

From: Frank Molloy

Sent: Wednesday, 7 September 2016 2:04 PM

To: council

Subject: attention Mr Andrew Jackson , Manager Planning and Development-- re Congdon St/Railway St 'Baverstock' development

Dear Mr Jackson,

I am an owner of a property in the East Ward: Unit Cottesloe.

I read in the The West Australian property section that the above proposed development had been stalled at the last council meeting. Residents were urged to let their voices be heard by their representatives.

As Manager for Development in Cottesloe, I wanted you to know that I am STRONGLY IN FAVOUR of the development because of its aesthetics and sustainable design features. I also think it makes sense to approve a building whose residents will support business in the Swanbourne Village nearby.

As my property just a block along from the proposed development I had a particular interest in the plans that were sent to me and I thought it would be a 'no brainer' that this would be approved.

However I have since exchanged emails with the East Ward councillors — as well as Mayor Dawkins — and I now better understand the angst behind giving a green light to a zoning change.

Nevertheless, the outstanding qualities of this proposal should enable it to overcome any planning obstacles so that it comes to fruition.

It has my wholehearted support.

Regards,
Frank Molloy

From: Andrew Jackson
Sent: Wednesday, 14 September 2016 12:54 PM
To: Elizabeth Yates
Subject: TRIM: Proposed Development Congden Stand Railway St

HP TRIM Record Number: D16/25751

From: Peter Hay [<mailto:>]
Sent: Wednesday, 14 September 2016 12:03 PM
To: Andrew Jackson; Mat Humfrey; Katrina Downes; Sally Pyvis; Mark Rodda; Helen Burke; Philip Angers; Rob Thomas; Jay Birnbrauer; Sandra Boulter
Subject: Proposed Development Congden Stand Railway St

I am NOT a rate payer in Cottesloe as I live in Swanbourne and I am in NO way associated with the Developer and do not intend to move to the development

To have a development of this type which has all the ticks of being adjacent to the Railway ,the Swanbourne Village and the associated support facilities on Railway St between Windsor St and Congdon St and must be supported by the Cottesloe Council

With the Railway facilities it assists in minimising the ever increasing road traffic congestion, parking overloads and provides easy ,quick and cheap access to Perth and Fremantle and also to sporting venues at Subiaco, Belmont and Perth equity Stadium

In addition residents will be able to take the train to the fashionable area at Cottesloe with the facilities in Station, Jarrad and Napoleon Sts as well as the Grove Centre and Library
The Claremont Quarter is 1 stop and is an area that provides full banking facilities and most other requirements

This State and city require forward thinking developments which will prove to be basis of the foundation for the future and the Cottesloe Council has this opportunity

Some of you may recall the absolute furore that preceded the acquisition of properties and development of West Coast Highway /Servetus St and today we wonder how we would have survived without it

I would sincerely urge you all to support this development and others that may provide all the best outcomes as noted above

Kind Regards
Peter

Peter Hay

Swanbourne
6010

Elizabeth Yates

From: Andrew Jackson
Sent: Wednesday, 24 August 2016 10:59 AM
To: Elizabeth Yates
Subject: Tonights Meeting - Proposed Development on Railway Street-
Amendment 5
Attachments: OBJECTIONS.pdf

From: finola Eyers [[mailto:](#)]
Sent: Tuesday, 23 August 2016 4:38 PM
To: Mat Humfrey; Andrew Jackson
Subject: Tonights Meeting - Proposed Development on Railway Street- Amendment 5

Dear Council Members

Please see attached my submission form (Regulation 24(1)(a)) in respect of the proposed development.

I appreciate it is late but would respectfully ask that you my late submission count.

Regards

Finola Eyers



TOWN OF COTTESLOE
 23 AUG 2016
 RECEIVED

Submission Form

Form 3A

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

Planning and Development Act 2005

TRACKED
 Document Number
 D16/24516
 REC: 24517

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

Submission on: Local Planning Scheme 3 / Amendment No ____

Name: FINOLA EYERS

Organisation / Company (if applicable): —

Phone: —

Address: COTTESLOE

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

Private citizen and owner/occupier of above property.

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

COTTESLOE

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

I would submit as follows:

- ① Given the potential impact of such a development there appears to have been little or no public consultation: a back door approach.
- ② An ad hoc approach does not consider the impact on the wider community.
- ③ It sets a precedent for other potential land uses in a residential area.
- ④ Such a high density development would greatly impact on an already, at times, congested area.

Date: 22.8.16 Signature: —

TOWN OF COTTESLOE

26 AUG 2016

RECEIVED

Submission Form

Form 3A

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

Planning and Development Act 2005

TERMINED
Document Number
DL6/24604

OBJECTION

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

Submission on: Local Planning Scheme 3 / Amendment No 5

Name:

Peter Moulton & Janet Moulton

Organisation / Company (if applicable):

N/A

Phone:

Address:

Cottesloe

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

Private citizen - born resident for last 38 years

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

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

Strongly against the current proposals.
Spot Amendments (Rezoning) that benefit individuals has 3rd World connotations of nepotism.
Planning should be strategic for the benefit of the Scheme, the Swanbourne Local Centre and the General Community.
The proposed R60 zoning with Plot Ratio Bonus to R85 is excessive. The Swanbourne Local Centre is only R50. R40 with plot ratio bonus potential to R50 should be the absolute maximum.

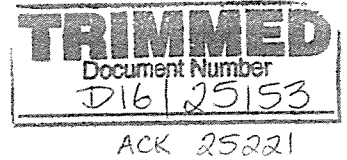
Date: 20 Aug 2016 Signature: _____

V

TOWN OF COTTESLOE

- 5 SEP 2016

RECEIVED



Mr Gray Porter

Cottesloe WA 6011

2 September 2016

The chair of the Building Committee
Town of Cottesloe
109 Broome Street
COTTESLOE WA 6011

By email: council@cottesloe.wa.gov.au

Dear Chair

Swanbourne Village Trust Congdon/Railway Street Proposal

I wish to add my voice to the howls of derision now focused on the proposed redevelopment.

Why the Town would countenance such rezoning and permit such a high density and ugly development on what were 2 heavily treed urban blocks is unfathomable.

The development is out of scale and character with the adjoining houses and the density and height will destroy the amenity of the immediately adjoining property owners and be yet another wrong building in the wrong place. The architectural rendering appearing on the front page of the "Western Suburbs weekly" in no way captures the enormous and detrimental impact a building of such mass and scale will have on the street scape. It is just bad design in the wrong place.

I urge the Town to retract any approval given and to oppose any redevelopment approximating the bulk and height of what is proposed.

Cottesloe is one "Western Suburb" which is no longer green because of the loss of established trees which continues to occur every time there is a redevelopment approved. The Town's managers must stop this extreme short sightness and not approve infill without proper consideration of scale, density and tree canopy reinstatement as this is an irreversible loss to residents and visitors to our Town.

Yours faithfully

 GRAY PORTER

Elizabeth Yates

ACK: 25341

Subject: FW: Local Planning Scheme 3, Amendment No 5 - Additional Comments

From: Angus Kennedy-Perkins
Sent: Tuesday, 6 September 2016 3:35 PM
To: Mat Humfrey
Subject: Local Planning Scheme 3, Amendment No 5 - Additional Comments

Dear Sir,

I have only recently returned from overseas and caught up on the news regarding this matter and the vote to rescind and the later declaration of invalidity. I understand another vote is scheduled so I am not sure whether further submissions are permitted. I do hope the council is taking the time to brief the affected neighbours. In any event presumably a second vote and discussion will focus not only on the issues previously raised but should look at more strategic considerations :

- no local housing strategy or activity centre plans have been done, no priority areas have been indicated for increasing density, we really need a suburb strategic hosing plan, perhaps the council would offer rates incentives to develop the existing denser R-Code areas.
- A brief look at the suburb's zoning it looks like plenty of R50+ areas have not been developed, so why give this proposal apparent preferential spot zone treatment?
- Spot re-zoning sets a precedent for the whole of Cottlesloe, hard to defend against future applications especially any close to any of the train stations and presumably that logic applies to bus stops along all the routes.
- That corner is so heavily trafficked as it is especially at pre/post-school times – and it's a bit of a fallacy saying it won't add to it as it is located near a train station, most people have cars!
- Given all we have been through on zoning in other areas and taking into consideration other residents there are no transitions zones for the placement of this R60n spot zone and again why the apparent preferential consideration?

I also refer to my earlier submission and comments.

Many thanks

Angus Kennedy-Perkins

LPS3 PROPOSED AMENDMENT NO. 5 – DEMONSTATION OF MODIFICATIONS

Blue is as recommended to 23 August 2016 Council meeting.

Orange is as further recommended to 27 September 2016 Council meeting.

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. Amending the residential density on Lots 24 and 25, corner of Railway and Congdon Street, Cottesloe, from R20 to R60.
2. Inserting the following Special Provisions into Schedule 12:

No.	Description of Land	Land Use	Special Provisions
3	Lots 24 and 25 Railway Street.	Residential; office ; communal recreation; and other purposes as permissible in the Residential zone, excluding the use Serviced Apartment.	1. The development shall generally be in accordance with Local Development Plan No. 1 annexed to this Scheme Amendment and the Concept Design Plans attached thereto, subject to any modification in a development approval by the local government .
			2. The maximum number of multiple dwellings permitted shall be 13.
			3. Additional Use of office is permitted.
			3. Additional Use of communal recreation is permitted.
			4. The building height limit shall be three storeys, plus undercroft parking.
			5. Creation of the proposed vehicle access for the development via Railway Street shall include devices to assist with traffic safety for vehicles, pedestrians and cyclists, such as a speed plateau, pavement treatments, a mirror, lighting, signs, etc; at the cost of the developer and all to the satisfaction of the Town.

			6. The developer shall bear the cost of any changes to infrastructure within the road reserves (comprising the carriageways and verges adjacent or in proximity to the land) necessitated by the proposed development, including but not limited to: infrastructure relocation and replacement, road treatments, traffic management devices and signage, and verge parking; all to the satisfaction of the Town.
			7. The developer shall bear the cost of upgrading and beautifying the verges adjacent to the land, including footpaths, trees, water-wise plants and other landscaping treatments; all to the satisfaction of the Town.
			8. The development shall be designed so that its shadow cast at midday on 21 June onto any adjoining property does not exceed the percentage of that site's area as specified in the deemed-to-comply requirements of the Residential Design Codes for the R-code of that property.

3. Amending the Scheme Map accordingly.

4. Adding to Schedule 1 the following Land Use Definition:

“communal recreation” means building space for recreational use by the occupiers of a grouped or multiple dwellings development and their guests, excluding unrelated use by any external person or business.

Dated this 26th day of April 2016

CHIEF EXECUTIVE OFFICER

LPS3 PROPOSED LDP1 – DEMONSTRATION OF MODIFICATIONS

Blue is as recommended to 23 August 2016 Council meeting.
Orange is as further recommended to 27 September 2016 Council meeting.

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

Local Development Plan Intent

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

- the standards to be applied for the buildings, other structures and works that form part of the development;
- details of the arrangements to be made for vehicles to access the area covered by the plan; and
- 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 comprise:

- 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.
- Office space at corner of Congdon and Railway Streets.

- Communal recreation room for the exclusive use of strata holders.

Land Use

- Thirteen multiple dwellings.
- ~~Office space at or about 220 square metres.~~
- Communal recreation space at or about 100 square metres.

Parking Provision

Twenty bays, including one for persons with disabilities, accessed from Railway Street and four bays to the Congdon Street verge.

Residential Density

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

Private Open Space

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

Setbacks

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

- Zero lot line to office space and communal recreation space at Congdon Street.
- Zero lot line to Railway Street residential units.
- Zero lot line to communal 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 to the Model Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

Wall Height

As defined in the Residential Design Codes to conform to the Model Provisions of the Planning and Development (Local Planning Schemes) 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 Schemes) 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.

Vehicle Access

Creation of the proposed vehicle access for the development via Railway Street shall include devices to assist with traffic safety for vehicles, pedestrians and cyclists, such as a speed plateau, pavement treatments, a mirror, lighting, signs, etc; at the cost of the developer and all to the satisfaction of the Town.

Road Reserve Infrastructure Changes

The developer shall bear the cost of any changes to infrastructure within the road reserves (comprising the carriageways and verges adjacent or in proximity to the land) necessitated by the proposed development, including but not limited to: infrastructure relocation and replacement, road treatments, traffic management devices and signage, and verge parking; all to the satisfaction of the Town.

Verge Upgrading and Beautification

The developer shall bear the cost of upgrading and beautifying the verges adjacent to the land, including footpaths, trees, water-wise plants and other landscaping treatments; all to the satisfaction of the Town.

Concept Design Plans

The attached concept design plans indicate the development proposed pursuant to this Local Development Plan and ~~to~~ **in accordance with** the requirements for the use and development of the land contained in Schedule 12 - Special Provisions of Local Planning Scheme No. 3. The proposed development is subject to a fully-detailed planning application and approval.

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

Note: the Site Plan remains to be modified as recommended:

- 1. Adjust the footprint of the proposed development in terms of the arrangement of setbacks, boundary walls and open space to enhance the interfaces with the adjoining properties and the streets, to satisfy the requirements of the Residential Design Codes for solar access and privacy.*
- 2. Show the proposed building envelopes of the dwellings on the Site Plan, reflecting point 1 above.*

