



COTTESLOE VILLAGE PRECINCT PLAN

ENGAGEMENT SUMMARY

JUNE 2023



Shire of
Peppermint Grove

HATCH | RobertsDay





INTRODUCTION

BACKGROUND

The Town of Cottesloe (ToC) and the Shire of Peppermint Grove (SoPG) are jointly preparing a Precinct Structure Plan for the Cottesloe Activity Centre (Cottesloe Village).

The site area includes the Grove Library, Cottesloe Central Shopping Centre, Cottesloe Train Station and surrounding landholdings in Napoleon Street, Station Street and Jarrad Street.

It covers approximately 20ha within multiple ownerships and management controls. The area also includes land and facilities managed by State Government.

The work will build on the Draft Cottesloe Village Precinct Plan that was advertised in 2019. It is being reviewed and updated, to meet new policy guidelines outlined in State Planning Policy Framework 7.2 (Precinct Structure Plans). This means that further stakeholder engagement is required to expand and build on the understanding of the project area.

The public engagement will build upon the draft vision and objectives for the project through consultation with key stakeholder groups and the broader community, 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 will provide for the preparation and finalisation of the Cottesloe Activity Centre PSP.

The Engagement Plan established the actions planned to consult and collaborate with key stakeholders and influential and interested community representatives. The list, which has been informed by input from ToC and SoPG, includes a Community Reference Group (CRG) formed by landowners, business owners/operators, community organisations, resident groups and people that frequent the Cottesloe Activity Centre (including Cottesloe and Peppermint Grove).

Strategic oversight for the project is through a Project Steering Group (ToC and SoPG) and a Project Facilitation Group (including key State Government Authorities).

The engagement program incorporates a range of targeted activities including stakeholder meetings and workshops with a representative CRG. Future engagement activities include digital engagement and community open days and displays in July 2023.

COTTESLOE CENTRAL - KEY STAKEHOLDERS

PURPOSE

Project briefing and feedback with major stakeholders were held to understand their aspirations, concerns and specific perspectives.

AUDIENCE AND FORMAT

One on one meetings in person were held in March 2023 with the following agreed stakeholders:

1. ProCott
2. Residents and Ratepayers Association
3. Design Review Panel
4. Cottesloe Central (Vicinity)

Key takeouts from these discussions include:

Cottesloe Central

- Preserve flexibility for long term (mixed-use, retail retention)
- Retail and community hub (i.e. healthcare and tutoring services)
- Wants to be considered part of Napoleon Street
- Limited exits from Peppermint Grove – traffic congestion on Leake and View St
- Rear boundary along Leake St – every space has a use, but can be made more appealing

Stirling Highway

- Quality of place matters, not just car movement
- Collaborative waste management (movement, visual amenity and access)
- North-South connections across laneways are important
- Explore decked parking arrangements – no current plans
- Overcome disjointed connections across the highway

NAPOLEON STREET

- Extract uniqueness from street
- Wind tunnels
- Community meeting point
- Laneways - role, ownership, management and access
- User experience, connections back to Cottesloe beach + Train station
- Security + lack of public facilities (toilets, drinking fountains)

SECONDARY MOVEMENT

- Important to focus on finding new (supplementary) connections
- More public spaces needed
- Small event areas
- Additional amenities for residents (in areas of intensified development)

COMMUNITY REFERENCE GROUP

To ensure a comprehensive planning process for the Cottesloe Village Precinct Plan, we established a CRG.

The CRG provided an opportunity for active and highly engaged residents and ratepayers to provide early input to help shape the overall planning for the Cottesloe Village Centre.

The participants of the Cottesloe Village CRG were selected as a demographically diverse sample of residents from the ToC and SoPG through an earlier Expression of Interest (EOI) process that took place in February 2023. With respect to SoPG representation, we received nominations from local businesses, but no residents.

Additionally, we extended invitations to key stakeholders including local business operators and community groups such as ProCott, the Cottesloe Residents and Ratepayers Association, local schools (Iona Presentation College and Shenton College), and the Cottesloe Central Shopping Centre to participate in these workshops.

The CRG below can be summarised as follows:

- Approximately 50% male and 50% female.
- Representation from the following groups:
 - Residents 35%
 - Business 20%
 - Community Groups 25%
 - Students 20%
- One person living with a permanent disability
- 10% from the SoPG, 70% from ToC and 20% other/unknown (comprised of students).
- The following age groups were confirmed to be represented:
 - 15-25 – 30%
 - 26-35 – 10%
 - 36-45 – 5%
 - 46-55 – 10%
 - 56-65 – 10%

CRG Participants

- Jane Baker (Pro Cott)
- Garry Lee (Pro Cott)
- John Bond (Cottesloe Centre)
- Vince McQuillen (Cottesloe Centre)
- Tom Jowett (Cottesloe Residents and Ratepayers Assoc)
- Katrina Porter
- Mark Powell
- Alexandra van Schie
- Renee Hamersley
- Peter Wood
- Gavin Chapman
- Chris Shellabear
- Verity Pattison
- Nicholas Meredith
- Alex Johnson
- Iona College (x2)

CRG Technical Partners

- Dan Pearce (Hatch RobertsDay)
- Zanda Cameron (Hatch RobertsDay)
- Andrew Brodie (Hatch RobertsDay)
- Claudia Ridolfi (Hatch RobertsDay)
- Tim Parker (Hatch RobertsDay)
- Prue Griffin (Hocking Heritage + Architecture)
- Amanda Scotland (Flyt)
- Wayne Zimmerman (Town of Cottesloe)
- Freya Ayliffe (Town of Cottesloe)
- Joel Gajic (Shire of Peppermint Grove)
- Ed Drewett (Town of Cottesloe)



CRG ROLE AND RESPONSIBILITIES

The CRG members had the opportunity to provide detailed input and feedback by actively participating in a series of interactive design sessions.

Each member of the group was responsible for:

- Reviewing agendas and supplementary information prior to attending meetings.
- Attending three 3-hour workshops.
- Actively participating and cooperating with other CRG members.
- Engaging in design and planning activities, including digital activities available before or after each session.
- Ensuring that agreed-upon actions were completed promptly.

All members were expected to abide by the Town of Cottesloe's Code of Conduct, to have open and honest discussions and to treat each member with due courtesy and respect.

Members appointed to a group were not entitled to a sitting fee, or any type of remuneration.

CRG PROGRAMME

1

Community Reference Group Workshop 1
Movement, Public Realm and Ecology
 March 22nd, 2023

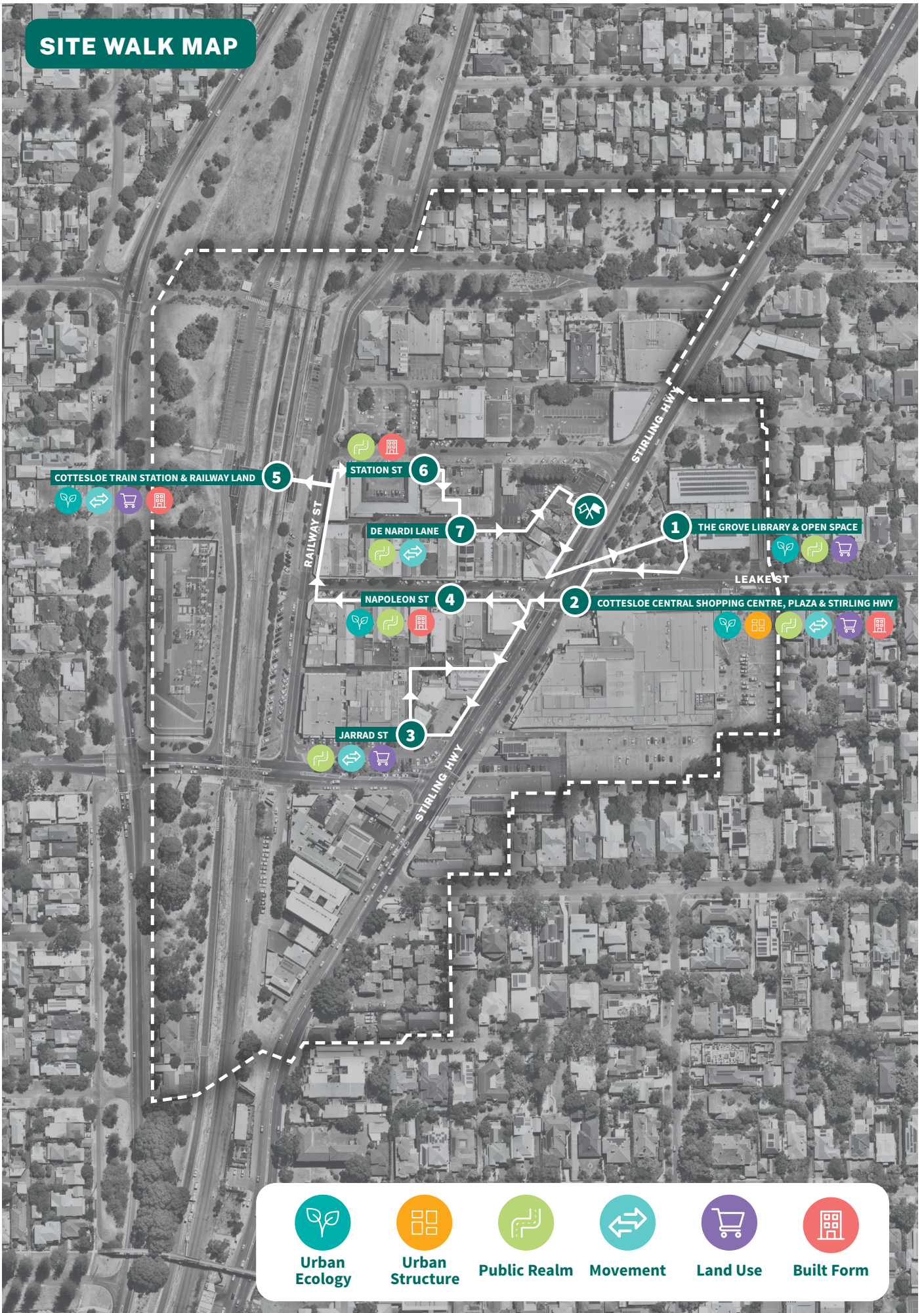
2

Community Reference Group Workshop 2
Urban Structure, Land Use and Built Form
 April 27th, 2023

3

Community Reference Group Workshop 3
Concept Design Development
 May 25th, 2023

SITE WALK MAP



5 COTTESLOE TRAIN STATION & RAILWAY LAND

6 STATION ST

7 DE NARDI LANE

4 NAPOLEON ST

3 JARRAD ST

1 THE GROVE LIBRARY & OPEN SPACE

2 COTTESLOE CENTRAL SHOPPING CENTRE, PLAZA & STIRLING HWY



Urban Ecology



Urban Structure



Public Realm



Movement



Land Use



Built Form

Community Reference Group Workshop 1

Movement, Public Realm and Ecology

March 22nd, 2023



Meeting No #1 Agenda

Welcome, Introductions & Background	4:30 – 4:50pm 20 mins
Site Walk Questions & discussion	4:50 – 6:00pm 70 mins
Movement Presentation & Discussion	6:00 – 6:30pm 30 mins
Street Design Presentation & Discussion	6:30 – 7:00pm 30 mins
Open Space Presentation & Discussion	7:00 – 7:25pm 25 mins
Wrap Up	7:25 – 7:30pm 5 mins

KEY TAKEOUTS

MOVEMENT

Stirling Highway

- There aren't enough safe places to cross Stirling Highway.
- Need to look at options how to improve connections + slow volumes for a viable alternative solution
- Opportunity to slow Stirling Highway (even periodically) to improve the pedestrian environment.
- Future Options
- Is their capacity for airspace (built form on either side - Esplanade in Sydney and Forrest Chase (could be a challenge for bicycles)
- Allendale Square (under terrace) are options for ground connections possible?
- Dedicated footpaths for cyclist on Stirling Highway (too narrow and busy - preference for parallel and perpendicular routes)
- Forrest - Jarrad St duck and dive on Stirling last case scenario. Also expensive and politically difficult to attract funding
- Close distance of traffic lights is a safety concern (move Jarred St crossing)
- Engage in active discussions with Main Roads
- Chatswood Sydney (good multi-use/transport solution)

Parking

- Needs to be solved
- Parking study to resolve cash in lieu parking (define parameters).
- Explore Council owned land opportunities . PTA land?
- Maintain good pedestrian access to carparks
- Can't rely on the shopping centre parking
- Streamline station parking access
- Parking for staff and customers is still important for local businesses

Pedestrian / Cycle Friendly

- Public active transport vs parking
- Ease movement; but deter traffic
- Focus on alternative methods (consider bikes, prams, etc.)
- Increase pedestrian phases at lights
- Slow vehicle speeds to encourage walking and cycling
- Area wide speed zoning (create a unified approach)
- Wayfinding and signage
- Improve station lighting
- Is there an opportunity to slow down Railway St, Napoleon St and Station St to 30km/hr to direct traffic to highway (based on City of Vincent Precedent)?
- Adding a zebra crossing anywhere around the village (Railway to East) Street improvement - speed limits, places to sit, bike parking, shaded green spots, aesthetic pleasing
- Explore opportunities for safe active streets - e.g. Maylands - shared car and bike lanes - slows traffic and gives space to bikes
- Jarrad Street
- Improve safety on Jarrad St
- Crash rates are rising and high vehicle's per day.
- Doesn't work for any transport modes.
- Consider moving east-west cross rail link south of Village Centre near police station
- Important to focus on finding new (supplementary) connections

Train Station & Railway Line

- Improve access from a street (e.g. Rokeby Road - strong visual connections)
- Improve access and wayfinding, including disability access ramp
- Station PSP
- Accessibility is not safe for children or young cyclist
- Slow down Railway St, Napoleon St and Station St to 30km/hr to direct traffic to highway
- Way finding map outside the train station (commissioned by local artist)

Access and Getting Around

- All agree - streets are an opportunity to get right and improve local connections
- Clearly defined street function and character
- Enhance north-south pedestrian network - must maintain laneways (very important)
- Focus movement around anchors
- Council to explore compulsory acquisition of land to maintain access on key places
- Each street needs their own purpose (function needs to be clearly articulated)
 - Reduce modal conflicts needs to be major focus
 - Maintain good access to accommodate higher density
 - Define function use of street + parks to get design response to assets right
 - Flexible design (offset or enhance) - articulate what we are trying to protect
 - Forrest Street (walk to Napoleon St for train access)
- Station St - one way traffic not necessary - better to maximise accessibility
- Non-negotiable:
 - Connections into Napoleon
 - Connectivity to the North then back to train station
- Connect to the river and coast from station, including improved Napoleon St connections
- Reduce speed on Curtin Ave and Stirling Hwy to 40-50km/hr (debated)
- Peppermint Grove access issues - limited exits from Peppermint Grove (traffic congestion on Leake and View St)

PUBLIC REALM

Open Space

- More public places for community to sit and gather (not just private cafes or restaurants).
- Investigate an open space opportunity end of Napoleon Street
- More playgrounds and small green spaces
- Focus public outdoor space of rear of Albion
- All open space needs a purpose (feel, high amenity, attractor)
- More green spaces for dogs (and greenspace amenities)

Upgrade Library Park

- Playground/nature play
- More attractive landscaping
- Improve functionality
- Café opening into space
- More seating and wayfinding
- Deep soil zones
- Explore options for a sunken garden/ amphi-theatre space (consider best location)
- Additional amenities for residents (in areas of intensified development)

Cott Central Plaza

- Village feel
- Improved relationship / connections with Napoleon St
- Reinforce historic heart of the district and café spilling out

Streets

- Activate laneway - deep blocks / better utilisation of rear of lots / secondary entrance
- Laneways - role, ownership, management and access
- Build on momentum from existing laneway improvements
- Increase shade over footpaths (create shaded places to stop with seating and greenery).
- Opportunity for pocket parks or alfresco spaces in parking spaces.
- Protect north facing sides of streets from overshadowing
- Boatshed laneway - deliveries important and waste management
- Consider future maintenance
- Manage impacts of construction on businesses
- Improve lighting throughout the precinct (particularly Train Station, and between the Boat Shed and Railway Street).

Napoleon Street

- Extract uniqueness from street (explore and discover, wonder)
- Pedestrianised (slow moving traffic (safety for vulnerable))
- Events and performances (Christmas / farmers markets)
- Flat, and easy to navigate
- Wind tunnels
- Security, amenity + infrastructure: water, power and public toilets

Attractors

- User experience, connections back to Cottesloe beach + Train station
- Attract tourism going to the beach (but spending time/money in the Village)
- Urban street art / History trail / Christmas lights
- Maximise huge potential of Station Street (consolidated land holdings)
- Clear hierarchy (types of open space and purpose / function)
- QR code with a tour around the village
- Upgrade amenities: resting places, drinking fountains, toilets
- Get the details right (texture/cobbles, brick pavers, street art, aesthetic coherence)

ECOLOGY

Core considerations

- Improve greenery between the train station and library
- Shaded green spots for people
- Reduce temperatures in streets
- Add fast growing canopy
- Evergreen trees on Napoleon St
- Water Sensitive Urban Design
- Native/Aboriginal introduction of flora would be great
- Strengthen links to coast (coastal ecology)
- Coastal landscape palette
- Western lands – MRWA – tree retention

Community Reference Group Workshop 2

Urban Structure, Land Use and Built Form

April 27th, 2023



Meeting No #2 Agenda

Introduction & Key Drivers Presentation	5:30–5:50pm 20 mins
Guiding Principles Presentation, Mentimeter & Discussion	5:50–6:15pm 25 mins
Heritage and Character Presentation & Discussion	6:15–6:30pm 15 mins
Land Use Presentation & Discussion	6:30–6:45pm 15 mins
BREAK	6:45–6:50pm 5 mins
Draft Precinct Plan Presentation, Mentimeter & Discussion	6:50–7:00pm 10 mins
Community Benefits Mentimeter + Discussion	7:00–7:15pm 15 mins
Built Form and Land Use testing 3D model + Discussion	7:15–8:25pm 70 mins
Next Steps	8:25–8:30pm 5 mins

KEY TAKEOUTS

URBAN STRUCTURE

- Anchor on the West (would require carparking, maybe across train station?)
- Make people walk from train station - Napoleon draw people
- Activate the train station as well
- Consider centre revitalisation in the context of the western side
- Attract tourism going to the beach, but spending time/money in the Village
- Connection to coast and river – branding and positioning

LAND USE

Uses + Activities

- Northside / transition + residential feel
- South – retail / commercial (entertainment)
- Currently homogenous use: F&B, high end and retail (high value uses / maximize rent return) Support night-time activation
- Policies to encourage multi-use of places (café + small bar, dress shop + night use, dark kitchens)
- Appropriate community infrastructure (young kids)
- Less land use conflict in outer areas
- ‘West Village’ example (Qld)
- Bring Sprouts Café back

Library

- Preserve POS area behind the library
- Don’t build on community owned spaces when land is so valuable
- Ground floor activation does not always work. e.g. Claremont.
- Consider residential with flexibility to transition in the future
- Explore rooftop childcare (currently no provision in western suburbs, model does not work with land values)

Cott Central

- Wants to be considered part of Napoleon Street
- Preserve flexibility for long term (mixed-use, retail retention)
- Retail and community hub (i.e. healthcare and tutoring services, dance, education focus)
- Rear boundary along Leake St – every space has a use, but can be made more appealing

BUILT FORM

Napoleon Street

- Napoleon St is the heart – important to be able to see the sky (maximise solar access)
- Bring back life to historical buildings (love the idea of adding more housing)
- North side – solar access important
- Concerns with 3 storey street wall on north side – shadowing
- Claremont vs Napoleon St (scale, light, single storey, set backs)
- Like diversity of heights for Napoleon
- Napoleon (Atrium + Laneway - some stores will lose all light)

Built Form (Density)

- Understanding what we want the streets to do (before we decide on density)
- People = vibrancy / trade offs
- Increase density; but support everyday living
- Variety of heights is supported
- Scope for increased heights on Stirling Highway
- Station St: Transition area between residential and entertainment areas
- Precinct 6
 - No overshadowing issues.
 - Southern area doesn’t bother anyone. Opportunity to build up this area.
 - Good opportunity for more people / flow
- Community benefit
 - Could help to positively contribute to access across Highway
 - Cott (public open space + articulated height (bonus))
 - Best practice standard 4–5 stars
- Car park on station street (redevelopment opportunity)
- Understand the role: pedestrian / pullout parks (solar important)
- Fragmented ownership will hold development back (Special Control Areas are critical)

Overshadowing

- Protect Albion (rear laneway) from overshadowing (push built from as far west as possible)
- Solar is important for green spaces (not parking)
- Melbourne laneways are all in shadows



MENTIMETER OUTCOMES

GUIDING PRINCIPLES

Rank the guiding principles in order of importance (1 being most important)

- 1st Mixed Use and Adaptable Design
- 2nd Character and Identity
- 3rd Human Scale Design
- 4th Community Benefits
- 5th Sustainable Design

COMMUNITY BENEFITS

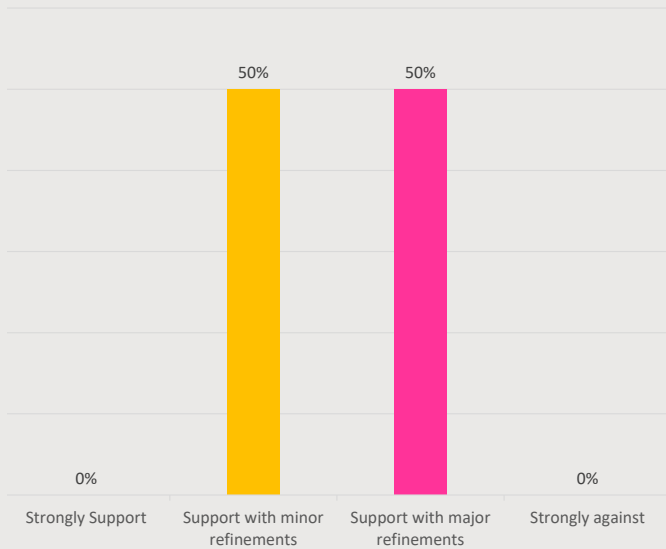
What community benefits would you like to see stem from new development in Cottesloe Village? (rank with 1 being most important)

- 1st Open Space
- 2nd Sustainability
- 3rd New Connections
- 4th Parking
- 5th Affordable Housing
- 6th Community Infrastructure
- 7th Streetscape Upgrades
- 8th Activation and Events
- 9th Other

MENTIMETER OUTCOMES

DRAFT PRECINCT PLAN

To what extent do you support the current Draft Precinct Plan?



THOUGHTS AND OBSERVATIONS

What land use, urban structure and built form controls do you think are most important, and why?

Pedestrian flow and access from the train to the streets.

Cash in lieu for car parking policy / More parking

Mixed use quotas with a range of types that show community benefits

If we want Napoleon St to be the town centre, we should have a greater height allowance, mix of residential and retail leases

Green Spaces, playgrounds and bike lanes



Community Reference Group Workshop 3

Concept Design Development

May 25th, 2023

Meeting No #3 Agenda

Introduction + purpose	5:30 – 5:40pm 10 mins
Guiding principles + Vision (Recap) Presentation & Discussion	5:40 – 5:45pm 5 mins
Urban Structure Key takeouts & spatial response	5:50 – 6:05pm 15 mins
Movement Key takeouts & spatial response	6:05 – 6:40pm 35 mins
BREAK	6:40 – 6:45pm 5 mins
Public Realm Key takeouts & spatial response	6:45 – 7:05pm 20 mins
Ecology Key takeouts & spatial response	7:05 – 7:25pm 20 mins
Land use Key takeouts & spatial response	7:25 – 7:40pm 15 mins
Built Form Key takeouts & spatial response	7:40 – 8:20pm 40 mins
Next steps & thank you	8:20 – 8:30pm 10 mins



KEY TAKEOUTS

VISION

- All modes of transport (not just pedestrians + cyclist)

URBAN STRUCTURE

- Station + land is a barrier. No connection. Through connection is important
- Cottesloe Beach gift store @ Napoleon-how do we draw them to Napoleon St when they go to the beach?
- Heritage Trees (Cockatoos)

MOVEMENT

Laneway activation

- Make sure it is given the right attention to set the best outcome
- Define the spaces in their own right
- Engage with the owners/Collaborative exercise
- Town support to activate the area

Napoleon St

- Explore moveable parking /alfresco areas
- No space e-scooters / bikes
- Shared spaces
- Explore/cyclist/e-scooter routes

PUBLIC REALM

Shared space near train

- Can we change where people exit the train?
 - Drop into space
- No other station in Perth

Open Space (west of the railway line)

- Cottesloe has no open space.
- Limited amount is precious. Use it wisely
- BMX track + playground upgrades
- Review Main Roads proposal (to widen Curtin Ave)
 - Why create a new road + existing road
- Native grass + established trees. Great nature parks potential
- Elevate rail to free up space
 - Multiple use
- Enquiry by design previous explored this concept – doesn't stop putting forward this option

ECOLOGY

- Align with Street Tree Policy
- Think about native biodiversity (bird habitats)
- Community garden (right near North Cot primary)
- Planter boxes

MOVEMENT

- Conflict safe Active Street + One-way station?
- Railway sets banked up ...used as an alternative route to schools
- Traffic lights Forest onto Curtin Ave
- Eric St creates issues further up
- Napoleon (left to Jarrad St)
- Free up Railway between Station + Napoleon (safe active)
- Any actions to make it desirable for people to move away
- Northbridge (Lake Street fountain Sculpture)

PARKING

- Concerned about new development + pressure and implications on parkin
 - During construction + post development
 - Major impact on local area
- Boatshed car park is on alternative outlet an option. (Exit?) (Owned by Council)
- Reconfigure Jarrad Street would improve Boatshed
- Can you use the laneway near boatshed as an alternative outlet to Stirling Hwy
- Main Roads don't want access onto Stirling Hwy

LAND USE

- Council owned land -> opportunity to attract “value add” commercial activities (i.e., butcher, etc)
- Show land use crossing the railway line (above railway)
 - Extend use of Cottesloe
 - Substation / consciously blocking a lot of options
 - Is it worth pursuing? (Financial viability)
 - Main distributor for western suburbs
 - Residential or other uses on the railway land –can we look at alternative uses
 - Cautionary approach (needs State government lead)
 - Is there space for a high school?
 - Want ambitious options. Need to keep pushing for ideal outcomes. Consider blue sky options

BUILT FORM

- Height (pushing out the edges)
- Needs to be high quality
- Can we go higher?
- Does site South of Jarrad have potential to go higher?
- Concern about impact on houses north to Forrest St
- Consider reducing the tower on Forrest (as entry into the area)
 - Is the trade off for POS worth it?
 - What should the entry statement look like?



DRAFT PRECINCT PLAN VISION

Based on feedback received, the CRG endorsed the Draft Precinct Plan Vision, as is. There was agreement however, to include an additional element, focusing on movement and connections.

COTTESLOE VILLAGE WILL BE A PLACE THAT

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

NEW





EMERGING CONCEPTS



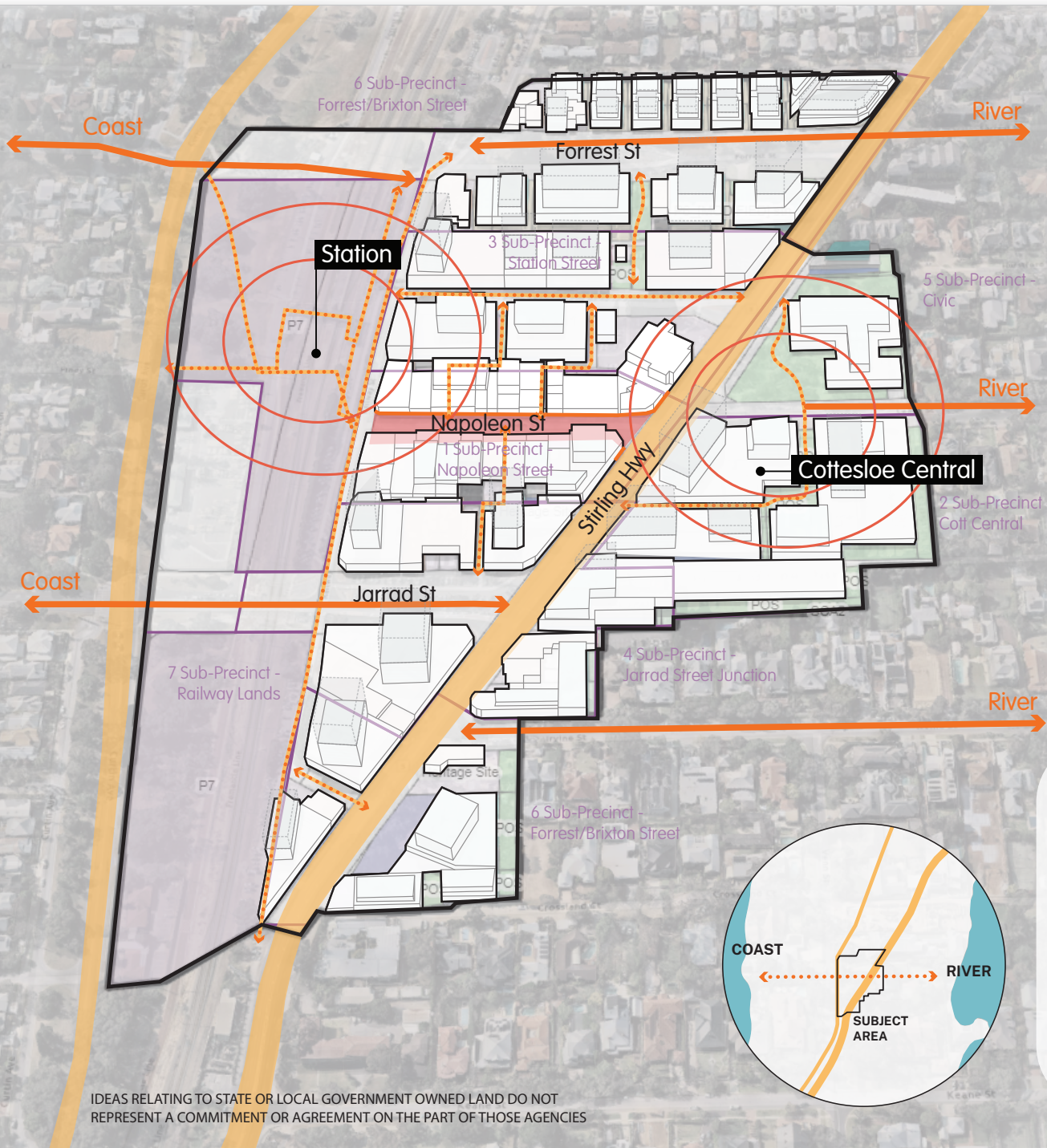
Cottesloe Beach



Napoleon Street



People Friendly Road



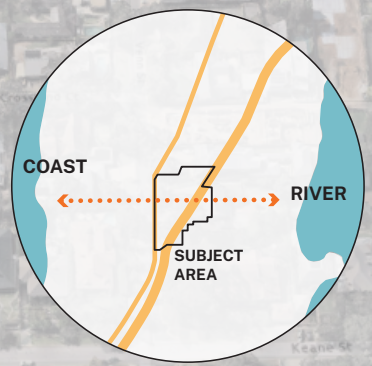
Freshwater Bay



Cottesloe Central

LEGEND

- MAIN STREET (VILLAGE HEART)
- ANCHOR
- PEOPLE FRIENDLY MAJOR ROAD
- LOCAL CONNECTIONS
- MAJOR EXTERNAL CONNECTIONS
- PRECINCTS
- RAILWAY LAND PRECINCT ADVOCACY



URBAN STRUCTURE

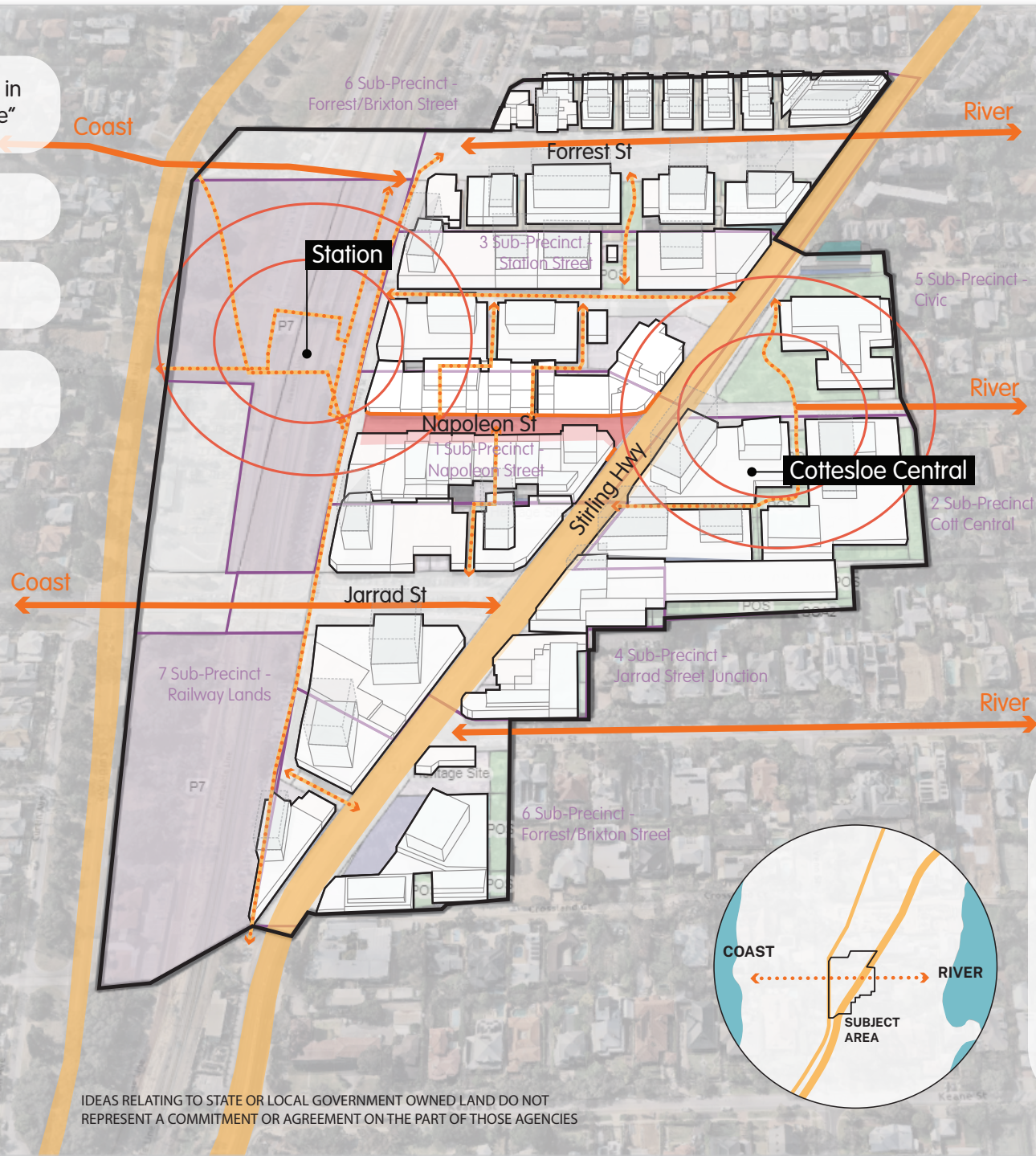
IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES

1 "Consider centre revitalisation in the context of the western side"

2 "Historic heart of the Village"

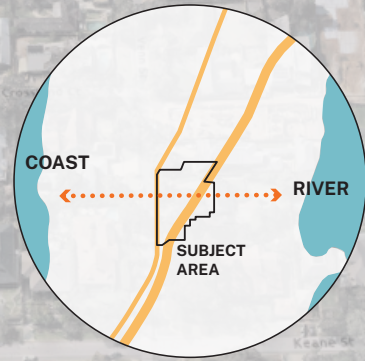
3 "Anchor to the West"

4 "Seamless integration with Napoleon Street"



LEGEND

- MAIN STREET (VILLAGE HEART)
- ANCHOR
- PEOPLE FRIENDLY MAJOR ROAD
- LOCAL CONNECTIONS
- MAJOR EXTERNAL CONNECTIONS
- PRECINCTS
- RAILWAY LAND PRECINCT ADVOCACY



URBAN STRUCTURE

IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES



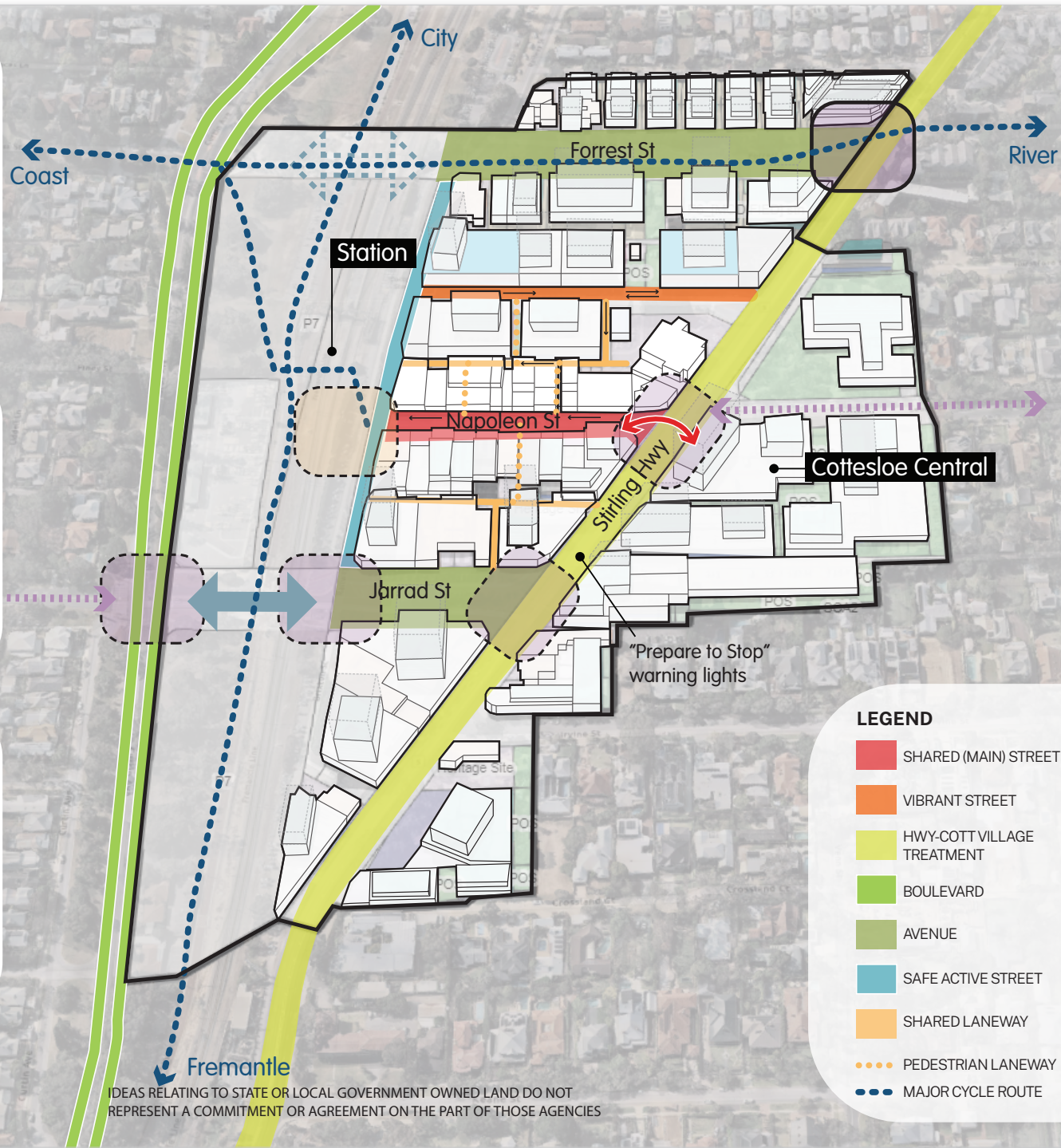
Avenue



Safe Active Street



Vibrant Street



Highway Treatment



Boulevard

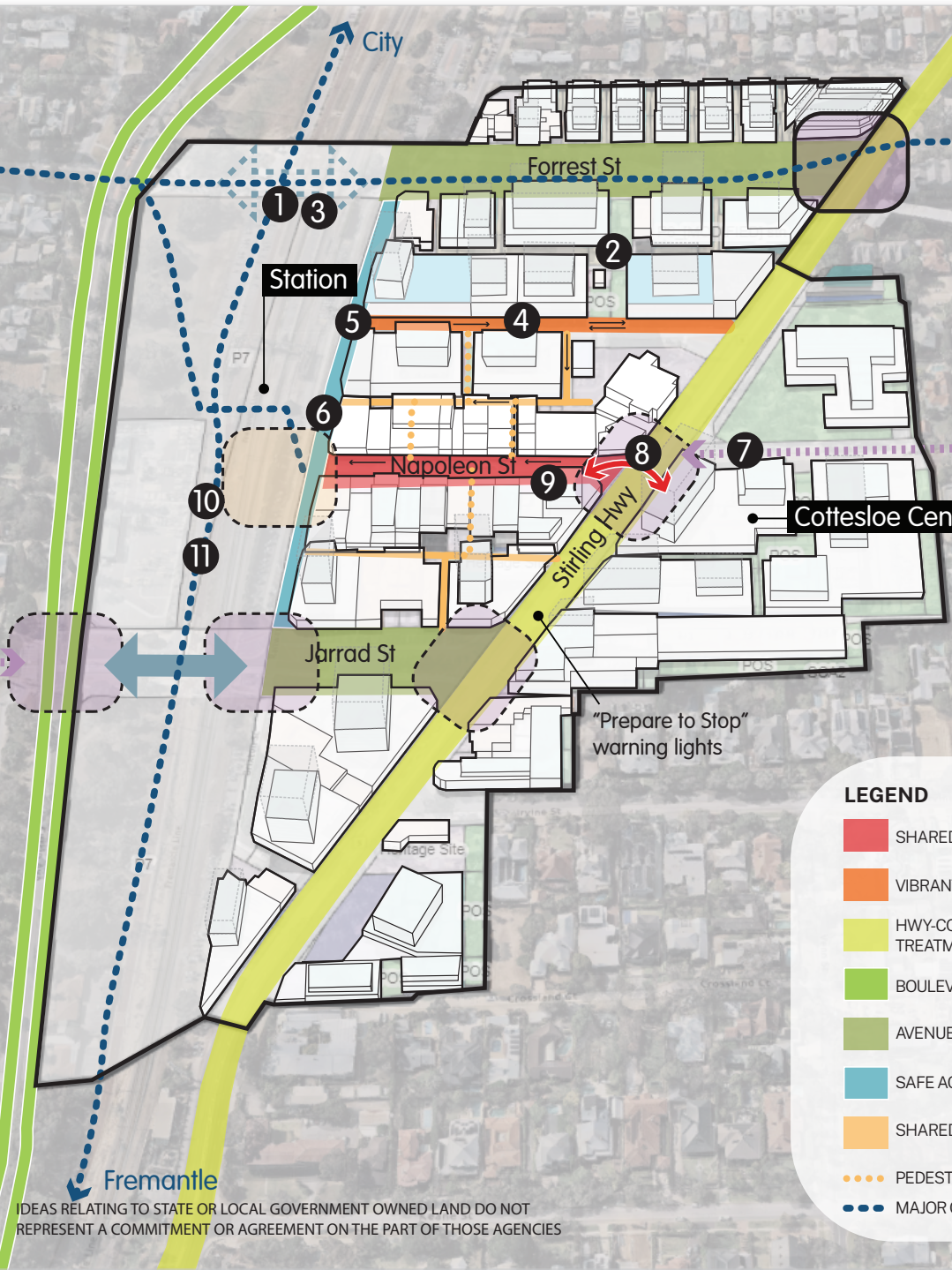
LEGEND

- SHARED (MAIN) STREET
- VIBRANT STREET
- HWY-COTT VILLAGE TREATMENT
- BOULEVARD
- AVENUE
- SAFE ACTIVE STREET
- SHARED LANEWAY
- PEDESTRIAN LANEWAY
- MAJOR CYCLE ROUTE
- EXISTING SIGNAL IMPROVEMENT
- PROPOSED SIGNALS
- CIRCULATION IMPROVEMENTS
- EXISTING RAILWAY LEVEL CROSSING
- POTENTIAL CONNECTION
- UPPER LEVEL BRIDGE CROSSING
- DIRECTION OF TRAFFIC
- POTENTIAL FUTURE MULTI-DECK PARKING
- STATION ACCESS IMPROVEMENT

MOVEMENT

- 1 "Reduce modal conflicts needs to be major focus"
- 2 "Forrest Street – walk to Napoleon St for train access"
- 3
 - "Public active transport vs parking. Focus on alternative methods (e.g. Bikes)"
 - "Connect to the river and coast from station"
- 4 "Station St – one way traffic"
- 5 "Pedestrian crossing"
- 6
 - "Explore opportunities for safe active streets"
 - "Slow down Railway St, Napoleon St and Station St to 30km/hr"
- 7 "Improved relationship / connections with Napoleon St"
- 8 "Is there capacity for airspace (built form on either side?)"

- 9 "Street improvement - speed limits, places for people to sit and bike parking spots, shaded green spots for people or dogs, aesthetic pleasing art – street art, aesthetic coherence"
- 10 "Improve station access and wayfinding, including disability access ramp"
- 11
 - "Non-negotiable – connection into Napoleon St + connectivity to the North then back to train station"
 - "Good pedestrian access to carparks"



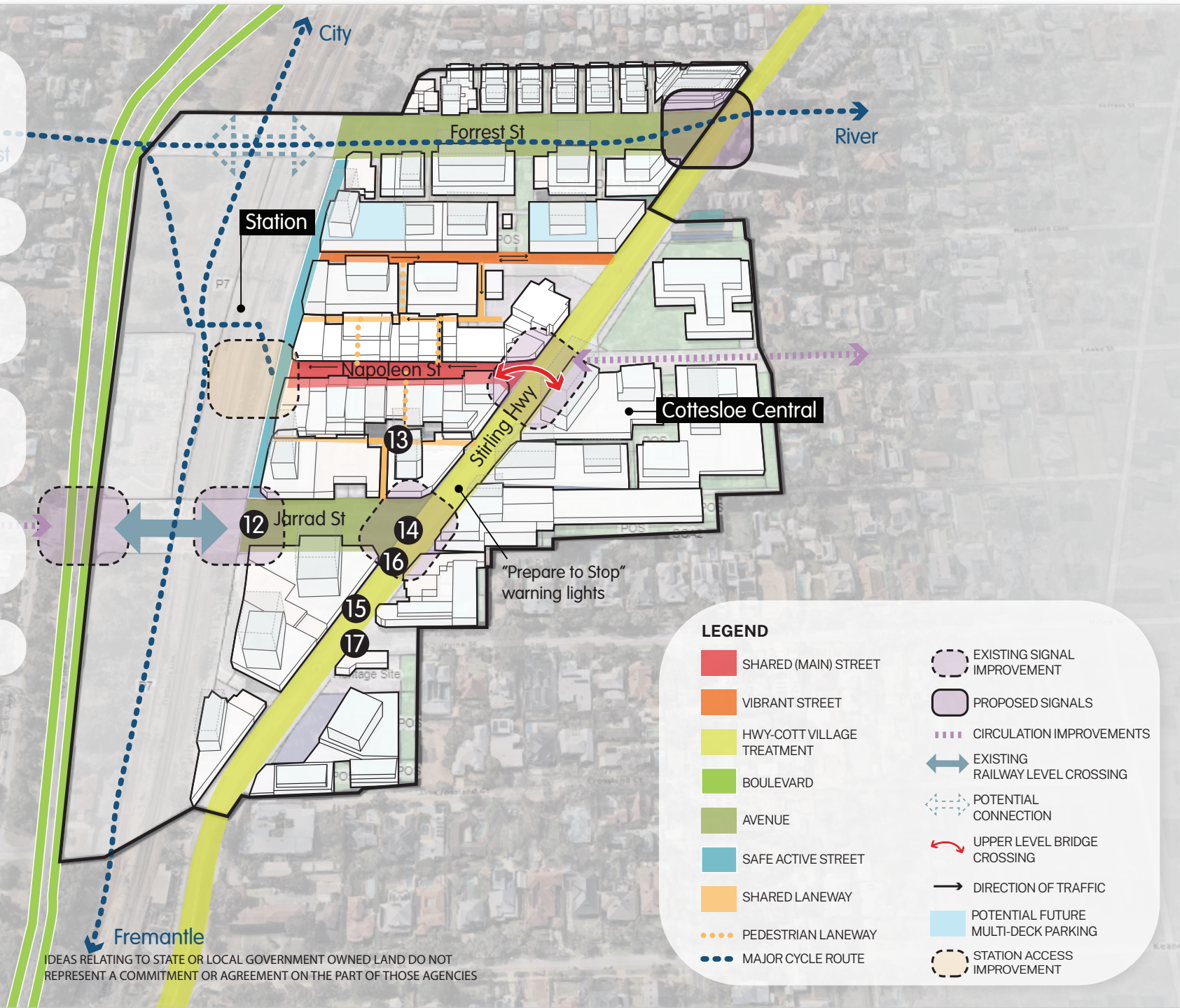
IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES

LEGEND

- SHARED (MAIN) STREET
- VIBRANT STREET
- HWY-COTT VILLAGE TREATMENT
- BOULEVARD
- AVENUE
- SAFE ACTIVE STREET
- SHARED LANEWAY
- PEDESTRIAN LANEWAY
- MAJOR CYCLE ROUTE
- EXISTING SIGNAL IMPROVEMENT
- PROPOSED SIGNALS
- CIRCULATION IMPROVEMENTS
- EXISTING RAILWAY LEVEL CROSSING
- POTENTIAL CONNECTION
- UPPER LEVEL BRIDGE CROSSING
- DIRECTION OF TRAFFIC
- POTENTIAL FUTURE MULTI-DECK PARKING
- STATION ACCESS IMPROVEMENT

MOVEMENT

- 12 "Improve safety on Jarrad St – crash rates rising and VPDs high. Doesn't work for any transport modes"
- 13 "Must maintain laneways"
- 14 "Maintain good access to accommodate higher density"
- 15 "Improve connections + slow volumes for a viable alternative solution. MRWA discussions"
- 16 "Increase pedestrian phases at lights"
- 17 "Consider area wide speed limit"



LEGEND

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- DIRECTION OF TRAFFIC
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- STATION ACCESS IMPROVEMENT

MOVEMENT

RECOMMENDED ACTION:
 Prepare a parking management plan, investigating opportunities for time restrictions (particularly to the north) and paid parking



LEGEND

- EXISTING PARKING AREA
- POTENTIAL FUTURE MULTI DECK PARKING
- PARALLEL PARKING
- PARALLEL PARKING AND NORTH FACING PARKLETS
- IMPROVED ACCESS
- POTENTIAL SIGNALS
- PEDESTRIAN CONNECTIONS NORTH SOUTH

PARKING

IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES



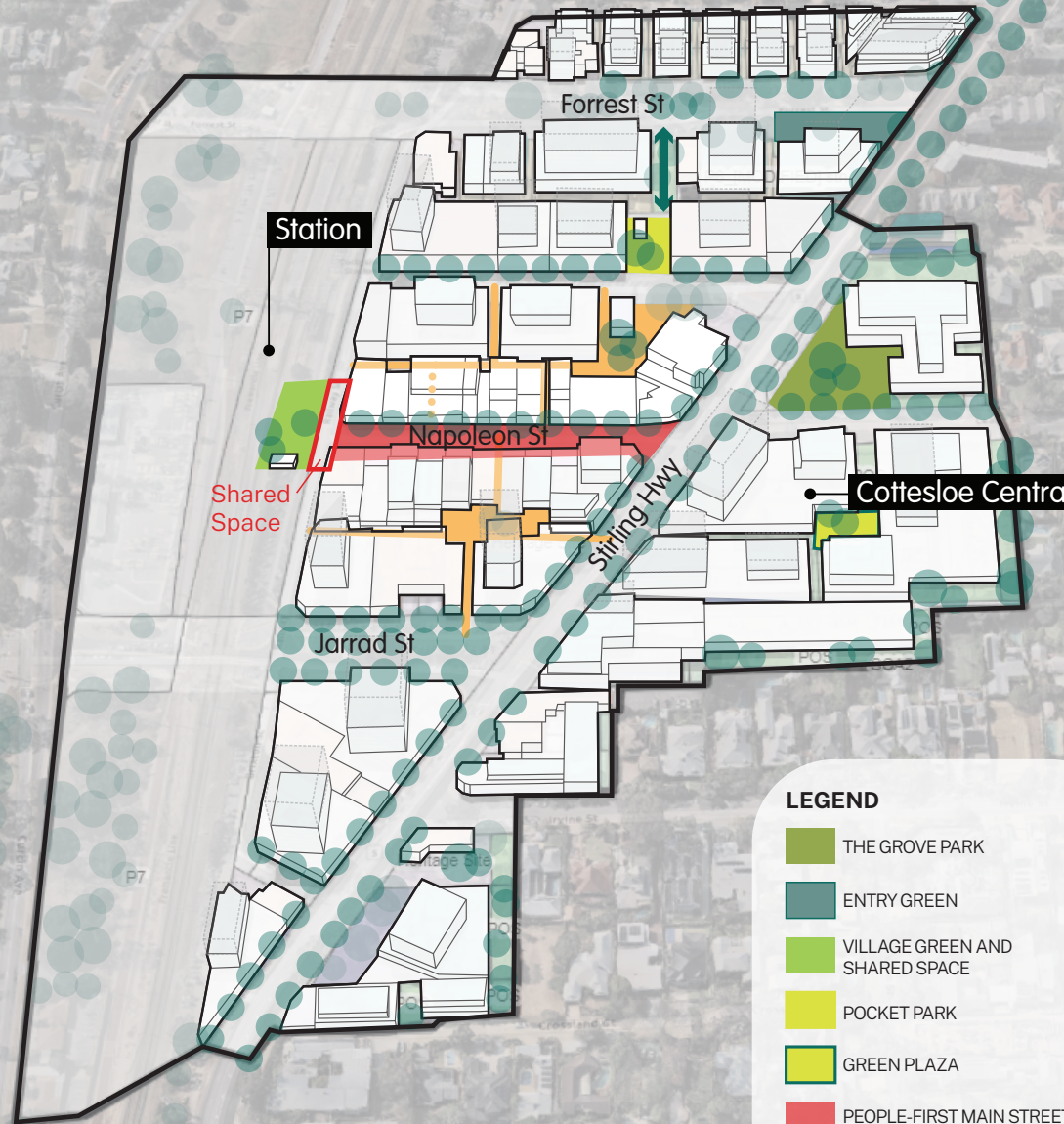
Pocket Park



Village Green



Main Street



LEGEND

- THE GROVE PARK
- ENTRY GREEN
- VILLAGE GREEN AND SHARED SPACE
- POCKET PARK
- GREEN PLAZA
- PEOPLE-FIRST MAIN STREET
- LANEWAY ACTIVATION/IMPROVEMENT
- GREEN LINK



Laneway Activation



Green Plaza



Shared Space

PUBLIC REALM

IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES

1 "Maximise huge potential of Station street - large land holdings"

2 "Heritage trail"

3

- "Station St – open space need something green"
- "More playgrounds"

4 "Draw people from Station to Napoleon Street, particularly tourists visiting the beach"

5 "Focus public outdoor space of rear of Albion"

6

- "Greenspace – rail + Napoleon"
- "Allow for gathering spaces"

7

- "Playground/nature play, more attractive landscaping, more functionality, café opening into space, seating, wayfinding, deep soil zones"
- "Sunken garden/ amphitheater"

8 "Urban Street Art"



9 "Explore and discover : Wonder, pedestrianised, events and performances, eg existing christmas markets, Farmers markets on the weekend (flat & easy to navigate), water, power and public toilets, main slow moving traffic/safety for vulnerable, resting spaces and drinking fountains"

10 "Village feel and café spilling out, better amenity space away from Stirling highway"

11 "Laneway activation - Deep blocks – better utilisation of rear of lots – secondary entrance"

LEGEND

- THE GROVE PARK
- ENTRY GREEN
- VILLAGE GREEN AND SHARED SPACE
- POCKET PARK
- GREEN PLAZA
- PEOPLE-FIRST MAIN STREET
- LANEWAY ACTIVATION/ IMPROVEMENT
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PUBLIC REALM



Water Sensitive Urban Design Approach



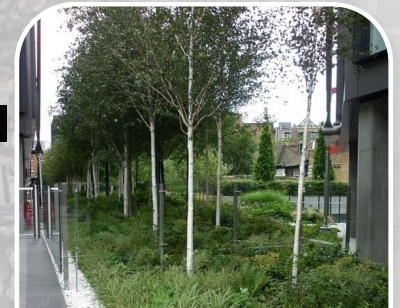
Tree Retention



Rooftop Green



Grove Library



Deep Soil Zone

LEGEND

- EXISTING OPEN SPACE
- PROPOSED OPEN SPACE
- DEEP SOIL ZONE
- POTENTIAL ROOFTOP GREEN SPACE
- EXISTING STREET TREE
- PROPOSED STREET TREE

ECOLOGY

IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES

1 "Shaded green spots for people"

2 "Reduce temperatures in streets"

3 "Improve greenery between the train station and library"



LEGEND

- EXISTING OPEN SPACE
- PROPOSED OPEN SPACE
- DEEP SOIL ZONE
- POTENTIAL ROOFTOP GREEN SPACE
- EXISTING STREET TREE
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ECOLOGY

IDEAS RELATING TO STATE OR LOCAL GOVERNMENT OWNED LAND DO NOT REPRESENT A COMMITMENT OR AGREEMENT ON THE PART OF THOSE AGENCIES



Mixed Use



Residential



Active Frontages



Public Parking



Community Use

LEGEND

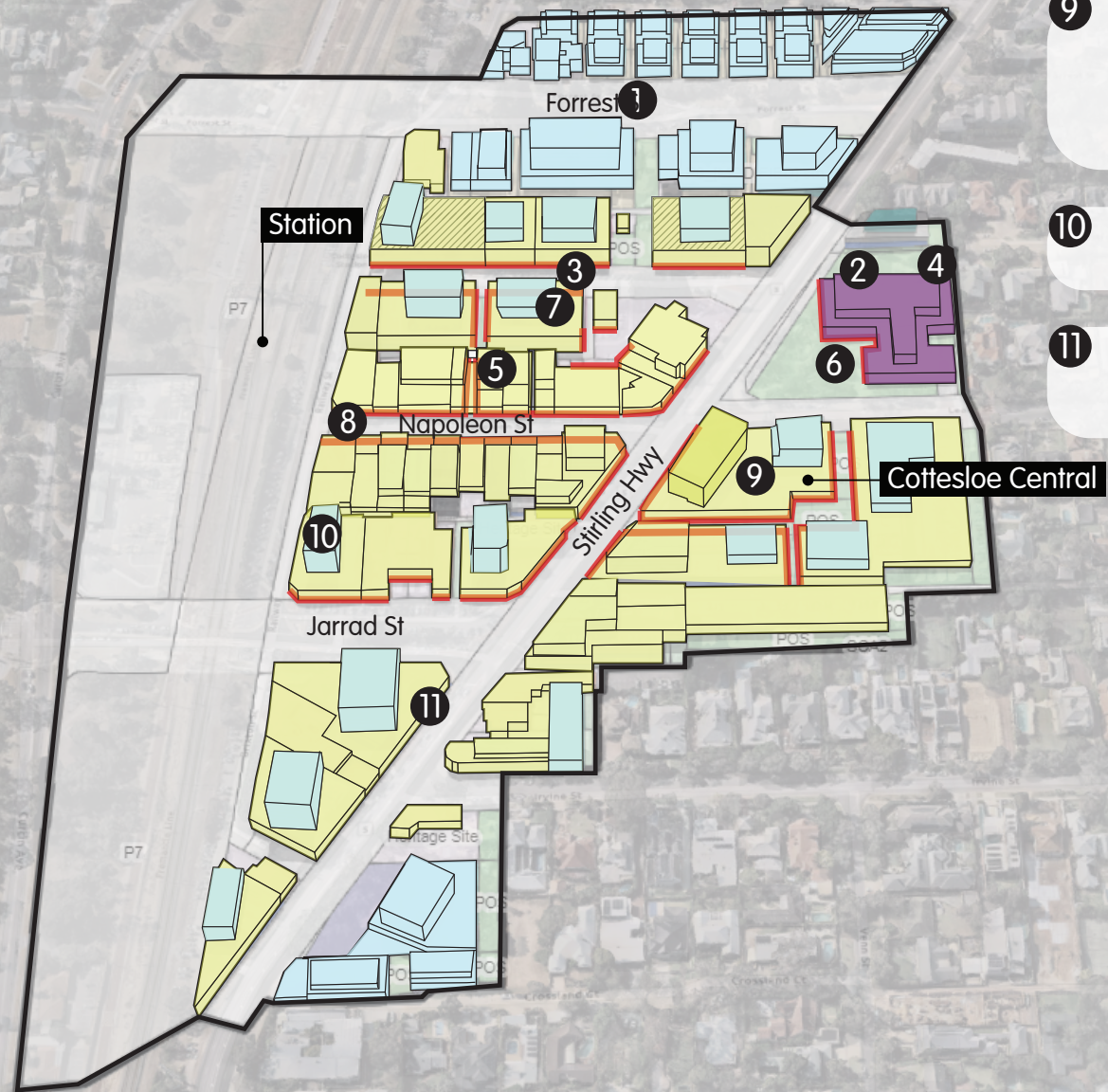
- MIXED USE
- RESIDENTIAL
- COMMUNITY
- POTENTIAL FUTURE MULTI-DECK PARKING
- ACTIVE FRONTAGES (RETAIL/FOOD AND BEV, ETC)

LAND USE

IDEAS RELATING TO PRIVATE LAND ARE SUBJECT TO DEVELOPMENT FEASIBILITY

- 1 "Northside // transition + residential feel"
- 2 "Potential creative hub"
- 3 "Station St – transition area between & residential & entertainment areas"
- 4 "Area behind the library – POS preserve it, don't build on"
- 5 "South – retail / commercial (entertainment)"
- 6 "Community infrastructure (young kids)"
- 7 "Rooftop childcare"
- 8 "Multi-use of places (café + small bar, dress shop + night use, dark kitchens)"

- 9
 - "Mixed use with maximum flexibility for future redevelopment"
 - "'West Village' example"
 - "Reinforce as community hub"
- 10 "Support night time activation"
- 11 "Ground floor activation does not always work"



LEGEND

- MIXED USE
- RESIDENTIAL
- COMMUNITY
- POTENTIAL FUTURE MULTI-DECK PARKING
- ACTIVE FRONTAGES (RETAIL/FOOD AND BEV, ETC)

LAND USE

IDEAS RELATING TO PRIVATE LAND ARE SUBJECT TO DEVELOPMENT FEASIBILITY



Garden Apartment (L)



Mixed Use Podium (L)



Character Frontage



BUILT FORM - BASELINE

IDEAS RELATING TO PRIVATE LAND ARE SUBJECT TO DEVELOPMENT FEASIBILITY

1 "Variety of heights is supported"

2 "No overshadowing issues. Southern area doesn't bother anyone. Opportunity to build up this area. Opportunity for more people flow"

3 "Car park on station street – redevelopment opportunity"

4 • "Protect Albion (rear laneway) from overshadowing - push built from as far west as possible"
• "Melbourne laneways are all in shadow"

5 "Napoleon (Atrium + Laneway - some stores will lose all light)"

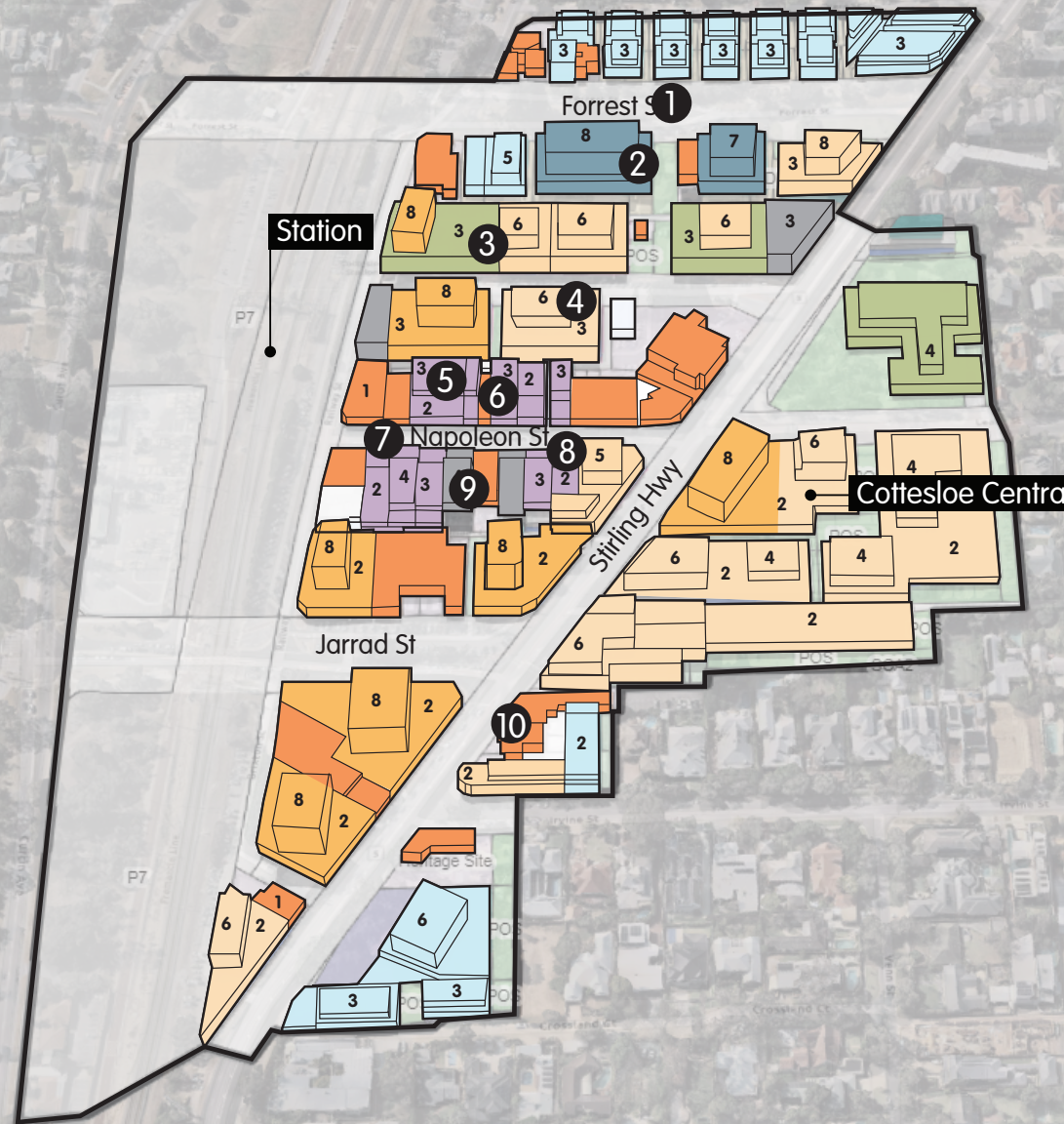
6 "Concerns with 3 storey street wall on north side – shadowing"

7 "Napoleon St is the Heart – important to be able to see the sky. Maximise solar access"

8 "Understand the role: Pedestrian /pullout parks – solar important"

9 "Support night time activation"

10 "Bring back life to historical buildings"



LEGEND

- GARDEN APARTMENTS (LOWER HEIGHT)
- GARDEN APARTMENTS (HIGHER HEIGHT)
- MIXED USE PODIUM STYLE (LOWER HEIGHT)
- MIXED USE PODIUM STYLE (HIGHER HEIGHT)
- HERITAGE/ SENSITIVE REDEVELOPMENT (CASE BY CASE)
- CHARACTER FRONTAGE AND INFILL
- SPECIALISED
- RECENT OR APPROVED DEVELOPMENT
- 3** NUMBER OF LEVELS

BUILT FORM - BASELINE

IDEAS RELATING TO PRIVATE LAND ARE SUBJECT TO DEVELOPMENT FEASIBILITY



LEGEND

- GARDEN APARTMENTS (LOWER HEIGHT)
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- CHARACTER FRONTAGE AND INFILL
- SPECIALISED
- RECENT OR APPROVED DEVELOPMENT
- 3** NUMBER OF LEVELS
- 9** NUMBER OF LEVELS (BONUS HEIGHT)

BUILT FORM - BONUS HEIGHTS FOR COMMUNITY BENEFITS

IDEAS RELATING TO PRIVATE LAND ARE SUBJECT TO DEVELOPMENT FEASIBILITY

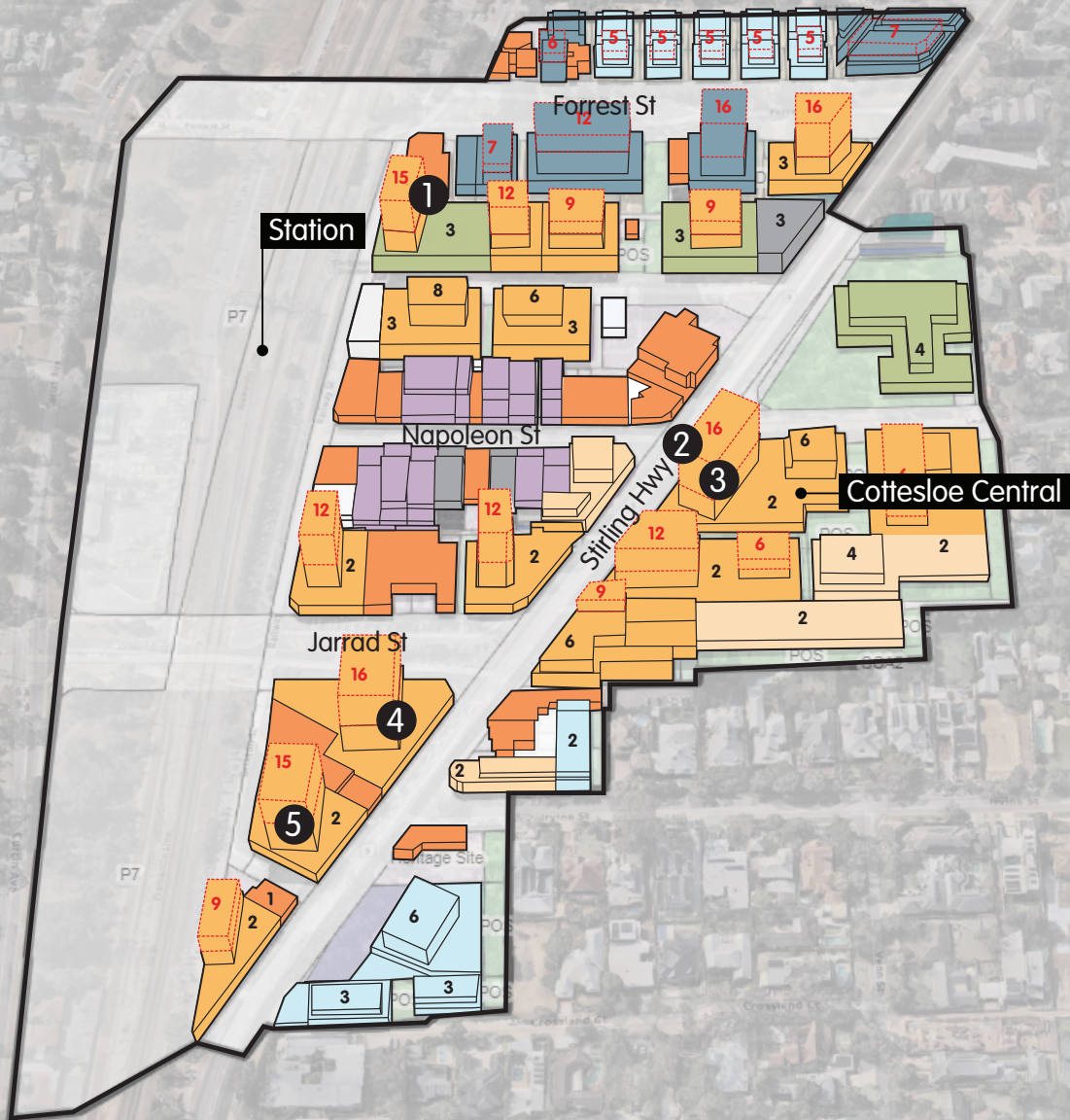
1 "Increase density; but everyday living"

2 "Community benefit to contribute to access across highway"

3 "Population density is key for vibrancy"

4 "People = vibrancy / trade offs"

5 "More density on Stirling Highway"



LEGEND

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- GARDEN APARTMENTS (HIGHER HEIGHT)
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BUILT FORM - BONUS HEIGHTS FOR COMMUNITY BENEFITS

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