

05/10/2017

City of Vincent
Administration & Civic Centre
PO Box 82
Leederville WA 6902

Dear Heidi,

RE: Traffic Impact Statement - Development Application extension of existing building and change of use from residential to café/restaurant at #7 Chelmsford Road, Mt Lawley

This report has been compiled to provide supplementary information in relation to parking, for the development application for # 7 Chelmsford Road, Mt Lawley (subject site).

The proposal seeks to extend and renovate the existing single story character home and change the use to an artisan family orientated eating house. The property is currently approved as a residential dwelling on land zoned 'Residential R40' under the City of Vincent's Town Planning Scheme No. 1.

Base Requirements

The City of Vincent's Planning Policy 7.7.1 – Parking and Access (LPP 7.7.1), Clause 1.2 Table 1 outlines the requirements for car parking. The required number of car bays for an Eating House is 1 space per 5 patrons. The proposal seeks approval for a maximum number of 28 patrons, meaning a total of 5.6 car bays are required excluding any adjustment factors noted below.

Adjustment Factors

LPP 7.7.1 Clause 1.3 Table 2 sets out potential development scenarios in which adjustment factors may be applied in order to reduce the required number of car bays. In this instance three development scenarios apply.

Development Scenario No. 2 which has an adjustment factor of 0.80, applies when the development is located within 400 meters of a bus route.

The subject site is within close proximity to a number of bus stops, with two being within 120 meters from the property. The closest bus stops are Beaufort Street after Harold Street (Stop ID 12138) and Beaufort Street before Grosvenor Road (Stop ID 12139). This examination clearly meets the requirements for Development Scenario No. 2.

Development Scenario No 3A, which also has an adjustment factor of 0.80, applies when the development is located within 200 meters of an existing off-street public car park with in excess of 50 car bays.

The subject site has several existing public car bays within the vicinity that are closer than 200 meters away. The image below indicates that there are 3 public car parks with additional on street parking along Chelmsford Road, Vincent Street, Beaufort Street and Grosvenor Road. The public car park directly opposite the subject site contains 56 car bays, the public carpark between Grosvenor Road and Raglan Road contains approximately 90 bays and the car park that is located at the intersection of Barlee Street and Beaufort Street contains 54 car bays. These figures do not take in to consideration the on street car bays which contribute further to the total amount of accessible car

bays within the area. It is therefore clear that this adjustment factor can be used when calculating the car parking requirements for the subject site.



Development Scenario No. 4 applies when a development is located in a Town Centre shown in Appendix 1 of LPP7.7.1. This has an adjustment factor of 0.90.

The subject site falls just outside of the Mt Lawley/Highgate Town Centre (Map 3), with the boundary line being between the mixed use development and the subject site. With the property being in such close proximity to the Town Centre and being separated from all other residences in the area by a ROW, it is argued that although this has not been used to calculate the car bay requirements, this adjustment factor could also be applied also to this property.

After calculating the adjustment factors as described above, it is found that this requirement can be reduced to 3.584 on site car bays. The plans have been amended significantly to allow for 2 onsite car bays, therefore the shortfall of car bays will only be 1.584, which is marginal and can easily be accommodated by the surrounding public and on street car bays surrounding the subject site.

Parking Constraints

The location and layout of the subject site pose a number of constraints to the provision of parking.

Prior to any form of sub-division, the existing dwelling is setback 3m from the ROW boundary. Originally the application proposed 3 car bays located between the existing building and the ROW, however due to the loss of 0.5 meters, this space has become unavailable for this use.

Granted that this area can no longer be used for parking, it can however, be utilized as landscaping and it also provides an opportunity to grow fresh produce for the restaurant. Any vegetation that grows within this area would also provide some form of screening between the restaurant and neighbours and will enhance the overall appearance of the property, laneway and the entire street.

Technical Services highlighted that due to the traffic island located to the front of the property and the 2m x 2m truncation required at the front boundary line, no vehicles would be able to enter the site within the front setback area without the removal of the traffic island and mature trees which is undesirable to all parties.

The plans have been modified from the original application to allow for 2 on site car bays located in front of the existing building, making the shortfall only 1.584. It has been confirmed by the City that a cash in lieu of parking will be applied to this shortfall which can be utilized by the City to look in to other ways parking pressures, which may be currently present within the locality, can be decreased.

Parking Assessment Summary

The following table calculates the proposed shortfall in parking requirements, in accordance with LPP 7.7.1.

Proposed Parking	
Car Parking Requirements	2 on site car bays
Eating House (28 Patrons) = 5.6 Total after adjustments 2 & 3A = 5.6 x 0.8 x 0.8	3.584
Onsite Parking Bays Required	2
Shortfall (cash in lieu proposed)	1.584

For an Eating House of 28 patrons, after adjustments as calculated above, a total of 1.584 car bays are required, for which we are seeking a cash in lieu payment if approved by the City.

Parking Survey of Existing Nearby Public Carparks & On Street Parking

At the City's request, we have undertaken a detailed Parking Occupancy Survey which specifies the number of car bays, both on street and within the nearby public car parking lot, which are available at various time between 10:00am and 10:00pm, Monday to Sunday.

In total, there are approximately 120 on street car bays on Chelmsford Road between Beaufort Street and William Street, which is an easy walking stretch of approximately 400 meters. Additionally, the carpark located just 20 meters from the subject site contains 56 car bays. Therefore the approximate number of 176 bays is utilized for the percentage breakdowns of each count conducted. The occupancy figures of these car bays have been outlined in the table below:

Day	Time	Parking Count (Occupied)	Percentage of Occupancy (%)
Monday	10:00	94	53
Monday	12:00	96	55
Monday	14:00	88	50
Monday	16:00	98	56
Monday	18:00	115	65
Monday	20:00	128	73
Monday	22:00	98	56
Tuesday	10:00	92	52
Tuesday	12:00	98	56
Tuesday	14:00	91	52
Tuesday	16:00	100	57
Tuesday	18:00	126	72
Tuesday	20:00	135	77
Tuesday	22:00	107	61
Wednesday	10:00	95	54
Wednesday	12:00	105	60
Wednesday	14:00	94	53
Wednesday	16:00	91	52
Wednesday	18:00	134	76
Wednesday	20:00	128	73

Wednesday	22:00	97	55
Thursday	10:00	90	51
Thursday	12:00	112	64
Thursday	14:00	92	52
Thursday	16:00	95	54
Thursday	18:00	130	74
Thursday	20:00	135	77
Thursday	22:00	97	55
Friday	10:00	98	56
Friday	12:00	122	69
Friday	14:00	118	67
Friday	16:00	109	62
Friday	18:00	148	84
Friday	20:00	138	78
Friday	22:00	125	71
Saturday	10:00	129	73
Saturday	12:00	145	82
Saturday	14:00	156	89
Saturday	16:00	163	93
Saturday	18:00	171	97
Saturday	20:00	157	89
Saturday	22:00	141	80
Sunday	10:00	141	80
Sunday	12:00	156	89
Sunday	14:00	163	93
Sunday	16:00	153	87
Sunday	18:00	155	88
Sunday	20:00	148	84
Sunday	22:00	128	73
Average Parking Occupancy (Weekdays)	(3819/35)	109	62
Average Parking Occupancy (Weekend)	(2106/14)	150	85
Total Average	(5925/49)	121	69

In relation to the above, we consider that this data is accurate, and representative, given that every day of the week has been surveyed over a 12 hour period on each day.

At an average occupancy of 69%, it is clear that there are no parking issues and that there are always some car bays available, even in the busiest times of the day and week. Knowing that only 1.584 car bays are actually required as stated in LPP 7.7.1. it is evident that these required car bays are available to be used at any time of the day as indicated above.

It is to be noted that when conducting the survey, it was apparent that the on street car bays were not formally individually marked and that larger gaps between vehicles were being left, meaning less cars would be able to park along the street in these areas. A cash in lieu payment could potentially allow the city to upgrade the allowed parking areas with individual parking bays to ensure maximized parking availability.

It may also be suggested that the City implements tougher restrictions on verge parking to encourage people to use the readily available public transport provided to the area which so many other suburbs miss out on.

It is widely known that people come from all over the Perth metropolitan area to dine on the Café Strip in Mt Lawley. It is also a fact that many people want to live in this area to be part of this popular atmosphere and to be just

walking distance to their favourite cuisines. It is due to this that Mt Lawley is naturally a busy suburb and congestion is bound to occur in such close proximity to Beaufort Street.

This survey did not take in to consideration the many other readily available public car parks or verge parking within a 200 meter radius of the subject site. It is suggested that this should be contemplated when evaluating if the current parking facilities are sufficient to accommodate an additional artisan Eating House in the area of Mt Lawley.

Cash in Lieu

In accordance with LPP 7.7.1 Clause 2.2, the owner proposes to pay cash in lieu of parking payment for the shortfall of onsite car parking bays. As discussed, the proposed shortfall is 1.584 bays, therefore a fee of \$8,553.60 would be payable as a cash in lieu of parking, at \$5,400 per bay as per the City's 2017/18 Fees and Charges.

Regulation & Management

The bulk of the parked vehicles in the area are those of residents, demonstrated by the consistently high number of parked vehicles along surrounding streets outside of operating hours. This shows that a substantial proportion of parking issues in the area are due to residential parking, not business overflow issues.

It appears that most residences have access to a ROW for vehicle access and most of which also have a garage backing on to the lane way too. However, a lot of these homes also have a crossover and paved driveway within the front setback area. This observation highlights if the existing structures facing the relevant ROW's are actually being used for car parking purposes, or if they are just being used for storage in general, and therefore the heavy congestion could possibly be due to residents & visitors parking on the verge in lieu of on their own property.

If the City was to encourage residents of the area to use their existing car parking facilities on their own property, and to remove any obsolete or unused crossover and driveway within the front setback area, more verge parking would become available. It would also encourage more planting of street trees creating an attractive streetscape.

With regards to issues of any parking overflow which have previously been mentioned by the City, we would suggest a regulatory approach. If parking within the immediate locality surrounding the development is an issue, the City has the ability to undertake initiatives such as timed or permit parking.

The locality's close proximity to the popular precinct of Mt Lawley, which does attract significant traffic, would further justify the City's consideration of moderate parking restrictions in the area.

Alternatively, the City could plan to build more public parking areas which would relieve any current parking pressures in the area. As Vincent becomes a busier and more socially active City, funds received by cash in lieu payments, parking permits and timed parking bays, could be utilized for such planning and construction within the area of Mt Lawley. As the CBD is ever growing, existing parking facilities will eventually need to be upgraded, whether it be on multiple levels or with additional more sporadic single level car parks within the vicinity.

Eventually, a balance and understanding is required from all occupants of the locality. Businesses need to understand that a payment may be required to achieve additional public car parking facilities will become available for their customers & staff; Customers need to appreciate their surroundings and respect others when choosing where to park and pay rightfully for their space; Residents need to comprehend that they live in a naturally growing, busy environment that sometimes comes with traffic congestion; and the City needs to plan, look to the future and realize this area is a community that so many others want to be a part of, whether permanently to live or temporarily to dine or shop.

Conclusion

As detailed in the above commentary of this report, the proposal is seeking to extend and renovate the existing single story character home and change the use to an artisan family orientated eating house with a maximum patronage of 28. Given the statements above, the following conclusions have been made:

- The number of off-site car parking bays required for this establishment is 1.584. It has been demonstrated that these bays will be available throughout various times of the day and week.
- There are several existing large public car parks within 200 meters of the subject site, along with a multitude of verge parking on the surrounding streets and is also in close proximity to public transport routes.
- Generally, people enjoy walking along the café strip and don't necessarily have to park in close proximity to the restaurant.
- With alcohol testing and with Uber becoming more popular, less people are driving to go out for dinner and have an alcoholic beverage. A taxi rank is also only 800m away from the subject site. These forms of transport are encouraged by the Landowner.
- The proposed establishment is an upmarket family restaurant, not a coffee house/café where there would be more traffic implied to the site.
- The Landowner envisages that a large number of the patrons will be local residents and therefore would walk to the restaurant rather than drive.
- The subject site is sandwiched between a three story mixed use development which contains cafes, shops and residential premises, and a public ROW, separating the subject site from all other residential properties along Chelmsford Road.
- The proposal is consistent with the existing amenity of the locality and is likely to upgrade the amenity and security of the lane way and surrounding properties.
- 2 on site car bays have been provided, however to be form any more bays would require significant removal of parts of the existing building, which would be detrimental.
- The proposed extension and renovation to the existing structure have been designed to blend in with the character and charm of the existing neighbourhood along Chelmsford Road. The proposal will enhance the current streetscape and forms a subtle transition between commercial and residential zones which will successfully harmonize its surroundings.

As such, we contend that the proposal meets the objectives of the City's parking policy LPP 7.7.1, whilst successfully managing a number of other site constraints and maintaining the amenity of the locality. The proposal is therefore reasonable and should be supported.

Should you have any questions or require further information, please feel free to contact me on the below written details.

Kind Regards,

Katie Shortland-Webb

Director | Building Designer

P | 9381 2106

E | design@ktrcreations.com.au

W | www.ktrcreations.com.au