

18 May 2018

Kylie Harrison  
Senior Urban Planner  
City of Vincent  
[Kylie.Harrison@vincent.wa.gov.au](mailto:Kylie.Harrison@vincent.wa.gov.au)

Dear Ms Harrison,

## NO. 559 BEAUFORT STREET, MOUNT LAWLEY – PROPOSED CHANGE OF USE TO SHOP AND SMALL BAR

Urbanista Town Planning have been engaged by the applicant, to provide a written justification for the proposed development at No. 559 Beaufort Street, Mount Lawley.

### SUBJECT SITE AND ZONING

The subject site, known as No. 559 Beaufort Street, Mount Lawley, currently exists with two shop fronts, both previously or currently occupied as shops. The subject site is located within 20m of high frequency public transport along Beaufort Street, connecting users to main centres such as Mirrabooka, Morley Bus Station, Elizabeth Quay and other sub centres.

The subject site is zoned 'Commercial' in accordance with the City of Vincent Local Planning Scheme No. 2. The use of 'shop' is a permitted and the use of 'small bar' is an 'A' use which requires advertising. Both land uses can be considered in accordance with the City's Scheme. The subject site is zoned 'urban' in accordance with the Metropolitan Region Scheme. In accordance with the City's Built Form Policy and Policy No. 7.1.1 the site is identified as being within the 'Activity Centre'.



Zoning Map (Source: City of Vincent Intramaps)

## CAR PARKING

Attachment 1 of this letter includes the car parking management strategy in accordance with the City's Policy No. 7.7.1. The below table outlines the car parking assessment and associated justification.

City of Vincent Policy No. 7.7.1 – Non-Residential Development Parking Requirements & Residential Design Codes Residential Parking Requirements		
Development Standard Car Parking	Calculation	Proposed
Shop	Requirement: 4.5sqm/100sqm NLA Proposed: 4.5sqm/19sqm = <b>0.23 car bays</b>	0 car bays
Small Bar	Requirement: 0.22 car bays per person Proposed: 120 X 0.22 = <b>26.84 car bays</b>	
	Total: 27 car bays	Total: 0 car bays
<b>Justification:</b>	<p>The subject site currently exists with no on site car parking. The existing shop which previously occupied the subject tenancy and the adjoining shop have been in existence without carparking on the site.</p> <p>As demonstrated in Attachment 1, the site is well situated within the Mount Lawley/Highgate precinct. It has access to three separate high frequency bus routes which travel to and from various iconic points across north Metropolitan Perth, inclusive of Mirrabooka, Morley, QEII and Elizabeth Quay. Furthermore, the Beaufort Street road reserve has a number of public bicycle racks which will encourage users to take alternative forms of transport.</p> <p>The site has access to approximately 537 on street car parking bays and 217 car bays designated within car parking areas within a 400m walkable catchment area of the site. Visitors will be able to utilise these car parking bays in the event they travel by vehicle.</p> <p>The proposed land uses enable the building to develop an interactive frontage to the primary street through the 'shop' component and it will also activate the rear right of way by way of an opening to the 'small bar'.</p> <p>In addition to the above, the objectives of the City's Parking and Access Policy are as follows:</p> <p><i>1. To support a shift toward more active and sustainable transport modes that will reduce the dependence on single person private vehicle trips.</i></p>	

	<p>2. To ensure that parking facilities do not prejudice the environmental and amenity objectives of the City's Local Planning Scheme.</p> <p>3. To ensure appropriate parking and access is provided in non-residential development to meet the needs of its users.</p> <p>In addition to the site being well serviced by public transport, the Beaufort Street activity corridor is within close proximity to local amenities and the Perth CBD. Given ride sharing services are becoming more affordable in a competitive market place, the way people commute is changing and more people are utilising ride sharing services which is alleviating the need for on-site car parking.</p> <p>It is common for people attending small bars to travel collectively as a group. In the event, people are travelling by vehicle to the subject venue it is likely they will car pool, if not attending by way of public transport, walking, cycling or ride share services.</p> <p>The shortfall will not prejudice the amenity of the Beaufort Street Activity Corridor as it is a common place for various land uses to exist with nil parking onsite. Due to the time restrictions located within the 400m catchment area, it is likely that the proposed ten staff will source alternative forms of transport or may be local to the area encouraging a more active lifestyle by walking or cycling to work.</p> <p>In this instance, the car parking shortfall should be supported.</p>
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#### CLAUSE 67 OF THE DEEMED PROVISION

In addition to the above, the proposed development as whole has been considered in accordance with clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as follows:

Clause 67	Response
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	<p>The proposed uses are considered compliant in accordance with the following objections outlined in clause 16 of the City's Local Planning Scheme No. 2:</p> <p><i>"To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.</i></p> <ul style="list-style-type: none"> <li><i>To ensure development design incorporates sustainability principles, with particular regard to waste</i></li> </ul>

	<p><i>management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.</i></p> <ul style="list-style-type: none"> <li><i>• To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.</i></li> <li><i>• To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality."</i></li> </ul>
<i>(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	Nil.
<i>(c) any approved State planning policy;</i>	Nil.
<i>(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);</i>	Nil.
<i>(e) any policy of the Commission;</i>	Nil.
<i>(f) any policy of the State;</i>	Nil.
<i>(g) any local planning policy for the Scheme area;</i>	Local Planning Policy No. 7.7.1
<i>(h) any structure plan, activity centre plan or local development plan that relates to the development;</i>	Nil.
<i>(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;</i>	Nil.
<i>(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this</i>	Contained within the letter.

<i>Scheme for the reserve;</i>	
<i>(k) the built heritage conservation of any place that is of cultural significance;</i>	Not applicable.
<i>(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	Not applicable.
<i>(m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposal is for a change of use and minor modifications to the building. The minor modifications do not amount to under bulk and scale on the streetscape or adjoining properties.
<i>(n) the amenity of the locality including the following —</i> <i>(i) environmental impacts of the development;</i> <i>(ii) the character of the locality;</i> <i>(iii) social impacts of the development;</i>	<p>The proposed uses will supplement the existing diverse range of uses along Beaufort Street. An acoustic report has been provided which outlines compliant with the relevant Health requirements.</p> <p>The building façade and building will remain and is in keeping with the character of the locality.</p> <p>The proposed uses will have a positive impact on the local social economics by providing diversity in uses, healthy competition and interest to the area.</p>
<i>(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;</i>	Nil.
<i>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	Not applicable.
<i>(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;</i>	Nil.



(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety;</i>	There proposed development component is minor. There are no human health or safety implications.
(s) <i>the adequacy of—</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	Not applicable, the site exists with no car parking.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	A traffic impact statement has been provided to address this clause.
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The site is well services by public transport as outlined within this letter. Waste management has been considered. Cyclists have the opportunity to use public bike racks which exist within the road reserve. All disability requirements will be met in accordance with the Building Permit phase.
(v) <i>The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	Nil.
(w) <i>the history of the site where the development is to be located;</i>	Nil.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals</i>	Nil.
(y) <i>any submissions received on the application;</i>	Community consultation has not been undertaken.
(z) <i>the comments or submissions received from any authority consulted under clause 66;</i>	Community consultation has not been undertaken.

<i>(aa) any other planning consideration the local government considers appropriate.</i>	Nil.
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## CONCLUSION

The proposed car parking shortfall is considered appropriate given the abundance of car parking available within 400m of the site and the availability of alternative modes of transport such as cycling, walking, bus and ride sharing services.

The proposed uses will facilitate the economic growth of Beaufort Street by provided additional interactive uses. The design and philosophy of the proposed building and uses ensures that the buildings uses interact with not on Beaufort Street but the right of way as well. It is recommended that the City approve the application subject to appropriate conditions.

Should you have any question in relation to the details provided in this letter, please contact Bianca Sandri

Yours sincerely,

Bianca Sandri | Director  
**Urbanista Town Planning**

Attachment 1: Parking Management Plan

## 599 BEAUFORT STREET, MOUNT LAWLEY - PARKING MANAGEMENT PLAN

Applicant Details	
Name:	Tommy Lum
Address:	
Phone:	Landowner Contact Details Concealed for Privacy
Email:	
Applicant Signature:	

Property Details	
Lot Number:	Lot 4 D/P: 1477
Address:	599 Beaufort Street, Mount Lawley

**Parking Allocation:**

The following table should be prepared for inclusion in this Parking Management Plan to outline the parking available for the different users of this development application.

Parking Allocation	
Total Number Car Parking Spaces:	Nil
Total Number Short Term Bicycle Parking Spaces:	Nil
Total Number Long Term Bicycle Parking Spaces:	Nil
Total Number Other Bays:	N/A



Development Type	Development Users	Parking Allocation			
		Type / Duration	No. Car spaces	No. Bicycle Spaces	No. Other Spaces
Commercial Small bar and shoppe  (On-site only)	Staff	Residents (> 3 hours)	Nil	Nil	—
	Customers	Visitor (< 3 hours)	Nil		—
	Other	Service (15 minutes)	—	—	—
	ACROD	ACROD	Nil	—	—

Note: In a mixed use development the parking allocation for residential and non-residential portions must be provided separately in the above table.

#### Alternative Transport:

The following table should be prepared for inclusion in this Parking Management Plan to outline the alternative transport options available to users of this development application.

Transport Option	Type & Level of Service
Public Transport	
Bus	<b>Bus route 67 and 68 (less than 50m walking, 1 min)</b> Elizabeth Quay Bus Station – Mirrabooka Bus Station Approx. 10 x per hour service (each way) weekdays – peak hours Approx. 4 x per hour service (each-way) weekdays – outside of peak hours, 0500–2100 Saturday 2 - 3 x per hour 0540 –2230, Sunday 2 x per hour 0740–2030
	<b>Bus route 950 (less than 50m walking, 1 min)</b> Morley Bus Station – QE11 Medical Centre Inclusive of: Beaufort Street, Walcott Street, Elizabeth Quay Bus Station and Hampden Road/Stirling Highway. Approx. 7 – 10 x per hour service (each way) weekdays, 24 hours. Approx. 4 x per hour service (each-way) weekdays, 0600–2330 Saturday 2 - 6 x per hour 0500–0030, Sunday 2-5 x per hour 0600–2330

Pedestrian	
Paths	Standard width footpaths on both sides of Beaufort Street. Connection to pedestrian friendly routes on Beaufort Street and public transport links within 50m.
Facilities	Local benches provided by the City of Vincent within 20m of the site.
Cycling	
Paths	Beaufort Street includes a shared bus and cyclist lane during peak hours. The road is conducive to cyclists due its consistently low speed of 40km/ph.
Facilities	20 public bicycle racks within 250m on Beaufort Street.
Secure Bicycle Parking	8 Secure Racks on-site.
Lockers	Nil
Showers/Change Room	Nil

#### Public Parking:

Identify the number of on street and off street public parking in the vicinity in the following table.

Off Street Parking Within 400m walking of lot	217	Barlee Street Carpark, Chelmsford Road Car Park, Ragland Road Car Park and Wilson	<b>VINCENT:</b> Barlee Street Car Park (47 bays) <b>VINCENT:</b> Chelmsford Road Car Park (56 bays) <b>VINCENT:</b> Raglan Road Car Park (95 bays) <b>PRIVATE OPERATOR:</b> Corner Barlee Street and Beaufort Street operated by Wilsons (19 bays). <ul style="list-style-type: none"> <li>• All fee-payable car-parking, with exceptions, and free periods.</li> </ul>
Total	754 car bays		

### Public Parking:

Identify the number of on street and off street public parking in the vicinity in the following table.

	No. Marked Spaces (approx.)	Location	Parking Restrictions
On Street Parking  Within 400m walking of lot	46 + 47	Beaufort Street	<b>General North Bound:</b> 8am – 4pm ticket parking and 2 hour parking 4pm – 6pm clearway  <b>General South Bound:</b> 9am – 7pm ticket parking and 2 hour parking 6.30am – 9am clearway
	3	Grosvenor Street	<b>General:</b> 2 hour parking
	24	Chelmsford Street	<b>General:</b> 8am – 7pm 1 hour ticket parking 7pm – Midnight ticket parking
	53	Barlee Street	<b>General:</b> 8am – 6.30pm – Monday to Friday – 1 hour parking 8am – 12 Midday – Saturday 1 hour parking
	54	Vincent Street	<b>General:</b> 8am – 5.30 pm – Monday - Friday 1 hour parking 8am – 12 Midday – Saturday – 1 hour parking
	46	Clarence Street	<b>General:</b> 8am – 6.30m – Monday to Friday – 2 hour parking 8am – 12 Midday – Saturday – 2 hour parking <b>Limited:</b> ¼ hour parking 8am – 7pm – 3 hour ticket parking 8am – Midnight – ticket parking
	73	Harold Street (east)	<b>General:</b> 8am – 7pm – two hour ticket parking 8am – Midnight – ticket parking <b>Limited:</b> Residential parking restrictions – events
	51	Stirling Street	Only restricted during event times
	36	Broome Street	Only restricted during event times <b>Limited:</b> 8am – 7pm – two hour ticket parking 8am – Midnight – ticket parking
	62	Chatsworth Road	Only restricted during event times <b>Limited:</b> ¼ hour parking
	8	St Albans	<b>General:</b> 8am – 5.30pm – three hour parking <b>Limited:</b> Only restricted during event times
	34	Harold Street (west)	2 hour parking
Sub total	537 car bays		

## **Parking Management Strategies**

Parking management strategies providing implementation details must be provided to ensure that the 'Parking Allocation' is used as demonstrated in this Parking Management Plan.

The allocation of bays as specified in the Parking Management Plan shall be included in the development application and planning approval.

The following information shall be provided, where applicable, within the Parking Management Plan:

1. Details of who will be responsible for management, operation and maintenance of parking (inclusive of car stackers);
2. Management of allocation of parking bays as specified in this Parking Management Plan including signage and enforcement;
3. Management of Tandem Parking for staff/tenants;
4. Way finding measures to ensure efficient use of parking facilities; and
5. Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.

### **Response:**

1. Not applicable.
2. Not applicable.
3. Not applicable.
4. Not applicable.
5. Development integrates with wider public-transport network and cycling and pedestrian infrastructure.

Justification with City of Vincent Policy No. 7.7.1 provided in development proposal report.

12 July 2018

Kylie Harrison  
Senior Urban Planner  
City of Vincent  
[Kylie.Harrison@vincent.wa.gov.au](mailto:Kylie.Harrison@vincent.wa.gov.au)

Dear Ms Harrison,

**NO. 559 BEAUFORT STREET, MOUNT LAWLEY – PROPOSED CHANGE OF USE TO SHOP AND SMALL BAR (THE BLIND PIG)**

Urbanista Town Planning has prepared the following additional information in support of the proposed change of use to shop and small bar at No. 559 Beaufort Street, Mount Lawley.

**Local Planning Policy 7.7.1 for Non-Residential Development Parking**

At the City of Vincent's Ordinary Council Meeting on 6 March 2018, Council resolved to adopt a new car parking policy to replace the previous policy, which had been in operation since 2011. As part of the review into the new policy, it was identified that significant improvements could be made to the various parking standards and to simplify the interpretation and application of the car parking policy.

One of the more important policy changes that was recommended by staff and adopted by Council, was the removal of adjustment factors that could be applied to development to reduce the number of car bays required. Adjustment factors were varied and served to recognise situations where it was appropriate for car parking to be reduced for a development, such as where there was easy access to public transport, public car parking facilities or where it was not reasonable to be able to provide any car bays on site due to the building having a heritage listing.

The subject application has therefore been assessed under the current policy and without the use of adjustment factors, resulting in a car parking requirement and shortfall of 27 car bays. This is based on the car parking standards that are listed in Table 1 of the policy, which applies a car parking requirement, as follows:

Car Parking Requirements – Current Policy		
Development Standard Car Parking	Car Parking Required	Provided/Proposed
Shop	Requirement: 4.5sqm/100sqm NLA Proposed: 4.5sqm/19sqm = <b>0.23 car bays</b>	0 car bays
Small Bar	Requirement: 0.22 car bays per person Proposed: 120 X 0.22 = <b>26.84 car bays</b>	
<b>Total</b>	<b>Total: 27 car bays</b>	<b>Total: 0 car bays</b>
<b>Total Requirement and Shortfall of 27 car parking bays</b>		

The car parking requirements are clearly unable to be satisfied on the site, nor would it be possible for any operator to pay the full cash in lieu contribution for the shortfall. The car parking policy effectively creates problems for any proposed change of use development on the site, not just small bar proposals. As a result, the ability to attract vibrant and active uses to the site and area is significantly diminished.

### Development Approvals on Beaufort Street

To be able to more clearly illustrate the issues with parking standards under the new parking policy, a review of licensed premises approved by Council since 2010 along Beaufort Street was performed and presented in the table below.

The table references some of Beaufort Streets most vibrant and appealing places, such as Five Bar, Clarences, Beaufort St Merchant and El Publico. Each of these proposals was considered by Council and approved with a car parking shortfall. Notably, each application was aided by relevant adjustment factors being applied, which was able to reduce the overall car parking requirements for each proposal.

If the ability to apply adjustment factors (as well as other shortfalls approved on the site) was not permitted at the time these applications were considered, it would be questionable whether the developments would have been approved and been able to contribute to the area as they have.

Beaufort St Approvals		
Address	Proposal and Date of Determination by Council	Decision by Council
560 Beaufort Street (Five Bar)	9 March 2010 – Approved.	Supported. Cash in lieu required to be paid for 2



	<p>Application for a change of use from Pool Hall to Small Bar</p> <p>Small Bar for 120 patrons. 27 car bays required, minus adjustment factors (less 8 bays), minus parking available on site (3 bays) and minus the existing parking shortfall of (14.45 bays) results in a parking shortfall of 2 bays.</p>	<p>bays at \$2,800 each or \$5,760 in total.</p>
566 Beaufort St (Clarences)	<p>13 April 2010 – Approved.</p> <p>Application for an increase in the number of patrons to existing small bar from 84 persons to 120 persons.</p> <p>Total number of car bays required 32 bays minus adjustment factors (less 12 bays), minus parking on site (less 6 bays), minus the existing parking shortfall (10.5 bays) results in a parking shortfall of 4.285 car bays.</p>	<p>Supported. Cash in lieu required to be paid for 4.285 bays at \$2,800 each or \$11,998 in total.</p>
511-513 Beaufort St (El Publico)	<p>28 February 2012 – Approved.</p> <p>Application for an increase in numbers to existing small bar from 68 persons to 109 persons.</p> <p>Total number of car bays required is 24. Minus adjustment factors (less 7 bays), minus car parking provided at rear of site which is</p>	<p>Supported. Cash in lieu required to be paid for 5.34 bays at \$3,100 each or \$16,554 in total.</p>

	shared (less 12 bays). Resulting shortfall is 5.34 bays.	
487 Beaufort Street (Mrs S Café)	<p>24 July 2012 – Approved.</p> <p>Application for change of use from shop to eating house.</p> <p>11 car bays required. Minus adjustment factors (less 3 bays), minus parking shortfall approved on site (1.82 bays) results in a parking shortfall of 6 bays.</p>	Supported. Cash in lieu for 6.13 car bays required to be paid at \$3,100 each or \$19,000 in total.
484 Beaufort St (Beaufort St Merchant)	<p>24 September 2013 – Approved.</p> <p>Application for a change of use from eating house to tavern.</p> <p>Car parking required 30 bays. Adjustment factors applied (less 6 car bays), minus the car parking provided on site (less 8 bays), minus the car parking already approved as shortfall (less 19.7 car bays). Results in a SURPLUS of car parking on the site of 3.4 car bays.</p>	Supported. No cash in lieu required to be paid due to surplus.
609 – 623 Beaufort St (Arcade Development – Health Freak Café block of combined tenancies through to car park at rear)	<p>8 April 2014 – Approved.</p> <p>Application for a change of use from shops and eating house to shops, eating house, fast food outlet and small bar.</p> <p>Car parking bays required in total 103. Minus adjustment factors (less 46 car bays), minus previously approved</p>	Supported. Cash in lieu required to be paid for car parking shortfall was \$141,700. Council resolved to waive \$41,700 of the cash in lieu requirement therefore the cash in lieu required to be paid was \$100, 000.

	parking shortfall (less 28 bays) results in a short fall of 29 car bays.	
484 Beaufort St (Beaufort St Merchant & Enriques)	<p>2 December 2014 – Approved.</p> <p>Application to increase the number of patrons from 154 to 225.</p> <p>Car parking required 45 bays. Adjustment factors applied (less 15 car bays), minus the car parking provided on site (less 8 bays), minus the car parking already approved as shortfall (less 19.7 car bays). Results in a shortfall of car parking on the site of 3 car bays.</p>	Supported. Cash in lieu required to be paid for 3 bays at \$5,200 each or \$16,016 in total.
448 Beaufort St (former Ace Pizza Building)	<p>10 February 2015 – Approved.</p> <p>Application for change of use from eating house to eating house and small bar.</p> <p>Eating house component 108 patrons - requiring 21.6 bays. Small bar component 120 patrons – requiring 24 car bays.</p> <p>Car parking required in total 46 bays. Adjustment factors applied (less 21 car bays), minus the car parking provided on site (less 8 bays), minus the car parking already approved as shortfall (less 7.6 car bays). Results in a shortfall of car</p>	Supported. Council adjusted the car parking shortfall from 9.73 bays to 2.73 bays (\$5,200 each) which reduced the cash in lieu payable from \$50, 596 to \$14, 196.

	parking on the site of 9.7 car bays.	
560 Beaufort Street (Five Bar)	<p>28 July 2015 – Approved.</p> <p>Application to change the use/classification of Five Bar from small bar to tavern. Increase in patrons from 120 people to 180 people.</p> <p>Resulted in an additional parking shortfall of 4.85 car bays.</p>	Supported. Cash in lieu of \$26, 190 required to be paid based on \$5,400 per bay for 4.85 car bay shortfall.
642 Beaufort Street (under RTR FM)	<p>13 December 2016 - Approved.</p> <p>Change of use from Shop and Office to Small Bar and Office.</p> <p>Small bar total area of 97sq.m, maximum of 80 patrons.</p> <p>10.368 bays required for the use and 9 bays were provided at the rear of the site.</p>	Supported. Cash in lieu of \$7387.20 required to be paid for 1.368 car bay shortfall

### Previous Car Parking Policy Requirement

If the subject proposal was assessed using the car parking standards of the previous parking policy and been able to apply adjustment factors, the following requirements would apply to the development.

Car Parking Requirements – Previous Parking Policy		
Development Standard Car Parking	Car Parking Required	Provided/Proposed
Shop	Requirement: 1 space per 20sq.m  <b>19sq.m or 1 car bay</b>	
Small Bar	Requirement: 1 space per 5 persons	

	<p><math>120/5 = 24</math> car bays</p> <p>Total car bays required for shop and small bar = 25 bays</p>	0 car bays
Adjustment Factors	<p>Apply the following adjustment factors:</p> <ul style="list-style-type: none"> <li>• 0.80 (within 400 metres of a bus route)</li> <li>• 0.80 (within 200 metres of public car park with more than 50 bays)</li> <li>• 0.9 (located within Town Centre)</li> <li>• 0.8 (development proposes a small scale – less than 80sq.m – active use on the ground floor in a Town Centre)</li> </ul>	<p>Total adjustment Factors =</p> <p><math>0.8 \times 0.8 \times 0.9 \times 0.8 = 0.46</math></p> <p><math>25 \text{ Car bays} \times 0.46</math></p> <p><math>= 11.5 \text{ car bay shortfall}</math></p>
Minus Previously Approved Shortfall	Unknown without requesting all planning and building archives relating to the site to determine any previous car parking shortfalls approved on the site. Highly likely that the site would have had previously approved parking shortfalls on the site, given the existing layout of the building and lack of parking available.	Unknown
<b>Total</b>	Total: 11.5 car bays	Total: 0 car bays
<b>Total Requirement and Shortfall of 11.5 car parking bays</b>		

A car parking shortfall of 11.5 car bays is less than half of the current requirement for 27 car bays, and it should be noted that there is the potential to further reduce this number if the number of patrons is reduced and if the previous car parking shortfall could be confirmed and applied. Furthermore, if patron numbers to the small bar were reduced to 100, the car parking requirement for the development would be 9.5 car bays.

Whether any testing of the new parking policy was ever undertaken by the City's planners to determine the implications of any proposed changes, is questionable. Because if testing of the standards and requirements of the new policy was conducted across any of the City's established Town Centre areas, it would have been able to identify that the policy increased car parking requirements and created significant parking shortfalls which could

not be met, other than through the provision of cash in lieu. Coincidentally, the provision of cash in lieu per bay for any car parking shortfall been drastically increased.

## Summary

The information provided above has been presented to demonstrate to Council that the current parking policy standards prejudice good development outcomes and the ability for the subject site to be developed. A requirement to provide 27 car bays is unreasonable and cannot be expected to be satisfied by the payment of cash in lieu.

Places such as Five Bar, Clarence's, Beaufort Street Merchant and El Publico are either similar or larger in size than the subject development and have parking shortfalls that do not adversely impact the amenity of the area. Moreover, these places have helped to lift the area and make Beaufort Street the appealing and recognised strip that it is today.

The abundance of on-street car parking in the Beaufort Street area, public parking facilities, availability of excellent public transport options and the regular use of driver technology services such as Uber, ensures that the needs of users can be met without the need to provide 27 car bays to be able to operate.

In conclusion, Council are asked to take review the current parking standards applied to the subject development and to support the proposal, using the examples referenced in this submission as a fair basis for the application in any cash in lieu requirement.

Should you have any question in relation to the details provided in this letter, please contact Petar Mrdja

Yours sincerely,



Petar Mrdja | Director  
**Urbanista Town Planning**