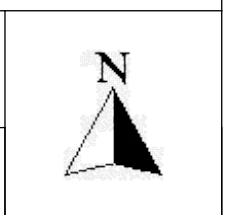


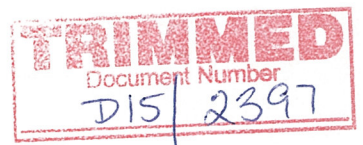
Curtin Avenue Density

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 1:1650

11/06/2015





263 Curtin Avenue
Cottesloe WA 6011



Town of Cottesloe Council
PO Box 606
Cottesloe WA 6911

Dear Council

As the landowners of properties fronting Curtin Avenue between Eric and Grant Streets, we request that Council resolves to up-code our properties from the current R20 code to a R30 residential density code.

As residents of the subject properties, we are affected by noise, dust, vibrations and other negative impacts associated with the frequent movement of heavy vehicles and ever increasing volumes of vehicle traffic along Curtin Avenue, as well as noise and vibrations from the operation of the Perth-Fremantle train line.

While we enjoy the fact that our properties are very close to Grant Street station and high frequency bus routes, we note that B-Double heavy freight trucks now use Curtin Avenue seven days a week between the hours of 5am and 11pm, and the resulting noise, dust and vibrations make life quite uncomfortable to say the least.

The dwellings on the subject lots are mostly older single detached houses originally built prior to the 1980's and it is uneconomical for the owners of these aging homes to upgrade their homes to overcome the serious negative impacts associated with living next to an important regional transport corridor.

It is expected that the opportunity to subdivide our properties under the R30 code would provide a catalyst for redevelopment of our homes in such a way that makes a more efficient use of public transport facilities and addresses the negative amenity impacts associated with heavy freight vehicles and traffic on Curtin Avenue (a Primary Regional Road).

The majority of properties along Curtin Avenue south of Eric Street are already coded according to an 'R30' or 'R35' density code, and up-coding our properties would effectively complete this scale of development along the length Curtin Avenue from South Cottesloe through to Grant Street.

Yours Sincerely,

Bill and Lee Hazell
263 Curtin Avenue, Cottesloe

Encl. - Signed letters of support from affected landowners

263 Curtin Ave
COTTESLOE. 6011.

02/06/2015

W& L Hazell
263 Curtin Ave
Cottesloe 6011

Mr Andrew Jackson
Manager Planning Services
Town of Cottesloe
109 Broome Street
Cottesloe, WA 6011
MDS@cottesloe.wa.gov.au

CC: Cr Peter Jeanes
Mr Peter Woods

Dear Andrew

**Rezoning Proposal, Curtin Avenue Cottesloe
Additional Information**

Thank you very much for meeting with us last week - we are very pleased and greatly appreciative that Council will be considering our letter in the June round of meetings. Please see the following that provides the additional information/comments that you requested:

Potential Future Development

It is envisaged that the introduction of an 'R30' density coding would encourage proposals for redevelopment of the 16 subject properties with two single houses or grouped dwellings in a 'rear loaded' configuration over each property. This type of 'rear loaded' development will comply with permitted uses within the 'Residential' (1A) zoning. An example of the type of development may be seen at 80 Hawkstone Street on the western side of the right-of-way bounding the subject lots. **Some photos of the streetscape presented by this form of 'rear loaded' development are attached for Council's reference.** Additional we refer to the type of development that has been approved on at least six blocks on both the east and west sides of Chamberlain Street near the Eric Street shopping complex. Future development proposals will be entirely consistent with the scale of development located on the west side of Curtin Avenue, and will be appropriate to the setting generally.

The configuration of the subject lots presents an opportunity for coordinated vehicular access for the street block via other permitted roads and right-of-ways. The provision of sole vehicle access from rear right-of-ways promotes better streetscapes through preventing additional vehicle crossovers from Curtin Avenue and therefore maintaining the road verge area for landscaping. In addition, lots fronting a right-of-way will still be required to provide pedestrian access to the street for postal, visitor, rubbish collection and public utilities **(please refer attached photo from 3B Chamberlain Street as an example of these pedestrian access-ways).**

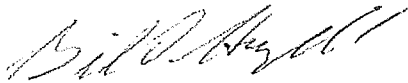
The owners of subject lots have expressed support to a recoding. Owners of a number of lots immediately surrounding the subject properties have also been provided a copy of our letter and have not raised any objections to the recoding. It is envisaged that each subject lot could be redeveloped individually, or in a coordinated manner, through a series of future development application proposals, depending upon the level of coordination of landowners.

The 'Residential' zoning of the subject lots provides for a narrow range of permissible land uses confined solely to a residential environment. Future development proposals would be subject to the provisions of the Town's Local Planning Scheme and local planning policies which provide a range of development standards, including building height, setbacks, parking, landscaping and crossovers that will ensure that future development proposals are harmonious in nature, and compatible with the existing residential dwellings surrounding the Amendment area.

At our meeting you noted that the preparation of the Town of Cottesloe LPS 3 recognised the suitability of 'up-coding' of residential lots to 'R30' where they are already developed at the higher density. Considering the objectives for residential land provided by the Town's Local Planning Scheme, we think it is appropriate to consider completion of the pattern of 'R30' residential density along Curtin Avenue (which is predominantly apportioned according to an 'R30' or 'R35' density) – particularly in areas served by multiple access opportunities via right of ways and within close proximity to passenger train stations.

We hope this information assists Council in its consideration of our letter at the June Ordinary Council Meeting.

Yours Faithfully,

A handwritten signature in cursive script, appearing to read 'Bill & Lee Hazell', written in dark ink.

Bill & Lee Hazell



TOWN OF COTTESLOE

SUBJECT LOTS

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2/02/2015





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