

LOCAL PLANNING SCHEME NO. 3 PARKING MATTERS POLICY AMENDMENT

File Ref: SUB/1867
Attachments: [Existing Policy showing amendment](#)
Responsible Officer: Mat Humfrey
Manager Corporate & Community Services
Author: Andrew Jackson
Manager Development Services
Proposed Meeting Date: 18 May 2015
Author Disclosure of Interest: Nil

SUMMARY

Council on 23 February 2015 resolved:

That Council requests the Administration to examine and advise upon the need to evolve the Parking Matters Policy to ensure that it is sufficiently comprehensive and flexible to embrace the Scheme provisions and respond to a range of planning considerations and development proposals over time.

In response, this report presents proposed amendment of the Parking Matters Policy to refine it in relation to the Local Planning Scheme No. 3 (LPS3) provisions it supplements.

The recommendation is to advertise the amendment for public information and comment.

A copy of the Policy, showing the proposed amendment, is attached.

BACKGROUND

Council adopted the Parking Matters Policy pursuant to LPS3 on 15 December 2014. LPS3 contains certain parking provisions that involve discretion and require a policy to become operative, which the Policy addresses. Clause 5.8.3 specifies two particular discretions to be guided by policy, being a parking credit and cash in lieu in certain circumstances, while there is also provision for prescribed parking reductions.

STRATEGIC IMPLICATIONS

Relates to private development and public domain parking.

POLICY IMPLICATIONS

Scheme Local Planning Policies are to be had regard to in Council assessing and determining planning proposals.

STATUTORY ENVIRONMENT

Local Planning Scheme No. 3.

FINANCIAL IMPLICATIONS

Relates to cash in lieu of parking and capital works.

SUSTAINABILITY IMPLICATIONS

Nil.

PROPOSED AMENDMENT

The focus of the proposed amendment to the Policy relates to the LPS3 cash in lieu provisions, in order to more closely guide their application, by refining Council's intentions for the beachfront precinct including the Foreshore Centre, Restricted Foreshore Centre, Hotel and Development 'A' (Ocean Beach Hotel site) zones. To elaborate, Clause 5.8.3(c) in respect of cash in lieu states:

Cash in lieu provisions

Lead-in paragraph: *In the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government enabling the local government to provide public off-street parking in the vicinity, equivalent to the deficiency in parking spaces; and in this regard the local government may accept cash in lieu of parking spaces on the land, subject to the following — ...*

Operative paragraph (underlining added): *the cash in lieu payment shall only be accepted by the local government after a Local Planning Policy has been adopted under Part 2 of this Scheme which identifies the planned infrastructure including the land upon which it is planned to be located and the planned timing of expenditure of payments made under this clause;*

This means that there must be a policy in place in order for Council to consider accepting cash in lieu, for allocation to planned parking provision over time. Cash in lieu is at Council's discretion and the Policy is designed to assist determining the appropriateness and extent of cash in lieu for proposals and how the funds are to be utilised.

Policy current details

At present the Policy guides the application of cash in lieu funds as follows:

- *For the **Town Centre** zone, the sites in the following table are the main opportunities to provide additional parking in substantial quantities.*
- *Each can be examined in detail in terms of land area, bay yield, levels of parking, type of development if combined with parking, indicative designs, estimated cost, approval/construction processes, funding and timeframe.*
- *Previous studies can be drawn-upon as a basis for formulating firmer concept proposals for further consideration.*

| Site | Ownership | Actions |
|-----------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Station Street Car Park west, corner Railway Street. | Council. | Formulate a three-storey mixed-use development proposal with at least 50 on-site parking bays. Consider options for funding and development. |
| Station Street Car Park east, near Stirling Highway (former sump site). | Council. | Formulate designs for either a decked car park or a three-storey mixed-use development proposal with surface and/or decked public parking. Subject to relocation of drainage infrastructure under street. |
| Private property redevelopments such as Station Street both sides and south of Jarrad Street. | Various. | Liaise with landowners and developers to facilitate and Co-ordinate the provision of on-site and off-site parking. |
| Public Transport Authority (PTA) parking areas. | Crown railway reserve. | Renegotiate the lease of the PTA parking area along Railway Street to be at no or low cost. Liaise with the PTA to formalise the linear parking west of the railway line behind the Western Power sub-station, for workers, to be developed, maintained and managed by the Town. |
| Government land south-east corner of Curtin Avenue and Jarrad Street west of railway line. | Unvested Crown reserve. | Seek a lease over the unvested Crown reserve on the south-east corner of Curtin Avenue and Jarrad Street for surface parking, for workers. Prepare a design with attention to vehicular ingress and egress, pedestrian routes internally and externally, and landscaping and signage. |

- For the **Residential Office** zone between Forrest and Vera Streets north of the Town Centre, Council may consider cash in lieu being obtained and directed to the following provision of parking:
 - Station Street car park opportunities as outlined above.

- *Extension northward of the car park on the Railway Street road reserve alongside the railway.*

- *For the **Foreshore Centre, Restricted Foreshore Centre, Hotel and Development 'A'** (OBH site) zones comprising the beachfront locality, Council may consider cash in lieu being obtained and directed to the following provision of parking:*
 - *Improvement and rationalisation of Car Park No. 1.*
 - *Improvement, rationalisation and possible decking of Car Park No. 2.*

- *For **Development Zone 'B'** (former depot site) approved to be subdivided for residential development, cash in lieu is not applicable.*

- *For **Development Zone 'C'** (Wearne Hostel site), **Development Zone 'D'** (WAIDE site) and **Development Zone 'E'** (railway lands), cash in lieu may be applicable subsequent to future structure planning, subdivision and development proposals.*

Recent planning

Since inception of the Policy Council has progressed several matters relating to how cash in lieu may be operated within the beachfront precinct, as follows:

Approval of mixed-use development at 110-112 Marine Parade

Council on 23 February 2015 in considering this development supported the principle of cash in lieu as appropriate and desirable for the beachfront precinct, which is anticipated to undergo gradual redevelopment. Council was satisfied that although the Policy did not address this in absolute detail it gave sufficient guidance towards the future deployment of cash in lieu funds to require a one bay contribution from the development.

Five year plan

The Five Year Capital Works Plan adopted by Council on 23 March 2015 schedules infrastructure priorities and flags improving Car Park 1 next financial year and Car Park 2 in the 2016/17 financial year. This reflects the primacy of these facilities as key components of the beachfront precinct. In addressing these car parks the opportunity can be taken to increase parking by reconfiguration and to upgrade their standard of urban design, safety/security and amenity.

Budget preparation

In May 2015 Council commenced the annual budget preparation process, which has identified proposed capital expenditure allocations to the Foreshore Plan and Car Park 1 for the 2015/16 financial year.

Concept planning for foreshore locality

At a briefing session 8 April 2015 Council gave further strategic consideration to concepts for the foreshore locality including Car Parks 1 and 2.

Council recognised that the car parks are important and dominant elements spatially, functionally and aesthetically. Rationalising and improving them would significantly enhance the locality and would be comparatively straightforward and cost-effective to achieve. Key aspects include: vehicular access and circulation; pedestrian movement and cycle facilities; landscaping and street furniture; multi-use spaces and activities; and parking management.

Committing to foreshore car park projects would fulfill the Parking Matters Policy requirements for this locality and coordinate with beachfront redevelopment.

Consultants brief for Foreshore Plan

The Town is presently preparing a consultants brief to take the Foreshore Plan to the next level of detailed planning for the core area from approximately Forrest to Napier Streets. This is to concentrate on the overall urban design for the precinct and this first stage area, leading to works projects and programs to implement the improvements. Parking provision and design along Marine Parade, Forrest and Napier Streets and within the two car parks will be examined, planned and coordinated for the envisaged revamping and enhancement of the public domain.

Policy proposed details

Altogether these initiatives have advanced Council's intentions for the beachfront/foreshore precinct in order to better articulate the Policy in terms of planning for parking. This can now be incorporated into the Policy to augment the existing table guiding the application and deployment of cash in lieu, by inserting the following table, as shown in the attachment:

Planned Beachfront / Foreshore Precinct Parking Improvements

| Planned infrastructure. | Land upon which it is planned to be located. | Planned timing of expenditure of payments. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------|
| Redeveloped and possibly reconfigured road reserves and on-street* parking in relation to road system serving all modes of movement, having regard to adjacent private development and public spaces. | Marine Parade and Forrest and Napier Street reserves, as may be modified. | 2015-2016 |
| Redeveloped car park west of Marine Parade in relation to main beach and foreshore area. | Car Park 1 | 2015-2016 |
| Redeveloped car park east of Marine Parade in relation to John Black Dune Park. | Car Park 2 | 2015-2017 |

LOCAL PLANNING SCHEME NO. 3 PARKING MATTERS POLICY AMENDMENT (Cont.)

** Note: while cash in lieu looks to off-street parking, parking in this precinct substantially involves on-street parking and road reserve land in providing public domain parking infrastructure. The redesign and upgrade of the precinct may entail realigned roads, new parking layouts and improvements for pedestrians and cyclists.*

CONSULTATION

The LPS3 policy-making or amendment process includes public advertising and consideration of submissions. The procedure is initiated by a Council resolution, followed by advertising of the proposal inviting submissions. Advertising entails public notices in a local newspaper and a minimum 21-day period; while dissemination via the Town's website and other means may also occur. After considering any submissions, Council resolves whether to adopt the policy amendment and any modifications to it.

CONCLUSION

The proposed amendment to the Policy will facilitate application of the Scheme provisions they support with improved clarity and certainty.

VOTING

Simple Majority

OFFICER RECOMMENDATION

THAT Council note the proposed amendment to the Parking Matters Policy and undertake public consultation in accordance with the Local Planning Policy provisions of the Scheme, for the consideration of any submissions and further reporting to Council.

TOWN OF COTTESLOE – LOCAL PLANNING SCHEME NO. 3

PROPOSED LOCAL PLANNING POLICY No. 1 – PARKING MATTERS

A policy made pursuant to Part 2 of Local Planning Scheme No. 3

1. INTRODUCTION

This Local Planning Policy deals with particular parking matters under Local Planning Scheme No. 3 (LPS3) to supplement the Scheme provisions.

The Scheme contains certain parking provisions that involve discretion and require a policy to become operative, which this Policy addresses. Other Scheme provisions regarding parking, including any discretion, operate directly as part of the Scheme.

2. OBJECTIVE

To create a policy framework within which Council may exercise discretion regarding the details of Scheme provisions on particular parking matters, and which:

- Strikes a balance between the requirement to provide parking and the ability to grant concessions.
- Considers the nature, magnitude and composition of development in relation to parking requirements, demand and utilisation.

3. BACKGROUND

LPS3 in Part 2 provides for local planning policy as a vehicle to manage discretion in aspects of development proposals, and states:

A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

4. REQUIREMENTS FOR POLICY

LPS3 in clause 5.8.3 specifies two parking discretions to be guided by policy:

Second paragraph – parking credit

In the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones, when considering redevelopment or new development or change of use applications, the local government may credit towards the amount of parking required to be provided as specified in Table 3, the parking deficiency that an existing tourism use may have when calculated against those provisions applicable to the subject site and its uses under this Scheme, having regard to the size and shape of the land, the number and availability of parking spaces in the vicinity, the likelihood of traffic congestion, and the opportunity to improve the appearance, amenity, function and accessibility of the locality provided that the decision to credit such a deficiency is made in the context of a Local Planning Policy adopted pursuant to Part 2 of this Scheme. For the purposes of this clause, tourism use means the “Hotel”, “Motel”, “Short-stay Accommodation”, “Serviced Apartment”, “Small Bar” and “Restaurant” uses.

This means that there must be a policy in place in order for Council to consider granting a parking credit. A credit is at Council's discretion and the Policy is designed to assist ascertaining the appropriateness and extent of credit for proposals.

5.8.3(c) – cash in lieu

Lead-in paragraph:

In the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones, the local government may approve development without the required number of parking spaces being provided on the land, subject to the applicant making arrangements satisfactory to the local government enabling the local government to provide public off-street parking in the vicinity, equivalent to the deficiency in parking spaces; and in this regard the local government may accept cash in lieu of parking spaces on the land, subject to the following — ...

Operative paragraph:

the cash in lieu payment shall only be accepted by the local government after a Local Planning Policy has been adopted under Part 2 of this Scheme which identifies the planned infrastructure including the land upon which it is planned to be located and the planned timing of expenditure of payments made under this clause;

This means that there must be a policy in place in order for Council to consider accepting cash in lieu, for allocation to planned parking provision over time. Cash in lieu is at Council's discretion and the Policy is designed to assist ascertaining the appropriateness and extent of cash in lieu for proposals and how the funds are to be utilised.

Parking reductions

In addition to the above two matters, LPS3 in Schedule 13, Variations to site and development standards and requirements, provides as follows:

Parking (clause 5.8, Table 3 Vehicle Parking Requirements):

Subject to the following, the parking requirements set out in Table 3 may be varied, so as to reduce the number of parking spaces required in respect of a particular development by up to 20% of the number of parking spaces that would otherwise be required by the application of the provisions of Table 3, subject to the provision of a traffic impact assessment, to the satisfaction of the Council, addressing the matters referred to in clause 5.5.4(c).

In this respect clause 5.5.4(c) reads:

...if the local government is satisfied that the non-compliance will not have an adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

The Policy provides guidance in applying this provision, which is at Council's discretion, in terms of the appropriateness and extent of parking reductions for proposals.

5. APPLICATION OF POLICY

This Policy responds to the details of the three parking matters identified above where guidance is required in the exercise of discretion under the Scheme.

It applies only to the zones or aspects described therein and at the discretion of Council.

Council may apply the policy in assessing planning proposals, to consider them against the intent and provisions of the Policy in ensure that the Scheme requirements are appropriately determined.

6. POLICY PROVISIONS

Parking credit (clause 5.8.3):

- The concept of a parking credit is that if an existing approved tourism use/development has managed with its present parking supply, the deficiency between that amount of parking and what it would now have to provide under LPS3 may be credited towards the parking that a proposal for the site is required to provide under LPS3.

- Although the provision indicates crediting the full deficiency, the assessment criteria connote that a partial credit may be determined.
- This credit capacity applies to the Town Centre, Hotel, Foreshore Centre, Restricted Foreshore Centre and Development zones only and to the nominated tourism uses only.
- The provision may apply to successive proposals for a site during the life of LPS3.
- The Scheme specifies parameters for Council to exercise discretion to grant a parking credit, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- For a proposal seeking a parking credit, the applicant shall submit for Council consideration a traffic and parking statement addressing the relevant criteria.
- The percentage in the table refers to the maximum percentage of the total parking deficiency that Council may grant as a credit – it does *not* refer to the percentage of the total parking requirement that may be credited.

| ZONES: | Town Centre | Hotel | Foreshore Centre | Restricted Foreshore Centre | Development |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| CRITERIA: | | | | | |
| Redevelopment or new development. | Up to 100% credit depending on nature of redevelopment, as ample public parking is available, but intensive uses generate demand. | Up to 50% credit depending on nature of redevelopment, as the site is limited and intensive uses generate demand, while ample public parking is available. | Up to 50% credit depending on nature of redevelopment, as ample public parking is available, but intensive uses generate demand. | Up to 75% credit depending on nature of redevelopment, taking into account that parking is limited. | Up to 75% credit depending on nature of redevelopment, where parking can be accommodated by structure planning and new development. |
| Change of use. | Up to 100% credit depending on nature of change of use. | Up to 50% credit depending on nature of change of use. | Up to 50% credit depending on nature of change of use. | Up to 75% credit depending on nature of change of use. | Up to 50% credit depending on nature of change of use. |
| Parking deficiency of existing tourism use. | Determined from Town's records and applicant's evidence. | | | | |

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|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Size and shape of the land. | Mainly smaller, narrower-frontage lots, with some larger lots. | Single large lot, with heritage hotel and rear alfresco addition. | Range of smaller to larger lots, mostly corner sites; with numerous strata titles. | Consistent with residential lots in each street. | OBH street block comprises multiple lots and mixed ownership. Other Development Zones comprise very large, mainly single parcels. |
| Number and availability of parking spaces in vicinity. | Good supply of public parking. | | | Good supply of public parking, but residential street parking restrictions. | OBH street block is near good supply of public parking. Other Development Zones are near varied limited supplies, with some potential for increases. |
| Likelihood of traffic congestion. | High traffic locality. | | | | OBH street block and Railway lands are in high traffic localities. Former depot site will be residential traffic only. Major development on Gibney Street sites would generate considerable traffic. |
| Opportunity to improve appearance, amenity, function and accessibility of locality. | Depends upon nature of proposal, design of any development and Scheme requirements. | | | | |

Note: For the purposes of this table, tourism use means the "Hotel", "Motel", "Short-stay Accommodation", "Serviced Apartment", "Small Bar" and "Restaurant" uses.

Cash in lieu (clause 5.8.3(c):

- Cash in lieu of on-site parking for uses or developments is a conventional town planning measure, as provided for in LPS3.
- This is not intended to replace the primary requirement for development to provide parking on site, but is a mechanism to facilitate desirable development if that is constrained.
- Cash in lieu applies to the Town Centre, Foreshore Centre, Restricted Foreshore Centre, Hotel, Development and Residential Office zones only.
- The Scheme specifies parameters for Council to exercise discretion to grant cash in lieu, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- The feasibility of each parameter varies according to the nature of the proposed development, the circumstances of the zone and locality, land availability and related factors.
- The percentage in the table refers to the maximum percentage of the total parking requirement that Council may grant as cash in lieu.

| ZONES: | Town Centre | Foreshore Centre | Restricted Foreshore Centre | Hotel | Development | Residential Office |
|-----------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| CRITERIA: | | | | | | |
| Public off-street parking in vicinity. | Good supply of public parking. | Good supply of public parking. | Good supply of public parking. | Good supply of public parking. | Good supply of public parking for Development Zone 'A' (OBH site). | Good supply of public parking. |
| Deficiency in parking spaces. | Maximum 25% as determined by Council. | Maximum 25% as determined by Council. | Maximum 20% as determined by Council. | Maximum 20% as determined by Council. | Maximum 25% as determined by Council. | Maximum 20% as determined by Council. |
| Planned infrastructure including land. | New surface or multi-level car parks, including basements, under-crofts or decks. | New car parks integral to buildings/ sites, including basements, under-crofts | New car parks integral to buildings/ sites, including basements, under-crofts | New car parks integral to building/ sites, including basements or under- | New surface or multi-level car parks, including basements, under-crofts or decks. | New car parks integral to buildings/ sites, including basements or under- |

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|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| | | or decks. | or decks. | croft. | | crofts. |
| Planned timing of expenditure | Upon development of Council or private land. | Upon development of private land. | Upon development of private land. | Upon any relevant development of the OBH site. | Upon development of private, Government or institutional land. | Upon development of private land. |
| Public parking stations on Town-controlled land. | Council car park corner Station and Railway Streets and eastern car park on Station St – decked parking. Surface or decked parking along Railway Street near train station. | Possible decked parking at rear of development along Marine Parade. | Possible surface car park, subject to traffic control and residential amenity. | Not applicable to Cottesloe Beach Hotel site. | Surface or decked parking integral to development of these sites, subject to good access and quality design. | Surface or decked parking, subject to good access, quality design and mixed-use amenity. |
| Public transport infrastructure on Town-controlled land. | Provision for local bus, taxi or shared bike facilities. | Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs. | Provision for local bus, taxi or shared bike facilities, subject to residential amenity. | Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs. | Provision for local bus, taxi or shared bike facilities. Cott Cat bus stops and signs. | Provision for local bus, taxi or shared bike facilities. |
| Land in lieu of cash in lieu, identified for public parking. | Council will consider land capable of parking development. | Council will consider land capable of parking development, which does not front Marine Parade. | Council will consider land capable of parking development, which does not front Marine Parade, subject to residential | Not applicable to Cottesloe Beach Hotel site. | Council will consider land capable of parking development, which is well-located and, accessible, subject to residential | Council will consider land capable of parking development. |

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| | | | amenity. | | amenity. | |
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Note: The maximum % of parking bays Council may permit as cash in lieu relates to:

- The parking requirement generated by the nature of the use and magnitude of the development.
 - The demands for parking from the development and in the locality.
 - The physical scale and form of development in relation to the site and surrounds.
 - The affects on the amenity of the development and surrounds.
- For the **Town Centre** zone, the sites in the following table are the main opportunities to provide additional parking in substantial quantities.
 - Each can be examined in detail in terms of land area, bay yield, levels of parking, type of development if combined with parking, indicative designs, estimated cost, approval/construction processes, funding and timeframe.
 - Previous studies can be drawn-upon as a basis for formulating firmer concept proposals for further consideration.

| Site | Ownership | Actions |
|-----------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Station Street Car Park west, corner Railway Street. | Council. | Formulate a three-storey mixed-use development proposal with at least 50 on-site parking bays. Consider options for funding and development. |
| Station Street Car Park east, near Stirling Highway (former sump site). | Council. | Formulate designs for either a decked car park or a three-storey mixed-use development proposal with surface and/or decked public parking. Subject to relocation of drainage infrastructure under street. |
| Private property redevelopments such as Station Street both sides and south of Jarrad Street. | Various. | Liaise with landowners and developers to facilitate and Co-ordinate the provision of on-site and off-site parking. |
| Public Transport Authority (PTA) parking areas. | Crown railway reserve. | Renegotiate the lease of the PTA parking area along Railway Street to be at no or low cost. Liaise with the PTA to formalise the linear parking west of the railway line behind the Western Power sub-station, for workers, to be developed, maintained and managed by the Town. |
| Government land south-east | Unvested Crown reserve. | Seek a lease over the unvested |

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|-----------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| corner of Curtin Avenue and Jarrad Street west of railway line. | | Crown reserve on the south-east corner of Curtin Avenue and Jarrad Street for surface parking, for workers. Prepare a design with attention to vehicular ingress and egress, pedestrian routes internally and externally, and landscaping and signage. |
|-----------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- For the **Residential Office** zone between Forrest and Vera Streets north of the Town Centre, Council may consider cash in lieu being obtained and directed to the following provision of parking:
 - Station Street car park opportunities as outlined above.
 - Extension northward of the car park on the Railway Street road reserve alongside the railway.
- For the **Foreshore Centre, Restricted Foreshore Centre, Hotel and Development 'A'** (OBH site) zones comprising the beachfront locality, Council may consider cash in lieu being obtained and directed to the following provision of parking:
 - Improvement and rationalisation of Car Park No. 1.
 - Improvement, rationalisation and possible decking of Car Park No. 2.
 - Parking on the railway land with a shuttle bus service to the beachfront.
- The table below elaborates on Council's intentions for the planning, provision and improvement of public parking in the main beachfront / foreshore precinct.

Planned Beachfront / Foreshore Precinct Parking Improvements

| Planned infrastructure. | Land upon which it is planned to be located. | Planned timing of expenditure of payments. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--------------------------------------------|
| Redeveloped and possibly reconfigured road reserves and on-street* parking in relation to road system serving all modes of movement, having regard to adjacent private development and public spaces. | Marine Parade and Forrest and Napier Street reserves, as may be modified. | 2015-2016 |
| Redeveloped car park west of Marine Parade in relation to main beach and foreshore area. | Car Park 1 | 2015-2016 |
| Redeveloped car park east of Marine Parade in relation to John Black Dune Park. | Car Park 2 | 2015-2017 |

** Note: while cash in lieu looks to off-street parking, parking in this precinct substantially involves on-street parking and road reserve land in providing public domain parking infrastructure. The redesign and upgrade of the precinct may entail realigned roads, new parking layouts and improvements for pedestrians and cyclists.*

- For **Development Zone 'B'** (former depot site) approved to be subdivided for residential development, cash in lieu is not applicable.
- For **Development Zone 'C'** (Wearne Hostel site), **Development Zone 'D'** (WAIDE site) and **Development Zone 'E'** (railway lands), cash in lieu may be applicable subsequent to future structure planning, subdivision and development proposals.

Parking reductions (Schedule 13):

- Consideration of granting a parking reduction is informed by clause 9.2(c) of the Scheme regarding application requirements, which provides for:

any specialist studies that the local government may require the applicant to undertake in support of the application, such as traffic, heritage, environmental, engineering or urban design studies;

- As well as by clause 10.2.2 regarding matters to be had regard to, which includes:

whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles; and

the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

- The Scheme specifies parameters for Council to exercise discretion to grant parking reductions, and the following table sets out how Council will operate this provision having regard to related factors as indicated.
- For a proposal seeking a parking reduction, the applicant shall submit for Council consideration a traffic and parking statement addressing the relevant criteria.
- The percentage in the table refers to the maximum percentage of the total parking requirement that Council may grant as a reduction.

| CRITERIA: EFFECTS ON: | Traffic impact assessment to Town's satisfaction. | Amount up to 20% of parking spaces to be reduced. | Other relevant considerations. |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Occupiers or users of the development. | Parking needs and effects of occupiers or users of the development. | High impact proposals will be ineligible for a parking reduction. | <p>The larger the use or development the greater the parking requirement, hence the greater number of parking spaces in a reduction – and conversely – in terms of the degree and effect of any reduction.</p> <p>For major development, the traffic study must address the provision and form of parking on-site, on-street and nearby, including the effect on the supply of public parking.</p> <p>In activity areas such as the Town Centre or beachfront, more intensive development will progressively increase traffic generation and parking needs.</p> <p>In the Local Centres and Residential Office localities the availability of business parking is limited and street parking including for nearby residences requires management.</p> |
| Inhabitants of the locality. | Traffic and parking effects and patterns in relation to residents and users/visitors. | Moderate impact proposals may be eligible for up to a 10% parking reduction. | |
| Likely future development of the locality. | Indicated by zoning, development proposals and planned road or public domain changes. | Low impact proposals may be eligible for up to the 20% parking reduction. | |
| Nature of proposed use. | Traffic generation and parking demand depending on type, magnitude and days/hours of use. | | |
| Likely volumes of goods or materials and numbers of people moving to or from the land. | Traffic and parking implications of deliveries, waste removal, service vehicles, staff and visitors. | | |
| Likelihood of traffic congestion on roads or in public places in the locality. | Traffic circulation and flow to access the development and parking areas, including peak periods. | | |

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| Resolution date: | 27 October 2014 |
| Advertised: | 'Post' newspaper, 1 and 8 November 2014 |
| Review and Finally Adopted by Council: | 15 December 2014 |

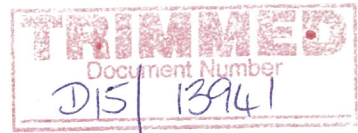
From: goffs [<mailto:goffsg@wn.com.au>]
Sent: Wednesday, 3 June 2015 11:04 AM
To: Andrew Jackson
Cc: picarmichael
Subject: Parking Policy

Hi Andrew,

I have recently seen the revisions to the parking policy and provide the following comments.

1. I think the greatest capacity to supply cash in lieu parking is in the broad road reserves around the foreshore area. Therefore, I think the LPS should be amended to allow such parking in the streets.
2. I am reminded of the Government's proposals to use Rosalea Park in Shenton Park for temporary hospital parking during the extensions etc. to QE II Medical Centre in 2010. While this was rejected by the council, the killer was legal advice that they could not use it for hospital parking because it was an A Class recreation reserve and could therefore only be used for recreational purposes. Similarly, the concept of using A Class recreation reserves in Cottesloe to accommodate parking for commercial uses seems as though it may also be flawed. Perhaps legal advice should be obtained.
3. Also, decked parking along the beach seems a recipe for venues for anti-social behaviour.
4. I think it is important to determine the capacity to provide parking from cash in lieu payments because, if there are restrictions on the use of recreation reserves, then the ability to provide numbers of bays is restricted. There is no point collecting money if there is nowhere it can be spent.
5. I have some difficulty in understanding why only 50% credits are allowed for under-parking on existing uses. This is likely to create difficulties in terms of actually finding more bays.
6. Ultimately, I think there is only a limited ability to provide parking as a result of cash in lieu payments and this needs to be recognized. Once it is used up, there is an end to it.

Regards, Peter



Town of Cottesloe
Submission AMENDMENT to "Policy Parking Matters"
Closing date Monday 29 June 2015

I recommend this proposed Amendment be deferred until a Traffic Management Study and Plan be prepared for consideration by our representatives. This would ensure greater predictability for future parking requirements plus other matters, resulting in better controls along the main beachfront/ foreshore precinct. The study should include re-development of all sites on Marine Parade extended to include Eric Street through to Forrest Street.

If Council disagrees with my Recommendation then I propose a Traffic Study// Plan be carried out and delivered to Council for consideration prior to further development along the foreshore area and that this study be extended to include Eric Street as advocated above.

Included in my submission are extracts of documentation substantiating my position on this Policy Amendment

POINT 1 Parking Matters Policy Adopted 23rd February 2015

I question whether or not whether Council could endorse a and clearly articulated and well planned "Vision" for the future traffic parking planning along the Cottesloe Foreshore area without the basis of an updated traffic study and management plan to consider?

POINT 2 Parking Matters Policy Amendment July 2015

Based on the below information, I request Council REPLACE the word MAY to SHALL in this Amendment.

POINT 3 BEACH POLICY

Re-affirms my statement of the NEED to consider a traffic study PRIOR to any further policies, development within the Marine Parade/ Foreshore area

POINT 4 Parking Policy

I agree with Mr Peter Goff (Town Planner) comments points 1 to 6 outlined above - email forwarded to Andrew Jackson (MDS) 3rd June 2015.

POINT 1 Parking Matters Policy Adopted 23rd February 2015

LPS NO.3 Parking Matters Policy

Having read the Policy adopted by Council 23rd February 2015 I question the following:

1. Policy Current Details

Previous studies can be drawn upon as basis for formulating firmer concept proposals for further consideration."

Detail of those studies and year?

Improvement, rationalisation and possible decking of Car Park No 2.

A Class Reserve – Legislation required?



2. Recent Planning

Five Year Plan In addressing these car parks the opportunity can be taken to increase parking by reconfiguration and to upgrade their standard of urban design, safety/security and amenity."

Urban designer, landscape architect?

3. Concept planning for the foreshore locality

Council recognised that car parks are important.....rationalising them will enhance the locality. Key aspects include: Vehicular access and circulation, pedestrian movement and cycle facilitiesand parking management."

4. Consultants brief for Foreshore Plan

The Town is preparing a brief to take the Foreshore Plan to the next level.

Who is the consultant? Level of experience in Urban design and Landscape Architecture?

POINT 2 Parking Matters Policy Amendment July 2015

Further I have noted with interest that the wording on page 10 of AMENDMENT to "Policy Parking Matters" outlines: *"The redesign and upgrade of the precinct MAY entail realigned roads, new parking layouts and improvements for the pedestrians and cyclists."*

The use of the word MAY is inexplicable as well as inaccurate. Over a period of years Pedestrian & Cyclist safety and Driver behaviour has been well documented in reports as outlined in points 1 through 3 below:

1. 2005 – 2008 Community Safety and Crime Prevention Report

The Survey attached was circulated to residents by the Town the result being the two areas of high concern were (1) Anti Social Behaviour and (2) Hooning" (**Attachment 1 Council email 26th November 2007 & Attachment 2 Community Survey 2005**)

The Crime Prevention report outlined *"Traffic is a problem around the Foreshore Precinct..... The concern is that cars are speeding excessively"* Source: Community Safety and Crime Prevention Report **page 22**

2. 2009 Enquiry by Design

- This report noted the following: *"Design Curtin Avenue as an attractive, well-landscaped road with a different character and lower posted speed of 60kph as it passes by Cottesloe town centre, thereby limiting noise and other detrimental impacts of through traffic "* (**page 39**) and further down the page .. *"Recognise that Cottesloe is a walkable place. Privilege people over cars in street design and improve pedestrian, cycling, public transport and private vehicle connections and safety between Cottesloe town centre and the beachfront"* bottom of **page 51** ... *"Traffic speeds need to be reduced along Marine Parade"*

3. 2010 Safer Sustainable Cottesloe Plan 2010-2014

- *Promoting courteous driving and encouraging drivers to be aware of pedestrians and cyclists."* **Source** Town of Cottesloe "A Safer Sustainable Cottesloe Plan 2010-2014 April 2010 Item 3.4 Promotion of Safe Roads – **page 9**

POINT 3 BEACH POLICY

Council adopted a BEACH POLICY (2004) outlining the following:

1. The Town of Cottesloe will discourage traffic from using Marine Parade as an alternative north-south through route. Further the Policy outlined:

(a) Traffic

The Town of Cottesloe will:

- (i) actively pursue a policy to reduce the width of the Marine Parade trafficable pavement by widening footpaths, building pedestrian refuges and increasing on-road parking;
- (ii) modify the road design to permit a 40kph speed limit to be enforced, to control traffic speed and discourage through traffic;
- (iii) undertake an investigation into the effects and advisability of introducing pedestrian malls along Marine Parade.

(b) Pedestrian and Cycle Traffic

- (i) The Town of Cottesloe will examine options that improve the safety for pedestrians and cyclists along or adjacent to Marine Parade, including the option of separating cyclists from pedestrian traffic.

RESOLUTION NO.:

12.1.1

ADOPTION:

May, 2004

REVIEW:

May 2012

POINT 4 Parking Policy

From: goffs [mailto:goffs@wn.com.au]

Sent: Wednesday, 3 June 2015 11:04 AM

To: MDS@cottesloe.wa.gov.au

Cc: picarmichael

Subject: Parking Policy

1. I think the greatest capacity to supply cash in lieu parking is in the broad road reserves around the foreshore area. Therefore, I think the LPS should be amended to allow such parking in the streets.

2. I am reminded of the Government's proposals to use Rosalea Park (I) in Shenton Park for temporary hospital parking during the extensions etc. to QE II Medical Centre in 2010. While this was rejected by the council, the killer was legal advice that they could not use it for hospital parking because it was an A Class recreation reserve and could therefore only be used for recreational purposes. Similarly, the concept of using A Class recreation reserves in Cottesloe to accommodate parking for commercial uses seems as though it may also be flawed. Perhaps legal advice should be obtained.

3. Also, decked parking along the beach seems a recipe for venues for anti-social behaviour.

4. I think it is important to determine the capacity to provide parking from cash in lieu payments because, if there are restrictions on the use of recreation reserves, then the ability to provide numbers of bays is restricted. There is no point collecting money if there is nowhere it can be spent.

5. I have some difficulty in understanding why only 50% credits are allowed for under-parking on existing uses. This is likely to create difficulties in terms of actually finding more bays.

6. Ultimately, I think there is only a limited ability to provide parking as a result of cash in lieu payments and this needs to be recognized. Once it is used up, there is an end to it.

Attachment 1 Findings Town Survey

The CSCP motion to Council was aimed only at endorsing the work that Neighbourhood Watch is achieving. The CSCP does not have the resources to establish a support network for Neighbourhood Watch. The CSCP is addressing a Community Safety and Crime Prevention plan that was developed with community consultation. The result of the community consultation was that 4 areas were identified as being priority matters for the CSCP to address:

1. Anti-social behaviour at the beachfront
2. Hooning
3. Burglary, and,
4. Graffiti

Regards, **Graham Patrick**

Manager Corporate Services ph: (08) 9285 5060 fax: (08) 9285 5001

4. I think it is important to determine the capacity to provide parking from cash in lieu payments because, if there are restrictions on the use of recreation reserves, then the ability to provide numbers of bays is restricted. There is no point collecting money if there is nowhere it can be spent.

5. I have some difficulty in understanding why only 50% credits are allowed for under-parking on existing uses. This is likely to create difficulties in terms of actually finding more bays.

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2. *Hooning*
3. *Burglary, and,*
4. *Graffiti*

Regards, **Graham Patrick**

Manager Corporate Services ph: (08) 9285 5060 fax: (08) 9285 5001

| | | | | | | | | | | | | | | | | |
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| Bus Stops | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Train Station | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Using Public Transport | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| Community Halls, Clubs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public places during the day | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public places during the night | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public Amenities (eg public toilets, public telephones) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Town of Cottesloe overall | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q4 What specific areas do you think are unsafe in the Town of Cottesloe (please be as specific as possible) and why do you think they are unsafe?

Q5 What could be done to make you feel safer in these areas?

Q6 In the past five years, do you believe that local crime in the Town of Cottesloe has:

Increased Stayed about the same Decreased

Antisocial behaviour in public space Antisocial behaviour in businesses and residences
Drugs Domestic abuse

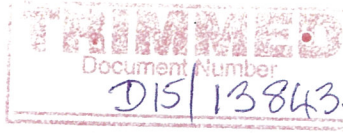
Q10 What measures could be put in place to deal with these issues/problems?

Q11 Would you like to make any other comments regarding community safety and crime prevention in the Town of Cottesloe?

Thank you for taking the time to participate in this survey!

With many thanks Patricia Carmichael
14/116 Marine Parade
Cottesloe WA 6011

29 June 2015



TOWN OF COTTESLOE

29 JUN 2015

RECEIVED

Town of Cottesloe
Submission AMENDMENT to "Policy Parking Matters"
Closing date Monday 29 June 2015

- Before any amendment is endorsed there needs to be a full comprehensive review into the traffic conditions (inclusive parking) on Marine Parade.
- Sightlines of turning vehicles, onto Marine Parade, needs to be addressed. Currently not an Australian Standard, as per Bill Morris email to council, dated: 22 May 2015, and attached.
- Pedestrians should be included in the review, along with Cottesloe locals and residents of Marine Parade.

Shirley Primeau
208 Marine Parade,
COTTESLOE WA 6011

E: Shirley.primeau@gmail.com
P: 0423 770 216

From: Bill Morris <billandsue17@hotmail.com>

Date: 22 May 2015 9:49:02 AM AWST

To: "cr.walsh@cottesloe.wa.gov.au" <cr.walsh@cottesloe.wa.gov.au>, "ceo@cottesloe.wa.gov.au" <ceo@cottesloe.wa.gov.au>, "Cc: Douglas Elkins" <mes@cottesloe.wa.gov.au>, council <council@cottesloe.wa.gov.au>, Mayor Jo Dawkins <mayor@cottesloe.wa.gov.au>, Peter Jeanes <cr.jeanes@cottesloe.wa.gov.au>, Katrina Downes <cr.downes@cottesloe.wa.gov.au>, Philip Angers <cr.angers@cottesloe.wa.gov.au>, Sally Pyvis <cr.pyvis@cottesloe.wa.gov.au>, Helen Burke <cr.burke@cottesloe.wa.gov.au>, Jay Birnbrauer <cr.birnbrauer@cottesloe.wa.gov.au>, Robert Rowell <cr.rowell@cottesloe.wa.gov.au>, "cottesloe@mp.wa.gov.au" <cottesloe@mp.wa.gov.au>

Subject: Marine Parade - Safety Issue

Cottesloe Council Officers & Councillors,

Subject: Driver **SIGHT DISTANCES**

For vehicles entering MARINE PDE from ALL STREETS SOUTH OF THE GOLF COURSE

The attachment details

- i) A particular Minute from a Council Meeting, and
- ii) Photos taken this Friday morning, 22nd May 2015 at 08:55 Hrs.
(This situation still exists at 09:50 Hrs)

The Minute is obviously and blatantly incorrect.

I request the Council to take immediate action so as to satisfy the requirements of the Austroad / Australian Standards with respect to Driver Sight distances, not only for vehicles entering marine Parade south of the Golf Course but within the boundaries of the Town of Cottesloe.

Regards,

Bill Morris
3 / 64 Marine Parade Cottesloe

Attachment: Photos & Comments of situation Fri 22 May 2015

Comments on the Contents of:

ORDINARY COUNCIL MEETING MINUTES 23 FEBRUARY 2015

10.4.3 SYDNEY STREET AND MARINE PARADE FATAL ACCIDENT INVESTIGATION OUTCOMES AND RECOMMENDATIONS

Author: Doug Elkins Manager Engineering Services

Reference: Page 62 2nd Paragraph

Quote:

“Also not considered is the ability to see through the windows, across the roof or across the bonnet of parked vehicles.”





Comments:

These photos were taken on Friday 22 May 2015 at 08:55 Hrs

These photos illustrate just how incorrect the above quoted statement included in the above mentioned Council Minutes are.

The situation above is not uncommon.

The third photo actually shows a vehicle approaching Salvado St.

It is not possible to see the vehicle approaching either through the parked vehicle windows.

There is no way the sight distance parameters illustrated in the above photos comply with those standards detailed Austroads / Australian Standards.

Please do the community a favour and reconsider the CTC current approach to Road Safety Standards

Regards,

Bill Morris
3 / 64 Marine Pde Cottesloe.