

## APPLICATION OF LOCAL DEVELOPMENT PLAN

1. This Local Development Plan (LDP) operates in conjunction with the requirements of the Residential Design Codes (R-Codes) by applying additional controls or by varying the "Deemed-to-comply" provisions. Where this LDP varies any requirements of the R-Codes, compliance shall constitute "Deemed-to-comply", and community consultation in respect to those items is not required.
2. Unless provided for below, the provisions of the Town of Cottesloe Local Planning Scheme No.3 and the R-Codes apply.

## REQUIREMENTS

**1. Residential Design Code** - Lots 24 (No.128) and 25 (No.126) Railway Street, Cottesloe are coded Residential R60 in accordance with the Town of Cottesloe - Local Planning Scheme No.3.

**2. Building Heights** - Building height shall be in accordance with the requirements of the Town of Cottesloe - Local Planning Scheme No.3. No variations shall be permitted.

### 3. Setbacks

#### Railway Street Setbacks

- a) Buildings fronting Railway Street shall be setback a maximum of 4.0m and minimum of 2.0m.
- b) Undercroft car parking structures may be reduced to nil to a maximum of 50% of the lot boundary. The nil setback may be extended to 75% of the lot boundary subject to the creation of an aesthetic and articulated streetscape design, which may include the use of different building materials and colours. Any undercroft parking structure shall not protrude higher than 1.2m above the natural ground level of the boundary.
- c) Open sided structures such as porches, balconies, verandahs or the equivalent may be setback at nil from the Railway Street boundary.

#### Congdon Street Setbacks

- d) Development fronting Congdon Street shall be setback a maximum of 4.0m and minimum of 2.0m.
- e) Residential building setbacks may be reduced to nil for a maximum of 20% of the length of the lot boundary where only residential development is proposed adjacent to Congdon Street.
- f) Where commercial development is proposed, residential building setbacks may be reduced to nil for a maximum of 20% of the remaining balance of the length of the lot boundary.
- g) Open sided structures such as porches, balconies, verandahs or the equivalent may be setback at nil from the Congdon Street Boundary.

#### Commercial Development Setbacks

- h) Where commercial development is proposed, a nil setback shall be provided to the corner of Congdon Street and Railway Street generally where identified on this LDP.

#### Other Setbacks

- i) All other building setbacks shall be provided in accordance with the 'Deemed to Comply' of the provisions R-Code

**4. Outdoor Living Areas** - Outdoor living areas (OLA's) are permitted within the front setback areas abutting Railway Street and Congdon Street.

**5. Overshadowing** - Overshadowing of adjacent properties must be no greater than 25% of the site area in accordance with the Deemed to Comply requirements of the R Codes. No variations shall be permitted.

**6. Landmark Architecture** - Development on the corner of Railway Street and Congdon Street shall include landmark architectural elements which identify the corner, provide visual interest and streetscape interaction.

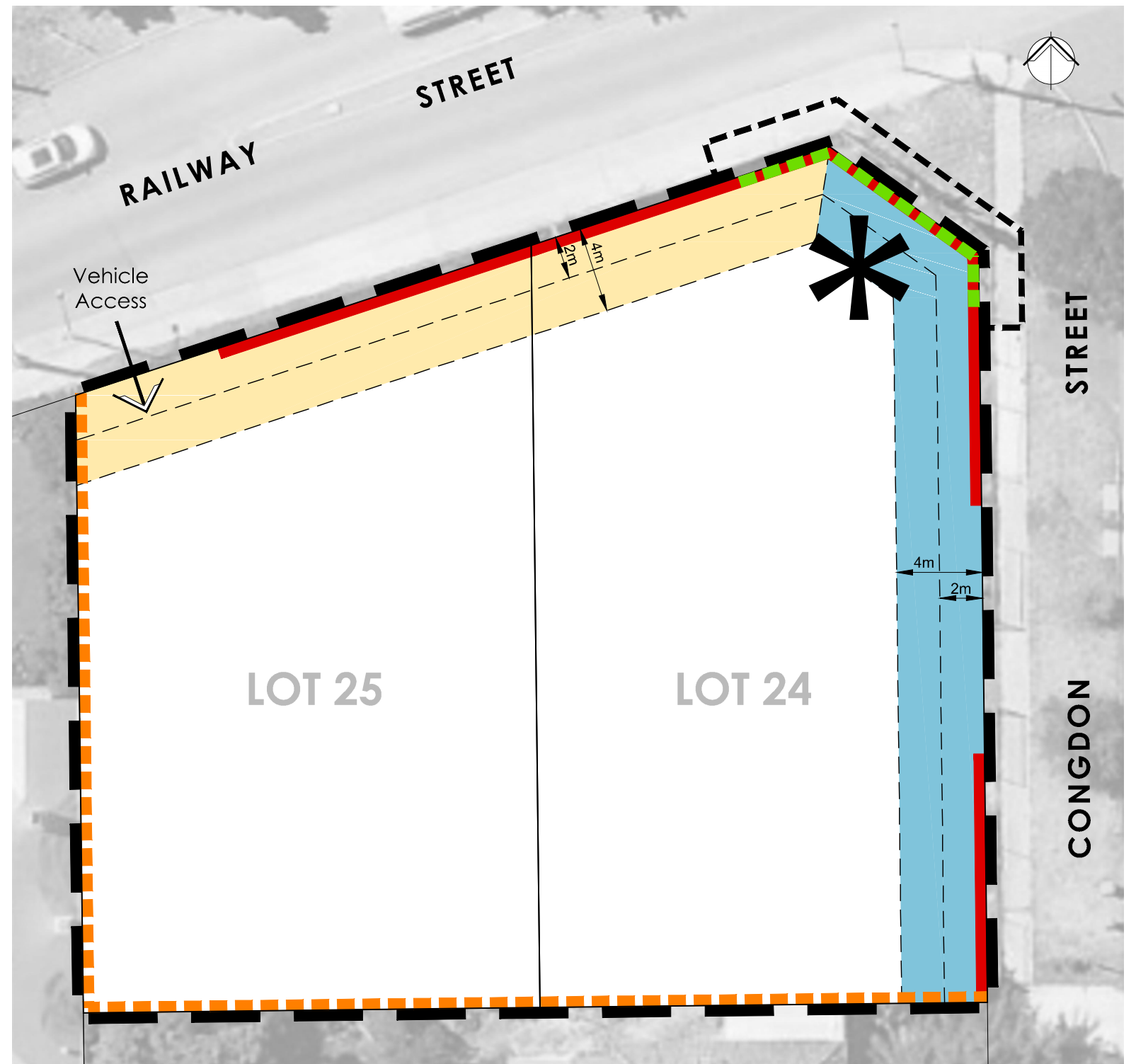
**7. Awnings** - Where commercial development is proposed, awnings may be provided to a maximum width of 2m generally where identified on this LDP.

### 8. Vehicle Access and Parking

- a) The primary access/egress shall be from Railway Street in the location shown on the LDP. No further vehicle access or egress is permitted on Railway Street.
- b) A secondary access/egress may be considered on Congdon Street generally in the location shown on the LDP. This secondary access/egress shall be 'left in' - 'left out' only. No further vehicle access or egress is permitted on Congdon Street.
- c) All car parking requirements shall be as per Table 3 of the Town of Cottesloe Local Planning Scheme No. 3. No variations shall be permitted.
- d) Any at-grade resident parking shall be screened from both Railway Street and Congdon Street.

**9. Road Reserve Infrastructure** - Changes to the road carriageway and verge areas for the purpose of traffic calming and management, may be required by the Town of Cottesloe. The developer of Lots 24 and 25 may be required to make a pro-rata contribution towards these works.

**10. Landscaping** - A Landscape Management Plan (LMP) shall be provided, either with a development application, or as a condition of development approval, to the satisfaction of the Town of Cottesloe. The Landscape Management Plan shall include all verge areas directly adjacent to Lots 24 and 25 and must address sustainability; deep soil planting; visual amenity; water sensitive urban design; water-wise planting; and objectives for long term tree establishment.



## LEGEND

- |  |                                  |  |  |
|--|----------------------------------|--|--|
|  | LDP Boundary                     |  | Nil commercial building setback (refer requirement 3)  |
|  | Vehicle access                   |  | Maximum 4.0m setback, minimum 2.0m setback with potential incursions to nil for undercroft parking structures (refer requirement 3)    |
|  | No vehicle access permitted      |  | Maximum 4.0m setback, minimum 2.0m setback with potential incursions to nil for no more than 20% of the frontage (refer requirement 3) |
|  | Boundary setbacks as per R-Codes |  | Awning to a maximum of 2.0m (refer requirement 6)  |
|  | Landmark Architecture            |  |  |

# LOCAL DEVELOPMENT PLAN

## LOTS 24 (No. 128) AND 25 (No. 126) RAILWAY STREET, COTTESLOE

### TOWN OF COTTESLOE LOCAL PLANNING SCHEME No. 3

THIS LOCAL DEVELOPMENT PLAN HAS BEEN APPROVED BY THE TOWN OF COTTESLOE UNDER CLAUSE 52(1)(a) OF THE DEEMED PROVISIONS OF THE TOWN OF COTTESLOE LOCAL PLANNING SCHEME NO. 3.

SIGNATURE

DATE