest Street, this area is proposed to be reserved for 'Public Open Space'. The spatial breakdown of the proposed land use mix is summarised in **P2 - Table 7**.

P2 - Table 7: CVPSP Existing Land Use Mix

EXISTING LAND USE ZONING	AREA (HA)	% OF PSP AREA (BOTH LGA)
Zones and Reserves - Town of Cottesloe		
Town Centre	4.44	23.46%
Residential/ Office	0.91	4.81%
Development	1.47	7.79%
Local Road	2.64	13.94%
Zones and Reserves - Shire of Peppermint Grove		
District Centre	1.87	9.9%
Civic and Community	0.51	2.27%
Residential	0.634	3.36%
Local Road	0.48	2.53%
Local Distributor Road	0.19	1.03%
Metropolitan Region Scheme		
Primary Regional Road	4.74	22.04%
Railway	1.03	5.46%
Public Purpose	0.57	3%

P2 - Table 8: CVPSP Proposed Land Use Mix

PROPOSED LAND USE ZONING	AREA (HA)	% OF PSP AREA (BOTH LGA)
Zones and Reserves - Town of Cottesloe		
Public Open Space	0.12	0.63%
District Centre	4.61	24.3%
Residential	0.75	4%
Local Road	2.7	14.25%
Zones and Reserves - Shire of Peppermint Grove		
District Centre	3.73	19.69%
Residential	0.52	2.75%
Local Road	0.48	2.53%
Local Distributor Road	0.19	1.03%
Metropolitan Region Scheme		
Primary Regional Road	4.74	22.04%
Railway	1.03	5.46%
Public Purpose	0.57	3%

5.5.3 RESIDENTIAL DENSITIES
(C5.3.2)

'Activity Centres', 'Station Precincts' and 'Urban Corridors' are emphasised as priority areas in the State planning framework to promote growth and density, to help achieve a more consolidated urban form. The proposed approach to densities for the CVPSP has been to implement higher densities across the precinct to capitalise on its strategic location. As the majority of the precinct is proposed to be zoned R-AC0, a summary is provided below to explain the variances across the identified sub-precincts:

For further information regarding the desired built form outcomes refer to **Section 5.6**.

DWELLING TARGETS

A core focus of the CVPSP is to provide a framework which supports an increase in residential dwellings, helping both the Town / Shire achieve their infill dwelling targets:

- + Town to provide an additional 970 infill dwellings by 2050. The Town's draft LPS has identified a target of between 240-360 additional dwellings for the CVP.
- + Shire to provide an additional 480 infill dwellings by 2050.

These targets also need to be balanced with the requirements of SPP 4.2 which sets out a density requirement of 25 dwellings per gross urban zoned hectare within the 400m walkable catchment:

- + The CVP currently includes 8.6 dwellings per urban zoned hectare;
 - + The proposed CVPSP includes 47 dwellings per urban zoned hectare.
- The above demonstrates that the CVPSP provides a framework which can help achieve infill dwelling target requirements.

P2 - Table 9. Residential Yield Estimates

	EXISTING DWELLINGS	INTERIM	ULTIMATE
Town of Cottesloe Estimates	106	537	692
Shire of Peppermint Grove Estimates	17	136	205
CVPSP TOTALS	113	673	897

Notes / disclaimers:

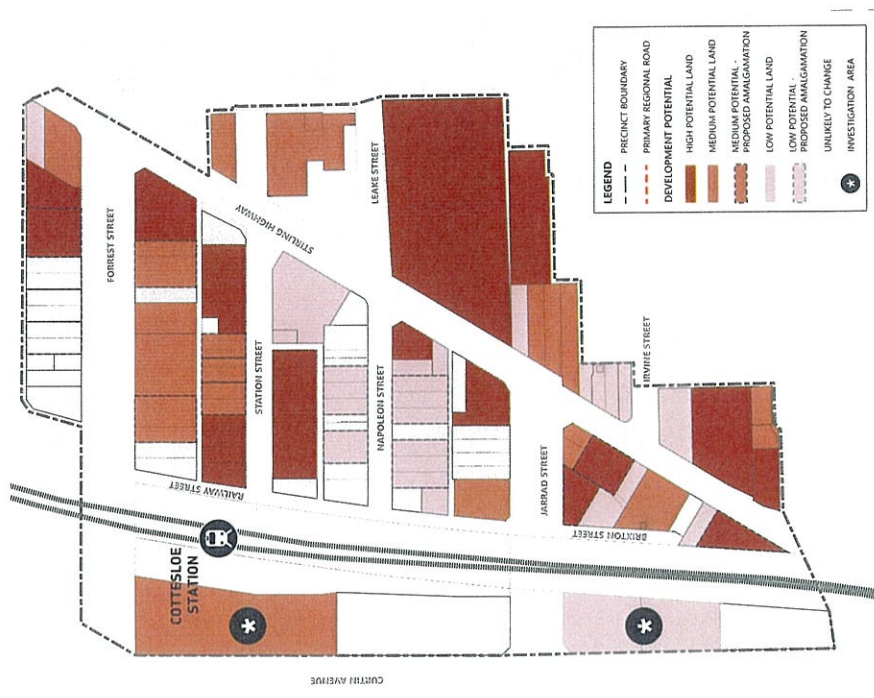
- + The dwelling yield estimates provided in this report are intended for informational purposes only. These estimates are based on current data, models, and assumptions, which are subject to change. Actual yields may vary due to a wide range of factors, including but not limited to changes in market conditions, planning regulations, and other unforeseen circumstances. As such, these estimates should not be relied upon as guarantees of future outcomes. We recommend that stakeholders seek independent advice and conduct their own due diligence before making any decisions based on the information provided in this report.
- + Interim scenario yield = (High Potential x 100% take up) + (Medium Potential x 72% take up) + (Amalgamated Yield x 72% take up).
- + Ultimate scenario yield = (High Potential x 100% take up) + (Medium Potential x 100% take up) + (Low Potential x 72% take up) + (Amalgamated Yield x 72% take up).
- + Take Up rate was used from METRONET GATEWAY.
- + The yield calculation excludes the proposed development sites on Curtin Avenue on the western side of the railway corridor.

A spatial representation of this ultimate growth scenario is shown on P2 - Figure 19.

5.5.4 EMPLOYMENT LANDS (C5.3.4)

As an activity centre precincts, identifying desired employment sectors and number of jobs is critical in understanding suitable zoning and land use requirements. The Economic Sustainability Assessment (Appendix 6) identified that to a large extent, the CVP does not currently accommodate the types of jobs that would provide the opportunities for most highly skilled residents to work and live in place. It identifies that non-residential uses should target the following sectors: tourism; medical education; and financial and business administration. The proposed District Centre zone provides substantial flexibility to support these gaps.

As set out in Appendix 6, one of the primary ways in which the CVPSP can support strategic employment growth is to increase the residential catchment. Something that is readily demonstrated in C5.3.2.



P2 - Figure 19: Ultimate Growth Scenario

5.6 BUILT FORM

1. Ensure an appropriate built form scale which enables adequate solar access into Napoleon Street
2. Propose street interfaces which respond to the unique context / desired future character of key streets in the CVP.
3. Propose larger front setbacks on Forrest Street to provide an attractive green edge which supports greenery and a mature tree canopy.
4. Propose larger street setbacks on the eastern side of Stirling Highway to enable a green belt which softens the road environment.

5. Incentivise development of the Cottesloe Central site to support a landmark development that improves its interface with Stirling Highway and Leake Street.
6. Carefully manage density / built form transitions where new development interfaces with adjoining low density areas.
7. Support State Government in undertaking investigations for new development opportunities on the Crown Reserves on Curtin Avenue.



P2 - Figure 20: Built Form Plan

06.1 To ensure that the built form is responsive to the purpose, context and intended character of the precinct.

5.6.1 BUILT FORM APPROACH

Urban environments create places for people to live, work and interact. They can create or hinder community connections and cultural experiences, and design plays a big part in this. The CVPSP will support more opportunities for mixed-use development, ground floor commercial activities and improved housing diversity balanced with retention and enhancement of local heritage character.

The built form approach is summarised in this section: covering built form character for each identified sub-precinct (P2 - Table 10); preferred built form typologies; and building height distribution.

BUILT FORM CHARACTER (C6.1.1 AND C6.1.2)

P2 - Table 10: Built Form Intent

SUB- PRECINCT	SUB-PRECINCT INTENT	BUILT FORM INTENT
1. Forrest Street	Continues to support a mix of uses with a predominant focus on grouped and multiple dwelling residential uses. Preferred Building Types North of Forrest Street + Garden Apartment Low South of Forrest Street + Garden Apartment High	The desired built form intent for the Forrest Street sub-precinct emphasises a strong focus on multiple dwelling residential developments. A key aspect of this vision is the incorporation of large front setbacks, which play a crucial role in maintaining the area's garden setting. These generous setbacks allow for deep soil zones, which are essential for the growth of mature trees and the development of a robust tree canopy. This not only enhances the aesthetic appeal of the precinct but also contributes to environmental sustainability by improving air quality and providing natural shade. By prioritising these elements, the built form will support a green, leafy environment that complements the residential focus, ensuring that the precinct remains a desirable and liveable space. The integration of tree canopy and garden spaces within the urban fabric also reinforces the connection to nature currently experienced in the area. Station Street transforms into a vibrant, highly active mixed-use area. The evolution of this street will be characterised by ground-floor retail and commercial spaces, which will enliven the area with activity and services, while multiple dwellings or commercial uses will be located on the upper levels. This vertical integration of uses will create a dynamic urban environment where people can live, work, and socialise in close proximity. Nil setbacks are desired for the podium levels, ensuring that buildings align with the street and maximise street-level engagement. Parking and access is provided from rear laneways and together these elements will create a seamless and interactive pedestrian experience. Upper levels will be appropriately set back to ensure good building separation and to maintain occupant amenity. Additionally, any tower forms must be designed to limit overshadowing of Napoleon Street, preserving solar access into the public realm is a high priority. The redevelopment of existing at-grade car parks is a key element of this transformation, allowing for more efficient land use and contributing to the CVP's increased density.
2. Station Street	Station Street evolves into a highly active mixed use area. Ground floor retail and commercial uses are supported by multiple dwellings above. This includes redevelopment of existing at-grade car parks. The sub-precinct will undergo significant changes in terms of density with base heights up to 10 storeys proposed. Preferred Building Types + Mixed Use Podium High + Specialised	

SUB- PRECINCT	SUB-PRECINCT INTENT	BUILT FORM INTENT
3. Napoleon Street	Napoleon Street is the heart of the CVP. Its strong heritage character and high activity levels from pedestrians continues to support retail and small businesses. Its land use intent is therefore proposed to remain the same, focussed on highly engaging retail premises which provide life and activity on the street. Preferred Building Types + Heritage Character	New development focuses on preserving and enhancing Napoleon Street's role as the vibrant heart of the CVP, maintaining its strong heritage main street character. As a central hub for retail, the built form approach must sustain this dynamic environment by encouraging highly engaging retail premises. To achieve this, new developments will feature nil front and side setbacks on the ground floor, ensuring that buildings align seamlessly with the street. This fosters an intimate and interactive pedestrian experience by directly engaging with the public realm. New development will retain the existing height datum and street profile as viewed from ground level, preserving the historic scale and character of Napoleon Street. Upper levels will be appropriately set back, ensuring that the street maintains its human scale and visual continuity. This design strategy respects the street's heritage, ensuring that Napoleon Street blends historical charm with contemporary developments. The desired built form intent envisions introduction of new residential and mixed-use developments along these key movement access roads. Integrating more residential spaces will create a dynamic and liveable environment where people can easily access amenities and services while enjoying nearby housing options. An important consideration is the management of the interface with Stirling Highway. This area needs to be carefully designed to balance accessibility and connectivity with the need to create a comfortable and attractive environment. Effective management of this interface through landscape will ensure that new development can enjoy quality outlook, and balance the challenges of bringing new homes onto a busy road environment.
4. Jarrahd / Irvine Street Junctions	Jarrahd Street / Irvine Street are all movement access roads onto Stirling Highway, acting as major east-west connectors into surrounding neighbourhoods. They will continue to support a diversity of uses and building types. Mixed use developments are encouraged to provide more opportunities for residential infill. Preferred Building Types + West of Stirling Highway Street: Mixed Use Podium High and Low + East of Stirling Highway: Garden Apartment Low	
5. Cottesloe Central	The underlying role of the shopping centre and supermarket is not proposed to change. However, there is a strong desire to introduce high density residential (multiple dwellings) onto the site as part of a major landmark redevelopment. Preferred Building Types + Specialised	Cottesloe Central seamlessly blends the site's enduring role as a shopping centre and supermarket with a transformative landmark redevelopment that introduces high-density residential living. This will include enhancements such as street-facing retail spaces and a green edge along Stirling Highway which doubles as a plaza space to encourage social interaction. Tower articulation will play a crucial role in enhancing legibility and wayfinding, providing clear visual cues which make the CVP more intuitive to navigate. This will also celebrate the Stirling Highway / Leake Street corner with distinctive architectural features.
6. The Grove	The existing community and civic uses are expected to be retained, however, rezoning opens up exciting opportunities for a transformative long-term development of this key site. Retention of these uses in future development desired.	The Grove includes creation of a landmark mixed-use development that seamlessly integrates community and civic functions into a new contemporary building which honours the site's historical and social significance. Key built form outcomes include the introduction of a green edge along Stirling Highway to enhance the streetscape. The development will emphasise community and civic spaces at ground level with upper levels providing opportunities for high-density residential living, with thoughtfully designed balconies and terraces.

BUILT FORM TYPOLOGIES / ADAPTIVE REUSE (C6.1.3 & C6.1.4)

Providing a diversity of built form typologies across the precinct is strongly desirable to increase the visual variety and interest with the opportunity to frame streets with more substantial buildings. It also ensures that different built form types can be delivered across the precinct, reflecting the intended function of each identified sub-precinct.

GARDEN APARTMENTS - LOW AND HIGH

'Garden Apartments' are defined as a contemporary urban response to the existing suburban garden character typical of Cottesloe and Peppermint Grove. These apartments are designed with large front setbacks, allowing for deep soil areas that support the growth of mature trees and lush greenery. Working with upgraded streetscapes, this typology helps to introduce a stronger natural response in the CVP by offsetting the lack of public open space. These modestly scaled apartment buildings sit in a well landscaped setting, ranging between 4 to 8 storeys (dependent on their location).



Garden Apartment Low



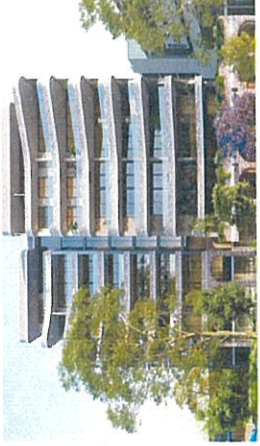
Garden Apartment High

MIXED USE PODIUM

Cottesloe Village is a District Centre providing services, facilities and job opportunities that reflect the needs of the local community. It will also see an significant increase in dwelling density and diversity. To support these land use intentions, a mixed use podium typology is proposed for areas requiring both ground floor activation and residential apartments above. This typology includes nil street setbacks and an active ground floor; these lower levels provide a clearly differentiated 'base' or platform for the building. Upper levels includes a 'tower' form which has greater setbacks to minimise any potential visual impacts on the streetscape and to minimise a building's overall bulk and scale.



Mixed Use Podium



Mixed Use Podium

MAIN STREET CHARACTER FRONTAGE

The overall built form character is attributed through a collection of heritage buildings across the precinct and especially through the coherent main street character of Napoleon Street. Nil setbacks, glazing, and alfresco provide highly engaging ground floors. Redevelopment in these areas generally promotes adaptive re-use of existing ground floor buildings with newer elements adequately separated and setback to ensure that the heritage and character elements at the ground floor 'have room to breathe'.



Heritage Character



Heritage Character

SPECIALISED

The 'specialised' typology only applies to select landmark or catalyst sites which have more complex design features / uses. These include sites such as:

- + **Cottesloe Central** - Redevelopment of the existing Cottesloe Central shopping centre site will be the most complex redevelopment that the CVP experiences. For this site a new mixed use development which incorporates an engaging streetscape, provides a shopping centre use, and apartments above. Relevant examples include Claremont Quarter and Karrinyup East.
- + **The Grove** - The desired outcome for this site is for a mixed use development, which includes a community infrastructure element such as library and community centre.
- + **Car Park Sites** - Two sites on Station Street are proposed for mixed use redevelopment, however, if the existing public parking cannot be relocated and integrated design solution with public parking will be required.



Specialised - Shopping Centre
(landmark corner development with tower at street edge)



Specialised - Car Park
(mixed use development sleeves podium carpark)

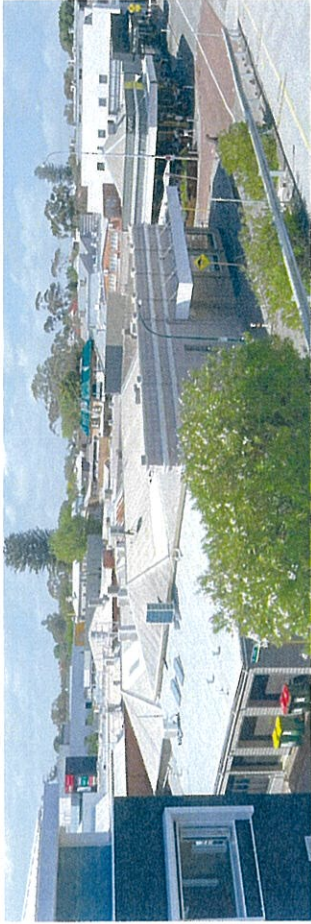
BUILT FORM TRANSITIONS (C6.1.2)

The proposed building height strategy for the CVPSP is designed to balance growth and sensitivity to the surrounding urban context. Heights have been carefully considered to respond to the existing lot patterns, ensuring that the development fits within the established urban structure. Design testing has also been conducted to ensure that proposed heights can maintain a harmonious relationship with the existing built environment providing an opportunity for densification in a way which does not erode the existing character. **P2 - Figure 21** illustrates the proposed height transitions.

A key aspect of the strategy is providing sensitive transitions to adjoining low-density residential areas on the periphery, and to Napoleon Street where solar access into the public realm is essential. By tapering building heights near these edges, the plan ensures that the new development integrates seamlessly, preventing overshadowing into the public realm and preserving privacy for existing homes. This approach enhances the liveability of both new and existing areas, minimising visual bulk and creating a more inviting and cohesive urban fabric.

Limiting maximum building heights to 8-10 storeys delivers several urban design benefits. It encourages a more pedestrian-friendly streetscape by reducing the perceived scale of buildings, promoting active street frontages, and fostering a vibrant public realm. The height limit allows for sufficient density to support local businesses and public transport, while still maintaining human-scale proportions that are critical for walkability. Additionally, the capped heights contribute to a balanced skyline, avoiding overly dominant structures and encouraging architectural articulation that can enhance the precinct's identity without overwhelming its existing character.

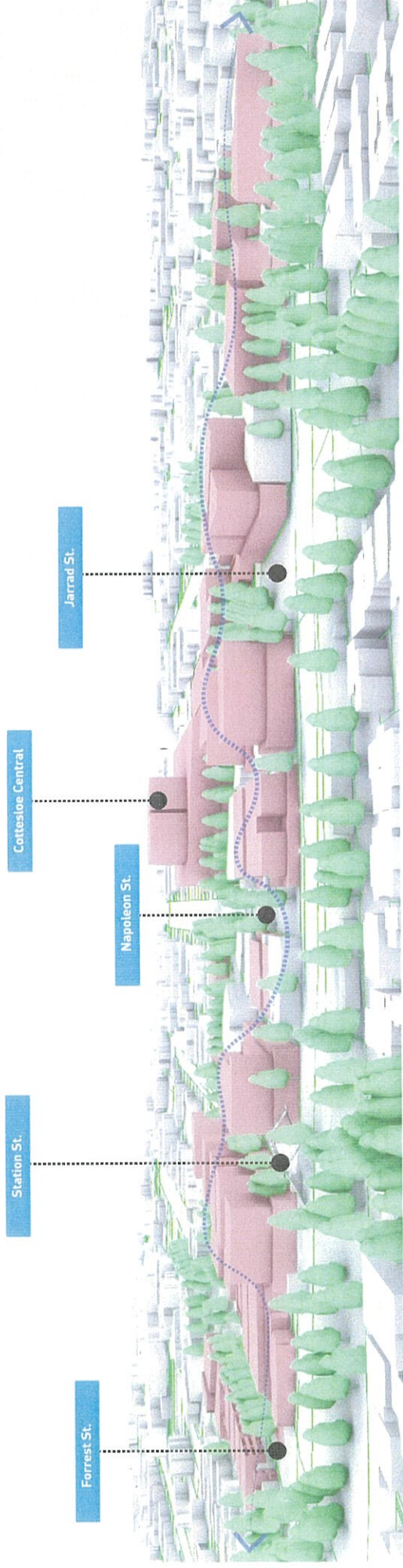
Cottesloe Central is acknowledged as a landmark development opportunity, it is the only site proposed to have a height above 10 storeys capitalising on its strategic location at the corner of Stirling Highway and Leake Street.



Existing building heights looking east over Napoleon Street



Existing building heights looking east over Station Street car park



P2 - Figure 21: Building Height Distribution

06.2 To ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character.

5.6.2 PRIMARY CONTROLS

(C6.2.1 - 6.2.4)

A fundamental role of the CVPSP is to ensure that the desired land use and built form outcomes can be readily implemented in the statutory planning framework. Carefully calibrating heights, setbacks and plot ratio together allows for the definition of building envelopes which have had consideration for:

- + Landscape character and tree canopy aspirations;
- + Stormwater management requirements;
- + Desired streetscape and place character;
- + Transition between different land uses; and
- + Existing lot sizes and configurations.

As described in **P2 - Table 10**, the CVPSP identifies a unique built form approach / desired character for each individual sub-precinct. Summaries are provided in **Section 4.6.4 - Section 4.6.10**, these help to:

- + Define strategies for building heights, setbacks, plot ratio and site cover;
- + Identify any sub-precincts where bespoke planning controls are desired and if required determine any modifications the R-Codes to achieve these outcomes; and
- + Provide any justification for these proposed modifications.

Any proposed modifications are prepared pursuant to Clause 12.3 (R-Codes Volume 2).

DESIGN TESTING

To help calibrate these primary controls / define building envelopes for the CVPSP a high level design testing exercise has been undertaken. As demonstrated in **Section 5.5**, substantial upcoding is proposed across the CVP which is anticipated to significantly increase housing supply and diversity. To help test the feasibility of the desired residential densities and calibrate the primary controls a high level design testing exercise was undertaken. The testing included common lot types to help plan for infill development.

The CVPSP proposes a range of different densities and building types across the individual sub-precincts. Therefore, the primary intent of this exercise was to ensure that infill could be delivered in a way that is responsive to both existing / desired neighbourhood character, local market conditions, and respond to existing lot sizes and configurations.

The testing also reviewed previously proposed built form strategies informed by the Engagement Summary (**Appendix 2**). The proposed strategies set out in the CVPSP supersede and replace these outcomes as the preferred way forward. In most instances, the design testing has resulted in heights being reduced from the levels contemplated in this previous body of work.

DESIGN TESTING APPROACH AND SITE SELECTION

Design testing is a process to understand the likely design and development outcomes possible in a precinct by selecting key sites which are used to test key development assumptions. It is used as a way to calibrate the primary controls to ensure the desired built form outcomes are achievable and feasible for the lot types that exist in the CVP. The design testing exercise was informed through a series of analyses on lot patterns and development potential (**P2 - Table 2**) and other pre-defined assumptions.

Numerous sites were selected for design testing so that a range of density/height outcomes and a diverse range of land uses, lot sizes and configuration can be considered. The testing not only include sites with strategic and catalyst potential but also those which would be more difficult to redevelop. This approach is taken as if difficult sites can achieve certain heights and outcomes, then it is generally a given that less constrained sites can achieve the same outcomes.

The testing explored the following:

- + **Forrest Street Sub-Precinct North** - tests built form outcomes for the 'garden apartment low' typology in both a single lot and amalgamated lot scenario.
- + **Forrest Street Sub-Precinct South** - tests built form outcomes for the 'garden apartment low' typology on a 23m wide lot which is one of the narrower lots capable of being developed without amalgamation.
- + **Station Street Sub-Precinct North** - tests built form outcomes for the 'mixed use podium high' typology on a strategic catalyst site.
- + **Station Street Sub-Precinct South** - tests built form outcomes for the 'mixed use podium high' typology on a strategic catalyst site.
- + **Napoleon Street Sub-Precinct** - tests built form outcomes for the 'main street character frontage' typology which is the preferred typology sought in this sub-precinct. Testing explored both a single lot and amalgamated lot scenarios.
- + **Jarrad Street Sub-Precinct** - tests built form outcomes for the 'mixed use podium small' typology which is the preferred typology sought in this sub-precinct. Testing focussed on smaller development sites to understand potential limitations and if/what the threshold for amalgamation is.
- + **Cottesloe Central** - tests built form outcomes for the 'specialised shopping centre' typology which is the preferred typology for the sub-precinct as the highest priority catalyst site.

DESIGN TESTING ASSUMPTIONS

P2 - Table 11 includes a list of pre-defined assumptions used to inform the design testing:

P2 - Table 11: Design Testing Assumptions

ASSUMPTIONS	RATIONALE
Due to the uncertainties around the CVP's high water table testing assumes mostly at-grade parking / podium parking solutions.	+ Cottesloe has a high water table, it is therefore likely that for the majority of sites basement parking will not be practical / feasible. As parking provision is one of the primary influencing factors for residential yields, exploring solutions which used at-grade or podium parking solutions was preferred. It will be up to proponents at development application stage to determine the feasibility of development without basement parking solutions.
Parking provision is assumed at an average of 15 car bays per dwelling.	+ Although the proximity to train station might reduce the needs for private vehicle. + Considering local market trends around apartment sizes in the western suburbs, a ratio of 15 car bays per dwelling has been used to calculate parking / dwelling yields as it was assumed that 2 and 3 bedroom apartments would be more prevalent.
Amalgamation is proposed for sites under sole ownership and some smaller sites.	+ Where there are multiple adjoining sites under sole ownership design testing assumes a unified development outcome. + Where smaller lots are not capable of development without amalgamation, design testing assumes an amalgamated scenario to understand the yield uplift and benefits of potential amalgamation.

DESIGN TESTING DISCLAIMER:

- + Design testing outputs represent high-level 3D envelope massing to demonstrate primary controls, and are not intended to accurately represent building designs.
- + All design testing scenarios are undertaken on the smallest lot capable of redevelopment, as it is assumed these outcomes can be achieved on larger lots with the same design parameters.
- + Design testing focuses on mixed use and multiple dwellings, as these are the preferred building typology outcomes sought.

06.4 To ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.

5.6.3 PUBLIC REALM INTERFACE

C6.4.1 - C6.4.2

The place and movement assessment in Section 5.4.2 helped to define the different street types in the CVPSP, with defining qualities provided.

The role of the built form is to consider interface of a building with the street, this can create a strong and lasting impression of the quality of both the public space and the buildings that define it. The street interface determines the way in which people relate to a building, enter it, and use it. The street interface also determines how a building's occupants relate to the public outside. In essence, the quality of the street interface is central to the way in which it allows people to use the urban environment. The building's street interface is also essential in providing safe and engaging streets with good passive surveillance.

The sub-precinct summaries Section 4.6.4 - Section 4.6.10 provide specifics on the CVPSP's desired relationship between building types and street types in different areas of the CVP.

5.6.4 FORREST STREET SUB-PRECINCT

FORREST STREET NORTH

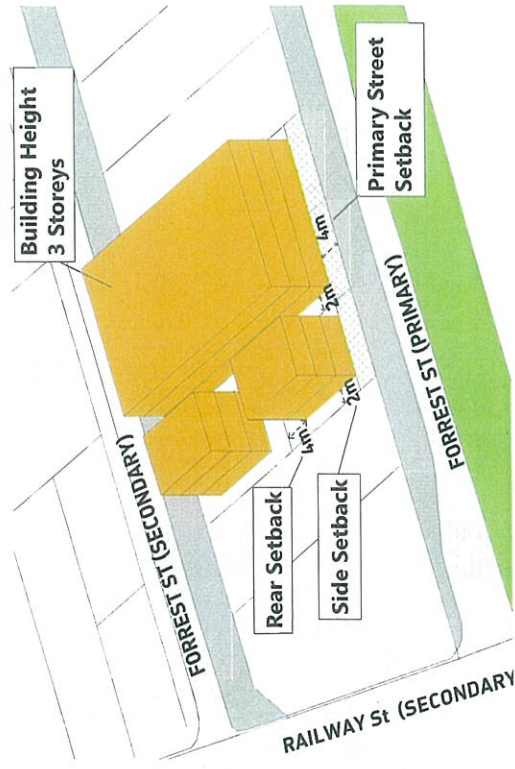
The Forrest Street North intends to retain its predominant low scale residential feel with the 'garden apartments low' typology desired. Prevailing lot characteristics consist primarily of narrow lots (<13m) with dual access from Forrest / Vera Streets. P2 - Figure 22 indicates two scenarios - an amalgamated scenario which consists of two narrow lots and a development outcome on one lot.

Design Testing Findings:

- + Existing single dwelling and grouped dwelling design outcomes will continue without amalgamation. The testing confirmed that to build apartments, amalgamation of at least two lots is essential to achieve required minimum lot widths and sizes for a functional apartment building.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum of 3 storeys is considered feasible (from a spatial perspective). Anything taller may be difficult to achieve on most sites due to spatial limitations for parking. This will also allow a smoother transition from low density properties to the north.
Street Setbacks	Minimum of 4m to maintain and enhance existing green character on Forrest Street and to support space for deep soil areas and mature trees.
Side Setbacks	Minimum 2m for apartment buildings to provide space between buildings.
Rear Setbacks	Minimum of 4m, as these sites primarily have dual frontages a 4m setback will allow creation of a green character on Vera Street
Plot Ratio	Plot ratio of 12 was tested and is deemed appropriate.



P2 - Figure 22: Forrest Street North Building Envelope Example

FORREST STREET SOUTH

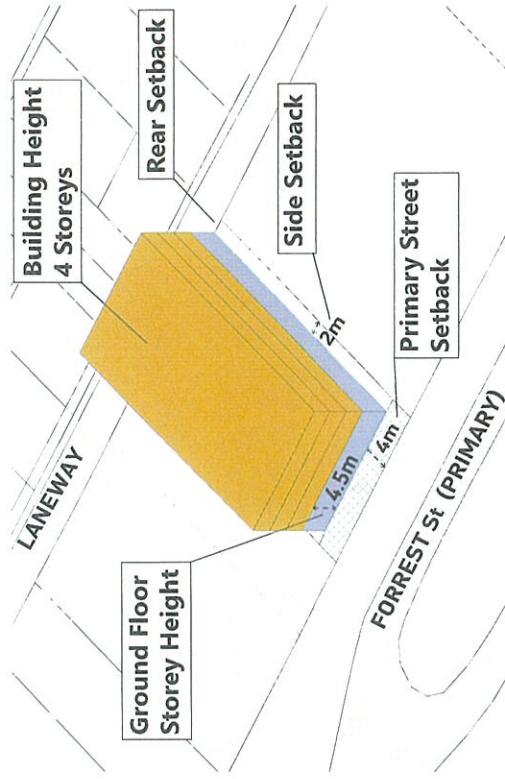
Forrest Street South has a diversity of lot types, they all have good lot depths but lot width varies between 11m and 46m. The proposed character of Forrest Street south is to promote the 'garden apartment low' typology (refer P2 - Figure 23).

Design Testing Findings:

- + Existing narrow lots at <12m wide are not capable of being developed for apartments, based on existing lot configurations sites with a minimum width of 23m is needed to support multiple dwellings.
- + For narrow lots with a frontage less than 23m, the testing determined that it would be difficult to have enough space for vehicle access ramps (up or down) meaning only 1 level of parking would be possible on these sites. If basement parking is not possible (due to the high water table) lot depths allow for sleeved podium parking with an ability to provide apartments at the primary street.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 4 storeys is considered feasible (from a spatial perspective), and also fits the broader character of Forrest Street
Street Setbacks	Minimum of 4m to maintain and enhance existing green character on Forrest Street and to support space for deep soil areas and mature trees.
Side Setbacks	Minimum 2m for apartment buildings, anything wider would limit redevelopment potential on lots 23m wide and narrower.
Rear Setbacks	Nil setback, with a one way movement network proposed in laneways this will reduce the needs to ceded land for laneway widening.
Plot Ratio	Plot ratio of 13 was tested and is deemed appropriate.



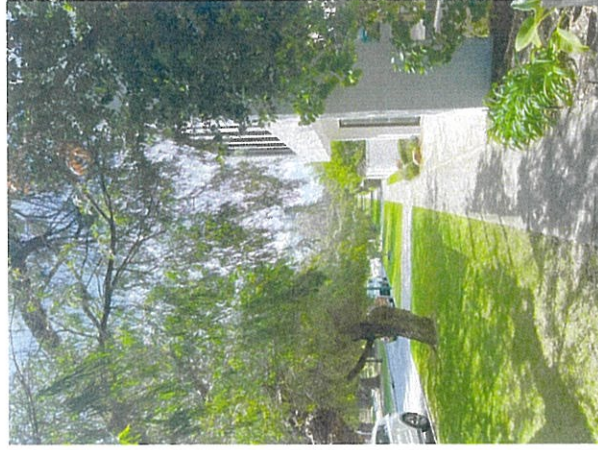
P2 - Figure 23: Forrest Street South Building Envelope Example

BUILDING HEIGHT / SETBACK STRATEGY

- + Building height in this sub-precinct ranges between 3-4 storeys and will act as the transition area between low density residential to the north and high density mixed use which is proposed to the south on Station Street.
- + The preferred typology is garden apartments, which includes large front setbacks to Forrest Street which is consistent with the current wide green verges and to accommodate deep soil spaces for planting.
- + Side setbacks ensure spaces between buildings create a feeling of openness, with views towards sky or greenery a prominent feature.

PUBLIC REALM INTERFACE

- + Front setbacks allow a generously landscaped green edge which is especially important on the southern side providing amenity and shade along the new principal shared path along Forrest Street. Behind this green veil the building becomes a more prominent feature on the street with balconies and courtyards ensuring good passive surveillance of the public realm.
- + No onsite parking is permitted to be located in the street setback area (on the southern side of Forrest Street), parking must be provided from rear laneways where it is not be visible from the public realm.
- + For sites with a laneway edge, orientation of openings and habitable rooms are desired to provide active living and passive surveillance. Development must be designed in accordance with CPTED principles, to ensure safety of public and private realm.



Examples of the existing green / garden character of Forrest Street. Built form and public realm strategies to help reinforce this quality environment.

P2 - Table 12: Forrest Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Land Use	Prohibited Uses	Single Dwellings	Single and Grouped Dwellings	-
Building Height	Maximum Building Height	3 Storeys	4 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	-	4.5m (Applies to mixed use developments only)	Modifies A4.3.3
Street Setbacks	Minimum Primary Street	4m	4m	Augments A2.3.1
	Minimum Secondary Street	2m	2m	Augments A2.3.1
Lot Boundary Setbacks	Minimum Side Setbacks	2m	2m	Augments A2.4.1
	Minimum Rear Setbacks	4m	Nil	Augments A2.4.1
Plot Ratio	Maximum Plot Ratio	1.2	1.3	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	Ground floor apartments facing the street are raised between 0.5m-1m above street level.		Modifies A3.6.5
Vehicle Access / Parking	Vehicle Access	-	No vehicle access is permitted from Forrest Street	Replaces A3.8.1
	Visitor Parking	-	Vehicle entries shall be provided from the rear laneway. Visitor parking must be provided from the rear laneway.	Replaces A3.8.2 Modifies A3.9.7

5.6.5 STATION ST SUB-PRECINCT

STATION STREET NORTH

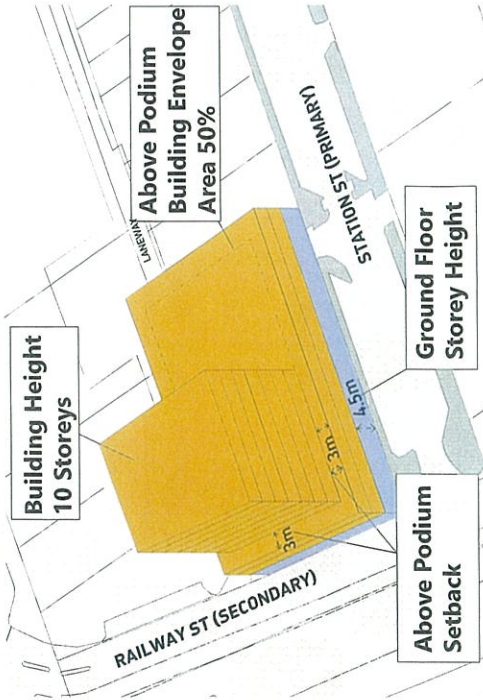
Station Street North is one of the key strategic growth areas in the CVP with two prominent sites owned by the Town that can be unlocked for substantial mixed-use development. The preferred typology is 'mixed use podium high'. Existing lot characteristics include a consistent 33m depth and a mix of widths ranging between 12-55m. **P2 - Figure 24** illustrates desired building envelopes.

Design Testing Findings

- + Lots with a width of 25m or less are limited to at-grade parking only, amalgamation is encouraged to achieve sufficient lot widths for the circulation / ramps required for basement or podium parking. A maximum height of 10 storeys can be achieved, however, this would rely on multiple levels of basement or sleeved podium parking.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum of 10 storeys is considered feasible (from a spatial perspective). Anything taller may be difficult to achieve on most sites due to spatial limitations for parking. This will also allow a smoother built form transition from 4 storey properties to the north.
Street Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) to be setback a minimum of 3m from the primary / secondary street.
Side Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) meet building separation requirements of the R-Codes.
Rear Setbacks	Nil setback for the podium, with a one way movement network proposed in laneways this will reduce the need to cede land for laneway widening. Above podium (4th storey and above) to meet building separation requirements of the R-Codes.
Plot Ratio	Plot ratio of 2.5 was tested, however, where podium parking is required this becomes a major limitation. Removal of plot ratio is recommended with building envelopes above podium to occupy no more than 50% of the available envelope area.



P2 - Figure 24: Station Street North Building Envelope Example

STATION STREET SOUTH

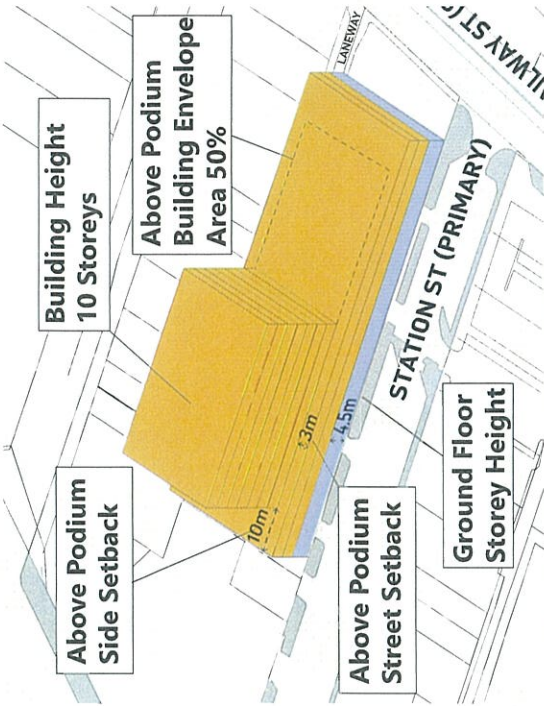
Station Street South also includes two prominent sites in sole ownership, 7-11 Station Street has the potential to be unlocked for redevelopment. The preferred typology is 'mixed use podium high'. Existing lot characteristics include a consistent 33m depth. **P2 - Figure 25** illustrates desired building envelopes.

Design Testing Findings

- + A maximum height of 10 storeys can be achieved at 7-11 Station Street, however, this would rely on multiple levels of basement or sleeved podium parking, 10 Storeys is the maximum height that can be contemplated to ensure that overshadowing of Napoleon Street is minimised.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum of 10 storeys is considered feasible (from a spatial perspective). Anything taller would have an adverse impact on the public realm in Napoleon Street through overshadowing.
Street Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) to be setback a minimum of 3m from the primary / secondary street.
Side Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) meet building separation requirements of the R-Codes.
Rear Setbacks	Nil setback for the podium, with a one way movement network proposed in laneways this will reduce the need to cede land for laneway widening. Above podium (4th storey and above) to meet building separation requirements of the R-Codes.
Plot Ratio	Plot ratio of 2.5 was tested, however, where podium parking is required this becomes a major limitation. Removal of plot ratio is recommended with building envelopes above podium to occupy no more than 50% of the available envelope area.



P2 - Figure 25: Station Street South Building Envelope Example

P2 - Table 13: Station Street Sub-Precinct Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Land Use	Prohibited Uses	Single and Grouped Dwellings	Single and Grouped Dwellings	-
	Ground Floor Use	Active uses only	Active uses only	-
Building Height	Maximum Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Maximum Building Height	10 Storeys	10 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A 2.3.1
	Minimum Primary / Secondary Street (Above Podium)	3m	3m	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
	Minimum Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Maximum Plot Ratio	Plot ratio does not apply For development above the podium level, the tower element is restricted to a maximum percentage of 50% of allowable gross floor plate area.		-
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		Replaces A3.6.1 and A3.6.5
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Station Street.		Replaces A3.8.1
	Visitor Parking	Vehicle entries shall be provided from rear laneways. Visitor parking must be provided from rear laneways.		Replaces A3.8.2 Modifies A3.9.7

BUILDING HEIGHT / SETBACK STRATEGY

- + Preferred typology is mixed use, vertically integrated with active ground floor uses such as restaurants, cafés, small bars with residential or commercial uses on upper levels. A flexible 4.5m high ground floor level is desired to accommodate this.
- + Podium levels are set at 3 storeys and include a nil setback to the primary street and side boundaries, creating a defined urban edge and establishing a consistent height datum.
- + Tower forms are proposed at 10 storeys and are setback above podium level to help mitigate potential impacts on the streetscape, they are also proposed to occupy no more than 50% of the available envelope above podium to limit overall bulk and scale.
- + Building heights on the southern side of Station Street have been set to minimise overshadowing of Napoleon Street which is a critical objective of the CVPSP.
- + A nil rear setback helps to create more intimate spaces where vehicle movement speeds and movement are reduced making them more inviting for pedestrians.

PUBLIC REALM INTERFACE

- + For podium levels building edges meet the street boundary with a nil setback, with awnings that are permitted to project into the public realm.
- + Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage.
- + Development must avoid blank walls/façades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street.
- + Alfresco dining and uses that open out onto the street are strongly encouraged, leveraging the relationship between the public and private realm.
- + Any onsite parking is not permitted to be located in the street setback area, it must be provided from rear laneways.



Existing streetscape environment on Station Street.

5.6.6 NAPOLEON STREET

Napoleon Street is the CVP's village heart, it possesses a coherent main street heritage character. The preferred typology is 'main street character'. existing lot characteristics include predominantly small and narrow sites. Depths vary on either side of the street with northern sites at 33m and southern lots at 42m. **P2 - Figure 26** illustrates desired building envelopes.

Design Testing Findings:

- + To support any development outcomes beyond small scale retail, lot amalgamation would be required in most instances.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 3-4 storeys is feasible (from a spatial perspective) when lots are amalgamated. Anything taller would be impacted by spatial limitations associated with parking access.
Street Setbacks	Nil setback for the podium to create a defined urban edge, above podium (2nd storey and above) to be setback a minimum of 4m from the primary street.
Side Setbacks	Nil setbacks proposed.
Rear Setbacks	Minimum of 2.5-3.5m depending on which side of the street, as there will be different laneway widening requirements.
Plot Ratio	Plot ratio of 1.2 was tested and is deemed appropriate.

BUILDING HEIGHT / SETBACK STRATEGY

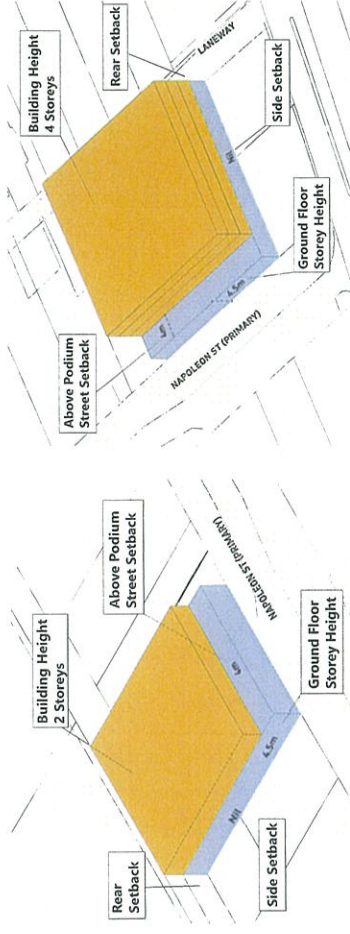
- + The preservation of heritage character and solar access are key priorities for all new development. Preferred typology is main street character frontage, this includes a single storey podium level with active ground floor uses such as retail, restaurants, cafés and residential / commercial on upper levels.
- + Buildings provide an urban main street edge with nil street and side setbacks providing a consistent datum at street level. Above podium setbacks support redevelopment without impacting the existing streetscape character.
- + Building heights on the northern side of Napoleon Street have been set to minimise overshadowing of the public realm.
- + A nil rear setback helps to create more intimate spaces where vehicle movement speeds and movement are reduced making them more inviting for pedestrians.

PUBLIC REALM INTERFACE

- + Building edges meet the street boundary with a nil setback, with awnings permitted to project into the public realm. Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage.
- + Development must avoid blank walls/facades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street.
- + Alfresco dining and uses that open out onto the street are strongly encouraged, leveraging the relationship between the public and private realm.
- + Any onsite parking is not permitted to be located in the street setback area, it must be provided from rear laneways.

P2 - Table 14: Napoleon Street Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Land Use	Prohibited Uses	Single and Grouped Dwellings	Single and Grouped Dwellings	-
	Ground Floor Use	Active uses only	Active uses only	-
Building Height	Maximum Podium Height	1 Storey	1 Storey	Augments A2.2.1
	Maximum Building Height	2 Storeys	4 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A2.3.1
	Minimum Primary Street (Above Podium)	4m	4m	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks	Nil	Nil	Augments A2.4.1
	Rear Setbacks	Nil	Nil	Augments A2.4.1
Plot Ratio	Maximum Plot Ratio	1.2	1.2	Augments 2.5.1
Trees and Deep Soil	Minimum deep soil area	0%	0%	Modifies A3.3.4
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Napoleon Street.		
	Visitor Parking	Vehicle entries shall be provided from rear laneways.		
		Vehicle entries shall be provided from rear laneways.		



P2 - Figure 26: Napoleon Street Building Envelope Examples

5.6.7 JARRAD STREET JUNCTION SUB-PRECINCT

Jarrad Street is at the intersection of two movement corridors with a large amount of car traffic moving from east to west and south to north. Generally the sub-precinct has a diverse mix of lot types, however, there are some larger consolidated sites (including multiple lots in sole ownership) which do offer some good development opportunities. 'Mixed use podium high and low' are the preferred building types.

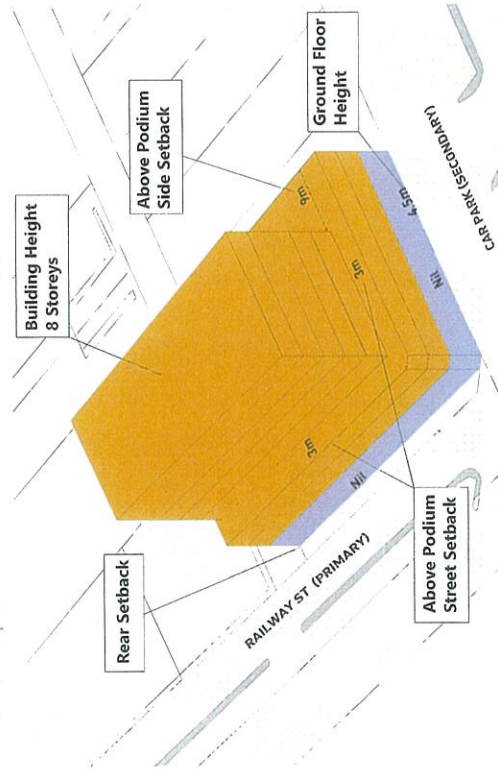
JARRAD STREET NORTH

Design Testing Findings:

- + A maximum height of 8 storeys is feasible on the two corner sites, however, both are strata lots with lesser development potential.
- + The central lots are narrow with two heritage listed properties, redevelopment potential would be optimised if all four lots were amalgamated.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 8 storeys is feasible (from a spatial perspective) on the two corner sites or if the central lots are amalgamated then development at this scale is also possible. Podium heights of 3 storeys would be recommended, consistent with the approach on Station Street.
Street Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) to be setback a minimum of 3m from the primary / secondary street.
Side Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) meet building separation requirements of the R-Codes.
Rear Setbacks	Nil setback for the podium, with a one way movement network proposed in laneways this will reduce the need to cede land for laneway widening. Above podium (4th storey and above) to meet building separation requirements of the R-Codes.
Plot Ratio	Plot ratio of 2.5 was tested and is deemed appropriate.



P2 - Figure 27: Jarrad Street North Building Envelope Example

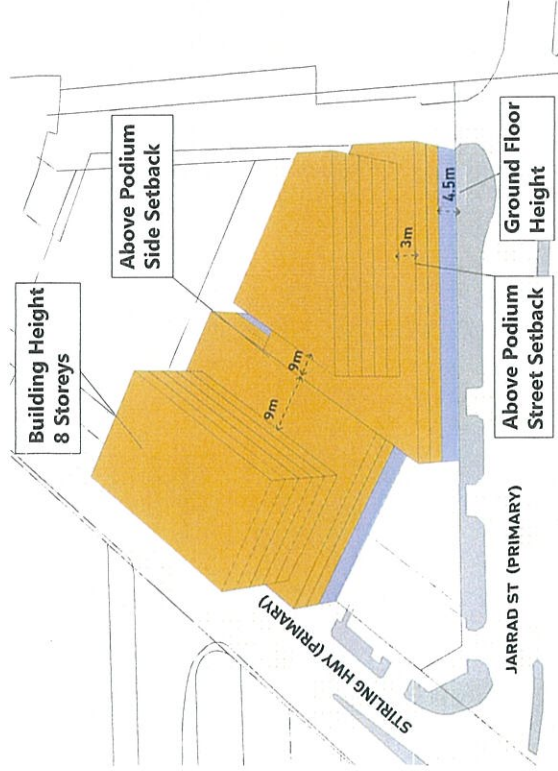
JARRAD STREET SOUTH

Design Testing Findings:

- + A maximum height of 8 storeys is only feasible where amalgamation can be achieved as the size and configuration of existing lots have limitations. Some of these sites also have heritage considerations which limit their overall potential.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 8 storeys is feasible (from a spatial perspective) where amalgamation of sites can be achieved. Podium heights of 3 storeys would be recommended, consistent with the approach on Station Street.
Street Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) to be setback a minimum of 3m from the primary / secondary street.
Side Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) meet building separation requirements of the R-Codes.
Rear Setbacks	Nil setback as there are no interface issues to be considered given the presence of the railway corridor to the west.
Plot Ratio	Plot ratio of 2.5 was tested and is deemed appropriate.



P2 - Figure 28: Jarrad Street South Building Envelope Example

BUILDING HEIGHT / SETBACK STRATEGY

- + Preferred typology is commercial or mixed use, vertically integrated with active or commercial uses at ground floor and residential uses on upper levels.
- + Podium levels are set at 3 storeys and include a nil setback to the primary street and side boundaries, creating a defined urban edge and establishing a consistent height datum. Tower forms are then setback above podium level to help mitigate potential impacts on the streetscape.
- + Towers are ideally orientated towards the east to optimise views of the Swan River from Levels 5 and above.
- + In addition to giving up part of the lot to widen the laneway (ceding or easement), a rear setback helps to increase the visual size of the laneway to help make them more inviting and able to be activated.

PUBLIC REALM INTERFACE

- + For podium levels building edges meet the street boundary with a nil setback, with awnings that are permitted to project into the public realm.
- + Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings and verandahs of a minimum width of 3m for the full length of the building frontage.
- + Development must avoid blank walls/façades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street.
- + Any onsite parking is not permitted to be located in the street setback area, it must be provided at the rear of the property or from Brixton Street where possible.

P2 - Table 15: Jarrad Street Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		CENTRE R-ACO (NORTH)	CENTRE R-ACO (SOUTH)	
Land Use	Prohibited Uses	Single and Grouped Dwellings	Single and Grouped Dwellings	-
Building Height	Ground Floor Use	Active / commercial uses only		-
	Maximum Podium Height	3 Storeys	3 Storeys	Augments A2.2.1
	Maximum Building Height	8 Storeys	8 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	4.5m	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Nil	Nil	Augments A2.3.1
	Minimum Primary / Secondary Street (Above Podium)	3m	3m	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Minimum Side Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
	Minimum Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes		-
Plot Ratio	Maximum Plot Ratio	2.5	2.5	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	Ground floor apartments are not permitted.		Replaces A3.6.1 and A3.6.5
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Jarrad Street or Stirling Highway where access from Brixton Street can be provided.		Replaces A3.8.1
	Visitor Parking	Vehicle entries shall be provided from rear laneways. Visitor parking must be provided from rear laneways.		Replaces A3.8.2 Modifies A3.9.7

5.6.8 IRVINE STREET JUNCTION SUB-PRECINCT

Irvine Street is at the intersection of two key roads with a large amounts of car traffic moving north-south. The sub-precinct has a diverse mix of lot types, tenure arrangements, and also has heritage considerations. All lots front Stirling Highway with some larger consolidated sites which do offer some good development opportunities. 'Character frontage and Garden apartment high and low' are the preferred building types dependent on location. High-level design testing was undertaken to help calibrate the controls for these important sites, some of which are partially affected by the MRS Primary Regional Roads Reserve to the east.

IRVINE STREET - LARGE LOTS

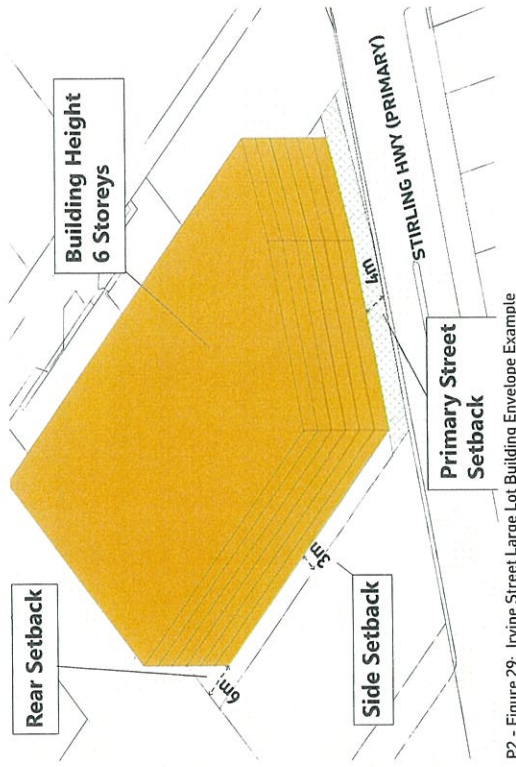
There are three primary development sites in the sub-precinct all of which are >1200m², these lots are identified as a focus area for larger scale R-AC3 equivalent development with a mix of apartments / mixed use proposed.

Design Testing Findings:

- + Maximum height of 6 storeys is achievable on larger lots, these lots are also at a higher level than the centre of the CVP (which is the low point). Opportunities for half-in half-out or basement solutions are more viable in this area.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 6 storeys is feasible (from a spatial perspective) Podium heights are not proposed due to the garden style approach with a large well landscaped front setback desired.
Street Setbacks	Larger (than required) front setback is proposed to help establish a green edge on the eastern side of Stirling Highway.
Side Setbacks	Side setbacks to ensure space between buildings and provide views to greenery or sky.
Rear Setbacks	Larger (than required) rear setbacks are proposed to mitigate potential amenity issues for adjoining low density areas.
Plot Ratio	Plot ratio of 2.0 was tested and is deemed appropriate.



P2 - Figure 29: Irvine Street Large Lot Building Envelope Example

IRVINE STREET - SMALL LOTS

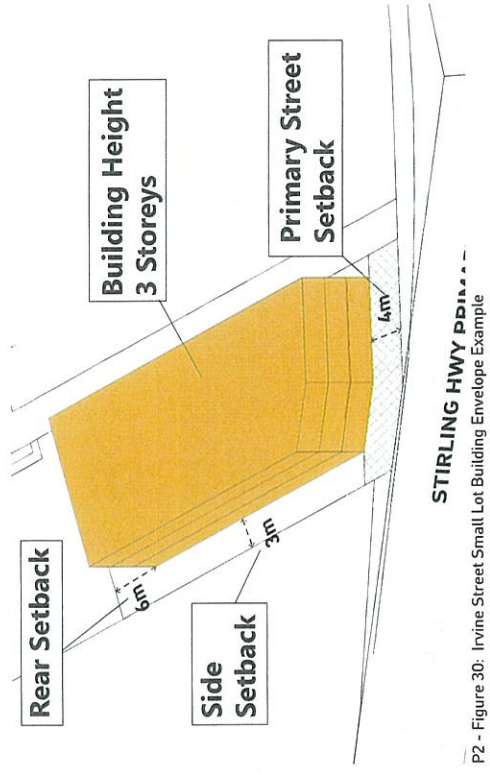
There are a number of smaller lots some of which have major development limitations due to their size. As a result of these constraints, the testing / design response for these sites required a different approach to the large lots.

Design Testing Findings:

- + Maximum height of 3-4 storeys is possible on smaller lots, however, many of these sites have heritage considerations which limit their overall development potential.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 6 storeys is feasible (from a spatial perspective) Podium heights are not proposed due to the garden style approach with a large well landscaped front setback.
Street Setbacks	Larger (than required) front setback is proposed to help establish a green edge on the eastern side of Stirling Highway. This would not apply where heritage retention is required.
Side Setbacks	Side setbacks to ensure space between buildings and provide views to greenery or sky. This would not apply where heritage retention is required.
Rear Setbacks	Larger (than required) rear setbacks are proposed to mitigate potential amenity issues for adjoining low density areas.
Plot Ratio	Plot ratio of 1.2 was tested and is deemed appropriate.



P2 - Figure 30: Irvine Street Small Lot Building Envelope Example

BUILDING HEIGHT / SETBACK STRATEGY

- + Building height in this sub-precinct ranges between 3-6 storeys dependent on the coding. The height strategy aligns with existing lot patterns, informed by the design testing.
- + Modest heights are combined with larger than required rear setbacks to assist with transition in scale between new apartments and low scale residential to the east.
- + The preferred typology is garden apartments, which includes large front setbacks to Stirling Highway.
- + Side setbacks ensure spaces between buildings to create a feeling of openness, with views towards sky or greenery a prominent feature.

PUBLIC REALM INTERFACE

- + Front setbacks allow a generously landscaped green edge which is especially important on the eastern side providing amenity and shade along Stirling Highway. Behind this green veil the building becomes a more prominent feature on the street with balconies and courtyards ensuring good passive surveillance of the public realm.
- + No onsite parking is permitted to be located in the street setback area and vehicle access must be avoided on Stirling Highway wherever possible.
- + For non-residential developments with heritage character frontages building edges are permitted to meet the street boundary with a nil setback, with awnings permitted to project into the public realm. Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage.



Existing street interface on Stirling Highway with large front setback and mature trees softening the highway interface.

P2 - Table 16: Irvine Street Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		DISTRICT CENTRE / RESIDENTIAL R-AC4	DISTRICT CENTRE / RESIDENTIAL R-AC3	
Land Use	Prohibited Uses	Single and Grouped Dwellings		-
Building Height	Maximum Building Height	3 Storeys	6 Storeys	Augments A2.2.1
Street Setbacks	Minimum Primary Street	4m (unless there is a heritage building identified for protection)		Augments A2.3.1
Lot Boundary Setbacks	Minimum Secondary Street	2m	2m	Augments A2.3.1
	Side Setbacks	3m	3m	Augments A2.4.1
	Rear Setbacks	6m	6m	Augments A2.4.1
Plot Ratio	Maximum Plot Ratio	1.2	2.0	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
Vehicle Access / Parking	Vehicle Access	No vehicle access is permitted from Stirling Highway where alternate access points are available.		Replaces A3.8.1

5.6.9 COTTESLOE CENTRAL SUB-PRECINCT

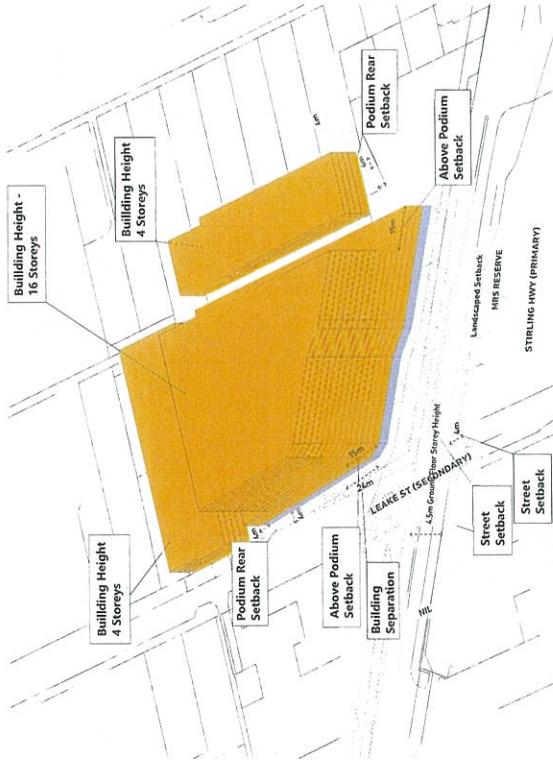
Cottesloe Central Shopping Centre represents one of the primary long-term redevelopment opportunities in the CVP. The vision is for Cottesloe Central to be reimagined as a mixed use centre with residential and other uses introduced onto the site. The various lots which make up the site are of a size and location perfect to accommodate a landmark development with a new tower proposed at the corner of Stirling Highway and Leake Street.

Design Testing Findings:

- + The site is large enough to accommodate a large number of development opportunities. The more critical aspect would be master planning to facilitate the complex staging of the development. Siting of any tower elements is important to mitigate any potential adverse impacts on adjoining residential properties, locating the tower form on the street edge is desirable reinforcing its role as a landmark development.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 16 storeys is feasible (from a spatial perspective). A podium height of 4 storeys is proposed along primary and secondary street interfaces.
Street Setbacks	Larger (than required) front setback is proposed to help establish a green edge on the western side of Stirling Highway.
Side Setbacks	Nil setback for the podium to create a defined urban edge, above podium (4th storey and above) meet building separation requirements of the R-Codes.
Rear Setbacks	Larger (than required) rear setbacks are proposed to mitigate potential amenity issues for adjoining low density areas. This includes identifying an R-AC4 buffer on the eastern and southern edges.
Plot Ratio	A plot ratio of 3.5 was tested and is deemed appropriate proposed.



P2 - Figure 31: Cottesloe Central Building Envelope Example

BUILDING HEIGHT / SETBACK STRATEGY

- + The preferred typology is a specialised mixed use shopping centre with residential uses vertically integrated with the shopping centre building. Street facing podium includes active uses, with the tower element proposed to be a large landmark development which accentuates the corner of Stirling Highway and Leake Street.
 - + A buffer zone is required at the southern and eastern boundaries to mitigate any impacts on adjoining residential areas.
- PUBLIC REALM INTERFACE**
- + Street setbacks to Stirling Highway and Leake Street allow a generously landscaped green edge on the western side providing amenity which encourages the shopping centre to open out onto the street.
 - + Residential uses provide private open spaces / balconies which orientate and overlook the street for passive surveillance.

P2 - Table 17: Cottesloe Central Planning Provisions

ELEMENT	PROVISION	CVPSP ZONE		R-CODES MODIFICATIONS VOLUME 2
		DISTRICT CENTRE R-AC4	DISTRICT CENTRE R-AC0	
Land Use	Prohibited Uses	Single Dwellings	Single and Grouped Dwellings	-
Building Height	Ground Floor Use	-	Active uses only	-
	Maximum Podium Height	-	4 Storeys	Augments A2.2.1
	Maximum Building Height	3 Storeys	16 Storeys	Augments A2.2.1
	Minimum Ground Floor Finished Level to First Floor Finished Level	-	4.5m	Modifies A4.3.3
Street Setbacks	Minimum Primary / Secondary Street (Podium)	Stirling Highway - 4m Leake Street - Nil	Stirling Highway - 4m Leake Street - Nil	Augments A2.3.1
	Minimum Secondary Street	Nil	Nil	Augments A2.3.1
Lot Boundary Setbacks	Side Setbacks (Podium)	Nil	Nil	Augments A2.4.1
	Rear Setbacks (Podium)	6m	9m	Augments A2.4.1
Plot Ratio	Minimum Side and Rear Setbacks (Above Podium)	Per Element 2.7 of the R-Codes	Per Element 2.7 of the R-Codes	-
	Maximum Plot Ratio	12	3.5	Augments A2.5.1
Public Domain Interface	On-site parking between street and building	Not Permitted	Not Permitted	Modifies A3.6.2
	Vertical Separation	-	Ground floor apartments are not permitted.	Replaces A3.6.1 and A3.6.5

5.6.10 THE GROVE SUB-PRECINCT

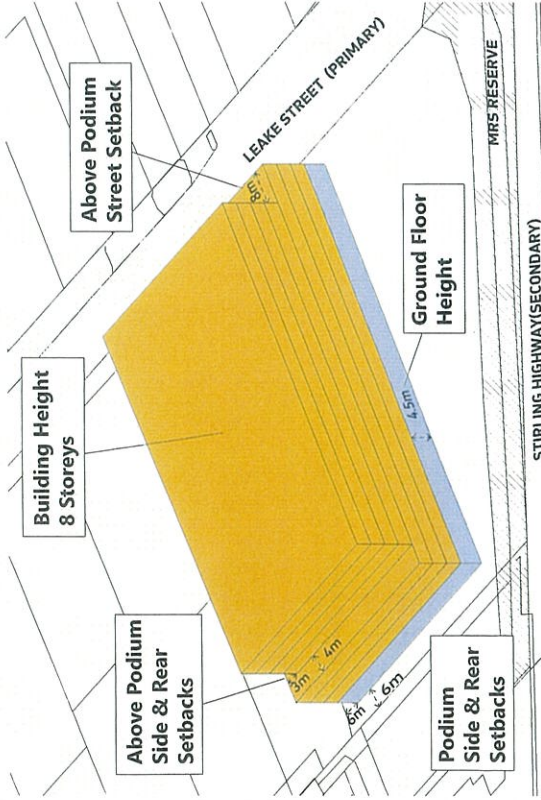
The Grove represents a long-term redevelopment opportunities. The vision is for the site to be unlocked as a multipurpose mixed-use development, which retains a focus on community infrastructure. This would see the existing library and Shire Offices brought back into the site. Development of this site and Cottesloe Central, will help reimagine this part of Stirling Highway / Leake Street in the CVP.

Design Testing Findings:

- + Site is large enough to accommodate a large number of development opportunities. The more critical aspect would be master planning to facilitate the complex staging of the development including interim relocation of community facilities / Shire operations.
- + Like Cottesloe Central, any taller building elements will need to mitigate any potential adverse impacts on adjoining residential properties.

Primary Controls Recommendations:

Maximum Building Height	The testing confirmed that a maximum height of 8 storeys is feasible (from a spatial perspective). A podium height of 4 storeys is proposed along Leake Street
Street Setbacks	Larger (than required) front setback is proposed to help establish a green edge on the western side of Stirling Highway.
Side Setbacks	Side setbacks for all levels to ensure adequate separation to adjoining residential properties to the east.
Rear Setbacks	Larger (than required) rear setbacks are proposed to mitigate potential amenity issues for adjoining low density areas.
Plot Ratio	A plot ratio of 2.0 was tested and is deemed appropriate.



P2 - Figure 32: The Grove Building Envelope Example

BUILDING HEIGHT / SETBACK STRATEGY

- + The preferred typology is a specialised mixed use building with a focus on integrated community and Shire administration facilities, with commercial uses vertically integrated. Street facing podium includes active uses on Leake Street which complement a redeveloped Cottesloe Central.
- + A large rear setback is proposed along the eastern boundary to mitigate any impacts on adjoining residential areas.

PUBLIC REALM INTERFACE

- + Street setbacks to Stirling Highway allow a generously landscaped green edge on the western side providing amenity which enhances Stirling Highway. This will include retention of existing trees where possible.

P2 - Table 18: The Grove Planning Provisions

ELEMENT		PROVISION	CVSP ZONE
			DISTRICT CENTRE R-ACO
Land Use	Prohibited Uses		Single and Grouped Dwellings
	Ground Floor Use		Retail, Civic, Community Purpose, Medical
Building Height	Maximum Podium Height		4 Storeys
	Maximum Building Height		8 Storeys
	Minimum Ground Floor Finished Level to First Floor Finished Level		4.5m
Street Setbacks*	Minimum Primary Street (Podium)		Stirling Highway - 12m
	Minimum Secondary Street (Podium)		Leake Street - Nil
	Minimum Primary Street (Above Podium)		Stirling Highway - 12m
	Minimum Secondary Street (Above Podium)		Leake Street - 8m
Lot Boundary Setbacks	Minimum Side Setbacks (Podium)		6m
	Minimum Rear Setbacks (Podium)		6m
Plot Ratio	Minimum Side and Rear Setbacks (Above Podium)		Per Element 27 of the R-Codes
	Maximum Plot Ratio		2.0
Trees and Deep Soil	Minimum deep soil area		10%
Public Domain Interface	On-site parking between street and building		Not Permitted

06.3 To ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design.

5.6.11 CLIMATE RESPONSIVE DESIGN

The majority of new development in the CVP will be mixed use, commercial and residential apartments. Mixed use and residential developments will be required to apply the R-Codes Volume 2 which contains provisions to ensure new residential development responds to solar access and natural ventilation, with the key outcomes:

- + Optimise winter solar access to key living spaces
- + Provide adequate shading for summer
- + Optimise natural ventilation through dwellings and through the development site

The CVPSP proposes to extend these considerations to non-residential developments too. Design guidance opportunities are identified below, with planning provisions included in Part One.

SOLAR ACCESS (C6.3.1)

Appropriate consideration of building orientation, layout and siting can directly affect the thermal performance, comfort and amenity of a building, it can also impact neighbouring buildings and public spaces. The CVPSP seeks to ensure that all buildings are sited to balance optimum solar orientation for the building balanced with the requirements of the public domain.

With a primarily fixed urban structure, designing to suit existing lot configurations and orientations is the priority. As evidenced on **P2 - Figure 20** the location of height and density across the CVP has been designed to optimise solar access and limit overshadowing for the public realm / adjoining low density residential areas. Strategies include:

- + **Station Street** - Building heights on Station Street have been set to ensure overshadowing into the public realm on Napoleon Street is to an acceptable level. **P2 - Figure 33** demonstrates that 10 storeys is the maximum permitted height limit as it still allows sunlight penetration into Napoleon Street in the middle of the day (10am to 2pm) in June. During this time period, at least 50% of the road reserve area retains solar access.
- + **Eastern side of Stirling Highway** - Building heights on the eastern side of Stirling Highway are minimised where possible to limit potential impacts on adjoining low density residential areas. Combined with larger than required rear setbacks, extra space and separation will ensure amenity impacts associated with solar access or visual privacy are mitigated.

NATURAL VENTILATION (C6.3.2)

To optimise natural ventilation and mitigate wind effects, the CVPSP will integrate these principles through specific planning provisions in Part One. The interaction between buildings and prevailing winds will be a key consideration in shaping the built form within the precinct. By carefully addressing building placement, orientation, and separation, the plan aims to enhance natural air movement both within and between buildings, as well as in adjacent public and private spaces, ensuring a comfortable and amenable environment for occupants and the community.

The planning provisions will focus on ensuring that the design of buildings aligns with the local climate, microclimate, and specific site conditions, particularly given Cottesloe's coastal location. Wind direction in Cottesloe varies throughout the year; however, the primary focus is to capture cooling summer breezes which generally flow from the southwest most afternoons. The design size, shape, and articulation of buildings should be guided by access to cooling breezes to minimise the need for mechanical cooling.

In the case of taller structures, especially in the Cottesloe Central Redevelopment and other key nodes, wind impact analyses such as wind tunnel testing may be required where appropriate. These analyses will inform the design of building envelopes and provide guidance for detailed building designs to ensure a harmonious balance between

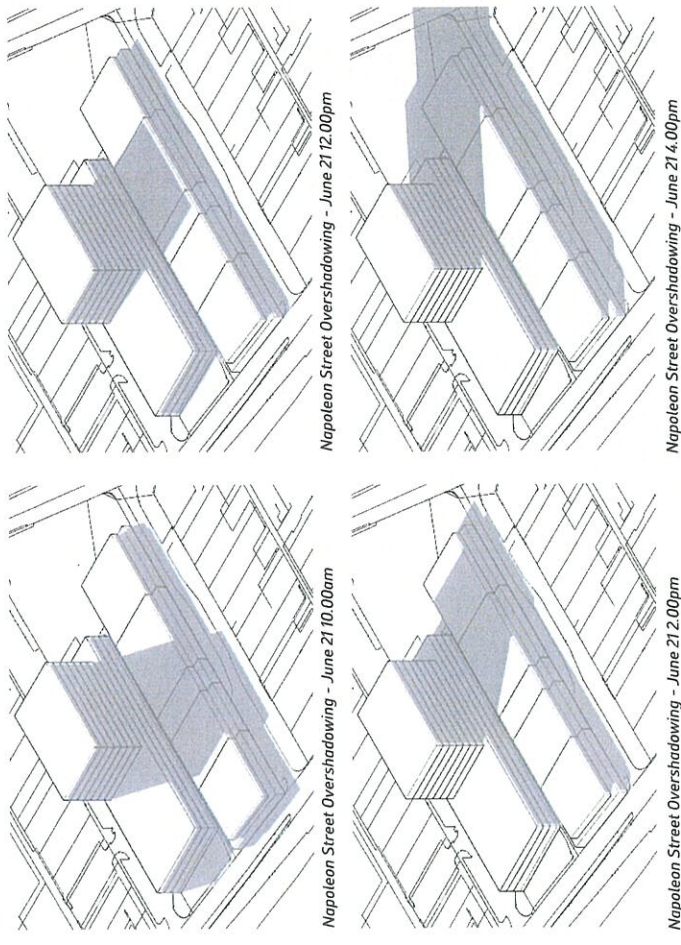
architectural form, occupant comfort, and the wind environment. The provisions in Part One will enforce these requirements, ensuring that all developments contribute to an enhanced urban experience for both residents and visitors.

OTHER SUSTAINABILITY INITIATIVES

As described in the EGGE Statement in **Section 5.1.7 (Appendix 4)** the CVPSP proposes a number of built form strategies to support the EGGE Statement vision. These are summarised as follows:

- + Take a strategic approach to setbacks to ensure deep soil areas are of an appropriate scale and provided in the right locations to support mature canopy growth.
- + All new developments will be required to consider Environmentally Sustainable Design initiatives at DA stage and be able to demonstrate an ability to achieve a minimum of GBCA 5 Star Green Star (large scale) and 4 Star Green Star (low scale) accreditation.
- + Mandate requirement for on-site solar to support renewable electricity consumption.
- + Where heritage or character properties are present, encourage adaptive reuse.

P2 - Figure 33: Napoleon Street Solar Access Diagrams



06

APPENDICES

6.1 TECHNICAL APPENDICES

- + Appendix 1 - Site and Context Analysis
- + Appendix 2 - Engagement Outcomes Report
- + Appendix 3 - Water Management Strategy
- + Appendix 4 - Energy and Greenhouse Gas Emissions Statement
- + Appendix 5 - Traffic Impact Assessment
- + Appendix 6 - Economic Sustainability Assessment

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Ordinary Council Meeting

8.1.2 AMD2 Adoption

- Planning Report as Recommended for Adoption
- Ministerial Direction to modify and readvertise
 - Table of Submissions



- Planning Report as Recommended for Adoption



Shire of
Peppermint Grove

LOCAL PLANNING SCHEME No. 4

Amendment No. 2

**Recoding from Residential 'R15' to 'R80'
Lot 24 & Lot 26 (No.12) Johnston Street,
Peppermint Grove**

*Planning and Development Act 2005***RESOLUTION TO PREPARE AMENDMENT TO
LOCAL PLANNING SCHEME****SHIRE OF PEPPERMINT GROVE****LOCAL PLANNING SCHEME NO. 4 - AMENDMENT NO. 2**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by recoding Lot 24 and Lot 26 (No.12) Johnston Street, Peppermint Grove from Residential 'R15' to Residential 'R40'.

The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

1. The proposed amendment is consistent with the objectives identified in the local planning scheme for the Residential zone, specifically to provide for a range of housing and a choice of residential densities to meet the needs of the community.
2. The proposed amendment is consistent with the metropolitan region scheme.
3. The proposed amendment would have minimal impact on land in the scheme area that is not subject to the amendment.
4. The proposed amendment does not result in any significant environmental, social, economic or governance impacts of land in the scheme area.

Date of Council Resolution.....28/3/2023.....

.....
(Chief Executive Officer)

Dated this 9th day of August 2023



ROWE
GROUP

SHIRE OF PEPPERMINT GROVE
LOCAL PLANNING SCHEME NO.4
AMENDMENT NO.2
SCHEME AMENDMENT REPORT

DOCUMENT CONTROL

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3	9673_23apr01Rv3_km	Kieran McGovern	David Maiorana	27/04/2023
4	9673_oct17Rv4_dm	David Maiorana	David Maiorana	17/10/2024
5	9673_dec05Rv5_dm	David Maiorana	David Maiorana	05/12/2024

This report has been authorised by;



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Manager Town Planning



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Town Planner



Jamie Baxter
Quality Control

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1. PREAMBLE

The Western Australian Planning Commission (WAPC) advised the Shire of Peppermint Grove on 29 May 2024 that it had considered Amendment No. 2 and submitted its recommendation to the Minister in accordance with section 87(1) of the *Planning and Development Act 2005*.

The Minister directed that Amendment No. 2 be modified by replacing reference to the proposed density code of R40 to R80 and updated the scheme map by designating R80 over the amendment area.

The Minister directed that Amendment No. 2 then be readvertised in accordance with Regulations 51 (4) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, that submissions be considered and that a further Council resolution under Regulation 53 *Planning and Development (Local Planning Schemes) Regulations 2015* be made.

The Planning Report prepared for the originally proposed R40 coding is presented unchanged with the exception of the addition of this preamble and the proposed zoning being changed to R80 on the scheme amendment map (**Figure 4**) to reflect the mapping changes directed by the Minister.



2. INTRODUCTION

Rowe Group acts on behalf of the Shire of Peppermint Grove and a private landowner in relation to this proposal for Lot 24 & Lot 26 (No.12) Johnston Street, Peppermint Grove (**'the subject site'**).

The subject site is located directly opposite Cottesloe Primary School and is situated approximately 125m from commercial tenancies (including IGA) along Stirling Highway, 600m from Mosman Park Train Station and 700m from Cottesloe Train Station.

Proximity to commercial development and public transport supports the Mixed Use 'R80' zoning of land to the west of the site along Stirling Highway and similarly, supports the proposed recoding of the subject site to R40. To the east of the subject site, the adjoining properties are coded R15. Properties to the south of the subject site within the Town of Mosman Park are zoned Residential 'R40'.

This report has been prepared to facilitate a Scheme Amendment to recode the subject site from Residential 'R15' to Residential 'R40'. In turn, the proposal will enable the redevelopment of the land in a manner that is appropriate given its location between Residential 'R80', 'R40' and R15 coded lots.

This report addresses the following matters:

- ▲ Location of the subject site;
- ▲ Description of existing land use;
- ▲ Overview of relevant planning considerations; and
- ▲ Justification for the proposed scheme amendment having regard to the relevant planning framework.

3. DESCRIPTION OF SITE

3.1 LOCATION

The subject site is located in the Municipality of the Shire of Peppermint Grove (**the Shire**), approximately 11km south-west of the Perth City Centre.

Refer **Figure 1 – Regional Context**.

The subject site is bound by Johnston Street to the north and is otherwise adjoined by Residential zoned land to the east, south and west. Johnston Street is a sealed, gazetted road.

As mentioned previously, the subject site is located directly opposite Cottesloe Primary School across Johnston Street and is situated approximately 125m from 'commercial' tenancies (including IGA) along Stirling Highway, 500m from Mosman Park Train Station and 700m from Cottesloe Train Station.

Refer **Figure 2 – Local Context**.

3.2 CADASTRAL INFORMATION

The subject site comprises two land parcels, being:

- ▲ Lot 24 on Plan 654 Certificate of Title Volume 685 Folio 2.
- ▲ Lot 26 on Plan 654 Certificate of Title Volume 989 Folio 7.

The subject site has a total approximate land area of 1503m², with a frontage of approximately 30.2m to Johnston Street.

Refer **Figure 3 – Site Plan and Attachment One – Certificates of Title**.

3.3 EXISTING IMPROVEMENTS

Lot 24 is owned by the Shire in freehold and is currently being utilised for drainage purposes and incidental storage. Aside from a Western Power transformer on the northeast corner, Lot 24 presents as vacant land.

The existing development on Lot 26 presents as a two-storey dwelling of contemporary design and was constructed sometime between December 2008 and February 2010 to replace the original dwelling.

The previous dwelling on Lot 26 was setback some 10.5m from the northern lot boundary (Johnston Street), whereas the current dwelling is setback approximately 20.0m from (Johnston Street). This setback accommodates driveway access to the dwelling and landscaping.

Refer **Attachment Two – Google Street View – Lot 24 Johnson Street & Lot 26 Johnson Street (March 2021)**.



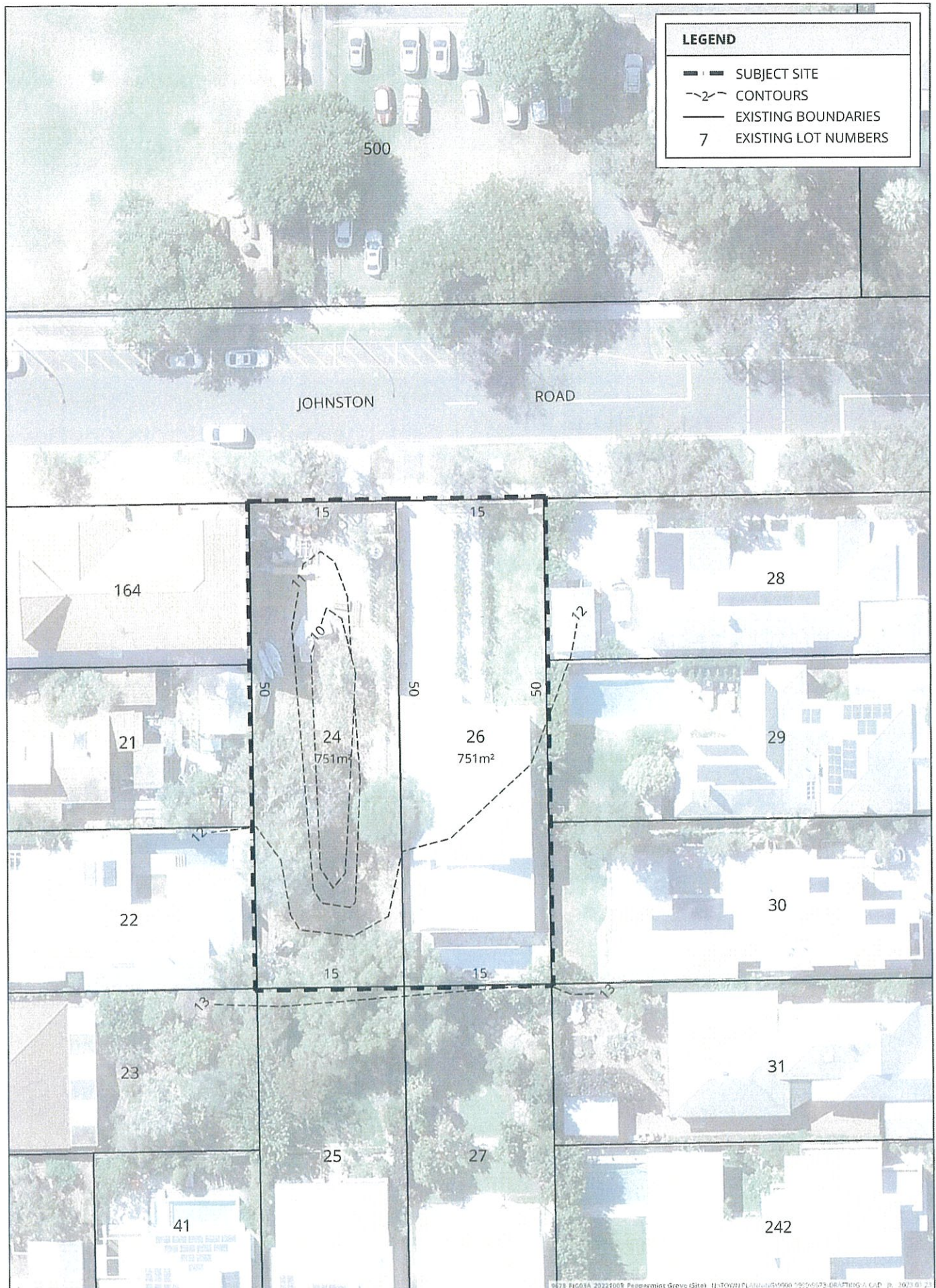
FIGURE 1
REGIONAL LOCATION



0 250 m
SCALE @ A4: 1:10,000



FIGURE 2
LOCAL CONTEXT



4. DESCRIPTION OF PROPOSAL & PLANNING RATIONALE

4.1 PROPOSED SCHEME AMENDMENT

This Scheme Amendment proposes to recode the subject site from Residential 'R15' to Residential 'R40'.

Preliminary advice was initially sought from the Shire in relation to progressing a Scheme Amendment to recode Lot 26 (No.12) Johnston Street. The Shire had since 2016 been investigating the viability of diverting stormwater from abutting Shire land (Lot 24) and selling the freehold lot. Until this time the diversion of stormwater was not considered financially viable. This advice indicated recoding Lot 26 (No.12) Johnston Street had planning merit and it would be logical for Rowe Group to progress a Scheme Amendment to concurrently recode both Lot 24 and Lot 26 to an 'R40' residential density.

Investigations continue to be progressed in relation to the current use of Lot 24 for drainage purposes. A number of reports on the diversion of stormwater have been previously prepared for the Shire by Consulting Engineers, with the most likely scenario to divert the stormwater into underground storage units either on the verge opposite Lot 24 or into the Cottesloe Primary School (School) grounds. Recent informal discussions have taken place with the Shire and the Principal. The School is supportive of the project as the proposed area to potentially accommodate underground storage tanks currently used for staff parking would be formalised and sealed.

Figure 4 overpage illustrates the effect of the proposed Scheme Amendment in the context of surrounding the existing zones (and density codes).

Refer **Figure 4 – Proposed Scheme Amendment**.

4.2 PLANNING RATIONALE

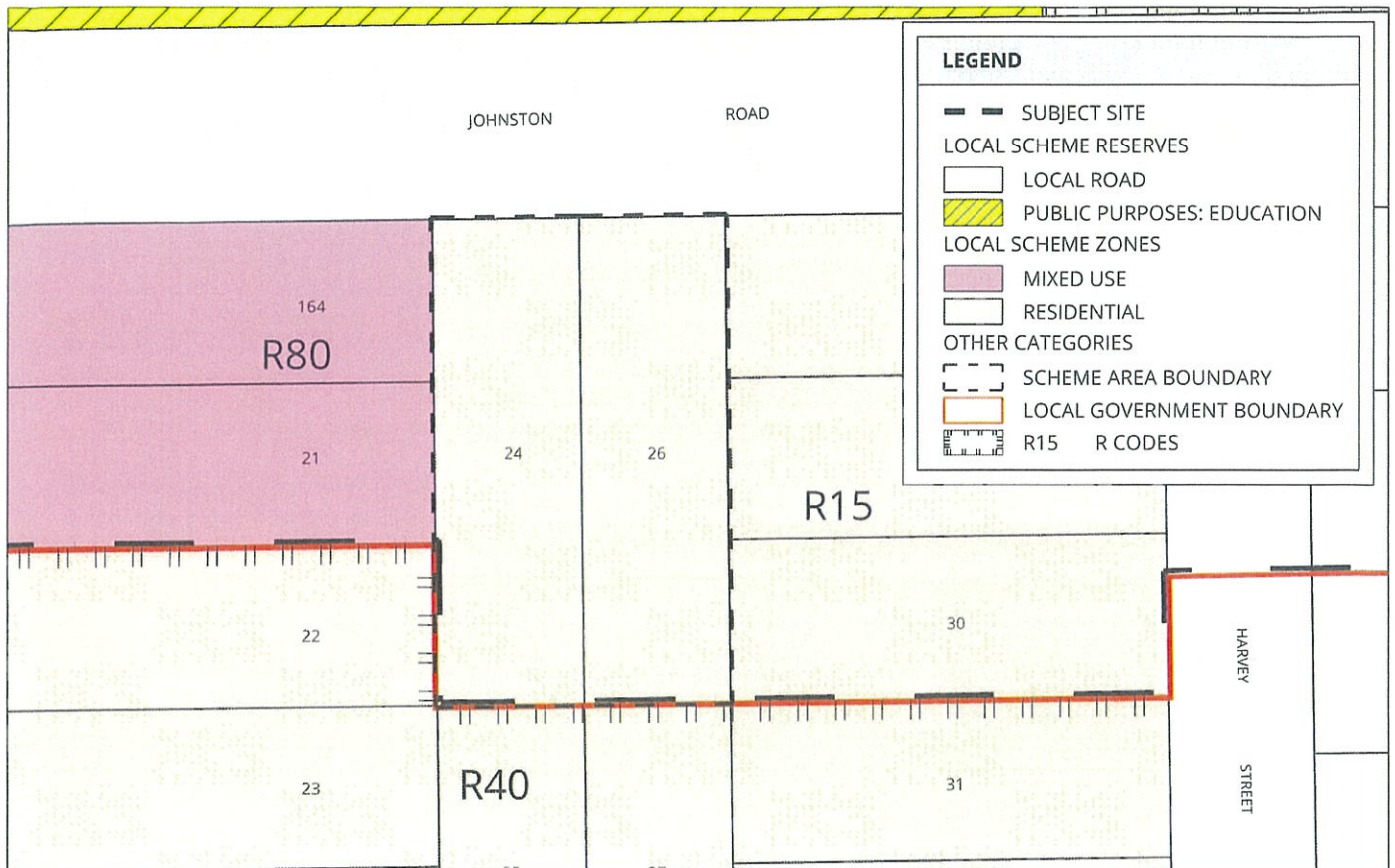
The subject site is situated approximately 125m from commercial tenancies along Stirling Highway. These commercial tenancies include fast food outlets, a supermarket (IGA) and shops (Chemist Warehouse). The site is within 600m of Mosman Park Train Station and 700m from Cottesloe Train Station and as such is very well serviced by public transport. Further, the site is located directly opposite Cottesloe Primary School which contributes to the range of established facilities available to (future) residents.

Proximity to commercial development and public transport supports the Mixed Use 'R80' zoning of land to the west of the site along Stirling Highway and similarly, supports the proposed recoding of the subject site to R40. Properties to the south of the subject site within the Town of Mosman Park are zoned Residential 'R40'. Accordingly, the proposed residential density of 'R40' on the subject site responds to the surrounding residential density by providing a logical 'step down' to the 'R15' zoning. Overall, recoding the subject site to 'R40' aligns with surrounding residential densities and in a location with excellent access to a range of established facilities and services.

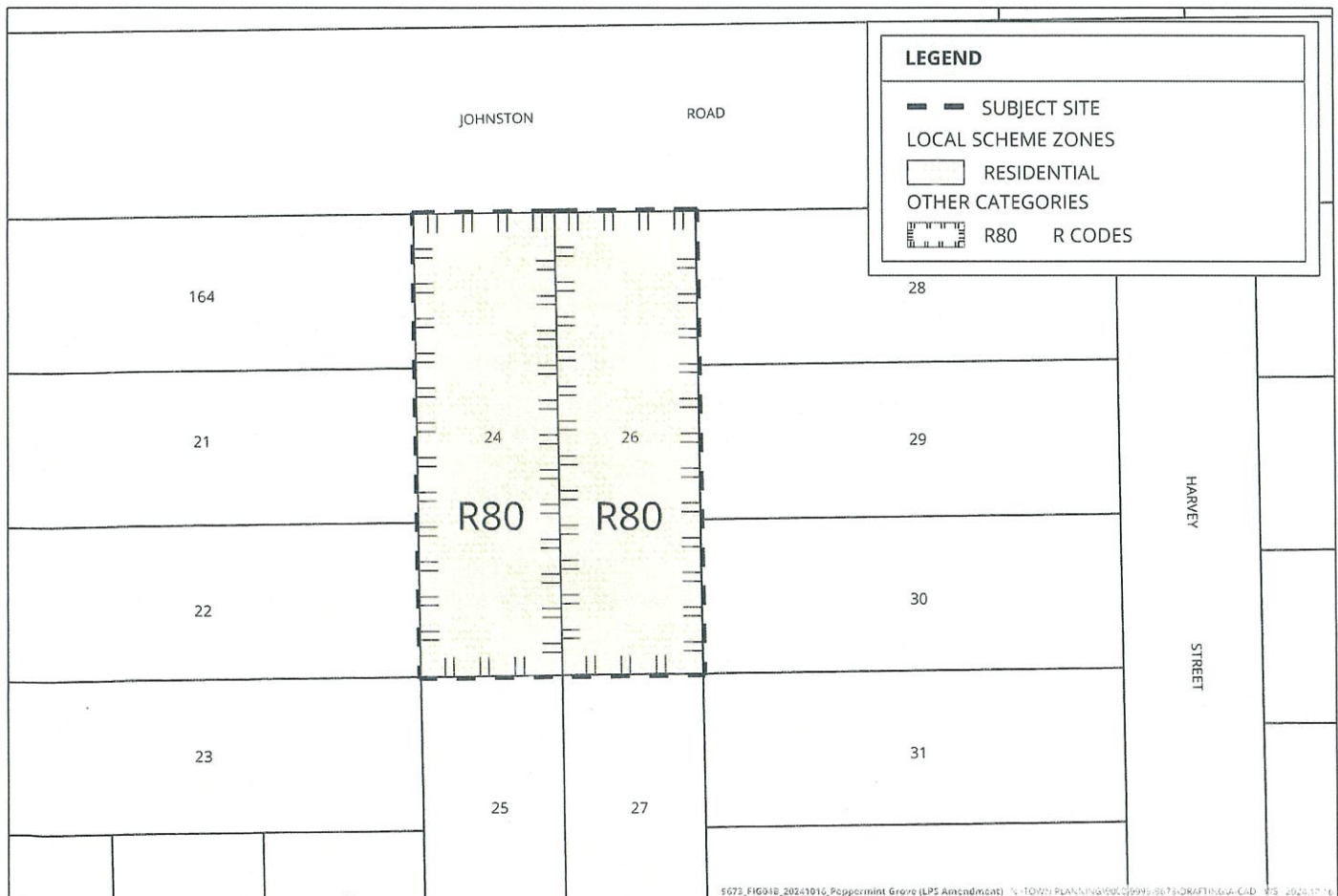
4.3 DEVELOPMENT CONTROLS

Appropriate controls to guide the future development of the subject site are already available under the Local Planning Scheme, the Residential Design Codes (Volumes 1 and 2) and the associated planning framework.





EXISTING ZONING



PROPOSED ZONING



0 20 m
SCALE @ A4: 1:750



FIGURE 4
PROPOSED SCHEME AMENDMENT

5. TOWN PLANNING CONSIDERATIONS

5.1 ZONING

5.1.1 METROPOLITAN REGION SCHEME

Under the provisions of the Metropolitan Region Scheme (**MRS**), the subject site is zoned 'Urban'.

Recoding the subject site under the Local Planning Scheme from 'Residential' with a density coding of 'R15' to 'Residential' with a density coding of 'R40' is consistent with the 'Urban' zoning under the MRS.

5.1.2 SHIRE OF PEPPERMINT GROVE TOWN PLANNING SCHEME NO. 4

Under the provisions of the Shire of Peppermint Grove Planning Scheme No. 4 (**LPS4**) the subject site is zoned 'Residential' with a density coding of 'R15'.

It is proposed that the subject site be recoded to 'Residential' with a density coding of 'R40' to reflect the nature and residential density of the surrounding area including Mixed Use 'R80' to the west of the site and the abutting Residential 'R40' land in the Town of Mosman Park.

It is noteworthy that the first objective of the 'Residential' zone is:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community*

This proposal to recode the subject site to introduce a density coding of 'R40' is consistent with the abovementioned objective and entirely logical having regard to the context of the site.

5.2 PERTH AND PEEL @ 3.5 MILLION & CENTRAL METROPOLITAN SUB-REGIONAL PLANNING FRAMEWORK

Perth and Peel @ 3.5 million comprises a suite of strategic land use planning documents that aim to accommodate 3.5 million people in the Perth and Peel regions by 2050. The four planning frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions were finalised and approved in 2018. The subject site is located within the Central Metropolitan Sub-region.

The Central Metropolitan Sub-Region Planning Framework strongly encourages urban consolidation and infill development. The Central Metropolitan Sub-Region Planning Framework identifies an infill housing target of 480 dwellings within the Shire of Peppermint Grove.

Section 6.3 of the Central Metropolitan Sub-Region Planning Framework states that there are a number of measures, statutory mechanisms or provisions available to Local Government to enable urban consolidation. These include local planning policies, up-coding (increasing residential density) and split coding (permitting development at a higher density if a number of requirements are met). This proposed Scheme Amendment will assist in promoting urban consolidation and support the Shire in achieving this infill target by increasing the density coding of the site.

5.3 STATE PLANNING POLICIES

5.3.1 STATE PLANNING POLICY NO. 1 – STATE PLANNING FRAMEWORK POLICY

State Planning Policy No. 1 – State Planning Framework Policy (**SPP1**) brings together all existing state and regional policies, strategies and guidelines within a central framework which provides a context for decision-making on land use and development in Western Australia.

It is important to note that Clause 3.1(a) of SPP 1 states that the Western Australian Planning Commission (**WAPC**) and Local Government is to have due regard to the provisions that form part of this framework in making decisions on planning matters, including Scheme Amendments.

The following sections of this Report provide an assessment of this Scheme Amendment against the relevant planning framework.

5.3.2 STATE PLANNING POLICY NO. 3 – URBAN GROWTH AND SETTLEMENT POLICY

State Planning Policy No. 3 – Urban Growth and Settlement Policy (**SPP3**) sets out the principles and considerations that apply to planning for urban growth and settlement.

In the Perth Metropolitan Area, much of the Central Metropolitan area has been developed in the form of low-density suburban communities. This pattern of growth was a response to consumer preference and market forces. This form of development is unsustainable.

The key element derived from SPP 3, which is relevant to this Scheme Amendment include:

- *giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character.*

Further, the following 'requirement for sustainable communities' set out in SPP 3 is particularly relevant to this proposal:

- *supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks;*

The proposed Scheme Amendment is consistent with the aforementioned elements of SPP3 as the proposal will facilitate infill residential development within an area well serviced by public transport and employment nodes and education services (including Cottesloe Primary School, Mosman Park Pre Primary School, Iona Presentation College, Presbyterian Ladies' College and St Hilda's Anglican School for Girls) located in close proximity to the site.

5.3.3 STATE PLANNING POLICY NO. 5.4 – ROAD AND RAIL NOISE

The subject site is affected by State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**) as it is located within 250m of the Fremantle Train Line and Stirling Highway. This notwithstanding, any considerations arising from SPP5.4 can be addressed at the development application stage.

5.3.4 STATE PLANNING POLICY NO. 7.3 – RESIDENTIAL DESIGN CODES

State Planning Policy No. 3.1 – Residential Design Codes (**R-Codes**) applies to all residential development within Western Australia.

This Scheme Amendment proposes to recode the subject site to designate a density coding of 'R40'. The following table summarises the requirements applicable to this density coding under the R-Codes in the event the site is redeveloped for grouped dwellings:

R-Code	Dwelling type	Min. site area per dwelling (m ²)	Min. lot area/rear battleaxe (m ²)	Min. frontage	Open Space		Min. Setbacks (m)		
					Min. total (%)	Min. outdoor living (m ²)	Primary street	Secondary street	Other/rear
R40	Single House or Grouped Dwelling	Min 180 Ave 220	380	-	45	20	4	1	*

* See Tables 2a and 2b and Clause 5.1.3 of the R-Codes.

In the event a multiple dwelling development is proposed at development application stage, it would be assessed against the R-Codes (Volume 2).

5.4 LIVEABLE NEIGHBOURHOODS

Liveable Neighbourhoods is a Western Australian Planning Commission (WAPC) operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites. This notwithstanding, the principles set out in relation to providing housing diversity and increased density are relevant. In this regard, Liveable Neighbourhoods notes:

Smaller lots and lots capable of supporting higher density should be located close to town and neighbourhood centres, public transport and adjacent to high amenity areas such as parks.

Liveable neighbourhoods identifies a radius of 800m as defining a walkable catchment from a train station. Two train stations (Mosman Park and Cottesloe) are within 800m of the subject site. A range of commercial facilities are also located in close proximity to the site. Accordingly, the proposed recoding of the site to R40 is consistent with the abovementioned housing diversity and density planning principles.

5.5 LOCAL PLANNING FRAMEWORK

5.5.1 SHIRE OF PEPPERMINT GROVE LOCAL PLANNING STRATEGY

The Shire of Peppermint Grove's Local Planning Strategy 2016 (**LPS 2016**) identifies the subject site as a 'Low-Medium Density Residential (To Provide Interface With Shire Of Mosman Park And Respond To Existing Patterns Of Subdivision And Development R10-R40)'. The range of density codes identified

by LPS 2016 clearly supports the proposed Scheme Amendment, which aims to recode the site to 'R40' in response to the adjoining R80, R40 and R15 'Residential' lots.

It is logical to apply the higher end of this range (R40) to the subject site to provide a transition from the 'R80' mixed use sites. Similarly, the proposal aligns with the adjoining 'R40' lots contained in the Town of Mosman Park. This proposal would facilitate an improved streetscape outcome in terms of built form in a manner that would be compatible with existing (and future) patterns of development in this locality. An R40 coding would facilitate a 4m front setback, which better aligns with the 2.7m and 1.6m setbacks to the Harvey Street and Monument Street corner properties respectively (despite them being secondary street setbacks).

It is acknowledged it would also be logical for the Shire to recode the adjoining Lot 24 to align with this new 'R40' coding as part of a separate/concurrent Scheme Amendment.

The Shire has held discussions with the Department of Planning, Lands and Heritage to progress a Report of Review. The Report of Review will inform any recommendations for a new Local Planning Strategy and will foreshadow an Omnibus Scheme Amendment. The recoding of similarly positioned land to more logically step down from Mixed Use 'R80', as well as from District Centre and Residential 'R80' is seriously entertained and necessary to achieve infill development targets under Perth and Peel @ 3.5 million.

5.5.2 SHIRE OF PEPPERMINT GROVE LOCAL PLANNING POLICY NO. 3 – HERITAGE PLACES

Local Planning Policy No. 3 – Heritage Places (**LPP3**) outlines the requirements for any historically significant sites identified under the local heritage register.

On 19 July 1999 the Shire placed Lot 26 on their Municipal Heritage Inventory as a Category 2 site. However, the original building was demolished (between December 2006 and December 2008) and the current dwelling constructed between December 2008 and February 2010.

Given demolition of the original dwelling has previously occurred, and the place is not identified on the Heritage List any future development of the site facilitated by this proposal would not affect, or be affected by, heritage considerations. In any event, appropriate streetscape outcomes will be ensured by the relevant planning framework.



6. CONCLUSION

This Report supports a Scheme Amendment to the Shire of Peppermint Grove's Local Planning Scheme No. 4 to recode Lot 24 and Lot 26 (No. 12) Johnston Street, Peppermint Grove from Residential 'R15' to Residential 'R40'.

This Scheme Amendment is appropriate and justified for the following reasons:

- ▲ The site is within 125m of a range of existing commercial uses along Stirling Highway in a Mixed Use zone which is intended to facilitate mixed-use developments with a residential density code of R80.
- ▲ Given the 'R80' coding of land on Johnston Street, a coding of 'R40' would be a logical 'step down' to the 'R15' zoning;
- ▲ The site is situated 600m from Mosman Park Train Station and 700m from Cottesloe Train Station.
- ▲ The subject site is located directly adjacent to Cottesloe Primary School across Johnston Street which contributes to the range of facilities and services located in close proximity to the site.
- ▲ The proposed residential density of 'R40' on the subject site is compatible with the R40 density coded land to the south within the Town of Mosman Park.
- ▲ The proposal is supported by the relevant planning framework, including SPP 3 – Urban Growth and Settlement Policy, Liveable neighbourhoods and the Shire of Peppermint Grove Local Planning Strategy.
- ▲ The proposal will help facilitate infill development targets under Perth and Peel @ 3.5 million.
- ▲ The proposal is consistent with the Shire's foreshadowed recommendations that will be contained in the Report of Review for a new Local Planning Strategy.

On the basis of the above, it is respectfully requested that the Shire of Peppermint Grove initiate this Scheme Amendment.





ATTACHMENT 1

CERTIFICATES OF TITLE



ROWE
GROUP

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER	
24/P654	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME
865FOLIO
2

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

B. Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 24 ON PLAN 654

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SHIRE OF PEPPERMINT GROVE OF LEAKE STREET, PEPPERMINT GROVE

(T T6049/1924) REGISTERED 25/7/1924

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: P654
PREVIOUS TITLE: 129-59
PROPERTY STREET ADDRESS: LOT 24 JOHNSTON ST, PEPPERMINT GROVE.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF PEPPERMINT GROVE

NOTE 1: A000001A LAND DESCRIPTION AMENDED ON ORIGINAL CERTIFICATE OF TITLE - BUT NOT SHOWN ON CURRENT EDITION OF THE DUPLICATE.
NOTE 2: SKETCH ON ORIGINAL SUPERSEDED PAPER TITLE AMENDED - BUT NOT SHOWN ON CURRENT EDITION OF THE DUPLICATE.

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER	
26/P654	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
3	20/2/2008

VOLUME
989FOLIO
7

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BG Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 26 ON PLAN 654

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SUI LI YU OF 12 JOHNSTON STREET, PEPPERMINT GROVE

(T K480631) REGISTERED 18/1/2008

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. K499425 MORTGAGE TO WESTPAC BANKING CORPORATION REGISTERED 6/2/2008.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

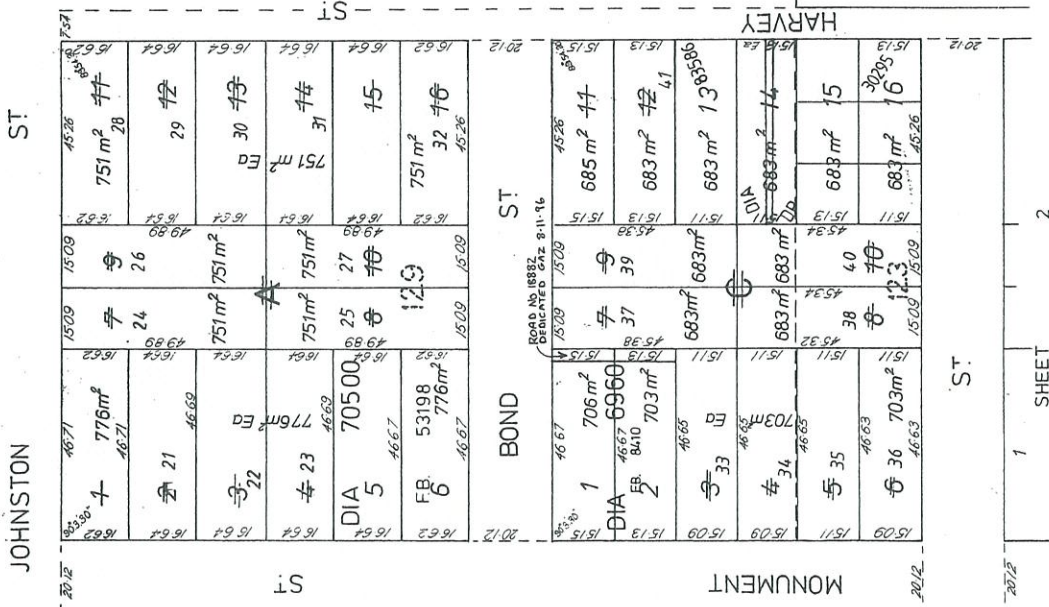
STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: P654
PREVIOUS TITLE: 157-125
PROPERTY STREET ADDRESS: 12 JOHNSTON ST, PEPPERMINT GROVE.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF PEPPERMINT GROVE

PLAN 654(1) (2 SHEETS)

P 000654 F 01



MOSMAN PARK SUBURBAN LOTS 123,126 & 129

SCALE 1:1250
CORR. 2138-1912
FB# 3460, 5192
INDEX PLAN PERTH 1000 14.37
C/T 47-307



APPROVED
3-7-1913

Land Parcel Identifier amended -
Regulation 6 of Transfer of Land
(Surveys) Regulations 1995
Corr. 1775-2000-01
Date: 7.1.02.

STIRLING HWY

PLAN 654(1) (2 SHEETS)

Plan 654

Lot	Certificate of Title	Lot Status	Part Lot
3	SP10332	Strata'd	
11	1663/232	Registered	
13	1930/728	Registered	
14	1796/689	Registered	
14	N/A	Retired	
15	N/A	Retired	Yes
15	157/6	Registered	
16	N/A	Retired	Yes
16	1073/477 (Cancelled)	Retired	
17	1402/402	Registered	
19	1547/299	Registered	
20	1938/936	Registered	
21	971/140	Registered	
22	1008/409	Registered	
23	1008/410	Registered	
24	865/2	Registered	
25	1357/316	Registered	
26	989/7	Registered	
27	989/8	Registered	
28	476/122A	Registered	
29	1897/440	Registered	
30	1646/5	Registered	
31	2209/133	Registered	
32	1190/23	Registered	
33	2097/171	Registered	
34	1503/73	Registered	
35	1285/642	Registered	
36	1682/478	Registered	
37	1235/170	Registered	
38	1394/700	Registered	
39	1703/995	Registered	
40	1159/753	Registered	
41	2046/984	Registered	
49	1006/490	Registered	
50	1403/692	Registered	
51	318/156A	Registered	
52	SP1216	Strata'd	
53	1544/170	Registered	
54	1295/167	Registered	
55	1242/189	Registered	
56	2076/411	Registered	
57	498/42A (Cancelled)	Strata'd	
57	SP82038	Strata'd	
58	1934/744	Registered	
59	1659/984	Registered	

Plan 654

Lot	Certificate of Title	Lot Status	Part Lot
60	SP45	Strata'd	
61	2061/814	Registered	
62	SP1169	Strata'd	
63	1750/708	Registered	
64	1279/824	Registered	
65	1349/844 (Cancelled)	Strata'd	
65	SP79304	Strata'd	
66	1349/845	Registered	



ATTACHMENT 2

GOOGLE STREET VIEW – LOT 24 JOHNSTON STREET & LOT
26 JOHNSTON STREET

(MARCH 2021)



ROWE
GROUP



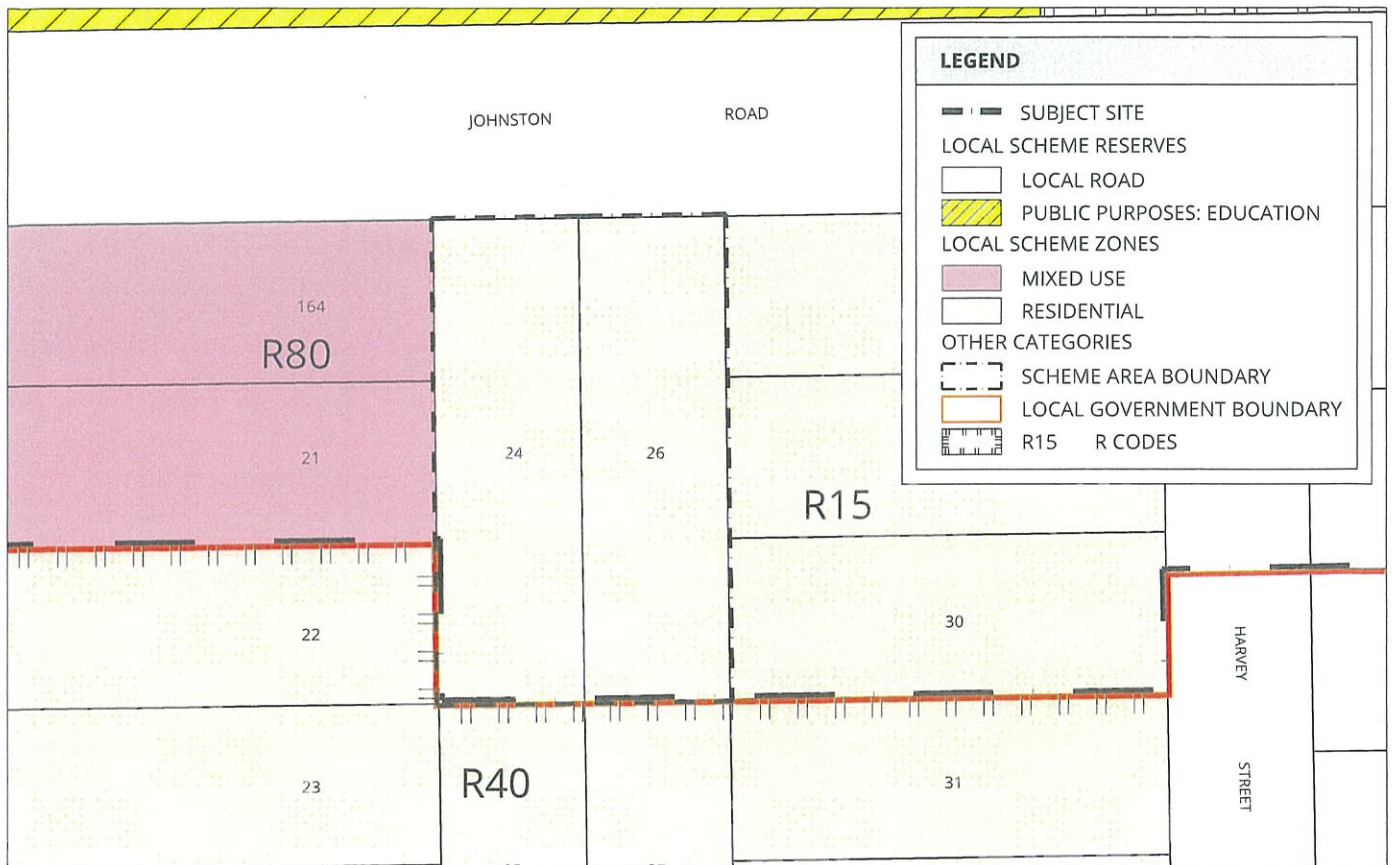


ATTACHMENT 3

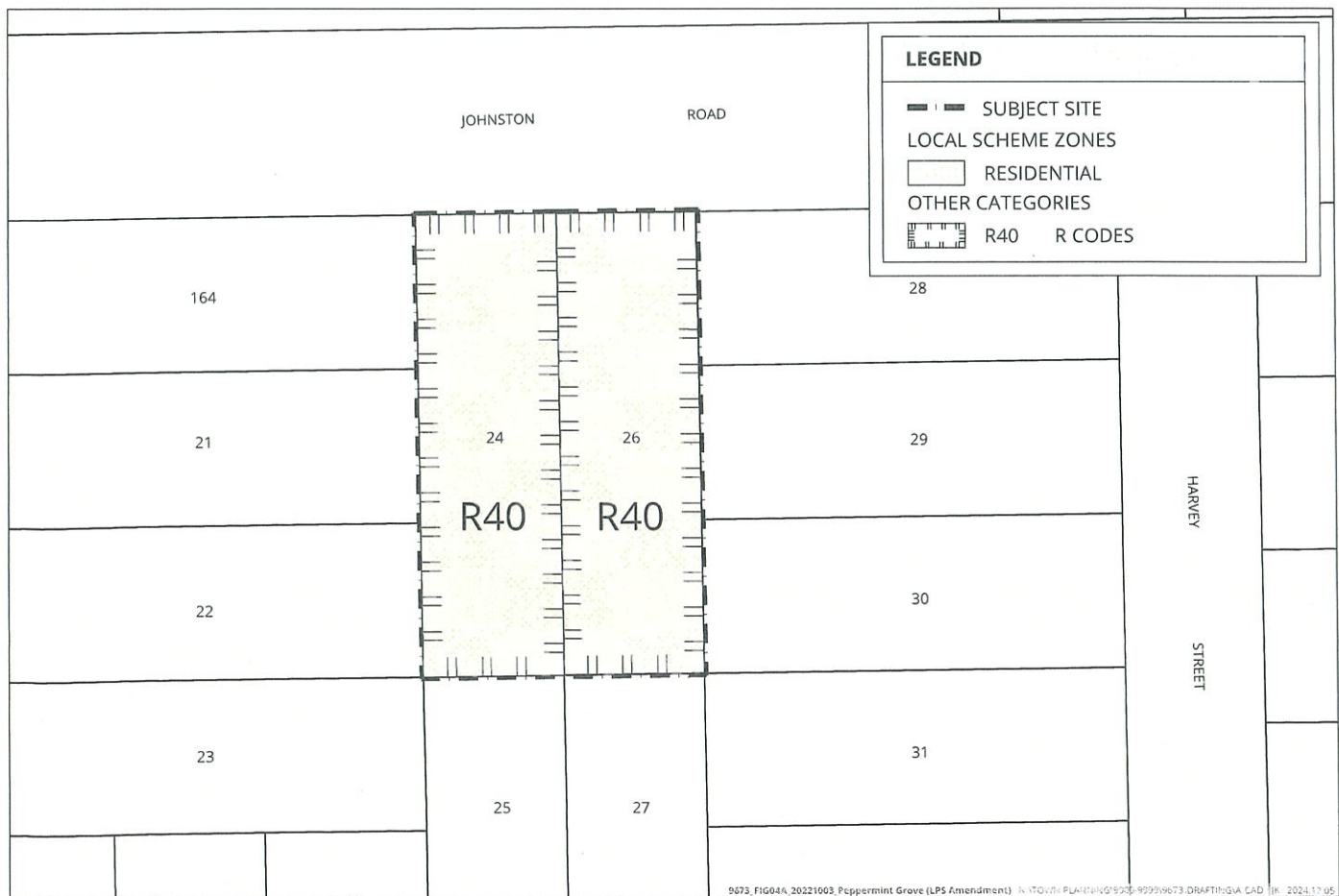
SCHEDULE OF MODIFICATIONS



ROWE
GROUP



EXISTING ZONING



PROPOSED ZONING



FIGURE 5
PROPOSED SCHEME AMENDMENT

Planning and Development Act 2005

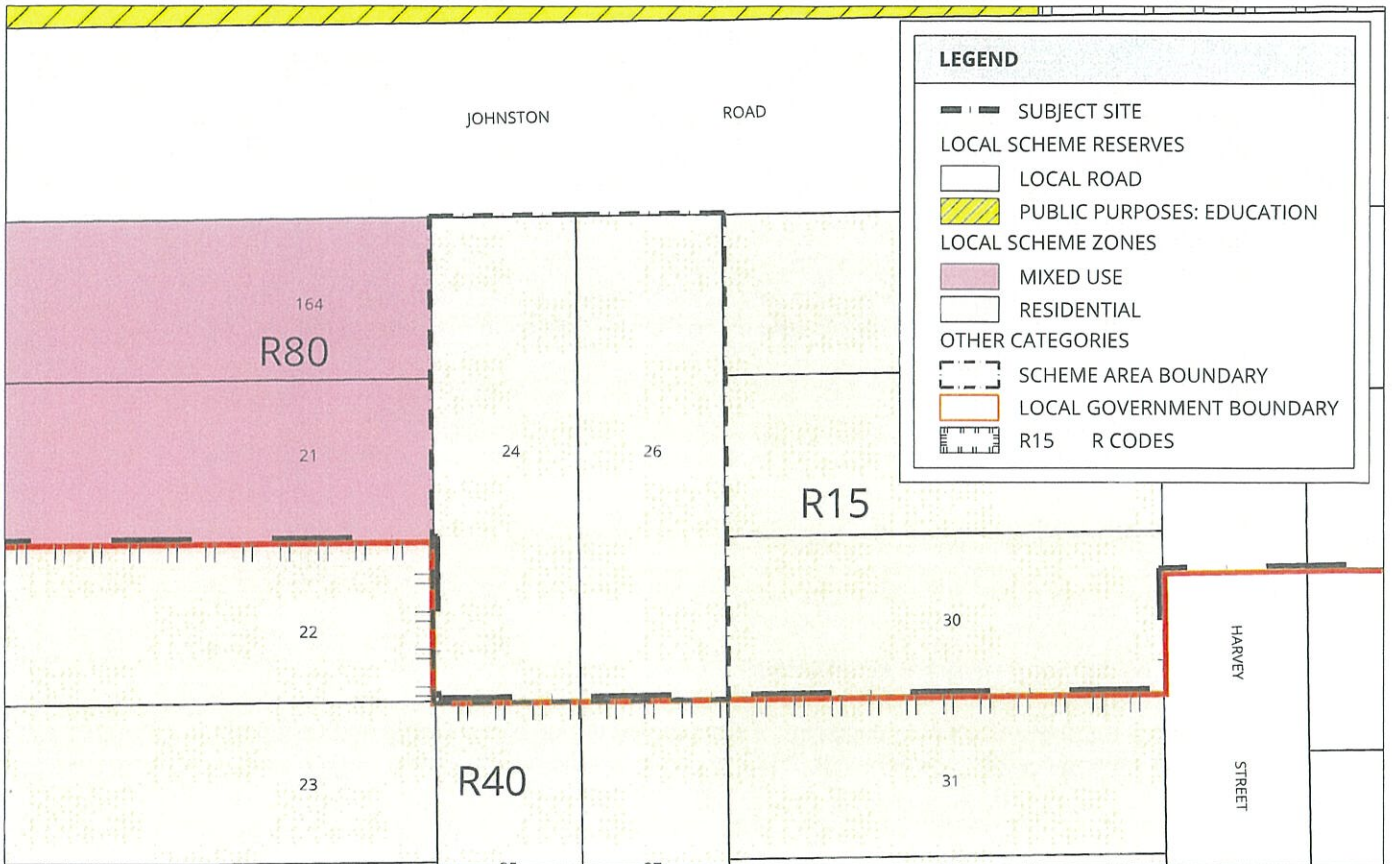
RESOLUTION TO AMEND LOCAL PLANNING SCHEME

SHIRE OF PEPPERMINT GROVE

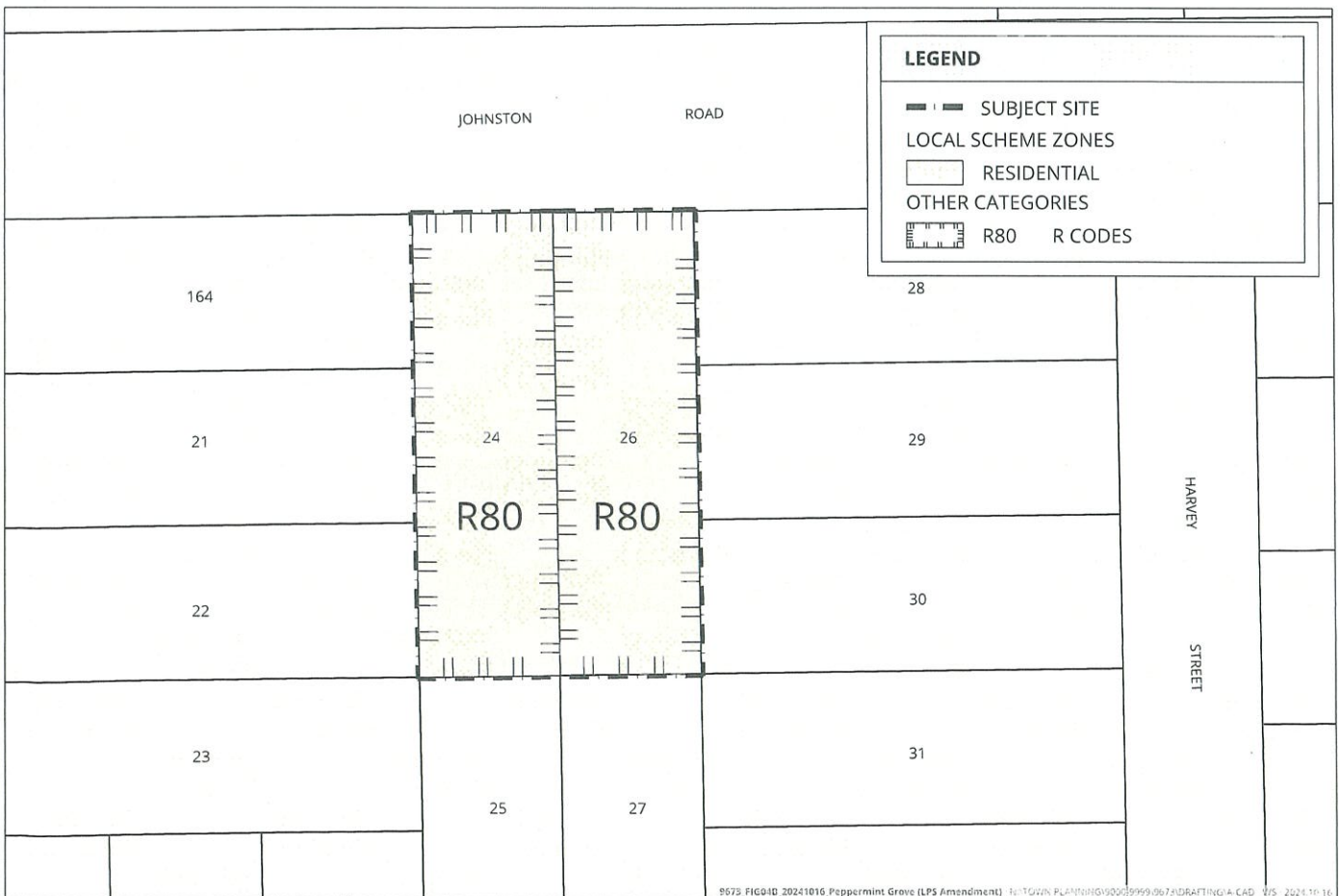
LOCAL PLANNING SCHEME NO. 4 - AMENDMENT NO. 2

Resolved that the Local Government pursuant to section 75 of the Planning and Development Act 2005, amend the above Local Planning Scheme by:

1. Recoding Lot 24 and Lot 26 (No.12) Johnston Street, Peppermint Grove from Residential 'R15' to Residential 'R80'.
2. Updating the Scheme Maps accordingly.



EXISTING ZONING



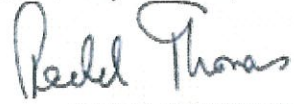
PROPOSED ZONING



FIGURE 4
PROPOSED SCHEME AMENDMENT

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the Shire of Peppermint Grove at the Ordinary Meeting of the Council held on the 28th day of March, 2023.



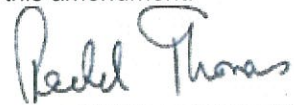
SHIRE PRESIDENT



CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

By resolution of the Council of the Shire of Peppermint Grove at the Ordinary Meeting of the Council held on the 28th day of March, 2023, proceed to advertise this amendment.



SHIRE PRESIDENT



CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support with modification by resolution of the Shire of Peppermint Grove at the Ordinary Meeting of the Council held on the 17th day of December, 2024, and the Common Seal of the Shire of Peppermint Grove was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
SHIRE PRESIDENT

.....
A/CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDATION FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE

Approval Granted

.....
MINISTER FOR PLANNING

DATE



- Ministerial Direction to modify and readvertise



Your ref:
Our ref: TPS/3057
Enquiries: Local Planning Schemes

Chief Executive Officer
Shire of Peppermint Grove
PO Box 221
COTTESLOE WA 6911

Transmission via electronic mail to: admin@peppermintgrove.wa.gov.au

Dear Sir/Madam

LOCAL PLANNING SCHEME NO. 4 AMENDMENT NO. 2

The Western Australian Planning Commission (Commission) has considered Amendment No 2 and submitted its recommendation to the Minister in accordance with section 87(1) of the *Planning and Development Act 2005* (the Act).

The Minister has required the amendment to be modified in the following manner in accordance with section 87(2)(b) of the Act, before it is resubmitted under section 87(1):

- (a) replacing reference to the proposed density code of R40 with R80 in point 1; and
 - (b) updating the scheme map by designating R80 over the amendment area;
2. advertise the modifications for a period of 28 days, in accordance Regulations 51 (4), of the Planning and Development (Local Planning Schemes) Regulations 2015;
3. following advertising, consider any submissions received on the modifications in accordance with Regulation 51 (7) of the Planning and Development (Local Planning Schemes) Regulations 2015;
4. After passing a resolution under Regulation 50(3), submit the readvertised amendment to the Western Australian Planning Commission for final approval, in accordance with the procedure outlined in Regulation 53 of the Planning and Development (Local Planning Schemes) Regulations 2015.

In order for the amendment documents to be finalised in a timely manner, please ensure the following:

- the maps in the modified document accurately reflect the intentions of the amendment as detailed in the amending text; and
- in carrying out modification to the amendment document, previous Council resolutions pursuant to clauses 35(1), 41(3) and/or 50(3) are not to be modified.

Please forward two copies of the modified amendment document directly to the Perth office and email the final modified text of the amendment, in word format, to localplanningschemes@dplh.wa.gov.au to assist in limiting the *Government Gazette* publishing costs.

Please direct any queries about this matter to the abovementioned officer.

Yours sincerely

A handwritten signature in cursive script that reads "Sam Boucher".

Ms Sam Boucher
Secretary
Western Australian Planning Commission

29/05/2024



- Table of Submissions

Submitter's Details Town of Mosman Park	Matter Raised 1. Insufficient justification for R80 zoning i) It is queried how the change from R40 to R80 is not required to have more rigorous justification. ii) R80 is not included as a further discussion in the Planning Report, and thus does not enable a full picture to be presented in the interest of transparency and full disclosure.	Officer Response i) Noted. Justification for the required modifications to AMD2 for re-advertising was not stipulated in the Minister's Direction. ii) Partially agrees. The Planning Report was modified (beyond the directed changes to the proposed scheme map to show R80) through the addition of a preface. The Preface explained the re-advertising and this narrative carried over into the direct mail advertising letters and information on the Shire's website. The Shire does not see that it is the role of the Applicant to modify their planning report to justify an alternative outcome when it is the Minister directing that a higher density code be applied to the land. It is not an impromptu debate where you are required to argue a viewpoint you do not hold. It is for others with an alternative viewpoint to justify their decision. Should we have been directed by the WAPC to modify the report beyond changing the proposed scheme map to show R80 we would have pushed back using this logic. i) Noted. ii) Noted. The Shire pointed out at the time of being advertised to (2023) that the mapping in Figure 2 incorrectly included land within the Shire and should be corrected. Figure 2 was sourced by Rowe Group likely from the Town's website. Agreed. Notwithstanding that the Shire's Local Planning Strategy is currently under review, the WAPC endorsed and published Report of Review that foreshadows changes to the current Strategy identified investigating opportunities to transition between the current R80 coded and mixed-use zoned areas to R40. Agreed. As above the Shire sought (consistent with the Report of Review) a lower R40 coding that was deemed to be the most appropriate coding to transition densities and associated built form. It is further noted that the Shire's presentation to the WAPC Statutory Planning Committee articulated that the alternatively proposed R80 coding would essentially 'kick the can down the road' in terms of moving the point of conflict between conflicting densities rather than resolve it. Agreed. It is further noted that the Shire's presentation to the WAPC Statutory Planning Committee raised this very concern that community trust would likely be eroded at a time that the Shire was about to embark in collaboration with the Town of Cottesloe and independently for a suite of significant strategic planning projects notably the Cottesloe Village Precinct Structure Plan, and the new Local Planning Strategy and associated omnibus scheme amendments. Furthermore, that risking the trust of the community at this point for a far less significant proposed change to the local planning scheme was counter-intuitive to bring the community along what would likely be a difficult journey to reconcile state government infill expectations. Not agreed. The Minister directed we re-advertise for a twenty-one day period. It was not for the Shire to conclude that the amendment was now 'complex' and required an alternative advertising process. The Regulations are clear that the classification of an amendment is the Department's call. I do not agree with your sentiment that a more rigorous assessment by the DPLH may result in a different recommendation. The DPLH requested additional time to assess the amendment as originally proposed and took months. During this deferral the Shire continually pressed its position that R40 had planning merit and a higher coding was not contemplated or warranted. Not agreed. In response to the Minister's Direction to re-advertise the Amendment at a higher R80 coding the Shire sought legal advice on its ability to withdraw the Application. The legal advice confirmed that there is no longer an ability under planning legislation to withdraw an application to amend a local planning scheme. Not agreed. The Amendment was accepted by the Department of Planning Lands and Heritage to be a Standard Amendment consistent with the Shire's assessment. The Minister directed the Shire to re-advertise the Amendment for a period of twenty-eight (28) days in accordance with Regulations 51(4) of the Planning and Development (Local Planning Schemes) Regulations 2015. This provision requires a notice specifying the modifications to the Amendment (upcoding to R80), details of how the modification is made available to the public, the manner and form in which submissions can be made, and the period to lodge submissions. The advertising notification letters satisfied this criteria and were distributed to and deemed to be an affected party in accordance with local planning policy. Additionally the Town of Mosman Park was notified. There was no requirement for signage to be erected or for further public notice to be published in a newspaper. Agreed, noting that lot boundary set backs still apply under the R-Codes from any existing or future strata boundary. Partially agreed. Solar access (overshadowing) visual privacy (overlooking) deemed-to-comply requirements under the R-Codes would be unchanged from that applicable to the current R15, originally proposed R40, or re-advertised R80 coding.
2. Key Town of Mosman Park documents i) There are two key documents of note that are interrelated with the subject site. ii) The Town's draft Mosman Park Village Precinct Structure Plan (PSP) and the draft Local Planning Strategy that both identify the land immediately surrounding the site to the south, south-east and south-west to the south as R40. This coding enables an appropriate interface between commercial and mixed-use land to the west of Harburn Mews and Monument Street, and the lower R20 density further to the east of the subject site. The Planning Report incorrectly shows at Figure 2 the PSP as a commercial mixed-use zone. 3. Inconsistency with Local Planning Strategy The proposal is contrary to the Shire's Local Planning Strategy which identifies the site as 'Low-Medium Density Residential' R10-R40. The proposed R80 coding contradicts this and undermines the community's expectations of future development. 4. Lack of transition between density and zones While it is acknowledged that the State planning framework has more recently prioritised the provision of infill housing targets in appropriate areas, the Town questions whether this location is the most suitable for the proposed R80 density coding. The R80 zoning directly abuts R15 zoned properties to the east, creating an abrupt and inappropriate transition in density and building height. Proper planning principles emphasise the importance of smooth gradations between zones to maintain neighbourhood character and minimise land use conflicts. The absence of a transitional buffer is likely to result in significant overshadowing, loss of privacy and the scale of development permitted under R80 considered to conflict with the interface of R15. 5. Failure to align with community expectations The existing Local Planning Strategy reflects extensive consultation with the community and is the guiding framework for development in the area for the next 10-15 years. Rezoning to R80 disregards this established framework and risks eroding public trust in the planning system. 6. Recommendation for Complex Scheme Amendment Classification It is argued that, in the context of the proposed R80 density coding, the amendment represents a Complex amendment pursuant to cl.34 of Division 1 – Preliminary. A Complex amendment would require advertising for 42 days in the case of re-advertising and a more rigorous by the DPLH.	1. Ability to withdraw the Amendment As the Applicant and owner of lot 24, and (given) lot 26 is currently on the market Council should withdraw the scheme amendment application. 2. Flawed advertising process i) The application as re-advertised is a Complex Scheme Amendment and 60 days was not afforded for submissions, direct neighbours were not notified, signage was not placed on the subject site, and the letter sent to ratepayers did not indicate that the Shire was an Applicant. 3. Loss of existing community character and amenity i) R15/R40 zones typically support suburban or low-density living, with larger lot sizes and more space between houses. These areas are often valued for their quiet, spacious, and family-friendly characteristics. Rezoning to R80, which allows for higher-density development, could lead to the construction of apartment buildings, townhouses, or smaller dwellings with little space between them. ii) The lots border on to properties in Mosman Park, these lots are zoned R40 an upcoding to R80 does not allow for a natural transition and would provide overlooking and shadowing.	Agreed. Notwithstanding that the Shire's Local Planning Strategy is currently under review, the WAPC endorsed and published Report of Review that foreshadows changes to the current Strategy identified investigating opportunities to transition between the current R80 coded and mixed-use zoned areas to R40. Agreed. As above the Shire sought (consistent with the Report of Review) a lower R40 coding that was deemed to be the most appropriate coding to transition densities and associated built form. It is further noted that the Shire's presentation to the WAPC Statutory Planning Committee articulated that the alternatively proposed R80 coding would essentially 'kick the can down the road' in terms of moving the point of conflict between conflicting densities rather than resolve it. Agreed. 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Solar access (overshadowing) visual privacy (overlooking) deemed-to-comply requirements under the R-Codes would be unchanged from that applicable to the current R15, originally proposed R40, or re-advertised R80 coding.

iii) This could result in the loss of open space, privacy, and quiet enjoyment of property, which is a key draw for people who choose to live in lower-density areas. iv) The aesthetic quality of the area could change dramatically, potentially reducing the appeal of the neighbourhood for existing residents and prospective buyers.	Noted. The deemed-to-comply open space requirements under the R-Codes do reduce with a change from R40 to R80.
4. Environmental impacts (trees and open space) i) There are currently established Peppermint Trees on the property that will be at risk under the zoning of R80.	Partially agreed. Notwithstanding that the deemed-to-comply open space requirements under the R-Codes do reduce with a change from R40 to R80 there is an expectation that significant trees are retained as far as practical.
ii) High-density zoning often leads to a reduction in the amount of green space, parks, and vegetation and can affect stormwater management	Agreed. This is in part why the Shire has prepared a draft Tree Retention Local Planning Policy based on the WALGA Model Tree Retention Policy. It is noted that stormwater would need to be retained on site (as far as practical) regardless of the resultant development.
iii) Potential damage to local ecosystems and threat to wildlife.	Not agreed. The subject land is not classified as being environmentally sensitive.
5. Traffic congestion and parking shortages i) Higher-density zoning significantly increases the number of cars in an area, residents are more likely to depend on private vehicles. ii) Areas zoned R80 experience parking shortages that could lead to adverse impacts on local roads and unsafe traffic conditions.	Partially agreed. Higher density would inevitably increase the number of vehicles, I am unaware of any studies linking higher rates of car ownership to increased residential densities. Not agreed. Given the proximity of access to high frequency bus routes and the Mosman Park Train Station the R-Codes deemed-to-comply requirement for single houses, grouped or multiple dwellings of two or more bedrooms are for a single off street parking space.
iii) The increased number of vehicles could strain local roads that were not designed for heavy traffic, leading to traffic bottlenecks, longer commute times, and increased wear and tear on infrastructure.	Partially agreed noting that (in isolation) future development of the site at either R40 or R80 would not significantly increase traffic on local roads.
6. Impact of social fabric and community cohesion. i) A shift to R80 will change the nature of the community. Areas with R15/R40 are typically made up of low- to mid-density housing that promotes a certain community feel. Increasing density to R80 could result in a more transient population, with apartment buildings or townhouses that may not foster the same level of community interaction.	Noted
ii) Social disruption to the Primary School across the road with apartments overlooking the school and school ovals.	Not agreed. Under the R-Codes the deemed-to-comply requirements for visual privacy (overlooking) would be satisfied regardless of the subsequent development on the site.
7. Mismatch with strategic planning goals i) Is not proper and orderly planning as it does not adhere with the Local Planning Strategy and will establish a precedent for the south side of Johnston Street to be R80.	Partially agreed. The Shire agrees that the advertised R80 is not consistent with proper and orderly planning. Any precedent for further R80 rezoning on the south side of Johnston Street would likely be limited to the west of Harvey Street.
8. Statutory Framework i) Sections 3.58 and 3.59 of the Local Government Act 1995 provide for certain administrative requirements that must be complied with before disposing of property. Prior to disposing of the land (Lots 24 & 26) 12 Johnston Street, the Shire is required to prepare a business plan for the proposed 'major land transaction'. ii) In the Minutes of the Statutory Planning Committee, "The Chairman queried if the Shire and the owner of the other proposed R80 zoned lot are working together on a package to re-sell their land. Mr Gajic confirmed that they are working together on a package and advised that the landowner has expressed interest in purchasing the Shire owned which the Shire has approved...Members were advised that one aspect of the Shire's future plan is to include developments similar to those in the Town of Claremont with buildings up to eight stories." SPC Minutes 30/4/2024	Agreed. Partially agreed. The unconfirmed minutes on the Statutory Planning Committee (SPC) website do not accurately reflect what was stated and have in part been taken out of context. It is refuted that the SPC were told that the Shire is working with the other landowner of the subject site on a package to resell the drainage sump. No agreement in principle or otherwise has been entered into, nor has a concept development plan been prepared. The reference to the Shire's future plans was in reference to the draft Cottesloe Village Precinct Plan and what type of development was foreshadowed within that study area. The subject site is not in the study area. Planning staff wrote to the Department on 19 November seeking a copy of the audio recording of the meeting and that the minutes be corrected to reflect what was stated. No response was forthcoming. This matter was followed up at the time of preparing this Table.
1. Inconsistent with the 'garden suburb' amenity i) We support The Shire's recommending a respectable stepdown to R40 is reasonable, especially for Lot 26 (No. 12 Johnston Street), which already has a fairly new double storey house on it. ii) R80 is fair enough for the Sump (lot 24) given it adjoins the bulky offices already R80, however I think its unfair and irresponsible to give No 12 additional R-code dispensation and feel badly for their adjoining neighbours and for the "Garden Suburb" amenity being eroded/ degraded.	Noted. Partially agreed. Consolidation of two lot to form the subject site is considered appropriate to create a landholding of sufficient size to be effectively developed in a manner that creates a transition of building typologies.



Ordinary Council Meeting

8.1.3 Adoption of Draft Tree Retention (LPP7)

Draft LPP 7 (as readvertised)

Draft LPP 7 (For Adoption)

FAQ Information Sheet



8.1.3 Adoption of Draft Tree Retention (LPP7)

Draft LPP 7 (as readvertised)



Local Planning Policy 7 - Tree Retention

Shire of Peppermint Grove

Statutory Authority

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Shire of Peppermint Grove Local Planning Scheme No. 4 (as amended)

Shire of Peppermint Grove Tree Management Strategy 2022

Local Planning Policy

This local policy shall apply to all matters considered pursuant to Local Planning Scheme No.4 (LPS 4) and where the Council may exercise its discretion to vary Scheme requirements, to advise on site and building design, and/or processes associated with the assessment and implementation of development and matters related to its implementation.

The local policy intends to provide clear direction and explanation as to the basis for the Shire's tree retention requirements. It intends to influence the design and quality of proposals and to achieve consistency of deliberation on matters which call for judgement and consideration of site characteristics and design merit.

This policy clarifies the circumstances in which development approval is required for any *tree damaging activity* and guides the assessment of subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals.

To ensure this policy remains relevant and effective, it will be regularly reviewed and updated.

Policy Application

This local policy applies to the Residential Zone within the LPS4 including in the circumstances listed below:

- Development applications;
- Subdivision applications;
- Other strategic planning proposals including scheme amendments and structure plans; and
- Any *tree damaging activity* to a *regulated tree* where no other development or subdivision is proposed.

Context

The Shire's Local Planning Strategy recognises the importance of maintaining and enhancing the Shire's streetscapes. The Shire is committed to enhancing the number and quality of the nearly 1,200 trees located within verges and median strips, encouraging the retention of *regulated trees* and establishment of new trees on private land. Planning controls are necessary to support this commitment, and to minimise adverse impacts on the tree canopy cover resulting from residential infill development.

The Shire is known for its large character homes set in tranquil tree-lined streets and open landscaped settings. Generous street, side and boundary setbacks are an integral part of the Shire's urban fabric that provides space for *regulated trees*, soft soil landscaping, private open spaces, ventilation, and solar access which all combine to create distinctive streetscapes.

The Shire recognises the importance of *regulated trees* to the landscape quality and canopy of green corridors, spaces and places. They provide significant social, economic, and environmental benefits to the community. Large mature trees provide the greatest community benefit and are preferred over multiple smaller or replacement juvenile trees.

The prevalence of *regulated trees* is a consideration when a *development* relies upon the *design principles* for *private open space* and *landscaping*.

Planning Objective

- *To provide a clear definition of a regulated tree and clarify application requirements for tree damaging activities.*
- *To prioritise the retention and protection of trees on private land and adjacent reserves in the planning process.*
- *To promote and facilitate tree preservation at the earliest possible stage in the planning and development process, balancing with the desired built form and land use outcomes.*
- *To preserve and enhance neighbourhood amenity, character and sense of place.*
- *To mitigate the urban heat island effect, improve air and groundwater quality, to provide areas for groundwater infiltration, and contribute to biodiversity and other environmental benefits.*

Statutory Basis

This Local Planning Policy is made under the provisions of the Planning and Development (Local Planning Schemes) 2015 Regulations, and in accordance with State Planning Policy 7.3 - Residential Design Codes; being based in part on Australian Standard AS 4970-2009 Protection of Trees on Development Sites and Australian Standard AS 4373-2007 Pruning of Amenity Trees.

The Shire has an obligation under Section 3.1(1A)(a) of the Local Government Act 1995 to promote environmental sustainability, mitigate the effects associated with climate change, and to consider impacts on future generations.

This policy should be read in conjunction with the local planning policy framework, local laws and the Shire's Tree Management Strategy 2022.

Requirement for Development Approval and Exemptions

Tree damaging activity requires development approval except in any of the following circumstances:

- a) the tree does not satisfy the definition of *regulated tree*;
- b) the *tree damaging activity* is carried out in the course of works in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 7 Clause 61 (b) item 18:
 - “works that are urgently necessary for any of the following —
 - (a) public safety;
 - (b) the safety or security of plant or equipment;
 - (c) the maintenance of essential services; or
 - (d) the protection of the environment.”
- c) the *tree damaging activity* is required as part of an approved Bushfire Management Plan;
- d) the *tree damaging activity* is maintenance pruning;
- e) *Tree damaging activity* to a *regulated tree* that is listed as a Weed of National Significance, or is declared by the Department of Primary Industries and Regional Development to be a harmful plant or pest under the Biosecurity and Agriculture Management Act 2007.
- f) the *tree damaging activity* is carried out by the local government on a street tree and/or the tree damaging activity is a public work.

NOTE (i) A development application is required for any tree damaging activity to a regulated tree where other works including demolition are proposed on a subject site, even if those other works are exempt from development approval under the local planning scheme as per Schedule 2, Part 7 Clause 61 (deemed provisions) of the Planning and Development (Local Planning Scheme) Regulations 2015 (e.g., the erection of a Single House that meets the deemed-to-comply requirements of the Residential Design Codes).

Policy Statement

- a) Unless prior written approval has been obtained, or its removal is exempt under the provisions of this policy, a *regulated tree* should be retained in perpetuity in accordance with AS 4373-2007 and be protected.
- b) Retention and protection of regulated trees should be prioritised, and development works, structure plan and subdivision design should preferably avoid or as a minimum minimise harm to regulated trees.
- c) Where *tree damaging activity* is proposed to a *regulated tree* the following will be given due regard in the assessment process:
 - i. Health, maturity, species, and location of the *tree*;
 - ii. Ecological, biodiversity and environmental values of the *tree*;
 - iii. Contribution of the tree to the streetscape;
 - iv. The preservation of any other *regulated tree* on the subject site;
 - v. The location of the tree within the development site and capacity for a modified building design or subdivision to maximise tree retention;
 - vi. Whether a variation to the deemed-to-comply requirements for lot boundary setbacks is preferred to a *tree damaging activity*;
 - vii. Any existing development on the site;
 - viii. Design and location of proposed crossovers;
 - ix. Topography and the potential impact from excavation/fill;

- x. Possible safety risks due to tree limb failure and infrastructure and/or structural damage associated with the retaining the tree;
 - xi. Tree Protection Zone(s) (as per AS 4970-2009);
 - xii. Tree replacement and/or planting proposed;
 - xiii. Recommendations of an *Arborist Report*; and
 - xiv. The objectives of this policy.
- d) The following justifications for *tree damaging activity* to a *regulated tree* will not be supported:
- i. Impact on views;
 - ii. The tree variety is disliked;
 - iii. The tree variety causes nuisance by way of leaf, fruit or bark shedding or the like;
 - iv. The tree impacts on solar access to a *swimming pool*, *habitable room* or space, or an *outdoor living area*; or
 - v. The tree impacts on private gardens, solar installations, minor structures or the like.
- e) Any proposed *tree damaging activity* to a street tree is to be referred to Infrastructure Services for consideration, having regard to the Shire's Tree Management Strategy 2022.

Development Application Requirements:

A development application is required for any tree damaging activity to a regulated tree where other works are proposed on a subject site, even if those other works (such as a single house) maybe exempt from development approval under the local planning scheme.

There is a general presumption against tree damaging activity (other than maintenance pruning) to any regulated tree whereby the siting and design of proposed development should, where possible, avoid impacting any regulated tree.

Subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals that are subject to this policy are to provide the following applicable information:

- a) Site survey and/or site plan indicating:
 - i. location of all *regulated trees*, including street trees;
 - ii. whether any *regulated tree* is proposed to be retained or affected by any *tree damaging activity*;
 - iii. Tree Protection Zone(s) in accordance with AS 4970-2009; and
 - iv. any trees proposed to be planted on the development site.
- b) Written justification for any proposed tree damaging activity against the objectives and requirements of this Policy including that the redesign of the development to accommodate the regulated tree is unfeasible.; and
- c) Whether any *regulated tree* was identified to be retained at a previous planning stage such as subdivision or demolition approval.

An *Arborist Report* may be required in the following instances:

- i. To justify *tree damaging activity* to a *regulated tree* specifically considering the health of the tree and/or any safety risk it may pose to people or property;
- ii. To explain any mitigation measures proposed to protect a *regulated tree* including works proposed within the Tree Protection Zone (refer to AS 4970-2009 for details to identify the Tree Protection Zone).

A Structural Engineering Report will need to accompany an *Arborist* Report to justify any current or future safety risk to infrastructure or buildings. Additional technical reports (e.g., Environmental reports, Tree Retention Strategy) may be required.

Subdivision Application Requirements

The Shire may recommend additional information be provided to the Western Australian Planning Commission (WAPC) to enable consideration of the general application requirements. Of particular importance will be the subdivision design, layout and *siteworks* that prioritise the retention of regulated trees, including details and measures on how regulated trees will be retained and protected as part of subdivisional earthworks.

The Shire may request the WAPC to include a condition on the subdivision approval to ensure *regulated trees* are retained and protection measures implemented to ensure such trees are not impacted by subdivisional works.

Strategic Policy Development

Where applicable, LPS 4 amendments, local planning policy development, and Structure Plan proposals should identify *regulated trees* and outline approaches and measures to protect *regulated trees* at subsequent stages of the planning process. Strategic planning proposals shall be supported by technical information and reports which demonstrate that the protection of *regulated trees* has been prioritised.

Enforcement and Penalties

In the event that a tree damaging activity to a regulated tree is undertaken without development approval or an approved tree retention and/or replenishment condition(s) of a statutory approval are not complied with, the Shire may issue a written direction to stop development under Section 214(2) of the Planning and Development Act 2005. Section 214(7) of the Planning and Development Act 2005, which prescribes that a person who fails to comply commits an offence and is liable to prosecution in the Magistrates Court.

Alternatively, the Shire may issue a Planning Infringement Notice (PINs) under Part 13 of the Planning and Development Act 2005.

Definitions

Arborist Report means a report which is prepared by a suitably qualified and experienced arboriculturist with a minimum qualification of Diploma of Horticulture (Arboriculture) Australian Qualification Framework (AQF 5) or equivalent, and with demonstrated experience in high level tree assessment and diagnosis.

Maintenance Pruning means pruning that:

- a) Involves removing dead or diseased wood only; or
- b) Is of a fruit tree and done for fruit production; or
- c) Is otherwise minor maintenance or thinning of the crown that does not adversely affect the health of the tree.

Regulated Tree means a living tree that is of a species that is not included on State or local area weed register and satisfies two or more of the following qualifiers:

- a) Is 8m or higher; or
- b) Has an average canopy diameter of at least 6m; or
- c) Has a trunk circumference of at least 1.5m, measured 1.4m above the ground.

Tree Damaging Activity means:

- a) The killing or destruction of a tree; and/or
- b) The removal of a tree; and/or
- c) The severing of branches, limbs, stems or trunk of a tree; and/or
- d) The ringbarking, topping or lopping of a tree; and/or
- e) Any other substantial damage to a tree.

Additional Information

Department of Primary Industries and Regional Development declared plant control table
<https://www.agric.wa.gov.au/declared-plants/declared-plant-control-table>

Department of Primary Industries and Regional Development Western Australian organism list
<https://www.agric.wa.gov.au/organisms>

Biosecurity and Agriculture Management Act 2007
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_2736_homepage.html

Local Planning Policy 7:

Policy Reference	Formal Description	Service Line
LPP 7	Tree Retention	Development Services
Implementation:		
Adoption and Modification	22 October 2024	Development Services
Review Date	N/A	



8.1.3 Adoption of Draft Tree Retention (LPP7)

Draft LPP 7 (For Adoption)



Local Planning Policy 7 - Tree Retention

Shire of Peppermint Grove

Statutory Authority

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The local policy intends to provide clear direction and explanation as to the basis for the Shire's tree retention requirements. It intends to influence the design and quality of proposals and to achieve consistency of deliberation on matters which call for judgement and consideration of site characteristics and design merit.

This policy clarifies the circumstances in which development approval is required for any *tree damaging activity* and guides the assessment of subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals.

To ensure this policy remains relevant and effective, it will be regularly reviewed and updated.

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- Other strategic planning proposals including scheme amendments and structure plans; and
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Context

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The Shire is known for its large character homes set in tranquil tree-lined streets and open landscaped settings. Generous street, side and boundary setbacks are an integral part of the Shire's urban fabric that provides space for *regulated trees*, soft soil landscaping, private open spaces, ventilation, and solar access which all combine to create distinctive streetscapes.

The Shire recognises the importance of *regulated trees* to the landscape quality and canopy of green corridors, spaces and places. They provide significant social, economic, and environmental benefits to the community and often contribute to the fabric of heritage-listed places. Large mature trees provide the greatest community benefit and are preferred over multiple smaller or replacement juvenile trees.

The prevalence of *regulated trees* is a consideration when a *development* relies upon the *design principles* for *private open space* and *landscaping*.

Planning Objective

- *To provide a clear definition of a regulated tree and clarify application requirements for tree damaging activities.*
- *To prioritise the retention and protection of trees on private land and adjacent reserves in the planning process.*
- *To promote and facilitate tree preservation at the earliest possible stage in the planning and development process, balancing with the desired built form and land use outcomes.*
- *To preserve and enhance neighbourhood amenity, character and sense of place.*
- *To mitigate the urban heat island effect, improve air and groundwater quality, to provide areas for groundwater infiltration, and contribute to biodiversity and other environmental benefits.*

Statutory Basis

This Local Planning Policy is made under the provisions of the Planning and Development (Local Planning Schemes) 2015 Regulations, and in accordance with State Planning Policy 7.3 - Residential Design Codes; being based in part on Australian Standard AS 4970-2009 Protection of Trees on Development Sites and Australian Standard AS 4373-2007 Pruning of Amenity Trees.

The Shire has an obligation under Section 3.1(1A)(a) of the Local Government Act 1995 to promote environmental sustainability, mitigate the effects associated with climate change, and to consider impacts on future generations.

This policy should be read in conjunction with the local planning policy framework, local laws and the Shire's Tree Management Strategy 2022.

Requirement for Development Approval and Exemptions

Tree damaging activity requires development approval except in any of the following circumstances:

- a) the tree does not satisfy the definition of *regulated tree*;
- b) the *tree damaging activity* is carried out in the course of works in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 7 Clause 61 (b) item 18:
 - “works that are urgently necessary for any of the following —
 - (a) public safety;
 - (b) the safety or security of plant or equipment;
 - (c) the maintenance of essential services; or
 - (d) the protection of the environment.”
- c) the *tree damaging activity* is required as part of an approved Bushfire Management Plan;
- d) the *tree damaging activity* is maintenance pruning;
- e) *Tree damaging activity* to a *regulated tree* that is listed as a Weed of National Significance, or is declared by the Department of Primary Industries and Regional Development to be a harmful plant or pest under the Biosecurity and Agriculture Management Act 2007;
- f) the *tree damaging activity* is carried out by or on behalf of the local government on a street tree or a tree encroaching into a road reservation or a right-of-way and/or the tree damaging activity is a public work;

NOTE (i) *A development application is required for any tree damaging activity to a regulated tree where other works including demolition are proposed on a subject site, even if those other works are exempt from development approval under the local planning scheme as per Schedule 2, Part 7 Clause 61 (deemed provisions) of the Planning and Development (Local Planning Scheme) Regulations 2015 (e.g., the erection of a Single House that meets the deemed-to-comply requirements of the Residential Design Codes).*

Policy Statement

- a) Unless prior written approval has been obtained, or its removal is exempt under the provisions of this policy, a *regulated tree* should be retained in perpetuity in accordance with AS 4373-2007 and be protected.
- b) Retention and protection of regulated trees should be prioritised particularly when contributing to the fabric of heritage-listed places, and development works, structure plan and subdivision design should preferably avoid or as a minimum minimise harm to regulated trees.
- c) Where *tree damaging activity* is proposed to a *regulated tree* the following will be given due regard in the assessment process:
 - i. Health, maturity, species, and location of the *tree*;
 - ii. Ecological, biodiversity and environmental values of the *tree*;
 - iii. Contribution of the tree to the streetscape;
 - iv. The preservation of any other *regulated tree* on the subject site;
 - v. The location of the tree within the development site and capacity for a modified building design or subdivision to maximise tree retention;
 - vi. Whether a variation to the deemed-to-comply requirements for lot boundary setbacks is preferred to a *tree damaging activity*;
 - vii. Any existing development on the site;
 - viii. Design and location of proposed crossovers;

- ix. Topography and the potential impact from excavation/fill;
 - x. Possible safety risks due to tree limb failure and infrastructure and/or structural damage associated with the retaining the tree;
 - xi. Tree Protection Zone(s) (as per AS 4970-2009);
 - xii. Tree replacement and/or planting proposed;
 - xiii. Recommendations of an *Arborist Report*; and
 - xiv. The objectives of this policy.
- d) The following justifications for *tree damaging activity* to a *regulated tree* will not be supported:
- i. Impact on views;
 - ii. The tree variety is disliked;
 - iii. The tree variety causes nuisance by way of leaf, fruit or bark shedding or the like;
 - iv. The tree impacts on solar access to a *swimming pool*, *habitable room* or space, or an *outdoor living area*; or
 - v. The tree impacts on private gardens, solar installations, minor structures or the like.
- e) Any proposed *tree damaging activity* to a street tree is to be referred to Infrastructure Services for consideration, having regard to the Shire's Tree Management Strategy 2022.

Development Application Requirements:

A development application is required for any tree damaging activity to a regulated tree where other works are proposed on a subject site, even if those other works (such as a single house) maybe exempt from development approval under the local planning scheme.

There is a general presumption against tree damaging activity (other than maintenance pruning) to any regulated tree whereby the siting and design of proposed development should, where possible, avoid impacting any regulated tree.

Subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals that are subject to this policy are to provide the following applicable information:

- a) Site survey and/or site plan indicating:
 - i. location of all *regulated trees*, including street trees;
 - ii. whether any *regulated tree* is proposed to be retained or affected by any *tree damaging activity*;
 - iii. Tree Protection Zone(s) in accordance with AS 4970-2009; and
 - iv. any trees proposed to be planted on the development site.
- b) Written justification for any proposed tree damaging activity against the objectives and requirements of this Policy including that the redesign of the development to accommodate the regulated tree is unfeasible; and
- c) Whether any *regulated tree* was identified to be retained at a previous planning stage such as subdivision or demolition approval.

An *Arborist Report* may be required in the following instances:

- i. To justify *tree damaging activity* to a *regulated tree* specifically considering the health of the tree and/or any safety risk it may pose to people or property;
- ii. To explain any mitigation measures proposed to protect a *regulated tree* including works proposed within the Tree Protection Zone (refer to AS 4970-2009 for details to identify the Tree Protection Zone).

A Structural Engineering Report will need to accompany an *Arborist Report* to justify any current or

future safety risk to infrastructure or buildings. Additional technical reports (e.g., Environmental reports, Tree Retention Strategy) may be required.

A Heritage Impact Statement may be required to justify a tree damaging activity to a regulated tree that contributes to the heritage fabric of a heritage-listed place.

Subdivision Application Requirements

The Shire may recommend additional information be provided to the Western Australian Planning Commission (WAPC) to enable consideration of the general application requirements. Of particular importance will be the subdivision design, layout and *siteworks* that prioritise the retention of regulated trees, including details and measures on how regulated trees will be retained and protected as part of subdivisional earthworks.

The Shire may request the WAPC to include a condition on the subdivision approval to ensure *regulated trees* are retained and protection measures implemented to ensure such trees are not impacted by subdivisional works.

Strategic Policy Development

Where applicable, LPS 4 amendments, local planning policy development, and Structure Plan proposals should identify *regulated trees* and outline approaches and measures to protect *regulated trees* at subsequent stages of the planning process. Strategic planning proposals shall be supported by technical information and reports which demonstrate that the protection of *regulated trees* has been prioritised.

Enforcement and Penalties

In the event that a tree damaging activity to a regulated tree is undertaken without development approval or an approved tree retention and/or replenishment condition(s) of a statutory approval are not complied with, the Shire may issue a written direction to stop development under Section 214(2) of the Planning and Development Act 2005. Section 214(7) of the Planning and Development Act 2005, which prescribes that a person who fails to comply commits an offence and is liable to prosecution in the Magistrates Court.

Alternatively, the Shire may issue a Planning Infringement Notice (PINs) under Part 13 of the Planning and Development Act 2005.

Definitions

Arborist Report means a report which is prepared by a suitably qualified and experienced arboriculturist with a minimum qualification of Diploma of Horticulture (Arboriculture) Australian Qualification Framework (AQF 5) or equivalent, and with demonstrated experience in high level tree assessment and diagnosis.

Maintenance Pruning means pruning that:

- a) Involves removing dead or diseased wood only; or
- b) Involves the pruning or lopping of overhanging branches or limbs to the point where entering an abutting property or abutting common property under a strata scheme;
- a)c) Is of a fruit tree and done for fruit production; or
- b)d) Is otherwise minor maintenance or thinning of the crown that does not adversely affect the health of the tree.

Regulated Tree means a living tree that is of a species that is not included on State or local area weed register and satisfies two or more of the following qualifiers:

- a) Is 8m or higher; or
- b) Has an average canopy diameter of at least 6m; or
- c) Has a trunk circumference of at least 1.5m, measured 1.4m above the ground.

Tree Damaging Activity means:

- a) The killing or destruction of a tree; and/or
- b) The removal of a tree; and/or
- c) The severing of branches, limbs, stems or trunk of a tree; and/or
- d) The ringbarking, topping or lopping of a tree; and/or
- e) Any other substantial damage to a tree.

Additional Information

Department of Primary Industries and Regional Development declared plant control table
<https://www.agric.wa.gov.au/declared-plants/declared-plant-control-table>

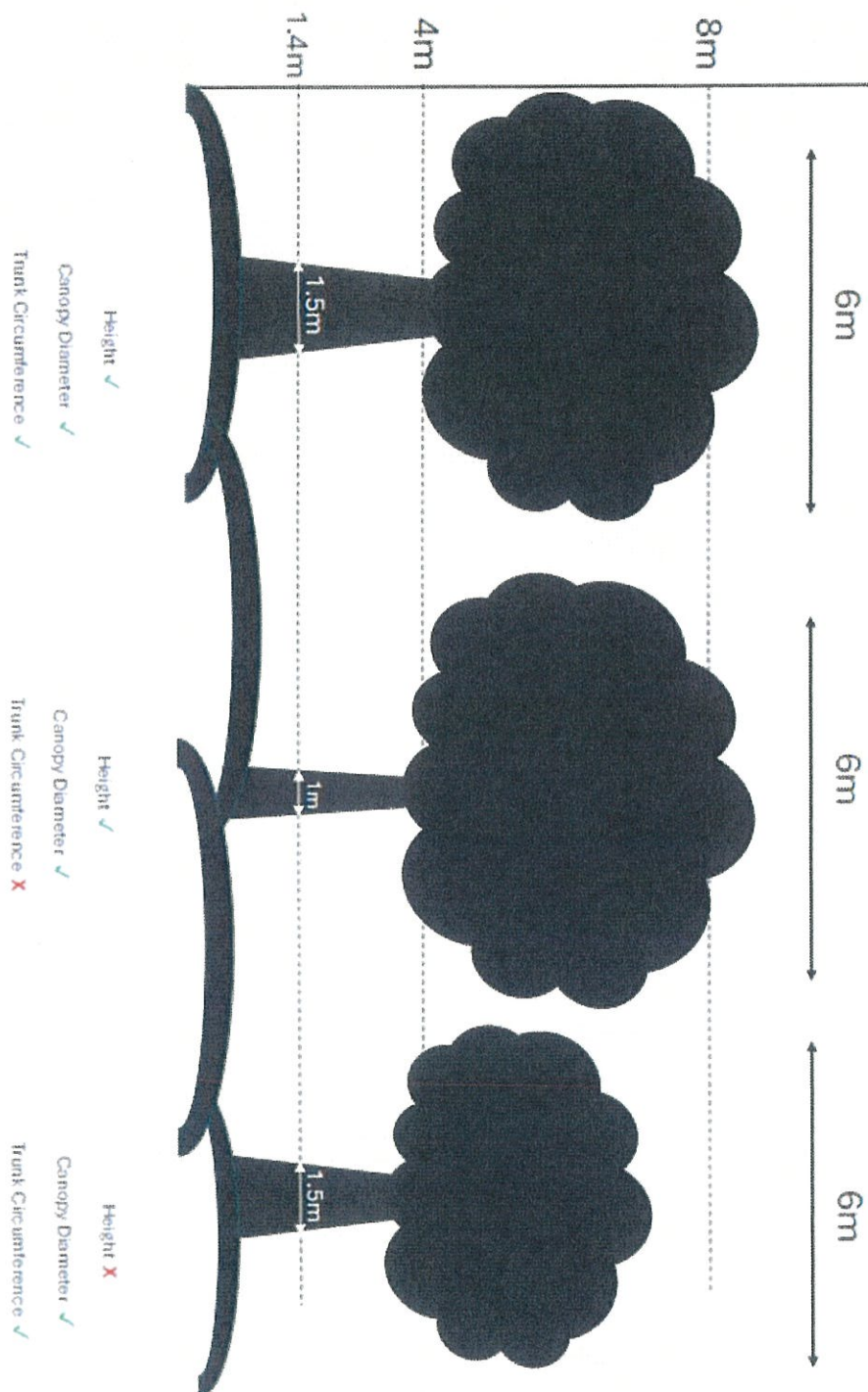
Department of Primary Industries and Regional Development Western Australian organism list
<https://www.agric.wa.gov.au/organisms>

Biosecurity and Agriculture Management Act 2007
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_2736_homepage.html

Local Planning Policy 7:

Policy Reference	Formal Description	Service Line
LPP 7	Tree Retention	Development Services
Implementation:		
Adoption and Modification	TBC	Development Services
Review Date	N/A	

EXAMPLES OF A REGULATED TREE





8.1.3 Adoption of Draft Tree Retention (LPP7)

FAQ Information Sheet



Shire of
Peppermint Grove

INFORMATION ON THE SHIRE'S DRAFT TREE RETENTION POLICY



Shire of Peppermint Grove

7 November 2024

Dear Resident,

Information on the Shire's Draft Tree Retention Policy

The Shire is considering a new local Planning Policy (LPP 7) aimed at encouraging the protection of significant trees on private properties.

While the Council has previously invited community feedback, we are now seeking further input from residents before making any final decisions on the draft policy.

This policy aims to ensure that property owners carefully consider the impact of removing large trees, particularly during house demolitions or significant development projects. It also addresses the removal of large trees even when no development work is planned.

We want to emphasise that it is not our intention to infringe upon private property rights. However, the preservation of the Shire's significant tree canopy is a matter of great importance to our community, and we believe it warrants thoughtful discussion.

Submissions should be sent to admin@peppermintgrove.wa.gov.au. The closing date for submissions is Friday, 22 November 2024.

Thank you for your understanding and engagement in this important issue.

Don Burnett
CHIEF EXECUTIVE OFFICER

Attached is the draft policy and a set of FAQs.



Shire of Peppermint Grove

Attachment: Shire of Peppermint Grove FAQ for Tree Retention Policy

This document provides answers to key questions regarding the draft Local Planning Policy (LPP7) on tree retention. It covers:

- Which trees would be affected by the draft LPP?
- What is a Regulated Tree?
- What is tree-damaging activity?
- Where would the draft LPP apply?
- Why did the Shire prepare the draft LPP?
- How was the criteria for a Regulated Tree determined?
- Is development approval required for pruning of a Regulated Tree?
- What if my neighbour's tree is encroaching/overhanging on my land?
- How do I apply for development approval to remove a tree covered by the draft LPP?
- How will applications be assessed?
- What are the requirements for Development Approval and Exemptions?
- What will the application fees be?
- What happens if an application for removal is not supported?
- What happens if I remove a Regulated Tree without approval should Council approve the LPP?
- What will happen to my feedback?

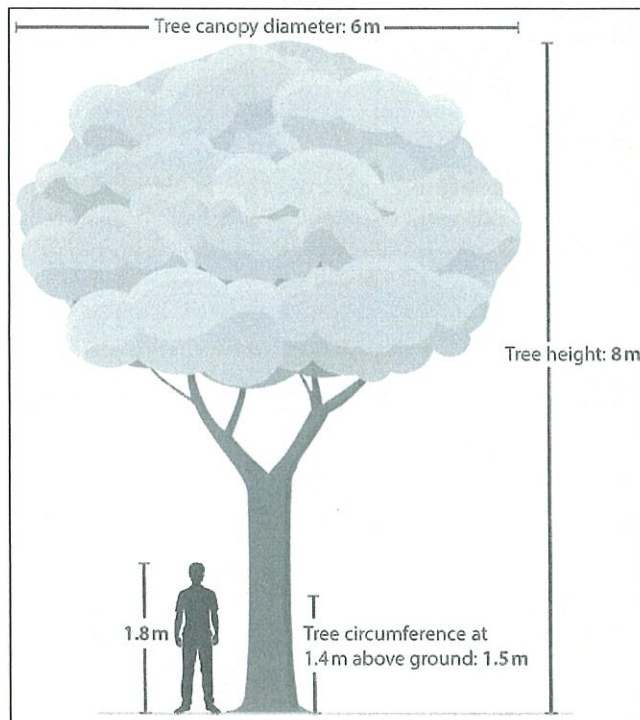
Which trees would be affected by the draft LPP?

The draft LPP 7 applies to trees that meet the definition of a Regulated Tree. Development approval is required for any activity that damages a Regulated Tree.

What is a Regulated Tree?

A Regulated Tree is any living tree not listed on a State or local weed register that meets two or more of the following criteria:

- Height of 8 meters or more.
- Average canopy diameter of at least 6 meters.
- Trunk circumference of at least 1.5 meters, measured 1.4 meters above the ground.



What is tree-damaging activity?

Tree-damaging activity includes:

- Killing or destroying a tree.
- Removing a tree.
- Severing branches, limbs, stems, or trunk (excluding maintenance pruning).
- Ringbarking, topping, or lopping a tree.
- Any other substantial damage to a tree.

Where will the draft LPP apply?

The draft LPP applies to all land zoned as Residential under the Shire of Peppermint Grove's Local Planning Scheme No. 4.

Why did the Shire prepare the draft LPP?

The Shire faces increasing pressure on its urban tree canopy due to new construction and changes in property ownership. This policy aims to protect our trees, which provide essential environmental and community benefits, including:

- Reducing urban heat.
- Mitigating climate change effects.
- Supporting biodiversity.
- Preserving the "leafy green" character of our community.

How was the criteria for a Regulated Tree determined?

The criteria were developed with guidance from the Western Australian Local Government Association (WALGA), using a model draft policy focused on urban tree canopy retention. The criteria emphasize the protection of the most valuable trees for habitat and amenity.

Is Development Approval needed for pruning a Regulated Tree?

No development approval is required for maintenance pruning of a Regulated Tree, which includes:

- Removing dead or diseased wood.
- Pruning fruit trees for production.
- Minor maintenance that does not harm the tree's health or appearance.
Significant lopping or pruning that goes beyond maintenance will require approval.

What if my neighbour's tree is encroaching on my land?

Homeowners are responsible for ensuring their trees do not harm neighbours. Under the *Dividing Fences Act*, you may remove branches or roots that encroach onto your property, but you must not cut anything on your neighbour's side without their consent.

For Regulated Trees on a neighbour's property, you will need development approval to prune any part that overhangs onto your land, unless it's maintenance pruning. We recommend discussing this with your neighbour first.

How do I apply for Development Approval to remove a tree under the draft LPP?

To apply for development approval, submit the following to the Shire:

- A completed development application form.
- A current copy of your property title.
- A scaled site plan showing the tree's location.
- Any necessary supporting documents (like an arborist or structural engineering report).

How will applications be assessed?

Applications will be evaluated based on the draft LPP, which presumes against tree removal unless:

- An arborist or structural engineering report shows the tree should be removed due to health or safety concerns.
- Redesigning the development to preserve the tree is not feasible.

What are the requirements for Development Approval and Exemptions?

Tree damaging activity requires development approval except in any of the following circumstances:

- a) the tree does not satisfy the definition of regulated tree.
- b) the tree damaging activity is carried out in the course of works with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 7 Clause 61 (b) item 18:
 - “works that are urgently necessary for any of the following –
 - i. Public safety;
 - ii. The safety or security of plant or equipment.
 - iii. The maintenance of essential services; or
 - iv. The protection of the environment.”
- c) the tree damaging activity is required as part of an approved Bushfire Management Plan.
- d) the tree damaging activity is maintenance pruning:
- e) The tree damaging activity is carried out by the local government on a street tree and/or the tree damaging activity is a public work.

What are the application fees?

The fee for a development application is currently \$147, as per the Shire's Schedule of Fees and Charges. The processing time for a tree-damaging application would typically be 1-4 weeks.

What happens if an application for removal is not supported?

If your application is denied, you have the right to appeal the decision to the State Administrative Tribunal.

What are the consequences of removing a Regulated Tree without approval?

Removing a tree without the necessary approval is an offence under the Planning and Development Act 2005, carrying significant penalties: up to \$200,000 for individuals and \$1,000,000 for organizations, along with potential daily fines for ongoing violations.

What will happen to my feedback?

Your feedback will be reviewed and considered in finalizing the draft LPP, which will be presented to the Council for adoption at the Ordinary Council Meeting on December 17. You can submit your feedback through our website "Have your Say" or via email at admin@peppermintgrove.wa.gov.au.

Submissions close Friday 22 November 2024.



Shire of
Peppermint Grove

ATTACHMENT

Local Planning Policy 7 - Tree Retention

Shire of Peppermint Grove

Statutory Authority

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Shire of Peppermint Grove Local Planning Scheme No. 4 (as amended)

Shire of Peppermint Grove Tree Management Strategy 2022

Local Planning Policy

This local policy shall apply to all matters considered pursuant to Local Planning Scheme No.4 (LPS 4) and where the Council may exercise its discretion to vary Scheme requirements, to advise on site and building design, and/or processes associated with the assessment and implementation of development and matters related to its implementation.

The local policy intends to provide clear direction and explanation as to the basis for the Shire's tree retention requirements. It intends to influence the design and quality of proposals and to achieve consistency of deliberation on matters which call for judgement and consideration of site characteristics and design merit.

This policy clarifies the circumstances in which development approval is required for any *tree damaging activity* and guides the assessment of subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals.

To ensure this policy remains relevant and effective, it will be regularly reviewed and updated.

Policy Application

This local policy applies to the Residential Zone within the LPS4 including in the circumstances listed below:

- Development applications;
- Subdivision applications;
- Other strategic planning proposals including scheme amendments and structure plans; and
- Any *tree damaging activity* to a *regulated tree* where no other development or subdivision is proposed.

Context

The Shire's Local Planning Strategy recognises the importance of maintaining and enhancing the Shire's streetscapes. The Shire is committed to enhancing the number and quality of the nearly 1,200 trees located within verges and median strips, encouraging the retention of *regulated trees* and establishment of new trees on private land. Planning controls are necessary to support this commitment, and to minimise adverse impacts on the tree canopy cover resulting from residential infill development.

The Shire is known for its large character homes set in tranquil tree-lined streets and open landscaped settings. Generous street, side and boundary setbacks are an integral part of the Shire's urban fabric that provides space for *regulated trees*, soft soil landscaping, private open spaces, ventilation, and solar access which all combine to create distinctive streetscapes.

The Shire recognises the importance of *regulated trees* to the landscape quality and canopy of green corridors, spaces and places. They provide significant social, economic, and environmental benefits to the community. Large mature trees provide the greatest community benefit and are preferred over multiple smaller or replacement juvenile trees.

The prevalence of *regulated trees* is a consideration when a *development* relies upon the *design principles* for *private open space* and *landscaping*.

Planning Objective

- *To provide a clear definition of a regulated tree and clarify application requirements for tree damaging activities.*
- *To prioritise the retention and protection of trees on private land and adjacent reserves in the planning process.*
- *To promote and facilitate tree preservation at the earliest possible stage in the planning and development process, balancing with the desired built form and land use outcomes.*
- *To preserve and enhance neighbourhood amenity, character and sense of place.*
- *To mitigate the urban heat island effect, improve air and groundwater quality, to provide areas for groundwater infiltration, and contribute to biodiversity and other environmental benefits.*

Statutory Basis

This Local Planning Policy is made under the provisions of the Planning and Development (Local Planning Schemes) 2015 Regulations, and in accordance with State Planning Policy 7.3 - Residential Design Codes; being based in part on Australian Standard AS 4970-2009 Protection of Trees on Development Sites and Australian Standard AS 4373-2007 Pruning of Amenity Trees.

The Shire has an obligation under Section 3.1(1A)(a) of the Local Government Act 1995 to promote environmental sustainability, mitigate the effects associated with climate change, and to consider impacts on future generations.

This policy should be read in conjunction with the local planning policy framework, local laws and the Shire's Tree Management Strategy 2022.

Requirement for Development Approval and Exemptions

Tree damaging activity requires development approval except in any of the following circumstances:

- a) the tree does not satisfy the definition of *regulated tree*;
- b) the *tree damaging activity* is carried out in the course of works in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 7 Clause 61 (b) item 18:
 - "works that are urgently necessary for any of the following —*
 - (a) public safety;*
 - (b) the safety or security of plant or equipment;*
 - (c) the maintenance of essential services; or*
 - (d) the protection of the environment."*
- c) the *tree damaging activity* is required as part of an approved Bushfire Management Plan;
- d) the *tree damaging activity* is maintenance pruning;
- e) *Tree damaging activity* to a *regulated tree* that is listed as a Weed of National Significance, or is declared by the Department of Primary Industries and Regional Development to be a harmful plant or pest under the Biosecurity and Agriculture Management Act 2007.
- f) the *tree damaging activity* is carried out by the local government on a street tree and/or the tree damaging activity is a public work.

NOTE (i) *A development application is required for any tree damaging activity to a regulated tree where other works including demolition are proposed on a subject site, even if those other works are exempt from development approval under the local planning scheme as per Schedule 2, Part 7 Clause 61 (deemed provisions) of the Planning and Development (Local Planning Scheme) Regulations 2015 (e.g., the erection of a Single House that meets the deemed-to-comply requirements of the Residential Design Codes).*

Policy Statement

- a) Unless prior written approval has been obtained, or its removal is exempt under the provisions of this policy, a *regulated tree* should be retained in perpetuity in accordance with AS 4373-2007 and be protected.
- b) Retention and protection of regulated trees should be prioritised, and development works, structure plan and subdivision design should preferably avoid or as a minimum minimise harm to regulated trees.
- c) Where *tree damaging activity* is proposed to a *regulated tree* the following will be given due regard in the assessment process:
 - i. Health, maturity, species, and location of the *tree*;
 - ii. Ecological, biodiversity and environmental values of the *tree*;
 - iii. Contribution of the tree to the streetscape;
 - iv. The preservation of any other *regulated tree* on the subject site;
 - v. The location of the tree within the development site and capacity for a modified building design or subdivision to maximise tree retention;
 - vi. Whether a variation to the deemed-to-comply requirements for lot boundary setbacks is preferred to a *tree damaging activity*;
 - vii. Any existing development on the site;
 - viii. Design and location of proposed crossovers;
 - ix. Topography and the potential impact from excavation/fill;
 - x. Possible safety risks due to tree limb failure and infrastructure and/or structural damage associated with the retaining the tree;
 - xi. Tree Protection Zone(s) (as per AS 4970-2009);
 - xii. Tree replacement and/or planting proposed;
 - xiii. Recommendations of an *Arborist Report*; and
 - xiv. The objectives of this policy.
- d) The following justifications for *tree damaging activity* to a *regulated tree* will not be supported:
 - i. Impact on views;
 - ii. The tree variety is disliked;
 - iii. The tree variety causes nuisance by way of leaf, fruit or bark shedding or the like;
 - iv. The tree impacts on solar access to a *swimming pool*, *habitable room* or space, or an *outdoor living area*; or
 - v. The tree impacts on private gardens, solar installations, minor structures or the like.
- e) Any proposed *tree damaging activity* to a street tree is to be referred to Infrastructure Services for consideration, having regard to the Shire's Tree Management Strategy 2022.

Development Application Requirements:

A development application is required for any tree damaging activity to a regulated tree where other works are proposed on a subject site, even if those other works (such as a single house) maybe exempt from development approval under the local planning scheme.

There is a general presumption against tree damaging activity (other than maintenance pruning) to any regulated tree whereby the siting and design of proposed development should, where possible, avoid impacting any regulated tree.

Subdivision and amalgamation applications, demolition and building permit applications, development applications and strategic planning proposals that are subject to this policy are to provide the following applicable information:

- a) Site survey and/or site plan indicating:
 - i. location of all *regulated trees*, including street trees;
 - ii. whether any *regulated tree* is proposed to be retained or affected by any *tree damaging activity*;
 - iii. Tree Protection Zone(s) in accordance with AS 4970-2009; and
 - iv. any trees proposed to be planted on the development site.
- b) Written justification for any proposed tree damaging activity against the objectives and requirements of this Policy including that the redesign of the development to accommodate the regulated tree is unfeasible.; and
- c) Whether any *regulated tree* was identified to be retained at a previous planning stage such as subdivision or demolition approval.

An *Arborist Report* may be required in the following instances:

- i. To justify *tree damaging activity* to a *regulated tree* specifically considering the health of the tree and/or any safety risk it may pose to people or property;
- ii. To explain any mitigation measures proposed to protect a *regulated tree* including works proposed within the Tree Protection Zone (refer to AS 4970-2009 for details to identify the Tree Protection Zone).

A Structural Engineering Report will need to accompany an *Arborist Report* to justify any current or future safety risk to infrastructure or buildings. Additional technical reports (e.g., Environmental reports, Tree Retention Strategy) may be required.

Subdivision Application Requirements

The Shire may recommend additional information be provided to the Western Australian Planning Commission (WAPC) to enable consideration of the general application requirements. Of particular importance will be the subdivision design, layout and *siteworks* that prioritise the retention of regulated trees, including details and measures on how regulated trees will be retained and protected as part of subdivisional earthworks.

The Shire may request the WAPC to include a condition on the subdivision approval to ensure *regulated trees* are retained and protection measures implemented to ensure such trees are not impacted by subdivisional works.

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Where applicable, LPS 4 amendments, local planning policy development, and Structure Plan proposals should identify *regulated trees* and outline approaches and measures to protect *regulated trees* at subsequent stages of the planning process. Strategic planning proposals shall be supported by technical information and reports which demonstrate that the protection of *regulated trees* has been prioritised.

Enforcement and Penalties

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Alternatively, the Shire may issue a Planning Infringement Notice (PINs) under Part 13 of the Planning and Development Act 2005.

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- a) Involves removing dead or diseased wood only; or
- b) Is of a fruit tree and done for fruit production; or
- c) Is otherwise minor maintenance or thinning of the crown that does not adversely affect the health of the tree.

Regulated Tree means a living tree that is of a species that is not included on State or local area weed register and satisfies two or more of the following qualifiers:

- a) Is 8m or higher; or
- b) Has an average canopy diameter of at least 6m; or
- c) Has a trunk circumference of at least 1.5m, measured 1.4m above the ground.

Tree Damaging Activity means:

- a) The killing or destruction of a tree; and/or
- b) The removal of a tree; and/or
- c) The severing of branches, limbs, stems or trunk of a tree; and/or
- d) The ringbarking, topping or lopping of a tree; and/or
- e) Any other substantial damage to a tree.

Additional Information

Department of Primary Industries and Regional Development declared plant control table
<https://www.agric.wa.gov.au/declared-plants/declared-plant-control-table>

Department of Primary Industries and Regional Development Western Australian organism list
<https://www.agric.wa.gov.au/organisms>

Biosecurity and Agriculture Management Act 2007
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_2736_homepage.html

Local Planning Policy 7:

Policy Reference	Formal Description	Service Line
LPP 7	Tree Retention	Development Services
Implementation:		
Adoption and Modification	22 October 2024	Development Services
Review Date	N/A	



Ordinary Council Meeting

8.3.1 List of Accounts Paid 30th November 2024

(To be presented at the OCM 17th December 2024)



Ordinary Council Meeting

8.3.2 Financial Statements 30th November 2024

(To be presented at the OCM 17th December 2024)



Ordinary Council Meeting

8.4.1 Matters for Information and Noting

- Building/Planning Statistics
- Infringements Issued
- Library Statistics
- Library Management Group Meeting Notes November 2024

Matters for Information and Noting

Building Permits Issued November 2024

Application Number	Location	Description	Decision
BA2024/00044	32 Johnson Street	New Single House	Approved
BA2024/00043	20 Hurstford Close	Swimming Pool and Barrier Fencing	Approved
BA2024/00042	14 Johnson Street	Swimming Pool and Barrier Fencing	Approved

Development Applications Determined November 2024

Application Number	Location	Description	Discretion Sought	Decision
-	-	-	-	-

Library Statistics November 2024

Library Statistics	November 2024	November 2023	November 2022
Loans	20,269	18,667	19,023
New Borrowers	99	217	147



**NOTES FOR THE
LIBRARY MANAGEMENT GROUP
MEETING

HELD**

**Tuesday 12 November
At 8.00 am
Shire of Peppermint Grove
Council Chambers.**

TOWN OF COTTESLOE - TOWN OF MOSMAN PARK - SHIRE OF PEPPERMINT GROVE



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TOWN OF COTTESLOE -TOWN OF MOSMAN PARK -SHIRE OF PEPPERMINT GROVE



The Shire CEO declared the meeting open at 8.03 am and requested delegates to deal with item 1, election of Presiding Member

ATTENDEES

Delegates:

Town of Cottesloe

Cr M (Melissa) Harkins

Shire of Peppermint Grove

Cr C (Charles) Hohnen

Town of Mosman Park

Deputy Mayor G (Georgie) Carey (Chair)

Alternate Delegates/Observers:

Cr C (Chilla) Bulbeck (Cottesloe)

Cr E (Emerald) Bond (Peppermint Grove)

Mayor P (Paul) Shaw (Mosman Park)

Officers Attending:

Shire of Peppermint Grove

Don Burnett, Chief Executive Officer.
Jeremy Clapham, Manager of Corporate &
Community Services.
Lance Hopkinson, Library Co-Ordinator.

Town of Mosman Park

Mark Newman, Temporary Chief Executive Officer.

Apologies:

Mayor L (Loraine) Young (Cottesloe)

1. ELECTION OF PRESIDING MEMBER

In accordance with the Library Management Agreement, clause 12.3 (a) & (b), the Presiding Member is to be rotated annually. The role will now be undertaken by the Town of Mosman Park delegate, Cr Georgie Carey.

OFFICER RECOMMENDATION

That the Library Management Committee presiding member be confirmed as the Town of Mosman Park delegate, Cr Georgie Carey through to the November 2025 meeting.

Carried 3/0

2. CONFIRMATION OF NOTES OF THE PREVIOUS MEETING (Attachment)**OFFICER RECOMMENDATION**

That the notes of the Library Management Committee Meeting held on Tuesday 13th August 2024 be confirmed as a true and accurate record of proceedings.

Carried 3/0

3. BUSINESS ARISING FROM PREVIOUS MEETING.

NIL

4. FINANCIAL STATEMENTS (Attachment)

The Grove Library and Community Centre - Financial Report as of the 30th of September 2024 are submitted for consideration.

OFFICER RECOMMENDATION

That the financial statements to be received

Carried 3/0

5. MATTERS FOR INFORMATION

5.1 Christmas Closedown 2024

The Grove Library will be closed for the Christmas and New Year period from 4.00 pm, Tuesday 24nd December and reopen 9.00 am, Thursday 2nd January. This down time will be utilized to carry out necessary I.T. maintenance and carpet and upholstery cleaning.

5.2 State Library of W.A. Statistical Comparison (Attachment)

The Grove Library's E-Services Specialist has collated the statistical returns sent to the W.A. State Libraries by W.A. public libraries. The Attached chart shows a comparison between the libraries in the Western Suburbs Library Group and other W.A. libraries of a comparable size to The Grove.

5.3 Library Café Lease

The new café lease has been advertised in accordance for the Local Government Act 1995, with no submissions being received. The current lease and Shire CEO have signed the lease.

5.4 Upcoming event at the Grove Library

- Book Launch: Merriene Scott 20/11/24
- Community History: Town of Mosman Park time capsule exhibition. 11-25/11/24
- Exhibition: North Cottesloe Primary School art exhibition, 1-14/12/24
- A family Christmas @ The Grove, 11/12/23 from 6.00 pm.
- Exhibition: Annual Kid's Creative Writing Awards. 2-14/01/24

6. NEXT MEETING

8.00am, Tuesday 11th February 2025

7. CLOSURE

Meeting closed 8.33 am