



PERTH  
SYDNEY



Our ref: 716-153

8 October 2015



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

Attention: – Mr Andrew Jackson (Manager Development Services)

Dear Andrew,

VANS CAFÉ PARKLET DA – SUPPLEMENTARY PLANNING INFORMATION

Further to your conversation with Alice Reynolds and Michelle Huggins on 23 September 2015, please find below additional planning information/advice in relation to the integration of 'Parklets' within Napoleon Street, specific examples of other local government authorities that have developed policy frameworks to enable and encourage parklets and a summary of the key features of the Vans Café Parklet Proposal:-

#### **Parklet Initiative**

Alfresco dining areas located within areas previously dedicated to on-street car parking are becoming increasingly common across the globe and in particular, within Australia. These areas are often referred to as parklets, which provide public amenities such as seating and dining opportunities, landscaping, bike racks and other features. The concept of parklets first emerged in San Francisco in 2010 where car parking spaces were converted into small public parks. A San Francisco Parklet Manual has since been prepared, which is attached for reference (see **Appendix 1**).

#### **Parklet Management**

A number of Local Governments within Australia and Perth in particular have responded to this trend and developed policy frameworks to enable and encourage parklets, whilst ensuring a degree of consistency between each is achieved.

#### **Case Study #1: City of Fremantle**

A nearby Local Government, the City of Fremantle, has developed a Parklets Local Planning Policy (see **Appendix 2**). A number of requirements are included within this policy that ensure its objective is achieved, which is to *"...enhance the interest, amenity and vitality of the City by encouraging temporary, well designed, safe and functional parklets in compatible public spaces"*.

The City of Fremantle's Parklets Local Planning Policy requirements relate to:

- **Suitability of parklet locations:**
  - Where the maximum vehicular speed is 40km/hr;
  - Where the parklet is immediately adjacent to and of a maximum width of the associated tenancy and thus does not impact upon neighbouring tenancies;

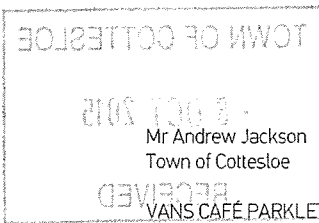
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- Where the width of the existing footpath is too narrow to facilitate substantial alfresco dining opportunities without obstructing pedestrian movement;
- Where space used for public purposes such as public transport, taxis, disabled parking is not consequently lost;
- Where pedestrian or vehicular movement or sightlines at street intersections and vehicular crossovers are not negatively impacted;
- Where the parklet does not interfere with or result in the damage or permanent removal of existing hardstand infrastructure (kerbing, paving, crossovers, drainage), verge trees, lighting and/or other services (above or below ground);
- Where the loss of car parking bays(s) does not detrimentally impact the parking needs of the immediate locality;
- **Temporary nature of construction:**
  - The ability to readily remove any associated structure and re-instate the road reserve to it's former condition;
- **Access being provided to the general public:**
  - The parklet being made available for use by the general public, regardless of whether or not they are customers of the business responsible for the parklet, including a sign to this effect;
- **The design of the parklet:**
  - The parklet contributing to the improved quality of the public space;
  - The parklet being consistent with the established character of the streetscape;
  - The parklet encouraging interaction;
  - The parklet providing adequate disability and universal access;
  - The location and design of the parklet is not likely to impact negatively upon amenity of nearby building occupants;
  - The number of car parking bays being lost as a result of the parklet being a maximum of two (2);
  - The parklet including adequate lighting;
- **Administrative matters:**
  - Approval being granted for a maximum of two (2) years;
  - All costs associated with the construction, maintenance and removal of the parklet being borne by the proponent;
  - The car parking bays being re-instated to the same standard as prior to the parklet at the end of the approval period;
  - Information that is required to be submitted with an application for a parklet:
    - Completed and signed application form;
    - Site plans and elevations;
    - Management plan;
    - Materials and colour palette;
    - Public Indemnity Insurance Certificate; and
    - Bond payment or bank guarantee to cover cost of returning the car parking bays to their former condition.

**Case Study #2: City of Vincent**

The City of Vincent has also developed the 'Alternative Uses for on Road Car Bays Policy Guidelines' (Policy 2.2.13) that relates to on road cafes and parklets within the City's municipality. This policy is currently being reviewed by the City with the proposed introduction of further, more stringent requirements. A copy of the current and proposed modifications to this policy are attached for reference (see Appendix 3).

The key requirements of this policy closely resemble the City of Fremantle's Parklets Local Planning Policy, however includes a distinction between and separate requirements applicable to a 'Hosted Parklet' and a 'City Parklet'. A Hosted Parklet is funded, designed, constructed and maintained by a local business or community group whereas a City Parklet is funded, designed, constructed and maintained at the cost of the City.

### **Case Study #3: Adelaide City Council**

The Adelaide City Council has developed a set of Parklet Program Operating Guidelines based on the model developed in San Francisco.

The general design principles of these guidelines seek to ensure that parklets are designed and constructed to enhance the overall appearance of the streetscape by requiring the achievement of the following key outcomes:

- Be well designed, using high quality materials that are durable and attractive;
- Provide a safe and functional environment suitable for public use;
- Clearly represent a public place; and
- Be a temporary structure that can be relocated at relatively short notice.

These desired outcomes reflect and reinforce the applicability of the requirements contained within the City of Fremantle's Parklets Local Planning Policy, which serves as an appropriate reference point for the Town of Cottesloe.

These Guidelines also acknowledge that each parklet will be unique as it responds to a particular location and the needs and ideas of the local community. Whilst this is the case, it is important that each parklet achieve a high standard of design and be constructed of quality materials that are durable and attractive, which contribute to the character of the immediate area.

### **Napoleon Street Analysis**

Napoleon Street, Cottesloe forms the main street of the Cottesloe Town Centre. Napoleon Street currently has eight (8) tenancies used for purposes such as restaurants, fast food outlets and small bars, which can often have alfresco dining areas associated with these types of uses. Of these, five (5) currently have alfresco areas that are contained within the area immediately adjacent to the Napoleon Street carriageway. One of the remaining three (Baker St Cottesloe) does not have on-street car parking adjacent it's tenancy, whereas the other two (Vans and Natures Harvest) each have one (1) car parking bay and motorcycle parking adjacent to their tenancies.

The demarcation of on-street car parking areas has recently been re-affirmed as part of the Napoleon Street upgrade project undertaken by the Town of Cottesloe, which included re-paving the street and installing new lighting, furniture and street trees where appropriate.

A total of 33 car parking bays are provided along the length of Napoleon Street, which is a one way street travelling in a westerly direction towards Railway Street.

Beyond Napoleon Street, a substantial number of car parking opportunities exist within three neighbouring streets: Railway Street, Station Street and Jarrad Street. Within a 120 metre catchment area, 263 bays excluding those within Napoleon Street are available for public use.

### **Parklets within the Town of Cottesloe**

In terms of a way forward for parklets within Napoleon Street and the broader Town, it seems appropriate to consider current development applications within the context of the key requirements outlined above. Following this, there is an opportunity for the Town to consider developing its own Local Planning Policy that relates to parklets proposed within the Cottesloe Town Centre Zone.

In the case of the two existing restaurant, fast food outlet and small bar type tenancies within Napoleon Street that have enquired about alfresco dining ('parklets'), only a total of two car parking bays (one car bay at each tenancy) would be temporarily (for the duration of the development approval) resumed for such a purpose based on the current design of Napoleon Street. Following this, the car parking bays will be returned to their former condition.

To ensure an appropriate balance of on street car parking and parklets are provided, it is recommended that a maximum of one (1) car parking bay for the maximum width of the associated tenancy be permitted to ensure no adverse impacts upon neighbouring tenancies occur within Napoleon Street.

In the context of the number of car parking bays available within the immediate vicinity of these locations, this is considered to have a minimal impact on the accessibility of the locality, with a number of subsequent benefits being achieved as a result.

### **Vans Café Parklet Proposal**

The Vans Café Parklet Proposal represents an opportunity to showcase a successful parklet within the Town of Cottesloe. Although the parklet will be available to the general public, it will however be primarily used to accommodate outdoor dining for the restaurant, with a Liquor License being applied for in the near future.

The key features of the parklet are consistent with the above-mentioned requirements as it:

- Results in the loss of one (1) car parking bay only;
- Will not detrimentally impact the parking needs of the immediate locality;
- Is contained within the parameters of the existing shop front;
- Is designed to be used by the public as a general seating area outside of Vans Café's opening hours;
- Includes a demountable platform to ensure the original car parking bay can be easily reinstated;
- Features high quality, durable and timeless natural materials and finishes that complement Vans Café and broader streetscape through the use of neutral colours;
- Provides a suitable buffer whilst maintaining key lines of sight for vehicles and pedestrians;
- Contributes to the vibrancy and activation of Napoleon Street;
- Helps to define the Napoleon Street entry from Railway Street;
- Includes customised bicycle parking, planter boxes and ambient lighting; and
- Includes an associated management plan.

We also note that the proposal has the support of PROCOTT Business Association together with a number of individual owners/businesses and local Council Members. A list of individuals in support of the proposal is attached (see **Appendix 4**).

We have also attached for your information a perspective drawing, which shows the Vans Café Parklet Proposal in the context of Napoleon Street (see **Appendix 5**).

Considering the above, we would recommend that the Town consider supporting the Vans Café Parklet DA, as it appears to be a well designed, safe and functional parklet in an extremely suitable location.

Mr Andrew Jackson  
Town of Cottesloe

VANS CAFÉ PARKLET DA – SUPPLEMENTARY PLANNING INFORMATION

Should you have any queries or require clarification on any of the matters raised please do not hesitate to contact the undersigned on (08) 9289 8300.

Yours sincerely  
**TPG** Town Planning, Urban Design and Heritage

A handwritten signature in black ink, appearing to read 'Andrew Howe', written in a cursive style.

Andrew Howe  
Director

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## 1.0 Introduction

Parklets are small scale design interventions that seek to quickly, inexpensively and temporarily transform city space, normally devoted to the car, into small public spaces that can foster and encourage street life and activity and help promote a sense of social connectedness and community.

Parklets first emerged in San Francisco, where the City Council has actively promoted them since 2010, as part of its 'Pavements to Parks' initiative. The Parklets initiative is part of the City's overall strategy to create "*safe, complete streets and new open space for the public*" (City of San Francisco, 2015, p.2).

The initiative's goals include maximising the potential of streets by balancing the needs of all users, pedestrians, cyclists, public transport users and drivers more evenly. They also seek to promote community health by creating attractive street environments, with pedestrian amenities including seating, art and street planting, which encourage people to walk. Parklets also help pedestrians to feel safer by providing a buffer between them and cars. Parklets can also help strengthen a sense of community and place by creating more space where city dwellers can gather and interact or simply sit and observe the hum of local, community life (City of San Francisco, 2015, pp 4-5).

A significant number of the parklets are funded and maintained by local food, café and restaurateurs as an add-on to their main business. The businesses take responsibility for the design, construction and installation of the parklet and are also responsible for maintenance and upkeep during the installation period. The parklets help to create a point of difference, offering customers an alternative experience and choice while also contributing to a sense of vitality and activity in their local business district. The City of San Francisco recognises the role of parklets in supporting the growth and viability of local businesses as one of its project goals.

Research has shown (City of San Francisco, 2014, p.26) that parklets are well used and occupied and have been successful in encouraging higher levels of activity and street life. They also increase levels of spending, appear to support local businesses and promote a higher level of neighbourhood interaction. The success of the parklet programme has seen it spread to other capital cities in the US including Chicago, New York and Los Angeles.

## 2.0 Napoleon Street Parklet at Vans

It is proposed that a small parklet will be installed on the pavement area immediately adjacent to Vans, which is located on the south east corner of Napoleon Street and Railway Street, in an area zoned Town Centre (see Figure 2.0). The Town of Cottesloe is currently making a significant investment in upgrading Napoleon Street, installing new paving, lighting and other elements of street furniture.

The parklet at Vans seeks to support this investment by the Council by creating a new design element at the western end of the Street, close to the Railway Station. Through its installation at such a pivotal location the parklet will help define an important entry point to Napoleon Street. Creating such visual reference points in the urban landscape can help improve neighbourhood legibility, how people use, perceive and navigate their way through space. This in turn can help create a sense of place and foster a sense of attachment to important community spaces.



The creation of good public spaces for people is contingent upon getting a number of key elements right (Gehl, 2006). People need to feel protected from traffic, there needs to be comfortable space in which to walk, stop, stand, see and sit. Street life and activity should be encouraged by creating things for people to see, providing different opportunities for conversation, play and interaction. Places should be beautiful and designed to provide positive visual and other sensory experiences. If places are pleasant to be in, then they will be used.

The parklet at Vans will be primarily used to accommodate outdoor dining for the restaurant, offering its clients an alternative dining experience. A total of seven small tables (750mmx750mm) will be placed in the parklet, along with seven free standing, removable standard chairs. This furniture will match the outdoor furniture currently used by Vans.

However, the parklet has also been designed to incorporate a number of key elements which will help to foster a more active street life in Napoleon Street. Casual seating is provided in the form of integrated benches which will add to the existing current range of seating opportunities in the street. Customised bicycle parking has also been integrated into the design of the parklet to encourage cycling as an alternative means of visiting Napoleon Street. The inclusion of generously proportioned planter boxes will help to green and soften the street, while integrated, soft under-bench lighting will contribute to the ambience of the street in the evening hours.

## 2.1 Design Intent

In terms of its aesthetic qualities the parklet has been design to reflect the design and food ethos of Vans, which is to provide a range of contemporary and eclectic dishes in a relaxed, modern setting, while also complementing the contemporary design elements used in the upgrade of Napoleon Street.

The design palette used incorporates a limited range of high quality, durable and timeless natural materials and finishes (See section 4.0 below). These are assembled to create a simple, clean overall form, with careful attention to design detail in order to achieve a high quality finish. The inclusion of generous planting, including the retention of the existing street tree, will introduce an attractive and new natural, green element into the street.

## 3.0 Location and Context

The parklet is proposed to be temporarily constructed on the south eastern corner of Napoleon and Railway Streets. It is at the western entrance to the local neighbourhood's primary commercial and retail area, located along Napoleon Street. It is located directly outside Vans and is contained within the parameters of its existing shop front. The parklet will be serviced from the existing building.

The layout of the parklet has been designed to respect the layout of the proposed upgrade of Napoleon Street, which is currently underway. It has been positioned to accommodate key elements of the including the location of street lighting, bollards and the street tree. The perimeter of the parklet has been set out to align with the edges of the diagonal parking space located directly outside Vans.

The parklet is approximately 25 square metres in area, and approximately 4 metres long on its northern and eastern edge, 8 metres along its southern and 5.5 metres along its western edge. The southern edge of the parklet is aligned with the edge of the existing tree pit, currently located to its

- 8 JUN 2015

west, and footpath width of 3.35m has been retained along Napoleon Street in order to facilitate pedestrian movement.

The parklet has been setback 0.6m from the Napoleon Street edge in order to provide for pedestrian movement across the street. It is located directly to the east of the kerb 'build out' at the corner of Railway and Napoleon Streets and the parklet is set back between a minimum of 1.1 and a maximum of 4.4 metres from the intersection.

The northern and western boundaries of the parklet are formed by planter boxes which are 700mm high and 1000mm deep. The parklet's benches are recessed into these planters. The edge of the parklet has been designed to be high enough to help give users of the space a sense of separation from traffic, but low enough to allow visual access into the space ensuring it still feels connected to and part of the wider streetscape.

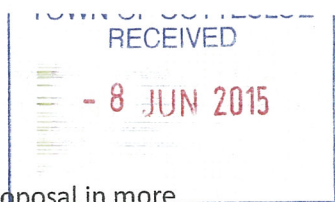
The construction of the parklet will involve the conversion of one on street car parking bay into a space that is dedicated to pedestrian use. It also makes use of additional space to the east of the car parking bay which accommodates a street tree and space for two motorbikes.



Figure 2.0: Existing Context

### 3.1 Neighbourhood Support

The parklet proposal has been discussed with a number of members of ProCott, who have indicated support for the concept. This includes the proprietors of Esola, Space and Harvest all of whom currently trade on Napoleon Street. It is proposed that the next meeting of ProCott on the 16<sup>th</sup> June



will be hosted by Vans and there will be the opportunity for traders to discuss the proposal in more detail. The feedback from this meeting will be subsequently provided to Council.

#### 4.0 Key Design Elements

The parklet has been designed to be a lightweight, demountable structure which will sit on top of the existing pavement surface. It is proposed that the structure will be constructed in modular parts off site. The modular parts will be delivered to site on the back of a standard truck and lifted into position on the street after business hours in order to minimise disruption to traffic, businesses and street users.

The parklet will be comprised of three main elements as follows:

##### Element 1: Demountable Platform

The parklet sits on a low timber and steel framed platform which will sit slightly above the existing pavement level. The southern edge of the platform will be slightly bevelled to eliminate the need for users to step up into the space.

The existing pavement surface is currently graded to allow for storm water run-off into a service gully and drain. The parklet's platform will be set on an adjustable base which will ensure a level surface for users of the parklet, while creating clear space below in order to facilitate storm water run-off. While the entrance to the drain will be located under the platform itself, the demountable nature of the platform will facilitate its easy removal to allow for drain maintenance in the event that it may become blocked at any stage. Alternatively, the platform can be designed to incorporate a removable panel into its surface, in order to allow access to the drain.

The platform will be constructed of a steel frame, with high quality hardwood timber decking set into the frame in a geometric pattern. The platform is designed to incorporate the existing street tree and tree pit. The platform surface designed to be cantilevered over the existing tree pit, incorporating an opening large enough to facilitate the healthy future growth of the street tree.

##### Element 2: Planters

The boundary of the parklet is formed by 700mm planter boxes. Careful consideration has been given to the surface treatment of this element in order to ensure that the parklet presents an attractive frontage to Napoleon and Railway Streets, in addition to its appearance from the interior of the parklet.

These planters will feature a mixed range of drought tolerant, native coastal plants and succulent plantings. Plants are chosen for their ability to help create a visual green buffer (to help engender a sense of safety from traffic for users of the space), their rich, bright green foliage and their sculptural and contrasting textural qualities which help create visual interest. Planting will be maintained at an appropriate height to ensure that visual access is maintained into and out of the space and traffic sightlines are not impeded.

A smaller planter, with an integrated bench, will be installed along the southern boundary of the parklet space. This will provide additional, more informal space for pedestrians who need a place to sit or pause momentarily while walking along the street. The planting in this element includes a small herb garden, featuring herbs commonly used by Vans in the preparation of its dishes.

Pedestrians and users of the space will be invited to take a cutting and help themselves to the herbs to bring home for their own use.

### Element 3: Benches

The third element is a series of wooden benches which have been designed to be integrated with the planter boxes. These benches will be recessed into the planter boxes as part of their overall construction, so that the planters themselves provide the backs of the benches. The bench seat will float on the top of the planter and slightly overhang its edge. Small lighting fixtures will be recessed into this over-hang space to provide soft under-bench lighting during evening hours. The benches will be constructed from the same hardwood used in the construction the parklet platform for the purpose of creating a visually coherent space.

## 4.1 Materials and Finishes

The palette of materials and finishes proposed for use in the construction of the car park are detailed below and shown in Figure 3.0. The colour palette chosen has been selected to complement the palette being used in the upgrade of Napoleon Street and contemporary landscape design trends for dark timber cladding, integrated lighting and drought tolerant, water wise planting.

### Primary Structure

The primary structure of the parklet is comprised of a timber clad steel frame. Two high quality hardwood timbers will be used in its construction.

The main structure will be built out of timber with a durable dark charcoal grey finish. This cladding will be fixed to the steel frame in a manner that adds texture, pattern and relief to the surface finish on the boundary surfaces of the parklet. Boards of varying width will be used in a regular repeating pattern, and parts of the panels may be recessed into the main frame structure in places, in order to break up the mass of the structure, create a tactile surface and help create visual interest.

### Timber Decking and Benches

The benches and timber platform will also be constructed using a high quality durable hardwood designed to weather to a light grey with dark grey tones to create a complementary contrast to the darker timber. The decking boards will have a plain profile, and there will be minimal spacing between the decking boards, creating a clean, crisp surface finish. The boards will be laid in a diagonal pattern to reflect the diagonal set out of the on street parking bays, and articulated to reflect the demountable nature of the parklet. The surface will be treated to ensure that it is non-slip.

The benches will be constructed from the same timber as the decking, however, different timber widths and spacing will be used in order to create a comfortable seating surface and create visual interest. Lighting will be installed at the base of the benches to illuminate the structure after hours.

### Planting

A limited planting palette has been selected primarily comprised of drought resistant, succulent and native coastal plants including Agave attenuata, Aeonium arboretum, Crassula capitella 'Campfire', Kalanchoe thyrsiflora 'flapjacks', Drichondra 'silver falls', Kalanchoe Panda Plant and various sedums including Sedum rubrotinctum 'jelly bean' and Sedum morganianum, Leucophyta brownii and Eremophila glabra or similar. These plants have also been chosen for their bright green and silver green foliage and contrasting textures.

# Materials, Finishes and Planting Palette

Parklet platform:  
 Parklet boundary edge:  
 Planting:

Hardwood timber - weathered silver/grey  
 Black Patterned Timber  
 Range of succulents and coastal  
 drought resistant native plants



Figure 3.0

A small herb garden will be planted within the free standing planter and integrated bench located on the southern edge of the parklet. This will be planted up with herbs including rosemary, parsley, basil, oregano and thyme.

## 5.0 Upkeep and Maintenance

The materials used in the construction of the parklet have been chosen because of their high quality, durable nature and ability to withstand what can be a relatively harsh streetscape environment.

The parklet will be services and maintained on a daily basis by the staff and management at Vans. The daily maintenance regime will include sweeping out and removal of any food waste or other rubbish. All rubbish will be removed from the site and placed in Van's waste collection facilities. Benches and other furniture will be wiped down regularly to ensure that surfaces remain clean. The freestanding tables and chairs will be removed from the parklet and brought inside each night.

The area around the parklet will also be swept and kept clean on a daily basis. The space under the parklet's platform will be checked regularly to ensure that clear access is maintained to the storm water drain and any accumulated rubbish will be removed immediately.

The planters will be watered on an as needs basis. The aim is to maintain a range of high quality plants in good health and aesthetic appearance. The planters will be checked regularly to ensure that any dead or dying plants are removed and replaced. Plants will also be cut back when required to ensure that they do not overwhelm the planting space or intrude inappropriately into pedestrian or users space. Plants will be kept at a height that ensures visual access is maintained into and out of the space and appropriate sightlines are retained for traffic.

Any graffiti or other damage to elements of the parklet will be removed and/or repaired in a timely manner to ensure that the safety and high quality appearance of the parklet is maintained. This will include the repair and regular repainting and maintenance of any surface and lighting materials as required.

In accordance with standard outdoor dining procedures the food served in the parklet will be prepared fresh to order in the kitchen and taken directly on sterilized plates by professional wait staff to the parklet. All hot food is taken immediately from under a heat lamp, all cutlery, cups and saucers are stored on the bar inside and only go outside once someone is seated and ready to order.

## 6.0 Construction Drawings and Detailed Maintenance Plan

In the event that planning permission is obtained for the parklet a series of detailed construction drawings will be submitted, along with physical examples of the final materials and finishes, for final approval by Cottesloe Town Council. The submission of construction drawings will explain the following in final detail:

- Parklet assembly: structural details of how each element of the parklet will be constructed and assembled. This will include details of the parklet/pavement interface, drainage details and assembly mechanisms.

- 8 JUN 2015

- Final finishes: details of the final materials and finishes to be used, including a detailed planting plan and plant maintenance plan.

A detailed maintenance plan will also be submitted as follows:

- Detailed maintenance plan: details of an on-going daily and regular maintenance and upkeep plan to ensure that the parklet and its surrounds remain clean and safe for use at all times. It will also outline proposals to ensure that the parklet is regularly repaired and maintained to address any issues of vandalism and wear and tear, ensuring it remains a visual asset to Napoleon Street.

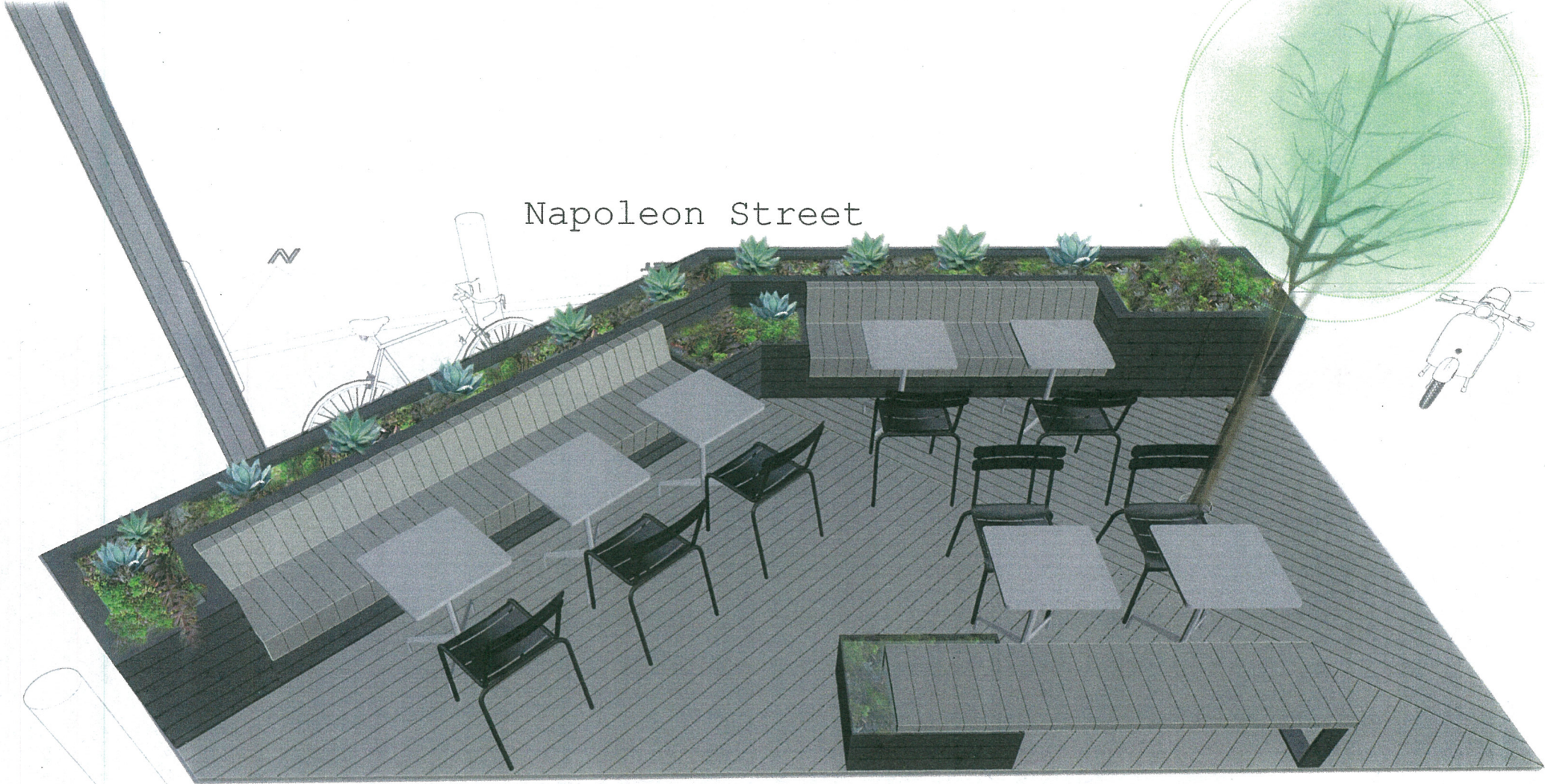
#### References:

City of San Francisco, 2015. *Parklet Manual, Version 2.2*. San Francisco, USA. Available at <[http://pavementtoparks.sfplanning.org/docs/SF\\_P2P\\_Parklet\\_Manual\\_2.2\\_FULL.pdf](http://pavementtoparks.sfplanning.org/docs/SF_P2P_Parklet_Manual_2.2_FULL.pdf)> [Accessed 30 May 2015]

City of San Francisco, Planning Department, 2014. *Citywide Assessment of Parklets & Plazas: Summary of data collected for Summer 2014 Public Life Study*. San Francisco, USA. Available at <[http://pavementtoparks.sfplanning.org/docs/Citywide\\_Assessment\\_Report\\_Panganiban\\_Abad\\_2014.09.pdf](http://pavementtoparks.sfplanning.org/docs/Citywide_Assessment_Report_Panganiban_Abad_2014.09.pdf)> [Accessed 30 May 2015]

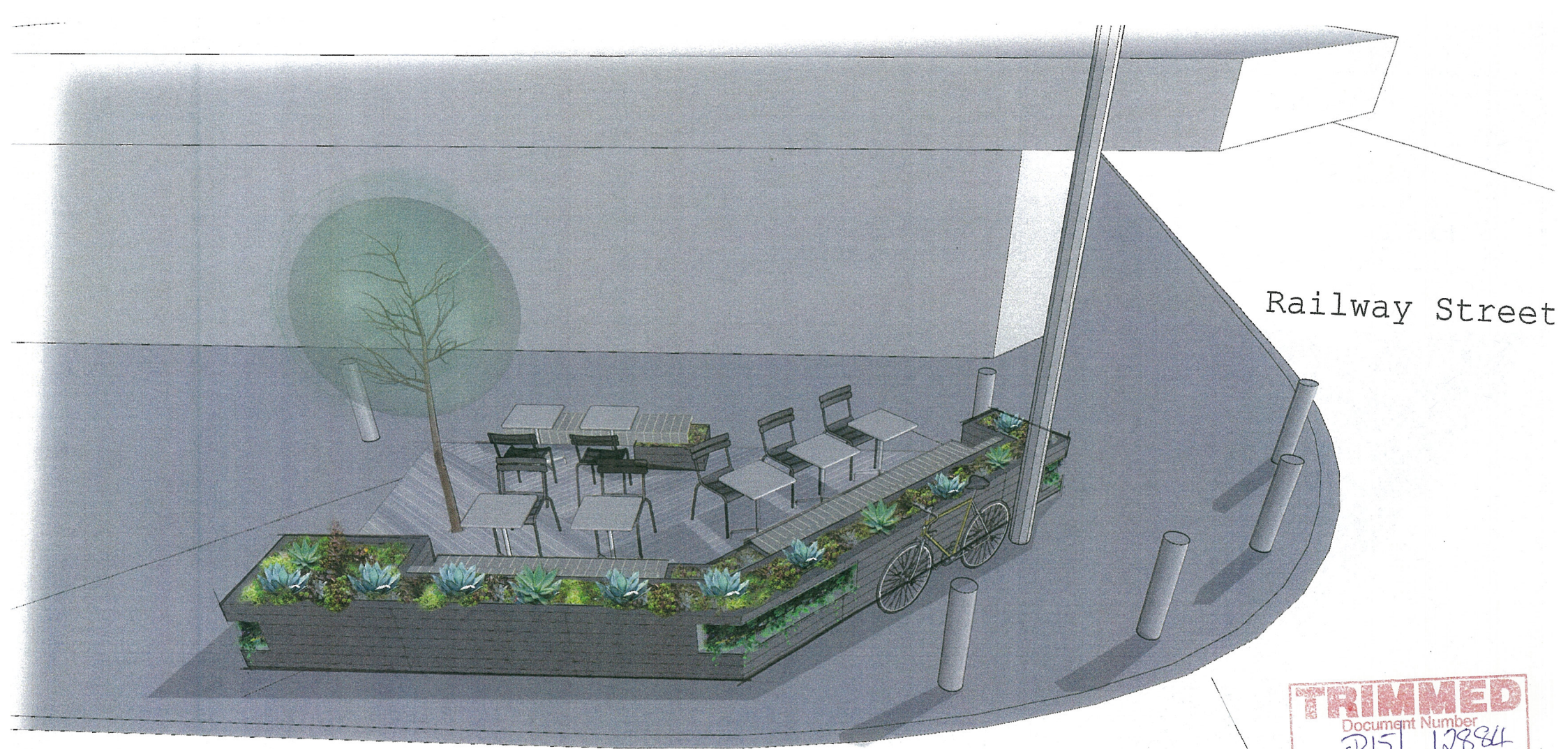
Gehl J and Svarre B, 2013. *How to Study Public Life*. Island Press, Washington, Covelo and London.

Napoleon Street



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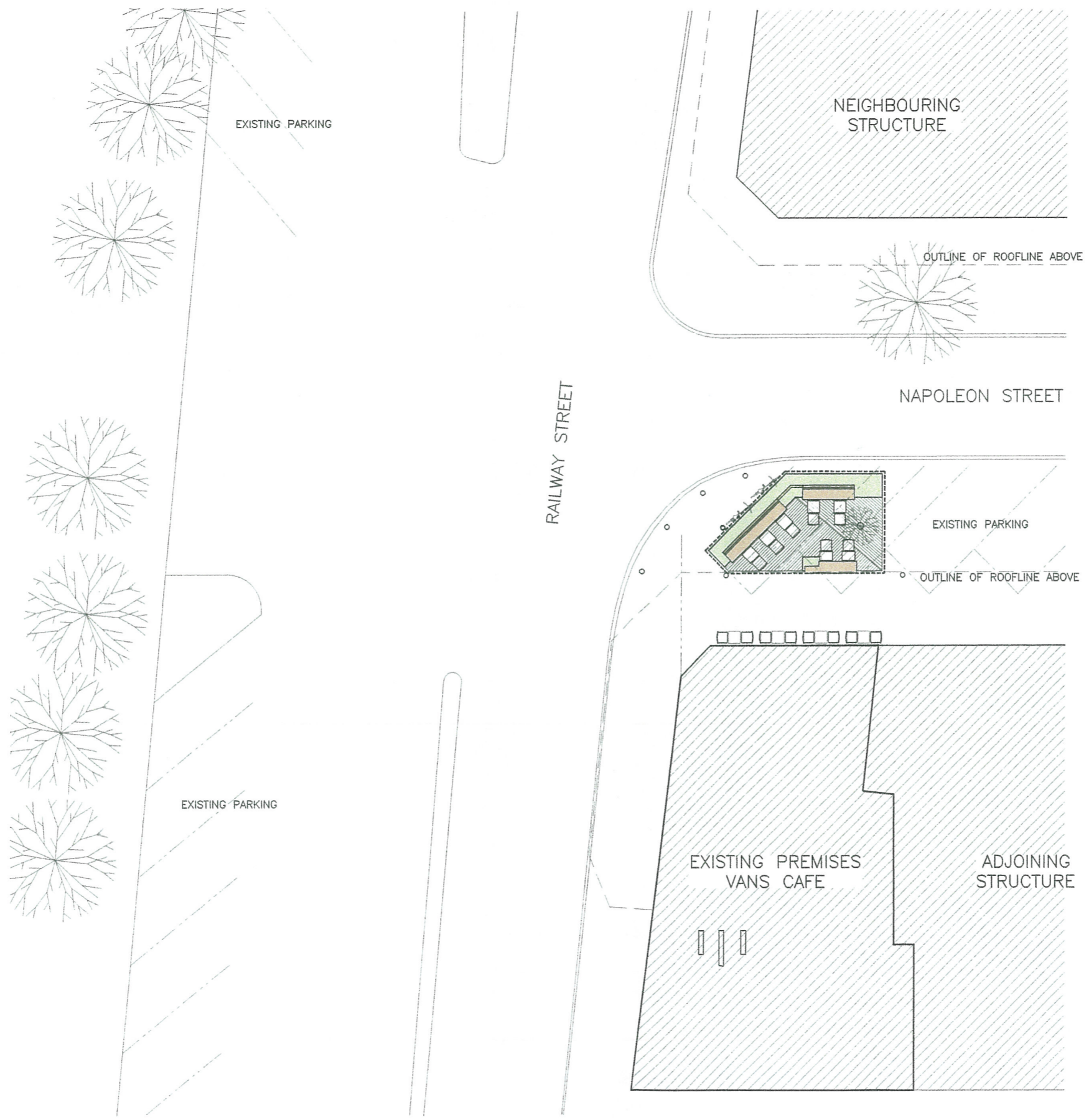
Railway Street

Napoleon Street

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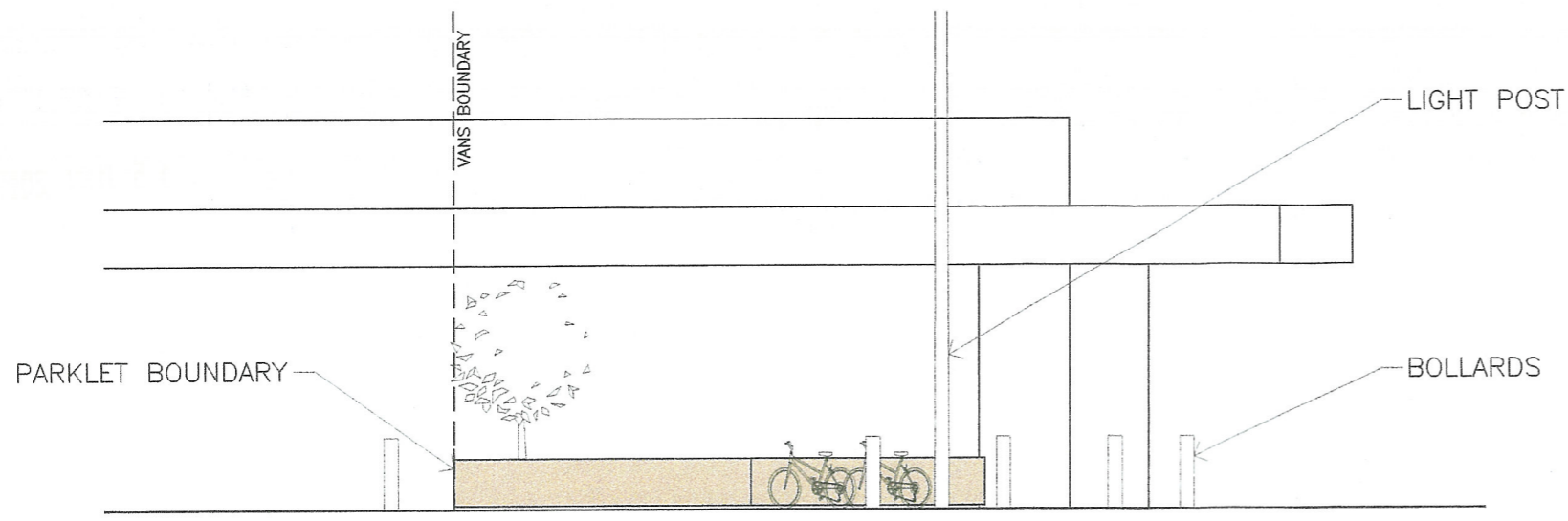
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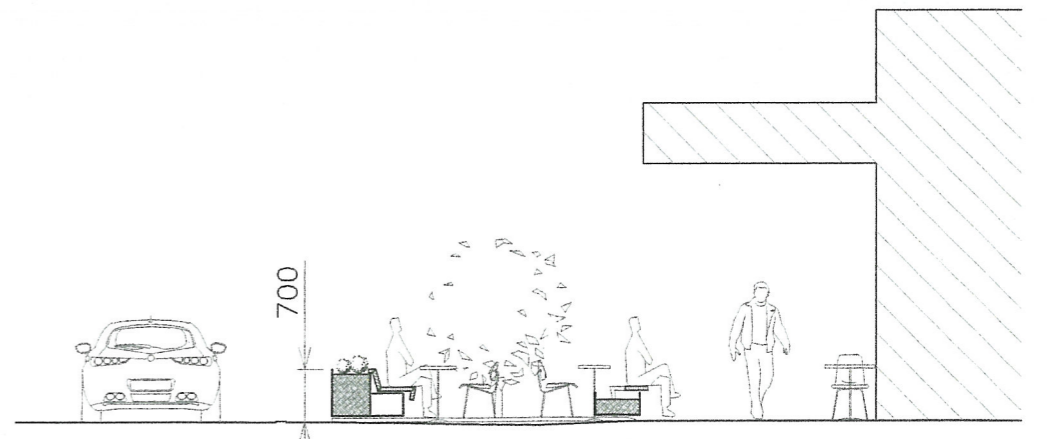
PROPOSED  
PARKLET

PLAN VIEW

VANS CAFE  
NAPOLEON STREET  
SITE LAYOUT PLAN  
SCALE 1:200 @ A3

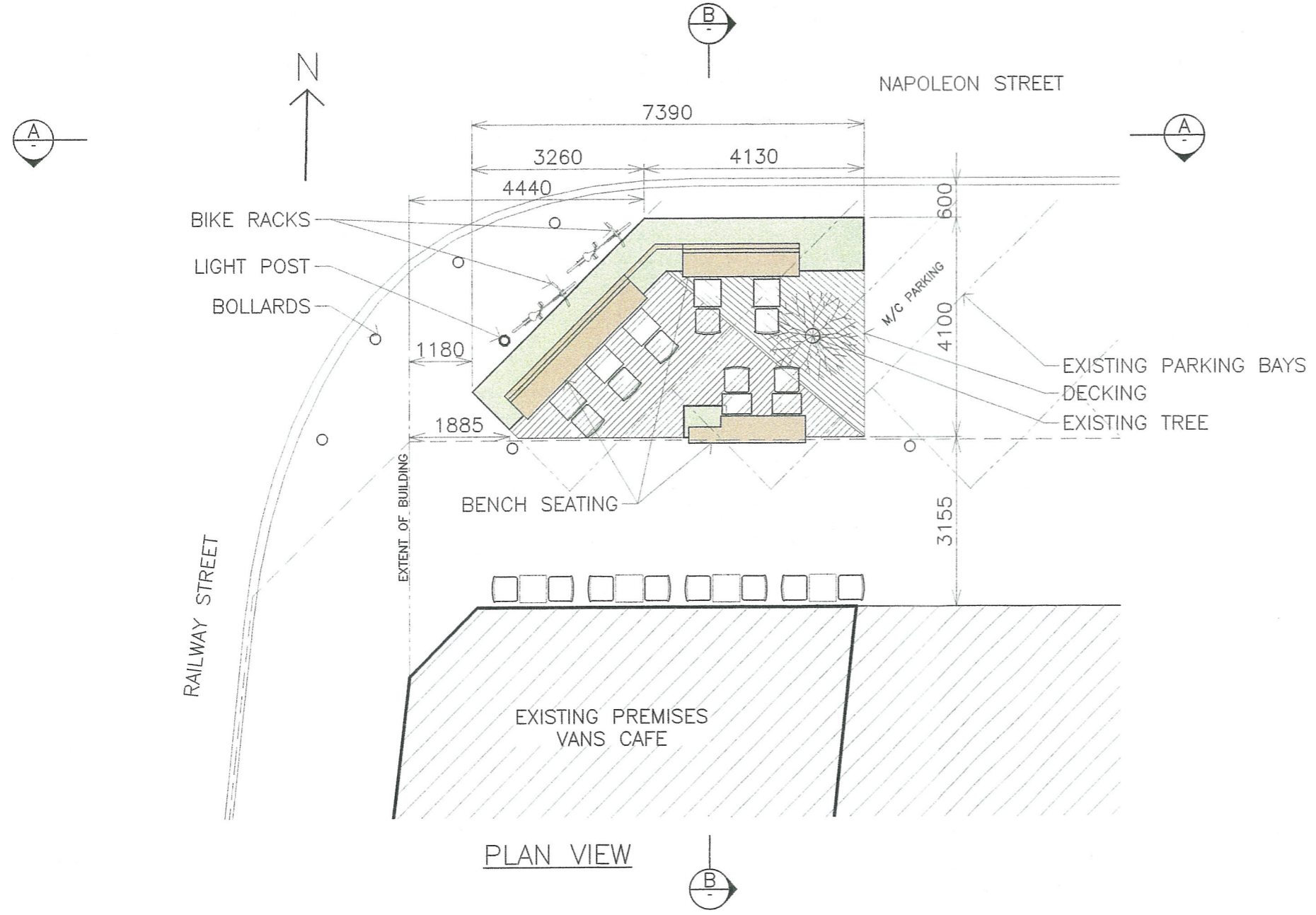


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NORTH ELEVATION

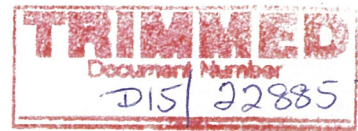


SECTION B-B

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VANS CAFE  
NAPOLEON STREET  
FLOOR PLAN  
SCALE 1:100 @ A3



Elizabeth Yates

**From:** David Morgan [morgandownunder@hotmail.com]  
**Sent:** Saturday, 7 November 2015 8:41 AM  
**Subject:** Vans 1-7 Napoleon Street, Parklet Development Application ( # 3194 )  
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**From:** David Morgan <[morgandownunder@hotmail.com](mailto:morgandownunder@hotmail.com)>  
**Date:** 6 November 2015 at 11:41:15 PM AWST  
**To:** [council@cottesloe.wa.gov.au](mailto:council@cottesloe.wa.gov.au)  
**Cc:** Michael Gouldsmith <[mgouldsmith@thermaltronics.com](mailto:mgouldsmith@thermaltronics.com)>  
**Subject:** Vans 1-7 Napoleon Street, Parklet Development application (#3194 )

Dear Mr Jackson

We wish to lodge an objection to the application by Vans to occupy a parking space in Napoleon Street on the following grounds

1. Our main objection is concerning the loss of yet another parking space in the main street of the central shopping area for Cottesloe. I am sure it has not gone unnoticed that trade in Napoleon street has dropped off dramatically in the past 12 months, There are four empty shops, two businesses that are on the market and three traders saying that they will not renew their lease at renewal time and that is just on Napoleon Street.

Napoleon Street is a local shopping area as opposed to the Claremont Centre which is more of a drive to shopping destination and as such Cottesloe requires easy access and easy parking, to lose one let alone two parking bays will only advantage the businesses making the application , it will do absolutely nothing to improve the street. We ( Cimbalinos ) took the view that we would rather have the extra parking place rather than more alfresco seating hence the withdrawal of our application

2 The kind of parasol highlighted in the application by Vans is fundamentally dangerous especially in a high wind area such as the Vans corner and are very obtrusive

3 The domination of one business on the street will be to the detriment of others and limit choice

Thank you for the opportunity to state our concerns

Regards

David Morgan

## Andrew Jackson

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**From:** jane@motionlifestyle.com.au on behalf of Motion Lifestyle [info@motionlifestyle.com.au]  
**Sent:** Friday, 6 November 2015 9:52 AM  
**To:** Andrew Jackson  
**Subject:** Re: Van's parklet proposal

Hi Andrew

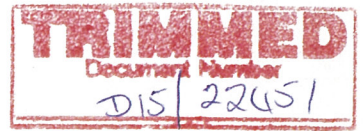
As we suggested in our previous email, we would oppose the development if this car bay was not replaced elsewhere within Napoleon Street. Now that the Dome cafe has closed is there any capacity to return the outside area to car bays.

Regards

Jane Crump

On Fri, Nov 6, 2015 at 9:38 AM, Andrew Jackson <[MDS@cottesloe.wa.gov.au](mailto:MDS@cottesloe.wa.gov.au)> wrote:

Jane hello – in reply to your email of 1 November 2015 it is advised that the proposal involves the loss of one car bay.                      Regards, Andrew Jackson



**Elizabeth Yates**

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**From:** Motion Lifestyle [info@motionlifestyle.com.au]  
**Sent:** Sunday, 1 November 2015 11:46 AM  
**Subject:** Development Application #3194

Good Morning

I refer to your correspondence of 30/10/2015 regarding the development proposal at Vans.

it is not clear from the photograph how many parking bays would be lost as a result of the additional seating

Could you please confirm. We are happy to make a formal submission, however, we would want the number of bays lost replaced elsewhere with parking in Napoleon Street.

Regards

Jane Crump

TOWN OF COTTESLOE

21 SEP 2015

RECEIVED

DA 3194



Relax. You're in Cottesloe.

17 September 2015

Mr Andrew Jackson  
Manager Development Services  
Town of Cottesloe  
109 Broome Street  
Cottesloe WA 6011

Dear Mr Jackson,

### **VAN'S CAFÉ – PARKLET PROPOSAL**

I am writing in relation to the proposal from Kevin McCabe to extend the trading area of VAN'S Café on Napoleon Street, by the inclusion of a new 'parklet' area.

ProCott was presented with the concept for this proposal at its 17 June meeting. I understand the Council has considered this proposal and responded to VAN'S. In doing so, Council has seen the need for consultation with ProCott and property or business owners, in order to determine an appropriate strategy for such a parklet.

ProCott has resolved that it is in support of VAN'S proposal to extend to a 'parklet' on Napoleon Street, subject to appropriate treatment of the issues of safety and parking, due to the positive impact this modern approach will have on the Village.

ProCott understands the proposal increases the alfresco area for VAN'S at the most western end of Napoleon Street without impinging on sidewalk traffic. The proposed structure would be demountable and use one car bay outside the Café, on a basis agreed between Council and VAN'S. The concept designs show a complementary relationship to the newly renovated streetscape and would make a vibrant western entry statement to Napoleon Street. The area would be illuminated in the evenings. The design gives pedestrians and patrons an element of safety from passing traffic. The proposed location at the end of Napoleon Street is at the slowing of car traffic.

Whilst the loss of one car bay is likely to be a concern to traders or visitors, the area has changed in recent renovations and is now located in between street signs and bike racks. ProCott urges Council to take a wider approach in dealing with parking.

ProCott understands that VAN'S has approached both individual businesses and landowners and has received only positive feedback from them to this proposal.

ProCott's support for the parklet concept is that it will ultimately bring more vibrancy and custom to Cottesloe Village, and we welcome innovative and forward looking concepts that achieve these goals whilst being sympathetic and complementary

#### **Procott Inc**

PO Box 460 Cottesloe, WA 6011

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[www.cottvillage.com.au](http://www.cottvillage.com.au)

to surrounding businesses, and balanced appropriately against safety and parking.

We trust the above assists Council in its decision making and we would welcome an opportunity to speak further with you or Councillors about any aspect.

Yours sincerely,



**Michael Tucak**  
**Co-President**



Relax. You're in Cottesloe.