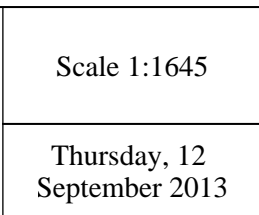




The Town of Cottesloe does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cottesloe shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

Scale 1:1645

Thursday, 12
September 2013



The following Attachments comprise, in order:

- **Local Development Plan and Public Realm Design Brief (last page only) revised in accordance with the recommendation.**
- **Proposed Scheme Policy documents (LDP etc) as advertised.**
- **Submissions received.**

THE DESIGN ESSENTIALS

SITE LEVELS

- +25.0** • Australian Height Datum (AHD) point denotes the maximum natural ground level (ngl) within the specified height zone.

BUILDING SETBACKS

Dwelling Setbacks:

- Minimum 3.0 metres and maximum 5.0 metres.

Garage Setbacks:

- Minimum 1.0 metre.
- Minimum 1.5 metre setback to second storey.

BUILDING HEIGHT

Dwelling Height Zone:

- Refer to Town of Cottesloe Town Planning Scheme.

GARAGE HEIGHT ZONE:

- Lots 1 to 7 - maximum roof height (to the crown) of 4.0 metres.
- Lots 8 to 13 - maximum roof height (to the crown) in accordance with the Town's Town Planning Scheme.

Note: All building heights are to be measured from the relevant AHD point.

GARAGE LOCATION AND ACCESS

- All garages shall be located within the rear garage zone, except for lot 13 which has no rear access, as indicated on the plan.
- Potential garage location.

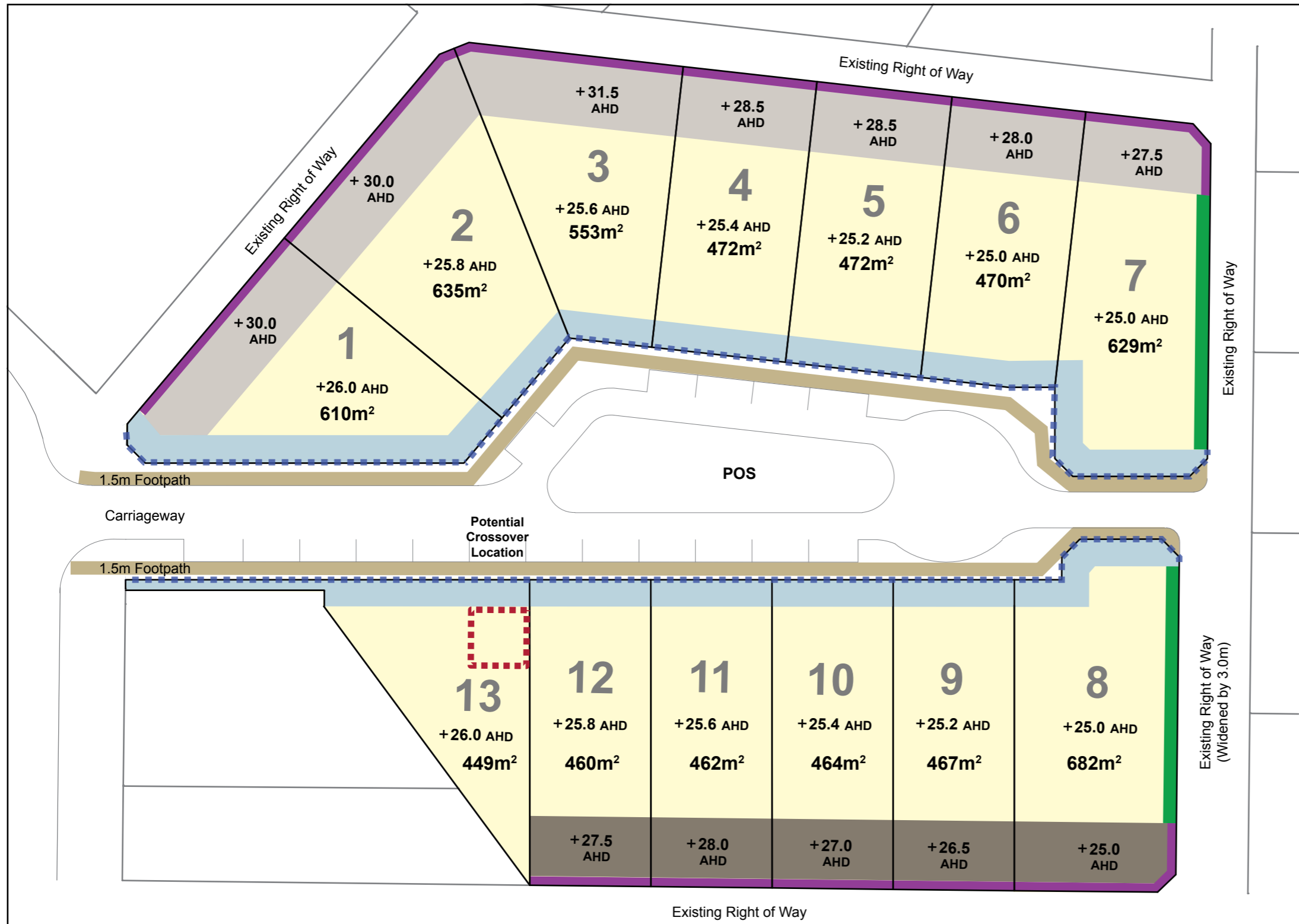
SITE COVERAGE

- Maximum 60%.

FRONT FENCING

- Any front fencing shall not be greater than 1.2 metres above the specified datum point, and must be 50% visually and physically permeable.
- Where privacy to a courtyard or screening of a clothes drying area is required, solid fencing to a maximum of 1.8 metres in height above the specified AHD point is permitted, provided it is behind the front setback of the dwelling.

Note: Provisions of the Residential Design Codes and Town of Cottesloe Town Planning Scheme apply except for the variations shown on this Local Development Plan. This Local Development Plan has been adopted by Council as a Local Planning Policy at its Ordinary Council Meeting on _____





Laneways

Design Intent

To facilitate safe and convenient movement, providing the primary means of vehicular access to each of the residential lots.

Design Guidance

Surface:

- The laneways shall be sealed, drained and paved for their full width to ensure they are trafficable.

Lighting:

- Lighting shall be provided to ensure that the laneways are adequately lit to create a safe environment for residents.
- Light poles shall be carefully located along the perimeter of the site to not unduly restrict vehicular access and movements or impact upon the adjacent neighbours. This may include locations on the inside edge of residential lots or small excisions for that purpose.
- Lighting choice to have regard for the minimization of glare whilst ensure an appropriate level of light spill is achieved.

Truncations:

- Truncations of 2 metres by 2 metres shall be provided at the intersection of each laneway to ensure sightlines are maintained to facilitate a safe vehicular and pedestrian movement.



TOWN OF COTTESLOE – TOWN PLANNING SCHEME NO. 2

POLICY No. 14 – LOCAL DEVELOPMENT PLAN FOR FORMER DEPOT SITE

A policy made pursuant to Town Planning Scheme No. 2 Part VII Clause 7.7.

Objective

To prescribe design guidelines to manage development of the residential estate created out of the former municipal depot site.

Background

The Town has vacated its former depot site located off Nailsworth Street and obtained subdivision approval for the land to be developed as single residential lots, with a central access road and public open space (POS).

The Town intends to sell the site to a land developer to undertake the approved subdivision. To guide the subdivision development of the residential estate and the subsequent house developments on individual lots, the Town has prepared a Local Development Plan (LDP), which is the subject of this Town Planning Scheme Policy.

Local Development Plan – design guidelines

The purpose of the LDP is to provide design guidelines for the residential subdivision and development of the land. The LDP and associated Public Realm Design Brief provide the framework for how the residential estate is to be designed and constructed.

The land subdivider is to develop the estate by undertaking engineering works to fill the site, provide all utility services, construct the access road and upgrade the surrounding lanes, install the POS treatments, and create the finished housing lots.

The LDP design guidelines augment the basic subdivision layout by addressing development parameters for the residential lots and the public realm (roads, lanes and POS). They set the style and standard of development and ensure consistency of urban design and streetscape.

The policy documentation comprises:

1. this policy statement;
2. a plan (the LDP) of the estate showing key development requirements; and
3. a supporting Public Realm Design Brief (descriptive text and indicative images) outlining details for the access road, lanes, infrastructure and POS.

Application of Policy

The LDP design guidelines and Public Realm Design Brief are to be included in the contract of sale to the subdivider/developer, as well as be disseminated to the purchasers of the lots, so that the design requirements contained therein are applied and adhered to.

Council, having adopted the LDP and Public Realm Design Brief as a policy under its Town Planning Scheme, will have regard to the Policy and apply the design guidelines to the development of the estate and lots.

In relation to development applications for the lots, the Policy operates as another layer of planning control in conjunction with the provisions of the Scheme and the Residential Design Codes. Development applications will be required to comply with the Policy accordingly.

RESOLUTION NO.:

ADOPTION:

REVIEW:

The Design Essentials

Site Levels

- +25.0** • Australian Height Datum (AHD) point denotes the maximum natural ground level (ngl) within the specified height zone.

Building Setbacks

Dwelling Setbacks:

- Minimum 3.0 metres and maximum 5.0 metres.

Garage Setbacks:

- Minimum 1.0 metre.

Building Height

Dwelling Height Zone:

- Refer to Town of Cottesloe Town Planning Scheme.

Garage Height Zone:

- Maximum roof height (to the crown) of 5.0 metres.

Note: All building heights are to be measured from the relevant AHD point.

Garage and Access

- Designated garage location.
- Preferred garage location.

Site Coverage

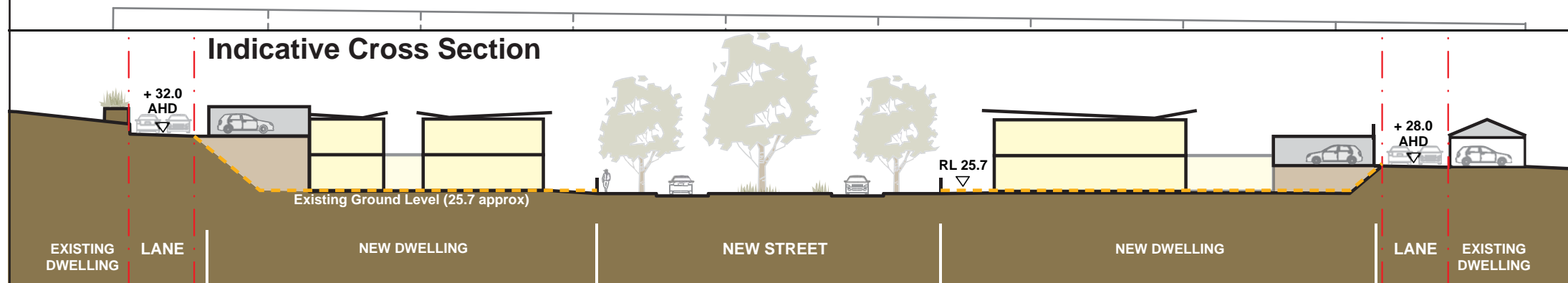
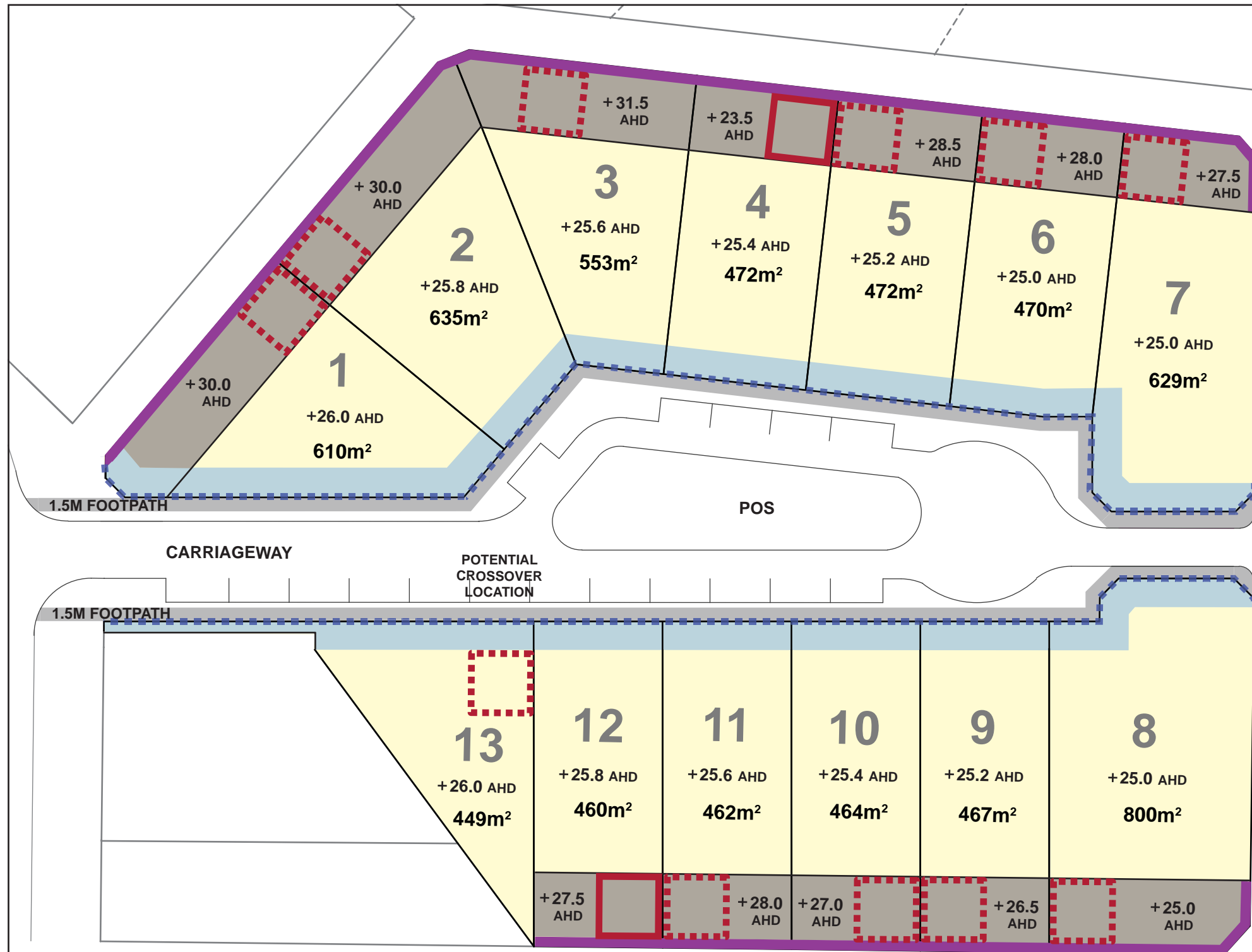
- Maximum 65%.

Front Fencing

- Any front fencing shall not be greater than 1.2 metres above the specified datum point, and must be 50% visually and physically permeable.

- Where privacy to a courtyard or screening of a clothes drying area is required, solid fencing to a maximum of 1.8 metres in height above the specified AHD point is permitted, provided it is behind the front setback.

Note: Provisions of the Residential Design Codes and Town of Cottesloe Town Planning Scheme apply except for the variations shown on this Local Development Plan. This Local Development Plan has been adopted by Council as a Local Planning Policy at its Ordinary Council Meeting on _____



Local Development Plan

Former Cottesloe Works Depot
2B (Lot 34) Nailsworth Street, Cottesloe



Project Manager: AH Date: 6th June 2013
 Drawn: OP Scale: 1:500 @ A3
 Checked: AR Drawing No. 713-196 CP01A



Level 7, 182 St Georges Terrace
 Perth Western Australia 6000
 Telephone +61 8 9229 8300
 Facsimile +61 8 9221 4799
 www.tpgwa.com.au
 The Planning Group WA Pty Ltd
 ABN 36 097 273 222

Public Realm Design Brief

Former Cottesloe Works Depot 2B (Lot 34) Nailsworth Street, Cottesloe

Note: This Public Realm Design Brief should be read in conjunction with the Former Cottesloe Works Depot Local Development Plan.

Purpose

This brief has been prepared to express the Town of Cottesloe's (the Town's) public realm design expectations for the Former Cottesloe Works Depot. Specifically, this brief relates the following:

- Centrally located area of public open space;
- The new local street; and
- The surrounding network of laneways.





Public Open Space

Design Intent

To provide an intimate, shaded communal retreat for residents of all ages that is aesthetically pleasing, functional and safe.

Design Guidance

- A suitably sized shade/shelter structure shall be provided, with sufficient table and seating opportunities beneath.
- Native water-wise plantings shall be used to landscape the space in groupings.
- Water-wise lawn species shall be used to adequately cover selected areas, providing cool and comfortable surfaces to sit and play on.
- Where possible, the retention of existing trees is encouraged. Reference shall be made to the Cottesloe Works Depot Vegetation Survey and Report.
- The lawn and garden beds shall be appropriately reticulated.
- A mixture of deciduous and non-deciduous trees shall be planted and appropriately spaced to provide adequate shade and shelter.
- Landscaping, structures and furniture shall be designed and located to avoid a sense of clutter and facilitate movement within and across the space.
- The edge of the space shall be defined whilst being designed to transition into the adjacent carriageway.
- Hardscape elements should be of natural/earthy materials and colours.
- Suitable lighting shall be provided to encourage evening use of the space, especially lighting that spills onto the space beneath the shade/shelter structure.





Town of Cottesloe

New Street

Design Intent

To provide a safe, calm and attractive street environment, where priority is given to pedestrians.

Design Guidance

Paving and drainage:

- The carriageways shall be appropriately sealed, drained and paved for their full width to ensure they are trafficable.
- The use of textured road treatments to create a shared space and encourages reduced vehicular speeds, avoiding undue noise.
- If designed to the satisfaction of the Town, the Town may provide this treatment solely at the throat of the street for a sufficient depth.
- The use of a cohesive colours and materials palette, which is to be considered in conjunction with the Town.
- Raised surfaces shall be designed to be both safe and easy to maintain.

Verges and footpaths:

- The verge shall be designed to read as a continuous linear element of the street.
- Footpaths shall be provided on one or both sides of the street, abutting the frontages of each of the residential lots.
- Verges shall be lawned with water-wise lawn species and reticulated, or planted with native ground covers and low plants.

Street trees and landscaping:

- Street trees shall be spaced appropriately to achieve a sense of enclosure. Where possible, street trees shall be spaced so that their canopies meet when mature.
- Robust tree guards shall be used to protect immature street trees.
- Where possible, the retention of existing trees is encouraged. Reference shall be made to the Cottesloe Works Depot Vegetation Survey and Report.
- Native water wise plantings shall be used and placed in groupings.

Street parking:

- Where parking bays are inset into the verge, the bays shall be clearly discernible, with transitional curbing that differentiates the parking bay from the verge.
- Parking bays shall be level with the carriageway and set lower than the verge and footpath.

Street lighting:

- Street lighting shall be provided to ensure that the public domain is adequately lit.
- Street lighting and landscaping shall be appropriately located, such that tree canopies do not block light spill to the street.

Other:

- There shall not be any entry statement for the subdivision.
- The road and laneways shall not have any gates.





Town of Cottesloe

Laneways

Design Intent

To facilitate safe and convenient movement, providing the primary means of vehicular access to each of the residential lots.

Design Guidance

Surface:

- The laneways shall be sealed, drained and paved for their full width to ensure they are trafficable.

Lighting:

- Lighting shall be provided to ensure that the laneways are adequately lit to create a safe environment for residents.
- Light poles shall be carefully located to not unduly restrict vehicular access and movements. This may include locations on the inside edge of residential lots or small excisions for that purpose.

Truncations:

- Truncations of 2 metres by 2 metres shall be provided at the intersection of each laneway to ensure sightlines are maintained to facilitate a safe vehicular and pedestrian movement.



E-mail Message

From: enquiries@cottesloe.wa.gov.au [SMTP:enquiries@cottesloe.wa.gov.au]
To: [council](mailto:council@tottesloe.wa.gov.au) [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 23/08/2013 at 6:26 AM
Received: 23/08/2013 at 6:25 AM
Subject: Website Submission

Website Feedback

Details Submitted

Name Rosanne and Timothy Moore

Email tim.moore@dorado.com.au

Comments Dear Sir/Madam, As you are aware a group of residents who about the Depot have sought input from Mr Malcolm Mackay to assist in getting the optimum outcome from the development of the depot. Mr Mackay's comments are below. I hope they provide some assistance. Rosanne and Timothy Moore 9 Clarendon Street Cottesloe WA 6011

Cottesloe Depot site LDP
Comments The following comments are offered in relation to the Local Development Plan: The value of the northern laneway is questionable given that, unlike the southern laneway, it does not exist in its entirety, is not used by all of the existing adjacent residents, and aligns along ?challenging? topography. Furthermore, the establishment of the northern rear lane will require a significant amount of fill and retaining wall construction, which, in turn, will give rise to significant construction nuisance. The slope of the laneway if constructed may also require the garages to be setback further than the nominal 1 metre to allow for a length of driveway to accommodate the transition from a sloping laneway to a flat garage floor. The elevation of the rear portion of the northern lots will result in garages that are so high as to be inconveniently divorced from the houses they serve. Given the prospect of a garage inconveniently located, in some cases, a full storey and a half above the main house, most purchasers may prefer a conventional garage at ground level accessed from the street on the southern side. Additionally, the retaining wall for the upper portion of the northern lots will cause significant overshadowing of outdoor living areas that are most likely to be located at the rear of the main house. It is unclear as to whether the intended tenure of the central open space is Public Open Space, road reserve or both. Whilst some local parks are located in road reserves, a formal designation as ?Public Open Space? would provide greater certainty on the long-term use of the space as a local park. There is no explanation as to why the garage locations for Lots 4 and 12 are mandated whilst the garage locations for all the other lots are only designated as preferred. Furthermore, the drafting of the plan implies, but does not confirm, that with the exception of Lots 4 and 12, the option still exists for purchasers to locate garages at the front of the lots in preference to the rear of the lots. If this is the case, the northern laneway may well become redundant. There is no explanation as to why garages can be up 5 metres high. Not only is the 5-metre allowance for a garage structure inconsistent with the indicative cross section graphic that suggests garages are low flat-roofed structures, a 5-metre high structure will impact on the existing views of existing residences, particularly to the north of the site. Given the sensitivities of the existing residents to the north who have a view over the development area to the John Street pines and beyond, garages with a low-pitched or flat should be mandated. The drafting of the LDP note on drying courts may be improved. As drafted, there is an implication that drying courts are permissible in the front yards (albeit behind the setback line). It is not good urban design practice to locate drying courts or other private or service courtyards at the front of a property. Instead of allowing a 1.8-metre wall as an address to the street, the LDP and any supporting design guidelines should require drying courts and other courtyards to be to the side or rear of the dwelling. The allowable site coverage of 65% is inconsistent with the provisions of an R20 zone under the R-Codes. Whilst this may not be a

significant issue, the rationale for the increase in allowable site coverage should be provided. The provision of 17 on-street bays for 13 dwellings is a very high ratio, and no rationale has been provided as to why such a large number of on-street bays has been provided. Given the sensitivities of the residents along Nailsworth Street in regard to traffic, the provision of a large number of bays could be seen as having the potential to encourage traffic movement into the new street. The LDP Design Guidelines The LDP Policy (Policy No 14.) statement makes reference to 'design guidelines' that 'augment the basic subdivision layout by addressing development parameters for the residential lots' and 'set the style and standard of development'. The Policy statement also states 'the LDP Design Guidelines and the Public Realm Design Brief are to be included in the contract of sale to the subdivider/developer'. However, the documentation advertised on the Town's website contains only the Policy statement, the LDP and the Public Realm Design Brief. There are no Design Guidelines for development on the proposed lots. This is a serious and unacceptable omission. Whilst it could be argued that the Design Guidelines for development on the lots should be at the discretion of the subdivider/developer, that is not what the proposed Policy implies. Furthermore, any support for the redevelopment of the site by the surrounding residents is contingent on understanding in detail what is likely to be expected and the design guidelines are an essential component of providing that detail. Design guidelines provide a degree of certainty in respect to the quality and character of development, which could have a bearing on the desirability of the surrounding area. Design guidelines also have the capacity to provide greater certainty in protecting the amenity of surrounding residents by mandating elements such as roof pitches or the placement of mechanical services. For the Town of Cottesloe to proceed to the selection of a subdivider/developer without first preparing design guidelines and seeking comment from the existing community will be viewed by some as effectively a breach of trust with the local community. It is strongly recommended that design guidelines be prepared for development on the proposed lots and those design guidelines should be incorporated into Policy No. 14. Public Realm Design Brief The following comments are offered in regard to the Public Realm Design Brief: Public Open Space The Design Guidance section should make reference to the potential for the integration of best-practice stormwater management (Water Sensitive Urban Design) given the topography of the site, to ensure that outcome resulting in a conventional fenced sump is avoided. Structures and other landscape furniture should be of a high quality and robust materials. The opportunity for the inclusion of public art has been overlooked. Given the original use of the site as a quarry that provided stone for significant buildings around Perth, the inclusion of public art could help to interpret the history of the site. New Street In an era where the promotion of walkability as an attractive alternative to car use, land developments, especially ones of a high quality in an existing area with high pedestrian permeability such as Cottesloe, should have footpaths on both sides of the street and the new footpath network should connect to the existing footpath in Nailsworth Street Where verge crossovers are mandated or allowable, the design brief should mandate a common crossover material to ensure consistency of the public realm. Additionally, the width of crossovers to the street space should be limited to a maximum of, say, 3 metres to maintain a landscaped feel to the space. Laneways Whilst lighting to the laneways is important, the lighting should be located and designed to avoid glare into existing residences. The design guidance should clarify whether the laneways are required to accommodate refuse collection trucks and other service vehicles. The design guidance should also make reference as to whether visitor parking is allowable off the laneways. Given the extent of on-street parking suggested in the LDP, visitor parking in the laneways should be discouraged.

Visitor Source EXTERNAL www.cottesloe.wa.gov.au null

E-mail Message

From: enquiries@cottesloe.wa.gov.au [SMTP:enquiries@cottesloe.wa.gov.au]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 23/08/2013 at 4:16 PM
Received: 23/08/2013 at 4:15 PM
Subject: Website Submission

Website Feedback

Details Submitted

Name Graham Dowland

Email gdownland@auroraoag.com.au

Comments Dear councillors Firstly, congratulations on the current plan as disclosed publicly and the consultation process that you and your executives have undertaken with respect to the development of the depot site. It has been handled professionally and with the interest of all members of the community in mind. I thank you and trust this will continue. I have specific questions that I wish to raise

Garaging There is no explanation as to why garages can be up 5 metres high. Not only is the 5-metre allowance for a garage structure inconsistent with the indicative cross section graphic that suggests garages are low flat-roofed structures, a 5-metre high structure will impact on the existing views of existing residences, particularly to the north of the site. Given the sensitivities of the existing residents to the north who have a view over the development area to the John Street pines and beyond, garages with a low-pitched or flat should be mandated.

Design Guidelines Our consultant has queried why there are no Design Guidelines for development on the proposed lots. It is stated that this is a serious and unacceptable omission - so I request that you review your position on this.

Laneways The use of laneways will be a major impact and I look forward to more detail as to your plans for traffic flow and how the Northern laneway will be accessed? Lane way lighting - this should be considered to have minimal impact on existing residences surrounding the laneways

Kind regards
Graham Dowland

Visitor Source SEARCH www.bing.com cottesloe council

E-mail Message

From: HAYLEY BENBOW [SMTP:hayleybenbow@me.com]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc: hayley benbow [SMTP:hayleybenbow@me.com], davidagillett@me.com
[SMTP:davidagillett@me.com]
Sent: 24/08/2013 at 1:11 AM
Received: 24/08/2013 at 1:15 AM
Subject: Proposed Local Development Plan for former Depot Site

Dear Andrew,

We have very serious concerns following review of the council's proposed plans for the redevelopment of this historical site. I have recently reviewed the local history of this quarry site with my son for his local Heritage project at North Cottesloe Primary School, and it is with deep regret I have become aware of the local historical value of this site so late in the discussion of the redevelopment plans. Given how cheaply this land was purchased from the previous owner, the council has benefitted greatly from the depot site and the tolerance of the local residents of the heavy vehicles over many years, the redevelopment would be more suited as a park/play ground for local families and the community to enjoy. As there are so few small community parks for small children to safely play in, this site would be ideal as a small community park and heritage spot for children to learn of the significant contribution the limestone quarry made to Perth buildings/development and the Aboriginal reference to the limestone of our area.

As this is not the council's plan, the proposed high density/lot allocation and large volume traffic proposal seems to propose further traffic noise and inconvenience to the residents, and serious threat to injury of persons/property. The following points outline our concerns regarding the proposed plans and strongly urge you to consider the valid points regarding pedestrian safety, traffic volume and flow issues, property values and privacy issues. I sent the following email to you earlier today, but given work constraints have now realised it did not send correctly and therefore I resend it as a matter for your urgent consideration.

Kind regards,
Hayley Benbow and David Gillett
253 Marmion Street, Cottesloe 6011

Hayley Benbow

253 Marmion Street, Cottesloe

Perth, WA. 6011

HYPERLINK "mailto:hayleybenbow@me.com"hayleybenbow@me.com

0417 971 364

23 August, 2013

PROPOSED POLICY: LOCAL DEVELOPMENT PLAN FOR FORMER DEPOT SITE

The Cottesloe Town Council Local Development Plan under Town Planning Scheme No.2.

CONSIDERATIONS

1. 1.The design plan has altered the narrow lane ways to thoroughfare roads for considerable traffic given the number of proposed buildings/occupants and the dual entry/exit roads the central carriageway.
2. 2.Given the volume of traffic flow on Marmion Street, the design encourages most traffic to access this area from the single lane from Marmion and along the narrow east lane.
3. 3.The large volume of traffic and the number of proposed lots/occupants are not reflected by the design and size of the narrowed east lane. The proposal has narrowed the existing east lane that will be accessed by a large volume of cars from residents/visitors to this area.
4. 4.The access from the central carriageway onto the narrow east laneway will increase risk of injury/property damage to 257 Marmion St.
5. 5.The suggested instalment of a masonry wall along the east lane of the Marmion St properties will not prevent damage incurred on the corner of our southeast corner boundary garage (253 Marmion Street).
6. 6.The blind corner of our southeast boundary will be subject to damage and could be cause to significant injury the vehicles/passengers and pedestrians given the proposed access to the new development from the east lane and the narrowness of the lane.
7. 7.Pedestrian safety has not been assessed as this is a natural children thoroughfare to school/buses to/from Broome/Marmion Streets. No pedestrian pathways have been accounted for on the proposed narrowed laneway.
8. 8.The properties along the east lane will require design constraint given the narrowness of the lane proposed for major traffic. As suggested by one neighbour, they will strongly opposes double story garages or buildings within 6 metres of the Nailsworth-Marmion laneway, as should be along the East laneway behind Marmion properties. These are the largest properties and would be subject to the east and south lane residents requesting 6 metres from the boundaries.
9. 9.Devaluing of the area by large development of small lot sizes and one lane access for large volume of traffic.

PROPOSED ALTERATIONS

1. 1.The development have one access point from Nailsworth St, with pedestrian access from the east lane in place of the proposed 2 way central carriageway.
2. 2.The one access point would encourage visitors to use the internal road to access the proposed lots, and residents of the proposed lots to the lanes to access garages, thereby reducing the volume of traffic to the laneways.
3. 3.The houses along the east lane to be narrowed to leave the landscape of the lane (including significant tress and the Norfolk pine behind our property) to be retained and the lane to remain as it is.
4. 4.The existing lanes become one way to prevent car incidents and the need to reverse along narrow areas to allow passing cars. This is imperative to the safety of children who bike rides and walks along the laneways.

5. 5.The scale of the development is resized to allow the inclusion of a pedestrian pathway given the volume of proposed traffic.

6. 6.Given the size of the east lane properties, design constraints including windows, 6-metre distance from the boundary and height restrictions to be respected.

7. 7.The existing landscape behind properties along Marmion Street to be retained.

8. 8.Consideration of reduction of volume of proposed lots given existing property sizes/value. Altered size of the 2 properties along the east lane to allow the laneway to be retained as existing laneway and prevent overlooking Marmion properties.

Jonathon Thwaites
255 Marmion St Cottesloe WA 6011
Jonathon.thwaites@uwa.edu.au
0419924355



22/8/13

PROPOSED POLICY: LOCAL DEVELOPMENT PLAN FOR FORMER DEPOT SITE

The Cottesloe Town Council has resolved to advertise a draft policy, being a *Local Development Plan* (LDP) for the former depot site, under Town Planning Scheme No. 2, for public information.

Problems with design

1. The laneway on the East side of the development is too narrow to allow safe egress for vehicles from the development site. It does not conform to road access codes and it will be the major through road for vehicles visiting the site for both residents and visitors to residents of the site.
2. The properties on the east side of the lane 257, 255 and 253 Marmion St are likely to be damaged by vehicles trying to negotiate the very narrow lane way on the east side of the development. Property 253 Marmion St on the corner of the south end of the east laneway will be particularly at risk of having its carport corner hit by moving vehicles.
3. The existing carports on the east side of the east lane, 253 and 255 Marmion St will be exiting directly onto the east lane. This will be extremely dangerous and contravenes road safety design requirements.
4. The corners of the laneways will be blind corners, particularly the south end of the east laneway behind 253 Marmion St and will be very dangerous for other vehicles and pedestrians and is completely unacceptable.
5. There needs to be a design constraint on dwellings on Lots 7 and 8 so their windows do not overlook houses on the east side of the east laneway.

Possible resolution

The simplest way to resolve these serious problems with the current designs would be to make Lot 8 in the development slightly narrower thereby allowing the east laneway to have adequate width to make it safe to use.

Lot 8 is the largest Lot by area in the development and could be made 3 m narrower becoming 710 m² or 4 m narrower becoming 680 m², leaving it still the largest lot in the development with negligible loss of income from Lot sales to the development profitability.

Benefits

1. A massive increase in traffic and pedestrian safety and accessibility, which is already seen as a major impediment to the safe and responsible development of the site.

2. Compliance with road safety requirements – the east laneway will become essentially a fully-fledged road being used by residents and their visitors to the area.
 3. A large improvement in streetscape aesthetics. This development will be for upper income people and a pleasant treed environment consistent with Cottesloe's existing outlook is of major importance. To build a cramped slum-like streetscape around the development will significantly impede not enhance returns from the sales of the Lots. The people buying these Lots will be discerning and not fools, they will measure value by real issues and this issue will be important to their judgement and the prices they are prepared to pay.
 4. The existing trees behind 253, 255 and 257 Marmion St are well established and their utilisation in the street scape together with the open space they provide will be an immediate indication of the style and care that has gone into a truly quality development. There are some 7 well established and valuable trees on the verge behind 253, 255 and 257 Marmion St that can and should be saved.
-

E-mail Message

From: vivdench [SMTP:vivdench@inet.net.au]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 25/08/2013 at 10:49 PM
Received: 25/08/2013 at 10:49 PM
Subject: Re Local Development Plan for former depot site

Attn: Andrew Jackson, Manager Development Services

Dear Andrew

Re: Local development plan for former depot site

Thank you for meeting with me on Thursday 22 August 2013 to discuss the height of the sites in the proposed residential estate. Because the site levels over the lane from my place are similar to the site level of my place, 257A Marmion St, I am not concerned about them.

I also acknowledge receipt of the letter from the Town of Cottesloe agreeing in principle to replacing the back fence of 257A Marmion St, with a new masonry wall and access gate/s for amenity and traffic movement reasons, upon the subdivision being built.

I wish to repeat a request, that if the east lane (parallel with Marmion St) behind 233 and 255 Marmion St, is widened (from the current plan) that the east lane behind my place (257A Marmion St) also be widened allowing for more of a buffer from traffic behind my place. This is because there would be likely to be more traffic in the lane and the new road link that will join the lane right behind property boundary. My house wall is 1.2 metres from the back fence of my property and my property is a small strata title property at the rear of 257 Marmion St. I notice that on the site plan there is minimal information about the neighbouring properties which could lead people to think they are all similar, i.e. large properties with the houses near the streets, not near the back lane as in my case.

Warm regards

Vivienne Dench

257A Marmion St,

Cottesloe, WA 6011

Tel: 9286 1531

E-mail Message

From: enquiries@cottesloe.wa.gov.au [SMTP:enquiries@cottesloe.wa.gov.au]
To: [council \[EX:/O=TOWN OF COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL\]](mailto:council@ex:/O=TOWN OF COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL)
Cc:
Sent: 23/08/2013 at 12:31 PM
Received: 23/08/2013 at 12:30 PM
Subject: Website Submission

Website Feedback

Details Submitted

Name Sue Moffat

Email shmoffat@bigpond.com

Comments On the whole the development plan looks promising. i have a few suggestions to ease the impact on current owners around the site and to make the site more user friendly for all once completed. 1) the internal road is one way and I think that the laneway around the whole depot should also be one way. I feel that a lane way around the whole site is benefecial to ease congestion in any on area. 2) with the laneway being one way there should be a walkway easement to one side as the lane is well used by pedestrians and this would improve walkers safety. 3) I do not feel that there should be a road link between the central road and the laneway, this should only be a pedestrain path. If there was a road link here no one would use Nailsworth and everyone would come in either by Marmion or Clarendon. I live on Napier so it would not impact me as much but I feel that using all the entrances equally would have the least impact. Already I feel the laneways will be used far more than the central street. 4) I feel that the back 6m of all blocks should be single story and low impact. Most of the current houses look into this space and any 2 story or high stuctures at the back of the blocks would impact significantly on the privacy of the current neighbourhood. I know that some have felt that it would have more impact on the northeren houses but I feel this would be the case for the whole area. This point is definately the one I feel strongest about as any high windows at the back of the properties would look directly into our back yards and alfresco areas, which have been built with an already open aspect. Therefore such things as a double story over the garage or double story at the back of the block would have a massive impact. 5) I feel that the park in the centre needs to be as child friendly as possible to create a lovely meeting point for the local children

Thank you

Visitor Source SEARCH www.google.com.au

E-mail Message

From: jane khan [SMTP:jckhan@gmail.com]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 23/08/2013 at 12:25 PM
Received: 23/08/2013 at 12:25 PM
Subject: Proposed Local Development Plan for former Depot site

Dear Andrew

Having viewed the proposed plans for this redevelopment we have grave concerns about its impact on the lane-way safety, traffic-impact and privacy to back gardens of Napier Street residents.

1. The development appears to put minimal restriction on the height of buildings to the south of the development along the current Nailsworth-to-Marmion laneway. double storeys built along this laneway will overlook all the back gardens of residents of Napier Street and we will strongly oppose double storey garages or buildings within 6 metres of the Nailsworth-Marmion lane-way.
2. The development appears to allow for blocks to fill-in the corner where the current depot access is- this will create a blind corner and be exceedingly dangerous for pedestrians and consideration should be made to reduce the size of this corner block accordingly.
3. The properties also appear to be allowed to extend further to the East than the current Eastern lane-way, thus narrowing the current laneway running south-north opening onto Clarendon St and with no provision for a pedestrian foot-path. This is unacceptable and means it will be unsafe for pedestrians and is counter to the general public push towards more pedestrian-friendly neighbourhoods.
4. If the lane-ways are to allow access to the properties from all directions into the block it will create dangerous traffic flow in narrow- lanes and consideration should be made into ensuring a one-way only system.
5. There does not appear to be any logic in creating a vehicle entrance from the Eastern side as this will simply increase traffic -flow in already narrow lanes with blind-corners and we request this eastern access to be pedestrian-only.

Thank you for considering our grave concerns over this development

Jane and Riaz Khan
54 Napier Street

E-mail Message

From: Davina E Whittall [SMTP:davinaw@bigpond.net.au]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 23/08/2013 at 1:05 PM
Received: 23/08/2013 at 1:05 PM
Subject: Proposed plans for development of the Council Depot

Dear Andrew

I would like to give my concerns regarding the proposed plans for development of the Council Depot.

1. Most importantly, building height at the back of the blocks should be strictly restricted to maintain privacy in the existing houses on the other side of the lane.
2. Judging by current traffic flows in the lanes they should definitely be one way in future when more vehicles will use the lanes.
3. Judging by current traffic flows the cut off corner at the council depot should remain that way for visibility.
4. None of the lanes should be any narrower than they are now to allow the safety of the considerable pedestrian traffic.

Thank you for the opportunity to inform you of my deep concerns.

Regards

Davina Whittall

E-mail Message

From: enquiries@cottesloe.wa.gov.au [SMTP:enquiries@cottesloe.wa.gov.au]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 22/08/2013 at 11:22 AM
Received: 22/08/2013 at 11:21 AM
Subject: Website Submission

Website Feedback

Details Submitted

Name Fiona Callander

Email fcalland@ozemail.com.au

Comments We live at 2a Nailsworth St and are therefore directly affected by what happens in the depot site. We appreciate the opportunity to comment on the local development plan. Our comments fall into six separate but related categories:

1. Maintaining current off street parking provision Our house currently has a crossover at the junction of the laneway and Nailsworth street which we use constantly to park one car. It is our only possible off street parking spot at the front of our house. The development plan omits any detail of how the laneway junction will look post development but there is some mention of 2m x 2m ? truncations? at the junctions. We would be vey upset to lose the minimal parking amenity we currently have and seek some reassurance that this will not happen.
2. Road widths We are concerned about whether the site can be developed feasibly and safely. A site visit would confirm that the streets and lanes surrounding the depot are very narrow. I would suggest that it will be difficult for large trucks to operate safely. Specifically, Nailsworth Street is 4.7m wide outside our house and the lane way running on the south side of our house is 4.4m wide. Neither could be feasibly be widened, nor would this be desirable. Two vehicles currently have difficulty passing each other on Nailsworth Street and cannot pass each other in the lane way. These low standards have serious implications for residents parking and vehicle movements, both during construction and once the development is complete. The implications during the construction phase are particularly serious and potentially dangerous as many heavy trucks use the narrow streets for access and to park while unloading or waiting for site access. A quick visit to the area during the current construction phase for houses in both Clarendon and Nailsworth would confirm this difficulty. Please could council assure residents that adequate steps will be taken to protect residents and local traffic.
3. Filling the site: The environmental and safety aspects of filling the site are disturbing. Since the lane-way is a single lane, with residents (of necessity) reversing out of garages, heavy trucks here are particularly dangerous. I nearly collided with a truck removing the buildings on the site as I gingerly reversed out and it came hurtling down the lane way. During fill and subsequent construction the problem could be greatly exacerbated. It is vital that this process is managed safely.
4. Bringing Fill in The massive quantity of fill required brings many problems. I've written down a few "back of the envelope" calculations of how many truckloads of fill might be required: Assuming 40,000 cubic metres of sand fill (no figure has been formally advised) at 1.6 - 1.8 tonnes per cubic metre and 25 tonnes per truck this equates to between 2500 and 2900 truckloads of fill. Assuming this happens over a 6 month period it works out at 20-23 loaded trucks per day, each of which will leave empty. This represents 5-6 trucks an hour (half of them loaded), 8 hours a day, 5 days a week for 6 months! Has council truly considered the safety and environmental implications of this traffic? These numbers should certainly be confirmed and considered in the tender process before developers are given the go ahead to develop the site.
5. Compacting the fill The fill will certainly need compacting. Plant working 8 hours a day, 5 days a week for as long as it takes spreading and compacting the fill, with all the noise, vibration, exhaust fumes and reverse-beeping that entails is not an enticing thought. Our house has a 4m (estimate) cliff directly at the rear - compacting against this will be particularly

difficult and potentially dangerous for our property. Please could council insist on building surveys of all surrounding properties prior to works commencing to provide a benchmark against which to gauge any adverse effects of construction and also some reassurance that any damage will be made good. 6 Overall amenity Could the council please consider the amenity of existing householders during and after the development? Creation of an attractive Public Open Space in the centre of the new development should be matched by creation of an enhanced environment on its periphery. It should certainly not result in an impoverished environment for existing residents. Additional traffic must be managed and existing parking provision for residents maintained.

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E-mail Message

From: enquiries@cottesloe.wa.gov.au [SMTP:enquiries@cottesloe.wa.gov.au]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc:
Sent: 23/08/2013 at 3:22 PM
Received: 23/08/2013 at 3:21 PM
Subject: Website Submission

Website Feedback

Details Submitted

Name Katrina Burton

Email katrinab@ver.com.au

Comments -It is pleasing to see a reasonable amount of parking within the subdivision since parking options in surrounding streets are very limited. -It is concerning that most garages do not have to be at rear ? just ?preferred? that way. This is a change from previous discussions and leaves open the potential for garages to be built facing into the subdivision with the need for numerous crossovers. There may be some blocks where this is appropriate but the vast majority (particularly those on the southern blocks) should have rear garaging mandated. -garages with a low-pitched or flat roof should be mandated. A 5 metre height allowance seems excessive and will impact on neighbours. -We respectfully ask that Design Guidelines be put in place for the development. Design guidelines provide a degree of certainty in respect to the quality and character of development, which could have a bearing on the desirability of the surrounding area. Design guidelines also have the capacity to provide greater certainty in protecting the amenity of surrounding residents.
Visitor Source SEARCH www.google.com.au

E-mail Message

From: Linda Pismiris [SMTP:lindapismiris@bigpond.com]
To: council [EX:/O=TOWN OF
COTTESLOE/OU=COTTESLOE/CN=RECIPIENTS/CN=COUNCIL]
Cc: Alec Pismiris [SMTP:Alec@cipartners.com.au]
Sent: 23/08/2013 at 4:34 PM
Received: 23/08/2013 at 4:34 PM
Subject: Proposed Policy Local Development Plan for Former Depot Site

To whom it may concern, Planning Department,

LDP Comments

The following comments are offered in relation to the Local Development Plan (LDP):

The proposed access point to the subdivision will in our opinion cause significant traffic management problems due to the narrow width of Nailsworth Street. We consider use of a one way laneway off Marmion Street and connecting to Clarendon Street is the most appropriate access and exit points for the site.

The elevation of the rear portion of the northern lots will result in garages that are so high as to be inconveniently divorced from the houses they serve. Given the prospect of a garage inconveniently located, in some cases, a full storey and a half above the main house, most purchasers may prefer a conventional garage at ground level accessed from the street on the southern side. Additionally, the retaining wall for the upper portion of the northern lots will cause significant overshadowing of outdoor living areas that are most likely to be located at the rear of the main house. We oppose any planning approval that support the location of garages at the rear of the northern lots.

It is unclear as to whether the intended tenure of the central open space is Public Open Space, road reserve or both. Whilst some local parks are located in road reserves, a formal designation as "Public Open Space" would provide greater certainty on the long-term use of the space as a local park.

There is no explanation as to why the garage locations for Lots 4 and 12 are mandated whilst the garage locations for all the other lots are only designated as preferred. Furthermore, the drafting of the plan implies, but does not confirm, that with the exception of Lots 4 and 12, the option still exists for purchasers to locate garages at the front of the lots in preference to the rear of the lots. If this is the case, the northern laneway may well become redundant.

There is no explanation as to why garages can be up to 5 metres high. Not only is the 5-metre allowance for a garage structure inconsistent with the indicative cross section graphic that suggests garages are low flat-roofed structures, a 5-metre high structure will impact on the existing views of existing residences, particularly to the north of the site. Given the sensitivities of the existing residents to the north who have a view over the development area to the John Street pines and beyond, garages with a low-pitched or flat should be mandated.

The drafting of the LDP note on drying courts may be improved. As drafted, there is an implication that drying courts are permissible in the front yards (albeit behind the setback line). It is not good urban design practice to locate drying courts or other private or service courtyards at the front of a property. Instead of allowing a 1.8-metre wall as an address to the street, the LDP and any supporting design guidelines should require drying courts and other courtyards to be to the side or rear of the dwelling.

The allowable site coverage of 65% is inconsistent with the provisions of an R20 zone under the R-Codes. Whilst this may not be a significant issue, the rationale for the increase in allowable site coverage should be provided.

The provision of 17 on-street bays for 13 dwellings is a very high ratio, and no rationale has been provided as to why such a large number of on-street bays has been provided. Given the sensitivities of the residents along Nailsworth Street in regard to traffic, the provision of a large number of bays could be seen as having the potential to encourage traffic movement into the new street.

The LDP Design Guidelines

The LDP Policy (Policy No 14.) statement makes reference to "design guidelines" that "augment the basic subdivision layout by addressing development parameters for the residential lots" and "set the style and standard of development". The Policy statement also states "the LDP Design Guidelines and the Public Realm Design Brief are to be included in the contract of sale to the subdivider/developer".

However, the documentation advertised on the Town's website contains only the Policy statement, the LDP and the Public Realm Design Brief. There are no Design Guidelines for development on the proposed lots. This is a serious and unacceptable omission.

Whilst it could be argued that the Design Guidelines for development on the lots should be at the discretion of the subdivider/developer, that is not what the proposed Policy implies. Furthermore, any support for the redevelopment of the site by the surrounding residents is contingent on understanding in detail what is likely to be expected and the design guidelines are an essential component of providing that detail. Design guidelines provide a degree of certainty in respect to the quality and character of development, which could have a bearing on the desirability of the surrounding area. Design guidelines also have the capacity to provide greater certainty in protecting the amenity of surrounding residents by mandating elements such as roof pitches or the placement of mechanical services.

For the Town of Cottesloe to proceed to the selection of a subdivider/developer without first preparing design guidelines and seeking comment from the existing community will be viewed by some as effectively a breach of trust with the local community. It is strongly recommended that design guidelines be prepared for development on the proposed lots and those design guidelines should be incorporated into Policy No. 14.

It is not clear from the LDP the amount of landfill that is proposed for the site and therefore the additional height of the proposed lots. Residents should be provided with this information to make an informed decision on the merits of the LDP. We would oppose any plans that would see the height of the depot site increased by more than one metre.

Public Realm Design Brief

The following comments are offered in regard to the Public Realm Design Brief:

Public Open Space

The Design Guidance section should make reference to the potential for the

integration of best-practice stormwater management (Water Sensitive Urban Design) given the topography of the site, to ensure that outcome resulting in a conventional fenced sump is avoided.

Structures and other landscape furniture should be of a high quality and robust materials.

The opportunity for the inclusion of public art has been overlooked. Given the original use of the site as a quarry that provided stone for significant buildings around Perth, the inclusion of public art could help to interpret the history of the site.

New Street

In an era where the promotion of walkability as an attractive alternative to car use, land developments, especially ones of a high quality in an existing area with high pedestrian permeability such as Cottesloe, should have footpaths on both sides of the street and the new footpath network should connect to the existing footpath in Nailsworth Street.

Where verge crossovers are mandated or allowable, the design brief should mandate a common crossover material to ensure consistency of the public realm. Additionally, the width of crossovers to the street space should be limited to a maximum of, say, 3 metres to maintain a landscaped feel to the space.

Lighting in Laneways

Whilst lighting to the laneways is important, the lighting should be located and designed to avoid glare into existing residences.

The design guidance should clarify whether the laneways are required to accommodate refuse collection trucks and other service vehicles. The design guidance should also make reference as to whether visitor parking is allowable off the laneways. Given the extent of on-street parking suggested in the LDP, visitor parking in the laneways should be discouraged.

Please do not hesitate to contact us with any queries.

Kind regards

Alec & Linda Pismiris
4 Nailsworth Street, Cottesloe
Tel: 9385 4097