



PREPARED FOR
COOLBELLUP HOTEL PTY LTD

COOLBELLUP TOWN CENTRE STRUCTURE PLAN

Lots 1, 2, 3 and 101 Coolbellup Avenue;
Portion of Lot 300 Waverley Road; and
Portion of Lot 301 and Lots 500 and 501 Cordelia Avenue,
Coolbellup

NOVEMBER 2012

PREPARED BY



COOLBELLUP TOWN CENTRE STRUCTURE PLAN

NOVEMBER 2012

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PART ONE –
STATUTORY SECTION

COOLBELLUP TOWN CENTRE
STRUCTURE PLAN



Table of LSP Amendments

Amendment No.	Description of Amendment	Endorsed by City of Cockburn	Endorsed by WAPC

CERTIFICATION OF AGREED STRUCTURE PLAN

Certified that the Coolbellup Town Centre Structure Plan
was adopted by
Resolution of the Western Australian Planning Commission on

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

An officer of the Commission duly authorised by the Commission pursuant to section
57 of the Western Australian Planning Commission Act 1985 for that purpose, in
presence of:

.....

Witness

.....

Date

and by
Resolution of the City of Cockburn on

.....

And the seal of the Municipality was pursuant to the Council’s resolution hereto affixed
in the presence of:

.....

Mayor, City of Cockburn

.....

Chief Executive Officer, City of Cockburn

.....

Date

PART ONE – STATUTORY SECTION

1 STATUTORY SECTION

1.1 Applicable Area

The Coolbellup Town Centre Structure Plan ('CTCSP'), being Lots 1, 2, 3 and 101 Coolbellup Avenue, Portion of Lot 300 Waverly Road, Portion of Lot 301 and Lots 500 and 501 Cordelia Avenue, includes all land contained within the inner edge of the line denoting the CTCSP boundary on the Structure Plan Map (refer **Plan 1**).

1.2 Structure Plan Content

The Structure Plan comprises the following sections:

Part One – Statutory Section,

includes only the Structure Plan Map and any textual provisions and requirements that require statutory affect.

Part Two – Explanatory Information,

is to provide justification and clarity to the Structure Plan Map and the textual provisions contained in Part One of the Structure Plan. Part Two is to be used as a reference to guide interpretation and implementation of Part One.

Part Three – Appendices,

includes additional information prepared by specialist consultants in support of Parts One and Two.

1.3 Interpretations and Use Class Permissibility

The terms used in the Structure Plan have the respective meaning given to them in the City of Cockburn Town Planning Scheme No.3 ('the Scheme').

The use class permissibility for each zone within the Structure Plan is in accordance with that outlined in the Scheme.

1.4 Operation Date

Pursuant to Clause 6.2.12.1 of the Scheme, this Structure Plan comes into operation on the date of its final approval by the City of Cockburn.

1.5 Relationship to Town Planning Scheme No. 3

This Structure Plan has been prepared pursuant to Clause 6.2.4 'Development Areas' of the Scheme as the subject land is identified as 'Development Area (DA) 7' under the Scheme.

In the case of any inconsistency between the Scheme and the Structure Plan, the Scheme prevails. This is pursuant to Clause 6.2.12.2 of the Scheme.

1.6 General Subdivision and Development Requirements

General standards for subdivision and development include as follows:

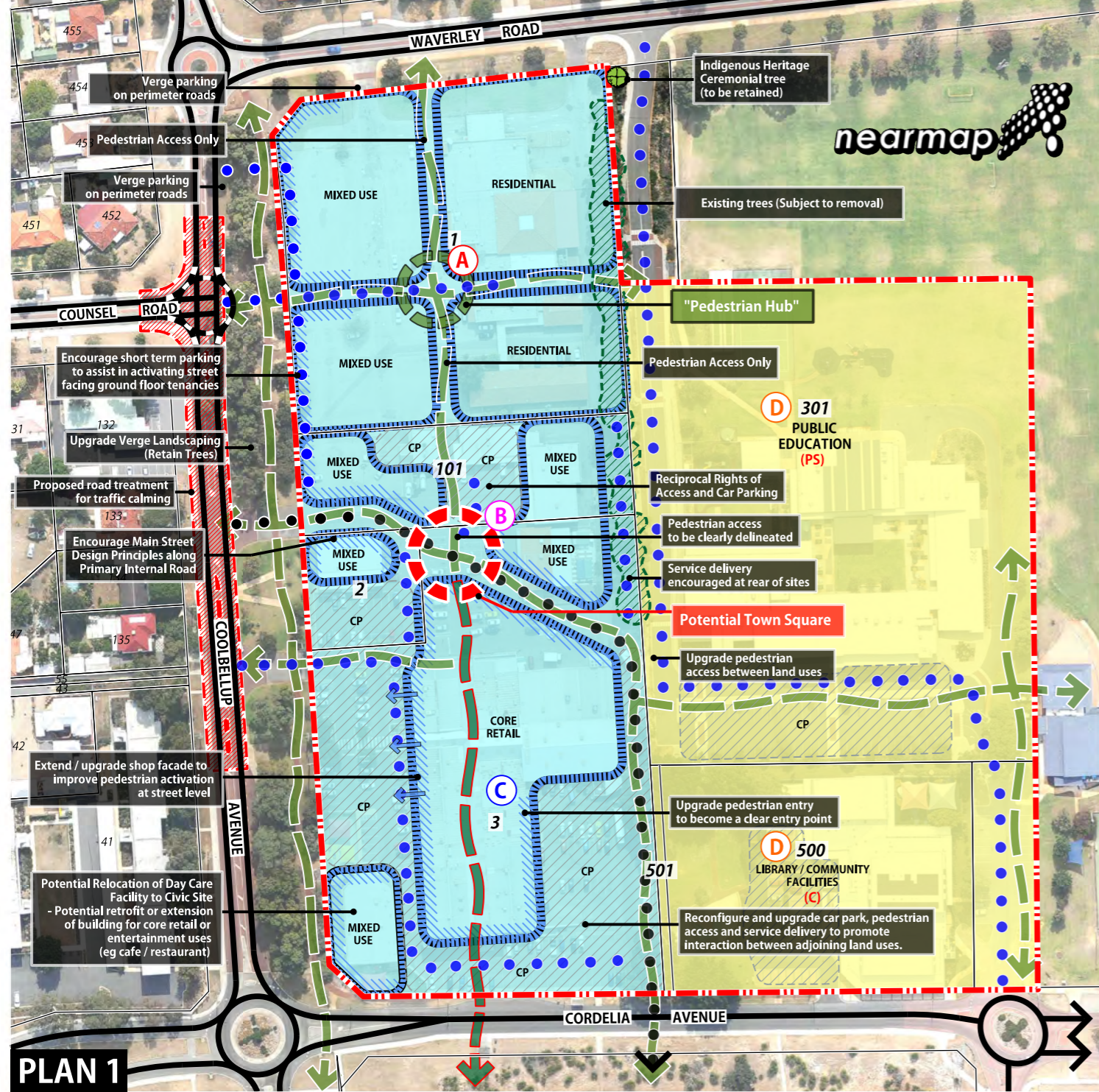
Plan 1 and **Table A** form the statutory provisions of this Structure Plan and prescribe the standards and requirements for development designated on the Structure Plan Map.

Table A

		Subdivision and development of land shall generally be in accordance with the Structure Plan Map and Table A under Part One.
2. Zones	2.1	Land Use permissibility within the Structure Plan area shall be in accordance with the Structure Plan Map and corresponding Zone or Reserve under the Town Planning Scheme.
3. Residential Densities	3.1	Subdivision and development within the Structure Plan Area shall correspond to the nominated densities on the Structure Plan Map as approved by the City of Cockburn and Western Australian Planning Commission.
	3.2	Higher densities to those nominated on the Structure Plan may be permitted subject to detailed justification and assessment on the merits of any relevant Development Application, to the satisfaction of the City of Cockburn.
4. Planning Requirements	4.1	Detailed Area Plans (DAPs) are not required prior to submission of any Development Application proposal within the Structure Plan area, subject to: <ul style="list-style-type: none"> a) the proposed development being generally in accordance with the general planning and design principles on the Structure Plan Map and Table A under Part 1; and b) the proposed development does not include land owned by a third party.
	4.2	Pursuant to Clause 6.2.14 of the Scheme, the City may vary the Structure Plan if: <ul style="list-style-type: none"> a. by resolution if, in the opinion of the local government, the variation does not materially alter the intent of the Structure Plan; b. otherwise, in accordance with the procedures set out in Clause 6.2.6 onwards of the Scheme.
	4.3	Significant departures, as deemed by the City, from the general planning and design principles of the approved Structure Plan will require: <ul style="list-style-type: none"> a. amendment to the Structure Plan Map and text provisions; and/ or b. approval of a Detail Area Plan, to the satisfaction of the City of Cockburn.
5. Development Control	5.1	In determining a Development Application, the <i>Built Form and Development Standards</i> and <i>Residential Design Code Variations</i> listed on the Structure Plan Map shall be used to assess the Development Application in conjunction with the Scheme and any relevant Council Policy. In the event of there being any inconsistency between any other provision of Council Policy and provisions in the Structure Plan Report and Structure Plan Map, the Structure Plan Report and Structure Plan Map shall prevail.

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A MIXED USE PRECINCT	B CENTRAL MIXED USE PRECINCT	C CORE SHOP (RETAIL) PRECINCT	D PUBLIC PURPOSE
'LOCAL CENTRE' ZONING RECOMMENDED: - Residential (High Density) - Entertainment - Office - Shop - Consulting Rooms	'LOCAL CENTRE' ZONING RECOMMENDED: - Entertainment - Office - Shop - Consulting Rooms - Residential (High Density)	'LOCAL CENTRE' ZONING RECOMMENDED: - Shop (Supermarket anchor) - Office - Consulting Rooms - Entertainment - Other "Local Centre" landuses complimentary to core Shop use	'CIVIC' ZONING - Educational Facilities - Civic Uses - Child Care



PLAN 1

"Coolbellup Town Centre" Structure Plan
 Lots 1, 2, 3 and 101 Coolbellup Avenue, Portion of Lot 300 Waverley Road, Portion of Lot 301 and Lots 500 and 501 Cordelia Avenue, COOLBELLUP
 for: Coolbellup Hotel Pty Ltd

LEGEND:

- STRUCTURE PLAN BOUNDARY
- Indicative Building Envelope
- Local Centre Zoning (Residential R0)
- Public Purposes
- DENOTED AS: PRIMARY SCHOOL
- DENOTED AS: CIVIC
- Indicative Car Parking
- "Buildings facades requiring ground-level street activation"
- Pedestrian Link
- Pedestrian Link (Business hours)
- Primary Internal Access Way (Main Street)
- Secondary Internal Access Way
- Traffic calming devices aligned with existing footpath network
- Existing trees

NORTH

Not to Scale @ A3

COMPILED BY: DPS	DRAWN BY: MDH
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'Objectives' and 'intent' of the various Design Elements of Table 1 – *Built Form and Development Standards* and Table 2 – *Residential Design Code Variations* are rationalised in Part 2 of this Structure Plan.

Although the Structure Plan emphasises performance based development outcomes, the following minimum standards shall apply to built form and development within the Structure Plan area. The Provisions of the Residential Design Codes or the City of Cockburn Town Planning Scheme apply unless otherwise stated below.

TABLE 1 BUILT FORM AND DEVELOPMENT STANDARDS

- Dwelling Diversity**
 - Developments comprising more than 12 dwellings shall provide diversity in unit types and sizes as follows:
 - Single bedroom dwellings – minimum 20% and maximum 50% for any proposed development; and
 - Dwellings of 2 or more bedrooms – minimum 40% for any proposed development.
 - The development shall not contain any dwellings smaller than 40sqm plot ratio area, excluding outdoor living areas and external storage.
- Frontage & Articulation (Residential Development)**
 - Elevations to public streets (excluding laneways); and Public Open Space (POS) shall be considered as a primary frontage and designed as such.
 - Blank walls to corner frontages will not be permitted.
 - Blank walls to internal side boundaries shall be limited and comply with LSP Provision 8 below.
 - Residential units facing a street, pedestrian access way (Corsos) or area of Public Open Space (POS) shall provide a habitable room interface, preferably a living space. Upper floor residential units are encouraged to provide a balcony space on this frontage.
 - Where residential buildings abut a public street, a nil setback may be provided subject to the design achieving streetscape objectives.
- Frontage & Articulation (Non-Residential Development)**
 - Non-residential uses shall generally provide building frontage to the majority of the lot boundary facing the street, except for:
 - entries, to allow for articulation of the façade provided that the majority of the building facade is maintained at the boundary; and
 - provision of one row (maximum) of short term visitor car parking bays; to assist in activating the relevant shop front.
 - Clear glazing (minimum 75%) is required to retail and commercial tenancies at ground level. Exceptions may be considered to screen service areas, structural elements and the like.
 - Glazing to retail and commercial tenancies along the ground level street frontage shall have a head height of 3m to 3.6m high and finish to the underside of the awning. Sills are permitted to a maximum height of 500mm.
 - Retail shop fronts shall typically be in the 6m-10m range for the majority. Shop fronts may exceed the above dimensional requirements if they are expressed as a series of shop fronts with multiple entry points and/or window displays that allow visual transparency to the shop beyond.

- Robust Building Design**
 - For ground floor residential development facing a public street, flexible building design is encouraged that enables the ground floor to be used for non-residential use at some stage in the future, hence:
 - encouraging and allowing for adaptive re-use of buildings; and
 - encouraging longevity in the design of buildings.
- Awnings and Canopies**
 - Continuous pedestrian cover is required for all future street frontage and 'Main Street' building designs. The pedestrian cover shall:
 - provide shelter over building entries to define the entry; and
 - be articulated (varied) in height and integral to the design and finish of the building.
 - Any canopy or awning shall be a maximum of 3m depth, measured from the setback line, or 0.5 m from the kerb edge.
 - An awning shall be within a minimum of 2.7m and a maximum of 3.6 m in height, measured from the pavement.
- Laneways**
 - Development adjacent and over laneways shall have windows to commercial floor space, and habitable spaces to residential development, to encourage passive surveillance and engagement with the laneway.
- Daylight Access & Shadowing**
 - Daylight access is to be provided to all residential habitable rooms.
 - Non-residential development shall be afforded as much natural ambient light to commercial and retail tenancies as possible, with the ability to manipulate the amount of daylight according to need.
- Staged Development**
 - Any nil setback to a side boundary, where adjoining development has not begun, shall be finished to match the main building or to provide visual interest (e.g. public art).
 - Material changes, landscape and detail elements may be required where the overall height of the wall is considered excessive and detrimental to the overall development and/or the adjacent public realm.
- Visual & Acoustic Privacy**
 - The design of residential development shall provide a balance between visual privacy between dwellings without compromising outlook and views.
 - The design of residential development shall provide appropriate building separation between and within sites to allow for adequate visual privacy to internal spaces.
 - Noise generating uses should be in tenancies suitably designed and built, with the use managed to limit noise and disturbance to residential occupants in the same, or an adjoining development.

TABLE 2 RESIDENTIAL DESIGN CODE VARIATIONS

Design Element	Current R-Codes Provision (2010)	Proposed CTCSP Variation
Table 4 – 6.	Top of external wall: 12m	Top of external wall: 15m
Maximum Height (R80 Density)	Top of external wall (concealed roof): 13m	Top of external wall (concealed roof): 16m
	Top of pitched roof: 15m	Top of pitched roof: 18m

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PART TWO –
EXPLANATORY SECTION

COOLBELLUP TOWN CENTRE
STRUCTURE PLAN

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PART TWO – EXPLANATORY SECTION

1 INTRODUCTION

The Coolbellup Town Centre Structure Plan (CTCSP) provides the statutory framework and design philosophy for future development of the Coolbellup Town Centre.

The Coolbellup Town Centre is designated within the City of Cockburn Town Planning Scheme No.3 as *Development Area No.7 (DA7)*. The Scheme outlines that a Structure Plan shall apply to the land in order to guide subdivision and development. The Structure Plan is to provide for an integrated town centre with a mix of commercial, residential, recreation, civic and education facilities.

The identification of opportunities and constraints in the local context enables the Structure Plan to provide a list of objectives and principles which will guide the future development outcomes of the Coolbellup Town Centre. These objectives and principles are to provide some measure of flexibility throughout the detailed design process, hence enabling the Town Centre the ability to respond to evolving needs and market trends at the time of development.

1.1 Background

In 2001, the City of Cockburn requested the Department of Housing and Works (DHW) and the Department for Planning and Infrastructure (DPI) undertake a joint planning study of the Coolbellup Town Centre. A consequent *Enquiry by Design* community consultation workshop investigated options for the redevelopment of the underperforming Coolbellup Town Centre. One of the options investigated – ‘Scenario 3’ – involved the relocation and redevelopment of the Coolbellup Town Centre to the former Koorilla Primary School site and development of the existing site for residential purposes. In February 2004, Council resolved to pursue ‘Scenario 3’ as the preferred option.

In 2007 commercial consultant, Syme Marmion & Co, was engaged by the Council to assess the redevelopment options for the Coolbellup Town Centre. Syme Marmion concluded that ‘Scenario 3’ was not feasible and recommended that other options be investigated. Other options included:

- Redevelopment and refurbishment of the existing centre with surplus land developed for residential uses;
- Relocation of the shopping centre to the corner of Coolbellup Avenue and Waverley Road (hotel site) and redevelopment of the current shopping centre site for residential uses; or
- Do nothing leaving owners to undertake repairs, upgrades and refurbishment on an as needs basis.

This conclusion and options were presented to Council in December 2007, with resolution to seek community, land owner and tenant feedback on the options and proposals prepared by Syme Marmion. This consultation was undertaken from November 2008 to January 2009. Analysis of the submissions received and the issues relevant to the project were presented to Council in July 2009. At this meeting the Council concluded that due to financial risks, the City should not resume the land or proceed any further with the project, but rather encourage the owners to self fund further studies of redevelopment options.

The proposal now being considered in this report and accompanying Structure Plan Map has been prepared by the proprietors of the Coolbellup Hotel site (corner of Coolbellup Avenue and Waverley Road) in conjunction with the City of Cockburn.

Notwithstanding the challenges of multiple landownership across the broader Town Centre site, the proposal demonstrates suitable linkages and integration between the existing Hotel site, core shopping centre and other community and recreational land uses encompassed by the CTCSP boundary.

The proposed Structure Plan is not intended to be the 'ultimate' design for the Town Centre. Rather the Structure Plan design provides a framework for more detailed development, thus enabling more active proponents to progress their respective developments without reliance on other landowners within the Town Centre. This however will not be to the detriment of those proponents not developing in the short-medium term, acknowledging that the objectives and design principles prescribed by the Structure Plan ensure a consistent approach to road design and built form. The longer term proponents will have capacity to review the Structure Plan in due course, and may vary the Structure Plan design based on the established built form on adjoining sites at the time of development.

1.2 Location

The site is bound by Coolbellup Avenue to the east, Waverley Road to the north and Cordelia Avenue to the south. The eastern boundary of the site abuts Len Packham Park, a large active public open space area.

Figures 1 and **4** provide a regional and local context to the site.

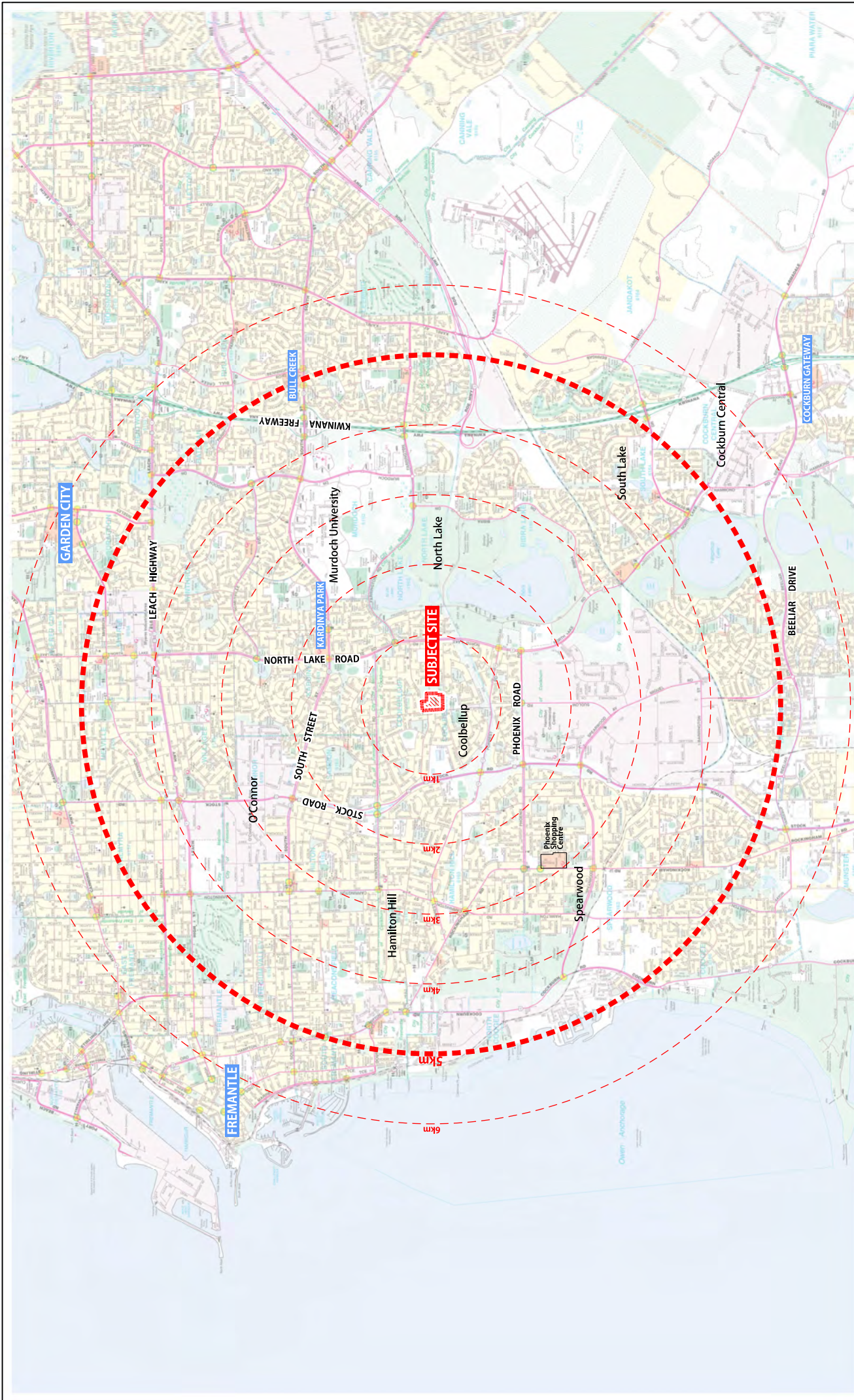
1.3 Land Ownership and Land Use

The existing commercial tenancies are sporadically developed within 10 separate buildings over 4 individual landholdings.

The subject site comprises the following lots and general land uses:

Lot	Area (ha)	Owner	Land Use
1	1.1776	The Cooby Hotel Pty Ltd	Hotel
2	0.1385	Nightview Pty Ltd	Liquor Store
3	1.4919	Strata Company - Strata plan 21160 31 strata titles	Commercial, Medical Centre, child care centre, shopping centre (29 strata titles)
101	0.3552	Stata Company - Strata Plan 26173 6 strata titles	Commercial, including a fast food outlet
Reserve 30189 Cordelia Ave (Lot 301)	0.7299	City of Cockburn	Library
Lot 501	0.0220	City of Cockburn	Easement
Reserve 30190 Cordelia Ave (Lot 500)	2.1439	Department of Education	Primary School

NB. Lots 1, 2, 3 and 101 share reciprocal rights of access and car parking between titles.



REGIONAL CONTEXT PLAN - Figure 1

Coolbellup Neighbourhood Centre, COOLBELLUP



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2 STATUTORY & STRATEGIC CONSIDERATIONS

2.1 Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme.

2.2 WAPC: State Planning Policy 3 – *Urban Growth and Settlement*

This SPP sets out the principles and considerations that apply to planning for future settlements and urban growth in Western Australia. The policy encourages building on existing communities and enhancing quality of life in those communities as well as managing growth and development of areas and promoting the development of a sustainable and liveable neighbourhood.

The Structure Plan as outlined throughout this report is consistent with the objectives stated in the policy.

2.3 WAPC: Directions 2031 & Beyond - *Draft Spatial Framework for Perth and Peel*

Directions 2031 & Beyond is a high level strategic plan that establishes a vision for future growth of the Perth and Peel region; and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth. The document estimates that an additional 328,00 dwellings will be required in the coming 20 years.

Directions 2031 has set a target of 47% of the required 328,000 dwellings being infill development, that is 154,000 dwelling to be provided through infill developments. The proposed Structure Plan represents an infill residential development and will contribute towards meeting this target.

Directions 2031 also sets a target of 15 dwellings per gross urban zoned hectare in new development areas. The high residential density proposed in this Structure Plan is expected to generate far greater than 15 dwellings per hectare throughout, thus exceeding the expectations of State Policy in this instance.

Directions 2031 also encourages developing and revitalising activity centres as attractive places to invest, live and work. The CTCSP will guide the revitalisation of the Coolbellup Town Centre.

2.4 WAPC: Outer Metropolitan Perth and Peel *Sub-Regional Strategy*

This Strategy outlines that in order to meet the housing targets set by *Directions 2031* growth will need to focus on targeted locations of future urban growth such as in and around retail and employment centres and will need to apply high R-Codes within areas that have close proximity to educational and community facilities and services such as medical centres and libraries.

The proposed Structure Plan is consistent with this focus given that the site forms a lower order *Neighbourhood Centre* and is adjacent to a public Primary School and library facilities as well as a medical centre.

2.5 WAPC: State Planning Policy 4.2 – *Activity Centres for Perth & Peel*

One of the main purposes of this policy is to specify the broad planning requirements for redevelopment and renewal of existing centres in Perth and Peel.

The Coolbellup Town Centre can be described as a '*Neighbourhood Centre*' as provided for in Table 3 of the SPP 4.2. In summary, *Neighbourhood Centres* are important local community focal points that help provide for the main daily to weekly household shopping and community needs, and they are also a focus for medium density housing.

SPP 4.2 encompasses the following principles relevant to this Structure Plan:

- Encourage the inclusion of a mix of land uses in activity centre Structure Plans;
- Higher density housing should be incorporated within and immediately adjacent to activity centre to establish a sense of community and increase activity outside normal business hours;
- The desirable residential density within neighbourhood centres is 25 dwellings per gross hectare;
- Smaller scale offices and commercial tenancies should be facilitated in neighbourhood centres;
- Horizontal and vertical integration of compatible land uses should be facilitated through planning decisions; and
- Activity centres should be accessible by cars, public transport, walking and cycling.

The proposed Structure Plan addresses all of the relevant principles and objectives of SPP 4.2 as detailed later in this report.

2.6 Liveable Neighbourhoods

A number of the objectives and requirements of Liveable Neighbourhoods are relevant to the proposed Structure Plan.

The proposed Structure Plan is consistent with the following objectives of Liveable Neighbourhoods:

- To develop a coherent system of compact walkable neighbourhoods which cluster to form towns with relatively intense, mixed use town centres;
- To ensure a site responsive approach to urban development that supports and enhances the context within which it is located, strengthens local character and identity, integrates with its context and promotes a sense of community;
- That mixed use centres are designed to encourage a broad mix of land uses that includes residential, commercial and office uses;
- To promote the upgrading of the quality and function of existing centres to support mixed uses, public transport, walkability, intensification, sense of community, amenity, and reduced car travel; and
- An appropriate amount and variety of medium density housing is provided in and around activity centres.

2.7 City of Cockburn Town Planning Scheme No. 3

The site is zoned 'Development' under the TPS No.3 and is included within *Development Area 7* (DA 7) of the TPS. The Scheme outlines that a Structure Plan shall apply to the land within DA 7 in order to guide subdivision and development. The Structure Plan is to provide for an integrated town centre with a mix of residential, commercial, recreation, community and education facilities.

2.8 City of Cockburn Local Commercial Strategy

2.8.1 Adopted Local Commercial Strategy (2001)

In 2001 the City appointed Shrapnel Urban Planning to prepare a Local Commercial Strategy (LCS) for the district. The study was to identify current trends in retailing and recommend a retail hierarchy having regard to the future demographics of district and WAPC retail guidelines.

The report was completed in November 2001 and following consideration by the WAPC, was released for public comment in 2002. Submissions on the Strategy were considered by Council in November 2002 and forwarded to the WAPC for determination. The WAPC approved the Strategy in December 2006.

The LCS recognises that while the Coolbellup Town Centre is well used, it has a very poor appearance with little integration between buildings and tenancies. The LCS recognises the potential to upgrade the site, including maximising underutilised car parks and to provide Main Street (mixed use) design options throughout, particularly in the north and north-western parts of the centre.

2.8.2 Draft Local Commercial and Activity Centres Strategy (March 2011)

The City of Cockburn's draft Local Commercial and Activity Centres Strategy (LCACS) implements the new direction for the planning of activity centres in Perth and Peel, set by the refreshed policy context outlined in *Directions 2031 and beyond* and *State Planning Policy No. 4.2 – Activities Centres for Perth and Peel*.

The Strategy is not a traditional Local Commercial Strategy, as it now provides shift towards evidence and performance based planning and with focus on commercial, industrial and specialised centres; this being a shift away from a traditional commercial focus and with retail floorspace caps.

The draft LCACS is pending consent to advertise by the WAPC, however has been reviewed as part of the preparation of this Structure Plan; to provide some consistency in assessment for any future development within the Coolbellup Town Centre site.

Some key findings and recommendations of the draft LCACS relevant to the Coolbellup Town Centre include:

1. A 'performance assessment' of the existing Coolbellup Neighbourhood Centre identified that the centre has:
 - *poor intensity* – relating to only 6.0 dwellings per gross hectare within the centres 200m catchment area; and a ratio of floorspace to total land area of only 0.17.
 - *average diversity* – the type of land uses and services available within the Town Centre is considered satisfactory for a Neighbourhood Centre.
 - *poor employment generation* – as a Neighbourhood Centre, it is not expected to accommodate any strategic employment base; notwithstanding there is room for improvement in terms of the existing (143 people) employment base at this Centre.

- *average urban form* – the site has good access to parks, playgrounds, outdoor recreation facilities and picnic facilities within and adjacent to the Centre. Footpath access is present, however continuity and physical restrictions are apparent, including busy road crossings and fencing.
- *poor economic activation* – the Centre consists of an enclosed mall, anchored by an IGA supermarket, the Coolbellup Public Library and the Coolbellup Hotel. Demand analysis suggests that the centre may be under trading indicating that the centre’s economic purpose which prompted the original development may have changed. Furthermore the future vision/purpose for the centre is not identified.

The centre, which is located in the middle of at grade parking, does not address the surrounding street network at all. The centre, like all mall based centres is selectively permeable, and while the mall itself is relatively easy to move through there are poor physical and visual connections between buildings and the streets, poor connections to the surrounding environment and the permeability of the centre is severely constrained outside of retail trading hours.

2. The existing and 15 year projected Activity Centre floorspace breakdown (guide) for Coolbellup consists of (but is not limited to):

Coolbellup Neighbourhood Centre – floor space (sqm)				
	2011	2016	2021	2026
Shop	2,235 – 3,725	2,603 – 4,338	2,844 – 4,739	2,957 – 4,928
Retail (other)	0	0	0	0
Office	109 – 181	130 – 217	147 – 245	153 – 255
Entertainment	225 – 374	272 – 453	305 – 508	317 – 529
Total	2,568 – 4,280	3,005 – 5,008	3,295 – 5,492	3,427 – 5,712

3 CONTEXT ANALYSIS

The site includes and is surrounded by a mix of land uses described in the following sections and illustrated in **Figure 4: Local Context Plan**.

3.1 Commercial Floorspace

According to the most recent data (2011) prepared by the City of Cockburn, the CTCSP site has an existing commercial floorspace of approximately 7,455m² shared across 10 separate commercial buildings. Of this total area approximately 1,781m² of floorspace is currently vacant.

The shop/retail component of this commercial floorspace comprises approximately 2,936m².

3.2 Residential

Residential land uses generally surround the subject site, with varying densities and housing product found throughout. Whilst R20 (i.e. single residential) development is prevalent, pockets of medium and high density development (i.e. multiple dwellings up to R80) can also be found in the immediate locality.

An approved development to the south of the CTCSP area, being the former Koorilla Primary School site, includes a mix of Aged Care and medium density single and grouped dwelling development, which will complement the Town Centre.

3.3 Open Space

Immediately to the east of the site is a large active public open space, being Len Packham Park. There are a number of other active parkland areas in close proximity to the site, including Tempest Park which also accommodates local amateur sporting clubs.

3.4 Activity Centres and Employment Centres

The site is located in context to the following regional activity centres and employment areas:

- Fremantle Strategic Metropolitan Centre
- Murdoch Specialised Centre
- Jandakot Airport Specialised Centre
- Cockburn Secondary Centre

At a more district and local level, the site is located in context to the following activity centres:

- Kardinya Park Centre
- Samson Centre
- Phoenix Centre
- Lakes Centre
- Leeming Forum

The Hamilton Commercial Centre (large Mixed Business and Industrial zoned area) is located south of the site on Phoenix Road. To the north of South Street, is the O'Connor Industrial Area and further north is the Myaree Industrial Area. West of the site is also the North Coogee Industrial Area.

NOTES:


- SITE BOUNDARY 
- AREAS AND DIMENSIONS SUBJECT TO SURVEY
- BASE DATA SUPPLIED BY LANDGATE



FIGURE 4
Local Context Plan

Coolbellup Neighbourhood Centre, COOLBELLUP

3.5 Education

A public primary school is located in the eastern portion of the subject site, this being the Coolbellup Community School. Samson Primary School is also located within 1km north of the site.

Hamilton Senior High School is approximately 1km west of the site, on the west side of Stock Road. North Lake Senior Campus high school is approximately 1km north of the site on Winterfold Road. Private colleges in Seton Catholic College and Winthrop/Somerville Baptist Colleges are located within 2km north-west and north-east of the site respectively.

Tertiary education facilities of Murdoch University and Challenger TAFE are located 2 kilometres north east of the suite on Murdoch Drive.

3.6 Movement Network

3.6.1 Neighbourhood Connector Roads

Coolbellup Avenue and Waverley Roads are the primary Neighbourhood Connector roads in Coolbellup, passing the Town Centre site enroute to the District and Regional Roads of Forrest, Winterfold and North Lake Roads.

Based on an October 2012 traffic count, Coolbellup Avenue generates approximately 4,100 vehicles per day (vpd) north of Waverley Road and approximately 5,000 vpd south of Waverley Road. Waverley Road generates 2,200 vpd during the same data period. Other approach roads including Counsel Avenue and Cordelia Avenue generate 3,000 vpd and 2,000 vpd respectively.

3.6.2 District and Regional Roads

District and Regional roads in the in close proximity to the site include Forrest, Winterfold, Stock and North Lake Roads. Stock and North Lakes Roads provide direct access to either South Street and/or Farrington Road, which provide direct access to the Kwinana Freeway further east.

Accordingly, the site is highly accessible to various major employment nodes via the district and regional road network.

3.6.3 Public Transport

Bus routes currently run on Coolbellup Avenue, Waverley Road and Cordelia Avenue. The site is very well connected to bus services including existing routes 940 and 513 which circumnavigate the site to the north and south.. The site is also within reasonable proximity to the Murdoch and Cockburn Transit Stations on the Perth-Mandurah railway line. Bus services provide connection to this rail service in addition to park and ride facilities at the station.

3.6.4 Site Access and On-site Car Parking

Access into the site is currently via multiple entry points off Coolbellup Avenue, Waverley Road and Cordelia Avenue. Lot 2 includes a 6.5 metre wide right-of-carriageway across the rear of the lot in favour of the City of Cockburn. This right-of-carriageway enables vehicle access between parking areas on Lot 101 and the main shopping centre building on Lot 3. Lot 2 has a right-of-carriageway over Lot 101 of between 12.5 metres and 7 metres width for the full length of the northern boundary, and over Lot 3 with a width of 9.05 metres wide for 17.5 metres of the southern boundary from Coolbellup Avenue.

Reciprocal rights of parking and access is intended to be retained, albeit ultimate access and parking arrangements will be influenced by the final built form.

3.7 Existing Vegetation

The Town Centre includes a number of existing large trees namely on the perimeter of the site, being the western boundary (within the Coolbellup Avenue road reserve), and eastern boundary abutting Len Packham Reserve.

The Structure Plan identifies that the majority of trees will be retained, to maintain the aesthetic value and sense of place and identity of the Coolbellup Town Centre and surrounds. There are however some trees that are recommended for removal along the eastern boundary of the site. Such recommendations are further detailed under Section 4.9 and **Appendix 2** of this Structure Plan report.

3.8 Indigenous Heritage – Ceremonial Tree Site

Bordering the north-east boundary of the Structure Area is a registered Aboriginal Heritage Site, this being Site ID 21787 – Coolbellup Wardang (Crow) Tree. Its precise location is in the north-western corner of Len Packham Reserve, on the western edge of the Primary School access road, and directly abutting the boundary with Lot 1; thus the subject tree is not within the Structure Plan boundary.

In February 2010, Brad Goode and Associates – Consulting Anthropologists and Archaeologists prepared Desktop Aboriginal Heritage Survey in relation to the Roe Highway Extension within the City of Cockburn.

This survey reported the Coolbellup Wardang (Crow) Tree to be a modified tree, ceremonial and mythological site. This site was initially recorded by James Corbett, Chairperson of Binjarb Aboriginal Corporation in 2004. The site comprises the remains of a jarrah tree (*Eucalyptus marginata*). The general area of Coolbellup is recognised as a place belonging to Wardang (crow). This tree was the largest among a cluster of tall jarrah and marri trees that were nesting grounds for the crow. They served as a conduit to channel the Wardang spiritual source between humans and birds. An informant, Mr Gus Abrahams (deceased) described the tree as scarred for ceremonies but due to fire the scars are no longer visible.

Although severely reduced by lopping to provide clearance to adjacent powerlines, the significance of the tree is important, thus retention is recommended. An existing Vegetation Assessment undertaken by EPCAD (**Appendix 2** refers) provides further detail in relation to the tree and measures required to protect the tree when the Coolbellup Hotel site is redeveloped.

The Aboriginal Heritage Act 1972 provides for the recognition, protection and preservation of Aboriginal sites in Western Australia. It is an offence under s.17 of the Aboriginal Heritage Act 1972 to excavate, destroy damage, conceal, or in any way alter an Aboriginal site. If an owner of land wishes to use their land in a manner which is likely to breach s. 17 with respect to any Aboriginal sites which might be on the land, they are able to apply for consent under s. 18(2) of the Aboriginal Heritage Act 1972. Consent has the effect of removing the criminality from any breach of s. 17 which occurs on the land.

3.9 European Heritage

There are no known European Heritage sites located within the Structure Plan area.

4 STRUCTURE PLAN DESIGN PRINCIPLES

It is the intent of the Coolbellup Town Centre Structure Plan to facilitate the revitalisation and ultimate redevelopment of the Coolbellup Town Centre into a successful neighbourhood activity centre; successful in that it becomes a visually appealing, vibrant and diverse place for living, working and visiting.

The Structure Plan is intended to *guide* land use and built form within the Town Centre by providing sufficient detail to ensure adequate control over development to achieve quality and desirable built form outcomes. The configuration of land uses and design parameters proposed by the Structure Plan have been nominated to maximise the chances of this intent being realised; whilst also retaining some flexibility so that the Structure Plan area can adapt to changing demands in development that may occur over time.

It is acknowledged that an alternative means of development control is required to provide the City of Cockburn and the community with certainty and confidence that the built form outcomes enunciated by the Structure Plan will be delivered in the most effective manner. In this regard, a detailed set of planning and built form standards and variations to the Residential Design Codes are included in *Part One* of the Structure Plan, and explained under this Section. More specific guidance for each respective Precinct is detailed in Section Five.

4.1 Site Context

Physical and natural attributes define the character of an area. Given the existing dilapidated appearance of the Town Centre, and lack of established character in the surrounding spaces, it is important that the first stages of renovation and/or redevelopment provides a standard that will reflect the future desired character of this site and general locality.

Conceptual drawings prepared by Zuideveld Marchant Hur for the proprietor of Coolbellup Hotel site (Precinct A) suggest a significant improvement in building design appearance and specifications not yet experienced in the Coolbellup locality; this significantly improving upon the ongoing 'revitalisation program' of the various Department of Housing apartment complexes (mostly on-sold for private purchase) scattered throughout the locality. The anticipated high standard of this development will encourage investment in the remaining Precincts of the Town Centre and surrounding sites, which will be a significant benefit to the broader Coolbellup community in terms of local services and amenity.

4.2 Development Objectives

The following objectives have been prepared to guide development towards a quality land use and built form outcome:

- establish a sound statutory framework to progress planning and enable the development of a vibrant, sustainable Town Centre for the Coolbellup community;
- encourage a Town Centre that can develop over time and consist of retail, commercial, residential, community, educational and recreational land uses that complement each other and help create a 24/7 centre;
- encourage convenient links between uses to increase synergies and activity;
- encourage overlapping of land uses in the third dimension through combining more than one use in buildings;
- encourage various intensity of uses along streets;
- encourage an integrated plaza and landscaped urban settings that have various active frontages to deliver community place making spaces;

- provide for a safe, attractive and high quality public realm that caters for a wide range of uses from active recreation to informal, unplanned events and experiences;
- respond to the climate, environment, character and identity of the locality;
- respond to building diversity, choice, adaptability and innovation; and
- encourage a strong synergy between the Town Centre and adjoining residential, community and recreational places.

The Structure Plan report and accompanying Map will ensure that:

- the design intent and overall vision of the Town Centre is implemented and maintained;
- overall constraints and opportunities have been fully considered and exploited;
- the built form and public realm complement one another;
- there is a considered outline for the overall role, function and character of the Town Centre;
- there is strong integration with the local site characteristics and community aspirations and needs;
- land uses are carefully considered and located to create strong relationships; and
- the promotion of the delivery of social, commercial and economic success for the Town Centre.

4.3 Land Use

The Structure Plan includes a mix of land uses over the site and generally comprising high density residential, commercial (i.e. shop/retail and office) and community (civic) purposes.

The site has been divided into four (4) precincts based on the transition of land uses across the site and will generally consist of:

- **Precinct A** – Residential (High Density) and minor Mixed Use (Local Centre) ground floor component
- **Precinct B** – Mixed Use (Local Centre) with Residential (High Density) encouraged to upper floors
- **Precinct C** – Mixed Use (Local Centre) with primary Shop focus
- **Precinct D** – Public Purposes

These land use Precincts are described in detail in the Section 5 and illustrated in Plan 1.

4.4 Zoning and Land Use Permissibility

Pursuant to the City's Scheme, and for the purposes of planning and development control, standards and provisions, Precincts A, B and C shall be included in the 'Local Centre' zone of the Scheme's Zoning Table. This allows for residential and non-residential uses to be established in a manner consistent with the land use and development intent of the Scheme, however with 'recommended' land uses suggested for each Precinct to encourage land use diversity within this Neighbourhood Town Centre.

Precinct D shall be included in the 'Public Purpose – Primary School' and 'Public Purpose – Civic' reservation respectively; consistent with its current use. Any future development across these lots should be undertaken consistent with the prevailing land use.

The land uses permitted within each precinct are pursuant to those listed under the respective 'Local Centre' zone and 'Public Purpose' reservation in the Scheme. Additional land uses to those already granted under the 'Local Centre' zone of the Scheme are not warranted at this time, however may be considered by Council by way of Structure Plan and/or Scheme Amendment subject to the merits of the proposal.

4.5 Commercial Development

Pursuant to the State Planning Policy 4.2 'Activity Centres for Perth and Peel' (August 2010), and draft City of Cockburn Local Commercial and Activity Centres Strategy (LCACS), the Coolbellup Town Site has a '*Neighbourhood Centre*' designation. These Centres being characterised by '*providing for daily and weekly household shopping needs, community facilities and a small range of other convenience services.*'

Neighbourhood Centres do not have a shop/retail floor space component 'cap', nor require a mix of land uses as a proportion of the Centre's total floor space. The Structure Plan does not prescribe minimum or maximum targets for floorspace throughout the Centre, however it recognises that based on the adopted Local Commercial Strategy and draft LCACS:

- available commercial floorspace is currently in the order of 7,500m² shared across 10 separate commercial buildings (of which approximately 1,781m² of this floorspace is currently vacant);
- the shop component of this commercial floorspace comprises approximately 2,936m²; and
- projected commercial floor space will be in the order of 3,427 – 5,712 by 2026.

The Structure Plan, through Scheme zoning and land use control, will allow for additional shop/retail floorspace to be provided outside the core retail precinct (Precinct C); acknowledging such uses are already permitted in the central portion of the site (Precinct B) and to a lesser extent on the existing Coolbellup Hotel site (Precinct A). Provision of additional shop/retail floorspace will encourage street level activation along the Coolbellup Avenue frontage (Precincts A and B) and proposed Main Street, which traverses Precincts B and C

Future development is encouraged to provide a combination of land uses in addition to shop/retail, including office, entertainment, residential and other complementary uses; that provide for a high level of vibrancy, diversity and synergy throughout the Town Centre. Nominating specific land uses within each Precinct is not warranted and may compromise the (commercial) development potential of each respective Precinct. For this reason, recommended uses only are suggested on the Structure Plan Map.

4.6 Residential Density

With the exception of the public purpose precinct (Precinct D) within which residential land uses are not permitted, the Structure Plan proposes a residential density coding of **R80** (minimum) is applied to all residential development within the Structure Plan area. Densities higher than R80 are encouraged and may be reviewed on merit as part of any subsequent Development Application.

All residential development must generally comply with the prescribed *Acceptable Development* provisions of the Residential Design Codes, unless otherwise varied based on its merit in accordance with the corresponding *Performance Criteria* provisions; or varied by *Part 1* of this Structure Plan.

4.7 General Built Form and Development Principles

Part 1 of the Structure Plan stipulates Residential Design Code variations and Built Form and Development Standards that the Coolbellup Town Centre Structure Plan must achieve. *Part 2* of the Structure Plan seeks to provide a descriptive analysis of the general objectives and intent of the various principles that inform the design requirements of *Part 1* and the Structure Plan Map.

The Structure Plan encourages the implementation of a number of planning and design principles by way of redevelopment or building upgrades to ensure a vibrant, diverse and visually attractive town centre is ultimately achieved.

In light of the various individual strata ownerships across the core retail site (Precinct C), an extensive upgrade or redevelopment of this existing shopping centre building may be a complex challenge in the short to medium term; based on differing objectives and financial position of the various strata owners. Under these circumstances, an extensive upgrade of the shopping centre, to perhaps expand the floor space towards the property boundary, to provide street front activation, and to provide areas of roof top parking and the like to maximise space, may be too cost prohibitive at this time.

Notwithstanding the above, there are opportunities to undertake aesthetic upgrades to the shopping centre; which over time may attract more tenancies, increase the value of existing floor space and ultimately enable more significant upgrades and extensions to occur.

The built form and development principles included within this report provide a framework to achieve both short term 'aesthetic' upgrades as well as ultimate building form across the Structure Plan area. The design principles have been influenced by the WAPC's *Multi-Unit Housing Code* and other meritorious built-form design guidelines case studies found throughout the Perth Metropolitan Area. These general principles include as follows:

4.7.1 Building Scale

4.7.1.1 Building Size

Buildings should be designed so that the perceived bulk and scale promotes a new desired character for the Town Centre, including intensification of land uses preferably in the third dimension through combining more than one use in buildings. Notwithstanding, buildings should employ design treatments (i.e. articulation) that are architecturally designed to assist in reducing the appearance of bulk and scale on the local streetscape.

4.7.1.2 Building Height

Promoting consistency in building forms is important to reinforce the future desired character of the Town Centre. The distribution of building height within the Town Centre will influence people's perception of the streetscape and the general urban landscape. Sites on corners, landmark locations, or terminating vistas have the potential to accommodate additional height and will enhance the identity of the area.

Whilst multi-storey development is encouraged within the Town Centre, building height should have consideration towards the amenity impact on adjoining residential properties, including, where appropriate:

- adequate direct sun to buildings and outdoor living spaces;
- adequate daylight to major openings to habitable rooms;
- access to views of significance from public spaces;
- buildings present a human scale for pedestrians; and
- buildings facades are designed to reduce the perception of height through design measures.

4.7.1.3 Street Setbacks

Buildings are encouraged to provide minimal (nil) setbacks from street boundaries so they:

- promote a new desired character and intensification for the Town Centre;
- improve the functionality of the adjacent and internal street network; and
- provide shelter (awnings) for the local pedestrian network and ground floor uses.

4.7.1.4 Side and Rear Setbacks

The Town Centre currently has no residential land uses on site, therefore there are grounds to support nil side and rear setbacks along all internal boundaries. Notwithstanding, the design of boundary walls (parapets) should take in consideration:

- providing adequate daylight, direct sun and ventilation for existing buildings directly adjacent;
- moderating the visual impact on building bulk on a neighbouring property through appropriate stepping back of upper floors as required; and
- providing articulation in long walls by means of building materials, or feature walls that include elements of public art.

4.7.1.5 Site Cover

Site coverage will generally be controlled by plot ratio and car parking requirements for the respective Precinct based developments. Intensification will be also supported by development that provides diversity in the third dimension through combining more than one use in buildings; and recognising that both suitable site coverage and building height provision assists to achieve this objective.

4.7.2 Streetscape

Streetscapes are created by the relationship between landscape and built form, often separating public from private domains. In order to enhance the streetscape, buildings should address the street and create a strong connection and relationship to the street. The interface between buildings and the streetscape should be designed and implemented with a consideration of public safety and passive surveillance.

The existing commercial buildings within the Town Centre currently have a poor relationship with the surrounding streetscape, separated by expansive car parking areas and with minimal shop front interface to the public realm.

The following design elements should be considered as part of any future development within the Town Centre to improve the current streetscape situation:

4.7.2.1 Public Realm Design

A key principle for implementation within the Town Centre is the activation of land uses and buildings at street level. Activation relates to suitable physical and visual connections (actual and perceived) between individual buildings and the street, and between common areas and the street.

To provide suitable activation, buildings should address the street frontage to encourage pedestrian activity to interface or spill out onto the pavements and public spaces wherever possible. Also, development abutting or incorporating a pedestrian linkage should provide for visual surveillance from windows, balconies, entries and private open spaces.

To achieve a desirable public realm, the following design measures should be provided:

- orientate development to maximise street frontages for balconies, living areas and common areas;
- reduce the appearance of long blank walls on street frontages;
- entries to buildings should be legible from the street;
- blank walls should be minimised at street level and where practical active frontages incorporated into the development to ensure a suitable level of casual surveillance of the public realm;
- lengths of street frontage at ground level dedicated to each tenancy should be limited to discourage large scale uses that reduce the level of activity along the building frontage;
- provision of suitable security design measures that maintain the integrity of the building design and streetscape aesthetics outside normal business hours.

4.7.2.2 Street Walls and Fences

Street walls and fences promote a sense of safety for pedestrians travelling along the street, and assist to define the property boundary and controls access for building occupants.

The proposed land uses within the Town Centre suggests that fencing will be limited. Notwithstanding this, where fencing is provided in the Town Centre it should generally meet the following objectives:

- fencing should be permeable to ensure an open streetscape character is maintained;
- fencing should allow for surveillance both internal and external to the site;
- fencing if provided to a raised section of a ground floor should be suitably set back or treated to minimise the bulk and scale of the building on the streetscape.

4.7.2.3 Laneways and Service Areas

Laneways providing access to service areas are expected to be located along the eastern boundary of Precincts B and C.

To provide a safe environment, development abutting laneways should provide a practical opportunity for passive surveillance overlooking the laneways. This may include provision of windows and openings to the rear of individual commercial tenancies, or upper floor balconies in the case of residential development.

The use of design to create an interesting experience (e.g. graphic art walls etc) is also encouraged.

4.7.2.4 Corsos

To enable physical connection for pedestrians throughout the site, a number of corsos (pedestrian access ways) are intended between or through buildings in the Town Centre. This may include pedestrian internal 'malls' within the existing shopping centre, or open air links between proposed and existing buildings.

The Corsos will provide public pedestrian access via land in private ownership. It is anticipated that this will provide scope for unique and interesting designs, which will result in attractive outlooks for residents overlooking these areas, and for pedestrians using these connections. The Corsos are required to be inviting and easily and clearly interpreted as being for use by the public.

As the Corsos will be in private ownership, development of these spaces within a three dimensional way is encouraged; utilising link buildings over the Corsos, stairs and ramps and the use of soft and hard landscaping to create intersecting spaces.

Corsos should generally:

- provide for visual surveillance, perceived and real, from apartment windows and balconies, pedestrian entries and courtyards to apartments.
- create an attractive and interesting pedestrian thoroughfare through the Town Centre;
- Ensure they are inviting and easily and clearly interpreted as being for use by the public; and
- Provide suitable protection to weather elements, namely sun, wind and rain.

4.7.3 Building Appearance

Buildings should be designed to enhance a desired streetscape by providing a range of buildings materials and articulation to enhance visual interest and to alleviate building bulk. Articulation may be in the form of projections, recesses, eaves overhangs, deep window reveals and variation in parapet walls heights and length.

Where mixed use development is proposed the proportion of the frontage dedicated to the residential entrance is to be minimised so as to maximise the potential for active commercial frontage. Suitable integration of land uses should also be considered to minimise conflict between uses.

The following design measures should be considered as part of any future development of the Town Centre site:

4.7.3.1 Robust Building Design

Robust and flexible building design allows for a change in use of a building over time, ensuring the building is sustainable via its longevity and adaptability. This is particularly relevant to residential buildings which should be designed to allow the ground floor to be adapted for a non-residential use.

In designing a robust residential building, consideration is to be given to future access to tenancies. Consideration should also be given to how internal layouts may be adapted for commercial/retail tenancies. The external appearance of the building should be designed as a commercial/retail tenancy rather than being domestic in appearance. This relates to the scale of windows and openings, materials selected and finish. High ceilings for commercial tenancies may allow for raised lightweight floors and raised courtyards for residential dwellings in the future.

4.7.3.2 Frontage and Articulation

Design and articulation at street level assists to provide a vibrant and stimulating pedestrian experience. At street level, the building frontage of commercial and retail tenancies should be designed to address the street via suitable entries, windows and displays. Activation at street level may also be achieved by extending services beyond the site boundary; this may be through provision of alfresco seating or the display of goods that assist to populate the public realm.

Street-based retail and commercial tenancies are preferred to front Coolbellup Avenue, proposed 'Main Street' and Cordelia Avenue.

Where residential uses front the street (ground or upper floors), living spaces should provide an address via generous windows, openings, balconies and courtyards to encourage active use within this zone and passive surveillance over the street. Street-based residential dwellings are preferred to front Coolbellup Avenue (upper floors), Waverley Road, internal Corsos and overlook the Public Open Space to the east.

4.7.3.3 Awnings and Canopies

Awnings and canopies provide protection from sun, rain and wind, encourage pedestrian activity and create opportunities for extending retail activities to footpaths such as dining and vendor activities. They also create an intimacy of space. The design of the awning and canopy can provide identity and detail to a building. Awnings and canopies can be used to emphasise corners and define entry foyers to upper levels via accentuated height or a variation in design. High level awnings such as shading over windows are encouraged to add interest and expression to the building's architecture and improve its energy efficiency.

The Coolbellup Avenue frontage, and Waverley Road and Cordelia Avenue side returns, as well as the proposed Main Street and Town Square identified on the Structure Plan Map are required to provide awnings and pedestrian cover at every possible opportunity.

4.7.3.4 Entry

Building entries provide an interface within the public realm and generate activation, thereby contributing to the activation of the street. The entry point directs and orientates the visitor and can create desirable identity for a development; the entry is also the front door for many residential dwellings and therein the residents sense of place of address in the street. Entries may lead into a common entry foyer or directly into communal open space from the street.

4.7.3.5 Openings

The number, placement, proportion and detail of windows and openings can assist in articulating the facade and are important elements within the design. The use of shading devices such as eaves, awnings and external louvers can provide protection from the natural elements and provide definition to the building.

4.7.3.6 Corners

Corner buildings provide a transition between streets and define the public realm at intersections. The design of a building at the corners should be considered carefully to ensure there is continuity or harmony of materials and detailing to both elevations. The corner may be emphasised by height, form or feature elements such as wrapping balconies.

4.7.3.7 Lighting

Lighting of a building facade can enhance legibility and safety within the public realm. It can also create a mood and a sense of place. Lighting should be incorporated into the building design and consideration given to the building appearance at night.

4.7.3.8 Signage

Signage is important for way-finding and for business identification; its design should be considered early in the design process to ensure it is compatible with the building design and streetscape character. Signage design should consider scale and proportion of the development and information hierarchy within the street context without obscuring or dominating important views.

4.7.3.9 Staging and Interface

As it is likely that the redevelopment of the Town Centre will take place in stages, each (re)development should consider carefully its interface with future adjacent development. In each individual situation the issue of building setbacks and/or the use of architectural edges and wall treatment shall be explored and implemented to ensure that the interface is well planned and designed, and a superior outcome is achieved.

4.7.4 Site Planning and Building Design

The Town Centre site needs to accommodate all the functionality requirements to ensure that the amenity for residents and visitors is maximised by the provision of high quality facilities that are well located.

Open space provides area for functionality and outdoor amenity for users of multiple dwellings. The landscape treatment of open spaces such as those within the street setback areas is important in creating consistent and attractive communal streetscapes.

4.7.4.1 Outdoor Living Areas

Outdoor areas to residential land uses should be capable of use in conjunction with habitable rooms of each dwelling, and if possible, open to winter sun.

Private outdoor areas should be provided for each dwellings private use, which may be provided through ground level gardens, balconies or terraces that are connected to a habitable room. The size of private outdoor areas should be of sufficient size to serve as a functional space.

4.7.4.2 Visual Privacy

The Structure Plan has a firm objective to provide high density residential development, namely in the northern portion of the site. With this comes a level of acceptance that apartment style living will have a degree of overlooking between dwellings. The manner in which this is to be addressed will come down to built form design, with a balance of views and visual privacy to be considered by the developer. In this case internal layouts should consider the activities of each of the areas where overlooking may occur, the times and frequency these spaces are being used and the occupant's expectations of privacy and their ability to control a loss of privacy with screening devices.

The elevation and facade composition should not be compromised in achieving privacy between residential units, which should be achieved via a well considered building configuration and/or integrated screening devices.

4.7.4.3 Acoustic Privacy

It is acknowledged that the anticipated mixed use developments within Precincts A and B are likely to incur some noise generation conflicts from after hour activities. It is therefore imperative that suitable design parameters are addressed to ensure a high level of amenity is maintained for residential dwellings by protecting the acoustic privacy of dwellings from noise-generating non residential uses.

Noise generating uses should be in tenancies suitably designed and built, with the use managed to limit noise and disturbance to residential occupants in the same, or an adjoining development.

4.7.4.4 Daylight Access and Lighting

Natural light within the building contributes to pleasant and comfortable environments in which to live and work. Access to natural light reduces reliance on artificial light, improving energy efficiency and amenity. Passive and active design principles are encouraged to minimise the need for artificial summer cooling and winter warming. North-facing living spaces should be encouraged.

As lighting creates a sense of safety for users and for residents alike, the location of lighting should be carefully considered in areas which are proposed to be used after dark.

4.7.4.5 Dwelling Diversity

The Structure Plan requires that all development involving residential land uses must incorporate a diversity of dwelling types with regard to number of bedrooms and dwelling sizes. The specific requirements in relation to dwelling diversity are stipulated on Plan 1: Coolbellup Town Centre Structure Plan; generally pursuant to the WAPC's *Residential Design Codes* and accompanying *Multi-Unit Housing Code*. Provisions include:

Developments comprising more than 12 dwellings shall contain a mix of at least two different dwelling types (as listed below):

A development shall provide diversity in unit types and sizes as follows:

- Single bedroom dwellings – minimum 20% and maximum 50% for any proposed development;
- Dwellings of 2 or more bedrooms – minimum 40% for any proposed development.
- The development does not contain any dwellings smaller than 40sqm plot ratio area, excluding outdoor living areas and external storage.

4.8 Movement Network

4.8.1 Vehicles

The aim of the Structure Plan is to create a Town Centre with pedestrian focus. Accordingly, vehicle access and movement has been designed to only that necessary to obtain access to the key areas and car parking sites.

The internal vehicle movement network is based on one southeast-west primary access way ('Main Street') through to the core retail area of the Structure Plan; and a number of secondary access ways providing adequate vehicle access to the other precincts and communal car parking areas. The internal road network will provide direct access to all car parking areas, however without creating an environment dominated by vehicle movements.

4.8.2 Pedestrians

A primary objective of the Structure Plan is to create a network of clearly defined pedestrian linkages both internal to the Town Centre and on-route to the broader neighbourhood path network. The Structure Plan proposes two key north-south pedestrian axes and two key east-west pedestrian axes that have been located and designed as convenient links between spaces and uses to increase synergies and activity between the Town Centre and adjoining residential, community and recreational places.

The proposed pedestrian linkages create a connected and highly accessible Town Centre that is well integrated with the surrounding environment.

4.8.3 Car Parking

The Structure Plan provides for various forms of car parking across the site appropriate to the projected land uses in each respective Precinct. The car parking areas vary between grade parking within the site, on street visitor car parking along Coolbellup Avenue and Waverly Road and undercroft parking for residential and commercial uses where practical and appropriate. Car parking areas also provide an important service delivery function for the retail and commercial operators within the Structure Plan area.

On street parking is suggested along the perimeter public roads, to provide additional visitor parking opportunities; namely for those developments with prescribed external building interface to the surrounding road network. This relates primarily to Lots 1, 101 and 2 (Precinct A and B), which are proposed to include developments with direct frontage to Coolbellup Avenue and Waverley Road in the short term. Longer term developments may see extension of the core shopping centre building towards the perimeter roads and the need to incorporate on-street car parking for Lot 3 (Precinct C).

The suggested on-street car parking bays along Coolbellup Avenue are considered vital for catching passing trade and ensuring the success of the proposed 'active street frontages' in this location. There is ample room for on-street parking within the Coolbellup Road reserve given the wide landscaped verge on the Town Centre side. The intermittent spacing of bays is possible without compromising the established trees within this verge.

Coolbellup Avenue currently generates in the order of 4,200 vehicles per day (vpd) with ultimate traffic forecasts in the order of 5,500 vpd. By metropolitan comparisons, Mends Street in South Perth generates up to 4,600vpd, Rokeby Road in Subiaco up to 13,500vpd, and Albany Highway in Victoria Park up to 19,000 vpd. All of these case studies provide on-street parallel parking the full length of their respective commercial strips. In light of the comparatively low traffic volumes along Coolbellup Avenue, slow speed residential environment, potential traffic calming measures including suggested raised 'flush' paving areas, and with wide (2.5 metres) parallel parking bays encouraged, there will be negligible vehicle-pedestrian conflicts under this suggested parking arrangement.

The type of street (verge) parking ultimately constructed may be a variety of 45° , 90° or parallel parking, this depending on adjacent traffic volumes, retention of verge vegetation or localised parking demand. Design options should be addressed at the Development Application stage.

In addition to on-street parking, internal private roads preferably with one-way traffic movements are also encouraged to be provided directly in front of the buildings fronting Coolbellup Avenue; hence offering a greater level of short term parking and activation in front of these external facing Coolbellup Avenue 'shop-fronts'. Provision of such parking arrangements will be subject to more detailed design at the Development Application stage.

4.8.4 Reciprocal Rights of Access

There will be reciprocal vehicle access and car parking between all shop/retail sites, consistent with current arrangements. The level of reciprocal parking and access available will be influenced by the ultimate built form and car parking and access configuration, and may require amendment to Certificate of Titles at the Development Application stage.

4.9 Open Space and Landscaping

A Vegetation Assessment has been undertaken by EPCAD for Lots 1, 101 (on site and adjacent verges) and part of Lot 3 (eastern boundary); **Appendix 2** refers. Additional studies will be required for the remainder of Lot 3 and Lot 2 including adjacent verges should verge car parking be considered at the time of (re)development.

The Structure Plan identifies a number of mature trees (that must be retained) within the wide verge fronting Coolbellup Avenue. It is considered that these trees add aesthetic value and contribute significantly to the sense of place and identity of the Coolbellup Town Centre and surrounds.

A detailed tree survey will need to be undertaken at the Development Application stage in order to achieve the practical retention of trees, should car parking or road access be required through or adjacent to the verges. Upgrading of the Coolbellup Avenue verge, and other perimeter road verges will be encouraged as part of any future development.

There are a number of large trees of varying quality along the eastern (rear) boundary of Lots 1, 101 and 3 (Precincts A – C). Whilst it is acknowledged that the retention of these trees is preferred by the City of Cockburn, it is important to note that the large tree canopies project considerably into the property boundaries resulting in possible alterations to the ultimate design potential, and subsequently financial feasibility, of development projects.

As identified by the Vegetation Assessment, the various (17) River Gum specimens adjacent the Lot 1 and 101 eastern boundary have all been severely pruned over the years with the canopies arising from lopped unions ranging from 4m to 10m above ground level.



Existing Vegetation – Coolbellup Avenue Road Reserve

For this reason the Vegetation Report recommended removal of the trees and replacement with suitable specimens where appropriate. Retention of a ceremonial tree (Aboriginal Heritage Site) is recommended for retention as addressed under Section 3.8.

Further south adjacent Lot 3, the existing Sugar Gum specimens are of good quality and recommended for retention subject to a suitable design of the adjacent road network.

All trees internal to the above lots, including Flame Trees and Central Gum tree are of poor quality and best replaced with suitable specimens where appropriate.

Based on the Vegetation Assessment, the removal of the compromised trees should be supported if it is identified that retention will jeopardise the upgrade and redevelopment of the Town Centre; particularly when suitable replanting 'offsets' can be provided, both on-site (between buildings) and off-site (Coolbellup Avenue and Waverley Road verge upgrade, and additional planting within the adjacent parkland.)

The Structure Plan provides for pedestrian linkages, public gathering spaces and meeting places to be established through the ultimate redevelopment of the Town Centre. The landscaping treatment of these spaces is anticipated to be a mix of hard and soft elements appropriate to the purpose and function of the space, its synergies with built form, and land uses adjacent. Development will need to ensure landscaping of the pedestrian linkages and public spaces contributes to a highly desirable and visually attractive pedestrian experience.

Water Sensitive Design Principles will be adopted with the use of selective native shrub planting. The shrub planting will further enhance the fringe landscape buffer and formalise pedestrian routes whilst creating a habitat for local birds.

4.10 Public Art

The Structure Plan design objectives will promote high quality built form and landscaping treatments internal and external to the site that will contribute significantly to a 'revitalised' identity for the Coolbellup community.

Community identity by way of a commissioned Public Art piece may also be explored, with the Town Square the most logical space in which to locate this art. This matter would need to be explored at the time of refurbishment or redevelopment of Precinct C to include the Town Square.

5 PRECINCTS

The site has been divided into four (4) precincts based on the transition of land uses across the site and will generally consist of:

- **Precinct A** – Residential (High Density) and minor Mixed Use (Local Centre) ground floor component
- **Precinct B** – Mixed Use (Local Centre) with Residential (High Density) encouraged to upper floors
- **Precinct C** – Mixed Use (Local Centre) with primary Shop focus; and
- **Precinct D** – Public Purposes

Site specific design requirements have been identified for each Precinct and include as follows:

5.1 Precinct A – Coolbellup Hotel Site

This Precinct includes Parent Lot 1 – being the north-western portion of the Structure Plan area; with Coolbellup Avenue and Waverley Road bordering the western and northern boundaries respectively.

5.1.1 Land Use Intent

Precinct A is intended to be a high density residential area with an element of mixed use (Local Centre) development at ground floor level, fronting Coolbellup Avenue and Waverley Road corner return.

The site is ideally suited to residential land uses to complement and support the core retail land uses proposed in the mid and southern Precincts of the Structure Plan area. The inclusion of a high density residential area within a Town Centre is a desired planning and design outcome; as it is widely recognised having people live within the activity centre is essential for creating diversity, vitality and vibrancy, activation beyond traditional working hours and ultimately contributes to the economic success of the Town Centre.

It is recognised that Precinct A will have a strong residential focus, with a variety of multiple dwellings (residential apartments) provided on the upper floors within the 'Coolbellup Avenue cells', and ground and upper floors within 'parkland frontage cells'.

While 'shop/retail' uses will have greater attention within Precincts B and C, this is not to exclude complementary commercial development in Precinct A; albeit at a lower intensity (frequency) and smaller scale and namely within ground floor tenancies proposed fronting Coolbellup Avenue and Waverley Road corner return. A total floor area of approximately 800m² is anticipated for commercial tenancies across this site.

It is envisaged that the commercial tenancies at ground floor level may include cafes/restaurants, offices, low intensity specialty shops (retail) and consulting rooms or similar; without prejudicing the final uses.



5.1.2 Movement Network

Traffic Projections

A Traffic and Parking Technical Note was prepared by Riley Consulting (Oct 2012) specific to the Precinct A development. This was undertaken in isolation to the remainder of the Structure Plan area given:

- Precinct A is likely to have separate vehicle access to its site, with no direct internal connectivity to the other Precincts (except for pedestrian access); and
- The development of the other Precincts is considered a medium to long term proposition; therefore the short term vehicle and pedestrian activity in the other Precincts is considered *status quo* until otherwise advised.

The Technical Note (**Appendix 1** refers) was prepared under the assumption of a mix of apartment sizes and types, and commercial floorspace, including:

- ~148 dwellings (combination of 1, 2 and 3-bedroom apartments); and
- ~800m² of commercial floorspace fronting Coolbellup Avenue, and Waverly Road side return.

The key findings of the Technical Note included:

- The subject land parcel is currently occupied by a tavern, and has the ability to generate up to 2,254 vehicle movements per day (based on existing floor space). Of significance is that the majority of these traffic movements will be, at times, likely to be inconvenient to local residents (i.e. late evening).
- The proposed Residential (High Density) and Commercial mixed use development can expect to generate approximately 1,659 vehicle movements per day and with peak periods of travel compatible with the surrounding residential land uses.
- The expectation that the subject land will generate less traffic than present land uses (based on potential traffic corresponding to floor area) demonstrates there will be no demonstrable impacts to the operation of the local road network, in terms of daily traffic movements.

Vehicle Access

A private access road off Coolbellup Avenue, being an easterly extension of Counsel Avenue, is proposed to provide vehicular access into and out of Precinct A. This road offers a centralised east-west aligned common access way providing commercial parking and service delivery access, as well as access to private residential parking via feeder driveways into adjacent buildings to the north and south. The design treatment of this 4-way intersection on Coolbellup Avenue is likely to be a roundabout. However, the ultimate design is subject to further liaison with the Council in terms proposed dwelling and commercial traffic volumes and reliance of this entry as the sole access into and out of Precinct A site as to be determined at the Development Application stage.

Refuse vehicles may potentially be provided a one-way movement via restricted access measures (i.e. boom-gate) at the eastern end of the site, connecting directly onto the Primary School driveway. This will remove the need for refuse vehicle turning areas that unnecessarily take up a large area of land to the detriment of the ultimate built form design.

A secondary access way is encouraged to run parallel with Coolbellup Avenue. This access way will provide access and short term parking options for ground floor commercial tenancies fronting Coolbellup Avenue; thereby encouraging activation and vehicle and pedestrian movement in the immediate vicinity.

A centralised north-south aligned vehicle thoroughfare through Precinct A, connecting Waverly Road with the southern Precincts, is not warranted at this time given the pedestrian focus proposed for this Precinct.

Pedestrian Access

Three key pedestrian links are proposed within the Precinct A area. The western link relates to the existing wide landscaped verge pertaining to Coolbellup Avenue. The upgrade of the verge is anticipated as part of future development of the adjacent site, including potential path upgrade, tree and shrub planting to complement the established vegetation. This will enhance the local streetscape and provide an attractive vista for the future commercial and residential development adjacent.

In addition to the pedestrian linkage along the Coolbellup Road frontage, a central north-south and an east-west pedestrian linkage are proposed. The north-south pedestrian link will extend from Waverley Road between the proposed Precinct A building 'cells' and on route to the core retail area to the south and beyond. The east-west link will run parallel to the proposed east-west private access road and link Coolbellup Avenue with the recreational facilities and Primary School to the east.

Delineation of pathways is encouraged, by means of alternative paving materials, hard and soft landscaping and raised sections, to emphasise pedestrians having right of way over vehicles.

The proposed east-west and north south internal pedestrian links will create opportunity for both commercial and residential interface to these areas, encouraging activity and vibrancy via external through traffic as well as resident and commercial use and interaction in such spaces.

General guidance and objectives on suitable built form development of these links (Corsos) is addressed under Section 4.

5.1.3 Pedestrian 'Hub'

The suggested north-south and east-west aligned pedestrian links between building cells provides opportunity for a centrally located pedestrian 'hub' central to Precinct A. The pedestrian hub will complement and provide direct connection to the proposed 'Town Square' within Precinct B. The hub will generally be surrounded by residential development acknowledging commercial activity is expected to focus along the Coolbellup Avenue frontage and Waverley Road corner return.

A conceptual landscaping plan has been prepared by landscape consultants EPCAD on behalf of the Coolbellup Hotel proprietor (**Appendix 2** refers). This plan is to provide guidance towards future development of the pedestrian hub and interface of buildings adjacent to the pedestrian links.

5.1.4 Car Parking

It is envisaged that the Precinct A land uses will be serviced via undercroft car parking, and complemented by on-street and verge parking within the Coolbellup Avenue and Waverley Road reserves. Preliminary concept plans prepared for the Coolbellup Hotel redevelopment site suggests that undercroft (or ground floor) car parking is favoured to maximise the development potential of the site. Basement (or semi basement) car parking, whilst encouraged by the City, may be too cost-prohibitive for this site or others in the Structure Plan area, and therefore needs to be reviewed on a case by case basis at the time of preparing respective Development Application(s).

5.2 Precinct B – Central Mixed Use Precinct

5.2.1 Land Use Intent

This precinct encompasses Lots 2 and 101 and the north-eastern portion of Lot 3. Precinct B is intended to be a mixed use (Local Centre) precinct with a retail and commercial focus. The recommended land uses within Precinct B include entertainment, office, shop, liquor, consulting rooms and residential (high density).

There is opportunity for this site to become an extension of Precinct A, with commercial tenancies at ground floor and residential development above. In this scenario, the development of Corsos between buildings, street and parkland interface and preferred undercroft parking will be encouraged consistent with that prescribed for Precinct A.

5.2.2 Movement Network

The Structure Plan builds on existing networks to maintain access to Coolbellup Avenue while providing vehicle connections to the south and onto Cordelia Avenue.

The primary access way will traverse Precincts B and C in a south easterly direction along the boundaries of Lots 101 and 2 and into Lot 3. This access way will provide a 'Main Street' and 'Town Square'. This access way is to promote a pedestrian focussed 'meeting place' environment that is clearly delineated by means of alternative paving materials, hard and soft landscaping and raised sections, to emphasise pedestrians having right of way over vehicles.

The north-south aligned internal pedestrian network will complement the existing network along Coolbellup Avenue and directs pedestrians to the proposed Town Square, and main entry of the core retail area.

5.2.3 Main Street

The Structure Plan Map nominates a 'Main Street' which transverses Precincts B and C in a south easterly alignment. The proposed 'Main Street' borders Lots 101 and 2, continues into the north eastern corner of Lot 3 and then links to Cordelia Avenue and beyond to the south. The 'Main Street' will be the primary vehicular and pedestrian access point with connections to the core retail area. The following 'Main Street' design principles should be applied as part of any future development:

- A vibrant mix of complementary (high frequency of patronage) land uses fronting the Main Street;
- Pedestrian scale development, awnings, canopies and landscaping;
- A walkable thoroughfare designed for pedestrian priority over vehicles;
- Road design to facilitate slow vehicle speeds and clearly marked pedestrian crossings;
- Formal and informal gathering and meeting places and spaces;
- Design outcomes that encourage activities to spill outdoors onto the footpath and public spaces;
- Compact and intense development style; and
- Highly visible building entries and external tenancies to clearly address the street.

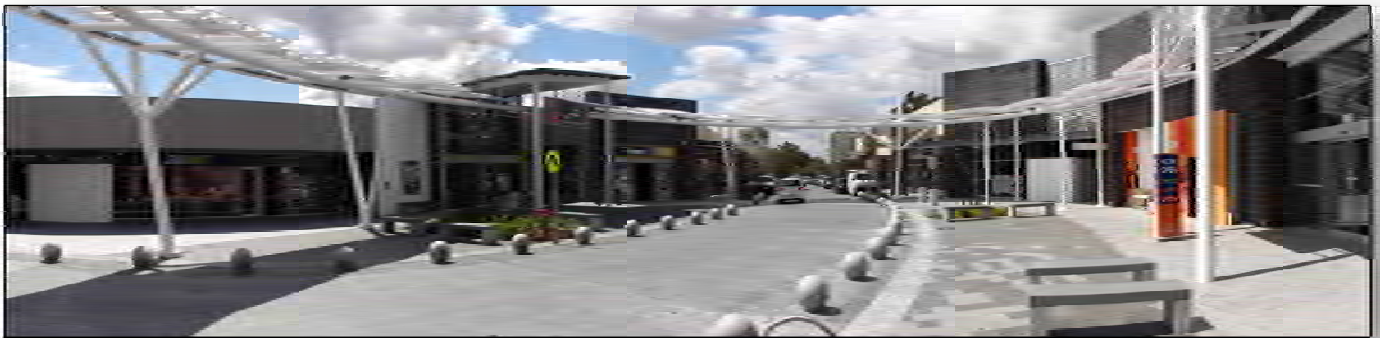


5.2.4 Town Square

The provision of a Town Square is proposed by the Structure Plan; this site traversing Precincts B and C, thus connecting to the northern entrance of the proposed core shop/retail building extension. This location is the most logical position given it is a natural meeting place and pedestrian 'intersection' at the main entry point into the existing shopping centre.

A significant public space could be developed here that will contribute considerably to community place making and the development of a strong sense of place for the Coolbellup Town Centre. Design parameters important to the success of the Town Square include:

- Anchoring off a landmark building or building entrance;
- Providing an attractive urban landscape, possibly with a key landscape or art feature to clearly define the Town Square;
- Provision of comfortable and diverse seating, in both formal and informal arrangements, with adequate shade;
- Connection (physical and visual) with the immediately adjacent development and buildings; and
- Avoiding the creation of 'unsafe' areas by facilitating passive surveillance opportunities wherever possible (i.e. shop front windows, alfresco areas looking onto the public space).



Town Square and Main Street Example – Waterford Plaza, Karawara

5.2.5 Car Parking

Car parking is proposed to consist primarily of 'at grade' parking across the Precinct. Existing car parking areas are encouraged to be upgraded and reconfigured to emphasise pedestrian links and to maximise the potential number of car bays on site. Similar to Precinct A, a secondary access way and verge parking is encouraged parallel to Coolbellup Avenue to promote activation of shop fronts within this location.

5.3 Precinct C – Core Retail Area

5.3.1 Land Use Intent

This Precinct incorporates the existing Coolbellup Shopping Centre in the southern portion of Lot 3. The recommended land uses within Precinct C include an anchor supermarket, higher intensity (frequency) specialty shops and other shop/retail, office, entertainment consulting rooms, and any other land uses complementary to a *Neighbourhood Centre* and the core shop/retail focus of the Precinct.

The consolidation of existing land uses and upgrade and/or extension of existing core buildings is expected to be the most likely built form outcome for Precinct C. Larger shop/retail tenancies (i.e. full line supermarket) and office type land uses are encouraged (medical, Real-Estate, tax accountants etc); this being achieved by way of construction of new buildings central to the site and upgrade and/or extension of the existing core buildings to complement existing tenancies.

5.3.2 Movement Network

Vehicle access into Precinct C will ultimately be limited to two locations; a primary internal access way off Coolbellup Avenue ('Main Street'), and a secondary access way off Cordelia Avenue – providing access to a southern car park area and circulation around the eastern edge of the site. These two access ways will provide adequate connection with the car parking areas whilst providing links to the Town Square and Precinct B.

Pedestrian movement within Precinct C will be focussed on the southeast-west aligned 'Main Street' and a link through the centre of the shopping complex in a north-south direction. Pedestrian linkages are to be provided between Coolbellup Avenue and the public purpose developments to the east; and through the core retail building between Cordelia Avenue and proposed Town Square and beyond.

5.3.3 Car Parking

'At-Grade' car parking is generally proposed in existing locations surrounding the core shopping centre buildings. The option of rooftop parking is also suggested should expansion of the core building be significant enough to encompass a large portion of the existing parking areas. This will need to be reviewed with the prescribed 'car bays to floor space ratio' assessment undertaken as part of any future Development Application over the site.



5.4 Precinct D – Public Purpose

5.4.1 Land Use Intent

This precinct incorporates the existing public primary school on Lot 301 and the existing library and community facilities on Lot 302. The Structure Plan proposes that these uses, as currently developed, continue within this precinct.

The Civic site has capacity to accommodate additional land uses, which may include community facilities such as a Child Care Centre. The potential relocation of the existing Child Care Centre from Precinct C to this site would enable the commercial floorspace to expand west; hence improving the building interface and consequently the activation of the surrounding pedestrian and road networks.

To improve the interface of the Town Centre with the commercial facilities, any future development on the Civic sites is encouraged to provide frontage to both the street and Core retail area. This however is subject to some built form and landscaping design challenges, notably the difference in ground levels between the two Precincts.



5.4.2 Movement Network and Car Parking

The Structure Plan maintains the existing vehicle access and car parking arrangements for these sites via Waverley Road and Cordelia Avenue. Stronger pedestrian linkages are encouraged between the community facilities and Town Centre, particularly along the proposed 'Main Street' in Precinct B and primary east-west pedestrian corridor in Precinct A. Encouraging use of these pedestrian corridors will promote improved surveillance and hence safety for school children on route to and from the community facilities, as well as assisting to further activate the Town Square, intersecting pedestrian links and adjoining land uses.

6 IMPLEMENTATION AND STAGING

There is no specific staging required for the Town Centre site. This is by virtue of all development on individual landholdings within the Town Centre able to be undertaken without prejudicing or restricting development of an adjoining site. Notwithstanding the above, the development proposals for each respective landholding will need to be mindful of the existing built form, in terms of boundary walls or proximity of building envelopes, and parking and access arrangements between developments.

It is anticipated that redevelopment of the Coolbellup Hotel site will be the first project to proceed on the site. This is by virtue of the pro-activeness and engagement of the landowner in the preparation of this Structure Plan and associated concept and feasibility plans for redevelopment already undertaken to date.

As intimated, built form across the Town Centre may occur over an extended period of time. It is important to consider how blank walls in staged developments are presented and viewed from the public realm and neighbouring development. Careful consideration of setbacks, articulation and appearance of facades in the early stages is required. The use of landscaping and public art can assist with the presentation between developed and undeveloped sites internal to the Town Centre.

It is anticipated that mixed use/residential redevelopment of the Coolbellup Hotel site will generate significance interest in the local area, and will assist in promoting the upgrade, expansion or redevelopment of adjacent landholdings to the south. This will ultimately help to create an integrated Town Centre with a vibrant and sustainable mix of commercial, residential, recreation, civic and education facilities for the benefit of the broader Coolbellup community.

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