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## INTRODUCTION

This report outlines the work carried out over a number of years from 2008 through to 2011 to deal with localised issues for the Innaloo precinct within the Stirling City Centre.

In 2007 the City of Stirling and the Western Australian Planning Commission started a review of the Stirling City Centre Structure Plan, with the view to modernise the existing structure plan to bring it into line with today's situation.

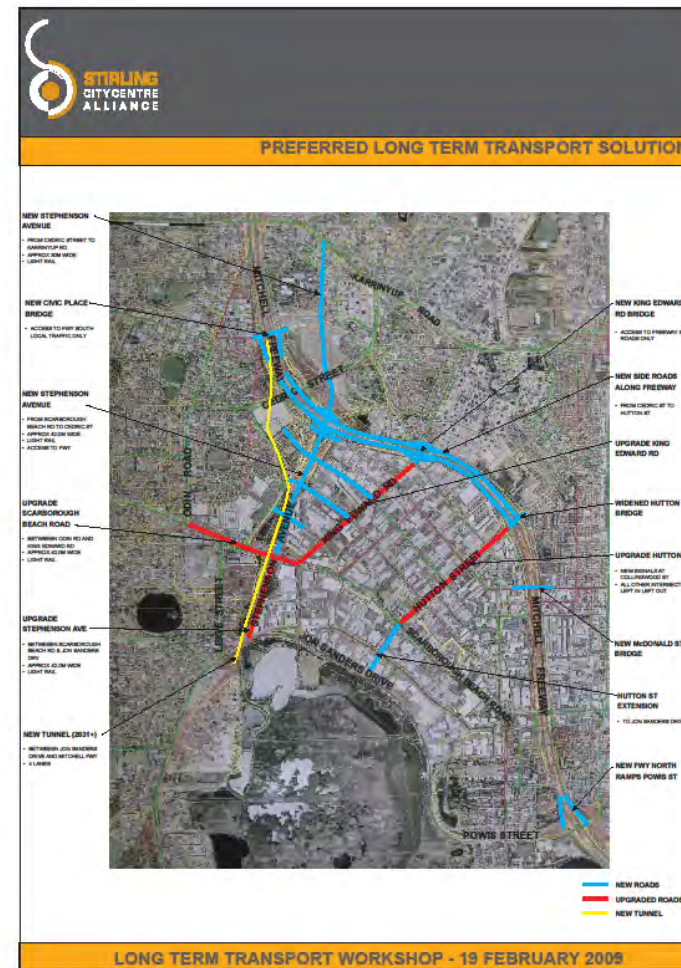
This review hit a major obstacle at the beginning, what to do about Stephenson Highway reserve. Stephenson reserve ran through the middle of the proposed Stirling City Centre and had been on the drawing boards for over 50 years.

Eventually a collaborative solution was found through a series of workshops with all stakeholders and the long term transport plan was born.

It was realised during this process that normal consultation would not bring the desired outcomes people were seeking. A significant change was undertaken through an Alliance structure, whereby consultation would be turned into involvement.

This change in process and mindset was a major factor in achieving the outcomes of the Long term transport plan.

Collaborative involvement is where you involve all stakeholders in every part of the process, however long it may be, and as a group work collaboratively to come up with win / win outcomes for all.



Long Term Transport Plan

## PHASE 1 –VISIONING

Moving on from this major milestone the team refocussed on the larger task of what would the City look like in each of the different precincts.

In July 2008 the Festival of Ideas was held over 7 days with hundreds of people attending. One of the Festival of Ideas main purposes was to reach a shared vision for the City as a whole as well as individual precincts within the City.

The festival was broken into different spaces to deal with individual precincts. There was a large turnout of people for the Innaloo precinct where traffic issues over the years had galvanised this community together in being sceptical about future plans.

At the Festival of Ideas it was apparent that significant additional involvement was required to address these long standing complex issues as well as reach a shared vision.

A commitment was given to undertake a process whereby those participants that wanted to plan the future of the Innaloo precinct would be given an opportunity to be involved in the development of these plans from the beginning to the end.



**Precinct Map**

## PHASE 2 – OPTION DEVELOPMENT

In October 2009 the first of many individual meetings were held with the Innaloo Sub Alliance which included about 20 local residents and landowners of the Innaloo precinct, plus parts of the station precinct and southern precinct.

These residents and landowners had committed to work collaboratively on developing a future precinct plan for Innaloo.

It was agreed to use the Alliance breakthrough process, which was used during the long term transport workshops (opposite).

This process sought to find a collaborative win / win solution. This involves individuals trying to find ways to enable others to achieve their goals while not compromising their own goals and values.

It was decided early to break up the issues into two categories:

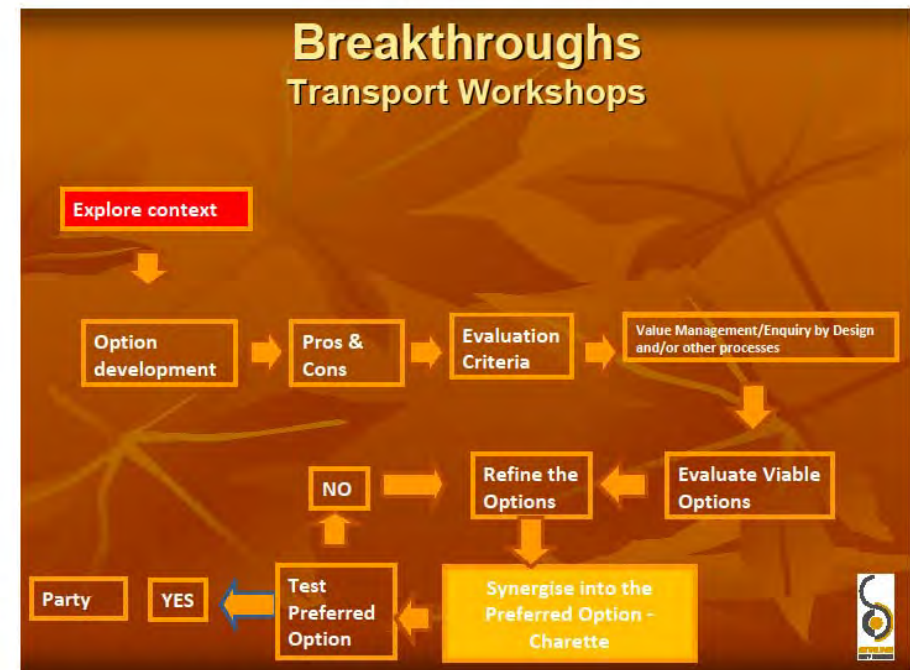
- Road Options; and
- Land Use options.

The reason for this was that it was very difficult to deal with land use issues without first dealing with the transport issues.

Any option that was put forward by a member was evaluated by the group to ensure that all opinions were canvassed.

Dialogue Mapping was used to capture the discussion in all options. This involved the use of a facilitator and a person capturing the dialogue on a computer and projecting it on a screen. The use of

this tool enables the discussion to be focused on the topic at hand. This tool, together with a facilitator ensures that hours of repeated discussions do not occur as it is clear to see which topics have been covered.



**Breakthrough Process Diagram**

## Road Options

The transport issues facing the Innaloo precinct were mainly local in nature as most of the regional transport issues had been solved in the development of the long term transport workshops.

In Innaloo the transport issues were around localised traffic issues, including:

- Increasing volume of traffic rat running through local streets to and from the Innaloo Shopping Centre;
- Traffic speeding in local streets;
- Difficulty in exiting the area due to congestion (onto Odin Rd and Ellen Stirling Blv);
- Poor pedestrian environment (lack of footpaths);
- Future growth of centre would exacerbate these problems further; and
- Lack of access to major surrounding roads.

### Developing Road Options

As a result of these issues the group developed 13 transport options (Appendix 1) over a period of several months to deal with the issues they identified above.

- Option 1 – Do Nothing;
- Option 2 – Limit Oswald Street;
- Option 3 – Drysdale Street Extensions;
- Option 4 – One Way Access Streets;
- Option 5 – Separate Residential & Commercial Traffic;
- Option 6A – Stop Rat Running;
- Option 6B – Maze;
- Option 7A – Festival of Ideas Plan;

- Option 7B – Link from Oswald St to Roebuck St, no Resumption;
- Option 7C;
- Option 8A – Oswald St connection through Bunning’s & Westfield;
- Option 8B – Odin Connection through Westfield & Bunning’s; and
- Option 8C – Oswald St connection to Scarborough Beach Rd;



Example of Road Option

### Discussion on Road Options

Each road option was discussed at length by the group and comments were divided into three categories:

- Characteristics;
- Positive attributes; and
- Negative attributes.

The detailed discussions are captured on dialogue mapping for each option (Appendix 1) and show the level of detail each option was discussed. Below is a summary of the pro's and cons for each option.

From these discussions it became apparent which options were viable and which options were not viable. The dialogue mapping helped determine which options should be scored and provided clear guidance in scoring in a simple format.

Option	Pro	Con
<b>Option 1</b> – Do Nothing	No cost.	Wont stop rat running
<b>Option 2</b> – Limit Oswald Street	Reduces rat running one way	Wont stop rat running the other way
<b>Option 3</b> – Drysdale Street Extensions	Takes pressure of other roads	Requires resumption
<b>Option 4</b> – One Way Access Streets to Odin Rd	May alleviate congestion on Cloates St	Only one exit to Odin
<b>Option 5</b> – Separate Residential & Commercial Traffic	reduces rat running one way	Increased traffic on Oswald St
<b>Option 6A</b> – Stop Rat Running	Stops all rat running	Complicated road network
<b>Option 6B</b> – Maze	Reduce rat running	More traffic on most streets
<b>Option 7A</b> – Festival of Ideas Plan	Reduces traffic on La Grange	Resumption of houses required
<b>Option 7B</b> – Link from Oswald St to Roebuck St, no Resumption	No resumption required	Increase traffic on Roebuck & Cloates St
<b>Option 7C</b> – Limit access	Limits access to area	Increase traffic on Roebuck & Cloates St
<b>Option 8A</b> – Oswald St connection through Bunning's & Westfield	No through traffic in residential area	Requires resumption of land
<b>Option 8B</b> – Odin Connection through Westfield & Bunning's	No through traffic in residential area	Only after redevelopment of Bunning's & Westfield
<b>Option 8C</b> – Oswald St connection to Scarborough Beach Rd	No impact on Bunning's	Requires redevelopment of Westfield & Autobahn

### Assessment on Road Options

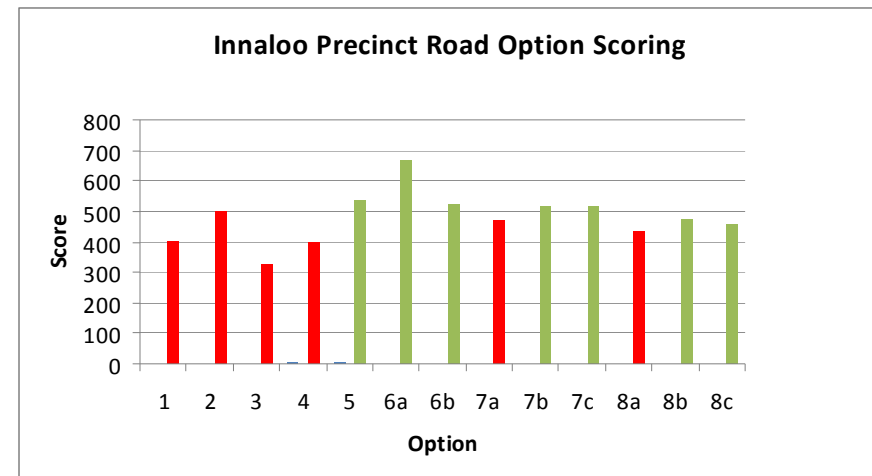
Once all the options had been formulated and discussions on each option were completed it was time to undertake a value management type scoring process. This process involved developing criteria for scoring and weighting each option.

The criteria were developed and agreed by the group. The Criteria were divided into community, economic and environmental criteria (opposite).

<b>Community 1</b>	Local residential street connectivity does not encourage rat runs
<b>Community 2</b>	Traffic speeds and volumes are managed to suit the local community
<b>Community 3</b>	Accessible safe walkable precinct
<b>Community 4</b>	Accessibility in around the precinct for motor vehicles by residents and visitors
<b>Environment 1</b>	Improve safety and amenity in and around the precinct.
<b>Environment 2</b>	High quality streetscape, public spaces and parklands
<b>Economic 1</b>	Implementation can be staged for timely delivery
<b>Economic 2</b>	Preserve or enhance the economic value of the existing community
<b>Economic 3</b>	Preserve or enhance the economic value of existing businesses
<b>Economic 4</b>	Cost of option

### Scoring Criteria

The following chart shows how each option scored. Detailed scoring on each criterion for each option is available in Appendix 1. The options marked red were retired as a result of scoring.



Scoring Chart

### *Retired Options*

The lowest scoring options were assessed to determine if the group believed they were still viable after scoring. The scoring process resulted in 7 out of the 13 options being retired. The main reason some options were retired are outlined below:

- Option 1 – not an option;
- Option 2 – limited movement too much;
- Option 3 – resumptions required;
- Option 4 – network too complicated;
- Option 5 – limited movement too much;
- Option 7A – Created traffic in Stavely & Twyford PI;
- Option 8A – Required resumption of houses;

### *Viable Options*

The remaining viable options were then discussed in the next phase of the work to come up with a synergised plan. This is explained in further detail in the next section.

### **Land Use Options**

Some of the land use issues facing the Innaloo precinct are specific to the area and others are common in all areas where infill is occurring, these included:

- Commercial zoning on one side of the street and residential on the other side of the street (Oswald St & Roebuck St);
- Large scale commercial development on the eastern and southern sides of the precinct;
- Loss of trees in the area;
- Loss of private open space;
- Dominance of garaging facing the street;
- Loss of windows and verandas facing the street;
- Loss of sense of community;
- Dominance of boundary walls on side boundaries; and
- General loss of amenity.

### Developing Land Use Options

As a result of these issues the group developed 21 land use options (Appendix 1) over a period of several months to deal with the issues they identified above.

Option 1 – Do Nothing;

Option 2 – 3 storey development;

Option 3 – 5 storey development;

Option 4 – Courtyard housing;

Option 5 – Rezone back to R20;

Option 6 – Terrace housing;

Option 7A – All lots on sth Roebuck St to residential 3 storey;

Option 7B – Houses on sth of Roebuck St to residential 3 storey;

Option 7C – Houses on sth side of Roebuck St to mixed use;

Option 7D – Houses on sth of Roebuck St to residential 5 storey;

Option 7E – All lots on Roebuck St to mixed use 3 storey;

Option 8B – No change to commercial zoning on Roebuck St; and

Option 8A – Green link from Le Grange to Twyford;

Option 8B – Upgrading De Grey St & Green link to Westfield;

Option 8C – No green links;

Option 9A – Oswald St residential 3 storeys;

Option 9B – Oswald St residential 5 storeys;

Option 9C – Oswald St residential west 3 storeys east 5 storeys;

Option 9D – Oswald St mixed use 3 storeys; and

Option 9E – Oswald St mixed use 5 storeys.



**Example of Land Use Option**

Discussion on Land Use Options

Each land use option was discussed at length by the group and comments were divided into three categories:

- Characteristics;

- Positive attributes; and
- Negative attributes.

These discussions were captured on dialogue mapping for each option (Appendix 1) and show the level of detail each option was discussed.

Option	Pro	Con
<b>Option 1 – Do Nothing</b>	Could double the population	Increased density will have negative impact on amenity
<b>Option 2 – 3 storey development</b>	Increase diversity of housing	Increased density will have negative impact on amenity
<b>Option 3 – 5 storey development</b>	Increase value of properties	Single lot development not possible
<b>Option 4 – Courtyard housing</b>	Improves sense of community	Single lot development difficult
<b>Option 5 – Rezone back to R20</b>	Allows residents of single houses to maintain lifestyle	Reduced property values
<b>Option 6 – Terrace housing</b>	No garaging facing street	Difficult to get laneways
<b>Option 7A – All lots on sth Roebuck St to residential 3 storey</b>	Zoning same both sides of street	Reduction in value of commercial properties
<b>Option 7B – Houses on sth of Roebuck St to residential 3 storey</b>	Zoning same both sides of street	Reduction in land uses available

<b>Option 7C</b> – Houses on sth side of Roebuck St to mixed use	Can control uses & built form facing Roebuck St	Zoning different both sides of street
<b>Option 7D</b> – Houses on sth of Roebuck St to residential 5 storey	Zoning same both sides of street	Heights on both sides of street different
<b>Option 7E</b> – All lots on Roebuck St to mixed use 3 storey	Zoning same both sides of street	Hartog St lots have mixed use at back
<b>Option 7F</b> – No change to commercial zoning on Roebuck St	No change to zoning	Poor land use transition
<b>Option 8A</b> – Green link from Le Grange to Twyford	Links all POS areas together	Resumption of property
<b>Option 8B</b> – Upgrading De Grey St & Green link to Westfield	Link from Park to Shopping Centre	Resumption of property
<b>Option 8C</b> – No green links	No resumption of property	No links to all POS areas
<b>Option 9A</b> – Oswald St residential 3 storeys	Provide areas for POS at back of lots	May result in loss of value
<b>Option 9B</b> – Oswald St residential 5 storeys	May result in increase in land value	Increased height may impact on amenity
<b>Option 9C</b> – Oswald St residential west 3 storeys east 5 storeys	Reduced impact on Dongara St lots	Increased height may impact on amenity
<b>Option 9D</b> – Oswald St mixed use 3 storeys	Zoning same both sides of street	Commercial in residential area
<b>Option 9E</b> – Oswald St mixed use 5 storeys	May result in increase in land value	Increased height may impact on amenity

### Assessment on Land Use Options

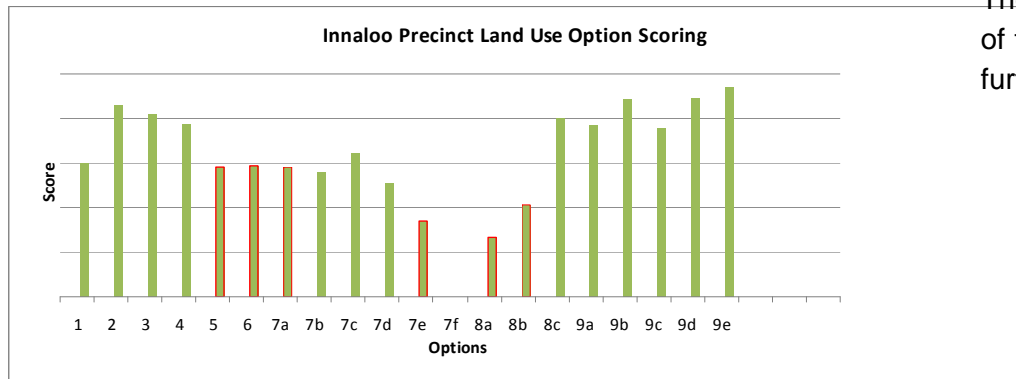
Once all the options had been formulated and discussions on each option were completed it was time to undertake a value management type scoring process. This process involved developing criteria for scoring and weighting each option.

The criteria were developed and agreed by the group. The Criteria were divided into community, economic and environmental criteria.

<b>Community 1</b>	Compatible, limited land uses
<b>Community 2</b>	Close-knit community
<b>Community 3</b>	Affordable living and social diversity
<b>Community 4</b>	Built form is high quality
<b>Community 5</b>	Community safety and risk of anti social behaviour
<b>Environment 1</b>	High quality streetscape, public and private spaces
<b>Environment 2</b>	Environmental sensitive built form
<b>Environment 3</b>	Amenity of the area
<b>Economic 1</b>	Economic viability
<b>Economic 2</b>	Timely delivery and certainty of the resultant plan
<b>Economic 3</b>	Minimise negative economic impact on the existing community

### **Scoring Criteria**

The following chart shows how each option was scored. Details on the scoring is available in Appendix 1. The options marked red were retired as a result of scoring.



**Scoring Chart**

*Retired Options*

The lowest scoring options were assessed to determine if the group believed they were still viable after scoring. The scoring process resulted in 7 out of the 21 options being retired. The main reason options were retired are outlined below:

Option 5	result in reduction in property value
Option 6	very few corner lots left for rear lanes;
Option 7A	result in loss of property value for landowners on Roebuck St;
Option 7E	result in mixed use in a residential area;
Option 7F	maintain the different zonings on each side of the street;
Option 8A	resumption of houses required for minor small green link; and
Option 8B	Resumption of for minor small green link.

*Viable Options*

The remaining viable options were then discussed in the next phase of the work to come up with a synergised plan. This is explained in further detail in the next section.

### PHASE 3 – SYNERGISING

The synergising phase included the services of a planning consultant and traffic engineer. These two consultants helped to determine which combination of options would provide the most appropriate outcome from a technical point of view.

This technical overview was not carried out early in the process to avoid significant cost implications in getting each option analysed.

The remaining viable options were placed around the walls and the session was facilitated by the planning consultant. A number of combinations were investigated (highlighted opposite).



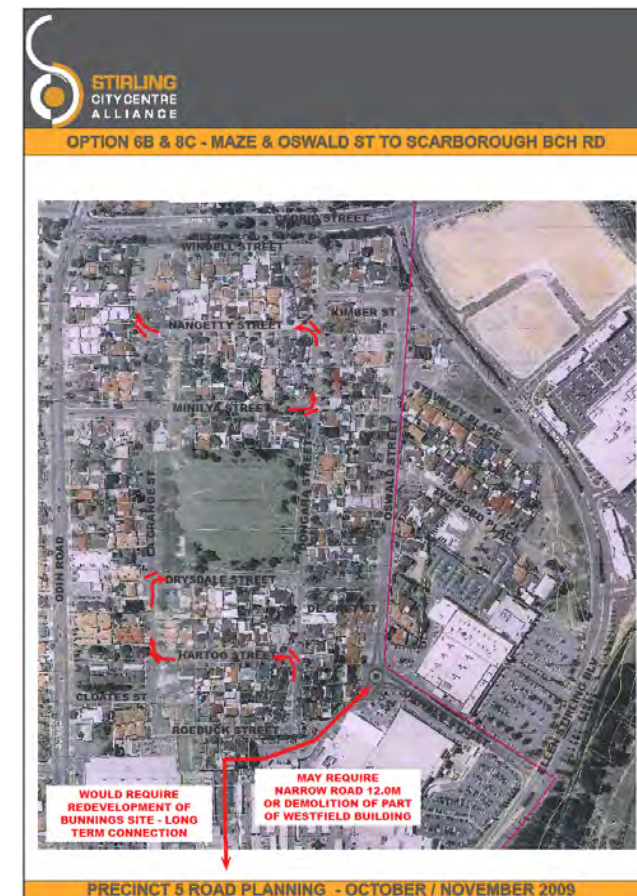
Synergising Workshop

### Road Options

With the remaining 6 viable road options left the group worked on developing a hybrid road option. The following were explored:

#### Hybrid Road Option 1

Option 6B & 8C – Maze & Oswald St to Scarborough Beach Rd;



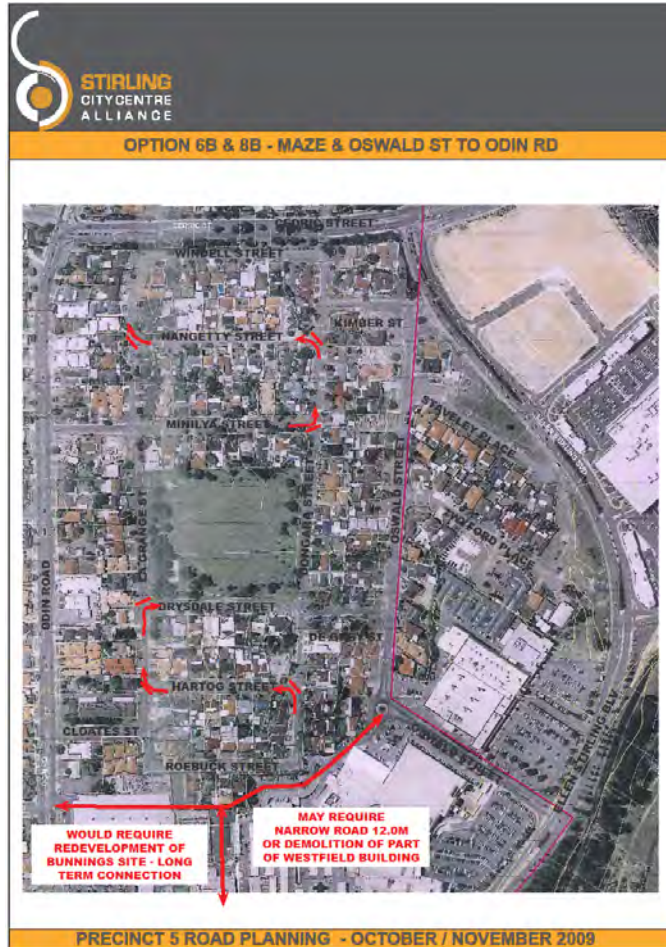
Hybrid Road Option 1

Hybrid Road Option 2

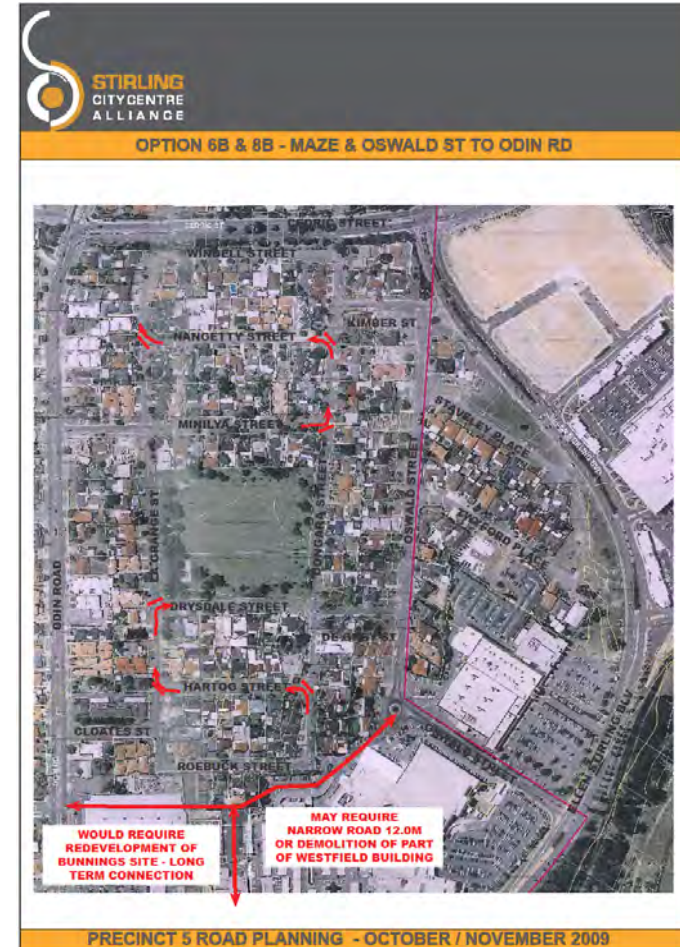
Option 6B, 7C & 8B – Maze & Oswald St to Odin Rd & limit access;

Hybrid Road Option 3

Option 6B & 8B – Maze & Oswald St to Odin Rd connection.



**Hybrid Road Option 2**



**Hybrid Road Option 3**

It was advised by a consultant traffic engineer that the maze option would result in increased vehicle kilometres travelled as well as

increased traffic on most streets. It was advised that it would not eliminate rat running. The traffic engineer advised that it would be better to install traffic calming devices in streets to reduce rat running to acceptable levels whilst not adversely impacting residents on all streets. Furthermore the group commented that none of the hybrid road options dealt with traffic issues on Stavely Place and Twyford St. In terms of a long term access point the group believed the new road through Westfield and Bunning's could be beneficial subject to agreement from private landowners.

#### Hybrid Road Option 4

As a result of these issues with the other hybrid options a further option was developed.

Hybrid Road Option 4 had the following characteristics:

- Removed the maze component of the previous hybrid options;
- Provide a left in and left out for Stavely Pl & Twyford St;
- Cul-de-sac Stavely Pl & Twyford St (to coincide with the fact that half the street would be residential in nature and the other half would be commercial in nature. All commercial traffic would enter and exit via Ellen Stirling Blv and all residential traffic would enter via Oswald St); and
- Long term road connection between Oswald St and Odin Rd as well as to Scarborough Beach Rd.

Dialogue mapping of discussions on each of the hybrid road options can be found in Appendix 2.

After deliberations the group agreed that Hybrid Road Option 4 was the preferred option. It was agreed that this option would then be informally advertised.



Hybrid Road Option 4

## Land Use Options

With the remaining 14 viable land use options left the group worked on developing a hybrid land use option. The following were explored:

### Hybrid Land Use Option 1 - Roebuck Street

The group looked at the remaining 3 viable options relating to Roebuck St, which were:

- 7B – residential 3 storey south side (only lots with houses left);
- 7C – residential 3 storey all south side; and
- 7D – residential 5 storey all south side.

The discussion centred on two competing topics:

- What option would give an acceptable amount of compensation to the landowners on the southern side of Roebuck Street who would be losing their current commercial zoning;
- What option would be compatible with the built form on the northern side of Roebuck Street.

The 5 storey option provided the best compensation but also the greatest impact, the other two options less compensation but less impact.

It was decided that option 7D would be the preferred option for this particular issue for the following reasons:

- 5 storey heights would be on the southern side of the street which would eliminate overshadowing on existing residents on the northern side; and

- Would provide acceptable compensation for landowner's loss of commercial zoning.

### Hybrid land Use Option 2 – Oswald Street

All of the 5 options for Oswald Street were kept as viable, as the group wasn't sure which road option and land use option would be better suited together. The main issues being:

- Whether or not to open up Stavely PI and Twyford PI to Ellen Stirling Blv which would suit a mixed use land use; and
- What height of buildings should be allowed along Oswald Street with consideration of the impact of residential properties to the west.

- 9A – Oswald St residential 3 storeys
- 9B – Oswald St residential 5 storeys
- 9C – Oswald St residential west 3 storeys east 5 storeys
- 9D – Oswald St mixed use 3 storeys
- 9E – Oswald St mixed use 5 storeys

The group decided that option 9B would be the preferred option for the following reasons:

- Stavely PI and Twyford PI not open to through traffic to reduce rat running;
- 5 storey development would provide better compensation for the loss of mixed use zone on eastern side compared to 3 storey; and
- Option would allow mixed use development to front Ellen Stirling Blv.

### Hybrid Land Use Option 3 – Remainder Area

The remaining areas of the Innaloo precinct had the following remaining viable options:

- 1 – Do nothing;
- 2 – 3 storey development;
- 3 – 5 storey development; and
- 4 – Courtyard housing.

The discussion around which option was favoured was centred on the following:

- How can we keep existing amenity of buildings setback from boundaries and rear areas for trees;
- Maintain overlooking of the street;
- Not create a new built form that would not detract from the amenity of the area, particular heights of buildings; and
- Provide no loss of development potential.

It was decided that options 2 was viable for the following reasons:

- Ensured that building would be setback form boundaries;
- Ensured that there was no loss of development potential; and
- Set a height limit that would not overly detract from the amenity of the area.

Option 4 – courtyard housing was still seen as an option that would provide a suitable built form where appropriate.

## PHASE 4 – INFORMAL CONSULTATION

On Saturday 20 June 2010 the Stirling City Alliance held a community BBQ with help from the community members who had participated in the workshops.

The purpose of the BBQ was to informally consult and communicate with the wider community, regarding the planning that had been undertaken by the Innaloo Sub Alliance. Invitations were dispersed through a door to door letter drop.

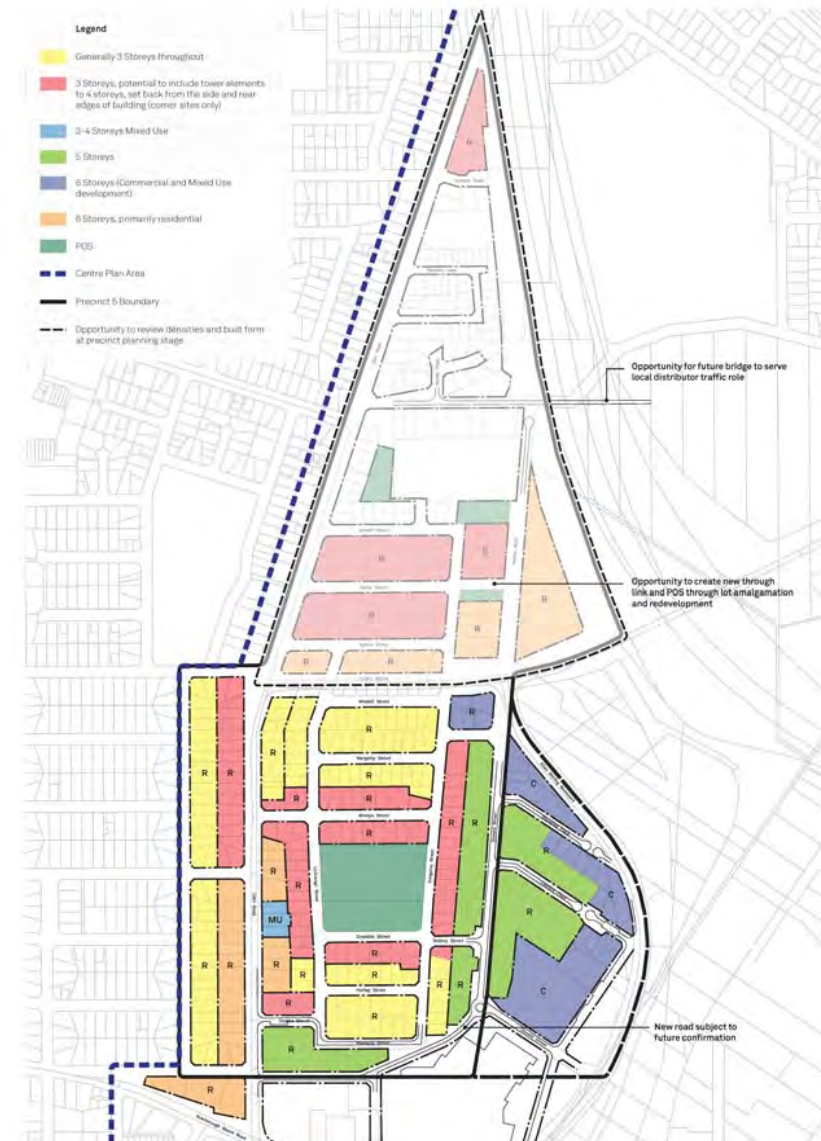
### Advertised Options

There were two options presented to the community, one a land use option and the other a road option.

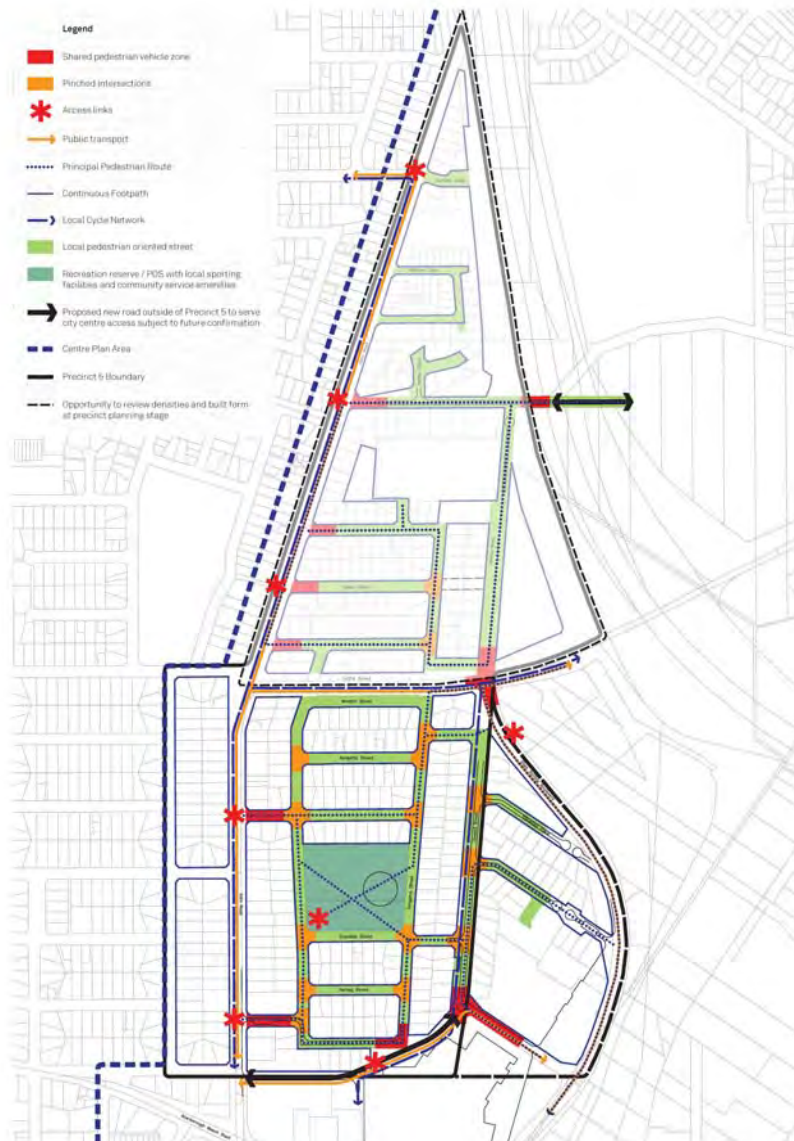
The land use option was based on an ‘inner city’ neighbourhood with medium to high density residential surrounding the existing La Grange Dongara Reserve.

Approximately 250 people attended the BBQ and each was asked to sign in as they entered the venue of these 57 completed a feedback sheet containing 9 questions.

### Land Use Plan



## Road Plan



## Results of Feedback

All attendees at the event were given a feedback sheet containing 9 questions which could be returned on the day or forwarded to the office at a later date. Of these 57 completed responses were received and all but one gave their personal details as requested, and all but 3 of the responses were received from people who gave addresses in Innaloo. The Questions in the report covered 3 core topics:

- General Project
- Urban Design
- Movement and traffic

### General Project

The survey posed several questions, largely qualitative, that aimed to assess the respondents feeling to the general concepts of the projects. This included questions relating to the information they had received, their willingness to live in a high density area, intentions to remain in Innaloo etc. The survey showed desire for residents to remain in Innaloo but a concern with proposed higher densities.

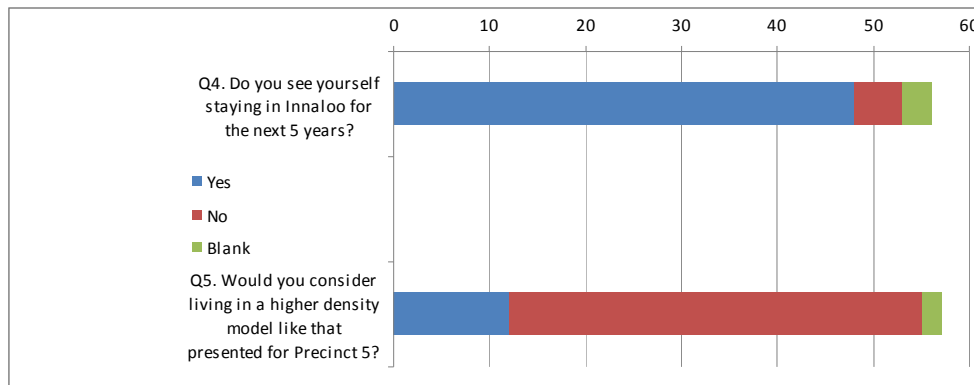
### Responses to General Project Questions

Respondents were asked a qualitative open question aimed at gauged how comfortable they were with the information they had in relation to the project redevelopment. The majority of respondents (34) felt had sufficient information to have a good understanding of the planning done for your area, with only 17 responding in the negative. In general, people wanted more information on planning

for adjoining precincts and also felt they wanted more information regarding timing for the project.

Question 3 presented an open question asking respondents to indicate what improvements they would make to the plan. The responses to this were fairly specific and varied however, 39% regarded a need for improvements to be made to improve infrastructure and services, such as public transport, footpaths and recreations spaces, whilst 24% suggest changes and/or improvement to road and traffic infrastructure. Other comments related to concerns regarding increased density in the plans and needs to protect amenity.

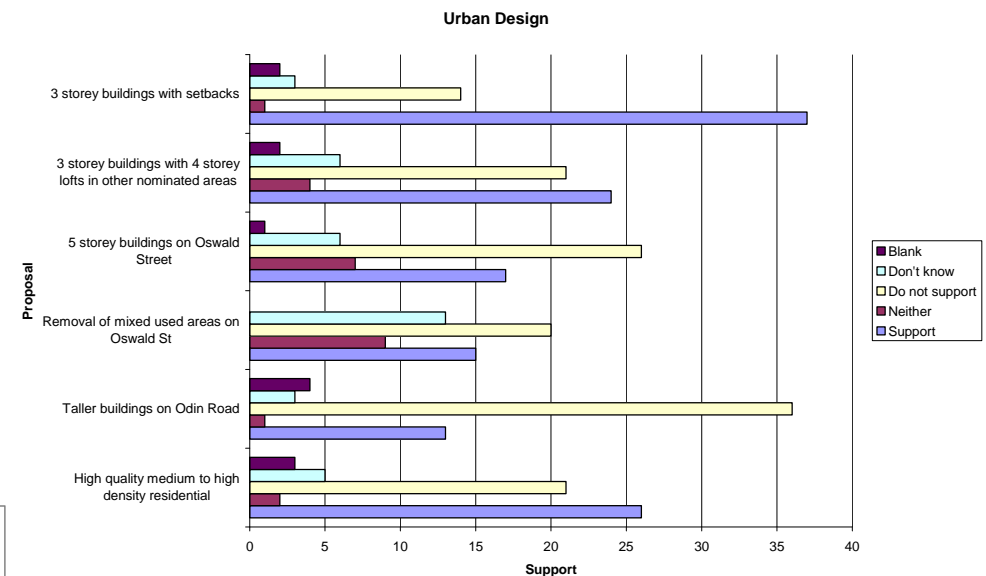
Of the responses received 86% saw themselves continuing to live in Innaloo in the next 5 years, however 75% clearly stated that they would not consider living in a higher density model like that presented for Precinct 5.



**Figure 1 General Project**

### Density and Urban Design

The survey presented 4 questions aimed directly at gauging respondent's attitudes to specific increases in density within the project area, these response are illustrated in Figure 2.



**Figure 2 Urban Design**

### Responses to Urban Design

Support for the concept of high quality medium to high density residential for Precinct 5 was mixed, with 26 respondents in support compared to 21 not supporting the action. The second element asked whether people supported taller buildings on Odin road, with the plan showing up to 6 storeys. The feedback shows very little support for this element of the plan with 13 supporters and 36 people not supportive. A subset analysis of those people who

lived/owned property on Odin Road followed this trend with 5 of the 7 not supporting the plan and 2 who didn't know.

The third and fourth elements related to Odin Road. The issue of Odin Road is particularly complex with one side of the street zoned mixed use and the other zoned residential, however, at present there are only residential buildings. It is known that developers have been purchasing land with the intention to develop it in the future. The result of these future developments will likely be a less than optimum situation where the street completely consists of commercial use on one side and residential on the other. Fifteen respondents supported the removal of mixed use and 20 people did not support the removal. The remaining 22 respondents were neutral or did not know. A subset analysis of people who lived/owned property in Odin Rd showed 3 out of 6 supported the proposal with the other 3 neutral or did not know. The question relating to 5-storeys on Odin had a similar response with 17 people supporting the proposal and 26 not supporting the proposal. The subset group of Odin Group respondents showed 3 supported 5-storeys, 2 did not and 1 didn't know.

Elements 5 and 6 related to 3-storey buildings in general in other areas. Support for and against 3 storeys with a 4<sup>th</sup> storey loft was fairly evenly split with 24 people in support and 21 not in support. The proposal for 3-storey with setbacks was generally more supported with 37 people in support and 14 not in support. These results show concern in the community regarding the increase of density in the plan, however there is not an overwhelming resistance to the increases.

## Movement

Elements 7 to 16 focused on movement in the present including traffic management and road, cyclist and pedestrian networks. Many of these elements were met with strong support, specifically those relating to traffic calming and pedestrian and cycle friendly urban design features, these responses are represented in Figure 3.

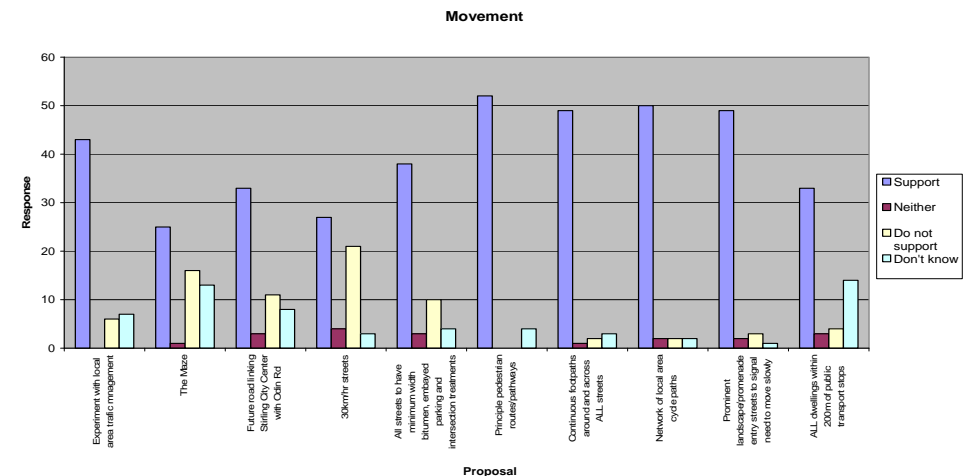


Figure 3 Movement

## Responses to Movement

The introduction of experimental local area traffic management solutions before permanent changes take place received a high level of support, with 43 people in support and only 6 people not in support. There was similar support for the Maze proposal aimed at reducing rat running being supported by 25 respondents compared to 16 who do not support it. Element 9 consisted of a special

proposal of a future road linking the Stirling City Centre with Odin road to the south of Roebuck Street to separate through and local traffic. The majority of respondents (33) supported this proposal compared to 11 respondents who did not. Finally there was strong support for Element 16, which proposed that all dwellings be within 200m of public transport stops. While support for this element was high at 33 respondents giving a positive response there was a large number of comments regarding its feasibility. Elements 11 through 15 were individual proposals aimed at reducing traffic speed and giving priority and improved amenity to cyclists/pedestrians. In general these proposals were well supported. The vast majority of respondents were in support of all dwellings within 200m of public transport stops with 58% supporting the action compared to only 4% who did not support. Similarly the majority of respondents supported the action to integrate a network of local cycle paths and principle pedestrian pathways All Streets to have Minimum Width Bitumen, embayed Parking and Intersection Treatments. The only traffic management element that received less support was element 10, proposing 30km/hr streets throughout the proposal, received a mix response from those who responded with 27 people supporting this proposal and 21 who did not support the proposal.

### **Response to Feedback**

The feedback sheets indicated that some issues required further targeted consultation and others should be removed from the plan. The community provided overwhelming feedback that they did not want taller buildings on Odin Road. Therefore it was decided to delete this from the plan.

In other areas it was decided to conduct further targeted meetings as the responses showed that most people not supporting elements of the plan were outside the Innaloo precinct, these included:

- Taller buildings and removal of mixed uses on Oswald St; and
- 4 storey buildings in Dongara Street.

### Oswald Street Meeting

A special meeting was held in August 2010 and all residents on Oswald Street were invited to attend, 10 residents attended the meeting. A detailed background was given of the project and all the previous options considered were presented to the group.

After lengthy discussions about the merits of removing the mixed use zoning and replacing it with a 5 storey residential zoning the group agreed that this was the best course of action and that detailed design guidelines should be prepared on this basis for final advertising.

### Dongara Street Meeting

A special meeting was held in October 2010 and all residents on Dongara Street were invited to attend, 8 residents attended the meeting. A detailed background was given of the project and all the previous options considered were presented to the group.

After lengthy discussions about the merits of 4 storey development on the eastern side of Dongara Street compared to the existing 2/3 storey height limit, the group came to the conclusion that they would like the 4 storey areas extended so that there is equity in the

distribution of the 4 storey height limit and include the following areas:

- All of the eastern side of Dongara Street; and
- The western side (subject to level and amenity impact on neighbouring properties).

As a result of these meetings further modifications were made to the plan and presented back to the Innaloo Sub Alliance as outlined below.

## Preferred Options

### Preferred Land Use Option



### Preferred Height Option



### Preferred Road Option



## **PHASE 5 – PRELIMINARY CONCEPTS PLAN**

In January 2010 a consultant was appointed to develop detailed precinct plans and associated design guidelines that capture the intent of the Synergised options in detail.

The consultant prepared

## PHASE 6 – FORMAL ADVERTISING

Yet to be undertaken

## PHASE 7 – FINAL PLAN

Yet to be finalised

## APPENDIX 1 – ROAD OPTIONS

## APPENDIX 2 – LAND USE OPTIONS

## APPENDIX 3 – OPEN DAY DISPLAYS