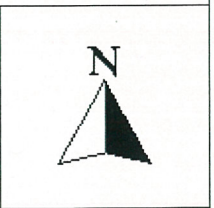


126 & 128 Railway Street

The Town of Cottesloe does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cottesloe shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

Scale 1:996
13/04/2016



Local Development Plan No. 1 for Lots 24 and 25 Railway Street Cottesloe Town of Cottesloe Local Planning Scheme No.3

Local Development Plan Intent

In accordance with Clause 48 (3) (a) of the Planning and Development Local Planning Scheme Regulations (2015) this Local Development Plan No. 1 has been prepared for Lots 24 and 25 (numbers 126 and 128) Railway Street, in the Town of Cottesloe by the land owner and includes an annotated site map and associated material that sets out:

- (i) the standards to be applied for the buildings, other structures and works that form part of the development;
- (ii) details of the arrangements to be made for vehicles to access the area covered by the plan; and
- (iii) enables pursuit of development approval upon satisfactorily meeting the standards of this Local Development Plan.

Subject Land

Lots 24 and 25 Railway Street, Cottesloe, described on Certificates of Title at Volume 1156 Folio 371 and Volume 1156 Folio 370 shown on Diagram of Survey D17655.

Development Standards

Sustainable Development Criteria

The sustainable development criteria used to guide the design of the proposal comprises:

- building design and quality
- variable dwelling size and type
- dwelling adaptability and universality of access
- sustainable modular built form for solar and breezeway access and energy efficient design and construction
- private open space and communal facilities.

This sustainable criteria approach to development is promoted by the Residential Design Codes, in WAPC Bulletin 113/2015, and enables the calculation of the residential density.

Sustainable Building Composition

Separate building modules responding to sustainable design outcomes

Four, three bedroom units

Three, two bedroom units

Six, one bedroom units

Universal access via lift and stairwell from the basement car park to residential units via courtyard level

Communal rooftop garden to each module

One office at corner of Congdon and Railway Streets

One private recreation room for the exclusive use of strata holders

Land Use

Thirteen multiple dwelling units

One Office at or about 220 square metres

One Private Recreation Space at or about 100 square metres

Parking Provision

Twenty parking bays access from Railway Street (including one disabled)

Four parking bays to Congdon Street verge

Residential Density

Residential Density is: R60. This applies a 25 % bonus enabled by the Residential Design Codes; WAPC Bulletin 113/2015.

Private Open Space

Private and community strata open space comprises communal courtyard and roof top gardens at or about 993 square metres.

Setbacks

Residential:

As per the Residential Design Codes and shown on the Local Development Plan No. 1 except:

- Zero lot line to Office and Private Recreation Space at Congdon Street
- Zero lot line to Railway Street residential units
- Zero lot line to community strata laundry
- Zero lot line to Congdon Street residential unit.

Storey

As defined in Local Planning Scheme No.3 and permitting three storeys.

Building Height

As defined in the Residential Design Codes to conform with the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

Wall Height

As defined in the Residential Design Codes to conform with the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

Exclusions

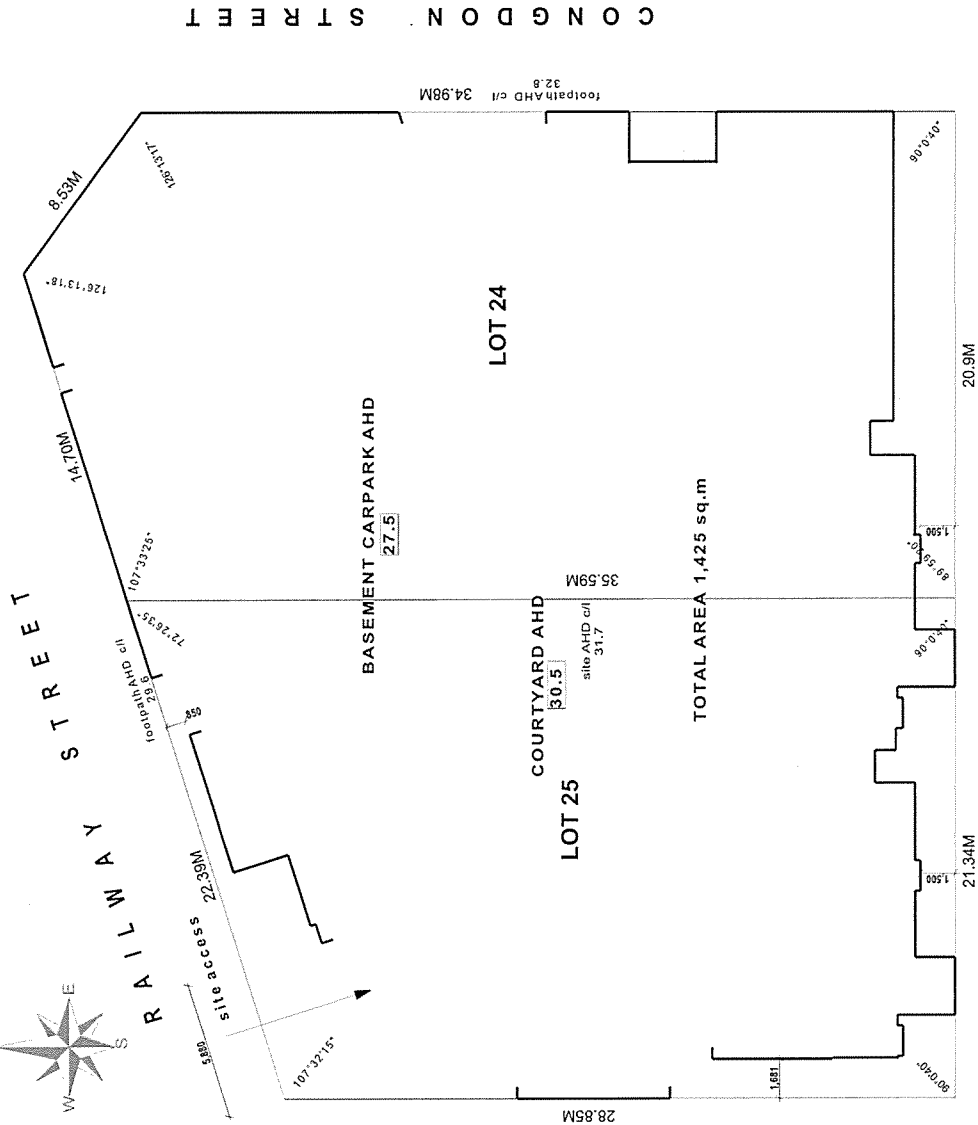
Corresponding terms, definitions and interpretations in Local Planning Scheme No. 3 to concur with the Residential Design Codes and the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

Plot Ratio Area

The ratio of the gross total area of all floors of buildings to the development site, including the area of any internal and external walls but not including the areas of any lift shafts, stairs or stair landings common to two or more dwellings, machinery, air conditioning and equipment rooms, any space that is below natural ground level, areas used exclusively for the parking of wheeled vehicles at or below natural ground level, storerooms, lobbies, bin storage areas and passageways to bin storage areas or amenities areas common to more than one dwelling, or balconies, eaves, verandahs, courtyards and roof terraces.

Refer to Site Plan: Local Development Plan No. 1 overleaf.

LOCAL DEVELOPMENT PLAN No. 1: LOT 24 & 25 RAILWAY STREET, COTTESLOE SITE PLAN : LOCAL PLANNING SCHEME 3 - TOWN OF COTTESLOE



Local Development Plan Intent
 (a) of the Planning and Development Local Planning Scheme Regulations (2015) this Local Development Plan No. 1 has been prepared for Lots 24 and 25 (numbers 126 and 128) Railway Street, in the Town of Cottesloe by the land owner and includes an annotated site map and associated material that sets out:
 (i) the boundaries of the buildings, other structures and works that form part of the development;
 (ii) details of the arrangements to be made for vehicles to access the area covered by the plan; and
 (iii) enables pursuant to development approval upon satisfactorily meeting the standards of this Local Development Plan.

Sustainable Development Criteria
 The sustainable development criteria used to guide the design proposal comprises:
 (i) building design and quality
 (ii) variable dwelling size and type
 (iii) provision for the quality of access
 (iv) energy efficient design and construction
 (v) private open space and communal facilities.

Land Use
 which, dwelling units
 One office at or about 220 square metres.
 One Private Recreation Space at or about 100 square metres

Parking Provision
 access from Railway Street
 (including one disabled parking bay)

Residential Density
 Residential Density (i.e. R60). This applies a 25% bonus enabled by the Residential Design Codes. WAPC Building 1192016.

Private Open Space
 At or about 993 square metres.

Setbacks
 Residential:
 As per the Residential Design Codes and shown on Local Development Plan No. 1 except:
 (i) Zero lot line to Office or Private Recreation Space at Congdon Street.
 (ii) Zero lot line to Community Strata Laundry.
 (iii) Zero lot line to Community Strata Laundry.
 (iv) Zero lot line to Congdon Street residential unit.

Building Height
 As defined in the Residential Design Codes and shown on Local Development Plan No. 1 except:
 of the Planning and Development Local Planning Scheme's Regulations 2015

Storey
 As defined in Local Planning Scheme No. 3 and permitting three storeys

Wall Height
 As defined in the Residential Codes to conform with the Model Provisions of the Planning and Development Local Planning Scheme's Regulations 2015

Exclusions
 Corresponding terms, definitions and interpretations in the Local Planning Scheme No.3 to concur with the Residential Design Codes and the Model Provisions of the Planning and Development Local Planning Scheme's Regulations 2015.

Plot Ratio Area
 The ratio of the gross total area of all floors of buildings to the development site, including the area of any internal and external walls but not including the areas of any lift shafts, stairs or landings common to two or more dwellings, machinery, air conditioning and equipment rooms, any external ground level, storerooms, lobbies, bin storage areas and passageways to bin storage areas or amenities areas common to more than one dwelling, or balconies, caves, verandahs, courtyards and roof terraces.

TOWN OF COTTESLOE
LOCAL PLANNING SCHEME NO. 3
AMENDMENT NO. 5

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND LOCAL PLANNING SCHEME

TOWN OF COTTESLOE

LOCAL PLANNING SCHEME NO. 3

AMENDMENT NO. 5

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005 amend the above Local Planning Scheme by:

1. Amend the residential density on Lots 24 and 25 corner of Railway and Congdon Street, Cottesloe from R20 to R60.
2. Insert Special Provisions into Schedule 12.

| No. | Description of Land | Land Use | Special Provisions |
|-----|-----------------------------------|---|--|
| 4 | Lots 24 and 25 Railway Street. | Residential, office and private recreation and other purposes as permitted in the Residential zone. | 1. The development shall generally be in accordance with the Local Development Plan No. 1 annexed to this Scheme Amendment, subject to any modification in a development approval by the local government. |
| | | | 2. The maximum number of multiple dwellings units permitted shall be 13. |
| | | | 3. Additional Use of office is permitted. |
| | | | 4. Additional Use of Private Recreation is permitted. |
| | | | 5. The building height shall be three storeys plus undercroft parking. |

3. Amending the Scheme Map accordingly.

Dated this day of 2016

CHIEF EXECUTIVE OFFICER

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

1. **LOCAL AUTHORITY** : Town of Cottesloe
2. **DESCRIPTION OF SCHEME** : Local Planning Scheme No. 3
3. **TYPE OF SCHEME** : District Zoning Scheme
4. **SERIAL NUMBER OF AMENDMENT** : Amendment No. 5
5. **PURPOSE** : Amend the residential density on Lots 24 and 25 corner of Railway and Congdon Street, Cottesloe from R20 to R60 and insert Special Provisions into Schedule 12.

SCHEME AMENDMENT REPORT

1. Introduction

1.1 Purpose

The purpose of this Scheme Amendment Report is to substantiate to the Town Council of Cottesloe to consent to advertise a proposed Scheme Amendment to Local Planning Scheme No. 3 to increase the residential density coding on Lots 24 and 25 corner of Railway and Congdon Streets, Cottesloe (subject site). This Scheme Amendment Submission pertains to the specific site comprising two lots on the corner of Railway and Congdon Streets. However, the Submission necessitates analysis of the site in the context of the whole Swanbourne Village as the proposal forms part of that local centre.

1.1.1 Aim

The aim of the Scheme Amendment Submission is to substantiate the proposed 13 residential strata units, one community strata yoga or performance space and office development that is contextually scaled urban built form situated in the Swanbourne Village that relates to the Cottesloe and Claremont planning schemes and state strategic planning policy.

1.1.2 Objectives

The objectives of this Scheme Amendment Submission to the Town of Cottesloe is to:

- Analyse the existing land use and built form of the Swanbourne Village and surrounding areas including heritage or character housing and other sites potentially open to evolutionary (re)development.
- Review the Planning Schemes of both Cottesloe and Claremont to ascertain permissibility of mixed use development at Swanbourne Village.
- Analyse the Perth & Peel Metropolitan Central Sub-Region Strategy and the Activity Centres Strategy for references on Transport Orientated Development around the Swanbourne Village and Railway Station.
- Synthesise the potential for evolutionary mixed use development of the Village Centre with specific focus on the subject site.

1.1.3 Level and Approach to Assessment of Proposal

The proposal has been critically examined against the Local Planning Scheme definitions and development provisions, the Model Scheme Provisions in the Planning and Development Regulations and the Residential Design Codes as applied to the site at time of development.

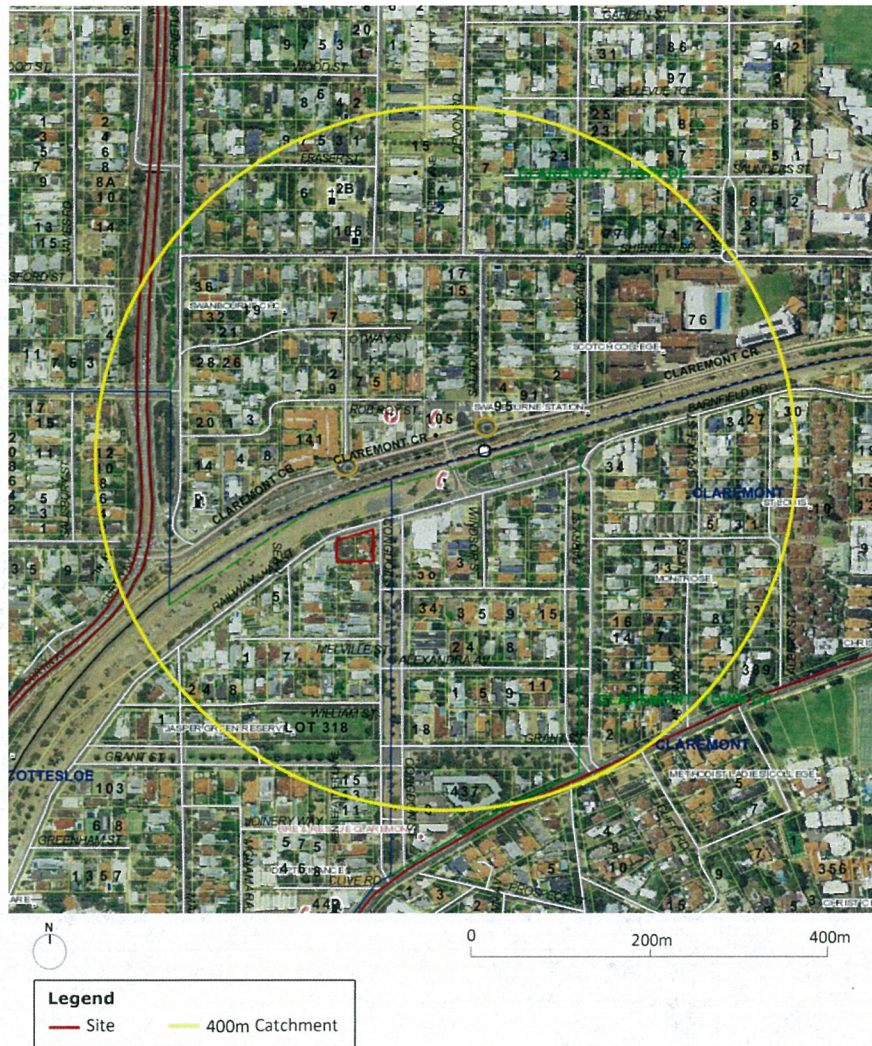
2. Description

2.1 Site Description

The subject land comprises Lots 24 and 25, numbers 126 and 128, Railway Street Cottesloe as described respectively on Certificates of Title at Volume 1156 Folio 371 and Volume 1156 Folio 370 shown on Diagram of Survey D17655. The total site area is 1,475 square metres.

The subject land is at the southwest corner of the Swanbourne Village at the intersection of Congdon Street. The Swanbourne Village is situated on both sides of Swanbourne railway station and, for the purpose of this Scheme Amendment, the context and extent of that village is indicated at Figure 1: Site Location.

Figure 1: Site Location



2.2 Proposed Development Description

To respond to the changing local market, the proposed development comprises a variety of one, two and three bedroom units in a cluster of individual building pods around a courtyard setting. The development ranges from one to four levels, two of which are underground, and presents as a two to three storey façade to Railway and Congdon Streets with underground parking and rooftop gardens (refer to Figure 2 and 3). The siting of the pods is in response to:

- solar access
- breezeways
- views across the valley; and

- undercroft parking resulting from the sloping site.

Figure 2: Proposed Development

Oblique View



Street View



Figure 3: Level 1 and 2 Floor Plan and Sections of Proposed Development

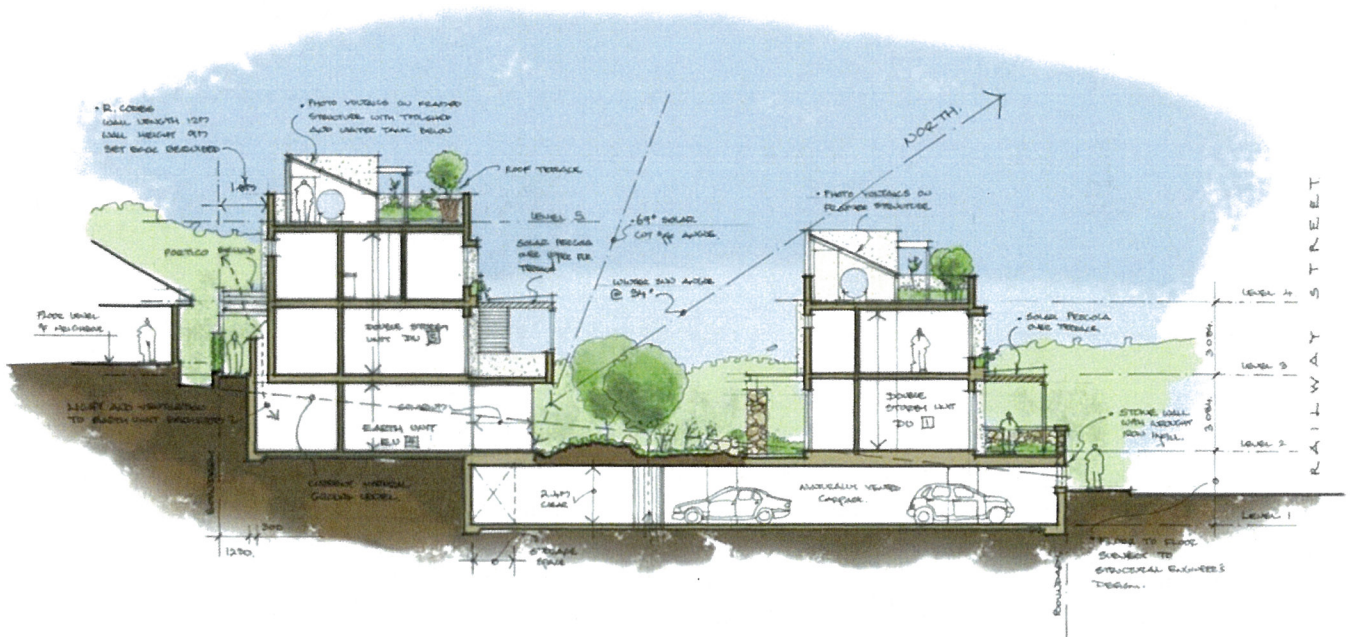
Level 1 – Underground



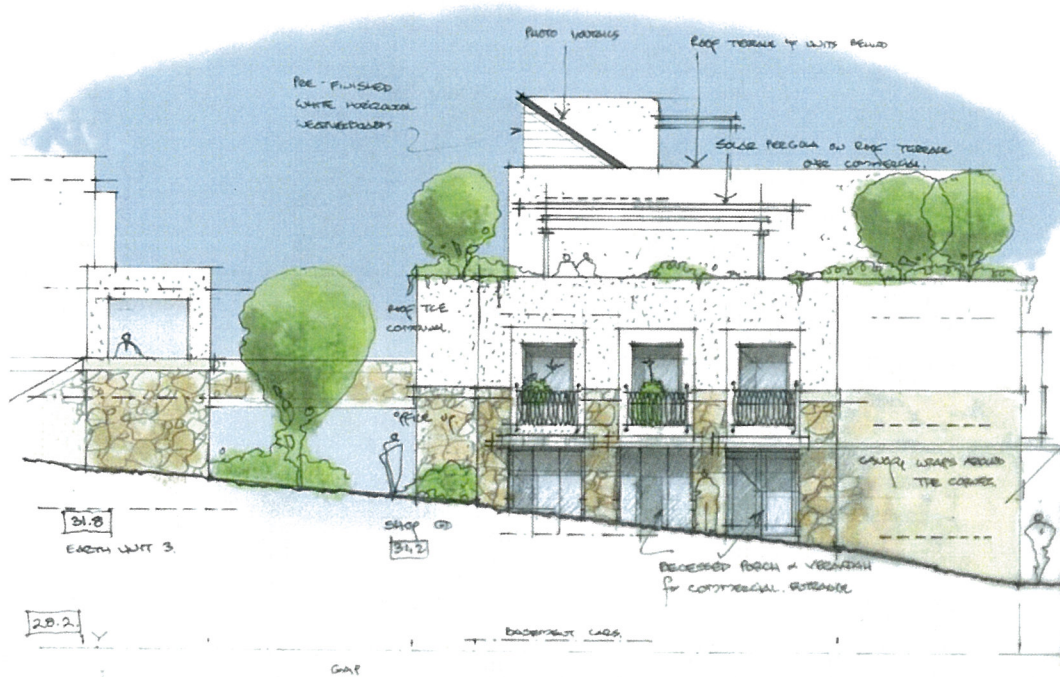
Level 2 – Ground Level Courtyard



Sectional Treatment



View of Commercial Corner



The proposed development is predicated on sustainable built form inclusive of: sustainable building design with variable dwelling size and type, dwelling adaptability and universality of access, sustainable modular built form for solar and breezeway access and energy efficient design and construction, open space and communal facilities.

The proposal is of modular form, comprising 13 residential units, office space of approximately 218 square metres and a yoga and performance studio of 100 square metres. The modules consist of six pods within two main structures separated by a courtyard linking through to Congdon Street. This modular form enables the residential units to be orientated to northern light and solar access thereby improving the amenity of the development. The gradient of the site enables three Earth Units to be placed below ground level along with the parking and a yoga and performance space. Therefore the development is located on a part of this underground car park podium for the purposes of ventilating the car park at the Railway Street elevation. The roof top gardens above the offices serve to break the built form modules. The zero lot line office uses inclusive of the corner awning form a seamless transition with the abutting residential units. Accordingly, the proposed development is designed to complement Swanbourne Village's existing commercial built form character with simple proud parapets and street awnings while respecting the surrounding residential amenity. The proposed zero lot line of the corner office creates a book-end to the western end of the Swanbourne Village rather than an encroachment into the existing quality housing to the west and south. The proposal remains distinguished from the quality character housing in the locality.

The six modules are multiple dwellings¹ to be developed as a built strata described as:

- a modular design clustered around a community strata courtyard
- comprising one, two and three bedroom multiple units laid out in two and three storey configuration
- entrances are at courtyard level and lift from basement carpark
- each module has variable floorspace area.

¹ The Residential Design Codes defines a multiple dwellings as a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but does not include a grouped dwelling; and includes any dwellings above the ground floor in a mixed use development. While a grouped dwelling is a dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property.

There are four, three bedroom units, three, two bedroom units and six, one bedroom units. A common stairwell from the basement car park links all units at the courtyard level. Above each module is a communal rooftop garden. In addition there is office space on the corner of Congdon and Railway Streets, to be occupied by the proponent. Below ground level is a private recreation room for the exclusive use of strata holders.

The modular design of the development and roof top gardens that envelop the building eliminates the bulky built form typically found in other multiple dwelling developments. For a stark comparison please refer to Figure 4 illustrating a standard design typology of multiple dwelling built form that is out of context and character with Swanbourne Village. The proposed modular built form creates a development that is unobtrusive to the surrounding residential context.

The village strata unit development promotes a collaborative community focus and emulates the premise of shared strata community facilities through the provision of:

- an electric vehicle;
- main community roof top garden; and
- a community facility room, for use by the residents for yoga, performance or family gatherings.

Figure 4: Standard design typology of multiple dwelling built form



2.3 Local Development Plan

The deemed provisions of the new Planning and Development Regulations (2015) Clause 48, enables a land owner to prepare a Local Development Plan to set out the standard of

development of a subject site. Accordingly, it is proposed to annex Local Development Plan No. 1 to Scheme Amendment No. 5 to stipulate development standards of the proposal and any exclusions that might apply to the future development. Necessarily, the Local Development Plan addresses the following items: development criteria, land use, residential density and plot ratio area, private open space, parking, setbacks, storey and height.

3. Planning Context

Swanbourne Village can be described as the commercial land either side of the Swanbourne Station. Within the Village Centre, the municipal boundaries of Claremont and Cottesloe are common along Claremont Crescent and Parry Street. It is important to consider the proposed Scheme Amendment within the existing setting of an holistically functioning local village centre because this village operates as one regardless of the municipal boundary. Accordingly, it is important to demonstrate compatibility of proposed uses and built form within the context of the existing setting of the Swanbourne Village.

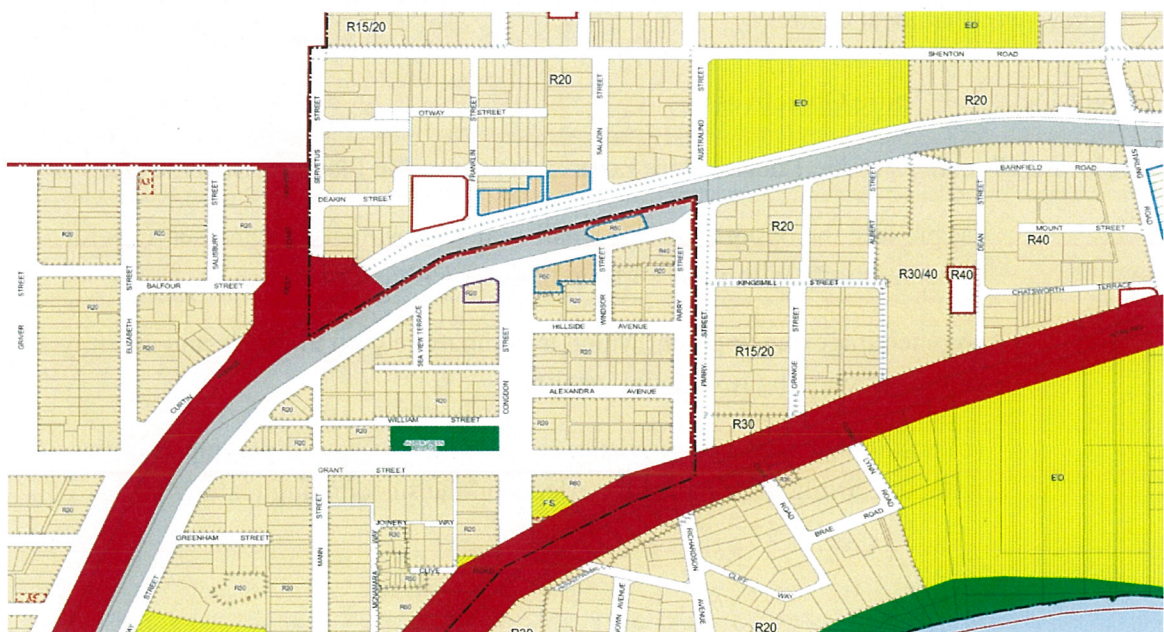
The central section of Swanbourne Village in Cottesloe municipality comprises Local Centre Zone with a Residential Coding of R50 (this includes the garden centre within the Railway Reserve) plus Residential Zone with a Residential Coding of R40 east of Windsor Street. Land west of Congdon Street is Coded R20. Refer Figure 5: Claremont and Cottesloe Zone Map.

3.1 Claremont Local Centre Objectives

That part of Swanbourne Village in the Town of Claremont municipality is classified as Local Centre Zone with a Residential Coding R50 (refer Figure 5). The Local Centre Zone Objectives of the Town of Claremont Scheme relevant to the subject site are:

- allow mixed use; and
- encourage compatible development.

Figure 5: Cottesloe and Claremont Zone Maps



3.2 Cottesloe Scheme Aims

The Aims of the Cottesloe Scheme of relevance to this Submission include:

- (d) sustain population levels within the Scheme area by maintaining residential zones and encouraging, where appropriate, residential use of buildings in other zones.
- (e) provide opportunities for housing choice and variety in localities which have a strong sense of community identity and high levels of amenity;
- (f) sustain the amenity, character and streetscape quality of the Scheme area;
- (h) encourage the retention of local centres and shops for the convenience and social well being of the local community;
- (m) ensure that new development is compatible with the conservation significance and aesthetic value of heritage places and areas and the coastal landscape;

The relative intent of these respective Scheme clauses in the context of the Swanbourne Village is to:

provide a choice of housing typology that sustains the amenity and local character and enables new development that is compatible with the conservation aesthetic in areas of high accessibility to local amenity and convenience. Furthermore, the proposed increase in residential density proposed by this Scheme Amendment before Council will assist in the retention of the Swanbourne Village local centre commercial enterprise ensuring the longevity of that local centre.

3.3 Cottesloe Local Centre Objectives

The relevant Objectives of the Local Centre Zone in the Cottesloe Planning Scheme are:

- (a) provide the opportunity for small-scale shops, facilities and services for the community within the surrounding residential locality;
- (b) encourage development which is compatible with the scale and amenity of the surrounding residential locality;
- (c) ensure that adequate provision is made for access and parking facilities without causing undue amenity effects on the surrounding residential

locality;

(d) allow for a mix of residential and non-residential uses provided the ground floor of existing buildings or proposed development is excluded from residential use;

The proposed development portrayed in this Scheme Amendment forms a book-end to the local centre of Swanbourne Village. The proposal forms part of the Swanbourne Village and can be described as compatible with the scale of surrounding residential development.

Importantly, the proposed design places the two small scale offices with zero lot line at the corner of the development effectively separating access to residential dwellings from this non-residential use.

Provision is made for adequate parking on site noting the proximity of the residences and the offices within the walkable catchment of the Swanbourne Village, Swanbourne Railway Station and public parking areas adjacent suitable for visitor use. Four additional angled bays are proposed to be provided to Congdon Street.

3.4 Cottesloe Residential Zone Objectives

The Residential Zone Objectives of the Cottesloe Planning Scheme of relevance at Clauses 4.2.1 are:

- (a) encourage residential development only which is compatible with the scale and amenity of the locality;
- (b) provide the opportunity for a variety and choice in housing in specified residential areas;
- (c) allow for some non-residential uses where they are compatible with the amenity of residential localities; and
- (d) encourage the retention of local facilities and services within specified residential areas for the convenience of the local community.

The sloping site affords the ability for the proposed development to be of a scale compatible with the local amenity. The proposal provides for a variety of housing choice that is compatible and respectful of the scale of the locality and responsive to the market. Further, within the proposal is office space for use by the proponent. This non-residential use provides an additional service for the convenience of the local community while being compatible to the context of a local centre.

The enabling of this proposed Scheme Amendment before Council can achieve the intent of the aims and objectives of the Cottesloe Planning Scheme and emulate those relevant objectives in the Claremont Scheme.

3.5 Permissibility of Use

Currently under Clause 4.3 of the Planning Scheme, Office and Private Recreation uses are not permitted within the Residential zone. The Scheme Amendment therefore proposes to add a Special Provision in Schedule 12 to permit these two uses as Additional Uses for this subject site in the Residential Zone.

3.6 Height of Buildings

The height of a building in the Planning Scheme is determined by the building height in Clause 5.7.1 and wall height in Clause 5.7.2 for those developments above two storeys². Whereas, Appendix 1 of the Residential Design Codes states:

Building Height is the distance between the point where the base of the wall meets the natural ground level and measured to the highest point of a wall or roof of a building vertically above that point excluding minor projections.

The proposal complies with these definitions. In accordance with Clause 5.7.3 development within the Residential zone shall not exceed two storeys. In light of this Scheme definition relative to that of the Residential Design Codes, the proposed development is classified as a three storey building, albeit, one residential storey plus the car park is below ground level rendering the building only two storeys in height to neighbouring boundaries. The amendment for a three storey limit within the Residential Zone is therefore proposed to be included as a Special Provision within Schedule 12.

3.7 Conclusion

This proposed scheme amendment is consistent with the intent of the Cottesloe Planning Scheme Aims and Objectives for the Residential and Local Centre Zones and reflects the intent of the Claremont Scheme Local Centre Objectives.

The proposal provides for:

- Housing choice that sustains local amenity and local character.
- A new development that does not affect the conservation aesthetic.
- High accessibility to local amenity and convenience.
- Development to be of a scale compatible with the local amenity.
- Non-residential (office) uses offering additional facilities for the convenience of the local community.

² Clause 5.7.1 of the Planning Scheme reads:

“Building Height” means the maximum vertical distance between any point of natural ground level and the uppermost part of the building directly above that point (roof ridge, parapet, or wall), excluding minor projections above that point.

Clause 5.7.2 of the Planning Scheme reads:

(c) More than 2 storeys

(i) Building Height – 8.5 metres, plus 3.0 metres for each storey more than 2, maximum height.

(iii) Wall Height (to top of a parapet) – 3.0 metres for each storey up to the highest storey, plus 4.0 metres for the highest storey, maximum height.

This demonstrates compatibility of proposed uses and built form within the context of the existing setting of the Swanbourne Village. However, in terms of permissibility of use, the Planning Scheme's Zoning Table is incompatible with the intent of the Cottesloe Planning Scheme Aims and Objectives for the Residential and Local Centre Zones. Respective Clauses (d) and (c) state:

“allow for a mix of residential and non-residential uses provided the ground floor.”

“allow for some non-residential uses where they are compatible with the amenity of residential localities.”

Accordingly, to align with the strategic direction and objectives of the Central Sub-region in the Perth & Peel @3.5 Million Metropolitan Strategy discussed in Section 5.0, consolidation of urban form at or around existing centres and transport corridors and to enable this proposal, special provisions are necessary for inclusion within this scheme amendment that supports the proposed land uses and proposed increase in height to three storeys.

4. Site and Situation Analysis

4.1 Land Use Survey of Swanbourne Village and Surrounds

The land use survey of Swanbourne Village and surrounds has been undertaken to:

- Illustrate the existing residential density, mixed use and height characteristics of the centre and other uses within a walkable catchment.
- Identify heritage housing in the respective Council registers.
- Identify possible redevelopment sites in the surrounding area.
- Locate the sewer mains and associated capacity around the subject site and Village proper.

This information has been mapped in Figure 6 and is concisely described:

Swanbourne Village predominantly comprises mixed and retail land uses. Mixed uses within the Village include offices, shops, health services and utilities. Residential uses are located to the north, south west and south east of the Village. Swanbourne Village is effectively described as a Local Centre serving the convenience needs of the Swanbourne community. The centre has the potential to improve upon Transit Orientated Development characteristics. Immediately surrounding the Village is a range of different land uses, although, primarily the area is residential. There are a number of multiple and grouped dwellings within 400 and 500 metres of Swanbourne Station. Aged persons dwellings are categorised under residential uses and are present both to the north and south of the railway line (to the north this is the multiple dwelling along Claremont Crescent and Franklin Street. To the south this is the grouped dwelling along Barnfield Road and extending to Stirling Highway). Small pockets of public open space can be found to the north, south west and west of Swanbourne Village. There are also a number of Health/Welfare and Community Services surrounding the Village. These include a secondary and primary schools, a church, veterinary centre, childcare and a fire and

rescue service. Other retail and service industry uses, in the form of a car hire and an auto repairs company respectively, are located along the Claremont side of the Town of Claremont and Town of Cottesloe municipal boundary.

The wide range of land uses within and surrounding Swanbourne Village provides scope to enhance the form and function of the transport orientated development of Swanbourne Village. This can be achieved while keeping built form that:

- Provides a range of housing choices to suit different lifestyles and is complementary to the existing scale and amenity of the area.
- Encourages the use of public transport and reduces car dependency.
- Offers residential and non-residential uses while maintaining compatibility with the areas character.
- Supports commercial and residential growth within walkable catchments of centres.
- Retains and encourages further development of services and facilities for the convenience of the local community.
- Is in line with TOD principles that provide convenient use of public transport facilities for the surrounding community and visitors.
- Provides medium density housing through infill.

Sewer mains indicate the location of sewer suitable for increased densities. The sewer mains for Lots 24 and 25 are depicted in Figure 7.

Figure 6: Land use survey of Swanbourne Village and surrounding area.



| Legend | | |
|---|---|---------------------------------|
| HEL (Health/Welfare & Community Services) | OFF (Office/Business) | MS Middle School |
| SHP (Shop/Retail) | Public Open Space | HS High School |
| RES (Single Residential) | Mixed Use | H1 Heritage Listed (Category 1) |
| RES (Grouped Dwelling) | Site | H2 Heritage Listed (Category 2) |
| RES (Multiple Dwelling) | 400m Catchment | R Potential Redevelopment Site |
| SER (Service Industry) | Local Government Boundaries | |
| RET (Other Retail) | PS Primary School | |

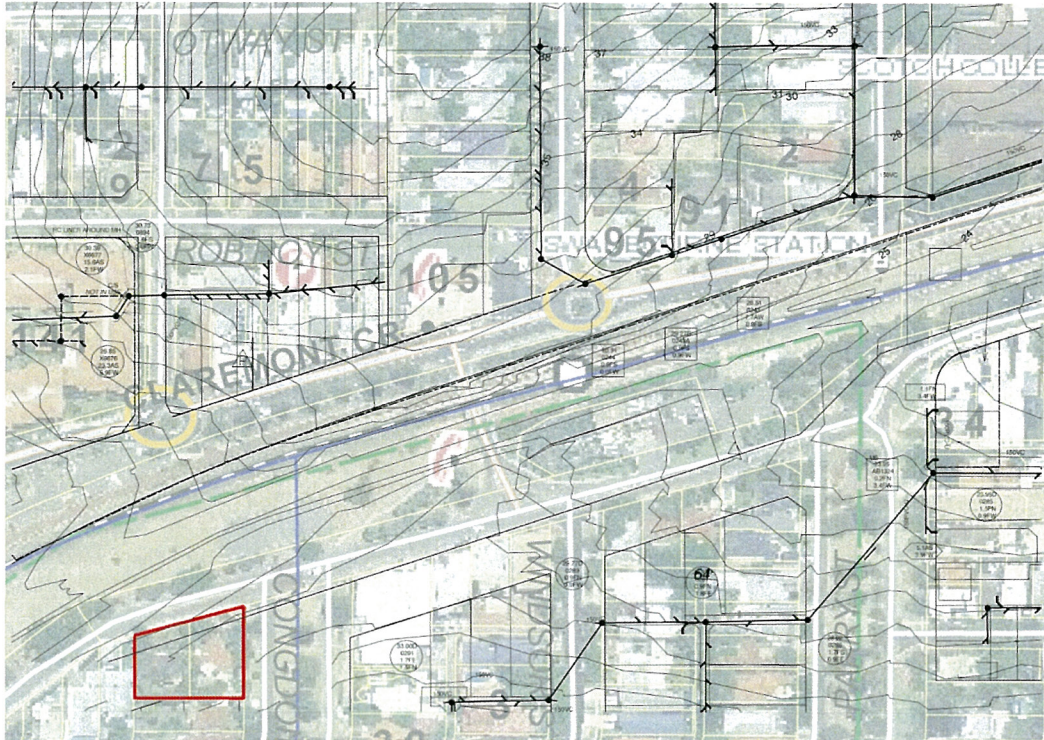


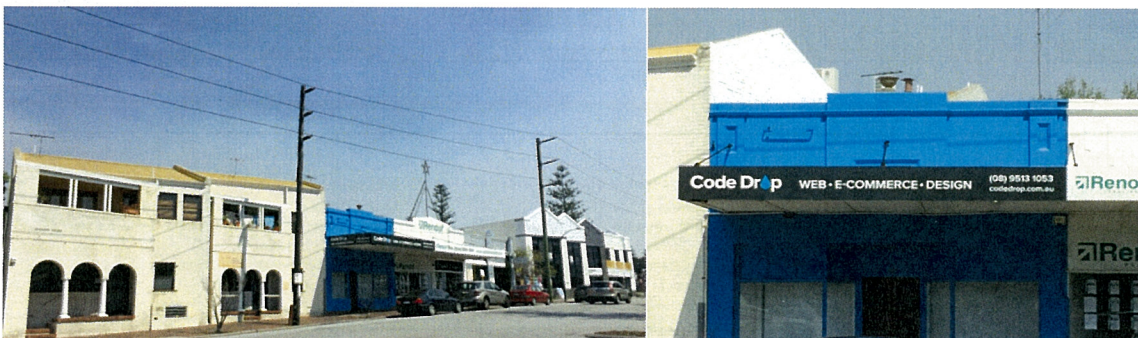
Figure 7: Sewer Mains Location

4.2 Retail Character

The historic fabric of Swanbourne Village and its surroundings extend to the retail buildings along the main streets of Claremont Crescent and Railway Street. While the land uses have changed, the premises are seen as exemplary of classic retail/commercial buildings from the Inter-War period. The majority of retail buildings within the area are characterised by painted and rendered masonry, suspended verandahs over pavement, masonry parapets and timber framed entryways (refer to Figure 8). Zero lot lines and awnings provide for a sheltered and pedestrian friendly main street shopping experience.

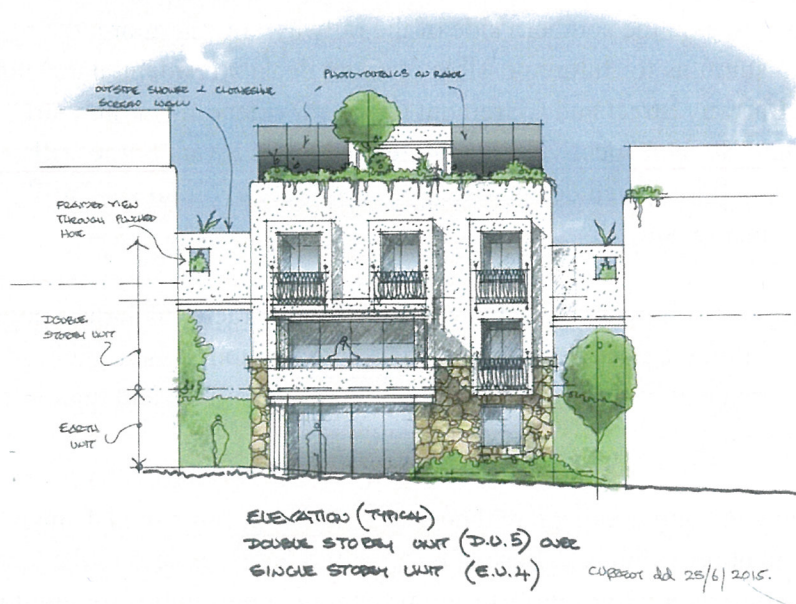
The proposal emulates these built form elements while respecting the adjacent residential character.

Figure 8: The retail character of Swanbourne Village with a comparison to the proposed development.





View of Typical Group House



4.3 Residential Character

The residential character of Swanbourne village has an identifiable period heritage character. This character is an outcome of dwellings built within the Inter-War period remaining to this day. Common along the streets around the Village are painted brick homes with hipped or pitched roofs, skillion verandahs and gables. Consequently, a number of well preserved buildings are heritage listed under the respective Councils' Municipal Heritage Inventory

and Heritage List (refer to Figure 3 for heritage listed buildings within the area³). Dwellings mainly range from single storey to double storey homes. The multiple and grouped dwellings were estimated to be built more recently, during the 1970s and 1980s. Therefore the area comprises of a larger number of character homes and newer more modern homes spread throughout the area.

The residential and retail character of the area produces attractive streetscapes and an enrichment of community, ultimately contributing to a strong sense of place. Development that respects and enhances the existing character of the area is therefore a clear priority when considering the future development of Swanbourne Village and its surrounds.

The residential character of the locality is maintained with specifically designed infill development that is more evolutionary and in keeping with Swanbourne, rather than revolutionary incompatible development.

4.4 Desired Future Character

As a book-end to the existing Cottesloe portion of the Swanbourne Village, the proposed built form on Lots 24 and 25 is designed to complement the existing retail character while respecting the residential amenity of the surrounding residential dwellings. This development will emulate the current role and built form of Windsor House, the mixed use building on the corner of Railway Street and Windsor Street, as a book-end for the eastern end of the commercial and retail uses on the southern side of the railway. Furthermore, the respectful design will provide a stimulus for future possible medium density residential development opportunities along Railway Street and Claremont Crescent, extending Swanbourne Village to Parry and Australind Street respectively (the eastern edges of Swanbourne Village, north and south of the railway line). Such design exemplifies quality evolutionary infill development on an unkempt site.

The proposed development emulates Swanbourne Village's character including potential residential densities within the local centre, mixed use composition, height, bulk, scale, orientation and appearance of built form. This highlights the positives and relates to the above site and context analysis.

It is envisioned that Swanbourne Village will become a thriving, functional Transit Orientated Development providing a variety of housing typology services to the local community, encouraging public transport use and providing opportunities for employment and development which complements the existing amenity of the area.

5. Planning Justification

5.1 Strategic Metropolitan Background

³ The heritage listed buildings identified have been derived from the Town of Cottesloe's 'Municipal Inventory' and 'Heritage List' and the Town of Claremont's 'Town Planning Scheme 3 Heritage Schedule'.

The Perth & Peel @3.5 Million Metropolitan Strategy is a strategic plan that goes beyond Directions 2031 seeking to plan for Perth's metropolitan growth.

The essential objective of the Central Sub-region framework is to assist in the consolidation of urban form with particular emphasis on existing centres and transport corridors.

In relation to Swanbourne Village, the Central Sub-region component strategy suggests (2015:29 & 44):

The Central sub-region: Covers the cities of Bayswater, Belmont, Perth, Stirling, South Perth, Subiaco, Melville, Nedlands, Canning, Fremantle, and the towns of Bassendean, Cambridge, Claremont, Cottesloe, Mosman Park, and the Shire of Peppermint Grove.

The Central sub-region: It presently has 50 activity centres with the capital city at its core. For the most part, a high-quality transport network links its activity centres and there is significant scope for higher residential densities around many of the sub-region's various activity centres.

Further to this, the Strategy promotes the idea of 'a connected city' in which urban areas should (2015: 21):

Deliver a range of contemporary lifestyle choices from low-density suburban, to medium-density urban and high-density inner city lifestyles in strategically located areas.

The Central Metropolitan Perth Sub-regional Strategy sets the strategic direction for future growth in the central metropolitan area and acts as a framework for the application of development performance standards. The proposed development on Lots 24 and 25 achieves this objective as it provides a selection of floor plans from one to three bedroom apartments, catering to a variety of lifestyles, on a site located in close proximity to a train station and complementary commercial and retail uses.

The Perth & Peel @ 3.5 Million Metropolitan Strategy makes reference to State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2). In relation to Swanbourne Village Clause 5.1.2(1), regarding neighbourhood and local centres, provides:

Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing.

In relation to residential density Clause 5.2.2(1) states that:

Commercial and residential growth should be optimised through appropriately scaled buildings and higher-density development in walkable catchments of centres.

The development is located on the border of what has been defined as Swanbourne Village falls within a walkable catchment of an activity centre. Furthermore, it can be observed that the proposed development is in compliance with the characteristics of neighbourhood or local centres due to the presence of a range of apartment options and commercial space that presents as three storeys with simple parapet architecture to the street.

Transit Orientated Development is encouraged within SPP 4.2, with Clause 5.3.1(3), providing;

Activity centres should be planned in line with Transit Orientated Development principles to make it convenient and practicable for residents, employees and visitors to travel by public transport instead of by private car.

Further to this, the draft Central Metropolitan Perth Sub-regional Strategy encourages development of new dwellings within TOD stating (2010: 83):

Suitable urban corridors do however provide opportunities for new medium rise higher-density housing in existing urban areas. This strategy defines urban areas within a five-minute walk of high-frequency routes as priority locations for new housing.

The Strategy identifies existing public transport corridors considered to be TOD including the Fremantle railway line, of which Swanbourne Village is a part. As the site forms part of the Swanbourne Village and is in close proximity to the Station, it presents the opportunity to further develop the notion of TOD and contribute to the desire to increase infill developments.

This highlights the Government focus on higher densities around transport nodes and activity centres and suggests potential for Swanbourne Village amongst other centres. To appropriately address this, an analysis of the composition of surrounding land use, built form and potential for appropriate redevelopment is detailed overleaf.

The purpose of this is to exemplify the transport orientated development characteristics of the Village that demonstrate accord with the Central sub-region Strategy, while exemplifying quality built form in keeping with the character of Swanbourne. A response to the objectives of the Central sub-region of the Metropolitan Strategy will be developed through this proposal while maintaining the character of the Swanbourne Village.

5.2 Local Development Plan

To reinforce the eventual development of the subject site and maintain the desired built form it is proposed to pursue a Local Development Plan in tandem with this Scheme Amendment. The Local Development Plan annexed to this Scheme Amendment, stipulates the type and nature of built form specifically for this site and sets site development standards. The Local Development Plan will undergo a separate and simultaneous planning process to this Scheme Amendment.

The development standards described below will form part of the documentation of the Local Development Plan No. 1 annexed to Scheme Amendment No. 5.

5.2.1 Sustainable Development Criteria

The development criteria used to guide the design of the proposal comprises sustainable building design and quality, variable dwelling size and type, dwelling adaptability and universality of access, sustainable modular built form for solar and breezeway access and energy efficient design and construction, open space and communal facilities. This sustainable criteria approach to development is encouraged by the Residential Density Codes, as given in WAPC Bulletin 113/2015, and enables the calculation of the residential density.

5.2.2 Plot Ratio Area and Residential Density

Plot ratio is discretionary subject to satisfaction of sustainable design principles. Prior to the multi-unit codes, a 900m² site with an R30 coding could have 3 dwellings with a set plot ratio. This changed with the multiple unit codes to a plot ratio requirement, which dependent upon dwelling size, could increase the yield to double the number of units and then vary the plot ratio to provide additional dwellings again. The argument was that it didn't matter about the number of dwellings, just the built form. Unexpectedly, this resulted in implications for other matters, for example parking, and also started to result in larger developments than originally intended. Consequently the Codes were modified back to a maximum dwellings, that is, three dwellings each at 300m².

The Planning Commission identified this as a potential issue and consequently released Planning Bulletin 113/2015 – providing for a maximum variation of 25% for densities between R35 and R80.

The application before Cottesloe Council has a plot ratio in Table 4 of the Codes consistent with what is normally considered R80. As demonstrated overleaf, with the addition of the 25% bonus granted by Bulletin 113/2015, the R-Code equates to R60, commensurate with the less bulky, modular development of separate buildings.

The maximum plot ratio bonus to be applied to the site, in accordance with the Residential Density Codes Table 4 is 25 per cent and is the bonus applied above the deemed to comply ratio in the R-Codes (refer WAPC Bulletin 113/2015 for details).

For the purposes of the Local Development Plan No. 1, Plot Ratio Area is defined as:

The ratio of the gross total area of all floors of buildings to the development site, including the area of any internal and external walls but not including the areas of any lift shafts, stairs or stair landings common to two or more dwellings, machinery, air conditioning and equipment rooms, any space that is below natural ground level, areas used exclusively for the parking of wheeled vehicles at or below natural ground level, storerooms, lobbies, bin storage areas and passageways to bin storage areas or amenities areas common to more than one dwelling, or balconies, eaves, verandahs, courtyards and roof terraces.

The residential density of the proposal is calculated at R60 and is a composite of the plot ratio area and the application of the applied plot ratio bonus:

Site Area = 1,475m²

Gross Floor Area: 1,430m²

Excludes:

- balconies and verandahs
- underground car park
- community strata yoga and performance space
- community strata laundry
- underground portion three earth units

Plot Ratio = 1430 divided by 1475 = 0.97. This relates to an R80 coding in Table 4 of the R-Codes.

Apply 25% Plot Ratio bonus to 0.97

25% bonus of 0.97 = 0.24.

0.97 minus 0.24 = 0.73, rounded to 0.7 Plot Ratio.

This relates to an R60 coding in Table 4 of the R-Codes.

5.2.3 Private Open Space

Private and community strata open space comprises communal courtyard and roof top gardens at or about 993 square metres.

5.2.4 Setbacks

Residential:

As per the Residential Design Codes and shown on the Local Development Plan No. 1 except:

- Zero lot line to Office and Private Recreation Space at Congdon Street
- Zero lot line to Railway Street residential units
- Zero lot line to community strata laundry
- Zero lot line to Congdon Street residential unit.

5.2.5 Storey

As defined in Local Planning Scheme No.3.

5.2.6 Building Height

As defined in the Residential Design Codes to conform with the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

5.2.7 Wall Height

As defined in the Residential Design Codes to conform with the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

5.2.8 Exclusions

Corresponding terms, definitions and interpretations in Local Planning Scheme No. 3 are to concur with the Residential Design Codes and the Model Provisions of the Planning and Development Local Planning Scheme Regulations 2015.

5.2.9 Parking Provision

The overall approach to parking is to optimise the use of the bays in accordance with recent amendments to the Residential Design Codes that reduce parking requirements for multiple dwellings within walking distance of a high frequency rail route.⁴ Significantly, the principles of Transport Orientated Development apply to this proposal with its proximity to the Swanbourne Railway Station and multiple facilities, goods and services provided within Swanbourne Village including street parking and existing parking stations.

The development comprises a total of 20 parking bays, including one disabled bay, located in the undercroft area, with access from Railway Street. The office parking requirement derived from the Planning Scheme allocates a total of four bays for commercial use within this development. Applying the new multiple dwelling parking standards, nine bays are allotted to the one and two bedroom units, five bays are distributed amongst the three bed units and the remaining 3.25 bays are reserved for visitors. This suggests a shortfall on 1.25 bays. The 1.25 bay shortfall is addressed by the four bays proposed to be provided to Congdon Street, at the expense of the developer, for visitors' use. Note, the parking that forms part of this proposal is supplemented by the existing 32 bays in the parking station metered by Transperth on the opposite side of the street, available for public use.

In addition to rail transport proximity, and in accordance with the strata village approach to development, a shared vehicle facility is also proposed in the form of an electric vehicle, owned and operated by the strata and available for use by the strata residents.

5.2.10 Summary

In accordance with the Residential Density Codes, as given in Bulletin 113/2015, sustainable development criteria used to guide the design comprises quality design with variable dwelling size and type, dwelling adaptability and universality of access, sustainable modular built form for solar and breezeway access and energy efficient design and construction, open space and communal facilities.

As components of the proposal are below ground level, the height of development to neighbouring boundaries is two storeys. Parking is at basement level with access from Railway Street.

⁴ Parking standards for multiple dwellings of one bay for 1 & 2 bed units and 1.25 bay for 3 bed units, as applied, became operational 25 October 2015.

As demonstrated in this Scheme Amendment Report, the proposed density of development is consistent with the Residential Design Codes. Further that the Planning Commission's Central Metropolitan Perth Sub-regional Strategy promotes opportunities for new medium rise higher density housing in existing urban areas within a five-minute walk to existing rapid transport corridors and activity centres. This emphasises the objective to make it convenient and practicable for residents, employees and visitors to travel by public transport.

6. Conclusion

The purpose of this Submission is to substantiate to the Town Council of Cottesloe the reasons to consent to advertise a proposed Scheme Amendment to Local Planning Scheme No. 3 to increase the residential density coding on Lots 24 and 25 corner of Railway and Congdon Streets, Swanbourne.

The proposed development portrayed in this Scheme Amendment Submission emulates Swanbourne Village's character including potential residential densities within the local centre, mixed use composition, height, bulk, scale, orientation and appearance of built form. The proposed development comprises 13 residential dwellings, two small offices and a yoga and performance studio. The modular layout and design of the development is respectful to and in conformity with the existing character of the Swanbourne Village core and is unobtrusive to the surrounding residential context.

The Planning Commission's Central Metropolitan Perth Sub-regional Strategy promotes opportunities for new medium rise higher density housing in existing urban areas within a five-minute walk to existing rapid transport corridors and activity centres. This emphasises the objective to make it convenient and practicable for residents, employees and visitors to travel by public transport. The strategic planning frameworks relating to the site support the development due to their encouragement of:

- Transit Orientated Development;
- medium density dwellings through urban infill within a walkable catchment to a transport node and local services;
- maintaining existing amenity and character;
- development which conforms to the scale of the locality;
- increasing the variety of housing choices; and
- commercial and residential growth within walkable catchments of centres.

The statutory framework enables the proposal to be considered on the following grounds:

- Provision of housing choice that sustains the amenity and local character and is compatible and respectful of the scale of the locality.
- A new development that is compatible with the conservation aesthetic.
- Is situated in the Swanbourne Village with high accessibility to local amenity and convenience.
- The sloping site affords the ability for the proposed development to be of a scale compatible with the local amenity.

- The proposed design places the zero lot line office space at ground level on the corner of the development effectively separating access to this non-residential use from the residential dwellings.
- These non-residential office uses provide some additional facilities for the convenience of the local community while being compatible to the context of a local centre.

This proposed Scheme Amendment will allow the following on Lots 24 and 25 Railway Street:

- an increase in the residential density coding to R60;
- the addition of office spaces;
- private recreation in the form of an internal performance space, for the exclusive use of the strata holders; and
- a building height of three storeys as viewed from street frontage.

With foresight and in acknowledgement of the Commission's metropolitan central sub-region strategy, the Swanbourne Village can become a thriving, functional Transit Orientated Development providing a variety of housing typology and services to the local community, encouraging public transport use and providing opportunities for employment and development which complements the existing amenity of the area.

The enabling of this proposed Scheme Amendment before Council can achieve the aims and objectives of the Cottesloe Planning Scheme. In doing so, this development will serve as an exemplar for future development within and around Swanbourne Village.

6.2 Recommendation

That the Town of Cottesloe Council grants consent to advertise to seek public comment on the proposed Scheme Amendment, and associated Local Development Plan, to re-code the residential density of Lots 24 and 25 Railway Street Cottesloe to R60 and requiring the following addition to special provisions in Schedule 12 of the Cottesloe Local Planning Scheme No. 3:

| No. | Description of Land | Land Use | Special Provisions |
|-----|-----------------------------------|---|--|
| 3 | Lots 24 and 25 Railway Street. | Residential, office and private recreation and other purposes as permitted in the Residential zone. | 1. The development shall generally be in accordance with the Local Development Plan No. 1 annexed to this Scheme Amendment, subject to any modification in a development approval by the local government. |
| | | | 2. The maximum number of multiple dwellings units permitted shall be 13. |
| | | | 3. Additional Use office is permitted. |
| | | | 4. Additional Use of Private Recreation is permitted. |
| | | | 5. The building height shall be three storeys plus undercroft parking. |

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF COTTESLOE

LOCAL PLANNING SCHEME NO. 3

AMENDMENT NO. 5

The Town of Cottesloe under and by virtue of the powers confirmed upon it in that behalf by the *Planning and Development Act 2005* hereby amends the above Local Planning Scheme by:

1. Amend the residential density on Lots 24 and 25 corner of Railway and Congdon Street, Cottesloe from R20 to R60.
2. Insert Special Provisions into Schedule 12.

| No. | Description of Land | Land Use | Special Provisions |
|-----|-----------------------------------|---|--|
| 3 | Lots 24 and 25 Railway Street. | Residential, office and private recreation and other purposes as permitted in the Residential zone. | 1. The development shall generally be in accordance with the Local Development Plan No. 1 annexed to this Scheme Amendment, subject to any modification in a development approval by the local government. |
| | | | 2. The maximum number of multiple dwellings units permitted shall be 13. |
| | | | 3. Additional Use of office is permitted. |
| | | | 4. Additional Use of Private Recreation is permitted. |
| | | | 5. The building height shall be three storeys plus undercroft parking. |

3. Amending the Scheme Map accordingly.

ADOPTION

Adopted by resolution of the Town of Cottesloe at the Ordinary Meeting of the Council held on the day of 2016.

Mayor

.....

Chief Executive Officer

.....

FINAL ADOPTION

Adopted for final approval by resolution of the Town of Cottesloe at the Ordinary Meeting of the Council held on the day of 2016.

COMMON SEAL of the Town of Cottesloe was hereunto affixed by authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

**RECOMMENDED/SUBMITTED
FOR FINAL APPROVAL**

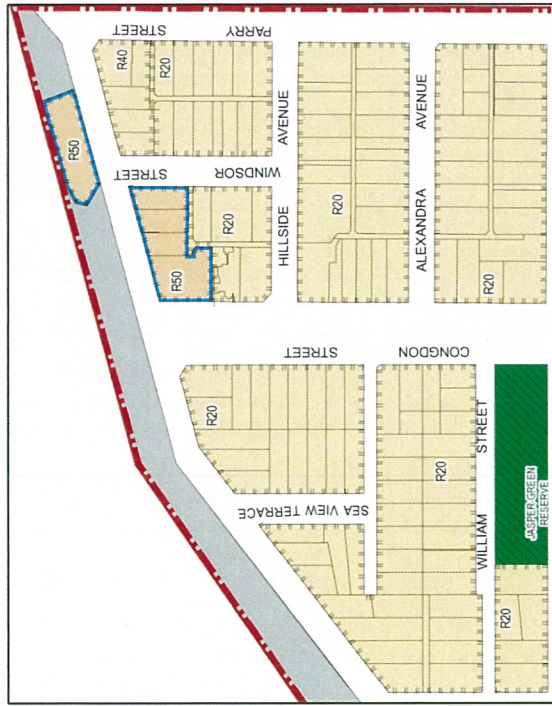
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**DELEGATED UNDER S16 OF THE
PLANNING AND DEVELOPMENT ACT 2005**

.....
DATE

FINAL APPROVAL GRANTED

.....
MINISTER FOR PLANNING

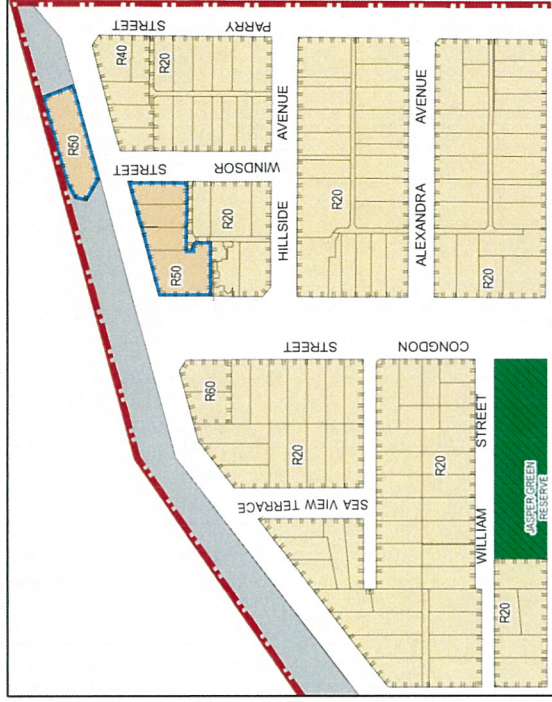
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EXISTING SCHEME MAP

ADOPTION

by resolution of the Town of Cottesloe at the
ADOPTED Ordinary Meeting of the Council held on the day of
 2016.



PROPOSED SCHEME AMENDMENT MAP

FINAL APPROVAL

This section to be completed at Final Approval stage after the Minister has approved the amendment.
ADOPTED BY FINAL RESOLUTION by the Town of Cottesloe at the Ordinary Meeting of the Council
 held on the day of 2016. The common seal of the Town of Cottesloe was hereunto affixed
 by the authority of a resolution of the Council in the presence of:

LEGEND

- REGION SCHEME RESERVES (MRS)**
 - Railways
- LOCAL SCHEME RESERVES**
 - Local parks and recreation
- LOCAL SCHEME ZONES**
 - Local centre
 - Residential
- OTHER CATEGORIES**
 - Local Government boundary
 - R20 R Codes
 - No zone

