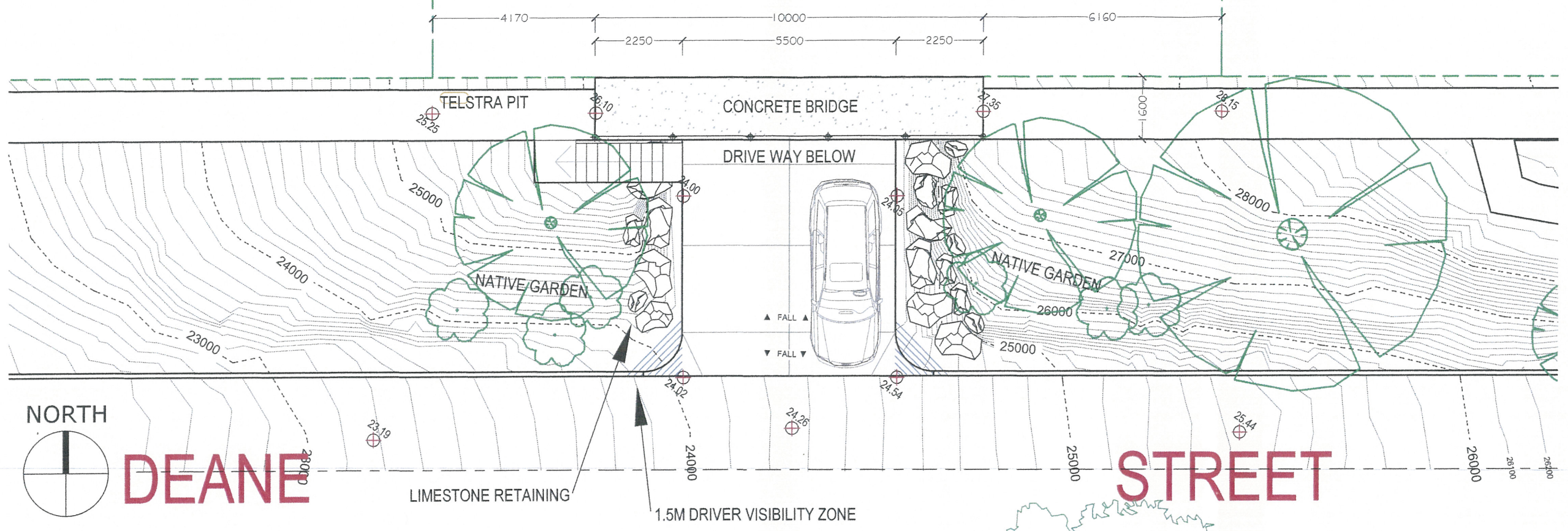


LOT 505

LOT 506

15



PLAN VIEW 1:100

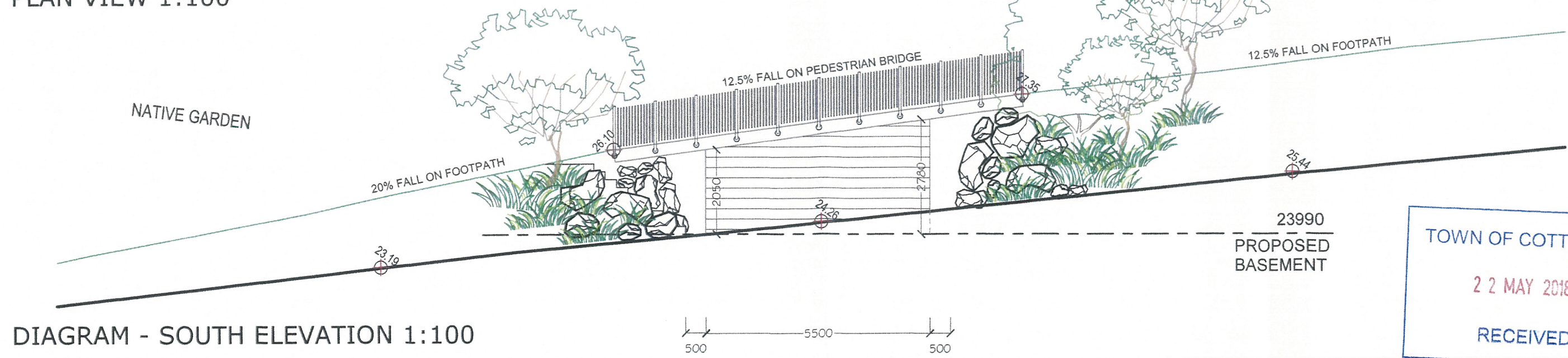


DIAGRAM - SOUTH ELEVATION 1:100

TOWN OF COTTESLOE  
22 MAY 2018  
RECEIVED

NOTES:			20a Deane Street, Cottesloe - Crossover		Rev.01
01	PLANNING	15/05	CLIENT	PLAN / ELEVATION	
REV No	REVISION CHANGE	DATE	Nathan and Jarryd STEWART	DATE 15/05/2018	02
				SCALE 1:100 A3	





TERRACE

AVONMORE

15

LOT 504

LOT 506

LOT 505

TRANSFORMER

TELSTRA PIT

TELSTRA PIT

ACCESS STAIRS

HANDRAIL

NATIVE GARDEN

EXISTING STREET TREES

CONCRETE BRIDGE

BITUMEN PATH

DEANE

NATIVE GARDEN

STREET

LIMESTONE RETAINING

CONCRETE DRIVEWAY

TOWN OF COTTESLOE

22 MAY 2018

RECEIVED

20a Deane Street, Cotteloe - Crossover

CLIENT  
Nathan and Jarryd  
STEWART

SITE PLAN

DATE  
15/05/2018

SCALE  
1:200 A3

Rev.01

01

01  
REV No.

PLANNING  
REVISION CHANGE

15/05  
DATE

NOTES:





TERRACE

AVONMORE

15

LOT 504

LOT 506

LOT 505

TRANSFORMER

TELSTRA PIT

TELSTRA PIT

HANDRAIL

NATIVE GARDEN

EXISTING STREET TREES

BITUMEN PATH

NEW FOOTPATH

DEANE

NATIVE GARDEN

STREET

LIMESTONE RETAINING

CONCRETE DRIVEWAY

NOTES:

20a Deane Street, Cotteloe - Crossover opt 2

Rev.01

CLIENT  
Nathan and Jarryd  
STEWART

SITE PLAN

DATE  
15/05/2018

SCALE  
1:200 A3

01

01  
REV NO

PLANNING  
REVISION CHANGE

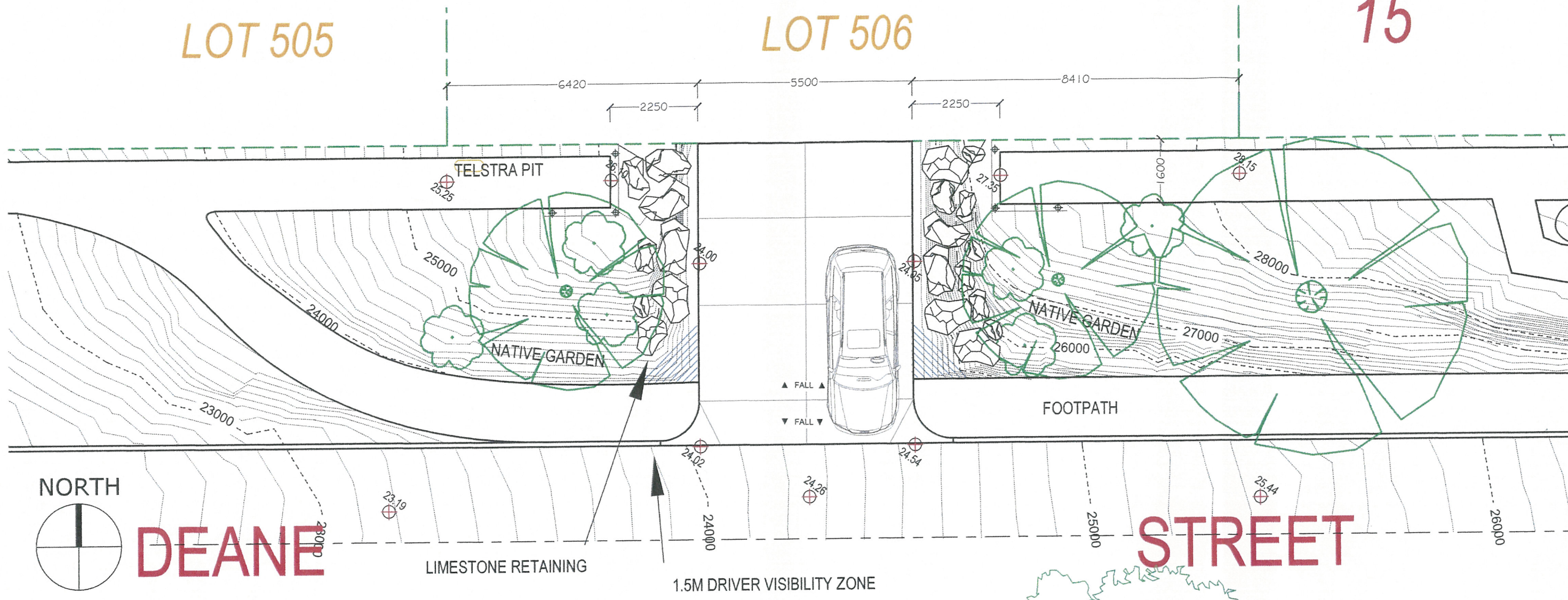
15/05  
DATE



LOT 505

LOT 506

15



PLAN VIEW 1:100

DIAGRAM - SOUTH ELEVATION 1:100

NOTES:			20a Deane Street, Cotteloe - Crossover opt 2			Rev.01
01 REV No.	PLANNING REVISION CHANGE	15/05 DATE	CLIENT Nathan and Jarryd STEWART		PLAN/ELEV	
			DATE 15/05/2018		SCALE 1:100 A3	

02



# PROPOSED LOT G - 28 AVONMORE TERRACE, COTTESLOE

## GENERAL

- G1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ARCHITECTURAL AND OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS AND SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
- G2. ALL DISCREPANCIES SHALL BE REFERRED TO THE SUPERINTENDENT FOR DECISION BEFORE PROCEEDING WITH WORK.
- G3. ALL DIMENSIONS TO BE CHECKED ON SITE.
- G4. DO NOT SCALE FROM THESE DRAWINGS.
- G5. ALL CODES REFERRED TO ARE TO BE THE LATEST ISSUE AS AMENDED.

## FOUNDATIONS

- F1. FOR COHESIVE SOILS (CLAY) AND SAND PADS ON COHESIVE SOILS REFER TO STRUCTURAL ENGINEER.
- F2. ALL GRANULAR SOIL (SAND) COMPACTION TESTS TO BE CARRIED OUT USING A PERTH STANDARD PENETROMETER ACCORDING TO AS1289.6.3.3.
- F3. SAND TO BE COMPACTED TO A MINIMUM NUMBER OF BLOWS PER 300mm OF 8 FOR A DEPTH OF 750mm BELOW SLABS ON GRADE AND STRIP FOOTINGS; 9 BLOWS FOR A DEPTH OF 750mm BELOW ISOLATED COLUMN PADS. WHEN IN FILL, COMPACT THE NATURAL GROUND AND FILL TO 8 BLOWS/300mm AND TEST THE FULL DEPTH OF FILL.
- F4. COMPACTION CERTIFICATES MUST BE FORWARDED TO ENGINEER FOR REVIEW.
- F5. DIFFERENCE IN FOOTING LEVELS NOT TO EXCEED HALF THE CLEAR DISTANCE BETWEEN THEM.

## STRUCTURAL STEEL

- S1. ALL STEELWORK TO BE FABRICATED AND ERECTED IN ACCORDANCE WITH AS4100.
- S2. ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE FABRICATION COMMENCES.
- S3. UNLESS OTHERWISE STATED ALL WELDS TO DEVELOP FULL STRENGTH OF MEMBERS JOINED. MINIMUM WELD TO BE 4mm FILLET WELD FOR PLATE THICKNESS 6mm AND OVER UNO.
- S4. PROVIDE ALL CLEATS, BRACKETS, WELDING AND HOLING EVEN IF NOT SHOWN FOR COMPLETION OF THE BUILDING.
- S5. UNLESS OTHERWISE STATED ALL BOLTS TO BE 16mm DIAMETER AND CLEATS 8PL.
- S6. FULLY SEAL ALL HOLLOW SECTIONS USING 3mm PLATES WHERE NECESSARY UNO.
- S7. STEEL BEAMS TO BE FABRICATED WITH NATURAL CAMBER UP.
- S8. PROVIDE TEMPORARY BRACING DURING ERECTION AS NECESSARY & MAKE GOOD AFTER REMOVAL.
- S9. USE 1:2 CEMENT/SAND GROUT UNDER ALL SEATING & BASE PLATES ENSURING THE SPACE UNDER THE PLATES IS CLEANED OUT & COMPLETELY FILLED.
- S10. THE CONTRACTOR SHALL PREPARE SHOP DRAWINGS & SHALL SUBMIT TO THE ENGINEER FOR REVIEW. FABRICATION SHALL NOT COMMENCE UNTIL REVIEW HAS BEEN COMPLETED.
- S11. ALL HIGH STRENGTH BOLTS TO COMPLY WITH AS1252 & TIGHTENED IN ACCORDANCE WITH AS4100.
- S12. BOLTS, NUTS & WASHERS TO BE GALVANISED.
- S13. SURFACE TREATMENTS
  - S13.1 TREATMENT TYPES:
    - TYPE A CLASS 2 CLEAN 75um ROZC
    - TYPE B CLASS 2.5 CLEAN 75um INORGANIC ZINC SILICATE
    - TYPE C 2 COATS COAL TAR EPOXY TO 150mm (APPLIED OVER TYPE B)
    - TYPE D HOT DIP GALVANISED
  - S13.2 SURFACE TREATMENT TO APPLICABLE STEELWORK:
    - TYPE A N/A
    - TYPE B INTERNAL STRUCTURAL STEELWORK
    - TYPE C N/A
    - TYPE D EXTERNAL STRUCTURAL STEELWORK & CAVITY COLUMNS

## CONCRETE AND REINFORCEMENT

- C1. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH AS3600.
- C2. CEMENT USED IN ALL CONCRETE SHALL BE NORMAL CLASS (N) GENERAL PURPOSE PORTLAND CEMENT (GP), UNO.
- C3. CONCRETE GRADES:

LOCATION	GRADE/AGG/SLUMP
FOOTINGS	20/30/80
SLAB (ON FILL)	25/20/80
WALLS & SUSP'D SLAB	32/20/80
CAVITY FILLED RET WALLS	20/10/100
UNO	20/20/80
COLUMNS	AS NOTED
- C4. CLEAR COVER TO REINFORCEMENT TO BE:

SLABS	20mm	(30mm EXPOSED)
BEAMS	25mm	(40mm EXPOSED)
COLUMNS	40mm	(50mm EXPOSED)
WALLS	20mm	(50mm EXPOSED)
FOOTINGS	75mm	BOTTOM AND SIDES UNO
	50mm	TOP
- C5. BEAMS COMPRISING OF THICKENED BANDS IN SLAB SHALL HAVE SLAB COVER.
- C6. ALL CONCRETE TO BE MECHANICALLY VIBRATED.
- C7. ALL CONDUITS TO BE PLACED ABOVE BOTTOM STEEL AND BELOW TOP STEEL - MINIMUM OF 25mm (OR DIAMETER DIVIDED BY 2) BETWEEN CONDUITS AND 25mm TO STEEL.
- C8. BUILD ALL LOAD BEARING BRICKWORK TO THE UNDERSIDE OF SLAB LEVEL BEFORE POURING. SLABS AND BRICKWORK TO BE SEPARATED BY PGI STRIPS(S) OR AS DETAILED.
- C9. REINFORCEMENT SYMBOLS:
  - N - DENOTES GRADE 500N DEFORMED BARS TO AS4671.
  - S - DENOTES GRADE 230S HOT ROLLED DEFORMED BARS TO AS4671.
  - F - DENOTES HARD DRAWN WIRE REINFORCEMENT FABRIC TO AS4671.
  - W - DENOTES HARD DRAWN PLAIN WIRE TO AS4671.
- C10. BAR PLACEMENT - BARS MARKED LB TO BE PLACED FIRST IN THE LOWER BOTTOM LAYER; BARS MARKED UB TO BE PLACED IN THE UPPER BOTTOM LAYER; BARS MARKED LT TO BE PLACED IN THE LOWER TOP LAYER; BARS MARKED UT TO BE PLACED IN THE UPPER TOP LAYER.
- C11. UNLESS OTHERWISE NOTED ALL BAR LAPS TO BE 40 BAR DIAMETERS AND SHEETS OF MESH TO OVERLAP TWO WIRES +25mm.
- C12. CROSS RODS TO ALL REINFORCED AREAS TO BE N12 AT 350 CRS UNLESS OTHERWISE NOTED.
- C13. STRIPPING, BACK PROPPING AND CURING - REFER TO SPECIFICATION. OTHERWISE FORMWORK TO REMAIN IN PLACE UNDISTURBED FOR 10 DAYS AND CANTILEVERS TO BE BACK PROPPED FOR A FURTHER 10 DAYS, UNLESS OTHERWISE SPECIFIED. TWO FLOORS OF BACK PROPS ARE REQUIRED TO SUSPENDED SLABS.
- C14. MINIMUM CEMENT CONTENT (N GRADE MIXES)

25MPa	275kg/m <sup>3</sup>
32MPa	320kg/m <sup>3</sup>
40MPa	380kg/m <sup>3</sup>
- C15. PUMPED CONCRETE MIX DETAILS SHALL BE SUBMITTED FOR REVIEW. PROPORTION PASSING 0.3mm SHALL BE LESS THAN 15% AND PASSING 0.15mm SHALL BE LESS THAN 5% PISTON PUMPS ONLY SHALL BE USED.

## PRECAST NOTES

- P1. MANUFACTURE AND ERECTION OF PANELS AND DESIGN OF LIFTING HARDWARE TO BE IN ACCORDANCE WITH AS3850 PARTS 1 & 2 "TILT-UP CONCRETE AND PRECAST ELEMENTS FOR USE IN BUILDING". ALL LIFTING AND ERECTIONS TO BE DESIGNED AND SUPPLIED BY AN APPROVED PANEL CONTRACTOR.
- P2. A SUITABLE APPROVED BOND BREAKER IS TO BE CAREFULLY APPLIED TO THE CASTING SURFACE PRIOR TO CASTING.
- P3. PANELS NOT TO BE LIFTED FOR AT LEAST 7 DAYS AFTER POURING (MINIMUM CONCRETE STRENGTH OF 25MPa) UNLESS APPROVED IN WRITING BY THE DESIGN ENGINEER.
- P4. LIFTING AND BRACING INSERTS AND LIFTING DEVICES TO BE APPROVED PROPRIETARY ITEMS AND INSTALLED TO MANUFACTURERS SPECIFICATIONS.
- P5. PROVIDE AND MAINTAIN ADEQUATE TEMPORARY BRACING AND PROPPING OF PANELS DURING ERECTION OF SUPPORTING STRUCTURE. REMOVE TEMPORARY BRACING AND PROPPING ONLY WHEN ALL MEMBERS OF SUPPORTING STRUCTURE ARE COMPLETE.
- P6. REFER TO SPECIFICATIONS FOR SURFACE FINISH OF PANELS.
- P7. CONCRETE MIX TO BE N40-E7/20/80.
- P8. PROVIDE ADDITIONAL REINFORCEMENT AS MAY BE REQUIRED FOR THE LIFTING/BRACING SYSTEM. REFER TO PANEL DESIGN ENGINEER.

## DESIGN CRITERIA

### RELEVANT DESIGN CODES

- |          |  |
|----------|--|
| AS1170.0 | STRUCTURAL DESIGN ACTIONS - GENERAL PRINCIPLES                   |
| AS1170.1 | STRUCTURAL DESIGN ACTIONS - PERMANENT, IMPOSED AND OTHER ACTIONS |
| AS1170.2 | STRUCTURAL DESIGN ACTIONS - WIND ACTIONS                         |
| AS1170.4 | STRUCTURAL DESIGN ACTIONS - EARTHQUAKE ACTIONS IN AUSTRALIA      |
| AS1684   | TIMBER STRUCTURES  |
| AS2870   | RESIDENTIAL SLABS AND FOOTINGS                                   |
| AS3600   | CONCRETE STRUCTURES  |
| AS3700   | MASONRY STRUCTURES   |
| AS4100   | STEEL STRUCTURES   |

### GENERAL PRINCIPLES (AS1170.0)

STRUCTURE IMPORTANCE LEVEL 2  
ANNUAL PROBABILITY OF DESIGN EVENT  
WIND 1/500  
EARTHQUAKE 1/500

### WIND LOADS (AS4055)

REGION A  
TERRAIN CATEGORY TC2.5  
HEIGHT OF STRUCTURE, Z = <7m  
REGIONAL WIND SPEED, V500 = 40m/s  
WIND CLASS N2

### EARTHQUAKE ACTIONS (AS1170.4) (APPENDIX A)

PROBABILITY FACTOR,  $k_p = 1.3$   
HAZARD FACTOR,  $Z = 0.09$   
NO SPECIFIC EARTHQUAKE DESIGN REQUIRED

### GEOTECHNICAL (AS2870)

SITE CLASSIFICATION - CLASS A

**TRIMMED**  
Document Number  
D18/18661

TOWN OF COTTESLOE

22 MAY 2018

RECEIVED

00	13.02.15	ISSUE FOR BUILDING LICENCE & CONSTRUCTION
REV	DATE	DESCRIPTION

CLIENT  
RUSSELL STEWART

PROJECT  
LOT G, 28 AVONMORE TERRACE,  
COTTESLOE

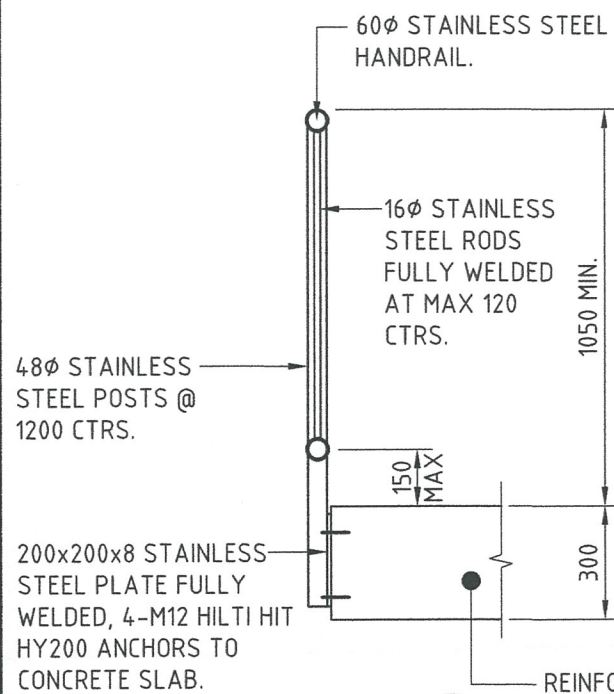
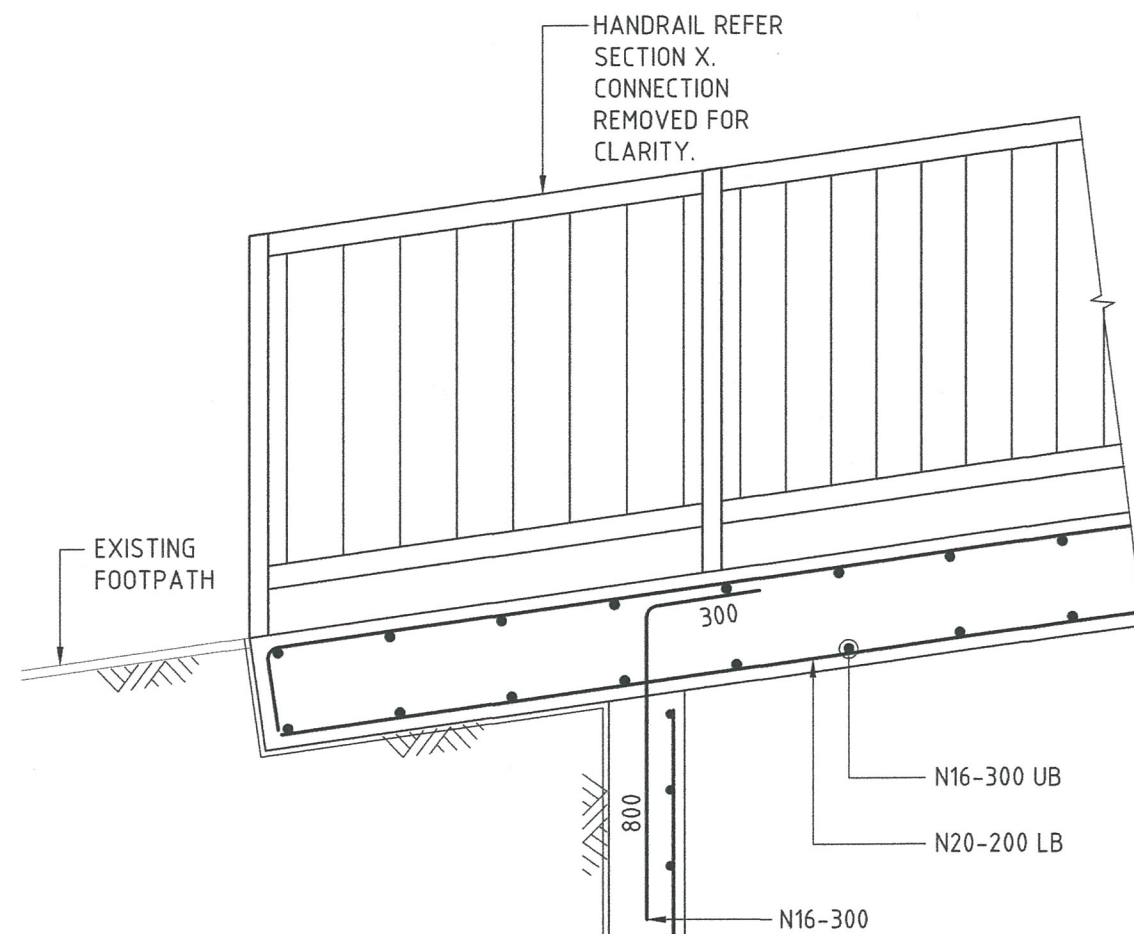
SUBJECT  
NOTES - CROSS OVER BRIDGE

Dryka Consulting Engineers  
Structural Civil Mining

Suite 8, 9 Cleaver Street,  
West Perth, W.A. 6005  
Telephone: (08) 9328 6264 Facsimile: (08) 9328 4990

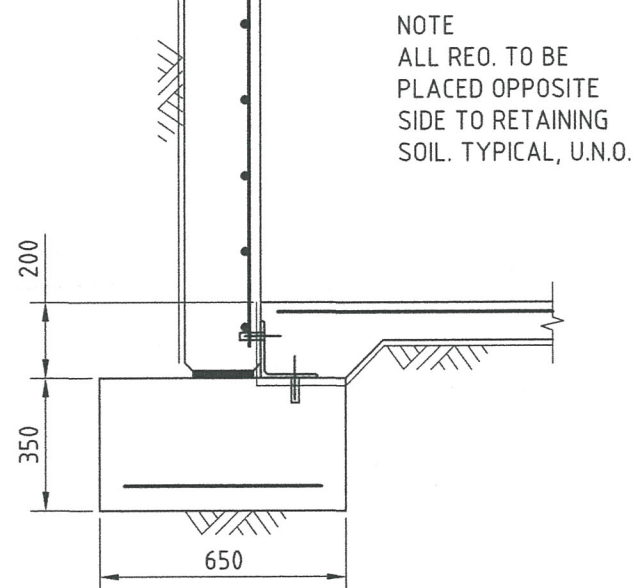
date	design	job no.
13.02.15	J.D.	14214
drawn	checked	drawing no.
T.G.	J.D.	S00
scale	approved	
	JOHN J DRYKA MIE Aust. CP. Eng. Membership No. 97420	



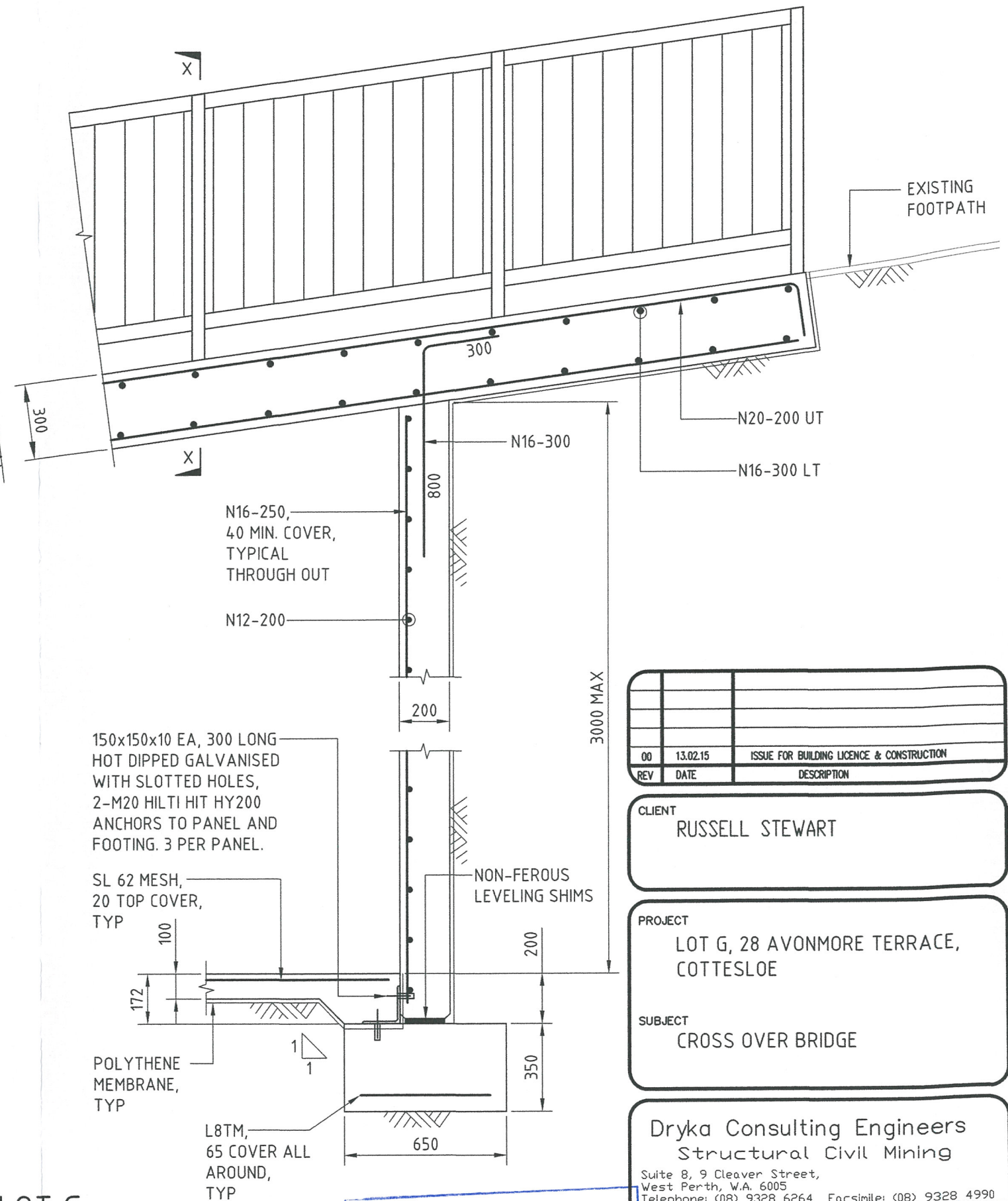


SECTION X  
HANDRAIL

REINFORCEMENT REMOVED FOR CLARITY.



CROSS OVER BRIDGE DETAIL - LOT G  
SCALE 1:20



REV	DATE	DESCRIPTION
00	13.02.15	ISSUE FOR BUILDING LICENCE & CONSTRUCTION

CLIENT  
RUSSELL STEWART

PROJECT  
LOT G, 28 AVONMORE TERRACE, COTTESLOE

SUBJECT  
CROSS OVER BRIDGE

Dryka Consulting Engineers  
Structural Civil Mining  
Suite 8, 9 Cleaver Street,  
West Perth, W.A. 6005  
Telephone: (08) 9328 6264 Facsimile: (08) 9328 4990

date	design	job no.
13.02.15	J.D.	14214
drawn	checked	drawing no.
T.G.	J.D.	S01
scale	approved	
1:20 @ A3 UNO.	JOHN J DRYKA MIE Aust. C.P. Eng. Membership No. 97420	

TOWN OF COTTESLOE

22 MAY 2018

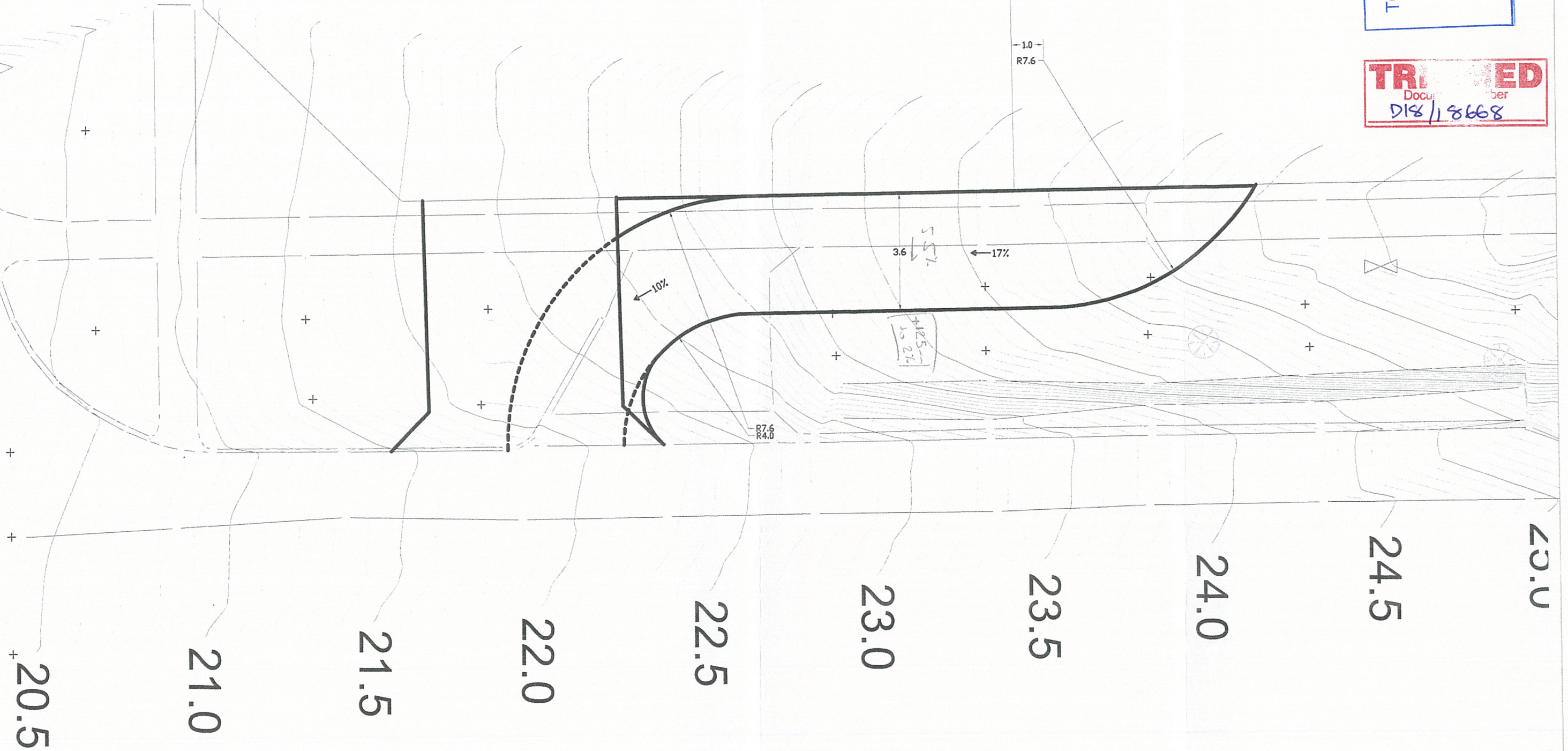
RECEIVED



TOWN of COTTESLOE PROPOSAL REFERENCED IN EMAILS.

TOWN OF COTTESLOE  
22 MAY 2013  
RECEIVED

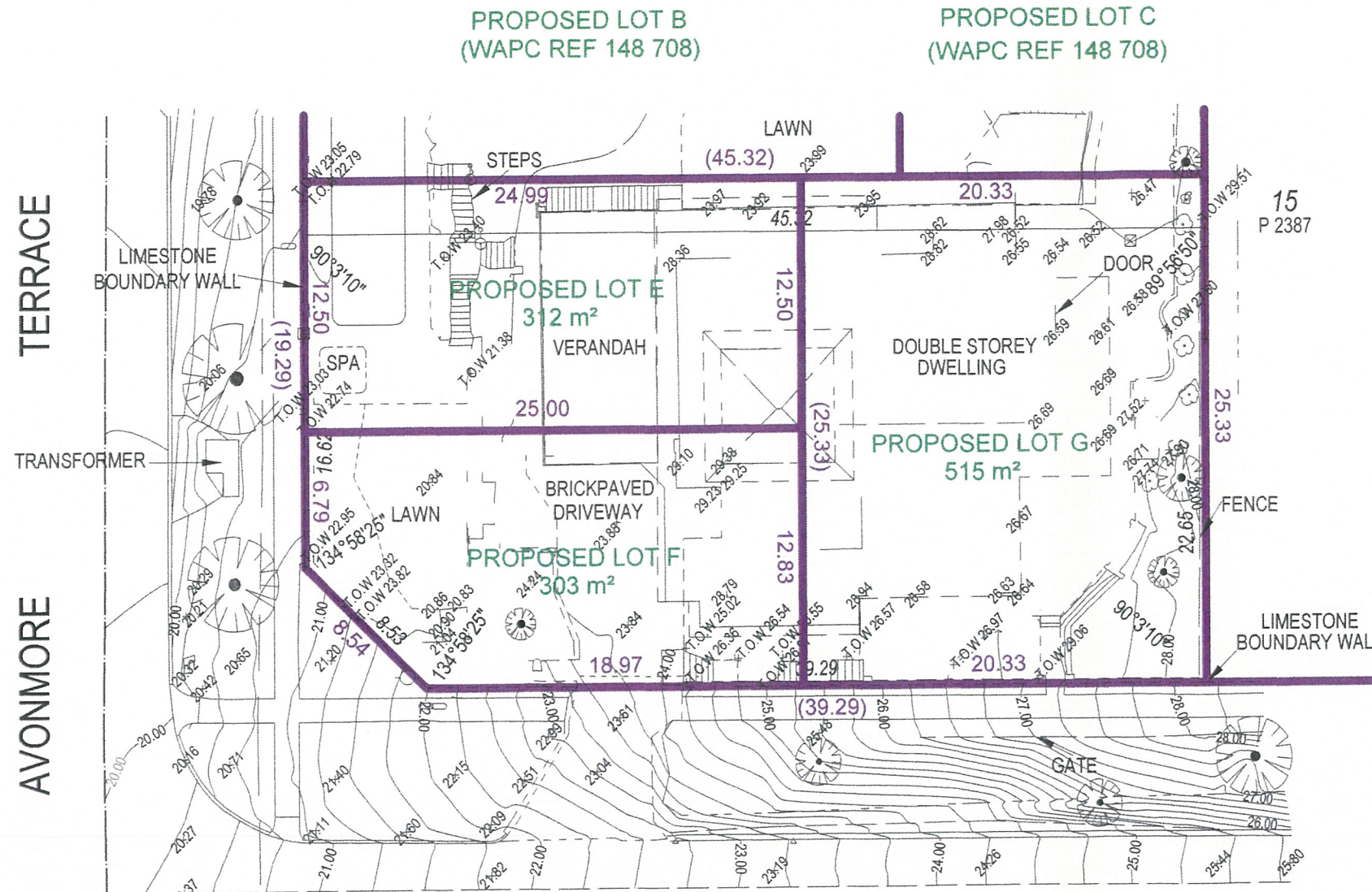
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D18/18668



1:125



# PROPOSED THREE (3) LOT GREEN TITLE SUBDIVISION REFER TO EXISTING WAPC REFERENCE 148 708



LEGEND OF FEATURES	
	EXISTING BOUNDARY
	CONTOUR (INTERVAL OF 0.25m)
	BUILDING / STRUCTURE
	GROUND LEVEL OF BUILDING
	RETAINING WALL
	WALL
	FENCE
	VERANDAH
	ROOF LINE
	AWNING
	FOOTPATH
	BRICK PAVING
	EDGE OF BITUMEN
	KERB
	ROAD CENTER LINE
	ROAD SOLID LINE MARK
	CONCRETE EDGE
	GARDEN BED
	BUSH LINE
	SECOND STOREY LEVEL
	GAZEBO
	GATE
	HANDRAIL
	TENNIS TURF
	WATER PIPE
	SEWER PIPE
	WINDOW
	DOOR
	NATURAL SURFACE LEVEL
	LEVEL ON BITUMEN
	SURVEY CONTROL MARK
	WATER METER
	ELECTRICAL LIGHT POLE
	POWER DOME
	TELSTRA PIT
	GAS VALVE
	GAS METER
	FLAG POLE
	SIGN
	UNKNOWN HATCH
	STUMP
	TREE

T.O.W DENOTES TOP OF WALL

TOTAL AREA OF  
PROPOSED LOT D  
(ON WAPC REF 148708)  
1130m²

TOTAL AREA OF  
LOT 31 (1027m²)  
TOTAL AREA OF  
LOT 32 (1009m²)

VERTICLE DATUM TO A.H.D.  
ORIGIN UNDISCLOSED

TOTAL SITE CLEARANCE

190582-1A-V2.dwg

CLIENT	RUSSELL STEWART	BUILDER	OCEANSIDE HOMES
LOT D (PROP)	AVONMORE TERRACE	AUTHORITY	COTTESLOE
SUBURB	COTTESLOE	MAP REF.	400 13 37
PLAN	DIA 18857	C/T Vol.Fol.	1501/475 & 1172/418
DATE OF SURVEY	02.09.13	SCALE	1:300 @ A3
JOB No. OURS:	190582-1A	YOURS:	

SCALE 1:300 0 3 6 9 12 15

SEWER AND WATER DATA SHOWN ON THIS PLAN IS DERIVED FROM SUPPLIED WATER CORPORATION INFORMATION SHEETS AND IS COMPILED AS BEST-FIT MODEL. BROWN McALLISTER SURVEYORS CANNOT GUARANTEE THE ACCURACY OF THIS DATA.

**AS** AUTOMATED SURVEYS PTY LTD  
LICENSED SURVEYORS AND DEVELOPMENT CONSULTANTS

3 Ord Street  
West Perth  
W.A. 6005  
Telephone: +61 (08) 9214 1777  
Facsimile: +61 (08) 9214 1778

P.O. Box 1648  
West Perth  
W.A. 6872

The information on this drawing is current as at the date of survey.  
Services are to be confirmed with relevant Authorities.  
This includes without limitation:  
Sewerage, Water Supply, Drainage, Power Supply, Gas Supply & Communications.  
Further interests / notifications / encumbrances may be listed on the Certificate of Title.  
Location of boundary in relation to fences or boundary markers is not guaranteed.  
Boundary is placed arbitrarily as per 'best fit'. Repeat Survey will be required.  
Copyright 2009 Automated Surveys Pty. Ltd. All rights reserved.



**AS** AUTOMATED SURVEYS PTY LTD  
LICENSED SURVEYORS AND DEVELOPMENT CONSULTANTS  
SUBDIVISION PROPOSAL

I confirm that this plan accurately represents the layout, dimensions and areas of the proposed subdivided lots, consistent with my intended development objectives. I hereby authorise & instruct Automated Surveys to lodge the subdivision application on the basis of this proposal.

Where there is more than one registered proprietor or stakeholder, I declare that all registered proprietors and/or stakeholders have been consulted, have sighted & examined a physical or electronic copy of this proposal in detail and have subsequently conveyed to me unanimous approval of this subdivision proposal without dissent.

Signature

PRINT FULL NAME & DATE

DETAIL SURVEY UNDERTAKEN  
BY BROWN McALLISTER  
SURVEYORS ON 2 SEP 2013  
JOB # 13104-2F

PLEASE REFER TO CLAUSE  
6.1 & 6.2 OF AUTOMATED  
SURVEYS' STANDARD TERMS  
& CONDITIONS REGARDING  
SUPPLY & USE OF PLANS  
AND DOCS PREPARED BY  
OTHERS



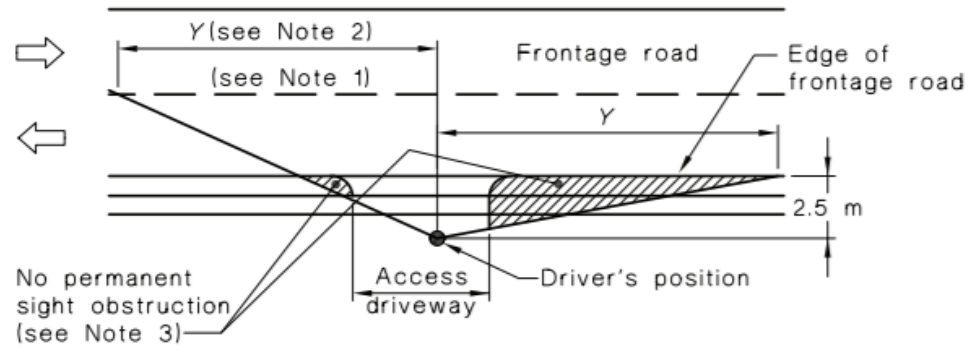
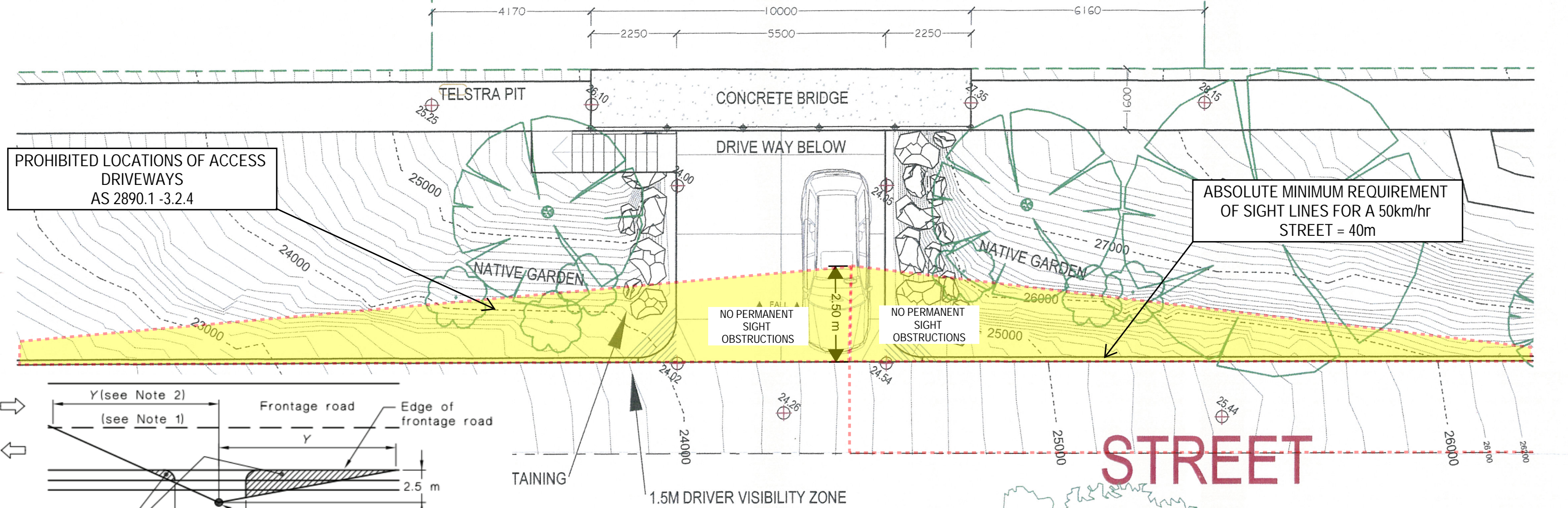
SIGHT DISTANCE AT ACCESS DRIVEWAY EXITS

OPTION 1.

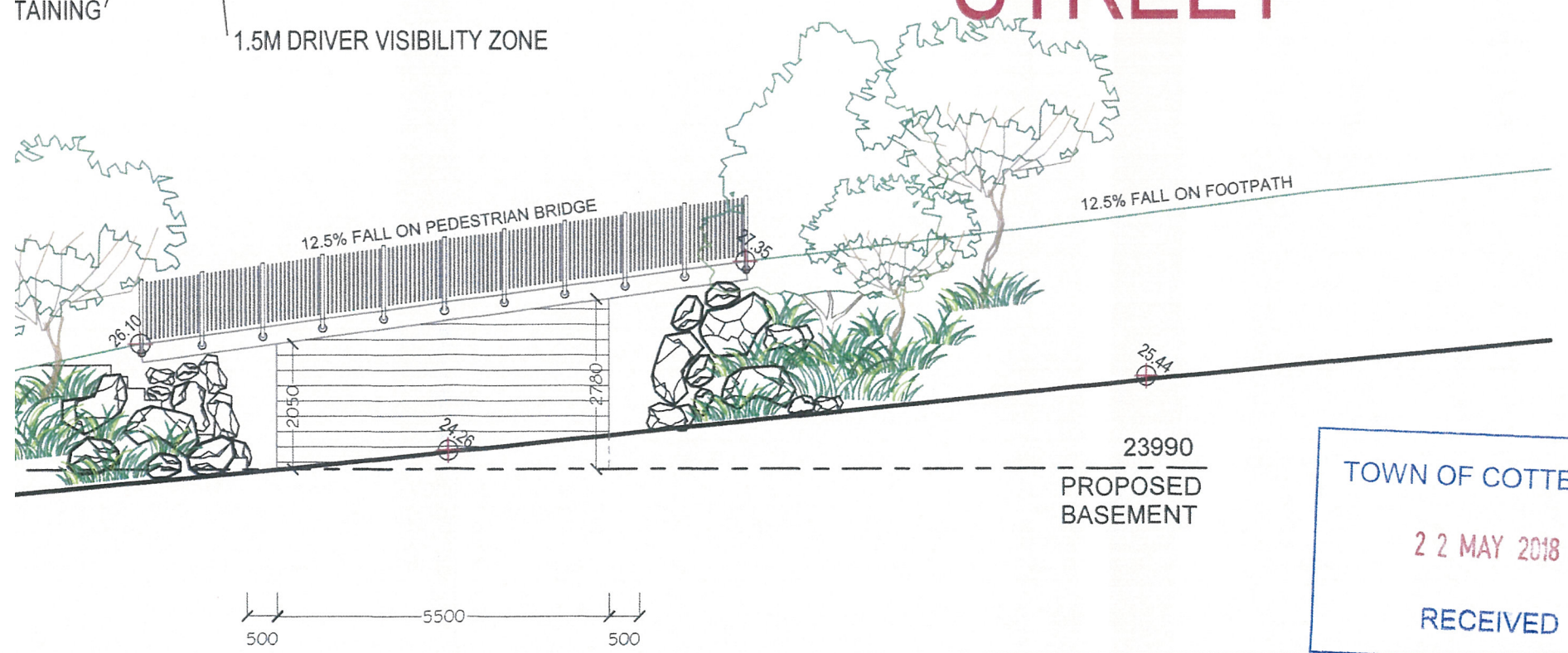
LOT 505

LOT 506

15



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	



TOWN OF COTTESLOE  
22 MAY 2018  
RECEIVED



30 May 2018



Town Of Cottesloe  
PO Box 606,  
Cottesloe WA 6911

Attn: Planning Department .Ref 3710 &3711

Dear Sir/Madam

**20A Deane Street, Cottesloe**  
**Development Applications 370 and 3711**  
**Application Under Regulation 17 of the Local Government (Uniform Local Provisions)**  
**Regulations 1996**

We refer to the two development applications referenced above which were submitted to the Town of Cottesloe on 23 May 2018.

The purpose of this letter is to confirm that these two applications are also submitted under Regulation 17 of the Local Government (Uniform Local Provisions) Regulations 1996 under instruction from the Town's Lawyers and the applicant's planners.

This is to be considered in the Town's assessment and determination of the applications.

Yours Faithfully,

Nathan & Jarryd Stewart

The Applicants





## Town of Cottesloe

109 Broome Street Cottesloe WA 6011  
PO Box 606 Cottesloe WA 6911  
Telephone (08) 9285 5000  
Facsimile (08) 9285 5001  
Email [council@cottesloe.wa.gov.au](mailto:council@cottesloe.wa.gov.au)  
Website [www.cottesloe.wa.gov.au](http://www.cottesloe.wa.gov.au)

Your Ref: 190655  
Our ref: 2842

31 March 2015

Automated Surveys Pty Ltd  
PO Box 1648  
WEST PERTH WA 6872

*FAO: Sarah Mastaglia*

Dear Ms Mastaglia

### **WAPC 149321 – LOTS 504, 505 AND 506, 28 AVONMORE TERRACE, COTTESLOE**

I refer to your letter received on 21 January 2015 seeking subdivision clearance for the above lots. This response is to advise that the Town is satisfied with the fulfilment of conditions 1, 2, 3 and 4 only, as contained in the Western Australian Planning Commission's subdivision approval letter dated 23 April 2014.

As you would be aware, the Town does *not* support the clearance of Condition 5, as the applicant/owner has not made suitable arrangements for the provision of vehicular crossovers to service all the proposed lots, which in this respect are significantly constrained. In particular, access to proposed Lot 504 (Lot E) is problematic, while the Town has not received a formal proposal for access to proposed lot 506 (Lot G). The Town's detailed advice in relation to access arrangements for each of these lots is set out below.

#### Proposed Lot 504:

- This proposed lot has two street trees fronting the property, which are part of an attractive grove on both sides of the street that are listed on the Town's Municipal Heritage Inventory and to be included on the Town's Heritage List under Local Planning Scheme No. 3.
- The street trees are close together and the only access to the proposed lot is between them.
- The tree canopies are not particularly high and connect to form a contiguous low canopy.
- The Town is concerned that the trees could be damaged during construction of development on the lot, which could occur through direct impact when large vehicles attempt to enter the lot.



- The trees could also be damaged through compression of and stress on their roots by continual traversing of large vehicles or by excavation.
- The applicant's current proposal to skew a crossover around one of the trees, leaving a distance of only 2m from the tree and necessitating excavation of the verge, could result in reduced health or death of the tree through root damage.
- Any damage to the street trees could not be undone.

Proposed Lot 506:

The applicant has not yet submitted a formal proposal, but has had informal discussions with the Town. The Town's advice in this regard is set out below.

- The applicant's current informal proposal is to enter land under the care, control and management of the Town, to undertake substantial earthworks and to burden the Town with the ongoing liability of a pedestrian bridge, an excavation and retaining walls.
- The proposal would constitute a private structure in a public place and would require formal conditional approval by the Town.
- The *Local Government (Uniform Local Provisions) Regulations 1996* require that a private structure in a public place be insured in the joint names of the owner and the Town. This creates difficulty in ensuring retention of an insurance policy, and could result in a situation where approval to have the structure is withdrawn.
- The *Local Government (Uniform Local Provisions) Regulations 1996* require that such a structure be maintained. As the land is in close proximity to the ocean this would necessitate increased inspections and costs over-and-above that for a similar structure remote from the coast, in order for the Town to be confident that the structure remains safe. This creates a difficulty if the maintenance is not to the satisfaction of the Town, as the approval can be withdrawn if the structure is not well maintained.
- Under the *Local Government (Uniform Local Provisions) Regulations 1996*, approval for a private structure can be withdrawn by the Town at anytime in writing, hence there is no certainty of ongoing access.
- Under the *Local Government (Uniform Local Provisions) Regulations 1996* a permit is required to undertake the proposed excavation.
- Under the *Local Government (Uniform Local Provisions) Regulations 1996* it is a condition that the ordinary and reasonable use of the land is not permanently or unreasonably obstructed. The proposal would result in a permanent physical barrier at its location. The barrier would prevent pedestrian access (except over the bridge) and would create a significant barrier to the installation of public utility services.



- The structure would require a building permit and would be dependent upon the Minister for Lands agreeing to sign the application.
- The Town would carry both a financial burden and a liability risk in perpetuity associated with such access.
- Considering that the access arrangement is being proposed to achieve a particular design on an existing lot that does not otherwise have a difficult access challenge, the expectation that the Town would accept the ongoing cost and liability is unreasonable.
- While footpaths would direct pedestrians to the proposed bridge, on such a wide verge it would not be unreasonable to expect people to walk away from the path, which would be dangerous. Also, in the future when the bridge requires replacement, or if the bridge is damaged by the owner or some other cause, there would be no safe place for pedestrians to pass over the crossover.
- The excavation would be at its deepest in the section of verge already allocated to underground power, telecommunications and water utility services. While the applicant/owner would have to overcome the significant engineering challenge and costs of having those services modified, it is not possible for the developer to overcome that challenge into the future. Therefore, the proposal creates the risk that the Town would incur future service-related costs.
- It is likely that there would be a desire to affix services to the bridge, to avoid the increased costs of getting under the crossover. This could result in increased costs and risks to the Town and create a higher risk of the bridge not being appropriately maintained by the landowner.
- There is the likelihood that the bridge would need to be removed in order to construct other underground services, resulting in a pedestrian risk associated with the lack of a safe place to pass over the crossover.

All of these problems would create increased costs for the service authorities, in addition to the problems placed on the Town and the detrimental visual impact of the crossover on the streetscape.

Therefore, a copy of an endorsed survey plan is attached, excluding clearance of Condition 5, for the above important reasons.

Yours sincerely

Manager Development Services











The Members of Council  
Town of Cottesloe  
109, Broome Street  
Cottesloe WA 6011

10 October 2017

Dear Councillors,

**Re: 20A Deane Street**

My wife and I are the owners of the property at  
where we have lived for over 20  
years.

I am responding to the letter dated 2 October 2017 from Mr Nicholas Woodhouse in which he invites comments about the possible access arrangements for 28 Avonmore Terrace and 20A Deane Street.

As we understand it, the Town of Cottesloe's preferred option for vehicular access to 20A Deane Street is a trench linking the road to a basement garage. This would involve removing a section of the existing footpath and closing the balance to through traffic.

The Town will no doubt take legal advice about this proposal. However, as a former Judge of the Supreme Court, I am qualified to express the opinion that this option is not open to the Town. That is because, by section 55 of the Land Administration Act 1997, property in land comprising a road is vested in the Crown. And by section 3, the definition of "road" includes a "thoroughfare ..... for the passage of pedestrians": ie, a footpath. The consequence of the footpath being Crown land is that it can be closed only by order of the Minister, albeit at the request of the Town, pursuant to section 58 of the Act.



Section 58 contains provisions which would require the Town to advertise the proposed closure and to consider objections, before resolving to request the Minister to close the footpath.

It would then be open to the Minister to grant or refuse the request, or to direct the Town to reconsider its request.

We suggest that it would be a very sad day for Cottesloe if the footpath were to be closed. The footpath has a particular charm which makes it quite unique in the area and therefore adds greatly to the local amenity. From our observations over many years, it is clear that the footpath is used extensively, and by many more people than Deane Street residents.

The proposed trench would therefore destroy permanently, for the benefit of one small block, an amenity which has been enjoyed by a large number of people for very many years.

Further, a trench wide enough to accommodate a motor vehicle and provide adequate sight lines at the road, would create the impression of a bunker on the north side of Deane Street. This would be quite out of character with the remainder of the street.

It therefore appears that the trench option would be a wholly disproportionate solution to the problem of access to 20A.

We gather from Mr Woodhouse's letter that the owner's proposal for a tunnel through the embankment into a basement garage at 20A is not acceptable to the Town because of safety, liability and maintenance issues. We agree with that view. Further, this proposal would have the same deleterious effect on the streetscape as the tunnel option.

Mr Woodhouse does not mention the present arrangement, which involves access from the crossover at 28 Avonmore Terrace. We assume this is the least acceptable option, due to the risk of collision between a pedestrian and a vehicle driving along the footpath, and the possible liability of the Town for creating such a dangerous situation.



This leaves as the remaining option "an angled crossover up the embankment to serve 20A Deane Street". In our view, this is the most sensible proposal. It would provide a safe access, similar to that on the opposite side of the road, which works well. Although, as Mr Woodhouse says, there would be "a significant impact on the embankment and vegetation", this would be an almost inevitable consequence of the planning decision which allowed 20A to be created. In any event, the impact would be less significant than that resulting from the trench or tunnel options and could be ameliorated by appropriate planting.

As Deane Street rises from west to east, a crossover which joined the road on the eastern (uphill) side of 20A would take advantage of the slope and would therefore minimise the length required to achieve an acceptable gradient.

We therefore submit that Council should adopt a proven solution to the provision of vehicular access to 20A Deane Street, thereby striking a fair balance between the reasonable requirement of the owner and the continued enjoyment of a long established amenity by so many residents and ratepayers.

Yours sincerely,

Anthony Templeman



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**From:** barb pascoe  
**Sent:** Wednesday, 11 October 2017 12:29 PM  
**To:** Nicholas Woodhouse; council  
**Subject:** re letter to Deane St residents.

Hi Nick,

My letter from the TOC turned up today.

Anyhow, back to the letter. Thank you very much.

As well you know I have been following these matters closely for over 3 years now.

Mr Moore and Mr Stewart have always been of the opinion that they will get a tunnel or some such cutting.

My email correspondence dating back to early 2015 pointed this out and that suitable access should be finalized before house plans were approved and then built.

Had 28 not been built, we would not now be looking at the ridiculous situation whereby Mr Stewart has tried to box himself in to get the access he has always wanted.

Whilst residents are being asked to comment, we have still seen no plans of the tunnel and trench so visualization is difficult.... surely this should be done if community consultation is required.

The idea of a tunnel will set a precedent for other properties in the cutting, it would need a very large opening to give good sight lines and it is very obvious that a large part of the cliff face would be destroyed. Not only Mr Moore, but other residents will then apply for the same privilege.

The trench idea sounds like it must be some sort of joke to make the tunnel look more appealing. Residents walk up and down that footpath daily and at various times of the day. The trench, like the tunnel, would benefit just one property owner. Can TOC give any other example of where a footpath becomes discontinuous.

The third option is very obviously the preferred option. Most residents who were notified about this knew nothing till your letter came on Monday.. It was widely believed in the area that the Council built driveway was the approved point of access.

Given the engineering projects that one sees around the world, it is obvious that a reconstructed angled crossover could be built with retaining walls. At the most the olive tree could need removing. Given other trees were removed when Eddystone was demolished, this is hardly a concern.

Limestone retaining walls that weather well are not unattractive.

Footpath levels hardly come into the equation. The levels in the fig tree lane were altered to allow access to a house that Mr Stewart built facing the lane. TOC have said that they are looking at altered footpath levels for number 21, so playing around with footpath levels for 28 and 20A should not be a concern.

Regarding number 28, the new footpath was put in before Mr Moore started his house, so he would surely have known that the slope of the driveway to his underground garage would be too acute.

Mr Stewart and Mr Moore could have a single car width driveway that starts at the same point and then Mr Stewarts veers off quite quickly to look something like the driveway at number 17.



Regardless of all the comments from residents, I believe that this whole process needs to come to a halt till further expert opinions are presented.

Thankyou, Barb Pascoe



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**From:** vivienne Jagger  
**Sent:** Wednesday, 11 October 2017 11:48 AM  
**To:** council  
**Cc:** Nicholas Woodhouse; Mat Humfrey; Andrew Jackson  
**Subject:** Crossover and footpath matters affecting Deane Street  
**Attachments:** Statement to Council 10th October 2017.docx

Dear Mr. Woodhouse;

I received your letter dated 2 October regarding the proposed vehicle access for 28 Avonmore Terrace and 20A Deane Street.

Firstly, may I say that I was surprised that this is the first notification I have received from the Council that this matter is being considered, given that I am the neighbour of 20A Deane Street most affected by the outcome. I only learned of the matter coming before Council at its last meeting by accident on the day prior to the meeting. The proposals put forward have very serious implication for the residents of Deane Street, and while I am glad that you have now notified us of the matter and invited comment, I would urge that there be a slowing down of the process to allow the Council to give proper consideration to the comments and suggestions which I understand will be put to you and the Council.

I intend to attend the Special Council meeting on the 17<sup>th</sup> to put to them my concerns (I presume that members of the public will be invited to speak and/or present statements about this matter – but please confirm) but in the meantime I attach a statement which sets out my concerns and comments regarding the three proposals you set out in your letter.

Kind Regards

Vivienne

Vivienne Jagger



## Proposed vehicle access for 28 Avonmore Terrace and 20A Deane Street.

I live at

I have considered the three proposals for vehicle access for 28 Avonmore terrace and 20A Deane Street set out in a letter from Mr. Nicholas Woodhouse dated 2 October 2017.

As I stated at the last Council Meeting where this matter came before Council, I have strong objections to any proposal which destroys or seriously damages the beautiful embankment on the north side of Deane Street, or which affects the rights of pedestrians to use the footpath running down the north side of Deane Street; or which impacts on the safety of local residents.

The vegetation and trees on the embankment below the footpath create a unique character for the street and are considerably more in keeping with the character of this lovely coastal suburb than the concrete blocks which are being built in this developments which are without trees, gardens or any open space. Some of the trees on the verge are very old and have been part of the Cottesloe streetscape for a long time. If a tunnel is dug through the embankment whether the footpath is replaced after excavation, this vegetation will be lost forever.

The proposal to provide a trench with no footbridge over, is, I believe, entirely unacceptable. The footpath is used regularly by local residents and it is neither safe nor reasonable to expect old people, or people with children or animals to leave the footpath at a point of termination; walk down a back sloping path to the road, cross the road and then walk up another slope to continue down the footpath on the other side of the road.

Access for these properties should come from the corner of Avonmore Terrace and Deane Street where there is good visibility and cars emerging from the properties can both see and be seen by other traffic and pedestrians. Direct access from higher up Deane Street is unsafe as cars entering the street from these properties have limited visibility of vehicles coming down Deane Street. So neither a tunnel nor a trench is a safe option for road users.

If the Council allows either of the first two options, this will create a precedent and lead to future developers also wanting to tunnel through the verge.

Regarding the third option of an angled crossover up the embankment to serve 20A Deane Street, I am not sure if this refers to the existing ramped driveway or is a proposal to create a new angled crossover up the embankment at a different location to the existing driveway. If the latter, then I strongly object to this for all the reasons given above.

The option which avoids all the problems referred to above is to keep the existing ramped driveway and footpath but widen it out towards the road to provide greater room for cars to turn into the properties while allowing the pathway to continue down to Avonmore Terrace. This will need a supporting wall and some small loss of vegetation.



I would oppose this driveway being extended any higher up Deane Street as the current length of the driveway provides adequate access to the site. This might not be the preferred option of the developer, but the limitations of access to this site were well known to him when the rest of the larger site were developed. He has in effect boxed himself in. I do note that the existing ramp appears to be higher than the garage of 28 Avonmore Terrace, but to the best of my knowledge, the building of 28 Avonmore Terrace commenced some time after the ramped driveway was put in place. If the existing driveway is lowered a little at the bottom to allow access to the garage at 28 Avonmore Terrace this may result in some uneven or steep sloping of the driveway in part. While not ideal, it is not a major problem and we already have a similar situation in Fig Tree Lane which was lowered with uneven sloping to allow access to the garages built by the same developer in that lane.

The sloped ramp which provides access to 17 Deane Street also shows that this a viable option.

I urge the Council to give greater weight to the needs of the existing residents to have a safe and convenient pathway down Deane Street; to the need to retain the character and vegetation of the street and the verge; and to the safety of the road users, than to the desire of this developer to have a preferred access option allowed when there is already adequate access to the site provided which requires minimal modification and disruption to suit the purpose.

VIVIENNE JAGGER



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**From:** Ian Pearce  
**Sent:** Thursday, 12 October 2017 10:05 AM  
**To:** council  
**Subject:** Crossover and footpath matters affecting Deane Street

Attn: Nicholas Woodhouse – Manager Engineering Services.

Thank you for your letter dated 2 Oct. and the opportunity to comment:

The original large block on which the developments of both 20A Deane Street and 28 Avonmore Terrace are sited contained several large trees and considerable vegetation all of these have been lost by this development. Therefore I believe for the character and ambience of the area it is essential to preserve what trees and vegetation remain most of which exists on the embankment on Deane Street. I believe that the vehicle access to 28 Avonmore Terrace and 20A Deane Street should be arranged so no more trees or vegetation are lost to the area.

The safety of pedestrians and other road users should also be taken into account and I don't consider a tunnel or a trench would give safe access to and from the street to both properties or allow pedestrians safe passage along the street.

I consider that the angled crossover that is now in place with suitable modifications would achieve safe access to the two properties and also preserve the trees and vegetation on the embankment.

If this angled crossover is modified and lowered to give access to 28 Avonmore Tce and widened to allow both a driveway and footpath in a similar way to the access to 17 Deane Street then suitable and safe access to both properties would be achieved .

I see no need to extend the present ramp higher up Deane Street as access to 20A Deane Street would be achieved and the vegetation on the embankment would be preserved .

If there is to be a council meeting to discuss this development and residents are able to attend and perhaps comment could you please let me know of the time and place of this meeting.

Yours sincerely  
Peter Pearce

ROSS ADAMS,

Manager Engineering Services,  
Town of Cottesloe.

8/10/2017

**RE: DEANE ST, COTTESLOE**

Dear Nicholas Woodhouse,

As a regular user of the footpath along the north side of Deane St I strongly oppose any suggestion of its closure. This would further impede access from No: 24 and rendering any access to the beach via Broome St only. The development in Fig Tree Lane outside 34&34A Avonmore Terrace has made the hill far too steep for a comfortable walk. It is now a rare occurrence to see dog walkers and pedestrians using this thoroughfare.

After spending a lot of effort over the last 30 years to establish and care for the vegetation in the cutting outside No: 24, it would be extremely disappointing to see any destruction of this now established growth. Vegetation is becoming very scarce with new building developments in the area appearing not to require any setbacks to allow for gardens.

Another observation I have made over the last thirty years is the deterioration of community spirit. We have gone from having the annual street Christmas Party where all the neighbours got together, to now, when we only see residents quickly disappearing through automatic garage doors into their homes.

Yours sincerely,

Ross Adams

Cc's: Council, CEO, MES, MDS, Town of Cottesloe.



12 October 2017

Our Ref: BYN DEA GE

Chief Executive Officer  
Town of Cottesloe  
PO Box 606  
COTTESLOE WA 6911



Town Planners, Advocates  
and Subdivision Designers

ABN 24 044 036 646

**Attn: Nicholas Woodhouse (Manager Engineering Services)**

Dear Nicholas,

**RE: PROPOSED CROSSOVER TO 20A DEANE STREET, COTTESLOE**

We act on behalf of the landowners of Cottesloe, located to the east of No. 20A Deane Street, Cottesloe (**subject site**).

Both our client's property and the subject site are located on the northern side of Deane Street. The northern section of the Deane Street road reserve, parallel to the existing carriageway, currently comprises a steep vegetated embankment which rises from the carriageway to the level of the pedestrian footpath. This footpath runs parallel to the front property boundaries of the dwellings along this part of Deane Street between Avonmore Terrace and Broome Street and has historically existed to provide the adjoining properties with pedestrian access to the surrounding footpath network. This includes pedestrian access from these properties to Avonmore Terrace and locations west of the subject site, including the foreshore.

The subject site has been created through the subdivision of a former larger allotment on the north-eastern corner of Avonmore Terrace and Deane Street. The result of that subdivision is that vehicle access to the subject site has been provided via an angled crossover up the embankment on Deane Street to service the site. This construction work has already resulted in the modification of the embankment and associated removal of vegetation to provide for vehicle access to service the new development on the subject site.

The subject site is presently vacant and it is understood from the correspondence received from the Town of Cottesloe (**the Town**) dated 2 October 2017 that the owner of the subject site is seeking approval to remove the existing vehicle crossover to the vacant property and construct a ramped crossover through a trench in the embankment. The proposed trenching works will remove the pedestrian footpath connection in this location, terminating the pathway on either side of the embankment and will therefore remove east to west pedestrian movements along this portion of Deane Street. The

proposed trench would also result in further disruption to the form of the embankment and the established vegetation in this location.

The overall impact on the community arising from the proposed trench is considered to be unreasonable and will result in an adverse and undue impact to the amenity of the locality and the environmental and landscape values that have contributed to the streetscape and character of this location for many years. Given that vehicle access is already provided to the subject site, there is no clear rationale as to why the Town should accept development that will negatively impact the broader community for the sole purpose of accommodating an alternative form of vehicle access to an individual dwelling on privately owned land. The subdivision of the subject site has been created with vehicle access via an angled ramped crossover and the development that ultimately occurs on the site should be undertaken within the constraints of the property, including the existing vehicle access.

Our client therefore seeks to register their objection to the proposed trenched crossover and footpath works within the Deane Street road reserve which would ultimately result in a negative impact on the broader community.

In summary, to avoid the disruption of this existing public thoroughfare and limit further works requiring additional vegetation removal and earthworks, we respectfully seek that the Town does not allow the proposed new crossover. We seek the Town's confirmation that the existing constructed angled crossover will be retained to service the subject site without the need for the closure of the pedestrian footpath in this location.

Our client would be willing to meet on site if it would assist with the Town's consideration of the matter. In the meantime however, should you have any queries or require any further information, please do not hesitate to contact our office

Yours sincerely

**ALLERDING AND ASSOCIATES**

**TOM HOCKLEY**  
**ASSOCIATE**

cc. Client (via email)





ANDREW T BOYNE  
ARCHITECT

Reg: (WA) 2462  
69 Stanley St  
Nedlands, 6009  
Western Australia

ABN:20238581278

Town of Cottesloe  
C/O Nicholas Woodhouse  
Manager of Engineering Services  
109 Broome St,  
Cottesloe, 6911  
Western Australia

11/10/2017

Dear Nicholas,

I am writing on behalf of my grandparents John and Lorna Adams of Cottesloe.  
I have been provided your letter dated 02/10/17 by my mother who is the primary care provider for John and Lorna.

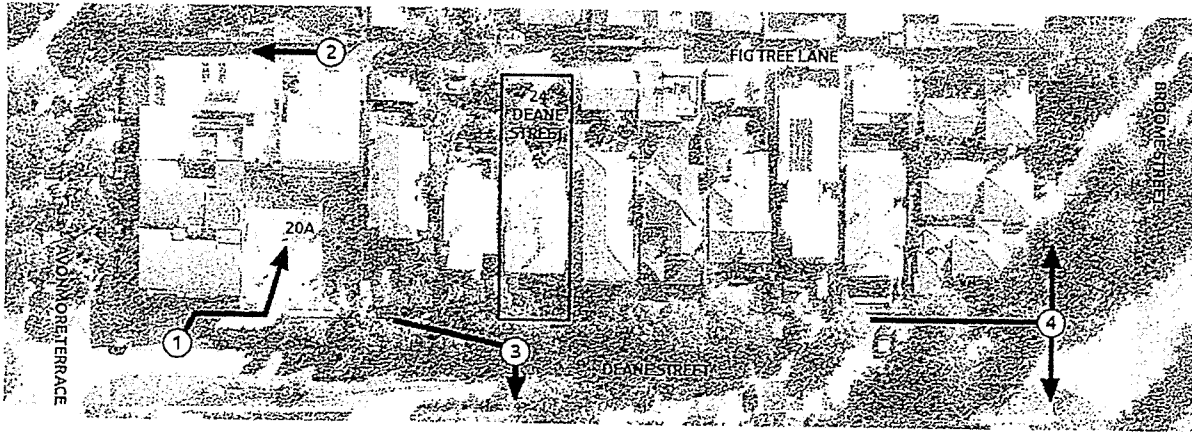
Your letter suggests that an alternative cross-over to 20A is being sought via a tunnel. Your email suggests that the town is also considering a trench or an alternative ramp. These proposals present some major problems for access by my grandparents.

It is highly unusual for the town to consider changing public lands for the benefit of a sole rate payer and at the expense of the community. Removal of foot circulation to the primary frontage of homes along Deane St is of significant detriment to those properties effected.

It is noted that 20A has already been provided with a vehicle cross-over as part of the sub-division of the larger property that existed before 20A was established. The owner that undertook the sub-division had every opportunity to establish access easements through the new lots if the access provided by the new cross-over was not adequate. If the lot has been sold to a new owner, that owner purchased the property with the current access situation being well understood. The establishment of 20A already included many accommodations by the Town which have been a poor outcome for residents including the terracing of Fig tree lane for new garages, and the establishment of a ramp to 20A which clashes with pedestrian access that has existed for many years.

If the owner of 20A is planning to further sub-divide lot 20A, they should do so by providing on-site vehicle circulation. The obligation to provide vehicle circulation on-site is typical of subdivision and can be easily handled via implementing access easements.

Further disturbance of the footpath will prevent my grandparents from accessing the beach as they have done for many years. The following points should be considered:



- 1) A perfectly acceptable cross-over to 20A has been provided at natural ground level. I would expect that vehicle turn-around for 20A should be dealt with on-site as is typically required for any other sub-division (including battle-axe lots). Supplying a cross-over at any level other than natural ground level would be a very unusual undertaking by the Town. If the Town is prepared to afford a cross-over at a level different from natural ground they should be prepared to offer that luxury elsewhere in the town.
- 2) Foot access westward via Fig Tree Lane from 24 Deane street has been destroyed due to modifications to the laneway which were implemented to accommodate level access to garages of Lot 503 and Lot 502. The terrace effect as now implemented has a gradient of up to 15°. Given that the maximum gradient for a ramp as stipulated in Australian Standard AS1428.1 is 4°, the current modified gradient should be deemed as impassable by foot. This is practically true for my grandparents especially when the laneway is also being used for vehicle traffic. Subsequently, the only access westward to the beach from 24 Deane St is via the already steep footpath on Deane Street.
- 3) It is true that a ramp is provided down the cliff face of Deane St. This ramp is steep and terminates at the street. On the southern side are steps that are in poor condition. This seems like a tortuous and unnecessary path for westward foot traffic. The concrete stairs are unsafe.
- 4) If the footpath is terminated along Deane Street as being considered by the Town, westward access to the beach will require my grandparents to walk eastward to Broome Street before returning down Pearse St.

We request that pedestrian access to 24 Deane Street be preserved in its current form. We request that the Town of Cottesloe preserve the current cross-over as-is and require vehicle movements for 20A to be handled on-site and to utilise access easements if further sub-division is considered. The Town of Cottesloe, as the representative body of the community should not destroy community amenity or community property for the sake of a single developer, especially when there is little imperative to do so. Access to Cottesloe Beach is important to my grandparents who have been long time rate payers in the Town of Cottesloe. We would appreciate if the Town preserves the current conditions. Maintenance.

Regards,

Andrew T Boyne



c/o To The Town of Cottesloe

Mail Handovers

CEO TOC

Michael Finn

TOWN OF COTTESLOE

11 OCT 2017

RECEIVED

COTTESLOE 6011

11/10/2017

100% OBJECTION

To Nicholas Wood House  
Manager Engineering Services.

Dear Nicholas,

Thankyou for your letter  
(Ref Deane St) 2/10/2017. CROSS OVER & FOOTPATH MATTER'S AFFECTING

My family ties in Cottesloe are more than 100 YEARS  
& Deane Street Residents for 70+ YEARS

We Have 5 GENERATIONS IN DEANE STREET  
Our Family OBJECT 100% TO THE

28 Avonmore Terrace & 20 A DEANE STREET.  
& The Significant IMPACT ON THE EMBANKMENT  
& FOOT PATH / VEGETATION.

WE USE THE FOOT PATH EACH DAY.  
" HAVE USED THE NORMAL LANE WAY  
(FIG TREE LANE) FOR 70 YEARS  
WE NEED THE FRONT FOOT PATH TO ACCESS  
OUR HOME AS DO OUR FRIENDS & FAMILIES  
WHO LIVE IN DEANE STREET

THE MUCH HATED DEVELOPER HAS CREATED HIS  
OWN DISGUSTING SITUATION.

100% OBJECTION. WE HAVE LIVED HERE  
IN HARMONY FOR 70+ YEARS.  
Yours faithfully

1/ To THE COTTESLOE COUNCIL.

Andrew Jackson (Development Services)

Mat Humphries (CEO)

Nick Woodhouse (Engineer)

My Family Association With COTTESLOE  
goes back over 100 years.

100%

OBJECTION

11/10/2017

FROM MICHAEL FINN

Deane Street 3 Generations over 70 years

IN THIS LONG & DIGNIFIED PERIOD OF TIME COTTESLOE GO!!

WE HAVE ALWAYS ABIDED BY OUR GOOD NEIGHBOURHOOD  
PLANNING SET BACKS THAT REMAIN VIEWS

Dear Town of Cottesloe Officers.

SUBJECT 20 A DEANE STREET,

ACCESS.

1/ 20 A IS A PRODUCT OF A DIVIDING OF  
LAND (BY THE OWNER DEVELOPER)  
AGAINST THE STRONG DISAPPROVAL OF  
THE LONG TIME RESIDENTS OF DEANE  
STREET.

THE NON CONFORMING (LAST BLOCK)  
OWNED BY THE DEVELOPER "20A", HAS  
BY THE SHORT SIGHTED AND SELFISH  
DIVIDED POSITION OF THE LAND HAS  
"CREATED" ITS OWN ENTRANCE PROBLEM,  
WHERE NONE EXISTED PREVIOUSLY IN  
THE HISTORY OF DEANE STREET SINCE  
THE HISTORIC GRID LAYOUT OF THE  
COTTESLOE STREET & ROAD SYSTEM IN THE  
1800'S.

MY FAMILY BACKGROUND IN COTTESLOE

1/ MY FATHER FIRST STAYED IN COTTESLOE  
IN 1918.

2/ MY PARENT'S SETTLED AS RESIDENTS  
IN COTTESLOE 80 YEARS AGO.



2

3 OUR FAMILY IS THIRD GENERATION  
IN DEANE STREET COTTESLOE.

4 MY PARENT'S PLAN TO BUILD IN DEANE STREET  
WAS ~~DE~~AYED WITH THE OUT BREAK OF  
WW II

5 MY FATHER WORKED FOR JOHN CURTIN  
PRIOR TO WW II, JOHN CURTIN BECAME  
AUSTRALIA'S WW II PRIME MINISTER.

BOTH OF THESE MEN WERE TOUGH  
DEFENDERS OF AUSTRALIA AND WESTERN  
AUSTRALIA AGAINST THE BLOODY AND  
RUTHLESS ATTACK ON OUR HOMELAND  
& OUR DEMOCRATIC VALUES, BY  
THE JAPANESE NATION.

6 My Father was a young officer in the Royal ~~West~~ed  
Navy he was ~~on~~chary of a small naval  
vessel APPROACHING BROOME WHEN THE  
JAPANESE CARRIED OUT THE FIRST  
COWARDLY AND BOMBING OF WESTERN  
AUSTRALIA. HE WAS LUCKY TO SURVIVE.  
HE WAS, IN MANY LIFE THREATENING SITUATIONS,  
DEFENDING W.A. AND AUSTRALIA.  
IN THE BOMBING & BLOODSHED IN THE TORRES  
STRAITS & NEW GUINÉE.

WE HAVE FAMILY MEMBER'S WHO HAVE  
LOST THEIR LIVES, DEFENDING THIS COUNTRY  
AND OUR HOMES & LONG HELD VALUES.

WE STAND UNITED AS LONG TERM T.O.C.

Residents & Rate Payers against CUNNING, SELFISH  
DEVELOPERS SUCH AS THE OWNER OF 20A DEANE STREET  
Yours faithfully  
JEFFREY-LL  
COTTESLOE

---

**From:** Claire Chapman  
**Sent:** Sunday, 8 October 2017 6:25 PM  
**To:** council  
**Cc:** Daniel Fick  
**Subject:** Crossover and footpath matters affecting Deane street.

Dear Mr Woodhouse.

Thank you for your letter dated 2nd October.

We live at [redacted] and are very opposed to losing our footpath access from the Deane St frontage to Avonmore terrace. we use this path daily with our children.

We also oppose the tunnel through the embankment, as this would totally destroy the feeling of this unique street in Cottesloe. Clearly this could cause land slide issues affecting the entire area. The embankment has already undergone some maintenance due to natural subsidence.

We feel that the buyers should have been aware that the area has vehicle access only from Fig Tree Lane for this part of the street [as is the case for 20, 22, 24, 26, 28 and 30 Deane Street] and that the developer has clearly not put any thought into the way the land was divided. They could have kept access from either Fig Tree Lane or Avonmore Terrace but seemed to be more interested in cramming as many houses as possible into the area and maximise their profit.

It seems disingenuous to stretch guidelines for vehicle access arrangements for this single property when multiple existing homes will be affected. The unique streetscape of Deane Street is worthy of the council's protection and you have our strongest support in opposing the developer's proposals.

The property in question can be developed and sold with no onsite parking and whilst unattractive for potential buyers, the discount on the property will likely discourage further developers from flaunting established council guidelines.

We would be happy to be consulted if you have any further questions.

Yours sincerely,

Dr Claire Chapman and Dr Daniel Fick