

City of
Cockburn



wetlands to waves



CITY OF COCKBURN

COOLBELLUP REVITALISATION STRATEGY

AUGUST 2014

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Part 1 - Introduction

The Coolbellup Revitalisation Strategy aims to guide the delivery of future residential development within the suburb and identify improvements and infrastructure required to support this growth. The Strategy is largely directed towards identifying appropriate increased residential densities and strategies to encourage housing choice.

A key focus is to ensure Coolbellup is an attractive place to live and visit into the future.

A revitalisation strategy for Coolbellup is required to:

- Provide opportunities for further housing growth, meeting the needs of existing and future Coolbellup households;
- Contribute towards the State Government urban infill aspirations of *Directions 2031 and Beyond*;
- Ensure adequate services and infrastructure including promoting pedestrian orientated streetscapes and appropriate levels of car parking;
- Allow for a variety of housing types and designs to encourage flexibility and affordability; and
- Preserve the natural environment and identify opportunities to enhance the character of the suburb.



Study area and scope of the Strategy

Figure 1 illustrates the extent of the study area - the suburb boundary of Coolbellup. There are exceptions, including:

The Strategy does not seek to review land in Coolbellup subject to a recently adopted Local Structure Plan (LSP), of which there are four. Those being the three former Coolbellup School sites and the Coolbellup Town Centre, all of which were approved between 2011-2013.

The LSPs provide guidance on the future development of these sites and there is no demonstrated need to review these documents at this time. It is however understood many residents wish to see improved services within the town centre, including the upgrade of the Coolbellup Shopping Centre and therefore the Strategy does discuss the opportunities and constraints facing the shopping centre site, while not focusing on a full review of the LSP (see page

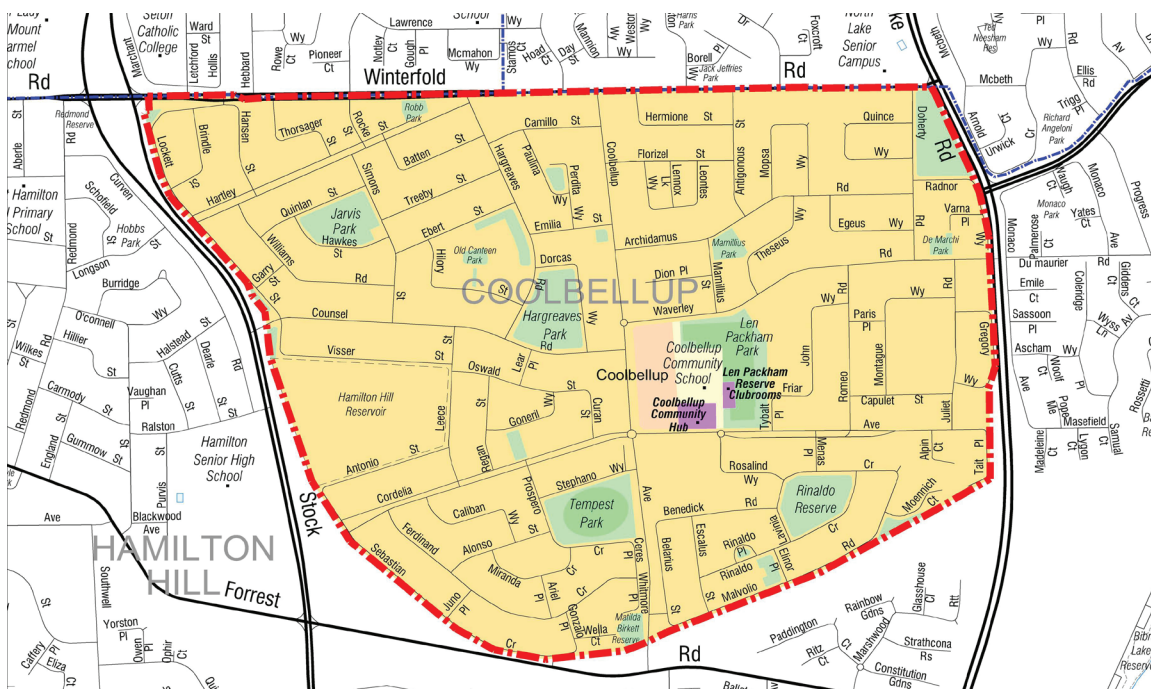
29). For further information regarding the development of the former School site LSP's, including the extensive community engagement work undertaken, please visit the Coolbellup project page on the City's website.

Further, the Strategy does not include the proposed Roe Highway Reservation, bounding the Southern edge of Coolbellup. This land is dedicated as a Primary Regional Road under the Metropolitan Regional Scheme for future road development.

It is noted however the City, consistent with local community views, continues to not support the Row Highway extension and will continue to lobby against the delivery of this project with the State Government. For additional information about the project, please contact South Metro Connect website:

www.southmetroconnect.com.au.

Figure 1 Study Area



Document Structure

Part 1 of the Strategy provides a discussion as to why the Strategy was prepared, process undertaken, a summary of the analysis findings and key recommendations.

Part 2 details the recommendations and Implementation Program.

The Background Report, under separate cover, demonstrates the analysis work conducted, directly informing the Strategy outcomes detailed in Part 2. The Background Report details:

- The relevant planning framework and policies to be considered, and an explanation of the R-Codes;
- The Regional and local context analysis;
- A streetscape assessment;
- An Integrated Public Open Space Assessment, and a Transport and Accessibility Assessment,
- Urban infill and medium density development lessons learnt by the City, and, and Stakeholder consultation outcomes.

Process and community engagement

The development of the Coolbellup Revitalisation Strategy includes the participation of Coolbellup residents and landholders at various stages.

'Key strategy stages' details the overall process for preparing and implementing the Strategy (right).

Key Strategy Stages

Stage 1 Preparation and research

July – September 2013

Background research and preparation including context analysis of local attributes and issues.

Stage 2 - Community visioning

October - November 2013

- Coolbellup resident and property owners survey (over 400 received by the City).
- Two community visioning sessions attended by 128 people.
- Analysis of outcomes of community visioning process. (See appendix 3 of the Background Report to view the outcome of the forums)

Stage 3 - Draft Strategy preparation

December – April 2014

Develop strategies based on outcomes of stages 1 and 2.

Report to Council seeking support to advertise the Strategy.

Stage 4 - Community consultation period

May/June 2014.

60 day consultation period in which all residents and property owners are asked to provide comment on the Draft Strategy

Stage 5 - Final preparation and adoption of Strategy.

June-July 2014.
Review and assessment of submissions provided by the community and a final Strategy document prepared for Council adoption.

Stage 6 - Implementation

Refer to implementation plan (page 38)

Background

The Western Australian Planning Commission ('WAPC') in 2010 released its latest strategic plan for Perth and Peel, *Directions 2031 and beyond: Metropolitan planning beyond the horizon* ("Directions 2031"). Directions 2031 set a target that 47% of the additional dwellings required by 2031 will be delivered through urban infill. This target seeks to address the urban sprawl of Perth's outer suburbs and to promote sustainable planning objectives.

Since 2009 the City of Cockburn has been undertaking revitalisation strategies to identify further housing opportunities while at the same time identifying plans to revitalise suburbs. Coolbellup follows on from the Hamilton Hill Revitalisation Strategy of which is currently being finalised, and the Phoenix Revitalisation Strategy, finalised in May 2009.

Coolbellup is considered a well-connected inner ring suburb and is well situated to contribute to the delivery of these infill targets. It is also considered a unique suburb to provide further development opportunities and associated revitalisation work due to the following factors:

- Coolbellup is strategically placed within the heart of the rapidly expanding south west corridor and is seen as a highly desirable location in which to live and invest;
- Being a well-connected inner ring suburb and in proximity to the new Fiona Stanley Hospital, Murdoch University Precincts and close to the Fremantle city centre and Phoenix activity centre;
- Being well serviced by infrastructure;
- The physical age of built form within the suburb being such that decisions

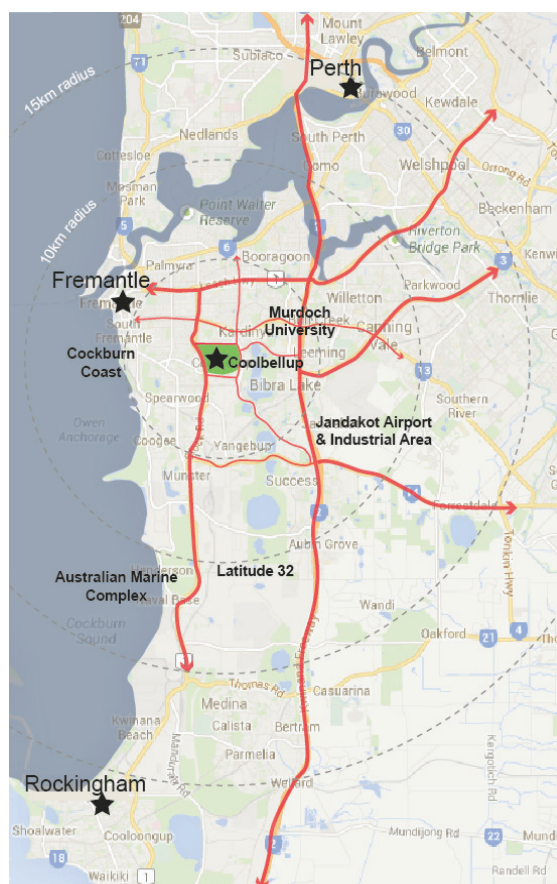


Figure 2 Regional context

for redevelopment and/or renewal are expected to be made by landowners over the coming years, providing the opportunity to consider whether redevelopment to other forms of housing (grouped and multiple) should take place;

- Provides opportunity to support further improvements to the town centre in conjunction with increasing residential densities in areas close to the town centre;
- A unique age demographic which sees the opportunity to explore more diverse responses in housing variety and form through the suburb.

Importantly the Strategy seeks to build on the previous experiences associated with the first revitalisation strategy undertaken

for the suburb over a decade ago. It is noted that this had a key focus on how social housing provision could be better managed for the suburb, and coincided with similar New Living initiatives which were popular through Perth during the 1990s.

Analysis findings

The Strategy is based on the findings of a comprehensive contextual analysis and the results of community engagement work (section 3).

In summary, the analysis revealed the following key considerations, directly informing the Strategy.

Population, housing and future development

- The age of Coolbellup residents is diverse with the median age of people in Coolbellup being 36 years.
- Nearly 60% of homes are 1 or 2 person households and the average household size is forecast to fall from 2.19 to 2.09 persons by 2021. The number of 1 or 2 person households is forecast to increase a further 5% by 2031.
- 74% of Coolbellup homes are 3 or 4 bedroom single detached dwellings.
- Many 3 or 4 bedroom dwellings in Coolbellup are smaller than the houses currently being developed around Perth and may suggest a number of retirees may not down size their homes.
- There is a clear need to diversify the

types of housing available into the future - providing an alternative to 3 and 4 bedroom homes.

- Given the typical Coolbellup cottage houses are reaching over 50 years old, they are approaching a time where they need replacement or renewal.
- The results of the community engagement work indicate there is strong support for more medium density housing types, and good support for more medium to high density housing types.
- There is some support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot.
- Most people believe housing affordability should be considered where possible.
- The Coolbellup community expressed a greater range of dwelling types (town houses, units, flats, ancillary dwellings in back yards) should be developed and made available so that residents can "age in place". However, these higher density-type dwellings should preferably be provided in targeted areas, such as around the shopping centre, community hub and parks, and along the main public transport routes.
- Further, new housing should be of a high quality, and development design guidelines should be introduced alongside new R-Codes to ensure this occurs.

Coolbellup character

- The original subdivision design of Coolbellup made provision for the deep verges (the spaces between the road and front property boundary) we see today and were designed with the idea to accommodate large native tree species. This element is a defining characteristic of Coolbellup that should be enhanced.
- Further, the deep verges are considered a unique asset given the infrastructure constraints most suburbs experience, commonly resulting in the loss of trees due to lack of space after planning for essential services and infrastructure.
- The generally quiet and peaceful environment of Coolbellup is highly valued; however safety and security issues are a concern.
- An opportunity exists to improve the function of streets and verges, and there is a desire by the community to improve the attractiveness of Coolbellup's streets.
- The remaining Homes West dwellings originating when Coolbellup first developed in the 1950's-60's (by the then Department of Housing) provide a certain level of character within some streets and consideration of how to protect this characteristic while allowing flexibility for further development is a key consideration.
- The programme of under-grounding the power lines within the suburb should be completed as soon as possible.

- An attractive town centre and shops is viewed by most residents as the characteristic that has the greatest influence on the suburbs character.
- There is a very strong feeling amongst the Coolbellup community that improvements to the shopping centre (i.e., relating to its appearance, functionality, the breadth of uses available, its lack of vibrancy, poorly-maintained parking areas and unclear/unsafe circulation patterns) are urgently required.



Figure 3 Perth's first female Town Planner Margaret Feilman discussing her subdivision design for Coolbellup.

Transport and accessibility

- Despite regular buses servicing Coolbellup, to and from Spearwood, Fremantle, Murdoch and Cockburn Central, many residents expressed the need for additional services.
- Analysis indicates that due to the existing built form, road network and natural features of the wider locality, some bus routes are circuitous. As an example, travel time from Fremantle to Cockburn Station can take over 40 minutes therefore bus services do not provide a realistic alternative to private vehicle travel for time-bound trips.

- An opportunity exists to increase signage and awareness of services.
- More bus stops should be provided with shelters and the town centre bus stops in particular require upgrading.
- Revitalisation of key streets could assist in promoting walkability and cycling in and around Coolbellup. By making them more functional and attractive more people will want to spend more time in them.
- Key Coolbellup Streets such as Coolbellup Avenue, Waverley Road and Cordelia Avenue present opportunities to accommodate further services in the street such as car parking and landscaping including street trees.
- The footpath and cycle path system needs to be upgraded and extended to improve accessibility within the local area.
- There is very strong support by the community against the Roe Highway extension.

Services

- Coolbellup is generally located within good proximity of facilities and services.
- There is adequate infrastructure to support further development.
- There is a desire for increased activities including community events around the town centre.
- Residents have expressed a desire for a community garden to be developed so as to build upon the strong sense of community pride that is already established.



Figure 4: Hargreaves Park

Parks and the natural environment

- Native trees, remnant bushland and local parks are very important to Coolbellup residents.
- Bushland should be protected as is practically possible.
- A key consideration is how to balance protecting and enhancing existing mature trees and accommodating further housing growth.
- Coolbellup has a very good provision of Public Open Space, with several parks being some of the most attractive and well presented in the City of Cockburn.
- However there remains opportunities to diversify the activities available within these public open spaces in the future, particularly for youth and seniors given the significant existing, and planned, aged care developments located in proximity to the Coolbellup town centre.
- Opportunities exist to address anti-social behaviour around Len Packham Reserve and to enhance the look and function of this important centrally located park.

Part 2 - Recommendations

Program 1 - Encourage and support appropriate development and diverse housing options

- Action 1.1 Residential Density and Zoning Changes.
- Action 1.2 Undertake a drainage review
- Action 1.3 Proposed changes to local planning policy *APD58 – Residential Design Guidelines*.
- Action 1.4 Work with the Public Transport Authority to undertake a review of bus services and routes.

Program 2 – Improve the function and presentation of Coolbellup streets

- Action 2.1 Revitalise Coolbellup’s key streets: Coolbellup Avenue, Counsel Road, Waverley Road, and Cordelia Avenue.
- Action 2.2 Investigate and prepare a City wide local planning policy to require new developments in revitalisation areas to contribute to streetscape upgrades.
- Action 2.3 Prepare a City wide residential verge education brochure.
- Action 2.4 Facilitate the provision of underground power for the western side of Coolbellup by applying for the next round of funding through the State Underground Power Program.
- Action 2.5 Improve wayfinding signage, facilities and information relating to local bus services, cycle and pedestrian routes in and around Coolbellup.

Program 3 – Protect and enhance the character and natural environment of Coolbellup

- Action 3.1 Continue to support Coolbellup Shopping Centre landowners and managers in the development and upgrade of the town centre.
- Action 3.2 Continue to upgrade Len Packham Reserve and maintain the high quality public open spaces in Coolbellup.
- Action 3.3 Deliver a suburb wide Street Tree Strategy.
- Action 3.4 Prepare a City wide Medium Density Good Development Guide.

Program 1 – Encourage and support appropriate development and diverse housing options

Action 1.1 Residential Density and Zoning Changes

The residential density and zoning plan shown in **Figure 5** proposes a change to most residential land within the Study Area, the exception being several large lots already zoned at higher densities remain unchanged.

For reference, **Figure 6** shows the existing residential density codings in the Study Area.

The Residential Density and Zone Plan is based on the following principles:

- The base density code of R30 will maintain the existing local character of Coolbellup while allowing flexibility for increased development opportunities for land owners. Further, the R30 code is consistent with the former Coolbellup School sites and allows subdivision and development potential for most landowners.
- Provision of increased densities to ensure appropriately scaled streetscapes that provide a transition between changing densities.
- Higher density development is focused around:
 - Coolbellup Town Centre;
 - High frequency transport routes;
 - Areas of POS capable of supporting increased densities, and;
 - Large land parcels which offer the opportunity to undertake coordinated urban infill development.

Explanation of residential density

Residential density is the term used to describe the intensity or number of residential units allowed to be developed in a specified land area. The Residential Design Codes of Western Australia (“the R-Codes”) provides the basis for the control of residential density throughout Western Australia. The R-Codes specifies minimum and average lot areas, or plot ratios for each density code (ie R20, R30, R40 etc). Local planning schemes then apply a density coding to residential zoned land which is used to control the subdivision and development of land.

To assist the community to understand the impact of the Residential Density and Zone Plan figure 7, 8 and 9 provide an explanation of development potential under a range of R-Code densities. **Table 1** provides indicative lot yields under the varying densities. Multiple dwellings yield more lots than single or grouped dwellings on land coded R30 and above as multiple dwellings are controlled via plot ratio, maximum building height and minimum open space rather than minimum and average site area. The potential dwelling yield for multiple dwellings showing in **Table 1** have been calculated using an assumed average dwelling area of 65m². However, dwellings can be smaller in certain circumstances.

These lot yields are based on a hypothetical development scenario. Ultimate development yields will be influenced by many other factors such as the existing lots configuration, frontage, existing development etc. Page 6-7 of the Background Report provides a more detailed explanation of the R-Codes.

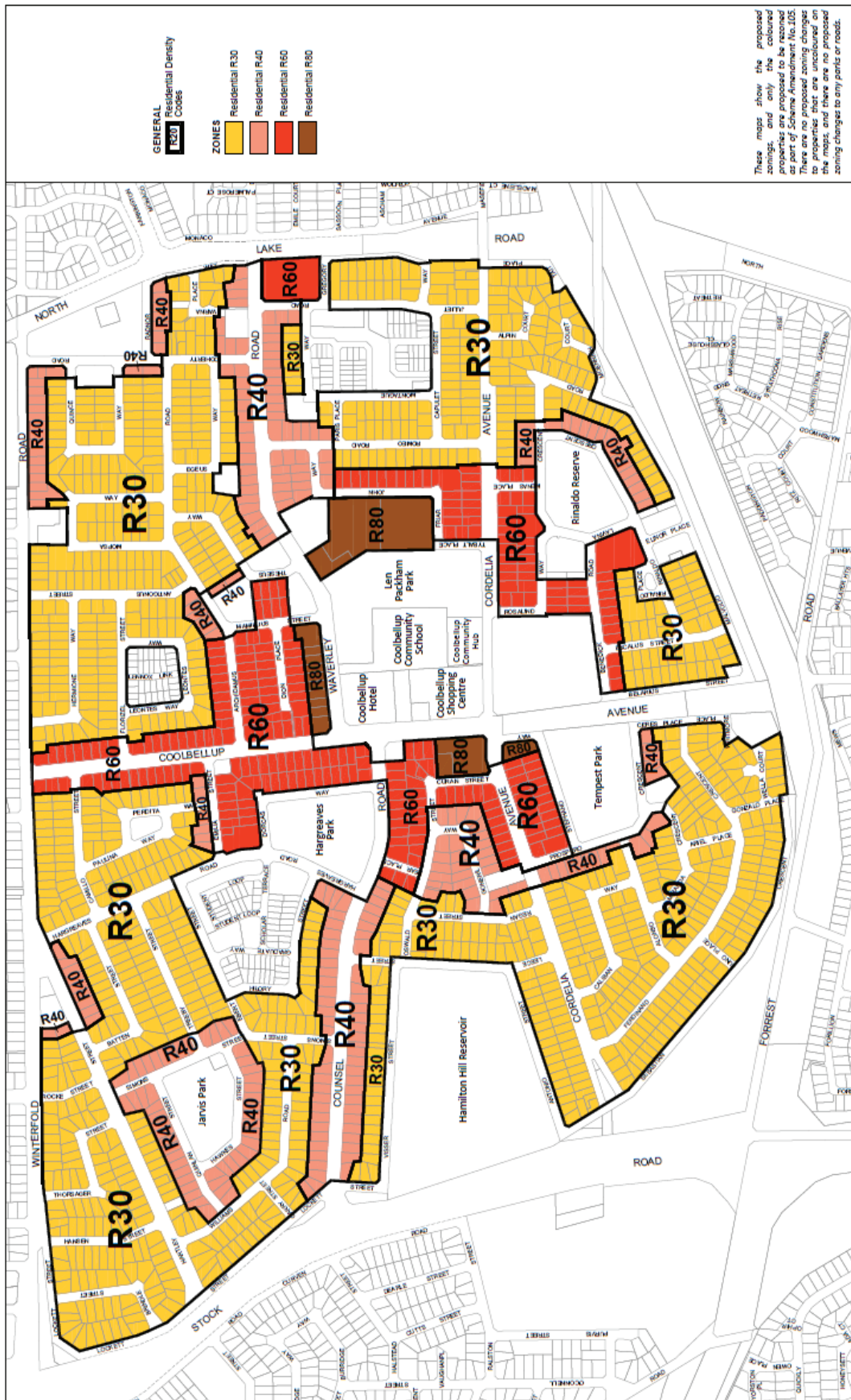


Figure 5 Coolbellup Proposed Residential Density and Zone Plan

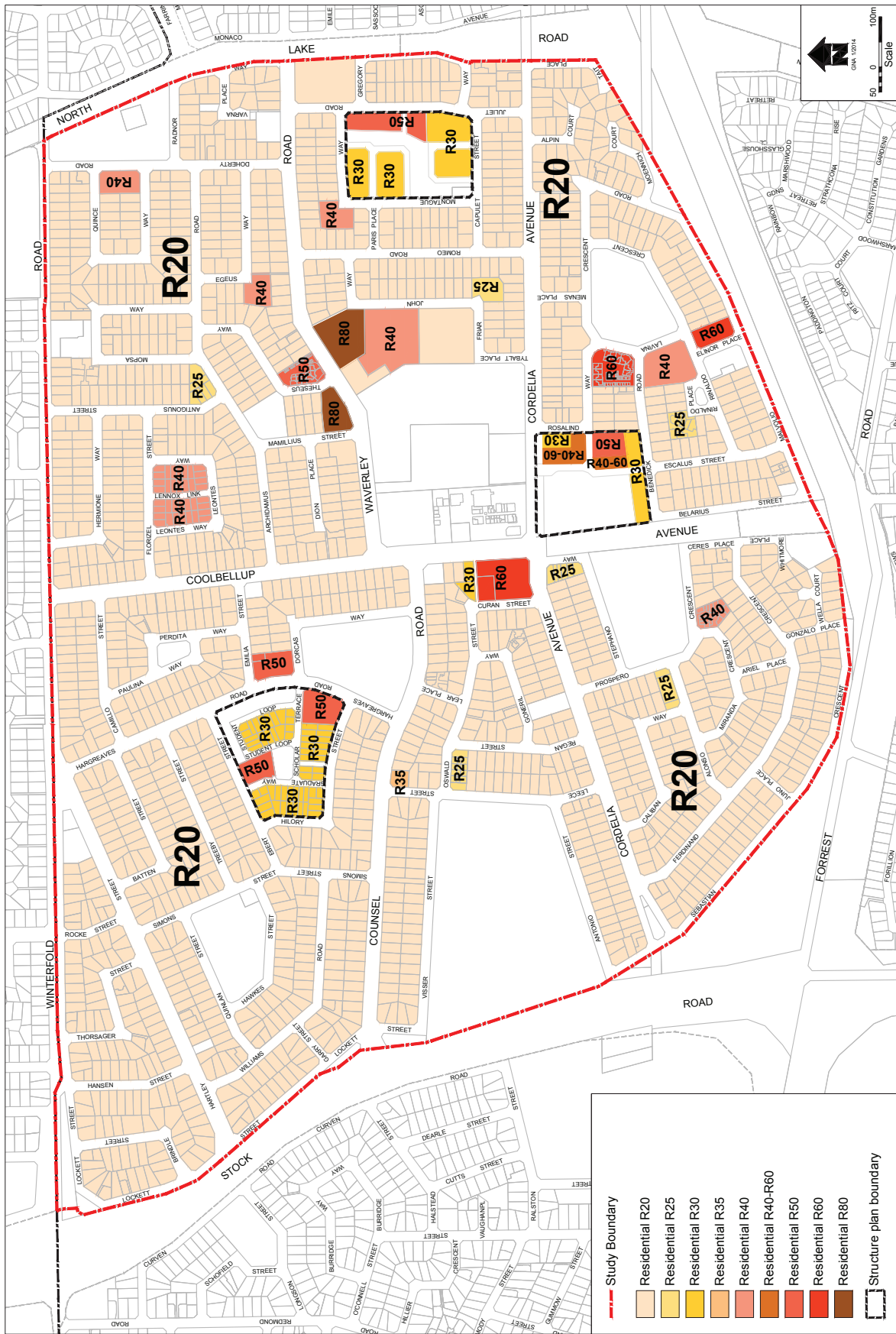


Figure 6: Coolbellup Existing Residential Density and Zone Plan

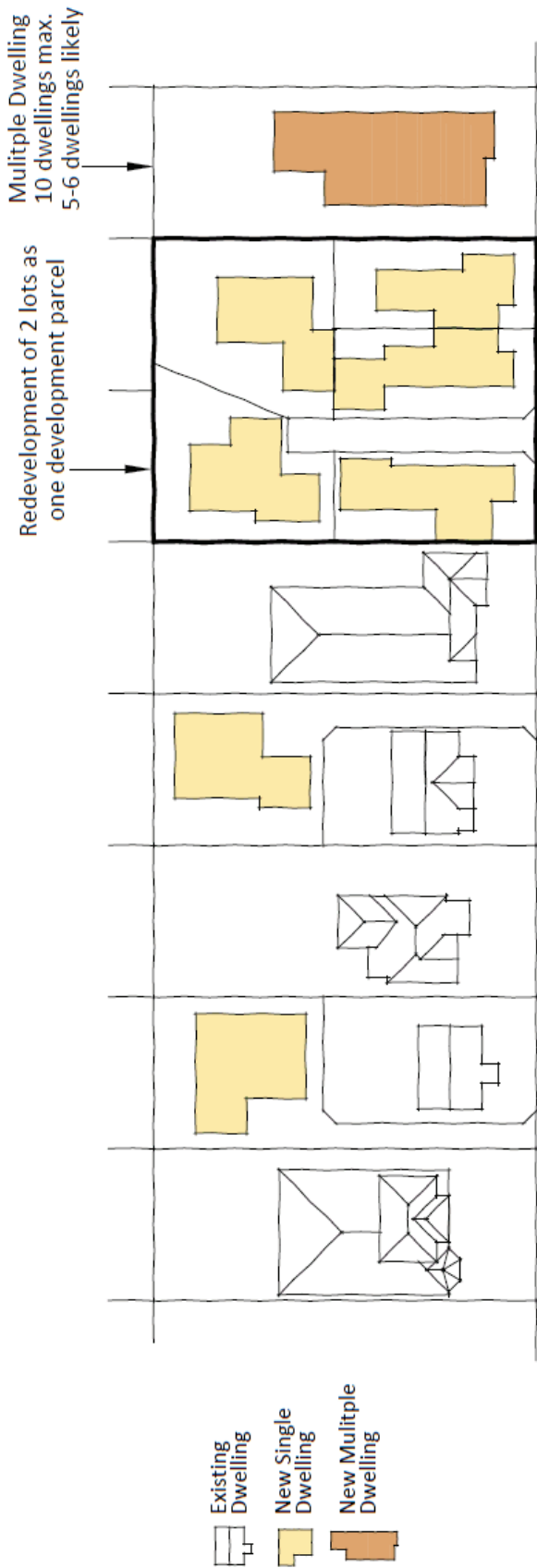
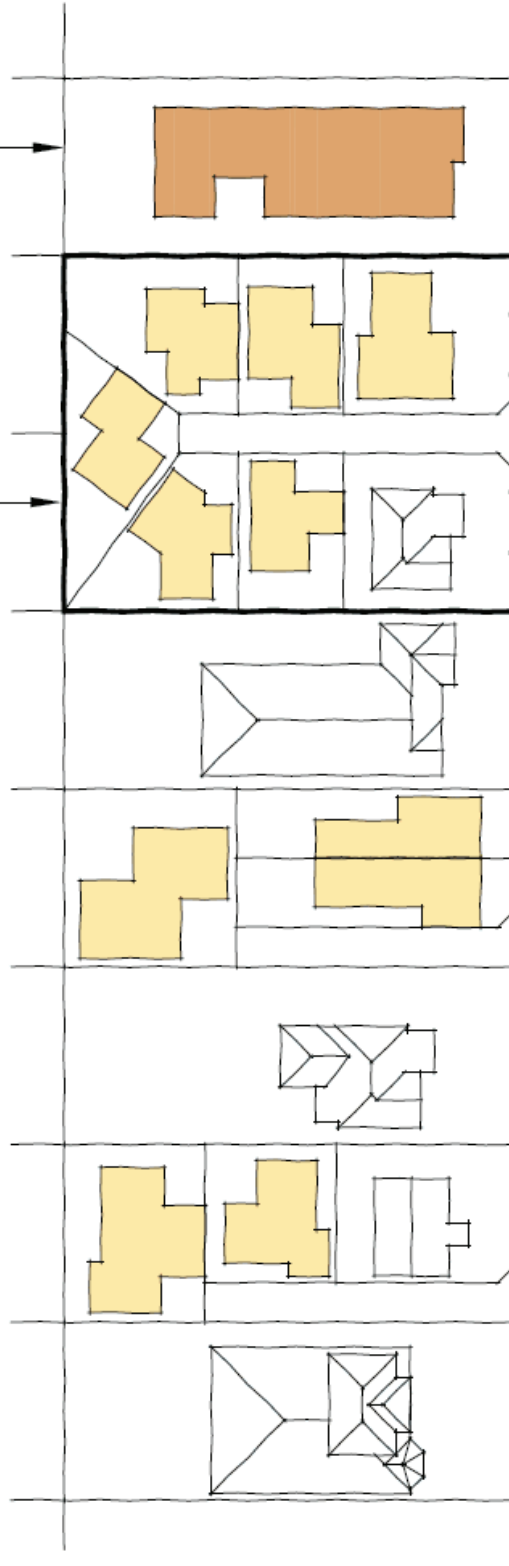


Figure 7: Hypothetical Development Illustration at R30

Multiple Dwelling
10 dwellings max.
6-8 dwellings likely

Redevelopment of 2 lots as
one development parcel



- Existing Dwelling
- New Single Dwelling
- New Multiple Dwelling

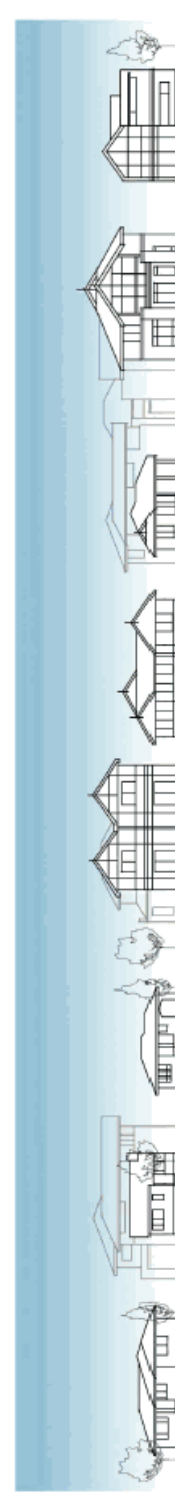


Figure 8: Hypothetical Development Illustration at R40

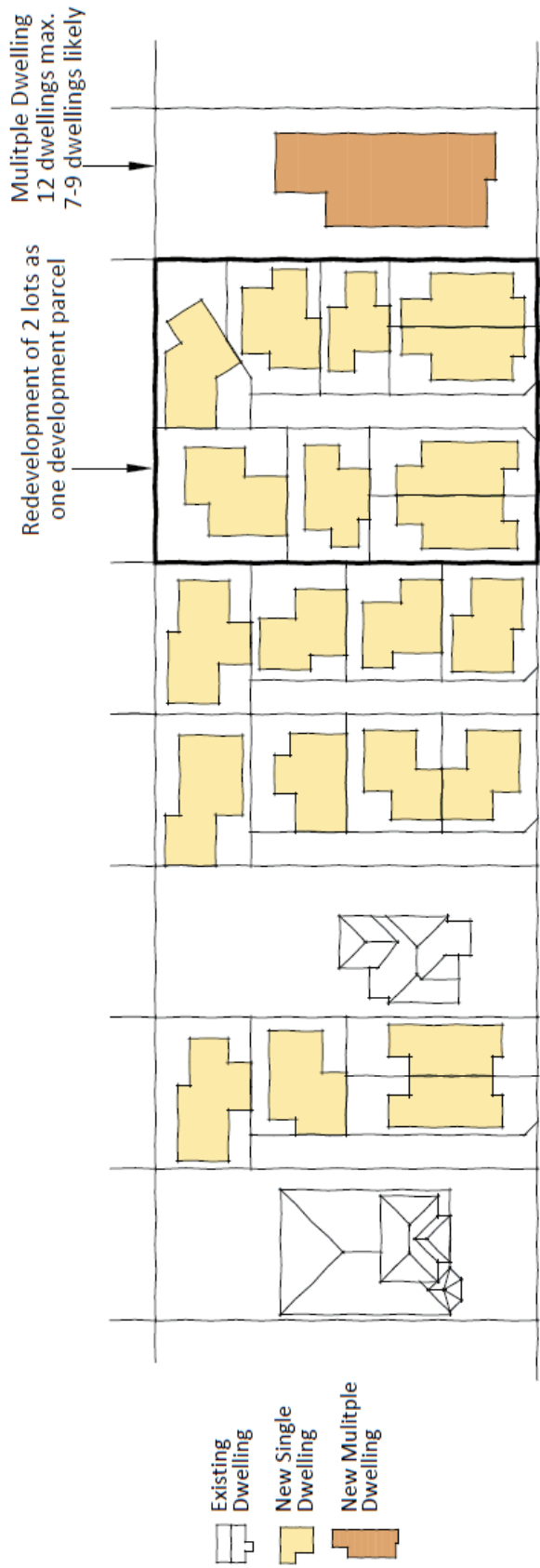


Figure 9: Hypothetical Development Illustration at R60

R30 Base Code

The lowest proposed density under the Residential Density and Zoning Plan is R30. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single or grouped dwellings and 4-5 multiple dwellings.

Refer to **Table 1** for estimated lot yields within an R30 zone.

See **Figure 7** for a hypothetical illustration of new residential development at R30 on a standard Coolbellup lower scale street.

R40 adjacent to POS, in proximity to Counsel Road and Waverley Roads and transition areas between high and low density zones

Land adjacent to POS, in proximity to Counsel Road and Waverley Roads and transition areas between high and low density zones is proposed to be rezoned to a density of R40. This would allow most single residential lots (lots which predominantly range from 728m² to 860m²) to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. Refer to Table 1 for estimated lot yields for larger lots sizes under the R40 zoning.

See **Figure 8** for a hypothetical illustration of new residential development at R40 on a standard Coolbellup street.

R60 in proximity to Coolbellup's main street – Coolbellup Avenue and the Coolbellup Town Centre

Land fronting and in proximity to Coolbellup Avenue is proposed to be rezoned to a density of R60. The intent of this zone is to create a stronger, more enclosed streetscape along Coolbellup Avenue and to act as a transition between

the proposed R80 zone surrounding parts of the Coolbellup town centre and the lower scale R30 and R40 zones.

It is also considered the walkable catchment of the Coolbellup shops is appropriate for the provision of increased densities given proximity to services. Further, the main street and town centre core provides direct access to high frequency buses.

This would allow most single residential lots (lots which are between 728m² to 860m²) to be redeveloped with, in some cases, up to five single or grouped dwellings. Lots in this size range could be redeveloped with up to eight multiple dwellings depending on lot size.

Refer to **Table 1** for estimated lot yields for larger lots sizes under the R60 zoning.

See **Figure 9** for a hypothetical illustration of new residential development at R60 on a standard Coolbellup street.

R80 fronting Coolbellup town centre and Len Packham Reserve

Certain lots fronting the Coolbellup town centre and Len Packham Reserve are proposed to be rezoned to a density of R80. The R80 zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Coolbellup town centre;
- An R80 coding is consistent with densities proposed on the town centre and tavern site;
- Several of these lots are larger than the average residential lot and have the ability to deliver good design outcomes;

Given the central location of these lots

to important public spaces and nodes, higher densities will assist in delivering larger buildings that will contribute towards reinforcing and enclosing these important areas and increasing activity and surveillance.

Action 1.2 Undertake a drainage review

The proposed increased densities will have a direct impact on the current drainage infrastructure. As a result a drainage review is required to identify the current capacity and any upgrade requirements of the system. This review will be required to be undertaken internally and through the engagement of a specialist consultant. The drainage review should be undertaken as a high priority and should be included within the City's budgeting framework for approximately \$200,000.

It is noted a drainage review and associated works was conducted for Coolbellup approximately 12 years ago when Homeswest and the City undertook earlier revitalisation work. While this review was beneficial at the time it did not consider the proposed increased densities and therefore a further drainage review is now required.

Action 1.3 Proposed changes to local planning policy APD58 – Residential Design Guidelines

APD58 – Residential Design Guidelines is a local planning policy which was adopted in April 2010 as a result of the Phoenix Revitalisation Strategy and was then amended as part of the Hamilton Hill Revitalisation Strategy in 2013. APD58 applies throughout the City and applies generally to medium density development and subdivision. APD58 includes controls relating to:

- The retention and appearance of

existing dwellings;

- The design of Garages, Minimum Lot Frontages, Vehicle Access & Parking;
- Development of Corner Lots;
- Sustainable Building Design for New Dwellings;
- Outdoor Living Areas;
- Landscaping;
- Fencing;
- Development and subdivision within R30/40/60 split coding;
- Building height and design;
- Private access way design; and
- Waste collection for grouped and multiple dwellings.

Through the preparation of the previous two strategies and the emergence of resulting development, the City has been able to refine APD58 to assist in promoting quality design outcomes. As a result, additional changes are proposed to APD58 as follows.

1.3.1 Landscaping and driveways

It is proposed APD58 be amended to require additional controls relating to landscaping and driveways. The new controls will require a landscape plan to accompany all grouped and multiple dwelling development applications. The landscape plan shall also include details of landscaping and upgrading of the verge area directly in front of proposed developments.

Lots will also be required to include minimum landscape areas depending on lot size. The City is proposing to include the verge areas within this calculation to promote quality streetscapes and reduce

the impact of medium to high density developments in the streetscape.

Driveways of a certain length will also be required to use landscaping to reduce the impact on streetscapes.

These controls will assist in reducing negative impacts resulting from unreasonable bulk and scale of new developments and excessive hardscape materials resulting from driveways.

1.3.2 Design quality statement

It is proposed APD58 be amended to require developments to provide a design quality statement with development application documentation.

Development applications should include provisions to ensure the achievement of design quality in accordance with:

- The R-Codes;
- City of Cockburn Town Planning Scheme 3, specifically but not limited to, Clause 5.8.2 Convenience and functionality, and;
- Local Planning Policy APD58.

The statement shall be between 1 and 5 pages (depending on the size and complexity of the proposal) and be accompanied with a plan illustrating the proposed development, in addition to the local contextual considerations. The aim of the design statement is to explain how design quality requirements of the abovementioned policies have been met.

Previously the City has received development applications that have not demonstrated “convenience and functionality” and a core component of 5.8.2 - “amenity” for future residents and adjacent landowners. As a result some

development applications submitted to the City present substandard development designs and result in an extended development assessment process in order to address the relevant issues.

This recommendation is closely aligned with action 3.4 which will see the City produce a “*Medium Density Good Development Design Guide*” (see page 35) and should assist in facilitating the efficient assessment of development applications and promote quality design outcomes.

A copy of the proposed amendment to APD58 is included in .

Action 1.4 Work with the Public Transport Authority to undertake a review of bus services and routes within the locality.

Coolbellup is serviced by buses providing connections to Fremantle, Cockburn Central, Murdoch Station and the 940 connects residents to the City centre of Perth via Garden City, Booragoon. However feedback collated from the Coolbellup community engagement work identified that while current levels of public transport are appreciated and supported by some, many more believe the frequency of services should be increased, especially early in the morning and in the evenings and at night. Connections to important facilities and services in surrounding areas also need to be upgraded, especially connections to Murdoch and Spearwood.

The City will actively monitor the success of the newly proposed route 512 (See page 65 of the Background Report) and consult with the Perth Transit Authority to review the provision of bus services in the locality.

Program 2 – Improve the function and presentation of Coolbellup streets

Action 2.1 Revitalise Coolbellup’s main streets; Coolbellup Avenue, Counsel Road, Waverley Road, and Cordelia Avenue

Streetscape improvements are an integral part of enhancing the character of Coolbellup and encouraging pedestrian and cycle use both within the suburb and to connect with the wider locality. If streets are well presented and functional, then there is a likelihood for a positive effect on land values and will contribute to a place people wish to live and visit and spend time in.

The concept plans (**Figures 10-15**) establish a vision and comprehensive guide for future streetscape enhancement along the main connector streets of the suburb. Key objectives of the regeneration of these streets are to:

- Reinforce Coolbellup Avenues main street role and location for medium to high density development;
- Improve linkages and relationship between residential areas, the Coolbellup town centre and suburb entry and access points;
- Improve pedestrian amenity, safety, and street legibility;
- Encourage pedestrian and cycle movement;
- Accommodate more trees;
- Define the street environment and assist in managing vehicle speeds;
- Provide flexible options for developments to accommodate car parking.

Implementation

The upgrade of these streets is considered a priority, particularly Coolbellup Avenue as it has the potential to have the most positive impact on the town centre. Further, it is the most prominent street to start promoting quality design and improving the presentation of streetscapes in Coolbellup.

The concept plans provide design details to inform future works however it is recognised the upgrades will depend on the availability of funding.

Information regarding funding options can be found on page 36.

Redevelopment of lots will occur over time and as a result irregular set backs will occur during this period of development. Street tree planting will assist in addressing this issue by providing consistency along the street.



Existing footpath widened to accommodate shared path for cyclists and pedestrians. Coolbellup Road to be sign posted using regional cycle route SW2.

Trees down the centre of the road will assist with:

1. Reducing traffic speeds;
2. Provide shade and assist with heat island effect;
3. Enclose this wide open stretch of road and encourage more walking and cycling.

Verges developed in a uniform manner creating consistency within the street through repetition of elements such as street trees and driveway crossovers. Well designed verges can ensure car parking and rubbish collection can be done in a safe and efficient manner.

Figure 10: Coolbellup Avenue (North) Concept Plan



Town centre gateway

1. Small flowering deciduous trees (pears, plums, almonds or similar) planted in an orchard like grid on verge around the three town centre roundabouts.
2. Carriageway around roundabout raised above approach roads as a large plateau and paving modified.
3. Pedestrian crossing improved by slowing traffic on approach with median and verge planting using large forest tree species.

Town Park

Consider this area to be formalised as the town park and main meeting space.

A town park can be used to stage community events like weekend markets, carols by candle-light and so on. It can also be used for a place to meet and catch up with neighbours whilst waiting for the bus.

The town park would be provided with children's play, deep shade, plenty of seating and attractive lighting to enable effective night time monitoring.

Pedestrian and public transport zone

1. Raised plateau in front of paired bus stops (current bus stop removed).
2. Pairing of bus shelters improves surveillance.
3. Bus shelters moved away from passing traffic.
4. Improved shade and shelter street trees for those waiting for a bus.
5. Reinforces new north south pedestrian link through former Koorilla Primary School site.

Supplement existing native trees around the town centre

1. Large forest trees along Coolbellup Avenue already provide a shady and attractive environment for pedestrians.
2. Additional planting of similar trees along the centre of the carriageway and on the opposite verge will further enhance the environment for pedestrians, and slow traffic.

New parkland walk

1. New POS site established along Cordelia Avenue. Existing footpath along roadside removed and redirected into park.
2. Meandering path directed towards Cordelia Avenue at best pedestrian crossing points.
3. Existing Grass Trees retained and added to.
4. Low planting and large forest trees to retain surveillance from road.
5. New park to be planted with native species to continue theme of bush land walks created along Coolbellup Avenue and Forrest Road south of town centre.

Figure 11: Coolbellup Avenue (town centre surrounds) Concept Plan



Slow point

1. Greater importance given to pedestrians and cyclists crossing the road.
2. Raised plateau and high profile tree planting creating a boulevard effect. Species selection may include Lemon Scented Gum, Tuart tree for example.



Recreational path

1. Existing footpath widened.
2. Adjacent bushland planting upgraded to improve pedestrian experience walking along Whitmore Place.



Recreational path

1. Wide crushed limestone path.
2. Verges to be planted with bush land planting to improve quality of experience for local cyclists, dog walkers, joggers, and other pedestrians.
3. Views of new path by traffic using Coolbellup Avenue retained through careful species selection.



Regional cycle route - SW2

1. North south cyclepath SW2 to be realigned and identified with signs.
2. Verge are to be planted with bush land planting to improve quality of cycling experience.
3. Views of cyclists and pedestrians from Coolbellup Avenue retained through careful species selection.



Figure 12: Coolbellup Avenue (West of former Korilla School Site) Concept Plan



Recreational shared path

1. Wide crushed limestone path.
2. Verges to be planted with bushland planting to improve quality of experience for local cyclists dog walkers, joggers, and other pedestrians.
3. Path follows existing fire trail, and links with bus stops on Forrest Road.
4. Encourages people to walk through and use Matilda Birkett Reserve.

Gateways emphasised*

1. Additional planting of Plane trees to further increase prominence of major entry into Coolbellup.

Regional cycle route SW2

1. Existing route hazardous for night time use.
2. Path unlit and obscured by bushland

1. New formal shared path alongside Coolbellup Avenue*.
2. Provides safer night time route for pedestrians and cyclists.
3. Bus users can walk between Coolbellup Centre and Forrest Road without having to walk through unlit bush land.



*Upon implementation, consideration will need to be given as to the current status of the Roe Highway extension as this southern entrance will be modified under the current main roads proposal.

Figure 13: Coolbellup Avenue (South) Concept Plan



Verge areas upgraded when new development occurs.

Opportunities to include car parking within verge areas should the development lead to a high quality design outcome.

Maintain pedestrian path.

Trees along centre line of road.

Street trees provide consistency within the street.

Developments still required to provide some car parking within allotments.

Figure 14: Counsel and Waverley Road Concept Plan

Improve street safety by calming traffic through reducing the unnecessarily wide roads. This will be achieved by introducing parking bays along the median strip kerb. Additionally traffic speeds can be reduced.

Additional opportunities to introduce more street trees on both the verge, the median and between on street parking bays.

Retain the wide variety of small locally native trees such as Paperbarks, Peppermints, Moorts and Callistemons in the median strip.



Example of carparking provided within the road reserve with spaces separated by landscaping.

Figure 15: Cordelia Road Concept Plan

Action 2.2 Investigate and prepare a City wide local planning policy to require new developments in revitalisation areas to contribute to streetscape upgrades.

Of the three revitalisation strategies the City has undertaken to date, all have identified the important link between the function and presentation of streets and accommodating increased densities.

A well designed coherent streetscape with quality street trees, landscaping, and defined car parking areas for example, can ensure consistency in streets undergoing change. Increased densities have a direct impact on the street and the need for additional services to accommodate such things as increased traffic and promoting sustainable transport types such as cycle ways and new footpaths.

Given the clear requirement to upgrade streets to accommodate increased densities, there is a view that future developments, directly fronting these streets, should contribute to the associated costs. As a result the City proposes to investigate a new process in the form of a local planning policy that seeks to coordinate the delivery of street upgrades identified within revitalisation strategies and associated funding mechanisms.

Action 2.3 Prepare a City wide residential verge education brochure.

Ensuring verges are well maintained and presented is likely to be the action that will have the greatest impact on how Coolbellup “looks and feels”. To encourage residents to maintain verge areas the City will prepare a City wide verge education brochure detailing what landowners can and cannot do within

verge areas. Suitable landscape options and how to help care for streets trees will be included.

Action 2.4 Improve wayfinding signage, facilities and information relating to local bus services, cycle and pedestrian routes in and around Coolbellup.

There is limited directional signage to promote public transport use and encourage cycling in and around Coolbellup. It is proposed the City collaborate with the Public Transport Authority to upgrade bus stops with route information and provide a central information post in the town centre advising key distance locations.

The transport and accessibility assessment within the background document consolidates the relevant information to support future signage and facilities (see page 57 of background report).

Action 2.5 Facilitate the provision of underground power for Coolbellup West by applying for the next round of funding through the State Underground Power Program.

The Coolbellup East Underground Power Project in 2013 saw the undergrounding of power lines in the eastern portion of Coolbellup. This was a result of the State Underground Power Program which was a partnership between the Government of Western Australia (through the Office of Energy), Western Power and the City of Cockburn, to improve residential amenity and security of power supply.

The next round of funding is due to open in late 2014 at which time the City will apply for funding to provide underground power for the remaining, western side of Coolbellup.

Program 3 – Protect and enhance the character and natural environment of Coolbellup

Action 3.1 Continue to support Coolbellup Shopping Centre landowners in the development and upgrade of the town centre.

The endorsed Coolbellup Town Centre Local Structure Plan (LSP) provides the framework for the future development of the Coolbellup Town Centre.

The LSP makes provision for R80 coded residential development, a mix of uses including commercial and retail development, landscaping, car parking and a central pedestrian boulevard. The LSP was prepared on behalf of the proprietors of the Coolbellup Hotel site, but covers the whole of the Town Centre.

Incorporating the requirements of the Local Structure Plan, a development application for the redevelopment of the tavern site (northern half of the LSP area) was submitted to the City in 2013. The development application relating to 150 residential 1 and 2 bedroom apartments

and 9 ground floor commercial tenancies was approved in November 2013. Given the recent approval, the City is unaware when construction will start as this will be up to the developer. **Figure 16** illustrates the development proposed for the corner of Coolbellup Avenue and Waverley Roads.

It is recognised an attractive town centre and local shops was the number one response to the question “*What elements/characteristics are important to Coolbellup residents?*” within the Coolbellup Resident and Landowners Survey 2013, and It is hoped this approval is the first step in the much needed renewal of the town centre along side the recommendations of this revitalisation strategy. While the adopted LSP provides a strong framework to continue to guide future development for the southern end of the town centre, including the shopping centre, the City remains committed to supporting the shopping centre



Figure 16: Proposed Tavern Site Redevelopment approved November 2013

Action 3.2 Continue to upgrade Len Packham Reserve and maintain the high quality public open spaces in Coolbellup.

Given the parks central location and immediate proximity to the Coolbellup Town Centre, Len Packham Reserve presents an opportunity to integrate better with surrounding land uses and cater for an improved, diverse, range of community activities.

The Integrated Open Space Assessment (see page 28 of the Background Report) identifies Coolbellup as having a good provision of public open space. The quality of the parks in the suburb, in terms of presentation and attractiveness, are some of the best examples within the City of Cockburn and are a defining characteristic of Coolbellup. There are however opportunities to diversify the activities and functions available to residents within these areas, particularly

Len Packham Reserve.

As a result of the open space assessment and community engagement feedback, it is recommended that:

- Any future works undertaken in Len Packham Reserve be guided by the “Len Packham Reserve Landscape and Recreation Concept Plan”. See **Figure 18**.
- Works and improvements to Coolbellup parks, as funding arises, consider the recommendations of the Integrated Open Space Assessment of which incorporates community engagement results.
- A full public open space assessment should be conducted in approximately 5 years time, or as infill development, emerges, at which time future resident characteristics are better understood.



Figure 17: Matilda Birkett Reserve

1. A passive seating area in the North East corner would provide opportunities for the adjacent aged care facility to engage and utilise the park. This would require consideration of how residents would be able to gain access to the park such as the provision of secure gates into the group housing areas.

2. Opportunity to facilitate pedestrian access through the site should be explored however this should not compromise the soccer pitches and other sports facilities.

3. Potential location for a community garden. The embankment in this location could prove suitable for a terraced garden and as a result be a great opportunity to encourage gardening for seniors given the opportunity to provide for raised garden beds. Further, the primary school is likely to be another group likely to be interested in such a project. This location would also ensure the facility is provided with good surveillance.

4. Any opportunity to provide for additional trees without impacting on the existing facilities including the soccer fields should be explored. An opportunity exists to provide additional seating and trees in the area East of the school - North of the Len Packham Clubroom.

5. Formalise access from Tybalt Place.

6. Retain skate ramp and tennis courts.

7. Any future actions to address the vandalism to Len Packham Hall should consider the wider design and functional objectives of the reserve and surrounding land use aims. To ensure the reserve remains a popular and attractive resource, retrofitting the Len Packham Clubrooms to make it more resistant to attack should not be permitted to increase the sense of foreboding that security devices such as high fences with bars tend to project.

8. Any planned changes should consider the wider aspiration of connecting the town centre with the park.

9. Widen the soccer fields to minimum width required by sporting codes and introduce sports field lighting.



Figure 18: Len Packham Reserve Concept Plan

Action 3.3 Deliver a suburb wide Street Tree Strategy.

Street trees are a very significant component of streets.

The most significant factor that makes “a place” is often its street tree planting. Many of Coolbellup’s streets present opportunities to improve the quantity and quality of street trees.

Trees have the ability to transform a street and create definition. Many great streets commonly have consistent street tree plantings. The use of a single species and/or a regular pattern usually has the greatest impact on people’s positive perception of the street.

Street trees when designed and planted well contribute greatly to neighbourhoods and have economic, social and environmental benefits.

For these reasons the City has prepared a Street Tree Master Plan for Coolbellup to provide a co-ordinated and strategic approach to street tree planting within the suburb.

The key design objectives of the Street Tree Masterplan are:

- Increase the number of trees in the suburb;
- Improve the presentation and character of Coolbellup streets;
- Reinforce major streets, avenues and the entrance points of the suburb and town centre;
- Encourage more people to spend time within Coolbellup’s streets;
- Reduce the negative impact of wide streets and inconsistent built form and make them visually more interesting;

- Preserve street trees that are consistent with the heritage character of Coolbellup and are appropriate for their location;
- Provide a consistent and coordinated theme;
- Provide for a range of suitable native and indigenous street tree species where possible;
- Enhance the commercial area;
- Highlight the change and diversity of neighbourhood character with a corresponding change to street trees. Particularly identifying the transition between the towns Centre and surrounding residential areas;
- Improve pedestrian amenity by planting trees that provide shade and encourage people to stay longer in public spaces, and;
- Increasing the use of drought tolerant trees to reduce water use over time.



Figure 19: Street trees enclose Coolbellup Avenue shared pedestrian and cycle path adjacent to town centre.

How does the City select street trees?

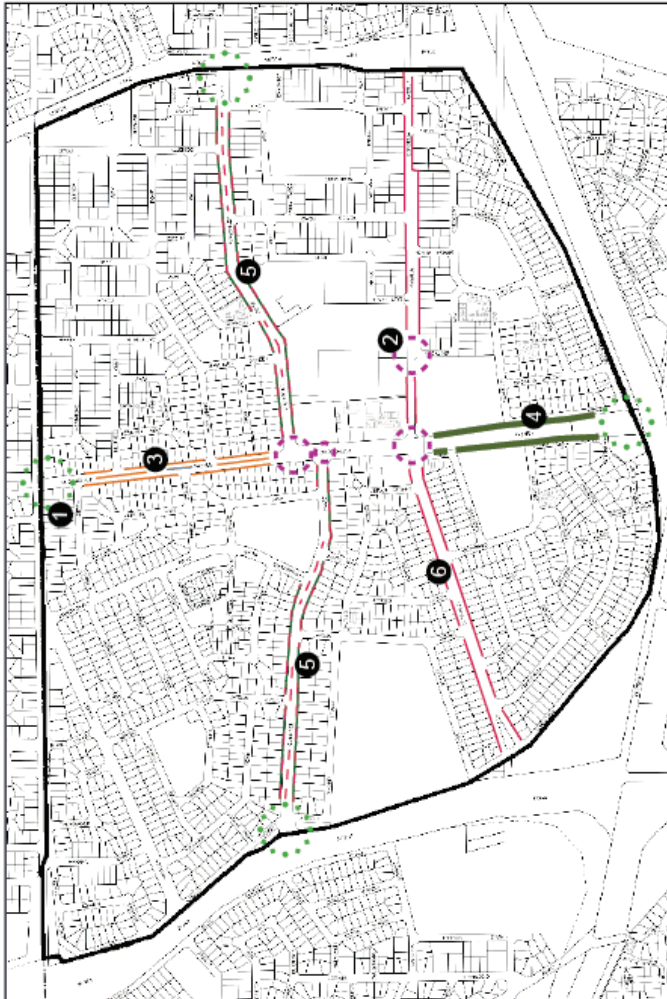
Design criteria and native species are not the only consideration when it comes to street tree selection. In addition to considering the abovementioned objectives, street tree selection is informed through answering the following key questions:

1. What is the predominant landscape character already existing within the street?
2. What tree selection will display similar characteristics of the gardens in which they are being planted?
3. What are the environmental conditions of the location? For example, climate and soils.
4. What constraints need to be considered? For example, footpaths and paving, underground services. Overhead power lines will impact on the size of the species selected and how it is to be pruned and maintained.
5. What trees are the most functional? Does the species have a proven track record? What is the structural integrity and health of the species selected to date?
6. What size tree will best fit the existing scale of the street and the scale of existing street trees?
7. What tree will live the longest?
8. Design considerations including deciduous versus evergreen and ultimate size of tree canopy.

The answers to these questions are likely to suggest that it is not always suitable to plant native species as street trees and it is recognised that there is no such thing as a perfect street tree that will fulfil all of the selection criteria and live for 100 years and not cause some undesirable element. However it is generally considered that the benefits trees contribute to our environment far outweigh many of the more negative aspects and as such the City encourages residents to support the development of street trees across the suburb. It is proposed that upon adoption of the Strategy, the street tree masterplan, subject to funding, be implemented across Coolbellup key streets as depicted in **Figure 20**.

The street tree masterplan has focused on Coolbellup's key streets as a first priority. The remaining lower order residential streets will follow with street tree plantings of which the species selection process will follow the process detailed above.

The City will be creating a verge education brochure shortly of which will include how to help the City look after the street tree in front of your property.



Actions

1. **Entry statements:** Maintain and enhance the existing London plane trees at Coolbellup's 4 entrances. London plane trees at Forrest Road entrance to be extended for a further 50 metres.
2. **Town centre gateways:** 3 roundabouts currently mark the entrance to the town centre. Non-fruiting ornamental fruit trees planted in a tight grid around the town centre roundabout verges will provide an inner gateway feature signifying to the driver they are entering the town centre.
3. **Coolbellup Avenue (North):** The City has started to plant Chinese elm trees along Coolbellup Avenue from the shops northward to Winterfold Road. Chinese elms eventually become large broad

- spreading shade trees. In autumn their leaves turn bright yellow and carpet the street. Further planting of Elms are proposed down the middle of the road.
4. **Coolbellup Avenue (south):** Introduce large native avenue planting between the London Plane trees at the gateway and the proposed town centre gateway orchard planting (West of the former Korilla School site). Examples include Marri and Jarrah trees.
 5. **Counsel Road and Waverley Road:** Currently these roads are endowed with trees called Angophoras. It is proposed Melaleuca Leucadendra are planted alongside the Angophoras and along the middle of the road. Verge parking is likely to become more popular in Coolbellup and Angophora trees are not suitable for parking beneath as they are renowned for dropping limbs as they grow older.

*Image sources: (1 & 4) City of Cockburn, (2) <http://static.panoramio.com/photos/large/90413824.jpg> (3) www.hellohello.com.



6. **Cordelia Avenue:** Retain the wide variety of small locally native trees such as Paperbarks, Pepperminits, Moorts and Callistemons in the median strip. Plant Jacarandas to lend a sense of cohesion to the suburb. Whilst these streets will continue to appear quite different from Counsel and Waverly, they will nonetheless have something in common with them, thereby making Coolbellup's main east west roads distinctive Jacaranda Avenues.

Figure 20: Street Tree Mastplan

Action 3.4 Prepare a City wide “Medium Density Good Development Guide”.

While there is an undeniable need to increase densities, there is also a need to ensure that new developments are well designed, are respectful of the environment and contribute positively to the existing built form.

The City therefore proposes to prepare a “Medium Density Good Development Guide” to encourage and support high quality development outcomes. The guide is likely to include such things as:

- Best practice examples of well designed, low rise, suburban infill residential and mixed use projects suitable for a variety of locations and contexts – including on very small sites;
- Innovative design that considers changing demographics and diversity;
- Where medium density works, why, and what it looks like;
- Design considerations - Site design and analysis, respecting and responding to local characteristics, public space quality, privacy within developments and landscape design;
- The City’s development application process, including pre application meetings.

Action 3.5 Support the development of a local bushland group.

The bushland surrounding the edges of Coolbellup’s perimeter, and scattered in and around public spaces and parks, contributes to Coolbellup’s relaxed suburban neighbourhood feel. Many examples of Eucalypts and Melaleuca’s

are commonly found in and around the locality.

Maintaining this asset however presents its challenges brought about by weeds, pollution, illegal dumping and when left unmaintained can lead to some of the more densely vegetated areas providing a poor level of surveillance and as a result a security problem.

The City and the community has an important role in protecting and rehabilitating bushland, therefore the City is proposing to develop a partnership with the Coolbellup community to regenerate and manage publicly owned bushland for the long term. The partnership approach headed up by the City’s Environmental Services Team with the support of the Parks Team and would include such things as:

- Regular activities to share information and skills on bushcare regeneration and protecting our native environment
- Assist with the planting of species for the proposed streetscape landscaping surrounding the town centre and adjacent to the former Korilla School site.
- Assistance in applying for environmental and sustainability grants

3.0 Implementation plan

The revitalisation strategy will be implemented in accordance with **Table 2**. Each action is assigned a cost estimate, priority and a timeframe. The City department and the external stakeholders relevant to each action are also specified. Upon adoption of the final Coolbellup Revitalisation Strategy the City will commence these tasks.

Appendix 2 provides further details within the *Work Plan and Preliminary Estimate of Costs*. It is estimated the works proposed would be approximately \$3.5 million. This is inclusive of the drainage review.

Funding Options

The Coolbellup Revitalisation Strategy identifies the need for a range of public infrastructure improvements, including car parking, public domain and streetscape improvements, signage, and road and pedestrian network works.

An important issue for Council to consider is how this infrastructure is to be provided.

Local infrastructure can be resourced from a number of sources, including:

- General revenue
- Loans
- Grants and government assistance
- Public private partnerships
- Conditions of development consent (In limited circumstances when the infrastructure is entirely attributable to development)

General Revenue

Council could fund an infrastructure improvement program over a number

of years from its general revenue. The availability of funds from this avenue is likely to be very limited given other priorities Council may have elsewhere in the LGA, and the low level of “discretionary” funds available in the City’s budget.

Loans

An option exists for the City to borrow funds for the required infrastructure; however it is unlikely this option would be taken up.

Grants and Government Assistance

Government funding opportunities in the form of grants become available from time to time. The Coolbellup East Underground Power Project in 2013 was a result of the City successfully applying for a State Government grant through the State Underground Program. The City as stated previously it intends to apply for the next round of funding so as to ensure the remaining streets in Coolbellup are also provided with underground power.

Additionally, in anticipation of the proposed community garden detailed within this Strategy for Len Packham Reserve, the City submitted a grant application to the State Government Department of Local Government and Communities, Community Gardens Grant Program 2014, for \$20,000 to contribute towards project planning and materials such as garden planters, shade sails, soil, plants etc. It is expected the City will be advised if the application has been successful sometime in June 2014.

Further, grants are sometimes available to apply for funding to go towards revitalising streets and promote sustainable travel modes such as cycling and walking. Now

that the city has identified street upgrade designs, should a grant opportunity exist, then this information can be used to apply for relevant grant funding.

The City will continue to be proactive in identifying grant and subsidy opportunities.

Public Private Partnerships

This term describes a variety of arrangements whereby a private sector body provides infrastructure and/or services that are traditionally provided directly by the public sector. These are usually arrangements where a cash flow is involved, such as user charges or some other revenue stream including payments from government. Often the infrastructure is handed over to public ownership after a specified period. Public private partnerships can involve very complex financial and institutional arrangements.

Conditions of Development Consent

Consent to undertake a specific development may incorporate conditions requiring certain improvements to public infrastructure to be undertaken as part of the development where there is a relationship between that development and that infrastructure. An example of this is the Strategies proposal to ensure all new grouped and multiple dwellings upgrade their verges. This will be a requirement of APD58 and result in a condition of consent for relevant applications.

Action 2.2 of the Revitalisation Strategy

Given the limited ways in which these upgrades can be funded, the Strategy recommends the investigation of a City wide local planning policy to require new

developments in revitalisation areas to contribute to streetscape upgrades. This recommendation seeks to understand if there are any other suitable means in which to fund the proposed upgrades in addition to what is typically funded through the City's general revenue.

Implementation and funding considerations

Implementing the Coolbellup Revitalisation Strategy relies heavily on the availability of funds. Each of these mechanisms has advantages and disadvantages.

It is likely that a combination of resourcing mechanisms will be used over time.

The *Work Plan and Preliminary Estimate of Costs (Appendix 2)* provides Council with a “checklist” against which to ensure that priorities are being addressed and provide a list of items to seek funding opportunities.

Actions to implement Coolbellup Revitalisation Strategy						
Actions	Stakeholders	Priority	Timeframe	Cost estimate	Relevant area of Strategic Plan	
1.1	Amend TPS3 in accordance with the Residential Density and Zoning Plan.	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Governance Excellence
1.2	Undertake a drainage review	Lead Department: Engineering	Medium	1 - 3 years	\$200,000	Demographic Planning Infrastructure development
1.3	Amend APD58 in accordance with the recommendations.	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Governance Excellence
1.4	Monitor new bus Route 512 and work with the Public Transport Authority to undertake a review of bus services and routes within the locality.	Lead Department: Engineering	High	6 months-1 year	Internal	Demographic Planning Lifestyle and aspiration achievement
2.1	Revitalise Coolbellup's key streets: Coolbellup Avenue, Counsel Road, Waverley Road, and Cordelia Avenue.	Lead Department: Park and Environment Department Support Department: Planning Services External: Landowners	Medium	As funds become available	\$1,060,000	Lifestyle and aspiration achievement
2.2	Investigate and prepare a City wide local planning policy to require new developments in revitalisation areas to contribute to streetscape upgrades.	Lead Department: Planning Services	Medium	1-3 years	Internal	Governance Excellence
2.3	Prepare a City wide residential verge education brochure.	Lead Department: Park and Environment Department	Medium	1-3 years	Internal	Lifestyle and aspiration achievement
2.4	Facilitate the provision of underground power for the western side of Coolbellup by applying for the next round of funding through the State Underground Power Program.	Lead Department: Engineering	High	6 months-1 year	Unknown at this stage	Infrastructure development
2.5	Improve wayfinding signage, facilities and information relating to local bus services, cycle and pedestrian routes in and around Coolbellup.	Lead Department: Engineering	Medium	As funds become available	To be costed – in the vicinity of \$500,000	Lifestyle and aspiration achievement
3.1	Continue to support Coolbellup Shopping Centre landowners and managers in the development and upgrade of the town centre.	Lead Department: Planning Services	High	ongoing	Internal	Lifestyle and aspiration achievement
3.2	Continue to upgrade Coolbellup's key parks (Len Packham Reserve, Tempest Reserve, Hargreaves Park and Jarvis Park) and continue to maintain the high quality public open spaces in Coolbellup.	Lead Department: Park and Environment Department	Medium	As funds become available	\$1,265,000	Lifestyle and aspiration achievement
3.3	Undertake a POS review Deliver a suburb wide Street Tree Strategy.	Lead Department: Park and Environment Department	Low Medium	5-10 years As funds become available	\$552,000	Lifestyle and aspiration achievement Infrastructure development
3.3	Prepare a City wide Medium Density Good Development Guide.	Lead Department: Planning Services	High	6 months-1 year	Internal	Lifestyle and aspiration achievement
3.5	Support the development of a local bushland group.	Lead Department: Environmental Services	Medium	1-3 years	Internal	Lifestyle and aspiration achievement Infrastructure development

Table 2: Implementation plan

