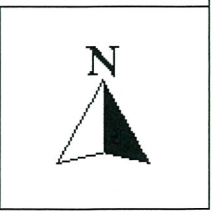


110-112 Marine Parade
DA 3084

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 1:402

20/01/2015





FISH & CHIPS BURGER

fish & chips

bluewaters

29

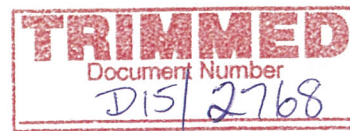
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PERTH
SYDNEY

Our Ref: 714-106

4 February 2015

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

Attention: Andrew Jackson



Dear Andrew,

RESPONSE TO SUBMISSIONS FROM 4 WARNHAM ROAD AND 116 MARINE PARADE ON 110-112 MARINE PARADE DEVELOPMENT

TPG Town Planning, Urban Design and Heritage (TPG) has prepared this submission on behalf of the owners of 110-112 Marine Parade to clarify the access easement issue raised by the owners of 4 Warnham Road and respond to the other issues raised by 4 Warnham Road and 116 Marine Parade.

Access Easement

The Certificate of Title of Nos. 110 -112 Marine Parade lists an Easement Document (C660396) that benefits the owners of the property. The Easement document clearly states that the Grantor (registered proprietor of Lot 7 (No. 4) Warnham Road grants access to the Grantees (registered proprietors of Lot 6 on the sketch included in the Easement document). Lot 6 is Nos. 110-112 Marine Parade, Cottesloe. The easement is over the whole of the western boundary of Lot 7 (No.4) Warnham Road for a width of 3.66 metres. As such the access to the proposed development can legally occur over the area proposed in the development application.

Bin Storage

The issues with bin storage being in the driveway area covered by the access easement are not relevant concerns as the bin storage proposed is wholly contained onsite. In addition, the intention of the development is for the bins to be collected from the verge on Warnham Road. The access proposed for the bin stores is appropriate as the access Easement allows 110-112 Marine Parade to use the driveway for such a use. The bin storage being onsite will mitigate the potential impact of the bins. The bins in the photographs are not the property of No. 110-112 Marine Parade, but rather 116 Marine Parade as can be seen from the attached map, as such the concern relating to these bins are irrelevant to this development application.

Deliveries

The relatively small delivery trucks that will service the restaurant will not severely impact on the amenity of the neighbours in terms of noise. The time of the deliveries can be conditioned to the satisfaction of the Town. The issue of noise will therefore not be an issue to the occupants of the surrounding properties.

Privacy

The proposed development is compliant with the setback requirements under the Town of Cottesloe planning framework. In addition privacy screens have been incorporated in the development to mitigate any potential overlooking from stairwells. As such overlooking should not be an issue.

PERTH OFFICE

Level 7, 182 St Georges Tce
Perth Western Australia 6000PO Box 7375 Cloisters Square
Perth Western Australia 6850Telephone +61 8 9289 8300
Facsimile +61 8 9321 4786
www.tpgwa.com.auThe Planning Group WA Pty Ltd
ABN 36 097 273 222

Noise

The proposed pool area atop the building will not severely impact on the amenity of surrounding development. The proposed locations of pool pump/plant for both plunge pools are to be within or behind an enclosed store or plant room:

- Level 1 plunge pool plant to be within store on ground level.
- Level 5 plunge pool plant to be located behind screened plant area to south east of roof terrace

It is considered that the pools and equipment as proposed is appropriate and will not severely impact on the amenity of the surrounding properties. The air conditioner plant will be located in the screened plant room on Level 5.

Dilapidation Report


The Dilapidation Report is to be conditioned by the Town.

In conclusion the owners of 110-112 Marine Parade will reserve their right to use the portion of land granted to them for access purposes under Easement document C660396. However the intention of the development is not to severely impact on the amenity of the surrounding developments.

Should you have any queries please do not hesitate to contact Mariska van der Linde or the undersigned on 9289 8300.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE

A handwritten signature in blue ink, appearing to read 'D. Caddy', with a long horizontal line extending to the right.

David Caddy
Managing Director



PERTH
57, JERSEY

Our Ref: 714-106

11 February 2015

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

Attention: Andrew Jackson



Dear Andrew,

110-112 MARINE PARADE: RESPONSE TO LOCAL PLANNING POLICY NO.1 – PARKING MATTERS

TPG Town Planning, Urban Design and Heritage (TPG) has prepared this submission on behalf of the owners of 110-112 Marine Parade in response to the requirements of the Town of Cottesloe Local Planning Policy 1 – Parking Matters (LPP1).

Parking for the commercial component is to be provided in accordance with Table 3 of Town of Cottesloe Local Planning Scheme No.3 (LPS3). Restaurants are required to provide 1 space for every 8 persons the tenancy is designed to accommodate.

Under Clause 5.8.3 of LPS3 "In the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones, when considering redevelopment or new development or change of use applications, the local government may credit towards the amount of parking required to be provided as specified in Table 3, the parking deficiency that an existing tourism use may have when calculated against those provisions applicable to the subject site and its uses under this Scheme, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the locality provided that the decision to credit such a deficiency is made in the context of a Local Planning Policy adopted pursuant to Part 2 of this Scheme. For the purposes of this clause, tourism use means the "Hotel", "Motel", "Short-stay Accommodation", "Serviced Apartment", "Small Bar" and "Restaurant" uses."

Considering the proposed tenancy will be a restaurant, Clause 5.8.3 is applicable. LPP1 allows for parking concessions in the form of parking credits and cash in lieu. For the Foreshore Centre zone in which the subject site is located, LPP1 allows for a parking credit of up to 50%.

The current restaurant uses have a Health approval for 70 patrons onsite. The current approval is for no on-site car parking with the restaurant serviced by on-street and public car parking in the area without any complaints and impacts on the amenity of the surrounding developments. The location of the subject site is such that it benefits from the large number of public car bays along Marine Parade and the public car park just north of the subject site. In addition to the ample available public car bays the location being on the beachfront attracts a large number of pedestrian and people on a multi purpose trip, thus reducing the demand for car parking considerably. The impact of the proposed restaurant will be insignificant and will not increase the traffic or parking demand from that of what currently works at the location. The nature and size of the site allows for minimal potential for onsite parking without providing ground level parking. Considering the proposed development design is intended to provide the highest design quality and pedestrian and general amenity the provision of an at grade car park would be detrimental not just to the design but also to the amenity of the community. In addition to this, the size of the site does not allow for additional car parking and does not constitute a major development contemplated under LPS3 and LPP1.

The proposed development will not negatively impact the surrounding developments or the amenity of the foreshore, but will rather add significant aesthetic value and a high level of amenity to the area. The restaurant proposed will provide for the same number of patrons onsite as that currently approved. The proposed development is therefore considered appropriate for the complete parking reductions available

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The Planning Group WA Pty Ltd
ABN 36 097 273 222

Andrew Jackson

110-112 MARINE PARADE: RESPONSE TO LOCAL PLANNING POLICY NO.1 – PARKING MATTERS


under LPP1. In this regard a 50% reduction to the required parking for the restaurant results in the following requirements for the total onsite parking:

- Car Parking required for 70 patrons: $70/8 = 8.75$ bays
- 50% reduction applied: $8.75 \times 0.5 = 4.375$ bays still required.

Under LSP3 Clause 5.8 provision is made for a 20% reduction to car parking where a traffic assessment is provided and the Town is satisfied the development will not have an adverse impact. If we had commissioned the traffic impact assessment we would likely be able to avail ourselves of the further 20% reduction provided for under LPS3. Considering that the proposed restaurant is to replace the existing restaurant as is the traffic impacts will remain unchanged. If the 20% reduction is also applied to the site the car parking requirement for the commercial component will be three car bays. As the restaurant development would not have more onerous implications for the area than that approved onsite currently, it is considered to be unnecessary to require this kind of scrutiny on such a minor development. The Town's favourable recommendation is therefore requested for the approval of the development with no onsite commercial car parking.

Yours sincerely

TPG TOWN PLANNING AND URBAN DESIGN



David Caddy
Senior Director

Elizabeth Yates

From: Elizabeth Yates
Sent: Tuesday, 20 January 2015 3:11 PM
To: Elizabeth Yates
Subject: FW: TRIM: Building plans Blue Waters 110 Marine Parade, Cottesloe

HP TRIM Record Number: D15/1195

From: picarmichael [<mailto:picarmichael@optusnet.com.au>]
Sent: Thursday, 15 January 2015 4:33 PM
To: Andrew Jackson
Subject: Building plans Blue Waters 110 Marine Parade, Cottesloe

Hi Andrew,

The plan appears to comply with the requirements, requirements which I really don't agree with as I would prefer to have heights stepped back further up the hill.

Unfortunately Western Australia planners are still "hell bent" on developing prime sites liberally lacing them with monolithic stone clad buildings, or other materials whilst throughout Australia prime beachfront sites with existing height limits are being controlled.

A few notes re the proposed building plan for this site:

1. Privacy - a potential privacy issue if the occupants overlook Master bedroom and second bedrooms at 116 Marine Parade (Units 5,10 & 14).
2. Walls - a condition that the buildings wall is separate from 116 Marine Parade building wall. An engineer's report is recommended.
3. Noise pollution - pool pumps (vibration etc.), air-conditioning & extractor fan(s). Location sites for these items need to be carefully selected to reduce any noise pollution// vibration which will impact on the amenity of the area.
4. Dilapidation Report required.
5. Landscape - the proposed site plan to be viewed by a landscape architect incorporating suggested design features to ensure the foreshore does not become littered with stone clad block monolithic structures as seen elsewhere.
6. Garbage trucks - trucks to & from the site to have controlled times of entry after 7.30am//8.00am.
7. Private laneway use - potential danger to cars exiting and entering [the parking entrance proposed](#) at 110 Marine Parade [and](#) opposite the car park entry at No.4 Warnham Street.

With regards,
Patricia Carmichael
14-116 Marine Parade
Cottesloe 6011

PO Box 863,
Cottesloe WA 6911

20 January, 2015

Town of Cottesloe,
PO Box 606,
Cottesloe WA 6911

Dear Sir/Madam,

Development Application - #3084, 110-112 Marine Parade, Cottesloe

The Owners of 4 Warnham Road wish to make a submission in respect of the above development application.

There exists a laneway between 110-122 Marine Parade and 4 Warnham Road.

4 Warnham owns the laneway, with an easement of three metres square into the rear of 2 Overton Gardens and 112 Marine Parade, as an extension of the laneway.

The laneway is currently used for bin storage and deliveries to the commercial properties at the Marine Parade address, and garage access for 2 Overton Gardens

Deliveries to the commercial properties on Marine Parade commence early morning (from 2:00am), via the laneway, creating a noise issue for the three units fronting the laneway.

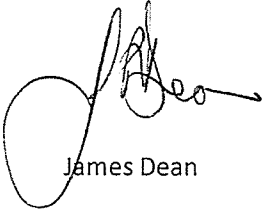
2 Overton Gardens had approached the Body Corporate in 2013 regarding smell issues from the industrial bins stored in an alcove on the easement, in an attempt to remove the easement.

These issues had been placed on hold awaiting the zoning issues in the area being settled and development plans for 110-112 Marine Parade being presented.

The owners of 4 Warnham Road welcome the redevelopment of 110-122 Marine Parade, but wish to ensure:

- The laneway is no longer used for commercial or private deliveries to 110-112 Marine Parade and that the development plans will not allow this to occur.
- All bins to be contained on the site at 110-112 Marine Parade and there be no access to the laneway.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'James Dean', with a large, stylized initial 'J'.

James Dean

On behalf of the Body Corporate of 4 Warnham Road, Cottesloe. Owner of Unit 8, 4 Warnham Road, Cottesloe.





NO
PARKING
IN FRONT
OF GATES
ANYTIME





WESTERN AUSTRALIA.



6197
1952

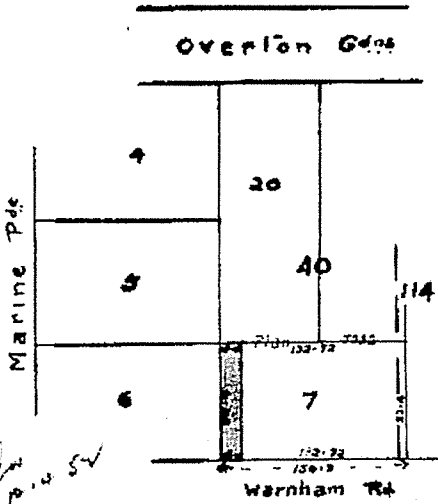
THE TRANSFER OF LAND ACT, 1933.

TRANSFER.

MARTALUP MANSIGNS PTY. LIMITED having its Office at Atlas Buildings 8 The Esplanade Perth in the State of Western Australia being registered as the proprietor of an Estate in fee simple in the land hereinafter described .. subject to the encumbrances notified hereunder, IN CONSIDERATION of the sum

of £700 paid to it by ERIC FREDERIC GATES Newsagent and Storekeeper and EVELYN HAZEL GATES Married Woman, ... both of 968a Albany Highway, Victoria Park in the said State DOTH HEREBY TRANSFER to the said ERIC FREDERIC GATES and EVELYN HAZEL GATES as joint tenants all its Estate and Interest .. in all that piece of land being portion of each of Cottesloe Lots 40 and 114 and being Lot 7 on plan 5932 and being portion of the land comprised in Certificate of Title Volume 1128 Folio 607

Handwritten notes and signatures on the left margin, including '6046' and '540'.



subject and reserving full and free right and liberty to and for the proprietor or proprietors for the time being of lots 5 and 20 on the said Plan 5932 .. or either of them and his, her or their tenants, servants, agents, workmen.. and visitors to go pass and repass at all times hereinafter and for all purposes and with or without horses animals, carts or other vehicles into and out of and from the said Lots 5 and 20 on Plan 5932 or any part thereof through over and along the road or way delineated and coloured brown on the map in the margin hereof.

DATED this 26th day of March one thousand nine hundred and fifty two.

THE COMMON SEAL OF M. TALUP MANSIGNS PTY. (LIMITED) WAS HEREBY AFFIXED BY AUTHORITY OF THE GOVERNING DIRECTOR OF THE SAID COMPANY AND IN THE PRESENCE OF.....

SIGNED by the said ERIC FREDERIC GATES in the presence of.....

SIGNED by the said EVELYN HAZEL GATES in the presence of.....

Handwritten signatures and notes on the right side, including 'Eric F. Gates' and 'E. H. Gates'.

VOL 1147
FO 90

DATED 22.6 1952.

619/1952

WESTERN AUSTRALIA.

THE TRANSFER OF LAND ACT, 1893.
REGISTERED AT

10 APR 1952
No. *3* 35937
ASSESSOR

NO. 1147
VOL 90.

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TRANSFER



W. A.
Jackson, McDonald, Connor & Ambrose
Solicitors,
PERTH.

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WARNING

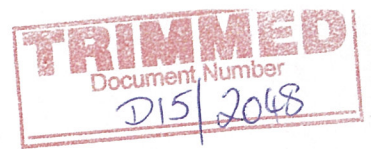
THIS DOCUMENT IS SUBJECT TO
AN AREA DEFINED BY COLOUR
ON A SKETCH.

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1952

TO VERIFY AREA DEFINED BY
COLOUR A SEARCH OF THE
ORIGINAL DOCUMENT HELD IN
SECONDARY STORAGE IS
REQUIRED.

DA 3084



P M & P G Goff
9 & 10/116 Marine Parade
COTTESLOE WA 6011

23 January 2015

Chief Executive Officer
Town of Cottesloe
109 Broome Street
COTTESLOE WA 6011

Dear Sir

Re: Development Proposal corner Marine Parade and Warnham Road, Cottesloe

We refer to the application to redevelop the "Blue Waters" site at the corner of Marine Parade and Warnham Road and make the following comments.

1. It is noted that the roof area of the proposed development is to be used as private recreation space. This overlooks bedrooms etc. associated with apartments in the existing neighbouring development at 116 Marine Parade. Visual privacy and protection from noise should be ensured through appropriate barriers between the existing and proposed development at the roof-top level.
2. Two swimming pools are proposed at the common boundary between 116 Marine Parade and the "Blue Waters" site. There is concern that noise and vibrations associated with pumps and pool cleaning equipment can easily be transferred through the adjoining walls. Any approval should be conditioned on the preparation of an engineer's report specialising in noise and vibration issues and the implementation of resultant recommendations to prevent noise and vibration problems.
3. The applicant should be required to have an independent dilapidation report prepared in relation to the building at 116 Marine Parade prior to construction works as well as the preparation of a close-out report at completion with the rectification of any problems which emerge as a result of the works.
4. It is also noted that the commercial bin area is proposed to be serviced from the adjoining, private drive-way. This is the current practice but, it causes considerable noise disturbance in the early hours of the morning. The bins should therefore be serviced internally or, at the very least, only serviced between the hours of 7 am to 6 pm.

Yours faithfully

P M & P G GOFF

NEIGHBOUR PROPERTY OWNER COMMENT ON PROPOSED SUBMISSION

REAR PROPERTY OWNER DETAILS

Name: Owners of 4 Warnham Road, Cottesloe
Address: 4 Warnham Road, Cottesloe

LOCATION OF PROPOSED DEVELOPMENT

No: 110
Street Name: Marine Parade, Cottesloe

DETAILS OF VARIATION TO WHICH COUNCIL DISCRETION IS REQUIRED AND COMMENT SOUGHT

OWNERS COMMENTS

The owners of 4 Warnham Road, Cottesloe have viewed the plans for the above property and note the following objections;

1. The Driveway is owned by residents at 4 Warnham Road, Cottesloe and is utilized as a point of access for our vehicles to be garaged. Presently commercial units at 110 Marine Parade, park in our driveway for deliveries which at times blocks access to our property for periods that can be in excess of 20 minutes. This occurs despite the current "No Parking / Tow Away" sign being installed by local council.
2. The existing rubbish bins (Photo 4 P18 Attached) already pose an issue to our property with the ongoing collection of inappropriately stored rubbish being blown into our property and creating a haven for vermin and scavenging birds.
3. The noise pollution (120+ Decibels) created by the constant removal of waste including but not limited to Garbage and Glass Recycling Trucks, the Vacuum Pumping of Grease Traps and food service delivery trucks is disturbing and interruptive to our home. At present our driveway is accessed before 7am at least 4 times a week by vehicles making deliveries or removing various waste products. In addition to general motor noises and exhaust fumes exacerbated by the confined space the noise pollution created by hydraulic machines and condenser units housed in the refrigerated trucks is an additional issue.
4. The proposed location of the perforated screened residential bin access point (Ground Floor - East Elevation) is facing our Kitchen and Bedroom windows. (I refer to the attached submission plans on page 18 in photos 1 and 3) which will not only reduce the value of our property but also diminish the ambience that we currently enjoy.
5. The retail access point shown on the proposal does not detail loading bays for the newly proposed retail precinct. For previously identified reasons we find this unacceptable.

Name: Rosemary Green Name: _____

Signature: R Green Signature: _____

Date: 30/1/2015 Date: _____

+61437 702 708
0408 694 623

TOWN OF COTTESLOE
RECEIVED
30 JAN 2015

DA 3084.

SITA

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TRAINED
DIS/2301



DA 3084

TRIMMED
Document Number
D15 | 2301

NO
PARKING
IN LANEWAY
TOW - AWAY
ZONE



Elizabeth Yates

From: Marie Parekh [marie@palacehotel.com.au]
Sent: Monday, 2 February 2015 6:30 PM
Subject: [LIKELY_SPAM]Development Application - #3084,110-112 Marine Parade Cottesloe

Dear Andrew Jackson

We are the Owners of :

Unit 2/2 Overton Gardens
And
Unit 4/2 Overton Gardens



We are very supportive of the development, but we have the following comments and preferences .

1. We would like there to be no gates or doors or access points leading from the proposed development to the shared Lane way . The Bin access etc should be relocated to come from the actual title to the street and not via the Lane way .
2. Because the development is multi-level , we would like to protect the privacy of our back yard and would like any windows facing our back yard to be high set windows or obscure glass so people can't directly look into our yard .

Thank you
Kind Regards
Marie Parekh

TOWN OF COTTESLOE – LOCAL PLANNING SCHEME NO. 3

LOCAL PLANNING POLICY No. 1 – PARKING MATTERS

A policy made pursuant to Part 2 of Local Planning Scheme No. 3

1. INTRODUCTION

This Local Planning Policy deals with particular parking matters under Local Planning Scheme No. 3 (LPS3) to supplement the Scheme provisions.

The Scheme contains certain parking provisions that involve discretion and require a policy to become operative, which this Policy addresses. Other Scheme provisions regarding parking, including any discretion, operate directly as part of the Scheme.

2. OBJECTIVE

To create a policy framework within which Council may exercise discretion regarding the details of Scheme provisions on particular parking matters, and which:

- Strikes a balance between the requirement to provide parking and the ability to grant concessions.
- Considers the nature, magnitude and composition of development in relation to parking requirements, demand and utilisation.

3. BACKGROUND

LPS3 in Part 2 provides for local planning policy as a vehicle to manage discretion in aspects of development proposals, and states:

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

4. REQUIREMENTS FOR POLICY

LPS3 in clause 5.8.3 specifies two parking discretions to be guided by policy:

Second paragraph – parking credit

In the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones, when considering redevelopment or new development or change

of use applications, the local government may credit towards the amount of parking required to be provided as specified in Table 3, the parking deficiency that an existing tourism use may have when calculated against those provisions applicable to the subject site and its uses under this Scheme, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the locality provided that the decision to credit such a deficiency is made in the context of a Local Planning Policy adopted pursuant to Part 2 of this Scheme. For the purposes of this clause, tourism use means the “Hotel”, “Motel”, “Short-stay Accommodation”, “Serviced Apartment”, “Small Bar” and “Restaurant” uses.

This means that there must be a policy in place in order for Council to consider granting a parking credit. A credit is at Council’s discretion and the Policy is designed to assist ascertaining the appropriateness and extent of credit for proposals.

5.8.3(c) – cash in lieu

Lead-in paragraph:

In the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government enabling the local government to provide public off-street parking in the vicinity, equivalent to the deficiency in parking spaces; and in this regard the local government may accept cash in lieu of parking spaces on the land, subject to the following — ...

Operative paragraph:

the cash in lieu payment shall only be accepted by the local government after a Local Planning Policy has been adopted under Part 2 of this Scheme which identifies the planned infrastructure including the land upon which it is planned to be located and the planned timing of expenditure of payments made under this clause;

This means that there must be a policy in place in order for Council to consider accepting cash in lieu, for allocation to planned parking provision over time. Cash in lieu is at Council’s discretion and the Policy is designed to assist ascertaining the appropriateness and extent of cash in lieu for proposals and how the funds are to be utilised.

Parking reductions

In addition to the above two matters, LPS3 in Schedule 13, Variations to site and development standards and requirements, provides as follows:

Parking (clause 5.8, Table 3 Vehicle Parking Requirements):

Subject to the following, the parking requirements set out in Table 3 may be varied, so as to reduce the number of parking spaces required in respect of a particular development by up to 20% of the number of parking spaces that would otherwise be required by the application of the provisions of Table 3, subject to the provision of a traffic impact assessment, to the satisfaction of the Council, addressing the matters referred to in clause 5.5.4(c).

In this respect clause 5.5.4(c) reads:

...if the local government is satisfied that the non-compliance will not have an adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

The Policy provides guidance in applying this provision, which is at Council's discretion, in terms of the appropriateness and extent of parking reductions for proposals.

5. APPLICATION OF POLICY

This Policy responds to the details of the three parking matters identified above where guidance is required in the exercise of discretion under the Scheme.

It applies only to the zones or aspects described therein and at the discretion of Council.

Council may apply the policy in assessing planning proposals, to consider them against the intent and provisions of the Policy in ensure that the Scheme requirements are appropriately determined.

6. POLICY PROVISIONS

Parking credit (clause 5.8.3):

- The concept of a parking credit is that if an existing approved tourism use/development has managed with its present parking supply, the deficiency between that amount of parking and what it would now have to provide under LPS3 may be credited towards the parking that a proposal for the site is required to provide under LPS3.
- Although the provision indicates crediting the full deficiency, the assessment criteria connote that a partial credit may be determined.

- This credit capacity applies to the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones only and to the nominated tourism uses only.
- The provision may apply to successive proposals for a site during the life of LPS3.
- The Scheme specifies parameters for Council to exercise discretion to grant a parking credit, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- For a proposal seeking a parking credit, the applicant shall submit for Council consideration a traffic and parking statement addressing the relevant criteria.
- The percentage in the table refers to the maximum percentage of the total parking deficiency that Council may grant as a credit – it does *not* refer to the percentage of the total parking requirement that may be credited.

ZONES:	Town Centre	Hotel	Foreshore Centre	Restricted Foreshore Centre	Development
CRITERIA:					
Redevelopment or new development.	Up to 100% credit depending on nature of redevelopment, as ample public parking is available, but intensive uses generate demand.	Up to 50% credit depending on nature of redevelopment, as the site is limited and intensive uses generate demand, while ample public parking is available.	Up to 50% credit depending on nature of redevelopment, as ample public parking is available, but intensive uses generate demand.	Up to 75% credit depending on nature of redevelopment, taking into account that parking is limited.	Up to 75% credit depending on nature of redevelopment, where parking can be accommodated by structure planning and new development.
Change of use.	Up to 100% credit depending on nature of change of use.	Up to 50% credit depending on nature of change of use.	Up to 50% credit depending on nature of change of use.	Up to 75% credit depending on nature of change of use.	Up to 50% credit depending on nature of change of use.
Parking deficiency of existing tourism use.	Determined from Town's records and applicant's evidence.				
Size and shape of the land.	Mainly smaller, narrower-frontage lots, with some	Single large lot, with heritage hotel and rear alfresco	Range of smaller to larger lots, mostly corner	Consistent with residential lots in each street.	OBH street block comprises multiple lots

	larger lots.	addition.	sites; with numerous strata titles.		and mixed ownership. Other Development Zones comprise very large, mainly single parcels.
Number and availability of parking spaces in vicinity.	Good supply of public parking.		Good supply of public parking, but residential street parking restrictions.		OBH street block is near good supply of public parking. Other Development Zones are near varied limited supplies, with some potential for increases.
Likelihood of traffic congestion.	High traffic locality.				OBH street block and Railway lands are in high traffic localities. Former depot site will be residential traffic only. Major development on Gibney Street sites would generate considerable traffic.
Opportunity to improve appearance, amenity, function and accessibility of locality.	Depends upon nature of proposal, design of any development and Scheme requirements.				

Note: For the purposes of this table, tourism use means the "Hotel", "Motel", "Short-stay Accommodation", "Serviced Apartment", "Small Bar" and "Restaurant" uses.

Cash in lieu (clause 5.8.3(c):

- Cash in lieu of on-site parking for uses or developments is a conventional town planning measure, as provided for in LPS3.
- This is not intended to replace the primary requirement for development to provide parking on site, but is a mechanism to facilitate desirable development if that is constrained.
- Cash in lieu applies to the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones only.
- The Scheme specifies parameters for Council to exercise discretion to grant cash in lieu, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- The feasibility of each parameter varies according to the nature of the proposed development, the circumstances of the zone and locality, land availability and related factors.
- The percentage in the table refers to the maximum percentage of the total parking requirement that Council may grant as cash in lieu.

ZONES:	Town Centre	Foreshore Centre	Restricted Foreshore Centre	Hotel	Development	Residential Office
CRITERIA:						
Public off-street parking in vicinity.	Good supply of public parking.	Good supply of public parking.	Good supply of public parking.	Good supply of public parking.	Good supply of public parking for Development Zone 'A' (OBH site).	Good supply of public parking.
Deficiency in parking spaces.	Maximum 25% as determined by Council.	Maximum 25% as determined by Council.	Maximum 20% as determined by Council.	Maximum 20% as determined by Council.	Maximum 25% as determined by Council.	Maximum 20% as determined by Council.
Planned infrastructure including land.	New surface or multi-level car parks, including basements, undercrofts or decks.	New car parks integral to buildings/sites, including basements, undercrofts or decks.	New car parks integral to buildings/sites, including basements, undercrofts or decks.	New car parks integral to building/sites, including basements or undercroft.	New surface or multi-level car parks, including basements, undercrofts or decks.	New car parks integral to buildings/sites, including basements or undercrofts.

Planned timing of expenditure	Upon development of Council or private land.	Upon development of private land.	Upon development of private land.	Upon any relevant development of the Cottesloe Beach Hotel site.	Upon development of private, Government or institutional land.	Upon development of private land.
Public parking stations on Town-controlled land.	Council car park corner Station and Railway Streets and eastern car park on Station St – decked parking. Surface or decked parking along Railway Street near train station.	Possible decked parking at rear of development along Marine Parade.	Possible surface car park, subject to traffic control and residential amenity.	Not applicable to Cottesloe Beach Hotel site.	Surface or decked parking integral to development of these sites, subject to good access and quality design.	Surface or decked parking, subject to good access, quality design and mixed-use amenity.
Public transport infrastructure on Town-controlled land.	Provision for local bus, taxi or shared bike facilities.	Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs.	Provision for local bus, taxi or shared bike facilities, subject to residential amenity.	Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs.	Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs.	Provision for local bus, taxi or shared bike facilities.
Land in lieu of cash in lieu, identified for public parking.	Council will consider land capable of parking development.	Council will consider land capable of parking development, which does not front Marine Parade.	Council will consider land capable of parking development, which does not front Marine Parade, subject to residential amenity.	Not applicable to Cottesloe Beach Hotel site.	Council will consider land capable of parking development, which is well-located and, accessible, subject to residential amenity.	Council will consider land capable of parking development.

Note: The maximum % of parking bays Council may permit as cash in lieu relates to:

- The parking requirement generated by the nature of the use and magnitude of the development.
- The demands for parking from the development and in the locality.
- The physical scale and form of development in relation to the site and surrounds.
- The affects on the amenity of the development and surrounds.

- For the **Town Centre** zone, the sites in the following table are the main opportunities to provide additional parking in substantial quantities.
- Each can be examined in detail in terms of land area, bay yield, levels of parking, type of development if combined with parking, indicative designs, estimated cost, approval/construction processes, funding and timeframe.
- Previous studies can be drawn-upon as a basis for formulating firmer concept proposals for further consideration.

Site	Ownership	Actions
Station Street Car Park west, corner Railway Street.	Council.	Formulate a three-storey mixed-use development proposal with at least 50 on-site parking bays. Consider options for funding and development.
Station Street Car Park east, near Stirling Highway (former sump site).	Council.	Formulate designs for either a decked car park or a three-storey mixed-use development proposal with surface and/or decked public parking. Subject to relocation of drainage infrastructure under street.
Private property redevelopments such as Station Street both sides and south of Jarrad Street.	Various.	Liaise with landowners and developers to facilitate and Co-ordinate the provision of on-site and off-site parking.
Public Transport Authority (PTA) parking areas.	Crown railway reserve.	Renegotiate the lease of the PTA parking area along Railway Street to be at no or low cost. Liaise with the PTA to formalise the linear parking west of the railway line behind the Western Power sub-station, for workers, to be developed, maintained and managed by the Town.
Government land south-east corner of Curtin Avenue and Jarrad Street west of railway line.	Unvested Crown reserve.	Seek a lease over the unvested Crown reserve on the south-east corner of Curtin Avenue and Jarrad Street for surface parking, for workers.

		Prepare a design with attention to vehicular ingress and egress, pedestrian routes internally and externally, and landscaping and signage.
--	--	--

- For the **Residential Office** zone between Forrest and Vera Streets north of the Town Centre, Council may consider cash in lieu being obtained and directed to the following provision of parking:
 - Station Street car park opportunities as outlined above.
 - Extension northward of the car park on the Railway Street road reserve alongside the railway.
- For the **Foreshore Centre, Restricted Foreshore Centre, Hotel and Development 'A'** (OBH site) zones comprising the beachfront locality, Council may consider cash in lieu being obtained and directed to the following provision of parking:
 - Improvement and rationalisation of Car Park No. 1.
 - Improvement, rationalisation and possible decking of Car Park No. 2.
 - Parking on the railway land with a shuttle bus service to the beachfront.
- For **Development Zone 'B'** (former depot site) approved to be subdivided for residential development, cash in lieu is not applicable.
- For **Development Zone 'C'** (Wearne Hostel site), **Development Zone 'D'** (WAIDE site) and **Development Zone 'E'** (railway lands), cash in lieu may be applicable subsequent to future structure planning, subdivision and development proposals.

Parking reductions (Schedule 13):

- Consideration of granting a parking reduction is informed by clause 9.2(c) of the Scheme regarding application requirements, which provides for:

any specialist studies that the local government may require the applicant to undertake in support of the application, such as traffic, heritage, environmental, engineering or urban design studies;
- As well as by clause 10.2.2 regarding matters to be had regard to, which includes:

whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles; and

the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

- The Scheme specifies parameters for Council to exercise discretion to grant parking reductions, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- For a proposal seeking a parking reduction, the applicant shall submit for Council consideration a traffic and parking statement addressing the relevant criteria.
- The percentage in the table refers to the maximum percentage of the total parking requirement that Council may grant as a reduction.

CRITERIA:	Traffic impact assessment to Town's satisfaction.	Amount up to 20% of parking spaces to be reduced.	Other relevant considerations.
EFFECTS ON:			
Occupiers or users of the development.	Parking needs and effects of occupiers or users of the development.	High impact proposals will be ineligible for a parking reduction.	<p>The larger the use or development the greater the parking requirement, hence the greater number of parking spaces in a reduction – and conversely – in terms of the degree and effect of any reduction.</p> <p>For major development, the traffic study must address the provision and form of parking on-site, on-street and nearby, including the effect on the supply of public parking.</p> <p>In activity areas such as the Town Centre or beachfront, more intensive development will progressively increase traffic generation and</p>
Inhabitants of the locality.	Traffic and parking effects and patterns in relation to residents and users/visitors.	Moderate impact proposals may be eligible for up to a 10% parking reduction.	
Likely future development of the locality.	Indicated by zoning, development proposals and planned road or public domain changes.	Low impact proposals may be eligible for up to the 20% parking reduction.	
Nature of proposed use.	Traffic generation and parking demand depending on type, magnitude and days/hours of use.		
Likely volumes of goods or materials and numbers of people moving to or from the land.	Traffic and parking implications of deliveries, waste removal, service vehicles, staff and visitors.		
Likelihood of traffic	Traffic circulation and		

<p>congestion on roads or in public places in the locality.</p>	<p>flow to access the development and parking areas, including peak periods.</p>		<p>parking needs.</p> <p>In the Local Centres and Residential Office localities the availability of business parking is limited and street parking including for nearby residences requires management.</p>
--	--	--	---

Resolution date:

27 October 2014

Advertised:

'Post' newspaper, 1 and 8 November 2014

Reviewed and Finally

Adopted by Council:

15 December 2014

110 MARINE PARADE ARCHITECTURAL DRAWINGS FOR DA SUBMISSION

CONTENTS SHEET A 0000

0 - PLANS

SITE PLAN A 0001
BASEMENT PLAN A 0101
GROUND FLOOR PLAN A 0102
LEVEL 1 PLAN A 0103
LEVEL 2 PLAN A 0104
LEVEL 3 PLAN A 0105
LEVEL 4 PLAN A 0106
LEVEL 5 PLAN A 0107
ROOF PLAN A 0108

1 - ELEVATIONS & SECTIONS

WEST ELEVATION A 1001
SOUTH ELEVATION A 1002
EAST ELEVATION A 1003
NORTH ELEVATION A 1004
STREET SCAPE A 1005

SECTION A A 1101
SECTION B A 1102

3 - SURVEY

IDENTIFICATION AND FEATURE SURVEY KHILL-COTT-01
- Prepared and executed by RMSurveys

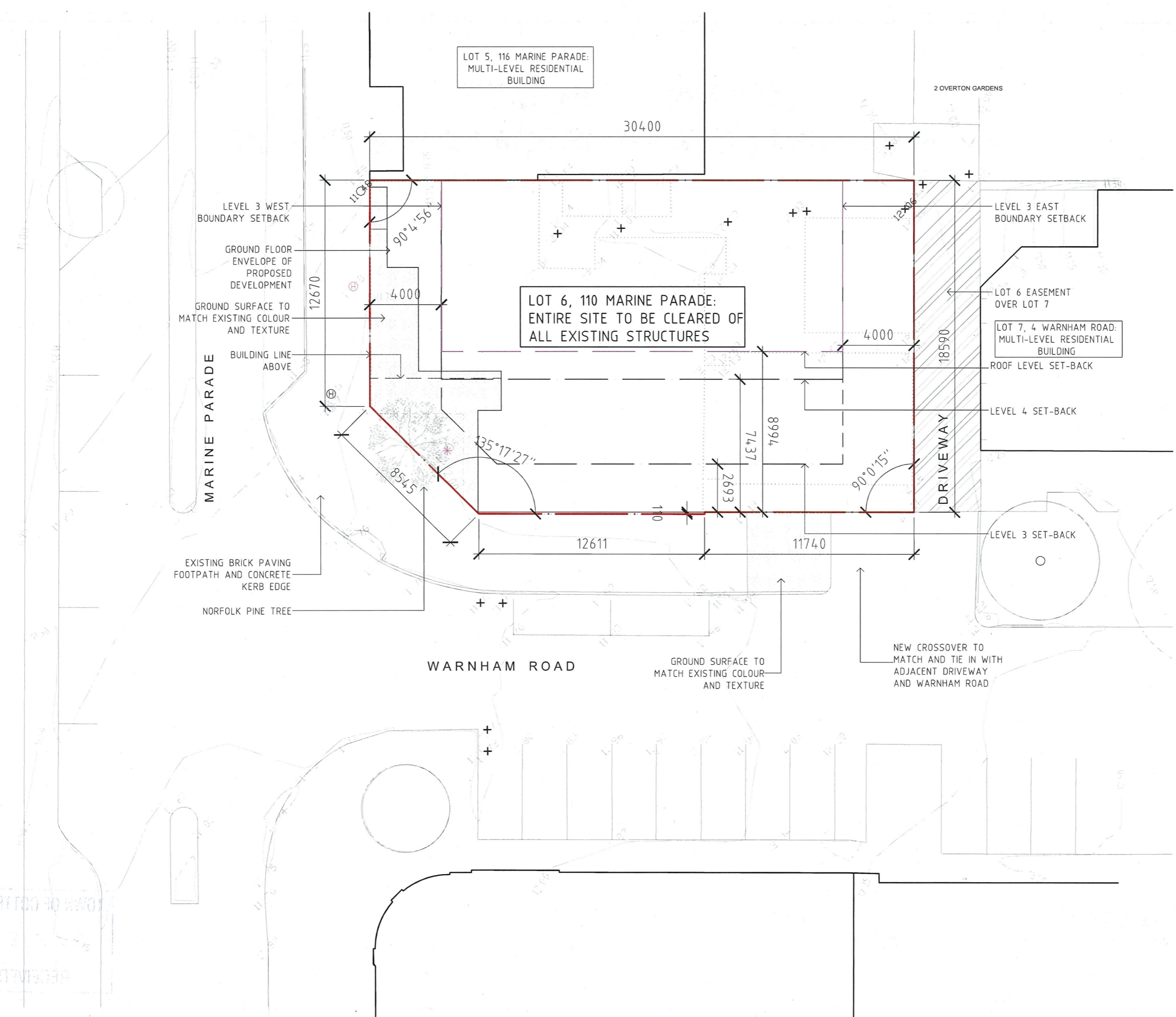
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30 Mouat Street, Fremantle, WESTERN AUSTRALIA 6160
TEL +61 8 9336 4545 FAX +61 8 93364546
admin_perth@kerryhillarchitects.com

CLIENT
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c/- 169 Broadway
Nedlands, WA 6009

PROJECT 110 MARINE PARADE
LOCATION 110 MARINE PARADE, COTTESLOE, WA 6011
JOB_NO. 509 DWG_NO. A_0000

TOWN OF COTTESLOE
28 NOV 2014
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ISSUE	DATE	AMENDMENT	CHECKED
A	28.11.14	DA SUBMISSION	KHA

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PROJECT	REF
110 MARINE PARADE	509

ADDRESS
110 MARINE PARADE
Cottesloe, WA 6011

DRAWN | NORTH | SCALE @ A3

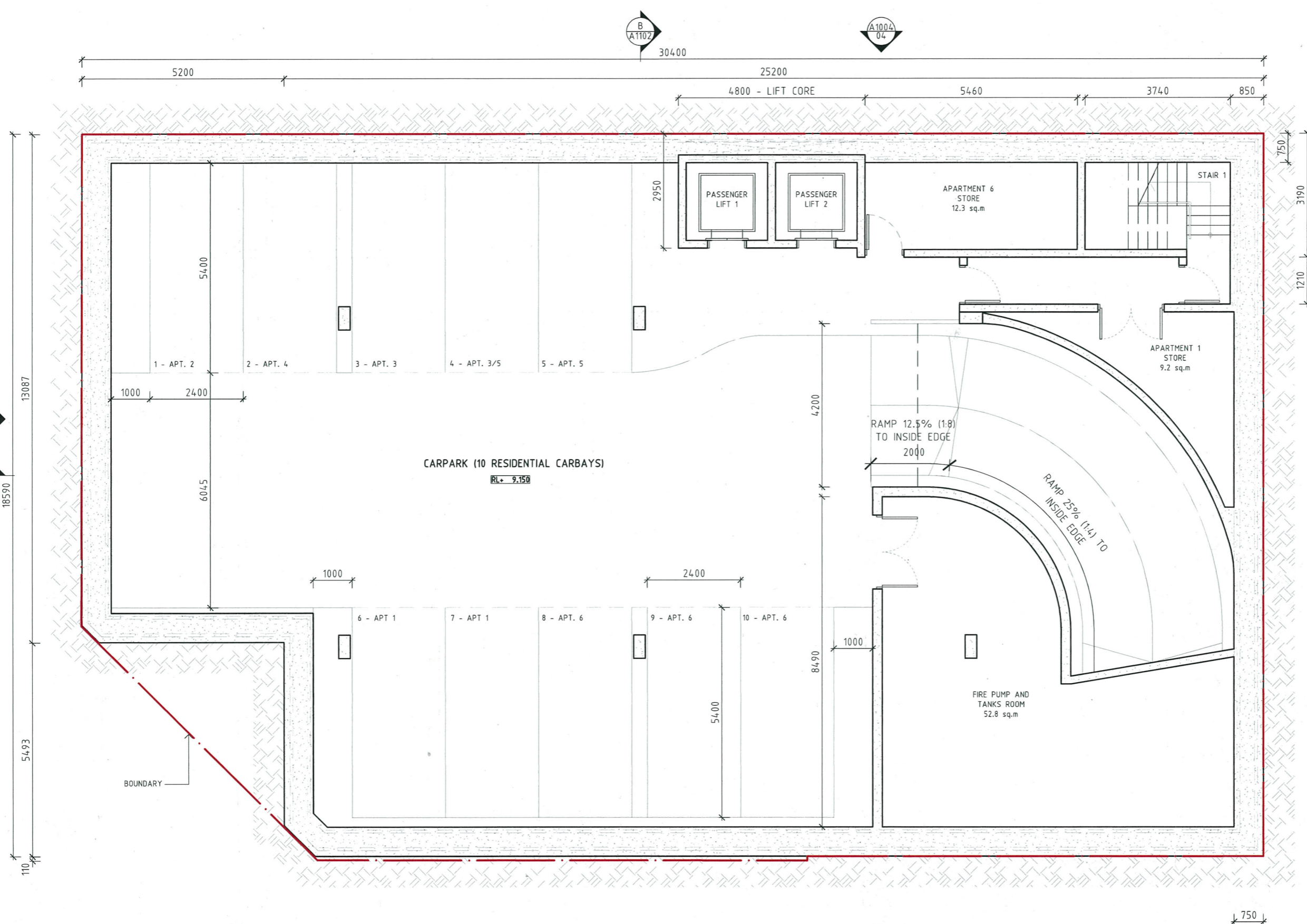
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DRAWING TITLE
SITE PLAN
PLAN

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A0001	A	28.11.14

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PROJECT REF
110 MARINE PARADE 509

ADDRESS
110 MARINE PARADE
Cottesloe, WA 6011

DRAWN NORTH SCALE @ A3

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KHA KHA 1:100

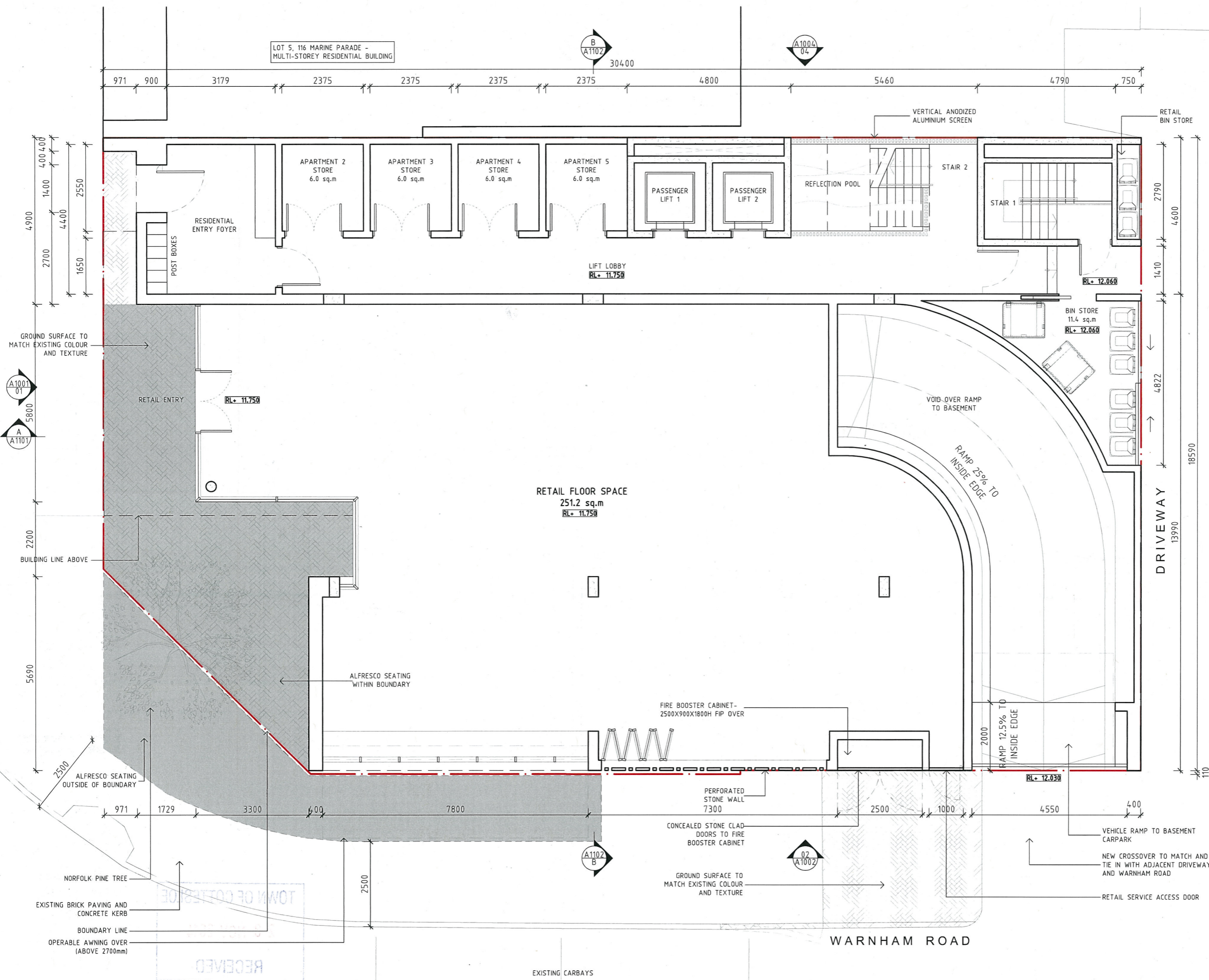
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BASEMENT

GA PLAN

DRAWING NUMBER ISSUE DATE
A0101 A 28.11.14

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LOT 5, 116 MARINE PARADE - MULTI-STOREY RESIDENTIAL BUILDING



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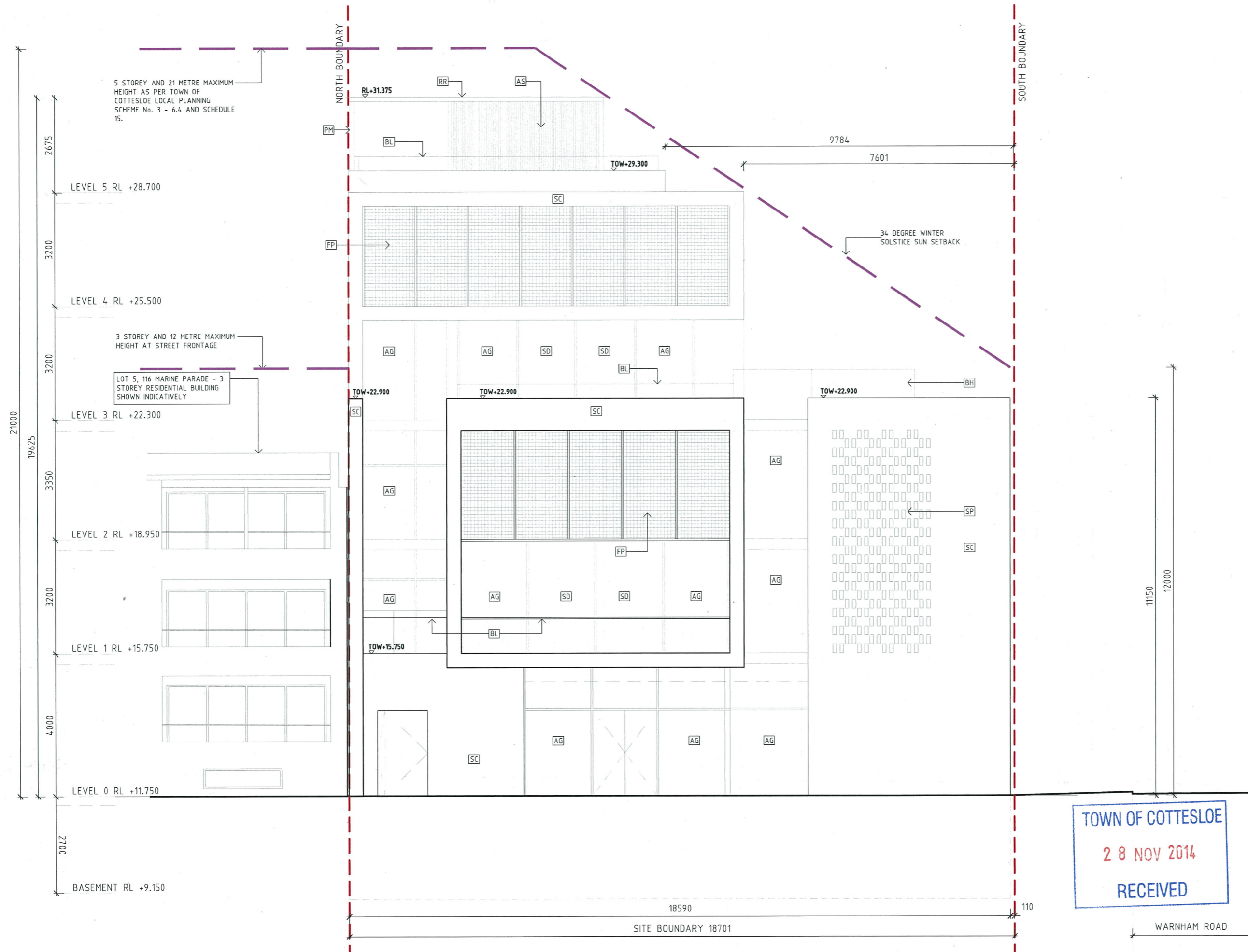
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GF PLAN
GENERAL ARRANGEMENT

DRAWING NUMBER	ISSUE	DATE
A0102	A	28.11.14





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AS	FIXED ANODIZED ALUMINIUM SCREEN
BL	1000mm HIGH BALUSTRADE
BH	1400mm HIGH BALUSTRADE
FP	FIXED PERFORATED METAL SCREENS
PM	PAINTED METAL
OP	OPERABLE PERFORATED METAL SCREEN
SC	STONE CLADDING
SD	GLAZED SLIDING DOOR
SP	PERFORATED STONE WALL
RP	RENDER AND PAINT FINISH
RR	RETRACTABLE SHADE CLOTH ROOF OVER

FFL+000.000 FINISH FLOOR LEVEL
 RL+888.888 RELATIVE LEVEL
 TOW+000.000 TOP OF WALL

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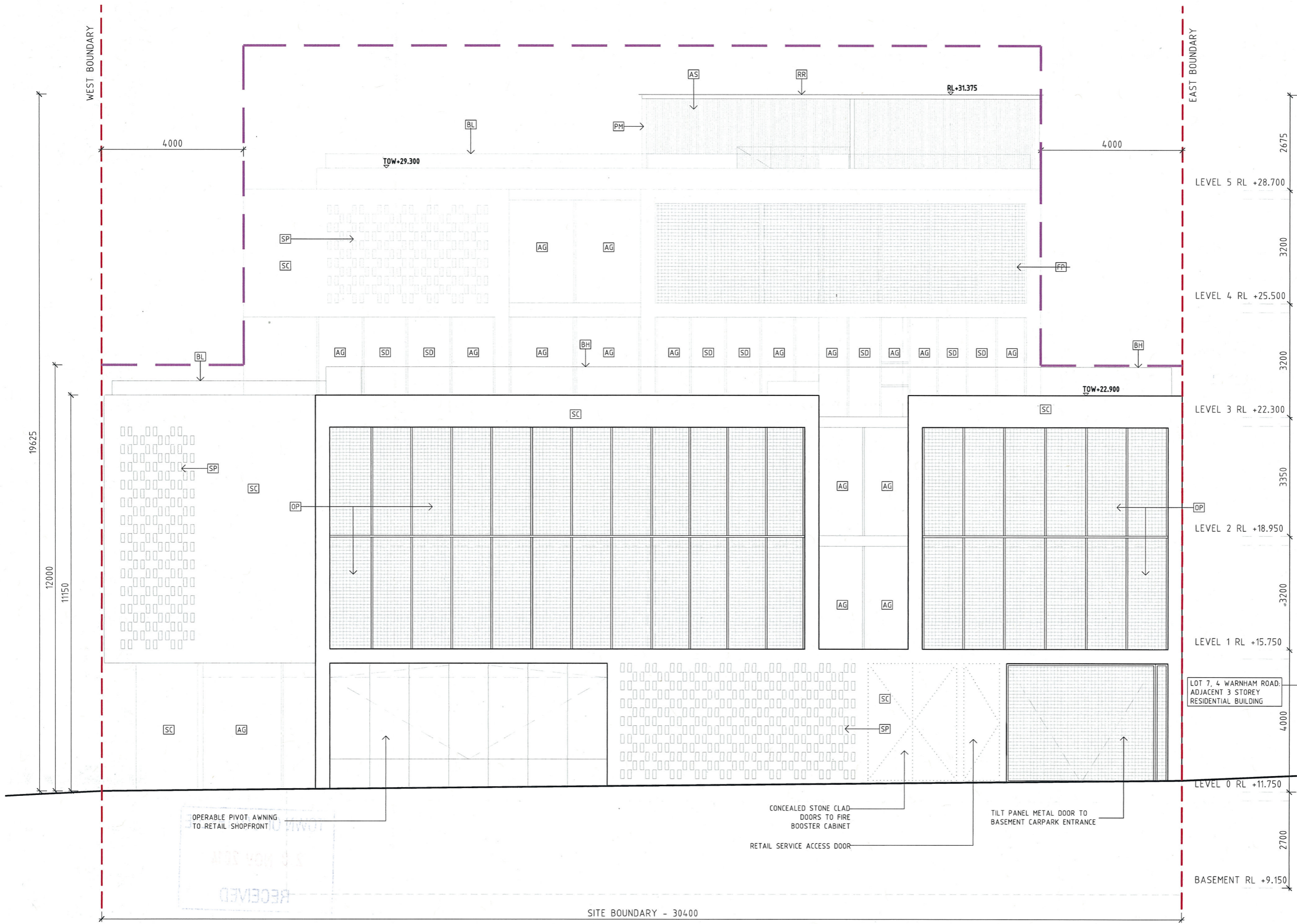
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ADDRESS	
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DRAWING TITLE	
WEST ELEVATION ELEVATION	
DRAWING NUMBER	ISSUE DATE
A1001	A 28.11.14



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AS	FIXED ANODIZED ALUMINIUM SCREEN
BL	1000mm HIGH BALUSTRADE
BH	1400mm HIGH BALUSTRADE
FP	FIXED PERFORATED METAL SCREENS
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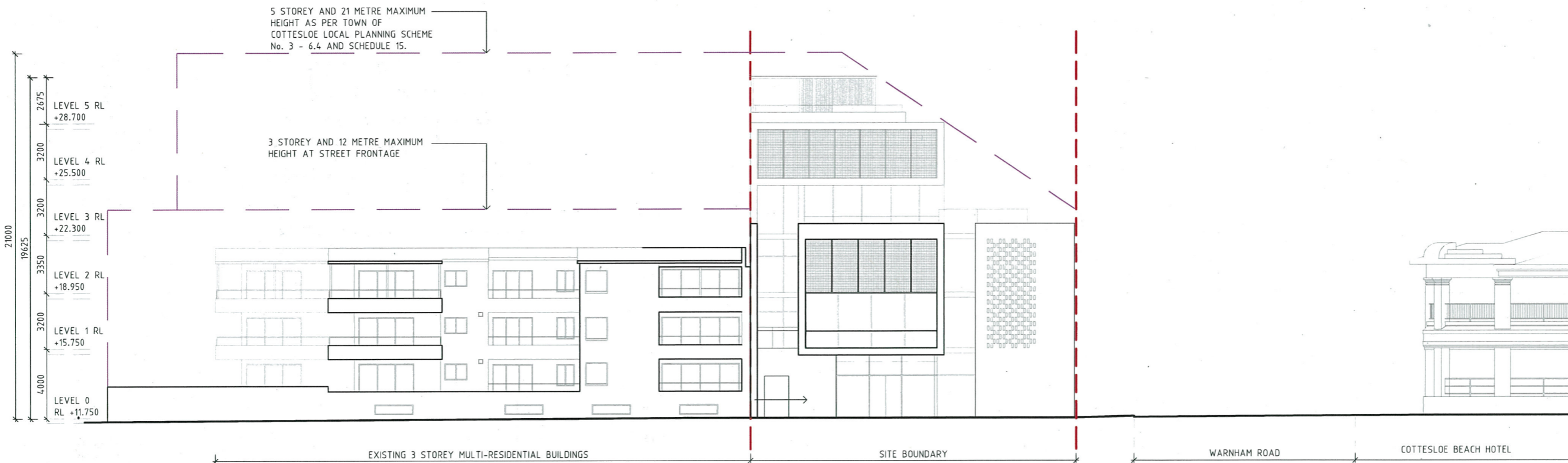
FFL+ 000.000 FINISH FLOOR LEVEL
 RL+888.888 RELATIVE LEVEL
 TOW+000.000 TOP OF WALL

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LOT 7, 4 WARNHAM ROAD.
 ADJACENT 3 STOREY
 RESIDENTIAL BUILDING

PROJECT	REF	
110 MARINE PARADE	509	
ADDRESS	110 MARINE PARADE Cottesloe, WA 6011	
DRAWN	NORTH SCALE @ A3	
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CHECKED	APPROVED	
KHA	KHA	
DRAWING TITLE	SOUTH ELEVATION ELEVATION	
DRAWING NUMBER	ISSUE	DATE
A1002	A	28.11.14



1 WEST ELEVATION STREEASCAPE
SCALE 1:250



2 110 MARINE PARADE - PROPOSED
PERSPECTIVE

3 110 MARINE PARADE - EXISTING
PERSPECTIVE



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PROJECT	REF
110 MARINE PARADE	509

ADDRESS

110 MARINE PARADE

Cottesloe, WA 6011

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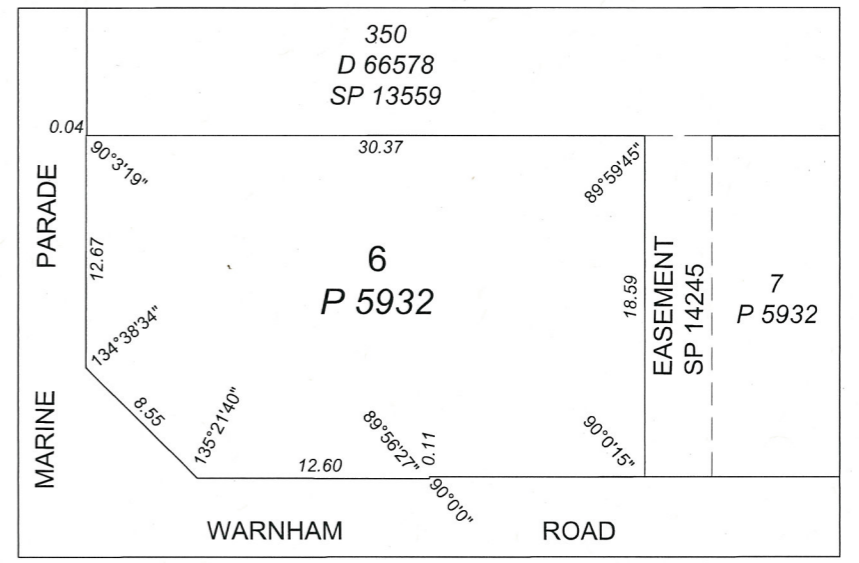
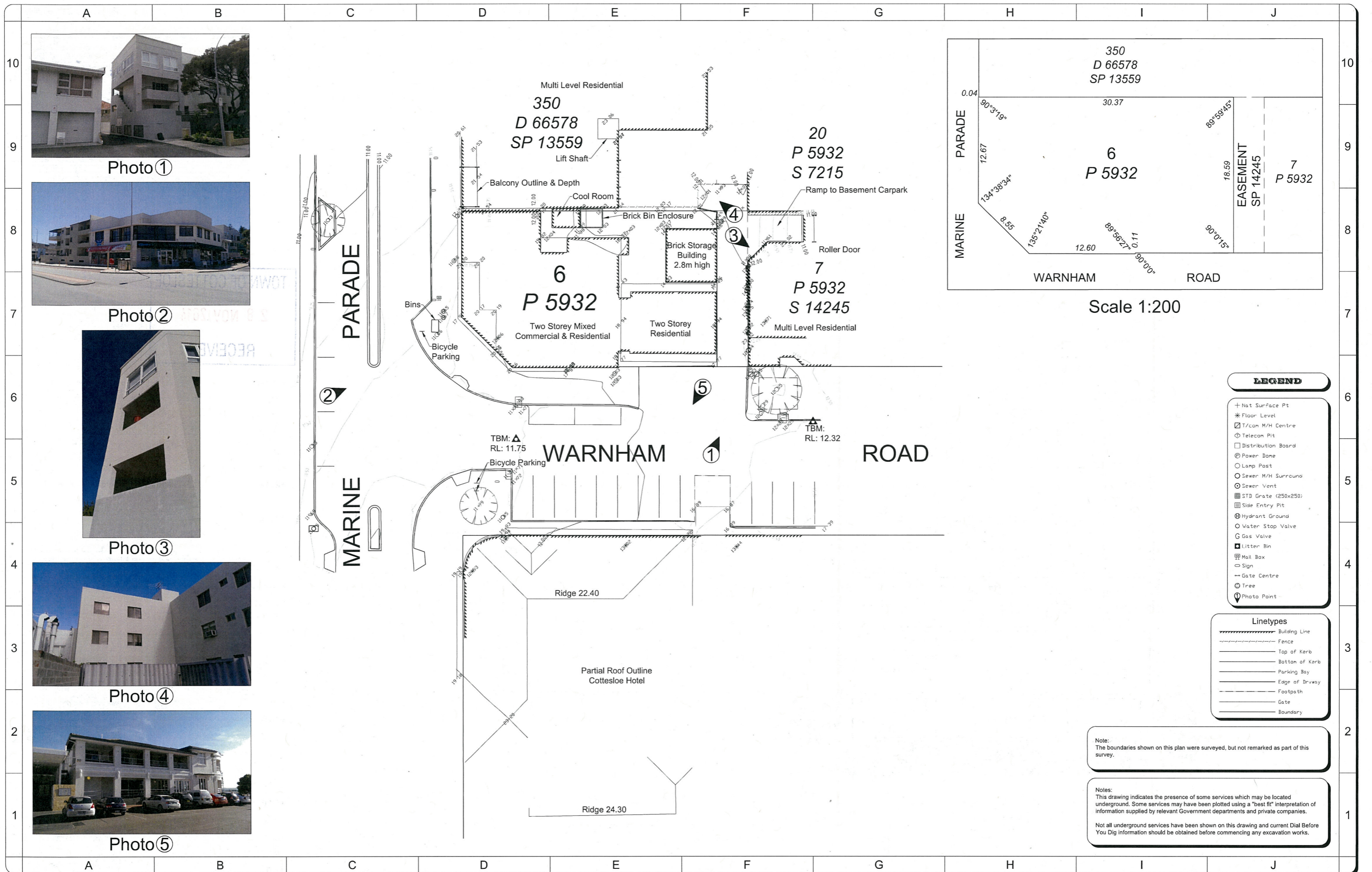
DRAWING TITLE

STREEASCAPE

WEST ELEVATION

DRAWING NUMBER | ISSUE | DATE

A1005 A 28.11.14



- LEGEND**
- + Not Surface Pt
 - ⊕ Floor Level
 - ⊕ T/Con M/H Centre
 - ⊕ Telecon Pit
 - Distribution Board
 - ⊕ Power Dome
 - ⊕ Lamp Post
 - ⊕ Sewer M/H Surround
 - ⊕ Sewer Vent
 - ⊕ STD Gate (250x250)
 - ⊕ Side Entry Pit
 - ⊕ Hydrant Ground
 - ⊕ Water Stop Valve
 - ⊕ Gas Valve
 - ⊕ Litter Bin
 - ⊕ Mail Box
 - ⊕ Sign
 - ⊕ Gate Centre
 - ⊕ Tree
 - ⊕ Photo Point

- Linetypes**
- Building Line
 - Fence
 - Top of Kerb
 - Bottom of Kerb
 - Parking Bay
 - Edge of Driveway
 - Footpath
 - Gate
 - Boundary

Note:
The boundaries shown on this plan were surveyed, but not remarked as part of this survey.

Notes:
This drawing indicates the presence of some services which may be located underground. Some services may have been plotted using a "best fit" interpretation of information supplied by relevant Government departments and private companies.
Not all underground services have been shown on this drawing and current Dial Before You Dig information should be obtained before commencing any excavation works.



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SCALE 1:200
ALL DISTANCES ARE IN METRES
ORIGINAL DRAWING SIZE **A1**
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Rev	Description	Drawn	Checkd	Appvd	Date
0	Initial Issue.	LH	SS	KB	21/10/13

Surveyor	SS	Vertical Datum	AHD
Survey Date	14/10/13	Horizontal Datum	PCG94
Data Source	LISCAD11	Job No.	KHILL-COTT

IDENTIFICATION AND FEATURE SURVEY
Lot 6 (#110) Marine Parade
Cottesloe

Client
Kerry Hill Architects
Drawing No.
KHILL-COTT-01
Revision
0
Sheet
1
Of
1