

TOWN OF COTTESLOE

15 AUG 2016

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Form 3A

Submission Form

Regulation 24(1)(a), 26(6)(a), 40(1)(a) & 49(1)(a)

Planning and Development Act 2005

To: The Chief Executive Officer of the Town of Cottesloe.

Submission on: Local Planning Scheme 3 / Amendment No \_\_\_\_

Name: Ms DIANA LAPSLEY

Organisation / Company (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_ COTTESLOE 6011

State how your interests are affected, whether as a private citizen, on behalf of a company or other organisation, or as an owner or occupier of property.

Interested as a private citizen

ADDRESS OF PROPERTY AFFECTED (if applicable). (Include lot number and nearest street intersection).

126 & 128 Railway St

SUBMISSION - Provide your comments in full and any arguments to support them (attach additional pages if necessary).

Letter attached

Date: 14/8/2016 Signature: \_\_\_\_\_

Mrs Diana Lapsley,

Cottesloe 6011

Tel

14 August 2016

Dear Sir,

AS a former resident of Congdon St and with family still occupying this same address I am very concerned at the proposed rezoning of the two properties on the corner of Congdon St and Railway St ( 126 and 128 Railway St.) These blocks are currently R20 and the new owner is now trying to change this to R 50 for commercial purposes and with the idea to rezone it to R 80 so that up to 13 flats could be built on this land.

If this happens all the way along Railway St, it will need to be widened to at least 4 lanes and lights (not just roundabouts) installed. It will certainly detract from living between the Railway and Stirling Highway. I am sure "infill" is not meant to do this. No more than R 50 is needed and even this will make living next to the higher 3 to 4 story buildings unpleasant. With R50, in due course, I expect we will see a steady row of attached housing all along the railway line – how many attached houses can you fit between one road and another. This is more in keeping with Europe and not what I would like to see here in Claremont, Cottesloe and Swanbourne.

My parents Mrs FD and Mr H Sherar bought \_\_\_\_\_ in 1952 and retired there in 1972 and with their deaths it was left to me and my sister. I moved there with my husband when we retired from the farm. After he died my daughter and son-in-law purchased the property from us (my sister and me). I have seen many changes in the street in 64 years (including the old reservoir where we hit a tennis ball around, which is now the Jasper Green Park – certainly an improvement, the lovely Morten Bay Fig trees we climbed as children on the other side of Grant St and which are no more. There was the picture theatre and milk bar where as teenagers we jived and which is now the large white building.) Change happens as it must, but I believe radical change is not good for this area and we must keep it a pleasant place for families to live. I do think that companies wanting financial reward should not be put before the community as a whole. It should be kept as a suburb for people to enjoy. Not everyone wants to live in over populated city type environments with constant traffic passing, noise, pollution and nowhere to park the car.

I now live in Lyons St and often walk to Congdon St. My husband attended North Cottesloe Primary School and then Scotch College, I was a boarder at PLC, as were our 6 daughters and our son was a boarder at Scotch College. I had, and have grandchildren at school in the area, and there are still more to start school. We really like it here and want it to remain a pleasant place in which to live.

Yours sincerely,

Diana Lapslev

**Elizabeth Yates**

**To:** Elizabeth Yates  
**Subject:** FW: Referral: Local Planning Scheme 3 - Amendment 5 / LDP 1  
**Attachments:** 09062016104816-0001.pdf

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**From:** Robinson, Richard  
**Sent:** Thursday, 28 July 2016 1:27 PM  
**To:** Elizabeth Yates  
**Subject:** FW: Referral: Local Planning Scheme 3 - Amendment 5 / LDP 1

Dear Liz

Thank you for the opportunity to comment on the Local Planning Scheme No.3 amendment and proposed Local Development Plan No.1 relating to Lot 24 and 24 located at the corner of Railway Street and Congdon Street, Cottesloe.

The Public Transport Authority (PTA) supports high density development which would be brought about by the R-code amendments relating to Lot 24 and 25. It is noted that lots 24 and 25 are located within close walking distances to both Swanbourne Station and bus routes operating along Stirling Highway and therefore benefit from existing public transport links. Given the nature of the development that would occur following the proposed revision to the R-code and the provisions of Development Plan No.1 there is no foreseeable impact upon public transport that the PTA would wish addressed.

Best regards

**Richard Robinson**  
**A/Senior Service Planner | Transperth, Regional & School Bus Services**  
Public Transport Authority of Western Australia  
Public Transport Centre, West Parade, Perth, 6000  
PO Box 8125, Perth Business Centre, WA, 6849  
Fax: (08) 9326 0000  
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Your Ref: SUB/2066:SUB/2138  
Our Ref: JT1 2015 13007 V01 - TPS344056  
Enquiries: Charles Sabato  
Direct Tel:  
Fax: 9420 3193



24 June 2016

Town Of Cottesloe  
PO Box 606  
COTTESLOE WA 6911

TOWN OF COTTESLOE

30 JUN 2016

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Attention of: Andrew Jackson

**Re: LPS No3 – Amendment No 5 and Local Development No 1- Lots 24 & 25  
Corner Railway & Congdon Streets, Cottesloe**

Thank you for your letter dated June 10, 2016. The Water Corporation offers the following comments in regard to this proposal.

Water and Wastewater

Reticulated water and sewerage is currently available to the subject land.

Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development. When the proposed demands are provided the Water Corporation can have another review of the proposed development.

It should be noted that a small portion of existing sewerage mains are located within the subject land near the rear boundary. An easement may be required along the boundary of the subject area. Due consideration will be required when developing in this area. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected by the proposed development.

General Comments

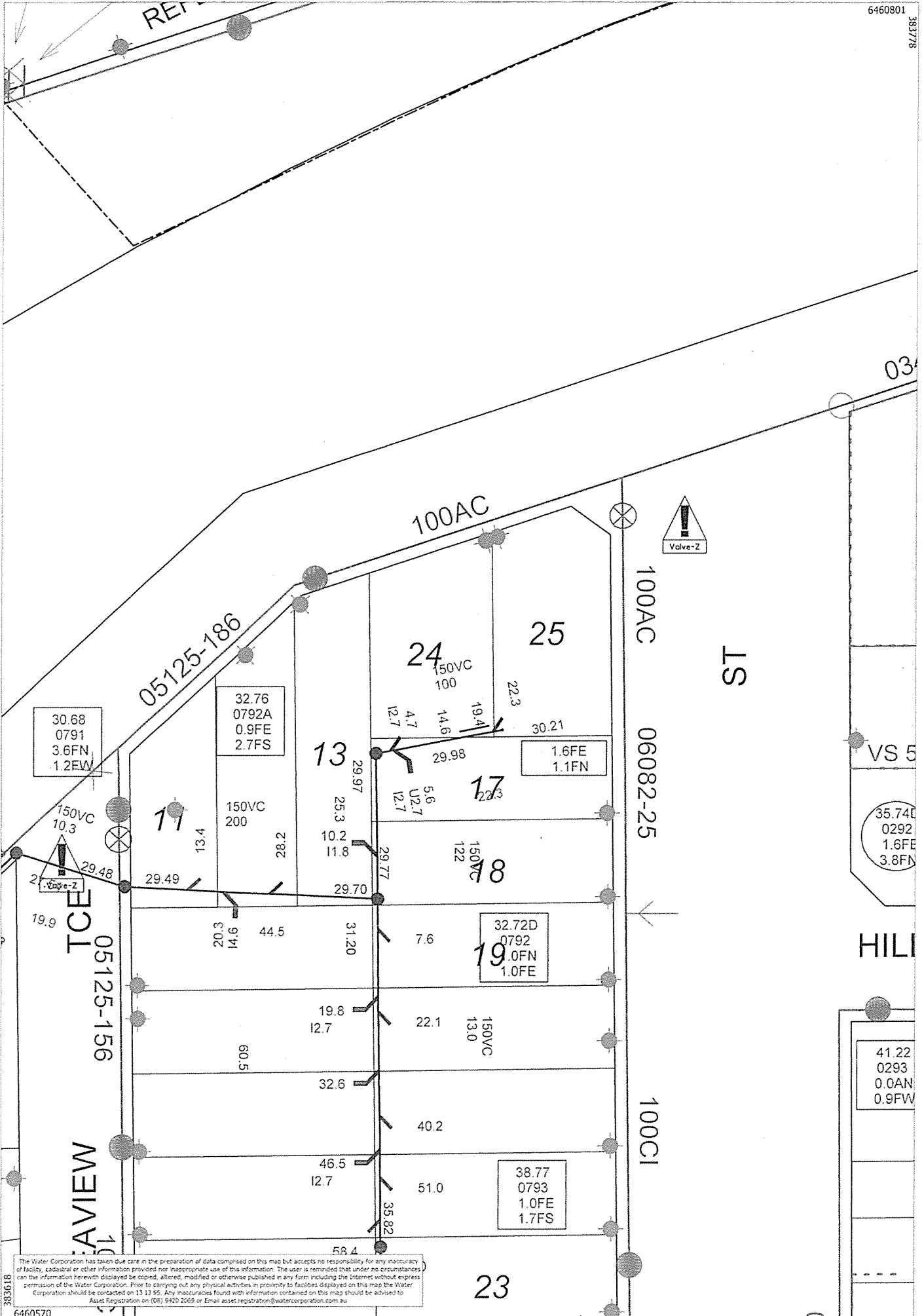
This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.

If the application is retrospective, approval by our Building Services section is still required.

The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

Charles Sabato  
Development Planner  
Development Services



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Our ref: 40439074  
 Contact: Christine Jung

22 July 2016

Andrew Jackson  
 Manager Development Services  
 PO Box 606  
 Cottesloe WA 6911

363 Wellington Street  
 Perth WA 6000  
 GPO Box L921 Perth WA 6842

T: 13 10 87 | Fax: 08 9225 2660  
 TTY 1800 13 13 51 | TIS 13 14 50

Electricity Networks Corporation  
 ABN 18 540 492 861

enquiry@westernpower.com.au  
 westernpower.com.au

**LOCAL PLANNING SCHEME NO. 3 AMENDMENT NO. 5 AND LOCAL DEVELOPMENT PLAN NO. 1 – LOTS 24 AND 25 CORNER RAILWAY AND CONGDON STREETS, COTTESLOE**

Dear Mr Jackson,

I refer to your correspondence dated 10 June 2016 requesting comment from Western Power in respect to the aforementioned planning referrals.

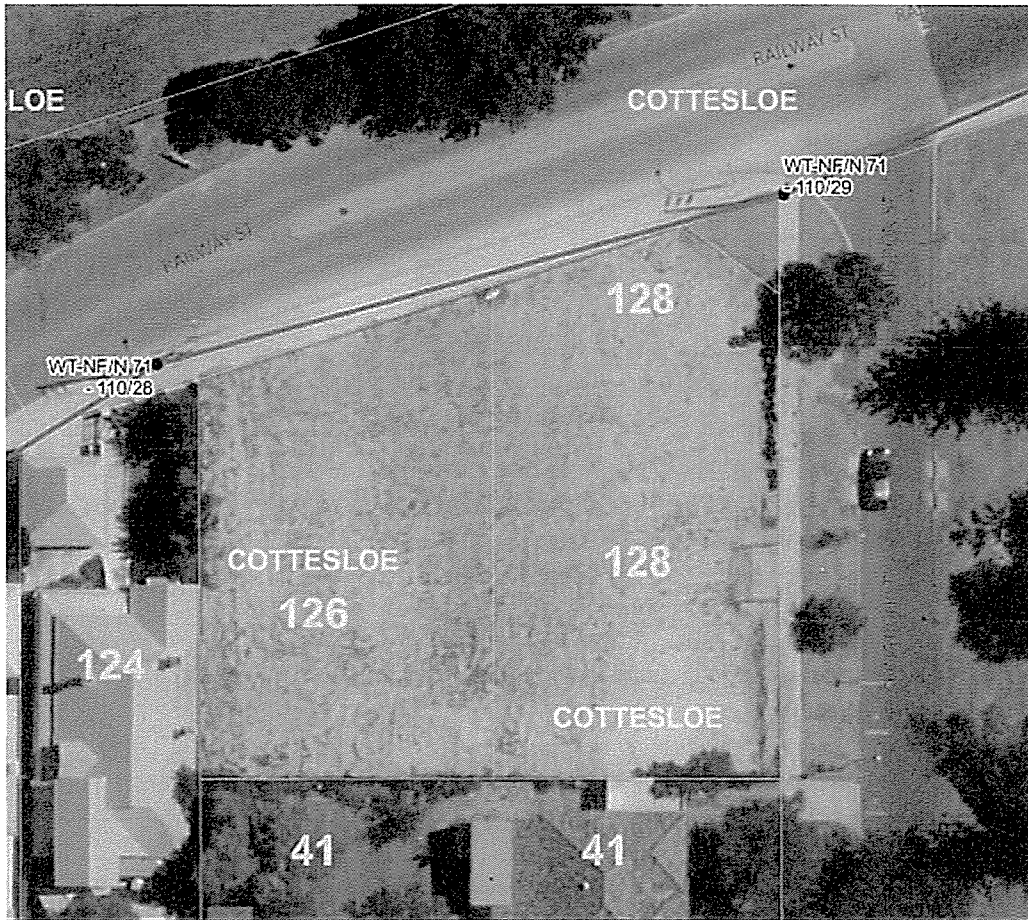
Western Power has no objection to proposed Amendment No. 5, however provides the following comments in regard to Local Development Plan No. 1 (LDP1).

LDP1 and any subsequent future subdivision and development of lots 24 and 25 is required to comply with safe clearances for restriction zones and danger zones to the adjoining 66kV transmission line network along Railway Street. The current development design proposed by LDP1 appears to be non-compliant with these safe clearances which are referenced in the table below.

Network Asset	Danger Zone clearance (R3.64 OSH Regs 1996)	Restriction Zone clearance (AS7000)
<b>Transmission</b>		
66 kV	6.0m	8.0m
<b>Distribution</b>		
≤ 33 kV	3.0m	3.0m

Compliance with safe clearances for danger zones are a mandatory legal requirement under Regulation 3.64 of the *Occupational Safety and Health Act 1996 (OSH Act)*. Western Power and relevant regulators of the *OSH Act* typically require compliance with safe clearances for restriction zones, unless a risk assessment suitably demonstrates risks can otherwise be controlled.

As noted in the table above, legislation and Australian Standards require a minimum 8m building setback from the centreline of the 66 kV overhead Western Terminal to North Fremantle-Nedlands line (indicated by the brown line in the map below) for any development proposed by LDP1. Western Power, therefore recommends that LDP1 be amended to ensure compliance with this 8m safe clearance. Alternatively, other actions should be taken by the developer to ensure compliance for the current design (e.g. line relocation, etc).



Western Power welcomes any meeting required to further clarify and resolve this matter. Please contact Christine Jung on [redacted] or email [redacted] to discuss further.

Yours sincerely

**Peter Gianatti**  
Network Planning Team Leader