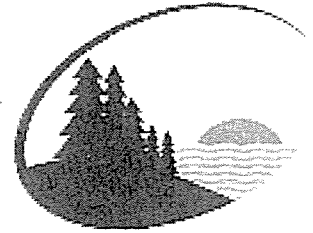
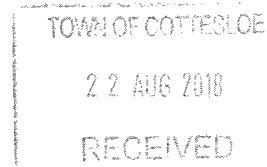


Seapines Property Group Pty Ltd as trustee for  
**The Sea Pines Property Trust**



17<sup>th</sup> August 2018




Mr Ed Drew  
Town of Cottesloe  
PO Box 606  
Cottesloe WA 6911

Dear Sir,

**Re: NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL**

As the director of Seapines Property Group Pty Ltd of units 1, 3, 8, 10, 12, 13, 14, 15, 16, 17, 21, 22, 23, 25, 26 & 27 of 94 Marine Parade Cottesloe, I have no objections to the proposed alterations to the internal and external premises at 104 Marine Parade Cottesloe – Cottesloe Beach Hotel.

Sincerely,

Debbie Whiting   
**Director**

21 August 2018

Town of Cottesloe  
PO Box 606  
Cottesloe WA 6911

By email: [council@cottesloe.wa.gov](mailto:council@cottesloe.wa.gov)

Dear Sirs

**NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL ('PROPOSAL')**  
**LOT: 39 D/P: 27736 104 MARINE PARADE COTESLOE – COTTESLOE BEACH HOTEL**

I refer to your letter dated 3 August 2018 advising of the receipt by council of a Proposal by CBH for internal and external alterations to the existing Cott & Co restaurant and adjoining bar, including new covered entry off John Street and new external (alfresco) dining areas adjoining John Street, Marine Parade and Warnham Road.

My comments on the Proposal are given under the following headings:

1. Safety;
2. Noise;
3. Parking; and
4. Suggested Changes.

**1. Safety**

CBH boasts that it is a family venue with often up to three generations of a family being in attendance at the one time.

The drawing of the Proposal shows that the new alfresco area boundary on the Warnham Road side will extend out into the road further than the in situ car parking spaces do now.

The width of Warnham Road between parking areas on either side of the road is currently only six metres, making it a very narrow road for two-way traffic in an already often crowded area which is likely to become even more crowded with the creation of the alfresco area.

Further narrowing Warnham Road by building the Alfresco area into the road currently used by traffic will add greater hazard and uncertainty to what is already a narrow and busy thoroughfare.

This further narrowing of Warnham Road, combined with young children and distracted, socialising adults drinking alcohol could prove disastrous.

## **2. Noise**

Recent noise measurements conducted by Lloyd George Acoustics (see attached) show that the area around 4 Warnham Road cannot be classified as a high level noise area, even with the front part of CBH (ie the area facing Marine Parade) and Canteen Pizza restaurant operating.

However, with the addition of an alfresco area on Warnham Road, it is highly likely that the area would be changed to a high level noise area.

This, by itself, would be deleterious to the comfort and amenity of residents in the neighbourhood of the CBH.

But additionally, when the Beach Club re-opens in September after its winter hibernation, it is also highly likely that in combination with the alfresco area the area would be changed from one that is not high noise (when neither the Beach Club nor the alfresco area are operating) to one that is at a very high noise level and exceeding Environmental Protection Act noise limits

## **3. Parking**

Access to parking on Warnham Road alongside CBH is presently hotly contested with cars constantly passing up and down Warnham Road looking for parking that is close to CBH so as not to have to walk back to cars that are parked at significant distances from CBH, especially after a filling session of CBH's food and drink.

Those that find parking on Warnham Road and do not leave CBH until quite late at night are often boisterous both vocally and in their actions as they walk to and access their cars. This regularly causes disturbance to locals who are asleep but are then woken as CBH's patrons depart.

Additionally, with some of the parking being right next to the proposed alfresco area, the movement of cars into and out of those parking bays by alcohol-affected CBH patrons when young children are nearby and their parents or carers are affected by alcohol and distracted by their socialising, could result in a disastrous situation.

## **4. Suggested Changes**

The following changes to the Proposal would largely alleviate or completely negate the problems pointed out above without the adversely affecting the Proposal:

- a. The alfresco area should be closed in with a roof and clear glass walls from floor to ceiling on the Warnham Road side (and possibly John Street). This would prevent practically all noise escaping from the alfresco area to Warnham Road and the roof would also provide patrons with protection from the searing hot sun that occurs on summer afternoons on the roads and footpaths beside CBH. These protective measures might not need to be taken for the part of the alfresco area at the front of CBH (on Marine Parade) because the noise from this part is projected towards the beach (although the sun is still very hot in that area so the roof might still be needed). Also, the closing in of the Warnham Road part of the alfresco area would not create an oppressive micro climate in that area because the sea breeze would still be able to access the closed-in area as the alfresco area will remain open on the Marine Parade side, thus providing for the cooling effect of sea breezes and air to circulate generally. CBH could also put in fans.



- b. Closing in the alfresco area on Warnham Road would prevent the likelihood of children getting out onto Warnham Road and finding themselves in potentially fatal situations, especially as the available road space will be narrowed to appreciably less than six metres by the incursion of the alfresco area.
- c. Parking on Warnham Road that is adjacent to CBH or Canteen Pizza restaurant should be changed to resident-only parking. That is, as for the residents of Overton Gardens, street parking should be restricted to residents only. This will minimise traffic up and down Warnham Road, thus reducing congestion and increasing safety for residents and those in the alfresco area, and largely stop the boisterous, noisy behaviour on Warnham Road that often occurs at night as CBH patrons leave. Additionally, restricting this parking to residents only would not have an adverse effect on CBH's customers but would significantly benefit those residents of Warnham Road that do not have off-street two-car parking and rely on nearby on-street parking (such as that on Warnham Rd) for parking a second car.

### Conclusion

The above comments clearly point out a number of deficiencies in the Proposal, but also shows how they may be remedied so that CBH may improve its customer experience and the residents of Warnham Road gain improved amenity. Additionally, the Town of Cottesloe, by implementing the suggested changes will be and will be seen to be living its mission statement:

*"To preserve and improve Cottesloe's natural and built environment and beach lifestyle by using sustainable strategies **in consultation with the community.**"*

Please contact me if you have any questions in regard to the above.

Yours faithfully

Dougal McLay





# Lloyd George Acoustics

PO Box 717

Hillarys WA 6923

T: 9300 4188 F: 9300 7770

E: daniel@lgacoustics.com.au W: www.lgacoustics.com.au

To: Dougal McLay

From: Daniel Lloyd

Attention: Dougal McLay

Date: 16 August 2018

Email:

Pages: 3

Our Ref: 18084579-01

Re: Background Noise Measurements - 4 Warnham Road, Cottesloe

## Introduction

Lloyd George Acoustics was commissioned by Mr. Dougal McLay to undertake measurements of the background noise levels at 4 Warnham Road, Cottesloe, during the period 10<sup>th</sup> to 13<sup>th</sup> August 2018. This period was chosen because, due to temporary closure, the background noise would not be influenced by the Beach Club, which faces 4 Warnham Road. However, the background noise level was influenced by the noise from the front part of the Cottesloe Beach Hotel (which fronts Marine Parade), which remained open and continued to trade, and by noise from Canteen Pizza restaurant, which was also trading. In addition, the weather was fine, which resulted in a typical busy period for this area of Cottesloe.

## Methodology

The noise measurements were taken on the property balcony overlooking Warnham Road and the Cottesloe Hotel. Under the *Environmental Protection (Noise) Regulations 1997*, there are certain requirements that must be satisfied when undertaking measurements and are defined in Regulations 19, 20, 22 and 23 and Schedule 4. In undertaking the measurements, these have been satisfied, specifically noting the following:

- The sound level measuring equipment used was an ARL Type Ngara noise data logger (serial number 87802F).
- This equipment holds current laboratory certificates of calibration that are available upon request. The equipment was also field calibrated before and after the measurements and found to be within +/- 0.5 dB.
- The microphone was fitted with a standard wind screen.
- The microphone was at least 1.3 metres above ground level.
- The microphone was located as far as possible from a reflecting plane.

Meteorological conditions at the time of the measurements, as recorded at the Bureau of Meteorology's Swanbourne site, were:

- Temperature 8 to 15°C
- Humidity 50% (day) to 80% (night)
- Wind Speed 8m/s (morning) and 15m/s (afternoon)
- Wind Direction Easterly (morning) and Westerly (afternoon)
- Precipitation None

The microphone had a clear view of traffic on Warnham Road and Marine Parade and, as already noted in the Introduction to this report, the noise was also influenced by patrons of the front part of the Cottesloe Beach Hotel (which excludes the Beach Club) and by patrons of Canteen Pizza restaurant.

## Results

The results of the measurements are presented in *Figure 1*. These results show the  $L_{A90}$  noise levels, which is defined as the A-weighted noise level which is exceeded for 90% of the measurement period and is considered to represent the "background" noise level.

## Discussion

The measurement results show that the background noise levels for 4 Warnham Road are, for more than 90% of the time, between 40 to 45 dB(A) during the night rising to around 50 dB(A) during the mid-afternoon. Appendix A of *Australian Standard AS 1055.2-1997 Acoustics—Description and measurement of environmental noise Part 2: Application to specific situations*, provides noise area categories and descriptions for background noise levels and categorises these background noise levels as R3 - *Areas with medium density transportation or some commerce or industry*. This description represents the background noise level of the residences located at 4 Warnham Road, Cottesloe. The table showing all of the noise area categories in AS1055.2 -1997 is reproduced below:

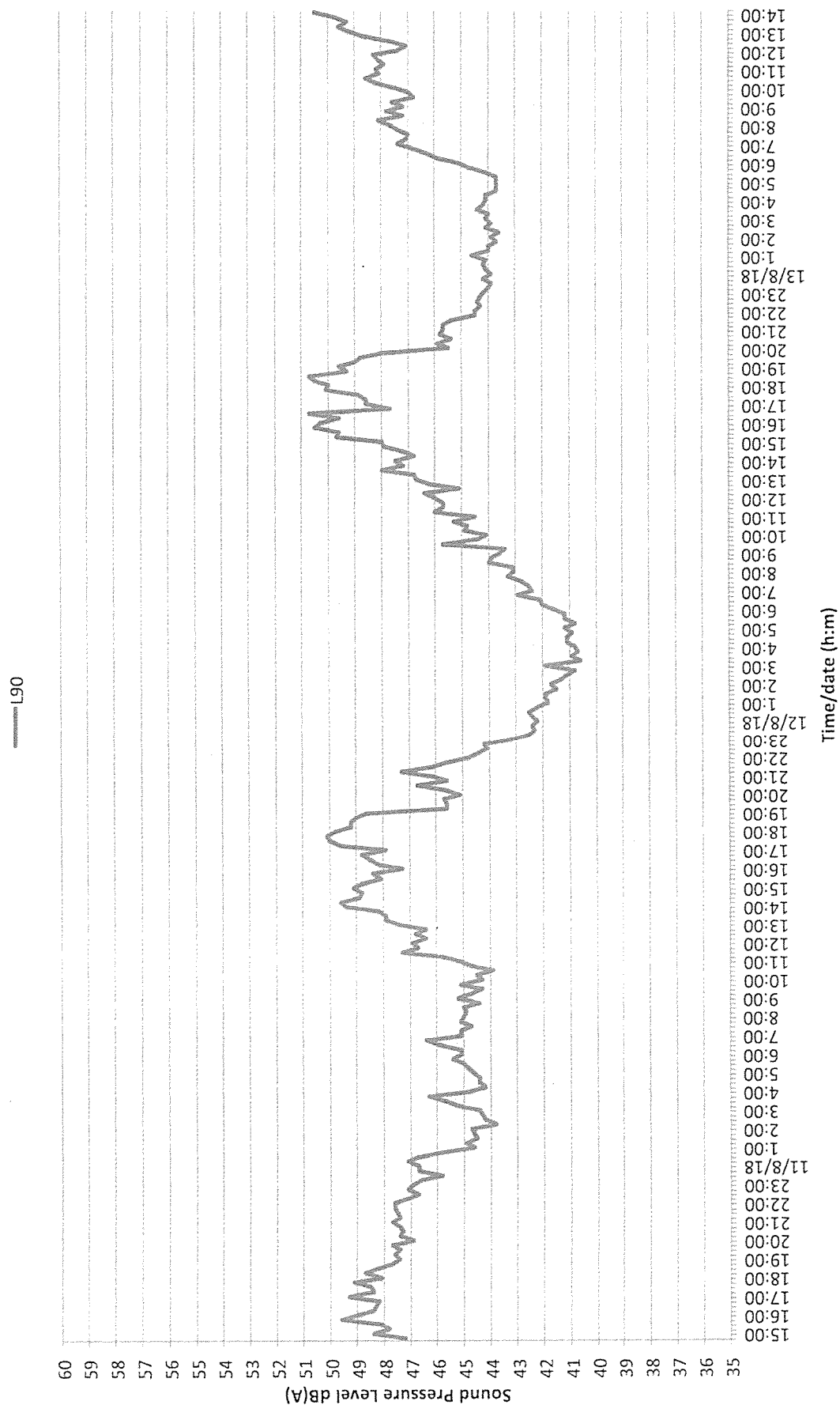
Noise area category (Notes 1 and 2)	Description of neighbourhood	Average background A-weighted sound pressure level $L_{A90,T}$					
		Monday to Saturday			Sundays and public holidays		
		0700-1800	1800-2200	2200-0700	0900-1800	1800-2200	2200-0900
R1	Areas with negligible transportation	40	35	30	40	35	30
R2	Areas with low density transportation	45	40	35	45	40	35
R3	Areas with medium density transportation or some commerce or industry	50	45	40	50	45	40
R4	Areas with dense transportation or some commerce or industry	55	50	45	55	50	45
R5 (See Note 3)	Areas with very dense transportation or in commercial districts or bordering industrial districts	60	55	50	60	55	50
R6 (See Note 3)	Areas with extremely dense transportation or within predominantly industrial districts	65	60	55	65	60	55

## Conclusion

The results of these noise measurements show that the background noise level at 4 Warnham Road, Cottesloe, when the Beach Club is not operating, is between 40 to 45 dB(A) during the night rising to around 50 dB(A) during the mid-afternoon. This level of background noise is, under Australian Standard AS1055.2 – 1997, categorised as R3 – *Areas with medium density transportation or some commerce or industry*. Therefore, when the Beach Club is closed, the area around 4 Warnham Road, Cottesloe could not be classified as an area with a high level of background noise even with both the front part of the Cottesloe Beach Hotel and Canteen Pizza restaurant in operation.

Figure 1

# Background Noise Measurements - 4 Warnham Road, Cottesloe





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**From:** vaughan wilkinson  
**Sent:** Tuesday, 21 August 2018 12:47 PM  
**To:** council  
**Subject:** Comment on Planning Proposal at Cottesloe Beach Hotel

Town of Cottesloe,

I wish to make comment regarding your letter drop concerning the planning proposal (Lot 39, D/P 27736) for the Cottesloe Beach Hotel.

I have no objection to the plans except the removal of more car bays.

You the council have already decided that you're going to remove the car park at the front of the Cottesloe Beach Hotel. I submitted my thoughts on this at the time of public comment. This in itself will definitely cause more people to seek parking in John Street and Warnham Road as opposed to driving a little further to the Napier Street car park. To now remove a further 7 car bays is a bad move and bad foresight. It will just put more pressure on residents and their guests finding a car park in John Street and Warnham Road.

Regards,

Vaughan WILKINSON

LOT: 39 D/P:27736 104Marine Parade COTTESLOE – Cottesloe Beach Hotel

1. The Cottesloe Beach Hotel should be allowed to establish an *al fresco* dining area directly west of the Hotel on Marine Parade after the Cottesloe Town Council formally adopts an overall plan for Marine Parade and the adjoining beach reserve between Forrest Street and Napier Street. The final plan may allow for the 200 or more seat *al fresco* area requested by the Hotel.

2. Those parts fronting John Street and Warnham Road boundaries of the Hotel are not to be included in this concession.

3. The South Bar must be of quality construction and include Australian Standard noise abating material on all inner walls and double-glazing on all external glass windows.

The South Bar entrance from John Street must have sound absorbing baffles incorporated into the assembly that protects the bar from the effects of wind. In general Council should ensure that the quality of the work is sound and in contrast to the shoddy and unsightly construction of the Beach Club.

4. The South Bar represents an increase in the area devoted to serving patrons. It represents an alteration to a non-conforming use (see 4.11 of the Town Plan) in that the whole Cottesloe Beach Hotel is a non-conforming use because it does not conform to the requirement under the Cottesloe Town Plan (Table 3 Row 4) that requires '1 parking space for every 6.5 square metres of floor area or ground space open to the public for the consumption of liquor'.

The Cottesloe Beach Hotel must provide parking spaces for the increase in area in compliance with this provision.

5. The *al fresco* dining area also increases the area devoted to serving patrons. The Cottesloe Town Plan (Table 3 Row 4) requires '1 parking space for every 6.5 square metres of floor area or ground space open to the public for the consumption of liquor'. The Cottesloe Beach Hotel must provide parking spaces in compliance with this provision.

6. The *al fresco* area requested by the Cottesloe Beach Hotel is for in excess of 200 patrons. This greatly exceeds in number and area of any other *al fresco* area in the Town.

All other such areas are for food outlets, restaurants and small bars and do not impede pedestrian traffic while in use and are removed at the close of trading. Their existence improves the amenity and ambience of the areas in which they are situated.

In contrast the request by the Cottesloe Beach Hotel, which holds a Hotel Licence, is for semi-permanent ceding of public land held in trust by the Town.

The glass and concrete barriers and planters isolate the area from pedestrian traffic in a section of Marine Parade that is well used by pedestrians at all times of the year.

The rental for a 200-seat restaurant would amount to about \$4000 per week and the Cottesloe Beach Hotel should be asked for this amount in compensation. The income would be useful for the beachfront developments proposed for the area.

#### FURTHER COMMENTS

1. The Council must adopt a coherent and mutually agreed plan for the Marine Parade and adjoining beach area. There only exists a 'mud map' indicating the possible development that is no basis for planning. To allow *ad hoc* development of the area to proceed is entirely unprofessional and does not serve the people of this Town.
2. The liquor licensing authorities, the Cottesloe Town Council and the Cottesloe Beach Hotel all agree that the Hotel transgresses the regulations of the Environmental Protection 1997 (Noise Regulations). The Regulations are designed to protect the health of staff and residents. The Department of Water and Environmental Regulation states that noise regulation for premises such as the Hotel are the task of the Local Government authority. Many local authorities anticipate problems and regularly monitor commercial premises. They do not rely solely on resident complaints. Cottesloe has no such professional service and does not fulfil its' obligations under the Regulations. To allow the *al fresco* areas in John Street and Warnham Road would exacerbate the noise problem and would not comply with the Town Plan – see 4.2.3 b and c and 4.2.4 b and c of the Town Plan. 'Inappropriate use' would include developments that result in transgressions of the Environmental Protection 1997 (Noise Regulations).
3. The Beach Club extension is of poor quality construction and is not sympathetic to the need of residents to be protected from disturbances generated from within the Club or from patrons leaving the Club. Council must not allow the South Bar to generate similar nuisances.
4. And 5. Previous Councils allowed the Cottesloe Beach Hotel to forgo providing parking spaces as stipulated in the Town Plan in lieu of a payment. The Cottesloe Beach Hotel is licensed to accommodate in excess of 600 patrons, the development of the South Bar and the *al fresco* area will increase the number of patrons by more than 200. Unlike the OBH and the Albion the Cottesloe Beach Hotel provides no parking places for patrons. This is a burden on local residents, local businesses, beach goers, the general public and the Town of Cottesloe. There is no benefit in repeating this concession.

5.



6. Cottesloe councillors and administration need to show spine in dealing with the Cottesloe Beach Hotel. The discussion and response by Council to a previous demand from the Hotel can only be described as puerile – viz ‘the Hotels proposal fits with Cottesloe’s laid back life style’.

Council has a serious responsibility to the residents and should not trivialise their concerns.

Council cannot depend on the Licensing Authorities for guidance in this proposal, in my experience they are ethically compromised when dealing with matters of liquor licensing.

The area of Marine Parade between Forrest Street and Napier Street and adjoining beaches is of interest to the entire Towns’ residents, not just those living close to the beach. It is a public asset not to be disposed in part without considered planning. The plans put forward by the Cottesloe Beach Hotel should have been displayed on the Council web page so that all residents could have an input. There is no reason not to publically display proposals that invite public comment. I hope Councillors see to it that all present and future proposals are made public and those that are not have an overwhelming reason for not being publically displayed.

John W Sadleir

17<sup>th</sup> August 2018

TOWN OF COTTESLOE  
20 AUG 2018

# MEMO



TO: TOWN OF COTTESLOE

J & I M BENNETT

FROM: 

COTTESLOE WA 6011

DATE: 17 AUGUST 2018

SUBJECT: PLANNING PROPOSAL - COTT HOTEL

LOT 39  
DP: 27736

1. Thank you for allowing us to comment.
2. Times are changing. Many in the liquor industry are slow to realise this.  
Most alcohol is now consumed either at home or in a restaurant with a meal.  
(Also new drugs, sometimes combined with alcohol such as "Ice" (methamphetamine) are adding to the violence.
3. The "Beach Club" was allowed to be built with no requirements for either parking or noise — we wonder how?
4. This new proposal will allow the hotel to spread to an even greater area, especially at night with drunken behaviour spreading onto the streets.
5. We wonder if the "Cott. Hotel" drama will ever end? There is already a large hotel in the area i.e. O.B.H.
6. We are against the proposal in its entirety.

Yours faithfully,

I.M. BENNETT

J. BENNETT.

P.S. Please excuse handwriting — we are 80.

C.C. POST ETC.

TOWN OF COTTESLOE

15 AUG 2018

RECEIVED

Cottesloe 6011

3/8/18

Dear Sir,

RE: Planning proposal at lot :39 D/P: 27736 104 marine parade cottesloe

Further to your letter of 3/8/18 inviting public comments my concern is the increase in traffic on John Street resulting from the taxi bay relocation. This will encourage more use of John Street by taxis instead of using more suited access routes on marine parade.

I look forward to your thoughts on my concerns.

Thank you

Simon Deehan





## Town of Cottesloe

Reference: 5.2018.3688  
Enquiries: Planning Dept. 9285 5042

3 August 2018

S C Deehan

COTTESLOE WA 6011

Dear S C Deehan

### RE: NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

The Town has received an application to use and/or develop land for the following purpose and public comments are invited:

Lot and Plan	Street Address
LOT: 39 D/P: 27736	104 Marine Parade COTTESLOE – Cottesloe Beach Hotel
<p>Proposal: Internal and external alterations to the existing Cott &amp; Co restaurant and adjoining bar, including new covered entry off John Street (in same location as existing entry); and</p> <p>New external (alfresco) dining areas adjoining John Street, Marine Parade and Warnham Road. <i>This is a concept proposal at this stage which will be subject to the submission of a separate application for an Outdoor Eating Area Permit and Liquor License application. However, to achieve this it is proposed to:</i></p> <ul style="list-style-type: none"><li>a) Convert two bays in John Street to a taxi/ride-share drop off;</li><li>b) Remove two car bays and two motorcycle bays in Marine Parade and replace with new paving;</li><li>c) Remove 3 car bays from Warnham Road and replace with paving.</li><li>d) Install 1.4m high glass kerbside screens for weather protection to outdoor patrons.</li></ul>	

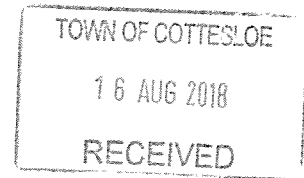
Details of the proposal are available for inspection at the Town's offices between 8:30am and 4:30pm Monday to Friday.

Comments on the proposal may be submitted to the Town, in writing, on or before 21 August 2018. Please be advised that your written submissions may be published in the Council agenda.

Yours sincerely

Ed Drewett  
Coordinator Statutory Planning

14<sup>th</sup> August 2018



DM Prosser

Cottesloe WA

Planning Department  
Town of Cottesloe PO Box 606  
Cottesloe WA 6911

Attention Ed Drewert

**RE 104 Marine Parade Cottesloe - Cottesloe Beach Hotel**

We note receipt of your letter dated 3<sup>rd</sup> August 2018

We would object to proposal a) being "*convert two bays in John Street to a taxi /ride share drop off*" as this would encourage move traffic ... polluting cars into a residential neighbourhood street

We say Marine parade is the commercial road for vehicle movement fed by Eric Street. Approving a) would ensure John Street would be a busier road by stealth. The alternative is to block off John street near Marine parade (about 50 metres up) creating a cul de sac for John street. We then would not object to the proposal in its entirety

In summary we say John Street is a quiet residential street and should remain that way and polluting cars should be kept away from this street.

David Prosser



## Town of Cottesloe

Reference: 5.2018.3688  
Enquiries: Planning Dept. 9285 5042

3 August 2018

D Prosser

COTTESLOE WA

Dear D Prosser

### RE: NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

The Town has received an application to use and/or develop land for the following purpose and public comments are invited:

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Comments on the proposal may be submitted to the Town, in writing, on or before 21 August 2018. Please be advised that your written submissions may be published in the Council agenda.

Yours sincerely

Ed Drewett

Coordinator Statutory Planning



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**From:** gail mclay  
**Sent:** Wednesday, 8 August 2018 6:48 PM  
**To:** council  
**Subject:** Cottesloe Beach Hotel Planning Proposal

Dear Mr Drewett

Regarding the notice I received yesterday about the plans for the CBH alfresco dining I would like to comment that while I generally support the idea, I have two major concerns:

1. The noise from the Warnham Road alfresco dining area will severely impact me since I already suffer excessive noise from the Beach Club and the Pizza Canteen (on the corner of Marine Parade and Warnham Road) which has alfresco dining. The noise from these establishments is extremely detrimental to me and I do not need the CBH to further add to this nightmare. At the very least, if this is allowed to happen, I strongly recommend a restriction of hours for the Warnham Rd alfresco dining area. I could agree to a 7pm closing of the area but no later.

I truly hope that consideration for the residents in Warnham Road will be a priority as I do not want to go through the mental anguish and expense we suffered trying to persuade the CBH to consider the health of its neighbours and attend to the excessive noise from the Beach Club.

2. The loss of 3 car bays on Warnham Road is unacceptable as the residents in my building have absolutely no visitors parking bays and the bays opposite my home are used by the pub patrons. As it is, I have to park my car in a bay every time I need to save a spot for my visitors. Therefore, the parking situation, already tight, will be further affected by the removal of 3 bays.

I thank you for showing me the plans today and explaining the proposal to me. I hope the Cottesloe Council will understand my reservations and continue to protect my well-being while moving forward with tasteful and thoughtful developments.

Yours sincerely

Gail McLay

Cottesloe

## Ed Drewett

---

**From:** Pennie Hall  
**Sent:** Tuesday, 7 August 2018 3:21 PM  
**To:** council  
**Subject:** town planning. proposal

Dear Sirs, In relation to Lot:39D/P.27736 104 Marine Parade Cottesloe. Cottesloe Beach Hotel.

I have to ask just how much more space and trade do Cottesloe Beach Hotel think they require.

They have already done extensive renovations. Is this now gathering more patrons and numbers by stealth?

The verge side in John Street which runs up to The Chalets is in urgent need of repair and some grass or maintenance would be most welcome. Total eye sore at present, and has been since renovations were carried some years ago.

The ask for two car bays in John Street, plus a further two car bays and a further 3 in Warnham Rd to be removed is excessive. As all will know parking is already at a premium in these Streets and I object most strongly for these car bays to be removed.

I doubt if money in lieu of removing parking bays will be required, and even if it was it is wrong to remove so many scarce parking spaces.

Installing 1.4 meter high glass kerbside screens for weather protection for outdoor patrons again is excessive, and

ugly, weather of course is often bad during winter, so I suggest patrons are encouraged to move inside.

This seems an indecent grab by the Hotel, for many reasons, especially as other establishments like John Street Café, The Blue Duck, Barchetta are already doing it tough financially and I would suggest you look after the little person who also contributes so much to our community.

I am totally outraged at the scheme put forward and I hope it is knocked backed.

Sincerely Pennie Hall.

I don't mind this proposal -

In fact I like it - An amenity open to all - UNLIKE 6 or even 5 story redevelopment which is not, and will take away the morning sun from walkers along the Parade. No matter what set-back.

Alright for Surfers Paradise, as it faces East, and morning sun unaffected.

But we face West! (which is obvious)



Town of Cottesloe

Reference: 5.2018.3688  
Enquiries: Planning Dept. 9285 5042

3 August 2018

The Occupier  
8 / 94 Marine Parade  
COTTESLOE WA 6011

Dear The Occupier

**RE: NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL**

The Town has received an application to use and/or develop land for the following purpose and public comments are invited:

Lot and Plan	Street Address
<b>LOT: 39 D/P: 27736</b>	104 Marine Parade COTTESLOE – Cottesloe Beach Hotel
<p>Proposal: Internal and external alterations to the existing Cott &amp; Co restaurant and adjoining bar, including new covered entry off John Street (in same location as existing entry); and</p> <p>New external (alfresco) dining areas adjoining John Street, Marine Parade and Warnham Road. <i>This is a concept proposal at this stage which will be subject to the submission of a separate application for an Outdoor Eating Area Permit and Liquor License application. However, to achieve this it is proposed to:</i></p> <ul style="list-style-type: none"><li>a) Convert two bays in John Street to a taxi/ride-share drop off;</li><li>b) Remove two car bays and two motorcycle bays in Marine Parade and replace with new paving;</li><li>c) Remove 3 car bays from Warnham Road and replace with paving.</li><li>d) Install 1.4m high glass kerbside screens for weather protection to outdoor patrons.</li></ul>	

Details of the proposal are available for inspection at the Town's offices between 8:30am and 4:30pm Monday to Friday.

Comments on the proposal may be submitted to the Town, in writing, on or before 21 August 2018. Please be advised that your written submissions may be published in the Council agenda.

Yours sincerely

Ed Drewett  
Coordinator Statutory Planning









## 1520 COTTESLOE BEACH HOTEL - ALFRESCO SERVICE

Notes from discussion with Foreshore Precinct Implementation Committee (FPIC) 21st May 2018

Some issues were raised on the evening that the applicants would like to confirm responses to. These may be summarised as:

1. Prevalence of rideshare transport serving patrons at the venue
2. Proposed John St parking - allocation of ride-share/ short term parking bays
3. Entrance off John St - Impact on residential areas
4. Alfresco planning/ design - width of pedestrian pathway and routing of path (proximity to building façade alignment)

### 1 PREVALENCE OF RIDESHARE TRANSPORT SERVING PATRONS AT THE VENUE

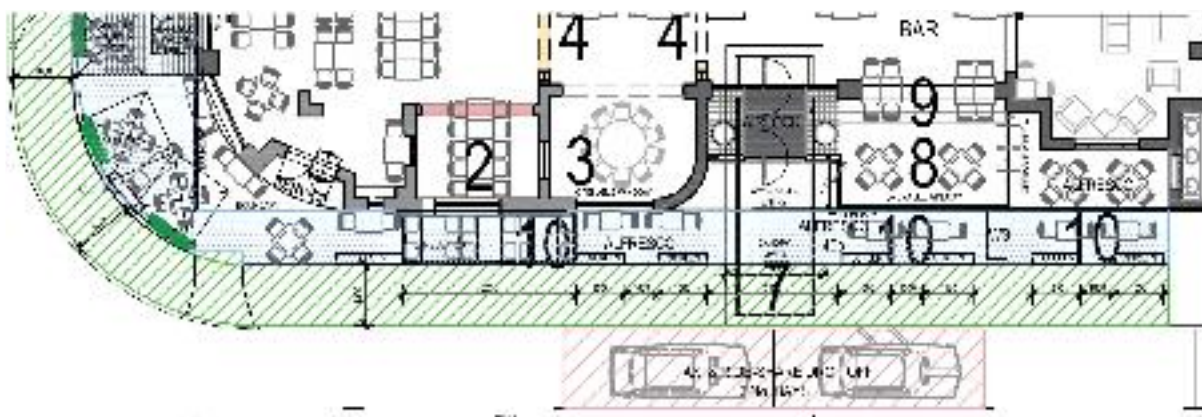
Coordinated data on rideshare use is difficult to get from provider organisations. The information that we have received from staff re: rideshare use appears varied and not particularly reliable.

Having said that, it is clear that use of ride share transport is increasing. Also, it is particularly popular in younger patron demographics. Drop off at the usage time frame for ride share is necessary at entry points.

Presently, 30 minute parking in Marine Parade functions for a mixture ride drop off, taxi waiting, and short term deliveries and patron parking.

### 2 ALLOCATION OF RIDE SHARE/ SHORT TRM PARKING JOHN STREET

The PFIC agenda notes 21 May 2018 included staff comment re: 1 Car parking item c. John Street suggesting our intent to convert 4 existing bays to taxi/ ride share drop off. That was not the intent of the submission. Our request would be for designation of two bays adjacent to the proposed entrance as short term drop off for ride share, taxi and similar use. those would be as noted below:



### **3 ENTRY ON JOHN STREET, IMPACT ON RESIDENTIAL AREAS**

Activity associated with the proposed entry canopy on John St has been concentrated in a distance less than 30 metres from the front property boundary on Marine Pde. Please refer dimensions on diagram above.

The entrance is located at the alignment of the existing entry to the current Pieroni Bar. This is also the same as alignment of previous entry to the lounge bar of the hotel in place from 1937 in various formats until the current bar design. It broadly aligns with proposed entrance to accommodation opposite currently under consideration by council.

The proposed alfresco service that reaches out from the newly configured lounge space will still remain inside that 30m distance from the front boundary. Provision of acoustic seals and glazing to windows into that space will control sound breakout from the interior

Retention of these alignments has been proposed to limit the impact of hospitality activity on residential properties further east along John Street. it is noted that properties to the east of the Hotel, and to the south across John Street are predominantly short stay accommodation uses.

### **4 ALFRESCO PLANNING DESIGN ISSUES**

#### **PATH WIDTH AND ROUTING**

Queries have been raised regarding design aspects of the alfresco space.

These included:

- A Width -comments covered in the FPIC agenda considering Footpath Policy
- B Alignment - discussion on alignment of the footpath off the building face

#### **FOOTPATH WIDTH**

The agenda paper notes that accessibility passing width must be a clear minimum of 1.8m. We accept this standard and have revised planning of the alfresco areas to provide that width. This has entailed removal of some seating to the north of the Verandah Bar on Warnham Road, making a narrower arrangement for alfresco accommodation on John Street, and compressing the alfresco space on Marine Parade.

#### **REALIGNED SCREENS & DECKING**

We have revised the layout of seating slightly on Marine Pde to define a deck area adjacent to the building outside the Cott & Co. restaurant, with reorganisation of the glazed screens in this area as well as along the John St. walkway to provide a more effective wind shield on that south western side.

The decking will provide a level surface adjacent to the building and is proposed to be set nominally 500mm below the internal floor level. It is proposed to be constructed in jarrah decking boards nominal 160 width over a durable treated timber frame. The ground level of the footpath falls away nominally 320 over the north/ south extent of the deck, and a step would be provided for access onto the deck on the north end, with on-grade accessibility on the south end. The western edge of the deck would be protected with glazed planter and screen elements to match others proposed for the perimeter of the Alfresco area



## FOOTPATH ALIGNMENT

It was suggested at the meeting that there may be advantages in realigning the footpath that serves the alfresco spaces, to be set adjacent to the building façade - this raises also the prospect of another alternative that would set the path between inner tables against the building and outer tables at the kerb edge.

We appreciate that these different formats of path alignment have all been successful in different locations, but believe the external path option is best for this location. The width of space available, and the projection of the hotel building use, (which does not demand the boundary pedestrian engagement that, for example, mixtures of retail uses might add), and the engagement across the road to the foreshore drove us to selecting the external path option.

We wish to strongly support our existing proposal to align the path along the kerb edge. We have arrived at that format following:

- I Discussion with our client's service operational view point.
- II Consideration of liquor licensing issues
- III Consideration for environmental control of wind and shade
- IV Consideration of interaction between seating and street
- V Consideration of interaction between alfresco activity and vehicular traffic

With the revisions to path widths demonstrated on drawings attached, we note the following:

### **I SERVICE OPERATION**

The operator advises that interaction between patrons and passing pedestrians and traffic is less conflicted when patrons have a single side access to the table space.

More importantly, patrons also have a stronger social engagement with seated people attached to the building, continuing the internal hospitality experience. We extend the experience in a graded semi private/ public succession of spaces that projects the building to public space.

Service will be provided across the major level change at the building's edge with a dumbwaiter/ air-locked connection that delivers orders to table staff operating at the (lower) street connection zone - this function will be interfered by a path on the building face alignment

### **II LIQUOR LICENSING**

The public path ought not to be licensed, whereas the table service area would be. A separation of the licensed areas, across which drinks are carried, is now permitted under licensing regulation as in some cases the separation is preferred. But in our case it may neither be necessary, nor is it advantageous in the licensee's management of the alfresco space. It is a clearer arrangement without the notional separation in the licensed space for management of patron behaviour in the licensed space, defined from public behaviour in the outer path space where the Licensee has less practical authority.

### **III ENVIRONMENTAL CONTROL**

The major challenge for creating an attractive hospitality offer that retains patrons in the coastal environment is control of sea breeze and provision of sun shade.

Our design seeks to do that by providing transparent wind breaks as close as possible to seating, so that the height of those can be minimised and their mass reduced; use of glass is thus held to an economic minimum (for both bulk and maintenance issues). We have designed screens to offer a landscaped softness externally combined with a casual seating facility to augment the table experience seating choices.

We have made an alternative seat format on John Street with banquettes to achieve further choice, with adjacent wind break screens.

Provision of shade is vital to presentation of alfresco areas, demonstrated by our experience at Hotel Rottneest and the Beach Club. By setting alfresco areas close

against the building mass under awnings, we control half the day's sun. By setting umbrellas adjacent to that sun controlled space, we add to the continuity of shaded space. So we enhance the perception that patrons are protected. Splitting the shade away from the building mass will reduce that perception.

#### **IV INTERACTION BETWEEN SEATING AND THE STREET**

As Gehl and his successors note, the point of alfresco dining is to look out to the street. Numerous pictorial examples in the literature provide effective support for the reach of the building's curtilage away from its mass - the view out via a path is more compelling than an internal path within.

Importantly, the level difference between the elevated verandah and restaurant requires resolution of that differential to engage and activate the outside space. The simplest sectional form to achieve that is to have similar activity indoor / outdoor functions, (Table service) before challenging the continuity by a change of function with a path then reverting to more of the sedentary function. We express the height change within the similar service experience of verandah/ open restaurant face and alfresco, we keep the meaning of the space clear.

#### **V INTERACTION BETWEEN SEATING AND TRAFFIC**

Even if Marine Parade traffic is calmed, say by lower speeds and textures that the reduce the present 40Kmh over tarmac, the confrontation between vehicles and sedentary activity provides an uncomfortable contrast.

Alfresco patrons will be more comfortable with a spacial separation from the traffic threat. Outer seating formats work best protected by stationary car parking.

Pedestrians crossing through traffic need a clear safe destination to aim for, whether they are moving at the active speed of youth or the slow pace of the elderly and less able. Hiding the pedestrian transit path back at the building or within the alfresco area makes that destination and its buffer from the traffic less legible. It limits access to the eastern footpath to defined points, reducing the connection back to the foreshore.

The path serving the alfresco offer is a margin that extends the semi public building into that crossing journey.

#### **FORWARD FROM HERE**

We have reviewed some literature relating to activation of the building curtilage; there is a list of some material of interest that follows this note.

There are few formal comparative planning policies considering the issue. The City of Joondalup's policy is interesting, in that it responds to mixed activities (retail adjacent to hospitality for example) with a few options related to width of the curtilage paving. South Perth has a succinctly developed broad policy.

An interesting discussion point is that Fremantle's South Terrace demonstrates alternative formats on opposite sides of the same road. Both are popular.

We may be missing some work that raises other points that favour review of the path alignment. We would be very happy to discuss issues with committee members and planners to resolve any detail design issues raised.

Further to our current application, it may be that the master-planning of the CBH precinct might favour the widening of the footpath in front of the hotel beyond the current location of the road alignment. We have not taken such a prospect into our current remit, but are advised that our client would be strongly in favour of any such move that increased the space for pedestrian activity in front of the hotel in future. We would be very keen to discuss additional prospects such as that with the committee.

## Some Articles & Policy Statements

Gehl, J. (1987) *Life between Buildings: Using Public Space*. New York: Van Nostrand Reinhold. [Google Scholar](#) - photo p 26 good example of external path format

Gehl, J. (1994) *Public Spaces and Public Life in Perth*. Perth: Report for the Government of Western Australia and the City of Perth. [Google Scholar](#) - part 2.2 p33 shows examples of various formats

Gehl, J, Kaefer LJ, and Reigstad, S (2006) Close encounters with buildings *URBAN DESIGN International* (2006) 11, 29–47. doi:10.1057/palgrave.udi.9000162 - develops Gehl's earlier ideas, considers engagement with the building

Porta, S, Renne, J.L (2005) Linking urban design to sustainability: formal indicators of social urban sustainability field research in Perth, Western Australia *URBAN DESIGN International* April 2005, Volume 10, Issue 1, pp 51–64 - Interesting attempt to quantify comparison between Joondalup & Fremantle

Victorian Government Department of Sustainability and Environment, (2005) *Activity Centre Design Guidelines* ISBN 1 74106 945 9 see p 11

Macdonald, E (2005) Street-facing Dwelling Units and Livability: The Impacts of Emerging Building Types in Vancouver's New High-density Residential Neighbourhoods, *Journal of Urban Design*, 10:1, 13-38, <https://doi.org/10.1080/13574800500062320> -useful discussion re: street engagement, though focussed on residential interactions, but relevant diagram relating to level change situation

## Policy Comparisons

Note: most public authorities in WA consider alfresco design as a Health Department issue, lacking prescriptive approach to planning. Two that have taken a policy relating to planning are:

### South Perth

[https://southperth.wa.gov.au/docs/default-source/6-about-us/council/policies-delegations/places/p402-alfresco-dining.pdf?sfvrsn=4af3fabd\\_6](https://southperth.wa.gov.au/docs/default-source/6-about-us/council/policies-delegations/places/p402-alfresco-dining.pdf?sfvrsn=4af3fabd_6)

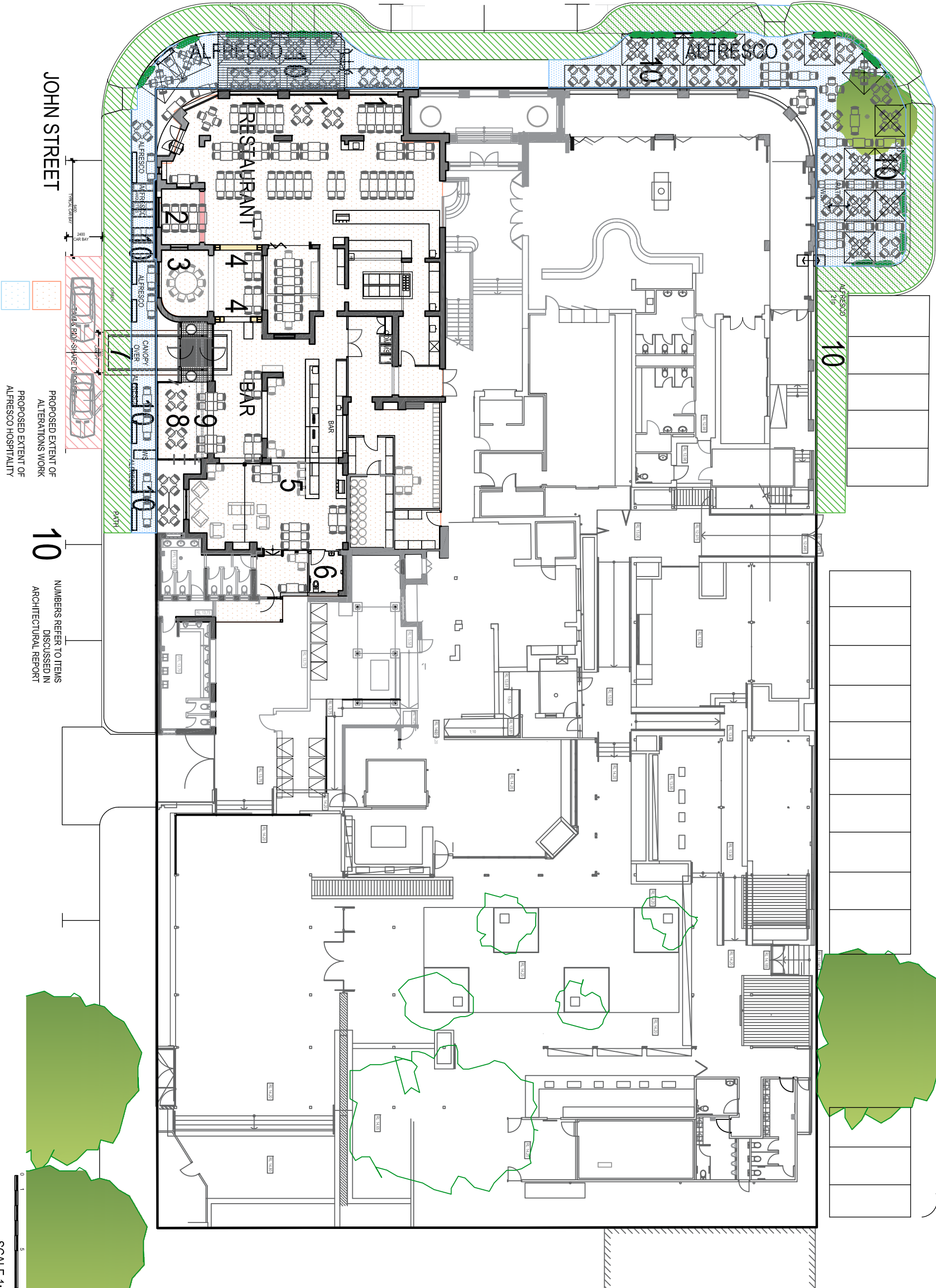
considers formats for paths wider narrower footpaths- note marine Pde 5.4m no parallel parking, 3.7m parallel parking

### Joondalup

[http://www.joondalup.wa.gov.au/Libraries/AtoZPolicies/Alfresco\\_Activities\\_Policy.pdf](http://www.joondalup.wa.gov.au/Libraries/AtoZPolicies/Alfresco_Activities_Policy.pdf)

considers different formats for designated street fronts

WARNHAM ROAD



MARINE PARADE

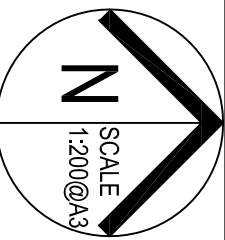
JOHN STREET

PROPOSED EXTENT OF ALTERATIONS WORK  
PROPOSED EXTENT OF ALFRESCO HOSPITALITY

NUMBERS REFER TO ITEMS DISCUSSED IN ARCHITECTURAL REPORT

SCALE 1:250@A3

COTTESLOE BEACH HOTEL  
COTT & CO. BAR AND ALFRESCO  
SITE PLAN

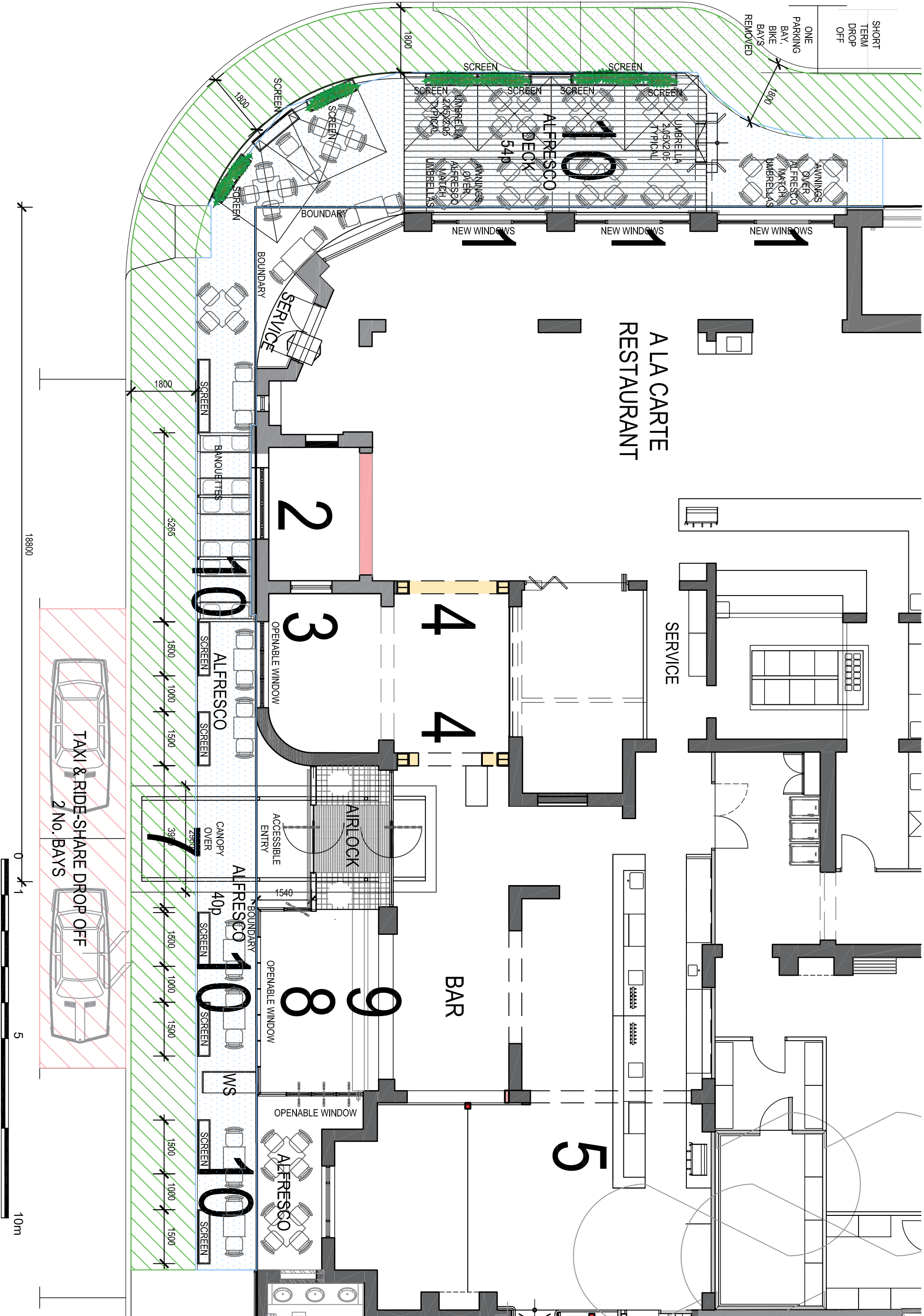


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ARCHITECTURE  
**TEAM**

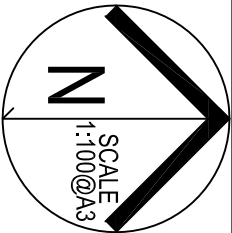
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**DA1.1**  
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REVISION DA1



COTTESLOE BEACH HOTEL  
COTT & CO. BAR & ALFRESCO  
ALFRESCO SOUTH



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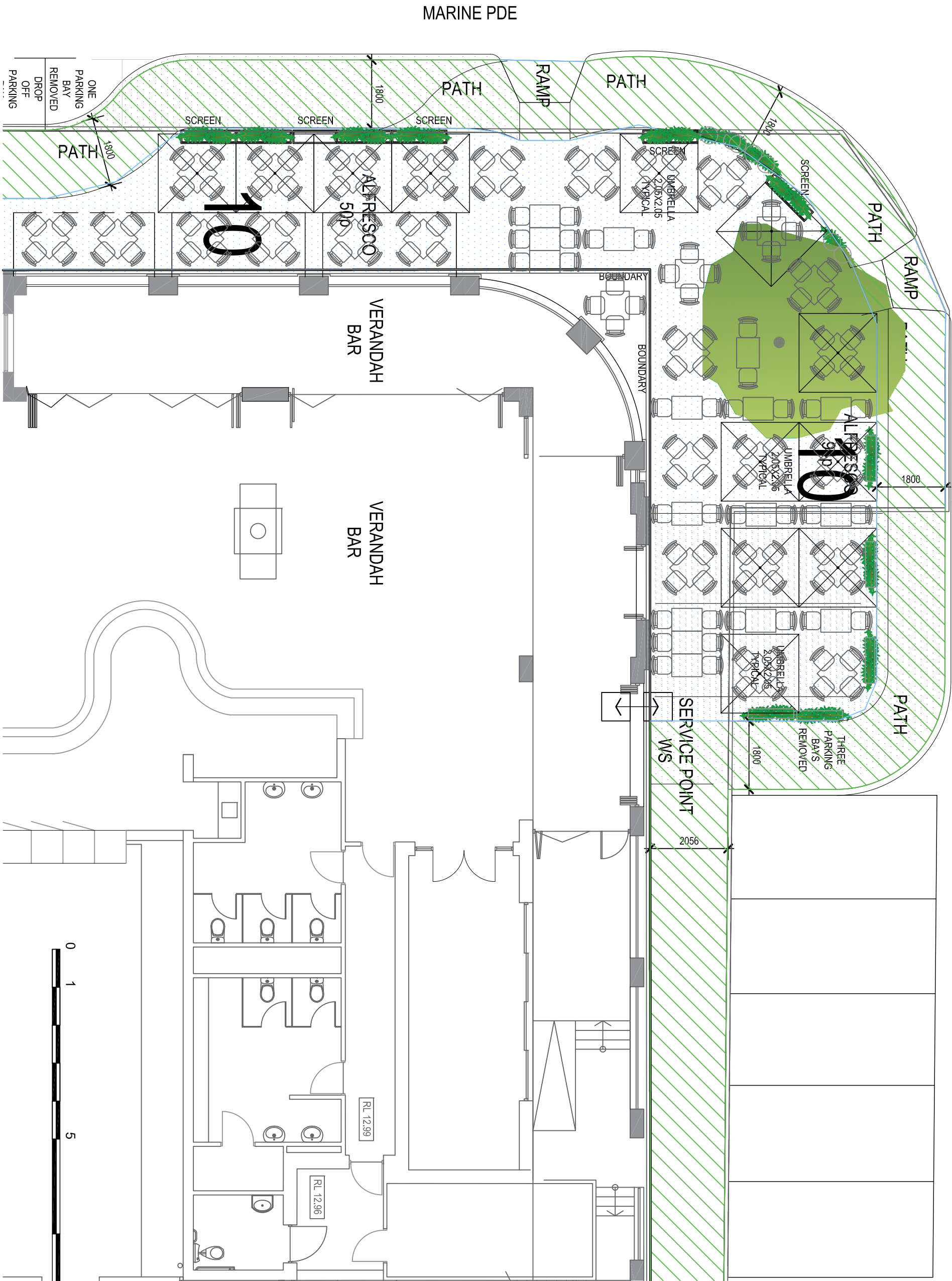
COTTESLOE BEACH HOTEL  
104 MARINE PARADE  
COTTESLOE WA

DA1.2

ISSUED 180619  
REVISION DA1

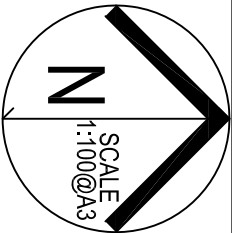


WARNHAM ROAD



MARINE PDE

COTTESLOE BEACH HOTEL  
COTT & CO. BAR AND ALFRESCO  
ALFRESCO NORTH



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**DA1.3**

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# JOHN STREET ELEVATION



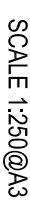
# JOHN STREET KERB ELEVATION - SCREENS



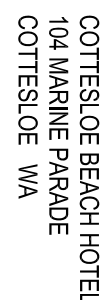
# MARINE PARADE ELEVATION



## MARINE PARADE SCREENS



COTTESLOE BEACH HOTEL  
SOUTH SIDE BAR  
JOHN STREET ELEVATION



# DA3.1

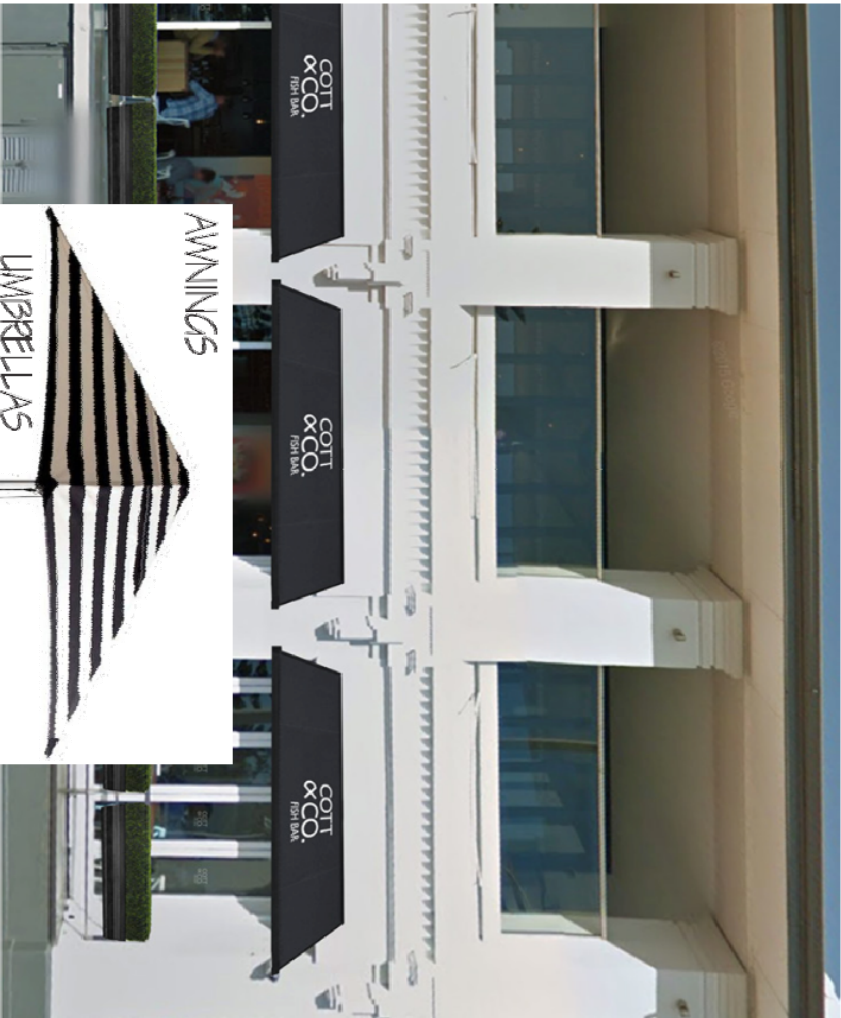
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REVISION 06







VIEW FROM NORTH WEST



AWNINGS

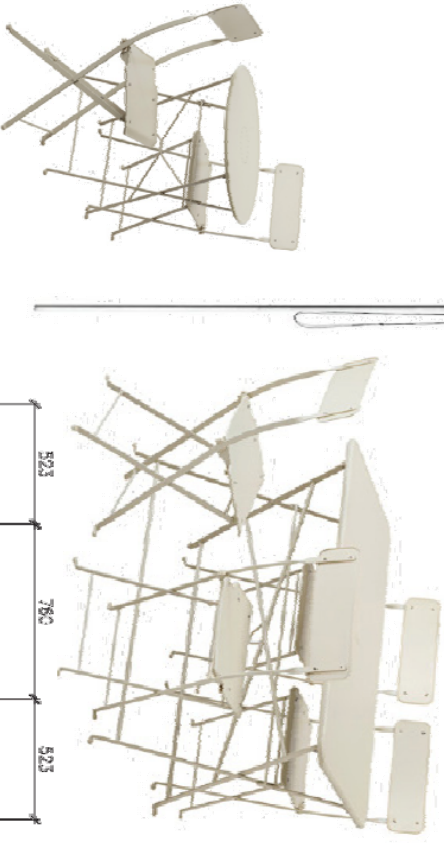
UMBRELLAS



GLAZED SCREENS & PLANTERS

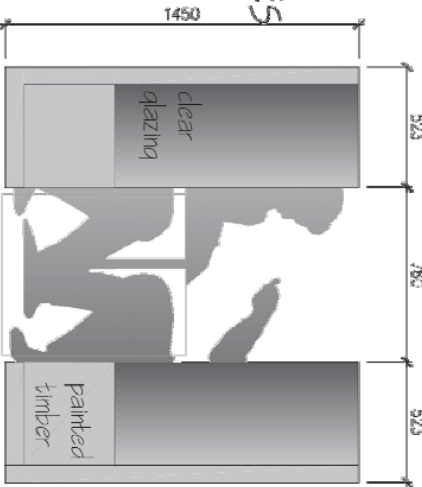


PLANTERS AND DRY LAND PLANT MATERIALS



ALFRESCO FURNITURE

BANQUETTES



COTTESLOE BEACH HOTEL ALFRESCO FURNITURE