

18 May 2018



## **PARKING IMPACT STATEMENT AND MANAGEMENT PLAN**

**Development Application – Change of Use from ‘Office Building’ to ‘Educational Establishment’  
Lots 12-15 on Strata Plan No. 60424 at Lot 200 (Units 42, 69, 71, No. 440) William Street, Perth**

Pinnacle Planning acts on behalf of the Landowner of the above site.

This Parking Impact Statement and Management Plan has been compiled to provide supplementary information in relation to parking, for the development application at Lots 12-15 on Strata Plan No. 60424 at Lot 200 (Units 42, 69, 71, No. 440) William Street, Perth (subject site).

We note that the current parking provisions for the building and its currently approved uses have been deemed acceptable by the City of Vincent (City), through the previous planning approvals and payment of cash-in-lieu.

This report therefore addresses any potential change in demand for parking based on the proposed land use change of a portion of the building from ‘Office Building’ to ‘Educational Establishment’, and seeks to determine whether the current parking provisions and management are adequate.

### **DESCRIPTION OF PROPOSAL**

The subject site is located within a five-storey mixed-use building, incorporating an educational establishment, office space, medical consulting rooms, eating houses and four residential apartments.

The proposal seeks a change of use from ‘Office Building’ to ‘Educational Establishment’. The proposed tenant provides one- to two-year vocational educational training courses in English as a Second Language and Business, catered towards overseas students on student visas. Operations would include several educators providing training to classrooms of students, with relatively low educator to student ratios. The space also facilitates administration staff, a boardroom, server room, kitchens and a breakout space.

The proposal does not include any physical works to the exterior of the building, other floors, or parking provisions. The only physical works proposed are internal fit-out alterations on the third floor in order to facilitate the educational land use.

### **PARKING POLICY PROVISIONS**

The City’s Planning Policy No. 7.7.1 Non-Residential Development Parking Requirements (LPP7.7.1) sets out the parking requirements for non-residential development, and also includes the provisions for a Parking Management Plan, where required.

Clauses 2 and 3 of LPP7.7.1 sets out provisions for car and bicycle parking, respectively. Both clauses direct to Table 1, which outlines the required number of car and bicycle bays for various land uses.



The table does not include the 'Educational Establishment' use, however, and instead notes that the parking provisions for any land use not outlined in the table are to be determined on a site-specific Parking Management Plan, which is detailed below.

We confirm that all other provisions within Clauses 2 and 3, such as the design of parking spaces and the provision of end-of-trip facilities, have already been dealt with through the previous planning approvals, and are acceptable.

We anticipate a reduced parking demand from the proposed use in comparison to the current office use. Firstly, as an office is generally occupied largely by staff, with few visitors, parking would be required for a large percentage of those occupying the space. In contrast, the proposed operations would include a small number of administrative staff and educators, who would require parking, with the remainder of the occupants being students, resulting in a low educator to student ratio.

The courses provided include English as a Second Language and Business, and are catered towards international students on student visas. It is therefore not expected that many students would have access to private vehicles, instead opting to utilise public transport. For the few students who do wish to drive to the premises, there is ample public on- and off-street parking both directly adjacent to the premises and in the surrounding locality.

Further, the minor internal fit-out modifications proposed in order to facilitate the educational land use includes the segmentation of the space, and creation of a number of spaces which would be seldom used. These include a boardroom, server room, break out space and two kitchens. In comparison to the current office space, the proposed configuration has a much smaller overall occupant capacity, further reducing the demand for parking.

Given the above, it is clear that the proposed change of use would result in a similar or reduced parking demand. Further, any additional visitors to the site will be adequately serviced by the surrounding public transport and public parking. It is therefore evident that additional parking provisions are not required.

## **PARKING MANAGEMENT PLAN**

Appendix 2 of LPP7.7.1 sets out the Parking Management Plan framework, outlined below where applicable. We note that parking provisions for the development as currently approved have been fully justified and approved by the City, and therefore this management plan primarily addresses the proposed 'Educational Establishment' use and has been modified in areas to reflect this.

### **Parking Allocation:**

<b>Table 1 - Parking Allocation</b>	
Total Number Car Parking Spaces:	37 bays (including 1 ACROD bay)
Total Number Short Term Bicycle Parking Spaces	9 bicycle racks
Total Number Long Term Bicycle Parking Spaces	
Total Number Other Bays:	n/a – serviced via laneway

## Alternative Transport:

Table 2 - Alternative Transport	
Transport Option	Type & Level of Service
<b>Public Transport</b>	
Train	Approximately 800m or 12-minute walk to/from Perth Train Station.
Bus	Approximately 160m or 3-minute walk to/from Brisbane Street After Lindsay Street Bus Stop – services bus routes 16 (Perth Busport to Dianella) and 60 (Elizabeth Quay to Morley); Approximately 500m or 8-minute walk to/from Aberdeen Street Blue CAT Bus Stop 8 (Elizabeth Quay to Northbridge).
<b>Pedestrian</b>	
Paths	Good quality footpaths on both sides of road, well-shaded by trees and awnings.
Facilities	End-of-trip facilities and washrooms.
<b>Cycling</b>	
Paths	Forbes Road and its east-west connections, 130m south is identified as a Good Road Riding Environment by Perth Bicycle Network; Perth Bicycle Network Shared Path located 800m south; a well-connected route throughout Perth.
Facilities	Separate end-of-trip facilities room for building occupants, adjacent to the carpark.
Secure Bicycle Parking	Secure bicycle parking located adjacent to carpark in the end-of-trip facilities area, in addition to three bicycle racks adjacent to the entrance to the development.
Lockers	Secure lockers located within the end-of-trip facilities area.
Showers/Change Room	Shower and change room located within end-of-trip facilities area.

## Public Parking:

Table 3 - Public Parking			
Parking	No. Marked Spaces	Location	Parking Restrictions
On-Street	18 spaces	Directly adjacent to subject site, from Brisbane Street to Robinson Avenue (50m in each direction from subject site)	Available 24/7; Paid Parking.
Off-Street	607 regular bays; 7 disability bays; 14 motorcycle bays.	CPP State Library, 15 Francis Street, Northbridge (400m/8-minute walk)	6am – Midnight; Paid Parking.
	Unlisted	Wilson Tyne Square, 154 Newcastle Street, Northbridge (400m/8-minute walk)	24/7 Open Air Parking; 7am – 8pm Monday to Thursday; 7am – 10pm Friday;



			7am – 6pm Saturday to Sunday; Paid Parking.
	Unlisted	Wilson Northbridge Central, 6-8 Errichetti Place, Northbridge (400m/7-minute walk)	Available 24/7; Paid Parking.

With regard to public parking, we note that many more on-street and off-street parking bays are available outside the selected vicinities. The distances used were selected in order to demonstrate the high number of available bays in such a small vicinity.

The subject site is located in a well-established commercial and retail precinct, in close proximity to the Perth CBD. As such, there is an abundance of street parking on nearly all nearby streets, and a number of off-street parking locations.

#### **Parking Management Strategies:**

The car parking incorporated into the development is already being managed effectively, and has been for many years with no internal or external parking or traffic issues being generated.

Parking is provided via car stackers, which are working efficiently and effectively. The nature of the land uses within the building are such that parking is largely only required for residents, and staff, many of who spend the full day at the premises. The use of car stackers is therefore a practical choice, and through effective management and allocation has not created any parking issues.

The change of use of the third floor from 'Office Building' to 'Educational Establishment', firstly, is a minor one. This space occupies only a small percentage of the building, and therefore does not have the capacity to significantly alter parking demand for the building as a whole.

Secondly, as discussed above the establishment will require only a small number of educators and administrative staff will occupy the space, with the majority of students being international, and therefore unlikely to utilise private vehicles as their primary mode of transportation. There are extensive public transport options in the nearby area for these students; and for the small percentage of students who do wish to drive, ample public on- and off-street parking is available.

Given the above, we do not expect the proposal to increase the need for parking in any way or impact the building's ongoing parking management.

#### **CONCLUSION**

As detailed in the above sections of this report, the proposal is for the change of use of the existing 'Office Building' space to 'Educational Establishment'.

Given the statements above, the following conclusions are evident:

- The current parking provisions have been deemed acceptable for the building's current uses through previous planning approvals and the payment of cash-in-lieu;

- The proposed change of use will result in a similar or reduced parking demand, due to staff to student ratios, student demographics, and internal fit-out modifications;
- All visitors to the site will have access to adequate cycling, pedestrian, public transportation and public parking services and facilities;
- The current management of parking within the building, including the utilisation of car stackers, has proven to be effective and practical; and
- The proposal will therefore not create a need for altered parking provisions or management strategies.

As such, we contend that the proposal meets the requirements of the City's parking policy, and will be adequately served by the current and ongoing parking provisions and parking management. The proposal is therefore reasonable and should be supported.