

Town of Cottesloe  
Local Planning Scheme No. 3  
Local Planning Policy Design Guidelines

## **DESIGN GUIDELINES**

**for:**

- **Cottesloe Town Centre**
- **Eric Street Local Centre**
- **Railway Street Local Centre**

**CONTENTS:**

- 1 Introduction: Role and Purpose of the Design Guidelines
- 2 Town Centre Design Guidelines
- 3 Eric Street Local Centre Design Guidelines
- 4 Railway Street Local Centre Design Guidelines
- 5 Design Guidelines Diagrams

# 1 INTRODUCTION: ROLE AND PURPOSE OF THE DESIGN GUIDELINES

## Statutory Basis and Purpose of the Design Guidelines

These Design Guidelines (Guidelines) are made in accordance with Clause 5.9 of Local Planning Scheme No. 3 (the Scheme).

Clause 5.9 provides the power for the local government (the Council) to adopt *Local Planning Policy Design Guidelines* for the purposes of:

- providing more detail to guide the planning and design of development proposals; and
- providing a basis on which the Council may exercise its discretion on the design aspects of development proposals.

In relation to the second purpose Clause 5.9.2 requires that, where they are relevant, the Council *shall have regard to the Design Guidelines and shall use them as the basis on which to determine any variation allowed under the Scheme.*

Key relevant Scheme provisions are included in these Guidelines for ease of reference. Users should read the Scheme to ensure that all relevant requirements are understood.

Clause 2.2 of the Scheme makes it clear that in the event of any inconsistency between the Guidelines and the provisions of the Scheme the Scheme prevails.

## Scope of the Design Guidelines

These Guidelines apply to three specific areas of the municipality:

- the Town Centre (zoned “Town Centre”);
- the Eric Street Local Centre (zoned “Local Centre”); and
- the Railway Street Local Centre (zoned “Local Centre”).

The Guidelines apply to any and all aspects of building form and appearance that affect the streetscapes of and adjacent to the centres, including all aspects of development that can be seen or experienced from the public domain. Importantly these include elements such as:

- building height;
- building setbacks;
- plot ratio;
- roof forms;
- articulation of walls;
- balconies, awnings and other architectural features;
- external fixtures, materials and finishes;
- related structures and landscaping; and

- the location and form of pedestrian and vehicular access.

They are concerned with achieving attractive buildings having harmonious relationships with neighbouring buildings, spaces, the streetscape and locality.

The Guidelines do not specifically address some other issues of importance, such as the treatment of heritage-listed places or the amount of on-site parking required, which are expressly covered in detail by the Scheme.

### **Application of the Design Guidelines**

In applying the Design Guidelines in conjunction with the Scheme provisions, Council aims to encourage appropriate development with high quality buildings and public spaces, including in the Station Street and Brixton Street precincts where there are apparent opportunities, and to engage with property owners and businesses to facilitate positive changes.

## 4 DESIGN GUIDELINES FOR THE RAILWAY STREET LOCAL CENTRE

### The Existing Centre

The existing centre comprises two distinct areas: the row of shops and office complex on the south side of Railway Street between Congdon and Windsor Streets (*Railway South*) and the area occupied by Dawson's Nursery adjacent to the railway bridge on the opposite (north) side (*Railway North*). These two areas have no particular relation to one another and can be treated independently, both of each other and of the Swanbourne Centre on the opposite side of the railway line, with which there is no discernible interaction.

#### *Railway South:*

The Railway South street frontage comprises, from west to east, a large commercial office building of two storeys at the corner of Congdon Street; five traditional shop frontages over two lots; and a two storey small offices building at the corner of Windsor Street.

The land slopes upwards significantly from the street to the rear by about 3m or the equivalent of a storey height.

It seems likely that the large office complex site on the corner of Congdon Street was created by amalgamation of shop sites fronting Railway Street, together with at least one residential site on Congdon Street. At any rate it represents a significant departure from the fine grain of the remaining five relatively narrow shop fronts. However, as a consequence of the oblique angle of the lots to the street alignment, the façade is articulated in a way that replicates the rhythm of narrow frontages, giving the street more unity than would otherwise be the case.

This building is very substantial, relatively new, and offers no likelihood of change in the foreseeable future. Accordingly, these Guidelines focus on the properties making up the eastern half of Railway South.

All properties have rear access from laneways. Together this creates the opportunity for further development behind and above the existing smaller-scale buildings.

#### *Railway North:*

Railway North is a significant rectangle of land, a single lot, immediately adjoining the Swanbourne Railway Station, sloping gently down from the road bridge at its west end, well above the station, to station level at its east end. It is currently fully-utilised as Dawson's Nursery, with limited building and extensive areas of nursery products and surface car parking.

The site is a significant one, prominent in the streetscape, from the railway station and the railway line, and in a single ownership. It has potential for a bold and distinctive development.

## **Scheme Requirements**

*Plot Ratio Maximum:* 0.5:1, up to 0.8:1, subject to appropriate upper floor setbacks, building design and landscaping.

*Boundary Setbacks:* Nil to street frontages for first storey.

*Building Height:* 9m maximum.

## **Desirable Future Built Form: Railway South**

### *Street Façades:*

The Council strongly encourages the retention of the existing façades of the five traditional shopfronts. In any future development consideration should be given to the replacement of the shopfront awnings over the footpath that have been removed from the two westernmost shopfronts, and this might reasonably be a condition of granting a plot ratio of greater than 0.5:1.

### *Additional Development:*

The Council strongly encourages the development of either residential units, offices or the like above and at the rear of the existing buildings, up to the maximum plot ratio of 0.8:1, subject to:

- setting back upper floors so as to not detract from the existing façades to the street;
- a minimum setback of 2.5m from the rear laneway;
- all car parking should be below ground or contained within the building;
- nil setback to side boundaries;
- compliance with the Scheme and R-Codes for mixed-use development;
- all services to be concealed from view from the laneway; and
- design of buildings facing the laneway to be of high quality.

## **Desirable Future Built Form: Railway North**

The current low-key development of the site, with its landscaped appearance, generally represents one acceptable response, but does not represent its highest acceptable or desirable future use or development. Any future development should respect and capitalise on the site's unique qualities.

The Council considers the site to have significant potential for redevelopment for apartments or offices or the like, or mixed use, because of its proximity to the railway

station. Retail uses, although permitted, or other public-related uses are not preferred, with the exception of a cafe or the like, related to the railway station.

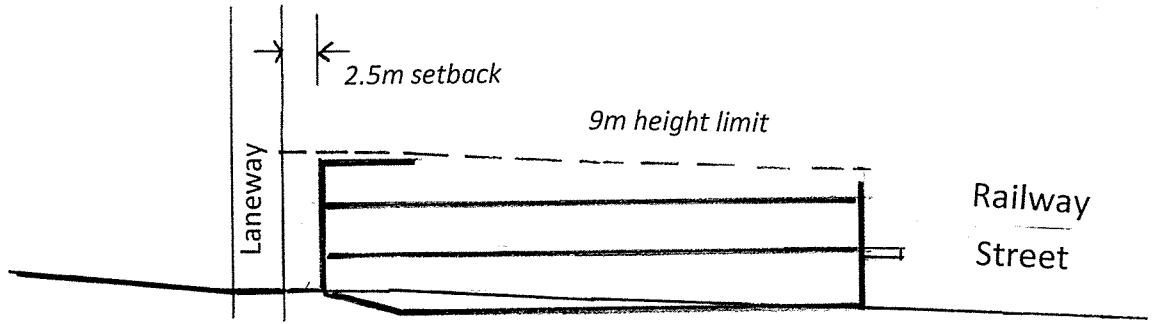
The maximum plot ratio of 0.8:1 would be favourably considered for a high quality development of the site. The following requirements should apply to any such development:

- a minimum height of two storeys, with a maximum of three;
- a single building is preferred, stepped down the site, following the contours;
- in contradistinction to Railway South, building should have a significantly horizontal character;
- all car parking, with the possible exception of visitor parking, should be below ground or contained within the building;
- direct pedestrian access to the railway station should be provided, subject to Public Transport Authority approval and requirements;
- the building should have a flat or very low pitched roof concealed behind parapets;
- the building should be set back 3m from the street alignment, with approved water-sensitive landscape treatment;
- all apartments should have north-facing outdoor living areas/balconies and living spaces.

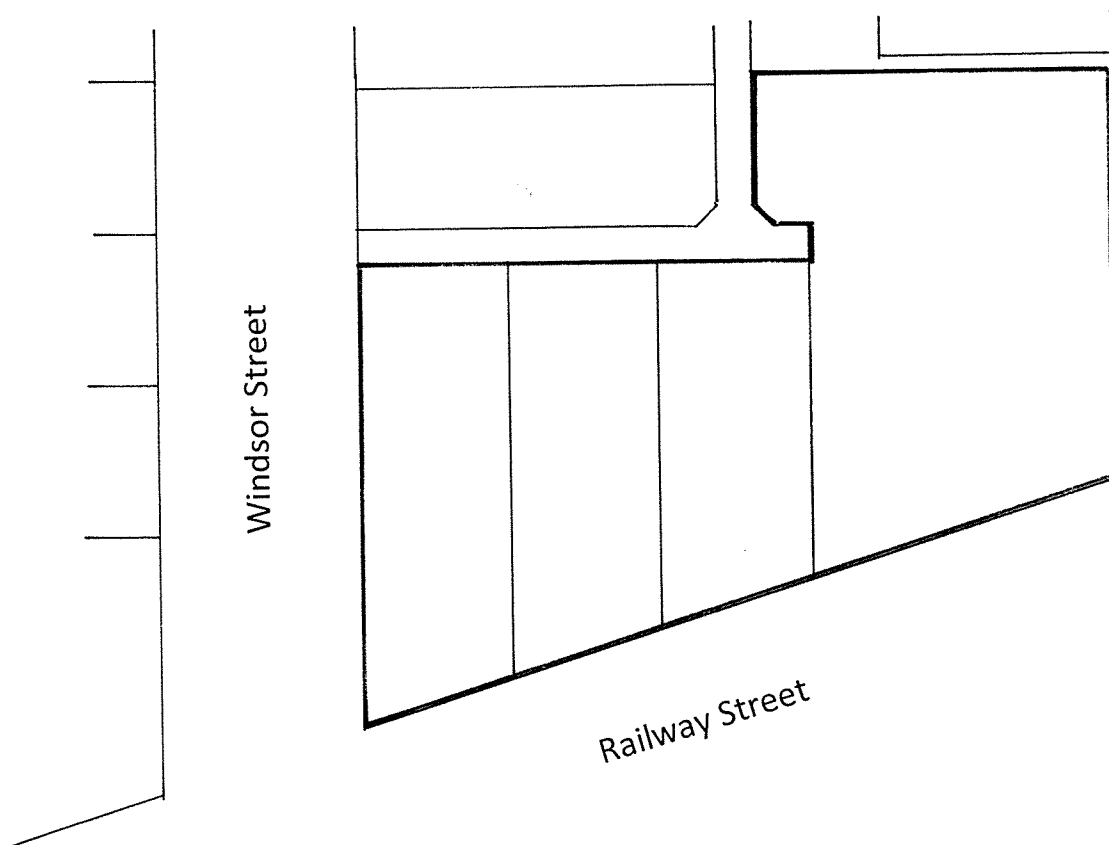
## **5 DESIGN GUIDELINES DIAGRAMS**

The attached series of cross-section diagrams for the Town Centre and the Railway Street Local Centre demonstrate particular built form and development parameters as described in the Guidelines, indicating how the Guidelines shape and manage development. The Eric Street Local Centre as built and renovated does not require any diagram at this stage.

<b>Resolution date:</b>	<b>27 October 2014</b>
<b>Advertised:</b>	<b>'Post' newspaper, 1 and 8 November 2014</b>
<b>Reviewed and Finally Adopted by Council:</b>	<b>15 December 2014</b>



**RAILWAY LOCAL CENTRE CROSS-SECTION 1:500**



**RAILWAY LOCAL CENTRE PLAN 1:500**