

Mosman Park Town Centre Plan

September 2019



MOSMAN PARK TOWN CENTRE PLAN CONTEXTUAL REPORT

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1.0 MOSMAN PARK TOWN CENTRE PLAN BACKGROUND

The introduction of Local Planning Scheme No.3 saw up-coding of the Mosman Park Town Centre Area (TCA) bounded by Stirling Highway, the boundary with Peppermint Grove, Monument Street and Liang Lane, increasing density codes and allowing for multiple dwelling and mixed use development. This has coincided with State level strategic planning initiatives aiming to increase density around rail stations and requiring local authorities to meet increased infill dwelling targets into the future.

The Town Centre with its close proximity to the Mosman Park Train Station and ongoing commercial role, is ideally placed to form a key component to enable the Town to respond to these requirements, while building upon the historic character and identity of Mosman Park. To this end, an Opportunities and Constraints Analysis of the Town Centre area was completed. This established a database of relevant information to inform the process moving forward.

Using the outcomes from this assessment, the Town undertook community consultation to develop a vision for the future of the TCA, including a number of community workshops, an online survey and a pop-up information stand in Glyde Street. Findings from this process included a strong desire to rejuvenate the Town Centre, increase activity and offerings, and for new development that integrates and reflects historic character elements - a cohesive character with a sense of place and increased landscaping/street tree provision.

In response to the community visioning, a detailed assessment of the built form, inherent character and landscape of the Town Centre area was completed. The result is a series of reports including a character evaluation, built form character vision and suggested guidelines to support it and public realm improvements and place making initiatives. This work was subject to a further community engagement process incorporating two (2) public workshops, a series of focus groups and an on-line survey. The outcomes from this process were incorporated into the final reports.

An Access, Parking and Movement Analysis of the Town Centre area was completed to improve understanding of the movement network within the Town Centre, including consideration of vehicle, pedestrian, cyclist and public transport, car parking supply and access unto Stirling Highway.



2.0 MOSMAN PARK TOWN CENTRE PLAN

The Mosman Park Town Centre Plan is a spatial, Policy and Action Plan intended to build upon the inherent characteristics of the TCA and the wider Mosman Park locality and is designed to deliver the community vision for the Town Centre. The Town Centre Plan is illustrated graphically in Appendix 1 to this report. It applies to the Town Centre area of Mosman Park as shown in Figure 1.

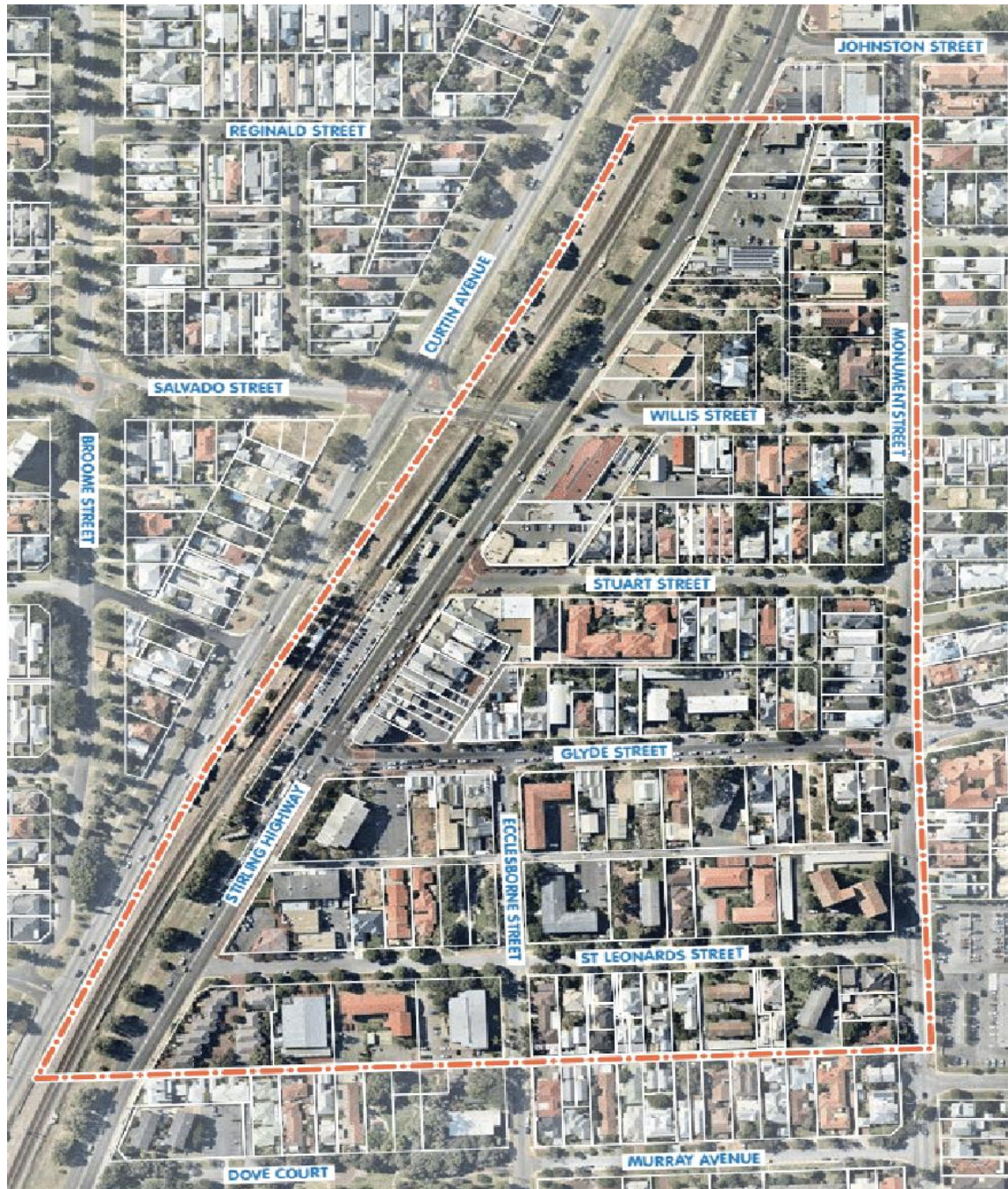


Figure 1: Town Centre Plan Area

2.1 MOSMAN PARK TOWN CENTRE PLAN

An overall vision statement outlines the Community vision for the Mosman Park Town Centre:

“AN URBAN VILLAGE WHICH BLENDS ARCHITECTURE, LANDSCAPE AND ACTIVITY TO CREATE A BUSY AND VISUALLY APPEALING PLACE THAT REMEMBERS IT’S PAST AND IS DISTINCTIVE FROM ITS SURROUNDS”

The Town Centre Plan reflects a number of core principles inherent in delivering this vision;

1. Clearly identifiable **urban village** comprising an **eclectic mix of land uses and activity** set amidst a **botanic landscape context**
2. Individual **precincts** with their own character but which in combination drive the eclectic Mosman Park Town Centre
3. Efficient **movement and connectivity**
4. Retain and create **character**
5. Focussed upon **landscape and streetscape**
6. Increased and improved **public space**
7. An **activated and energised** Town Centre

They establish the guidance for development and use within the Town Centre and all activity and development should conform to them. Where any proposal cannot demonstrate conformity with these core principles, it will not be supported. The vision and core principles are underpinned by a series of core elements:

- Precincts
- Movement Efficiency
- Character retention, connectivity and creation
- Importance of landscape
- Importance of streetscape
- Increased/Improved public realm
- Activation/energising the Town Centre
- Place

These are detailed in Section 2.2 below.

To deliver the vision for the Town Centre, the Town Centre Plan comprises a number of proposed enacting strategies and proposed key initiatives.

The proposed four (4) enacting strategies comprise:

- A Built Form Strategy in the form of a Local Planning Policy to promote future development that reflects the built form objectives of the community vision;
- A Movement Strategy to design and then deliver efficient movement to and through the Town Centre;
- A Land and Street Scape Strategy that will deliver the amenity objectives of the plan; and

- A Placemaking and Activation strategy that will energise the Town Centre as a place to go to and to enjoy for the community of Mosman Park.

The proposed enacting strategies are further discussed in Section 3 below.

The proposed key initiatives are grouped under four (4) categories:

- Stirling Highway Access
- Open/civic space
- Key opportunity sites
- Character retention areas

These are considered in detail in Section 2.3 below.

The composition of the Town Centre Plan is shown in Figure 2.

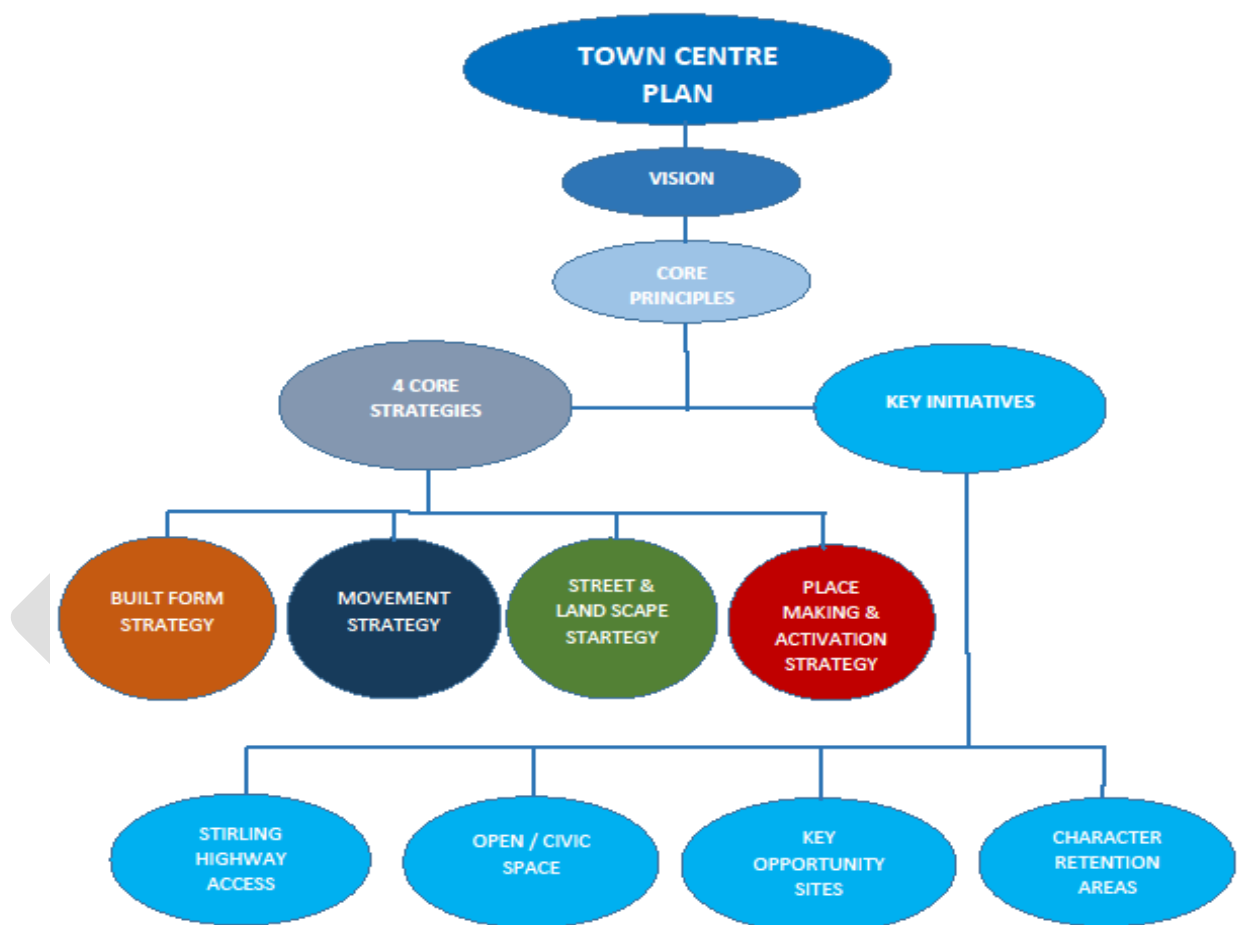


Figure 2: Town Centre Plan Composition

2.2 CORE ELEMENTS

The Town Centre Plan contains a range of core elements which are incorporated within the enacting strategies and key initiatives and which together deliver the vision for the study area. These include:

2.2.1 Precincts

Based upon the analysis of the Town Centre, five (5) precincts have been identified as follows:

- Mosman Downtown
- St Leonard's Green
- Parkway
- The Village
- The Churches

The precinct areas have been identified based on shared characteristics, land use, spatial connection and future opportunity. Refer figure 3.

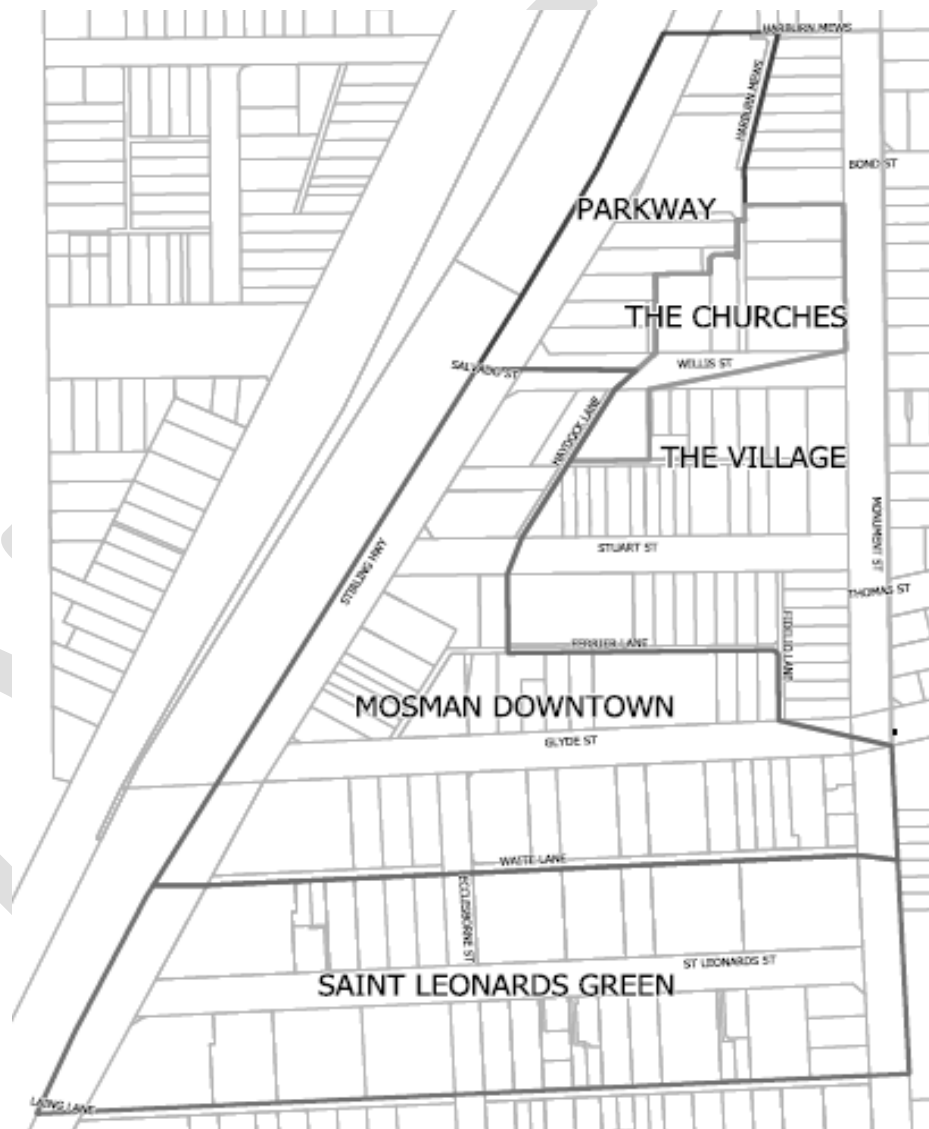


Figure 3: Town Centre Precincts

Together they reinforce the eclectic nature of the Town Centre and will provide the platform from which development of the Town Centre will evolve. Each precinct has a distinct character in its own right but in combination with the other precincts establishes the theme and vision for area as a whole.

2.2.2 Movement Efficiency

A key to the successful delivery of the community's vision for the Mosman Park Town Centre is to ensure movement to, through and around the Town Centre is efficient and pleasant. This entails delivery of a street level environment that provides maximum amenity but not at the cost of maximum efficiency, where all forms of transport can navigate in a manner that contributes to the experience not to detract from it.

2.2.3 Character retention, connectivity and creation

Historic built form inherent in the Town Centre area is acknowledged and has been identified as establishing an important connection to the historic character of Mosman Park. Where appropriate, the Town Centre Plan seeks the retention of specific character built form, but recognises that for the majority of the Town Centre area, existing built form will be replaced with new development over time.

The Plan supports maintaining connection between the historic fabric of the area and future development, and encourages this using architectural "clues" which will be interpreted through design in new development that will integrate, reflect and acknowledge the historic character of the area through its design, but which will not be artificially duplicated.

2.2.4 Importance of Landscape

Optimising the landscape of the Town Centre area is a core component of the vision for the Town Centre. This involves a combination of:

- Retaining existing landscape where possible, in particular mature trees which are a link to the Town Centre's past as well as significant contributors to its amenity,
- Introducing appropriate and compatible landscape requirements as part of future development, and
- Applying an identifiable landscape thematic throughout the Town Centre.

This element includes both public and private realm initiatives, and will assist to substantially support Town Centre identity and have a significant bearing on the improved amenity of the area and consolidating the vision for the Town Centre.

2.2.5 Importance of Streetscape

The Town Centre streetscape is a key element to progress the vision. It will enable a consistent branding/presentation to be implemented that will help to cement identity, distinguish the Town Centre from its surrounds and improve useability and amenity.

Establishing an attractive and welcoming streetscape will bring and keep people in the Town Centre, will help to activate and energise it, and will make its function more legible.

2.2.6 Increased/improved public realm

Background investigations confirm not only the limited extent of public realm within the Town Centre area, but the community's desire to see an increase in the provision of public space. To this end, the Town Centre Plan supports initiatives to pursue an increase in public and/or civic spaces.

Improved public realm may be both permanent or temporary, where a temporary space may comprise a location/area that usually performs an alternative function but which could on occasion, accommodate a public or civic activity and would be designed to provide the flexibility to do so and be distinguishable on this basis.

2.2.7 Activation/energising the Town Centre

The Town Centre Plan seeks to provide a foundation to activate and energise the Town Centre, to provide a focal point for the Mosman Park community, a destination and an expression of the Mosman Park identity and community pride.

The plan seeks to achieve this by promoting a mix of land uses/activity, design guidance to require/promote activated use at ground level, adaptable design practices to enable the evolution of activities over time, create useable and attractive streets and increased provision for public spaces.

2.2.8 Place

A key element is to reinforce the sense of "place" of the Mosman Park Town Centre; to cement the Town Centre's sense of identity, distinguish it from its surrounds and other locations. This will be achieved via a combination of strategies that deliver a built environment, street and land scape, ease of access and movement and increased usability and activity.

2.3 Proposed Key Initiatives

Arising from the analysis completed, a number of proposed initiatives that reflect the core elements key to delivering the vision have been identified.

These are items that, once implemented, will form cornerstones to secure delivery of the Town Centre Plan and the vision that is driving it.

The Town Centre Plan is a long term tool to manage the vision and its delivery, and over time, further initiatives are likely to evolve in response to changing circumstances and/or the implementation of plan initiatives.

Additionally, as part of regular reviews of the Town Centre Plan, further initiatives may be identified and added to the plan.

Six (6) proposed key initiatives are identified under four (4) general category areas as follows:

- Signalled access to Stirling Highway
- Expansion of existing Town Centre open space
- Creation of additional Town Centre civic/open space
- Key opportunity sites

These are illustrated within Figure 4 below and then discussed individually.



Figure 4: Key Initiatives

2.3.1 Signalled access to Stirling Highway

2.3.1.1 Relocation of existing traffic signals at Glyde Street and Stirling Highway

Proposal

Relocate the existing traffic signals from the intersection of Glyde Street and Stirling Highway to the intersection of St Leonards Street and Stirling Highway.

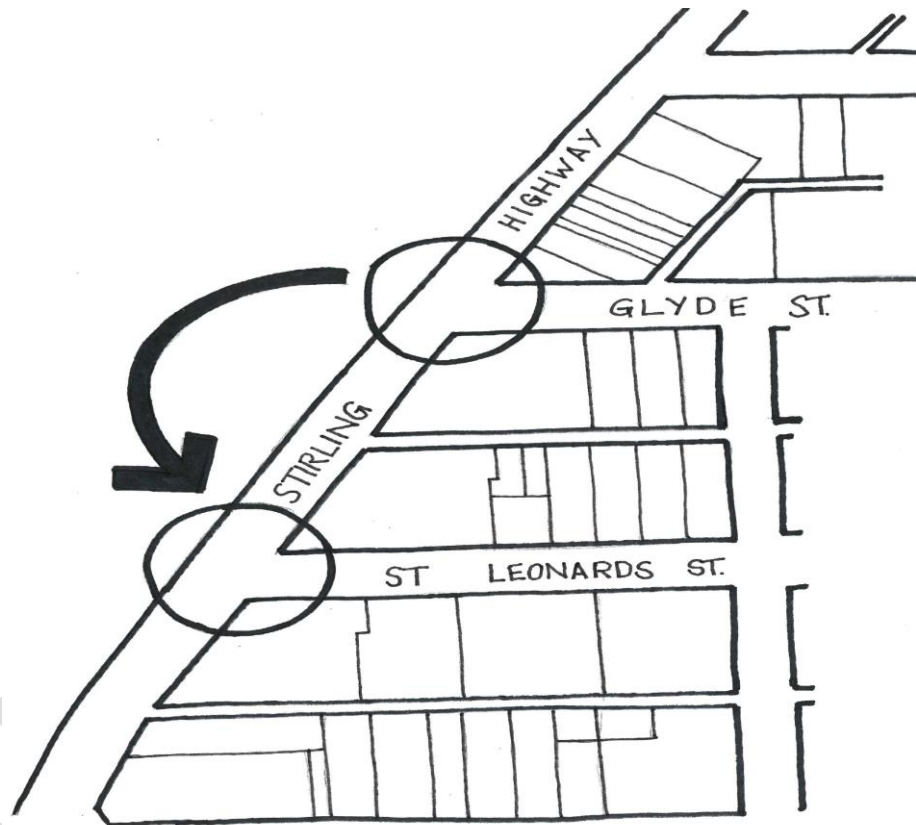


Figure 5: Traffic signals relocation sketch plan.

Rationale

Increasing demand is resulting in capacity pressures at the existing signalised intersection at Glyde Street and Stirling Highway. This will necessitate substantial road widening of Stirling Highway to improve the operation of the intersection and increase its capacity as per current Main Roads WA proposals. The consequence of this, is that the row of historic character shops along Stirling Highway between Glyde Street and Stuart Street will be demolished to make space for the road/intersection works.

A clear outcome of Community consultation was a strong desire to retain the existing character shops. In response, the possible realignment of Stirling Highway further to the west was investigated and found not to be feasible given spatial constraints associated with the existing railway infrastructure and the already planned proposed future realignment of Curtin Avenue.

By relocating the traffic signals from Glyde Street, the need for widening of Stirling Highway at this location is removed, avoiding the need to demolish the historic strip shops for road widening purposes.

Implications

- Main Roads Western Australia support.

Relocation of the traffic signals will require the agreement of Main Roads Western Australia (MRWA). Preliminary discussions with MRWA have indicated a preparedness to consider such a proposal, however, will require a “proof of concept” assessment to be completed demonstrating that it will not result in any additional constraint or negative implication to either the capacity or operation of the road network, in particular Stirling Highway. MRWA has offered to make its traffic model available to test the viability of the St Leonards alternative.

- Stirling Highway Activity Centre Study

Upgrading of the Glyde Street/Stirling Highway intersection is currently identified within the “Stirling Highway Activity Centre Study (SHACS) on an as needs basis, that is, the works will be undertaken at a future point when determined as necessary by MRWA. If it can be demonstrated that relocating the signals is a workable solution to managing traffic along Stirling Highway and on this basis is adopted as part of SHACS, then it is understood that relocation of the signals could be funded by MRWA under the SHACS program.

- Costs

No detailed assessment is available as to costs. It is expected that while there will be substantial cost in establishing traffic signals at St Leonards Street/Stirling Highway, this would be no more than the costs associated with redeveloping the Glyde Street/Stirling Highway intersection under the existing SHACS proposals. It may be that costs for the St Leonards Street option could be significantly less once the land acquisition and traffic management costs associated with Glyde Street are taken into account as these are expected to be substantially less at St Leonards Street/Stirling Highway.

- Pedestrian access to train station.

A further concern noted by MRWA was the potential implication for pedestrian access across Stirling Highway to the train station if the signals were moved from Glyde Street to St Leonards Street. MRWA would need to see an acceptable solution for this as part of any “proof of concept” investigation.

- Road widening at St Leonards Street.

An implication of relocating the traffic signals from Glyde Street to St Leonards Street will be the likely need for additional road widening at the intersection of Stirling Highway and St Leonards Street. This is expected to be a substantially smaller area than the area currently required at Glyde Street and unlike Glyde Street, will not necessitate the demolition of existing buildings, although it will result in a portion of a private landholding being required.

- Traffic volume at St Leonards Street

A further implication will be an increase in traffic volumes using Saint Leonards Street and the likely need for modifications to the St Leonards Street/Monument Street intersection in response to increased traffic movements at this intersection. An indication of the impact upon traffic volumes on St Leonards Street would be ascertained during traffic modelling as part of the “proof of concept” investigation.

Recommended action

A “proof of concept” investigation should be initiated as soon as possible to prove or otherwise the validity of this approach.

Relocation of the signals is the only option identified that offers the possibility of avoiding destruction of the historic strip of shops on Stirling Highway between Glyde and Stuart Streets. This action also has the potential to bring a number of other benefits to the Town Centre area.

2.3.1.2 Future Additional Signalised Intersection with Stirling Highway

Proposal

A future additional signalised intersection is provided at the intersection of Johnston Street and Stirling Highway.

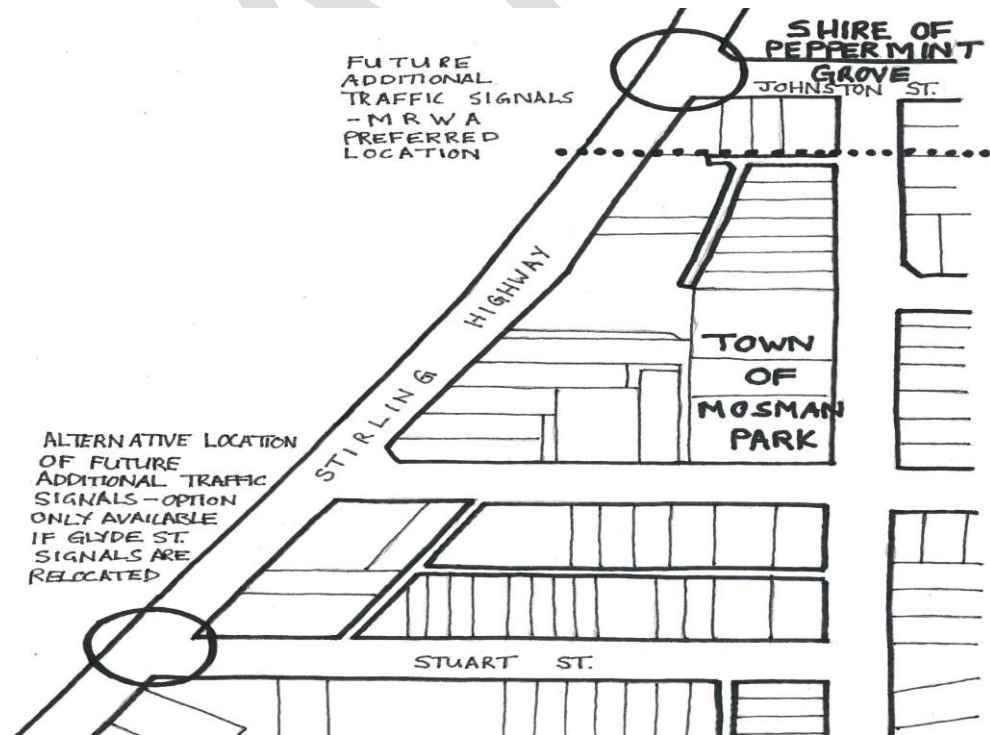


Figure 6: Future additional traffic signals alternatives sketch plan.

Rationale

As residential density increases and further mixed use development occurs, an additional signalised intersection with Stirling Highway will be required to accommodate future increased demand. The likely timing of this is at this stage

unknown. MRWA considers the preferred location for a future additional signalised intersection to be Johnston Street and Stirling Highway.

This is not proposed as a replacement for existing signals but rather a new set of signals expected to be required in response to increased demand arising from increases in density and population at some point in the future.

Implications

- Position of Shire of Peppermint Grove

Johnston Street is wholly within the Shire of Peppermint Grove and it may be that the Shire has concerns with a signalised intersection at this location. This would need to be further explored.

- Affect on traffic volumes

While the timing for such an additional intersection is unknown, once established, it is anticipated that traffic volumes would decrease at any signalised intersection to the south irrespective if it is located at Glyde Street or at St Leonards Street.

- Stuart Street alternative

An alternative location to Johnston Street was identified as Stuart Street and Stirling Highway. This is too close to Glyde Street and also potentially to St Leonards Street (if the Glyde Street signals were relocated) thereby potentially compromising vehicle capacity/efficiency along Stirling Highway.

Management of traffic along Stirling Highway through synchronization of signalised intersections at St Leonards and Stuart Streets may still provide a means to achieve good progression/traffic movement along the highway and if so MRWA may be prepared to consider Stuart Street as a potential alternative future location for the additional signals.

This would need to be rigorously tested and MRWA have again offered to make its traffic model available for this purpose. Until relevant modelling is undertaken and it is demonstrated that such a synchronization approach would work, the greater separation distance provided by signals at Johnson Street and Glyde Street or St Leonards Street (in place of Glyde Street) will remain the preferred position.

Recommended action

The Town of Mosman Park support the intersection of Johnston Street and Stirling Highway as the preferred location for a future additional signalised intersection.

2.3.1.3 Grade Separated Pedestrian Access across Stirling Highway to Mosman Park Train Station

Proposal

A bridge link is established to provide pedestrian access to Mosman Park train station from the eastern side of Stirling Highway.

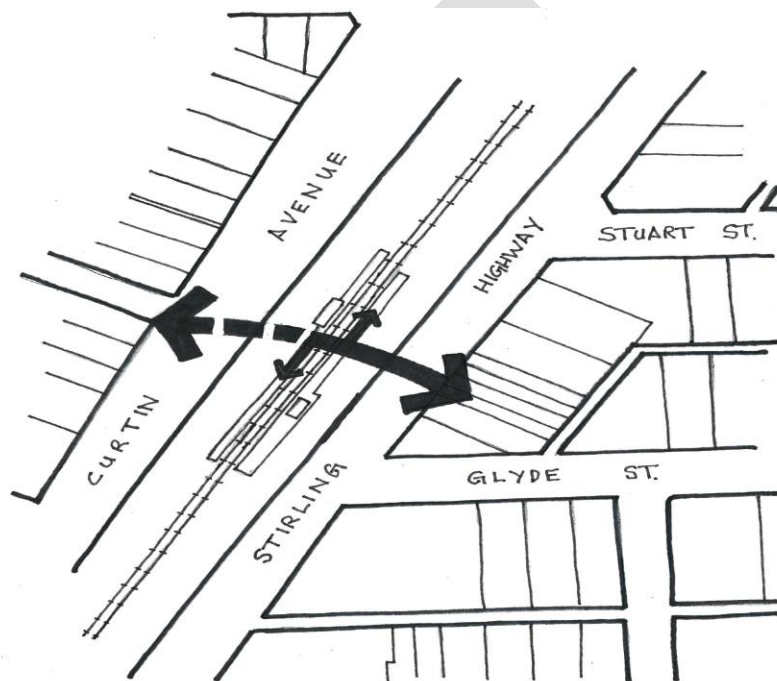


Figure 7: Grade separated pedestrian access to train station sketch plan.

Rationale

To maximise connectivity between the Town Centre, in particular the Glyde Street “main street” and the station, to minimise potential conflict between pedestrians seeking to access the station and vehicular traffic on Stirling Highway and to provide a more welcoming and hospitable environment for pedestrians, a grade separated pedestrian link from the vicinity of Glyde Street to the Mosman Park station should be established.

Controlled pedestrian crossing of Stirling Highway is currently available at the signalised intersection at Glyde Street and Stirling Highway providing the most direct link from the core of the Town Centre to the Mosman Park train station. Retention of pedestrian only signals at Glyde Street is not an option if the traffic lights are relocated to St Leonards Street.

An alternative is to provide controlled pedestrian crossing via the relocated signals at St Leonards Street and improve paths/links on the western side of Stirling Highway to connect from the signalized crossing to the train station. This approach might be mirrored if Stuart Street was ever to become the location of a future signalized intersection meaning there would be two (2) signal controlled at grade crossings each approximately 120m to the north and south of the station.

It is likely, however, that the risk that pedestrians would be tempted to cross Stirling Highway at or near to the Glyde Street intersection after relocation of signals would remain.

While measures such as barrier fencing along Stirling Highway might be imposed to attempt to mitigate this occurring, the fact that the only break in such a barrier would be at the intersection of Glyde Street and Stirling Highway (to facilitate vehicle movement) could in fact have the opposite implication in encouraging people to attempt to cross there. Pedestrians seeking to access the station would also be pushed into a less hospitable environment on the western side of Stirling Highway in comparison to the eastern Town Centre side.

As density and population increases in the Town Centre area, demand for train services is also expected to increase and with it pedestrians seeking to access the train station. Consequently, should the signals remain at Glyde Street, the need for a grade separated pedestrian link remains and will increase in importance.

Implications

- Design(s)

The crossing could be designed to be an integral part of the streetscape vision for the Town Centre, either a standalone structure or part of a private development project and/or perhaps in association with some form of public space. It has the potential to be designed to be a landmark feature possibly incorporating public artwork and landscape elements that reflect the theme and character of the Town Centre.

- Extent

Such a structure could extend both to and beyond the station itself, providing safe access across the rail lines and perhaps the future realigned Curtin Avenue, open more direct access to the Mosman Park Town Centre and its developing entertainment and activity hub from areas west and safer and improved accessibility to the coast for accessibility to the coast for residents of Mosman Park.

- Public Transport Authority

The Public Transport Authority (PTA) is currently undertaking a station access assessment of all train stations, including Mosman Park, along the Perth-Fremantle line. This may provide an opportunity to engage with the PTA to ascertain the PTA's interest in such an approach.

Recommended action

Provision for a grade separated link should be pursued irrespective of the future of the traffic signals at Glyde Street but if the traffic signals are relocated, it must form part of that process.

2.3.2 Expansion of existing Town Centre open space.

Proposal

Close the portion of Ecclesborne Street between Waite Lane and St Leonards Street and incorporate into an expanded Centenary Park civic space.

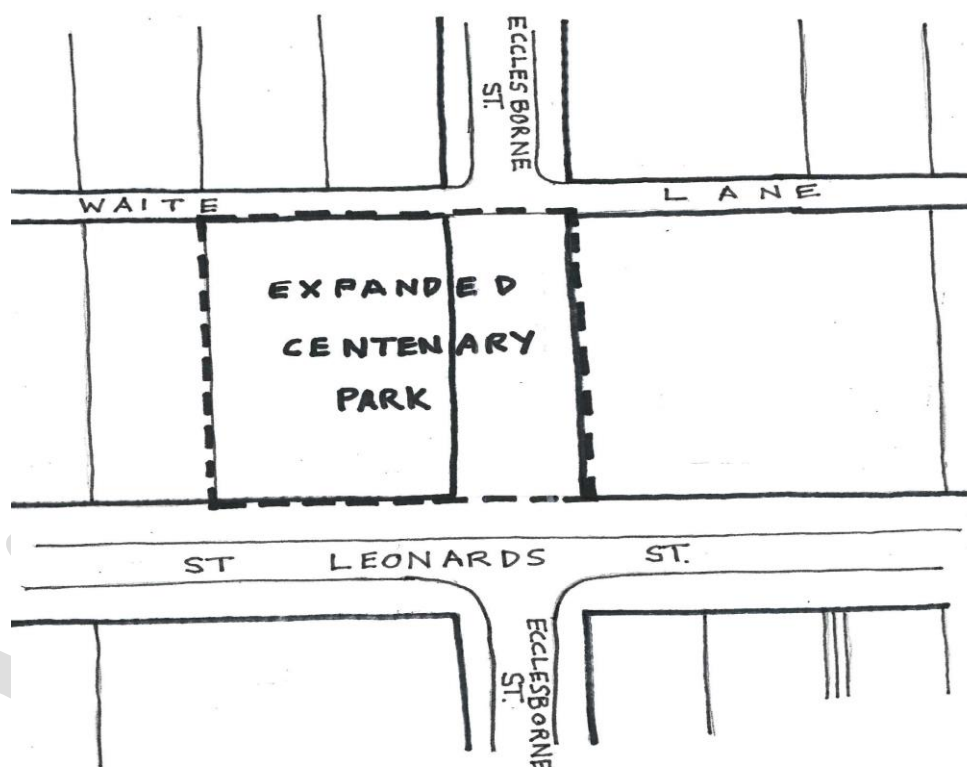


Figure 8: Expansion of existing Town Centre open space sketch plan.

Rationale

There is a current shortage of open space in the Town Centre area with Centenary Park effectively the only open space within the Town Centre. As part of the proposed landscaping strategy, remodelling the existing drainage component within Centenary Park to make it a more “natural” or attractive water body has been identified, however, this will not expand the actual provision of public space and dependent upon design, might decrease usable space.

Current traffic count data suggests there is almost double the number of vehicle movements in Ecclesborne Street between St Leonards Street and Glyde Street in a northerly direction compared to the southerly movements. This reflects movement of vehicles seeking to enter Stirling Highway at the signalised intersection at Glyde Street and Stirling Highway in order to head north.

Relocation of the signals from Glyde Street to St Leonards Street would see this northerly demand dissipate for that section of Ecclesborne Street north of St Leonards as this northerly traffic movement would turn into St Leonards Street to access Stirling Highway via the newly located signals at St Leonards Street/Stirling Highway intersection.

Additionally, with increased traffic volumes in St Leonards Street there would be increased risk for potential conflict at the four-way intersection of Ecclesborne Street and St Leonards Street. Closing this section of Ecclesborne will assist to ensure the safe and efficient operation of St Leonards Street.

Closure of the portion of Ecclesborne Street located alongside Centenary Park would increase the space available for the Park by 33%. It also provides the opportunity to remodel Centenary Park to become a Town Square or Plaza, providing a focal point for the town. In its own right, this opportunity is considered significant and it is recommended should continue to be pursued even should the traffic signals remain at Glyde Street.

Implications

- Traffic movement

Closure of the identified portion of Ecclesborne Street could potentially result in additional traffic movement along St Leonards Street east of Ecclesborne Street, Monument Street north to Glyde Street and Glyde Street east of Ecclesborne Street irrespective of the location of the traffic signals on Stirling Highway, although the extent of additional movements is likely to be less if the signals are relocated to St Leonards Street and Stirling Highway.

Closure would also result in the loss of up to possibly 16 on road parking spaces although there may be opportunity to regain some spaces as part of the design of the expanded park area.

- Adjoining property

The property on the eastern side of the subject portion of Ecclesborne Street (11 St Leonards Street) currently accesses its parking area from Waite Lane which would be unaffected and also has frontage to St Leonards Street which would be retained. On this basis, the relevant portion of Ecclesborne could be closed without impacting the current/ongoing use of adjoining property.

- Streetscape

Closure will provide an opportunity to introduce a public space/plaza focal point in combination with the street scaping of the remaining portion of Ecclesborne Street north of Waite Lane and perhaps into Glyde Street itself. Built form around this space would be encouraged to address the street and promote activated land uses forming a potential civic core that could be utilised for events and place making activities; the civic heart of the Town Centre.

Recommended action

Provision for closure of the portion of Ecclesborne Street located between Waite Lane to the north and St Leonards Street to the south, be undertaken as part of the Movement and Land and Street Scaping Strategies under the Town Centre Plan.

2.3.3 Creation of potential occasional public/civic space.

Proposal

Identify the portion of Ecclesborne Street north of Waite Lane, and the portion of Glyde Street immediately abutting this section of Ecclesborne Street as areas that on occasion can be utilised/converted into additional public/civic space.

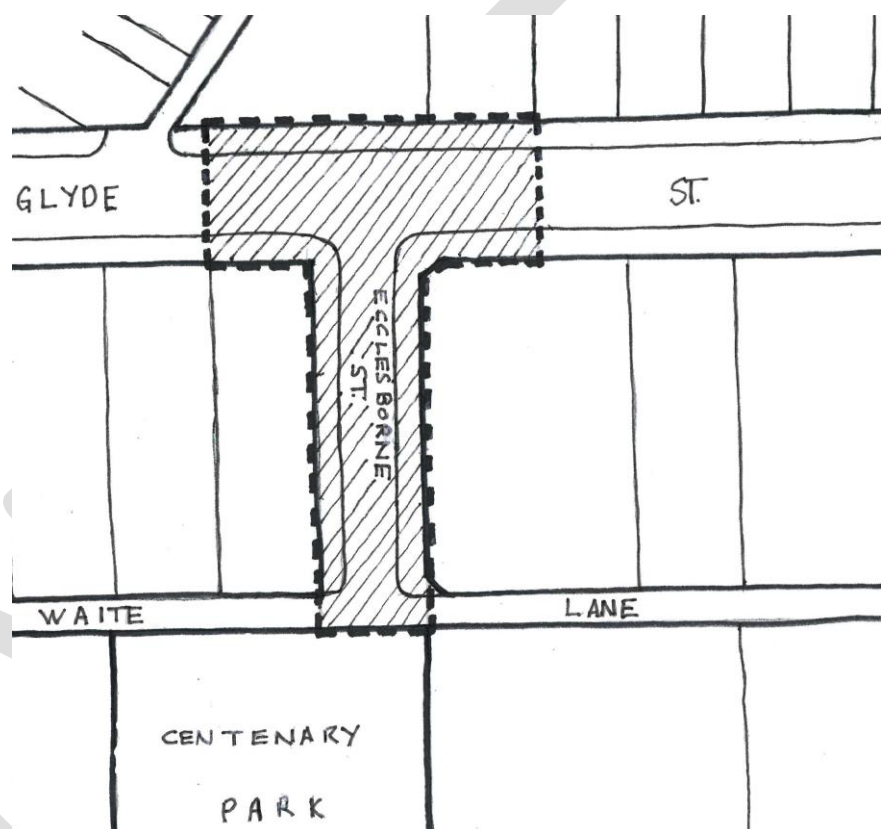


Figure 9: Potential occasional public/civic space sketch plan.

Rationale

Expansion of the Centenary Park space by closing the abutting portion of Ecclesborne Street will increase the area of permanent open space in the Town Centre but even with the increased area, it will still remain moderately small and therefore restricted in what can be accommodated. An option is to use space normally used for other purposes but which on occasion could be used for civic purposes to support and facilitate a wider range of potential activation and place making activities.

The portion of Ecclesborne Street north of Waite Lane and that part of Glyde Street abutting it, adjoin the expanded Centenary Park space, providing an opportunity to facilitate a temporary or occasional expansion of the available

public space which might be utilised in relation to special events, Community festivals etc.

Implications

- Vehicle movement

The area described comprises public roads with carriageways, car parking and pedestrian access. To use these spaces temporarily for public space/civic purposes would require closing these spaces to traffic for the duration of the event.

- Design/presentation

The occasional use of this location for civic space/events should be considered as part of preparation of the Movement, Street and Land Scaping, and Placemaking/activation Strategies and may involve separate street and landscaping treatment to the remainder of the Town Centre to support this role.

Recommended action

That portion of Ecclesborne Street north of Waite Lane and the portion of Glyde Street directly abutting it be designated as occasional civic space, to be available for use on different occasions to support Community activation and place making events within the Town Centre and provide for this in the enacting strategies.

2.3.4 Northern public/civic space

Proposal

Secure an additional public/civic space in northern part of Town Centre area.

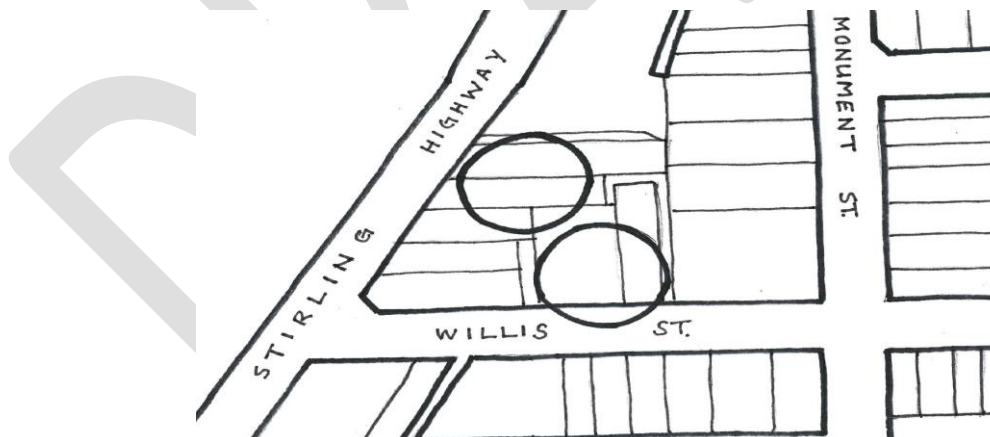


Figure 10: Possible northern public space alternative locations sketch plan.

Rationale

A shortage of public space/parks has been highlighted as an issue both within analysis of the Town Centre area and in community consultation. While Centenary Park and its expansion will go some way to addressing the identified shortage of public space in the southern part of the Town Centre area, there remains a lack of public/civic space elsewhere.

Two (2) potential locations to create some form of public space in the northern part of the Town Centre have been identified and need to be investigated.

- Willis Street

The first possible site comprises portion of Lot 11 Monument Street and Lots 12 and 103 Willis Street, as well as the adjacent verge area. The subject area does not contain any existing built form but a portion includes a community garden with the balance containing stands of mature trees and grassed area. The adjacent verge has been landscaped and also contains a significant mature tree.

- Stirling Highway

The second possible site comprises Lots 4 and 5 Stirling Highway and contains a driveway and car parking area with individual mature trees and grassed area.

While in different precincts, both possible sites are under the same ownership. This presents an opportunity to engage with the landowner to investigate whether there may be any potential to secure some form of public space as part of future development considerations for these parcels or via some other mechanism.

- Form

The detail of what form a public space at either possible site could take would likely be part of the engagement process. This could be a more local park type area which might need a larger space, or a more formal public area that perhaps could be smaller, or maybe some form of combination.

It is envisaged the creation of such a space could bring with it opportunity for adjacent land to accommodate potential activities that could benefit from proximity to the public space including perhaps entertainment, café or smaller scale retail activities. These sites are identified as key opportunity sites in LPP 20 under the proposed built form enacting strategy.

Recommended action

Potential locations to create additional public/civic space in the northern part of the Town Centre area be identified within the Town Centre Plan and opportunities to secure additional public space at these locations be pursued through implementation of the Town Centre Plan enacting strategies.

2.3.5 Character Retention Areas

Proposal

Identification of areas within the Town Centre that contain built form of a particular historical character worthy of retention.

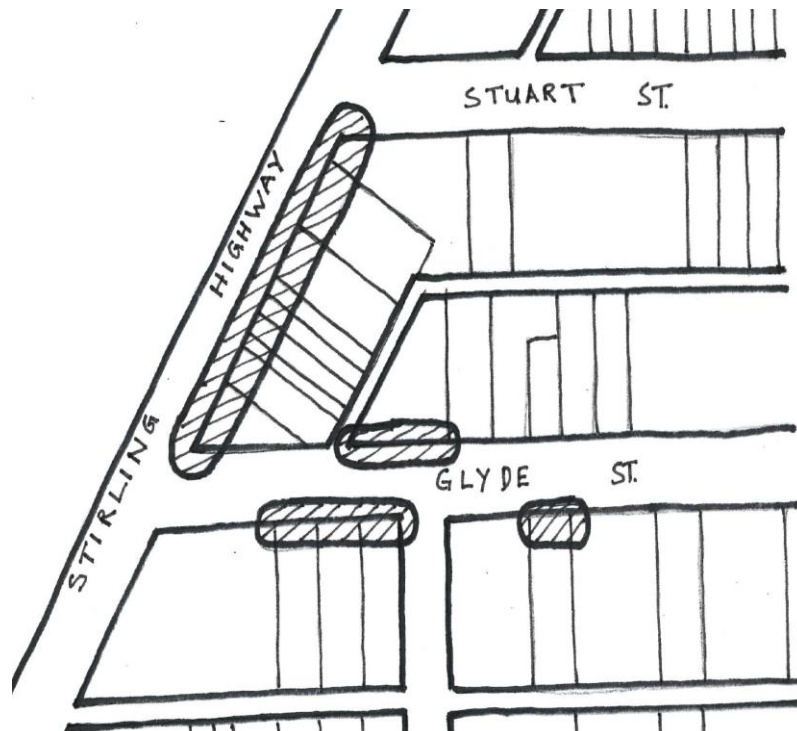


Figure 11: Character Retention Areas sketch plan.

Rationale

A consistent element identified during Community Consultation was the desire to see the historic character inherent within the Town Centre area preserved where possible. This in particular, manifested itself in relation to the historic strip shops along Stirling Highway between Stuart and Glyde Streets. The threat posed to these as a consequence of road widening requirements associated with the Glyde Street signalised intersection is discussed in 2.3.1 above.

While relocating the traffic signals to St Leonards Street would remove the threat of demolition associated with road widening, measures are still necessary to ensure protection/retention of the historic character elements as part of any future redevelopment of the relevant properties.

In addition to the Stirling Highway strip, there are a number of similar historic shopfront locations in Glyde Street where the same level of protection is appropriate. Should the relocation of the traffic signals prove not to be viable, then the need to retain the historic character shopfronts in Glyde Street as a physical link to the historic character of the Town Centre will become paramount.

It is proposed that these areas be identified as “Character Retention Areas” within the Town Centre Plan. Within these areas, variations to some standards would be available to enable development proposals to retain the existing built form as part of the development and where retention can be achieved to qualify for consideration for some form of development bonus.

Implications

- Status

The Character Retention Areas be specifically addressed within LPP 20 under the proposed built form enacting strategy to incorporate specific requirements to support retention of the identified built character.

- Minimum level of retention

As a minimum, the street façade including awnings and a minimum of 5m of the original building measured from the street boundary is to be retained with no new built form allowed above it within this setback area. Retention of the façade alone is not sufficient to ensure the integrity of the historic character being sought to be preserved, will be protected.

- Supporting mechanisms

LPP 20 should include mechanisms to support retention of the character built form identified including support for variations to Deemed-to-Comply standards and provision for development bonuses where retention of built character is secured.

Recommended actions

Areas of specific historic character value be identified within the Town Centre Plan and measures implemented as part of Town Centre Plan enacting strategies to provide for retention of historic character as part of redevelopment within Character Retention Areas.

2.3.6 Key Opportunity Sites

Proposal

Identify key sites within the Town Centre area that contain characteristics that may provide an opportunity to specifically support and/or achieve a key principle or initiative of the Town Centre Plan.

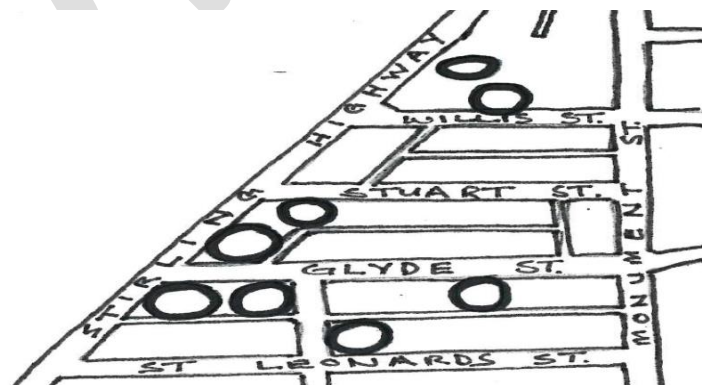


Figure 12: Key Opportunity Sites sketch plan.

Rationale

Some individual sites within the Town Centre, because of a characteristic inherent within that site, provide an opportunity as part of their redevelopment to secure a specific item that reinforces the vision for the Town Centre. These are identified within individual precinct plans with the reason for their identification noted and specific matters to be addressed as part of any development proposal highlighted.

A number of initial sites have been identified, however, it is likely that over time further sites will emerge as development of the Town Centre progresses and strategies evolve.

Implications

- Supporting measures

Measures to encourage redevelopment of key sites to deliver highlighted items are required as part of the relevant Town Centre Plan enacting strategy. Delivery of the highlighted item, for example, would enable a particular proposal to pre-qualify to meet criteria under Local Planning Policy 15 required to secure development bonuses.

- Engagement with landowners

Close engagement and liaison between the Town and proponents to enable a collaborative approach that will achieve the desired outcome is essential. The specific elements forming the basis for identification as a key opportunity site are identified within the Town Centre Plan and will form the basis for future engagement between the town and a landowner as and when development of the key site is proposed.

Recommended actions

Key Opportunity Sites be clearly identified within the Town Centre Precinct Plans and measures adopted and implemented to secure opportunity outcomes identified for each site as part of implementation of the Town Centre Plan enacting strategies.



2 MOSMAN PARK TOWN CENTRE PLAN ENACTING STRATEGIES

The Town Centre Plan includes a number of enacting strategies which collaborate to deliver the vision for the Town Centre. These are a:

- Built Form Strategy
- Movement Strategy
- Land and Street Scape Strategy
- Placemaking and Activation Strategy

All enacting strategies are fundamental to the successful delivery of the Town Centre Plan and as such the Plan is an organisation wide commitment by the Town. These strategies will operate concurrently and in collaboration with each other to progressively deliver the community vision for the Town Centre over coming decades. As this time frame progresses, the strategies will be subject to regular review and will evolve in response to the evolution of the Town Centre itself. As such:

- All four (4) enacting Strategies **are integral** to delivery of the Town Centre Plan and through it the community vision.
- All four (4) enacting Strategies **must be consistent** with the Town Centre Plan vision and Core Principles.
- Enacting Strategies have to be delivered in a **co-ordinated** manner with the effective combination of the strategies needed in order to achieve the vision. This **will necessitate a Town of Mosman Park wide commitment**.
- The development and implementation of the strategies will take time and will **continue to evolve**.
- Elements of these strategies can **be progressively tested** prior to implementation.
- Each strategy is at a **different stage** of preparation and completion.

The enacting strategies are summarised below.

3.1 Built Form Strategy: Local Planning Policy 20 - Mosman Park Town Centre

The key components of the Built Form Strategy – LPP 20 are shown in Figure 13.



Figure 13: Built Form Strategy components.

The Built Form Strategy takes the form of Local Planning Policy No. 20 (LPP 20), and will apply to development on all privately owned land within the Town Centre area. This Policy operates in collaboration with the wider Town Planning framework, in particular the “Residential Design Codes” and “Local Planning Policy No. 15 – Development Standards for Multiple Dwellings, Mixed-Use Developments and Non-Residential Developments”, but will introduce additional guidelines and development guidance specific to the Town Centre area to achieve built form within the Town Centre that will reflect the objectives of the Town Centre Plan and Community vision.

LPP 20 comprises compulsory Design Guidelines for each precinct which will have to be addressed as part of any development proposal within the Town Centre area as well as design guidance statements that, while not compulsory, are recommended and will need to be addressed as part of any development where a variation to Deemed-to-Comply provisions or a development bonus is sought.

Other key elements of LPP 20 include that it identifies:

- Key opportunity sites and site specific matters that should be considered as part of any proposed redevelopment for the site identified. Where these are addressed satisfactorily, a proposal will qualify for consideration of possible development bonuses.
- “Character Retention Areas” being areas that contain historic built form with particular characteristics that were identified as highly valuable in Community Consultation, and which the Town Centre Plan seeks to retain as part of any future redevelopment. To support this objective, LPP 20 provides for variations to standard requirements or opportunities for development bonuses under certain circumstances.

The Policy provides for an overriding statement of generic Design Principles that apply to all future development and a clear statement of the intent of every Design Guideline and Design Guidance Statement within the Policy. In this manner, the context for every requirement is clearly outlined so that applicants, design advisors (including the Town’s Design Review Panel), the Town and decision makers have a clear understanding of the reasons for any requirement under LPP 20.

The Built Form Strategy through adoption of LPP 20 will be the first of the four (4) foundation strategies to be capable of being implemented which will commence upon adoption of LPP 20. The remaining strategies will require further investigations to be completed prior to adoption and implementation.

3.2 Town Centre Movement Strategy

The key components of the Movement Strategy are shown in Figure 14.

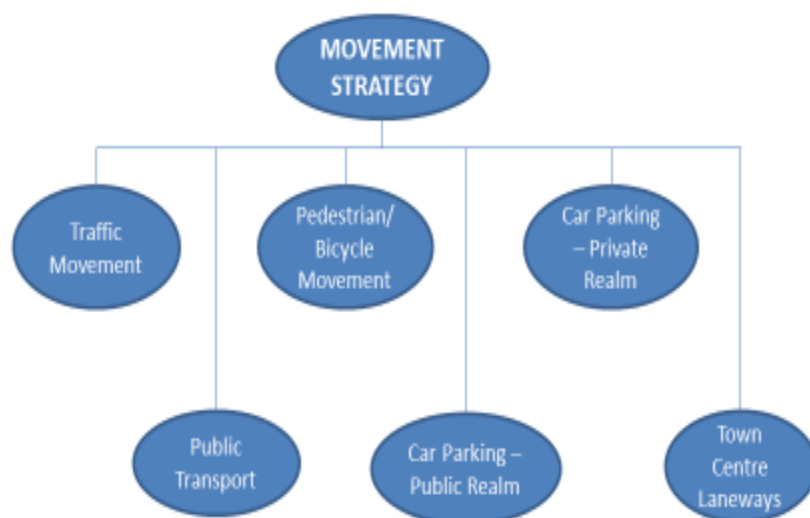


Figure 14: Movement Strategy components.

The Movement Strategy addresses traffic, public transport connectivity, pedestrian and bicycle movement, Town Centre laneway use and car parking to support delivery of the vision for the Town Centre. The “Mosman Park Town Centre Access, Parking and Movement Analysis” provides the foundation for the strategy.

The strategy considers mechanisms for provision of improved car parking, traffic movement including the implications for Town Centre laneways, pedestrian and cycling access and movement, possible road closures, movement legibility, alternative traffic signalling proposals associated with accessibility to Stirling Highway and accessibility to the Mosman Park train station and beyond.

The ultimate Movement Strategy will necessitate a collaborative approach with spatial planning proposals for the Town Centre to secure an integrated outcome that supports the Town Centre Vision. It is expected that a program of progressive works associated with delivering the strategy within the Town Centre will evolve that will enable work to be prioritised and appropriate budgeting implemented.

Implementation of the range of items likely to be identified as part of the Movement Strategy will take some time to complete. Finalisation of the strategy at the earliest opportunity should be prioritised to provide direction moving forward, a clear investment guide and the context to enable advantage to be taken of any unexpected opportunities that may arise.

In finalising the Movement Strategy, the following matters will need to be included:

- Glyde Street Signals Investigations
 - Proof of concept assessment/modelling
 - Cost estimates
 - Survey/design St Leonards Street/Stirling Highway and St Leonards Street/Monument Street intersections
 - Liaison Main Roads WA
- Future Additional signalised Intersection - Stirling Highway
 - Liaison Shire of Peppermint Grove/MRWA
 - Stuart Street Alternative Modelling (if required)
- Grade separated pedestrian access across Stirling Highway to Train Station
 - Location and extent identification
 - Implementation mechanism identification
 - Design
 - Liaison with relevant stakeholders/agencies
- Cycling
 - Identify local circulation network – linkages to Town Centre
 - Linking Town Centre to Curtin Avenue PSP
 - Links to other networks (Perth Bicycle network/SHACS proposals)
- Town Centre Circulation
 - Implications of changes to signal locations
 - Laneway directions
 - Road closures
 - Road works
- Car parking- Public Land
 - Design of on street parking
 - Priorities identification
 - Programming/budgeting
 - Retention of significant trees within street verges
- Car Parking – Private Land
 - Identification of sites for possible provision of off street public parking as part of redevelopment
 - Identification of potential properties for purchase by Town to provide off street public parking
 - Investigate potential funding options
- Laneways
 - Confirm/implement traffic directional regime
 - Confirm widening requirements
 - Resolve Harburn Mews physical access to public road network

While the Movement Strategy is the next priority after adoption of the Town Centre Plan itself and the Built Form Strategy and there are a number of items to be worked through before it can be finalised, it is important that some elements not be delayed pending completion of the whole Strategy. In particular, investigations into the viability of relocating the traffic signals from Glyde Street to St Leonards Street should be prioritised.

3.3 Town Centre Land and Street Scape Strategy

The Land and Street Scape Strategy is a key component to consolidate Town Centre theme and deliver the vision for the setting of the Town Centre within a botanical/garden context as a core element of the Town Centre’s identity. It will be the most apparent and obvious manifestation of the Town Centre plan and vision for this botanical theme and setting, particularly in the initial period while other items potentially take longer to come to fruition/be implemented. The land and street scape will provide the point of difference for the Town Centre area and the strategy will be the mechanism to deliver this.

The key components of the Land and Street Scape Strategy are shown in Figure 15.



Figure 15: Land and Street Scape Strategy components.

In finalising the Land and Street Scape Strategy, the following matters will need to be included:

Landscape

- Town Centre Landscape Policy
 - Applicable to both the public and private realm to ensure a unified landscape theme for the Town Centre area
 - Address mix of plant species, colours, types etc.
 - Address landscaping methods/approaches including vertical planting
 - Promote retention of significant trees and celebration of “hero” trees
 - Encourage reduction of hard scape areas within Town Centre wherever possible
 - Promote provision of trees within both private and public realm parking including on street parking

- Community Landscape Initiative
 - Encourage greater community interest and ownership in landscaping of Town Centre
 - Town Centre gardening award
 - Community tree planting activities
- Landscape Palette
 - Finalise and adopt landscape palette to guide Town Centre landscaping
- Site Specific Landscape Initiatives
 - Identify site specific landscaping initiatives at strategic positions to support Town Centre Vision
 - Remodel existing Centenary Park including water feature
 - Town Centre entry points
 - Screening landscaping along western side of Stirling Highway
- Landscape Plan
 - Prepare overall landscape plan to manage/guide Town Centre landscape
 - Utilising landscape palettes
 - Co-ordinate with streetscape plan

Streetscape

- Streetscape Facilities Palette
 - Finalise and adopt public realm streetscape palette to guide Town Centre streetscape works and implementation
- Streetscape Plan
 - Prepare overall streetscape plan to manage/guide Town Centre streetscape
 - Utilising streetscape palettes
 - Co-ordinate with landscape plan

The land and street scape strategy will establish a physical manifestation of the Town Centre Vision via specific and consistent signage, street furniture and landscape.

3.4 Town Centre Place Making and Activation Strategy

The key components of the Place Making and Activation Strategy are shown in Figure 16.



Figure 16: Placemaking and Activation Strategy Components.

The focus of the place making/activation strategy is to promote places, actions and activities to attract people to the Town Centre, and to support delivery of enjoyable experiences that will entice people to return, energising the Town Centre as an eclectic venue and destination in its own right.

The Place Making and Activation Strategy will provide a coordinated and longer term means of driving use and activity necessary to fully support the vision for the Town Centre. A range of items could, however, be pursued to generate energy and activity in the Town Centre in the shorter term without conflicting with development of the longer term strategy.

Actions that align with and reflect the general principles of the Town Centre Plan could be enacted to help build momentum for the Town Centre Vision including potentially testing initiatives to increase community interest and involvement that might ultimately translate into more permanent arrangements or approaches under the finalised strategy.

Of all the enacting strategies, matters falling under the Place Making and Activation Strategy are most likely to provide the best opportunity to start making an observable impact in the earliest timeframe in terms of cementing the Town Centre Vision.

In finalising the Place Making and Activation Strategy, the following matters will need to be included:

- Town Centre Wide Place Making
 - Ensure consistent use of Town Centre theme elements such as land and street scaping palettes etc.
 - Town Centre branding in all documentation/communications in relation to Town Centre
- Site Specific Place Making
 - Implementation of Town Centre Plan Place Making initiatives
 - Remodelling/revitalisation of existing Town Centre locations to reflect Town Centre Vision

- Activation Proposals
 - Events strategy
 - Short term “pop up” activities

- Town Centre Art Strategy
 - Identify existing public art works within Town Centre to be retained as part of Town Centre arts strategy
 - Public art works
 - Arts Trail
 - Art work on infrastructure
 - Wall murals
 - Town Centre arts festival(s)

4 MOSMAN PARK TOWN CENTRE PLAN IMPLEMENTATION/ACTION

Successful Implementation and management of the four (4) enacting strategies and the associated Town Centre key initiatives will be pivotal to ensuring the delivery of the Town Centre Vision. There is a wide range of items captured across the four (4) strategies that will need to be addressed including detailed definition of tasks, programming and co-ordination of resources and budgeting.

Implementation/Action plans are proposed as a mechanism to manage the enacting of the strategies and key initiatives that are designed to provide a guide to the ongoing management of the various elements comprising the Town Centre Plan. It is anticipated that these will be fluid documents that will continue to evolve and would be subject to regular review.

Preliminary Draft Action Plans for each enacting strategy are included as Appendices to this report. These would be updated as investigations proceed and will provide an overall co-ordination and management tool for the Town in overseeing the implementation of the Town Centre Plan.



APPENDIX 1: TOWN CENTRE PLAN

DRAFT

APPENDIX 2: BUILT FORM STRATEGY- LPP 20 IMPLEMENTATION AND ACTION PLAN

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APPENDIX 3: MOVEMENT STRATEGY IMPLEMENTATION AND ACTION PLAN

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APPENDIX 4: LAND & STREET SCAPE STRATEGY IMPLEMENTATION AND ACTION PLAN

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APPENDIX 5: PLACEMAKING AND ACTIVATION STRATEGY IMPLEMENTATION AND ACTION PLAN

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