

12.1 RESULTS OF CONSULTATION - BARLEE STREET CAR PARK OPTIONS FOR FUTURE USE

- Attachments:**
1. Summary of Community Consultation - Graphs
 2. Summary of Community Consultation - Detail
 3. Submission - survey of local business owners - Confidential
 4. Transition Plan for conversion to park/town square
 5. Submission - Additional #1
 6. Submission - Additional #2
 7. Map of Car Parks along Beaufort Street

RECOMMENDATION:**That Council:**

1. **NOTES** the results of community consultation and Administration's responses as at Attachment 2;
2. **NOTES** the potential park/town square proposal received strong support through the community consultation, reflected in the Transition Plan at Attachment 4;
3. **NOTES** the agent for the private landowners have advised that they intend to pursue a mixed use development outcome on their lots irrespective of the land swap proposal;
4. **NOTES** that Administration considers a market sale for the City-owned lot is the most viable option given the number of uncertainties involved in executing the Transition Plan and following a detailed financial analysis;
5. **AUTHORISES** the Chief Executive Officer to commence the advertising for sale of the City's lot 48 (No. 590) Beaufort Street, Mount Lawley, pursuant to section 3.58 of the *Local Government Act 1995*;
6. **NOTES** any proceeds of a sale as per Recommendation 5 would be held in the Public Open Space reserve to create or enhance POS within the City of Vincent;
7. **AUTHORISES** the Chief Executive Officer to negotiate a financially sustainable management agreement or lease extension with the owners of the car park for the interim period before any sale is finalised;
8. **AUTHORISES** the Chief Executive Officer to continue discussions with the current or future landowners on the Transition Plan at Attachment 4 if a sale process of lot 48 (No. 590) as per Recommendation 5 does not elicit offers which exceed the market valuation;
9. **REQUESTS** the Chief Executive Officer to provide a further report to Council on potential public or shared spaces within Beaufort Street including the potential for trialling pedestrian spaces at Grosvenor Road or Barlee Street.

PURPOSE OF REPORT:

To consider the community submissions in regard to the future use of Barlee Street car park, Mount Lawley and to determine the future use of the car park.

BACKGROUND:

The City owns Lot 48 on Deposited Plan 692, known as 590 Beaufort Street, Mount Lawley (Lot 48). Pursuant to a lease dated 29 March 2001 (Lease), the City leases Lots 49 and 50 on Deposited Plan 692, known as 596 Beaufort Street, Mount Lawley (Premises) from Theo Anthony Palassis, George Anthony Palassis and Palassis Holdings Pty Ltd (ACN 008 779 128) (Owners). The Lease expires on 13 February 2022.

At the Ordinary Meeting of Council held on 7 April 2020 (Item 12.3), Council approved consultation with the community, including through on-site signage, regarding the potential sale of Lot 48.

Subsequent to this meeting, Administration discussed the potential sale of Lot 48 with the Owners. The Owners expressed interest in an equal area land exchange (Lot 48 for an equal area of Lot 50), subject to the land acquired by the City becoming a park. The land exchange would allow the Owners to construct their development so it opened onto and interacted with the park and would result in a park/town square of approximately 455sqm adjacent to Barlee Street.

At the Ordinary Meeting of Council held on 20 October 2020 (Item 12.6) Council approved a one year lease extension to allow the use of the Barlee Street car park to continue in the interim to the future use of Lot 48 being determined.

Council also considered the land exchange proposal and community consultation approach, and resolved in part as follows:

- “5. *NOTES the proposal from the Owners of 596 Beaufort Street, Mount Lawley for an equal area land exchange (Lot 48 for an equal area of Lot 50), as shown in Confidential Attachment 2, noting that it would be subject to the City using the acquired land as a park.*
6. *APPROVES the Chief Executive Officer consulting with the community on the potential sale of Lot 48 in early 2021, which will include the proposal for a land exchange as set out in Recommendation 5. above. The results of the community consultation will be presented to Council by April 2021.*
7. *REQUESTS that a map similar to that in Attachment 4 which shows the access to any public open space in the area surrounding Lot 48 is included in the community consultation material referred to in Recommendation 6.”*

Public advertising occurred between 22 February 2021 and 21 March 2021 by:

- Public notice in the Perth Voice (27 February and 6 March 2021);
- Public notice in the Stirling-Vincent Reporter (4 March 2021);
- Notice on Imagine Vincent (EHQ) (from 22 February 2021 to 21 March 2021)
- Notice on the City’s website and social media;
- Flyer delivered to businesses on Beaufort Street and the nearest 1,500 residents;
- Five large format signs installed in and around Barlee Street car park; and
- Notice in City’s February e-newsletter.

The consultation asked for submissions on the following options:

1. Sell the land – Money generated from the sale would then be used to upgrade or fund another public open space;
2. Swap the land – A land swap with the neighbouring property would allow the City to create a park or town square on the corner of Barlee and Beaufort; or
3. Keep the land – Keep the land and seek a new lease with the neighbouring property owners to allow the City to continue operating the car park.

DETAILS:

The project page had a total of 777 visits during the consultation period and 303 users interacted with the information provided on the project page to learn more. There were 124 survey responses, with 78 (63%) responses in favour of Option 2 (swapping the land to create a park/town square). A further 20 responses were submitted to Administration directly by email leading to a total of 144 submissions as follows:

	Option 1 – sell land	Option 2 – land swap and park/square	Option 3 – keep carpark	Other	Total submissions received
Submissions in favour	17	85	41	1	144
% of total submissions	11.8%	59%	28.5%	0.69%	100%

A summary of all submissions is at **Attachment 1**, with further detail provided at **Attachment 2**. Approximately 59% of respondents are in favour of Option 2 (land swap to create a park or town square) with the next preferred being Option 3 (retaining the carpark) at approximately 28.5%.

The City also received a submission which contained a survey of local businesses owners and their staff, as a confidential **Attachment 3**. The survey demonstrates support by around 300 local business owners and staff for Option 3 to retain the car park. Administration confirmed with the respondent that he wished the survey to be attached as a confidential attachment to the report as he conducted the survey on the basis that all responders' details would be kept confidential. The respondent is also aware that, as the survey is not being treated as a petition, his response will count as one submission.

The main comments raised during consultation were as follows:

1. A low confidence in the City-wide parking survey from 2018;
2. Concern around pedestrian crossings in Mt Lawley/Highgate; and
3. Various ideas were submitted for the park/town square concept.

1. Parking and Barlee Street Car Park Usage

The consultation raised queries in respect to the current use of, and demand for, parking in the Barlee Street car park. The 2018 parking survey does not address queries, specifically around the occupancy of the car park.

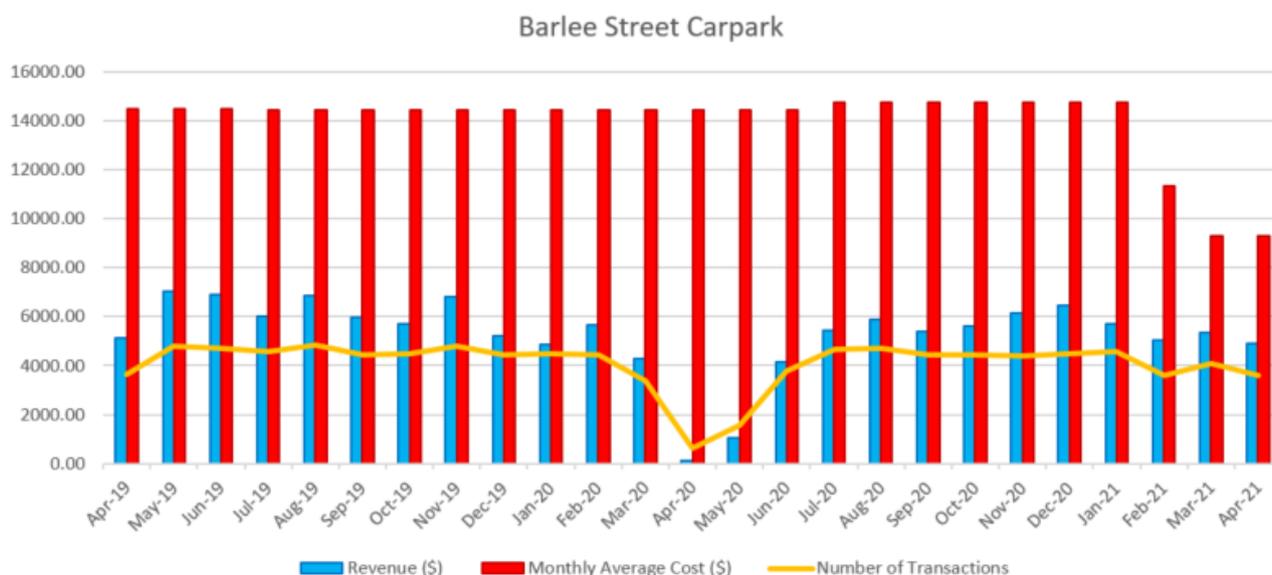
		Barlee St Car Park		Raglan Road Car Park		Chelmsford Road Car Park		Combined Occupancy		Combined Occupancy without Barlee	
Total Bays		49		80		58		187		138	
		Count	Occupancy	Count	Occupancy	Count	Occupancy	Count	Occupancy	Count	Occupancy
Monday 19 April 2021	8-10am	1	2%	22	28%	3	5%	26	14%	26	19%
	12-2pm	12	24%	52	65%	17	29%	81	43%	81	59%
	2-4pm	16	33%	33	41%	15	26%	64	34%	64	46%
	6-8pm	12	24%	23	29%	24	41%	59	32%	59	43%
Tuesday 20 April 2021	8-10am	1	2%	26	33%	6	10%	33	18%	33	24%
	12-2pm	13	27%	65	81%	22	38%	100	53%	100	72%
	2-4pm	16	33%	38	48%	26	45%	80	43%	80	58%
	6-8pm	15	31%	26	33%	20	34%	61	33%	61	44%
Wednesday 21 April 2021	8-10am	4	8%	22	28%	4	7%	30	16%	30	22%
	12-2pm	11	22%	57	71%	24	41%	92	49%	92	67%
	2-4pm	14	29%	52	65%	28	48%	94	50%	94	68%
	6-8pm	17	35%	25	31%	23	40%	65	35%	65	47%
Thursday 22 April 2021	8-10am	5	10%	20	25%	5	9%	30	16%	30	22%
	12-2pm	10	20%	58	73%	21	36%	89	48%	89	64%
	2-4pm	14	29%	50	63%	27	47%	91	49%	91	66%
	6-8pm	43	88%	54	68%	56	97%	153	82%	153	111%
Friday 23 April 2021	8-10am	7	14%	28	35%	10	17%	45	24%	45	33%
	12-2pm	9	18%	82	103%	32	55%	123	66%	123	89%
	2-4pm	18	37%	47	59%	26	45%	91	49%	91	66%
	6-8pm										

Parking was observed the week of 19 April 2021 to observe the occupancy of the Barlee Street car park, as well as Raglan Road and Chelmsford car parks (shown on **Attachment 7**). The observations were disrupted and did not continue once the WA State Government announced Perth and Peel lockdown restrictions as of 24 April 2021. The times the parking was observed, the parking demand could be accommodated by Chelmsford and Raglan Road car parks if the parking were to be removed from Barlee Street car park, except on Thursday evening.

		Count	Occupancy
Friday 28 May 2021	8-10am	8	16%
	12-2pm	18	37%
	2-4pm	13	27%
	6-8pm	20	41%
Saturday 29 May 2021	8-10am	5	10%
	12-2pm	20	41%
	2-4pm	28	57%
	6-8pm	32	65%
Sunday 30 May 2021	8-10am	3	6%
	12-2pm	13	27%
	2-4pm	12	24%
	6-8pm	18	37%

The City undertook further surveys of Barlee Street Car Park as above.

To help validate the car parking surveys, the City undertook a review of parking revenue information. Based on ticket sales for this car park over the last two years, usage of the car park has remained relatively consistent. The only significant downturn in use of the car park occurred because of COVID-19, with ticket sales decreasing between March and June 2020. The graph below shows the revenue generated from this car park based on the ticket sales data (number of transactions) in comparison with the lease costs (including the management fee).



The data from ticket sales does not provide the occupancy of the car park, but has been used to understand the trends and compare revenue to outgoing costs. On this basis, the five days of surveys undertaken could be considered as a 'standard' week, along with the extra weekend days later surveyed.

2. Improving pedestrian crossings on Beaufort Street

Comments identified existing issues with the ability for pedestrians to cross Beaufort Street. Some respondents were of the opinion that proceeds of the potential sale should be used to improve crossing arrangements.

The Draft Beaufort Street Town Centre Place Plan identifies in Action 2.3 to investigate pedestrian crossing improvements on Beaufort Street in 2021/22, which was endorsed for advertising on 27 April 2021.

It is too early to determine exactly where or how many improvements would be required without undertaking the investigation.

3. Ideas and proposals for Park/Town Square concept

Comments suggested a number of proposals for a future park or town square, including:

- That the City should try to maintain the Beaufort Street sign;
- Green space would be preferable;
- A park should be children- and family-friendly;
- A town square could be used for markets; and
- Parking bays are still essential.

If the City proceeds with a proposal to create a park/town square, Administration would undertake community consultation of concepts in late 2021.

It is Administration's intention to try and retain the concrete Beaufort Street sign public art. The retention of the sign is, however, dependent on the proposed development of the private lots. As a result, it may be necessary to relocate part or all of the sign into another property.

From 2021/22, the City will implement Action 2.4 – Trial Pedestrian Streets in the Draft Beaufort Street Town Centre Place Plan. The City is proposing to trial the temporary closure of Barlee Street or Grosvenor Road to understand if the space is suitable for a more permanent transformation of implementing a shared space, similar to the Leederville Village Square. The results of these trials would inform a co-design process with the community, local businesses and the Beaufort Street Network for the concept development and planning for a future park/town square.

Analysis of Options

Option 1 (Sale)

Option 1 received the lowest (11.8%) overall support from the community.

The sale of Lot 48 could result in \$955,000 revenue for the City, as per a formal valuation from August 2020. This money could be used for a variety of purposes, including the improvement or creation of public spaces on Beaufort Street.

As an initial concept, Administration has investigated the potential for 'Micro-spaces' along Beaufort Street verge and medians, or on side streets including Grosvenor Road, Chelmsford Road, and Barlee Street. These spaces could provide multiple opportunities for respite and activity in the town centre and could include a combination of green space, shade, and seating. These spaces would respond to and reflect the way people are already using the built environment, rather than acting as attractions in themselves. In a future annual review of the Beaufort Street Town Centre Place Plan, a new action can be created to capture the visioning and development of the micro spaces.

The proceeds of sale could also be used to improve parking arrangements in other nearby car parks such as those between Raglan Road and Chelmsford Road. This could take the form of access upgrades, improved pedestrian accessibility, or even general maintenance. In accordance with the City's Accessible City Strategy, once a precinct parking management plan is prepared, there may be an ability for the sale proceeds to increase the available parking in the area.

There are a number of projects in the draft [Beaufort Street Town Centre Place Plan](#) that could be funded from the proceeds of sale, including:

- Plan improvements to the pedestrian environment on Beaufort Street;
- Investigate options to repair, replace or remove medians along Beaufort Street; and
- Trial pedestrianisation of Grosvenor Road and Barlee Street.

Grosvenor Road presents an opportunity to host events and gatherings in a safe manner away from the busy traffic and high frequency buses of Beaufort Street. If the City were to trial a closure to vehicle traffic, residents could retain access via Raglan Road or a possible reopening of Hutt Street.

If Council determine to sell the land, it is not recommended to make a decision on the expenditure of the proceeds until the land is actually sold. This will provide more time to prepare concepts and gauge community opinions on all of the above options, as well as taking into account the City's financial position at the time the revenue is received.

Option 2 (Land Exchange)

The land exchange option received the majority of support (59%) from the recent community consultation.

The proposed location of the park/town square is north facing and would have minimal overshadowing, while also having three street frontages on Beaufort Street, Barlee Street and Kaata Lane.

Public advertising identified that the land could be used as a park or a town square. A key rationale was that the Public Open Space Strategy identifies a lack of usable public open space in this section of Mount Lawley.

The proposed lot of 455sqm would provide a usable sized public open space. The park would likely fill the role of a casual place for relaxation and respite. There would be the existing noise and safety concerns from traffic on Beaufort Street. Design of a new public space would need to incorporate best practice CPTED principles to minimise the risk of anti-social behaviour.

Forrest Park is within 300m of the car park and serves a neighbourhood purpose for residents on the east of Beaufort Street. Ideally, a new park would be located on the west of Beaufort Street to improve accessibility.

If Council chooses Option 2, the final outcome would occur over a number of years in accordance with the draft Transition Plan at **Attachment 4**. During construction of the adjacent private development, the City's newly-acquired lot could be used for parking by the construction workers to reduce impact on adjoining streets. Even after development has finished, there is the option for the City to carry on using its lot as a car park until it is in a position to be able to create the public space.

The estimated cost of the public space would be between \$500,000 and \$1 million.

Option 3 (Keep Car Park)

Maintaining the car park received 28.5% community support and an informal 300 person submission.

The City's lease of the car park (at \$60,000 p.a.) expires at the end of February 2022. The City may be able to negotiate another year at the current rate, but it is unlikely to be successful beyond that timeframe without an increased rent.

If Barlee Street car park is retained, there is an opportunity to increase the revenue to operate the car park at a profit. If the City were to remove the first hour free parking, based on the 2020 parking demand, the City could receive between \$110,000 and \$145,000 in revenue. It is expected there would be some decrease in demand, however this is difficult to determine in advance and would require monitoring over time.

Some members of the public consider the car park should not need to cover its cost and should be subsidised by ratepayers as a broader community service. Administration does not support continuing an unfavourable lease for private land to operate a loss making car park given there is sufficient supply of alternative public car parking within the vicinity.

CONSULTATION/ADVERTISING:

If the land sale or land exchange options are supported by Council, then the City would provide local public notice for a period of 14 days. This would include:

- Notice on the City's website/social media;
- Sign on site; and
- Notice in a local newspaper.

LEGAL/POLICY:

Section 3.58(3) of the *Local Government Act 1995* sets out the public notice requirements for disposal of property to a commercial entity.

RISK MANAGEMENT IMPLICATIONS

Low: There is a medium risk of reputational damage in proceeding with an option that was not supported by community engagement.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Thriving Places

Our physical assets are efficiently and effectively managed and maintained.

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

SUSTAINABILITY IMPLICATIONS:

The closure of the Barlee Street Car Park would ideally result in a reduced level of car dependency for visitors and employees of Mount Lawley. However, based on current parking occupancy figures, it is likely that demand for parking will be met by the other existing car parks in the area, resulting in a negligible effect on car dependency. A future decision around the use of funds presents an opportunity to more directly deliver on the outcomes of the *Sustainable Environment Strategy 2019-2024*.

PUBLIC HEALTH IMPLICATIONS:

The sale of land itself is not addressed by the City's *Public Health Plan 2020-2025*. However, a future decision around the use of funds presents an opportunity to more directly deliver on the outcomes of the plan.

FINANCIAL/BUDGET IMPLICATIONS:Car Park Costs

The City operating the Barlee Street Car Park previously resulted in an annual loss of approximately \$100,000 due to the lease costs, management fee and ticket machine costs. This annual loss has now reduced to \$40,000 due to the renegotiation of the lease fee last year. The new lease fee is \$60,000 (as opposed to approximately \$120,000), and applied from 13 February 2021 to February 2022.

The revenue derived from ticket sales to date compared with the lease and carpark operation costs are set out in the table below.

Items	20/21 to date	2019/20	2018/19
Parking revenue (ticket machines)	53,763.49	57,366	75,425
Carpark Cleaning	-698.82	-1,130	-1,222
Utilities	-2,271.65	-2,837	-3,016
Lease Costs (incl. rates, land tax and management fee)	-147,011.54	-161,819	-159,888
Car park operation costs	-6,206.55	-7,188	-10,212
Car park costs	-156,188.56	-172,974	-174,338
Total (loss)	-102,425.07	-115,608	-98,913

While the lease fee and revenue currently balance, there are an additional ~\$45,000 of other fees and costs that would be saved if the City closed the Barlee Street Car Park.

The revenue the City generates from the car park ticket sales and fines (~\$60,000) is unlikely to be significantly affected as alternative car parks in Mount Lawley would fill this demand without reaching capacity at most times. The ultimate result of this change would be an approximately \$105,000 net change in financial position, from a \$45,000 loss to a \$60,000 annual profit.

Discussions with the Owners indicate that they will not be willing to maintain the car park lease at \$60,000 past February 2023.

Development of Adjacent Private Lots

If developed as a mixed-use building, the 1,052sqm private lots (that make up the balance of the car park) could realistically generate between \$52,000 and \$58,000 in rates income per annum for the City depending on the mix of residential and commercial. This would be on top of the \$150,000 change in financial position as a result of closing the car park.

Sale of Lot 48

A valuation received August 2020 shows Lot 48 'as is' could receive \$955,000 on the open market. With the private owners' development unimpeded by the sale of Lot 48, this option would return between \$52,000 and \$58,000 in rates income per annum, as well as a saving of \$105,000 from the closure of the car park.

The sale or development of these lots could take up to five years. Administration is supportive of the car park continuing during this time as long as it is financially sustainable. As described in Detail (Option 3) above, that would require removal of the 'first hour free' from ticket sales.

Land Swap Proposal

The land swap proposal would be contingent on the City committing to the Owners through legal agreement that the acquired lot does not ever become developed for commercial use. Based on this, the City's land assets position would reduce by the value of the existing commercial Lot 48 (\$955,000 + improvements).

The park/town square has not been scoped yet. It is likely that it would include turf, paths, bins, seating, lighting and shade (natural). The estimated cost is between \$500,000 and \$1 million depending on the structures and landscaping. This cost is not included in the City's Long Term Financial Plan. The potential funding sources are as follows:

- Settlement proceeds from the sale of 202 Vincent Street in late 2020 (revenue included in the POS acquisition fund) - \$470,000; and
- Settlement proceeds from the sale of 150 Charles Street in late 2020 (revenue included in the POS acquisition fund) - \$200,000.

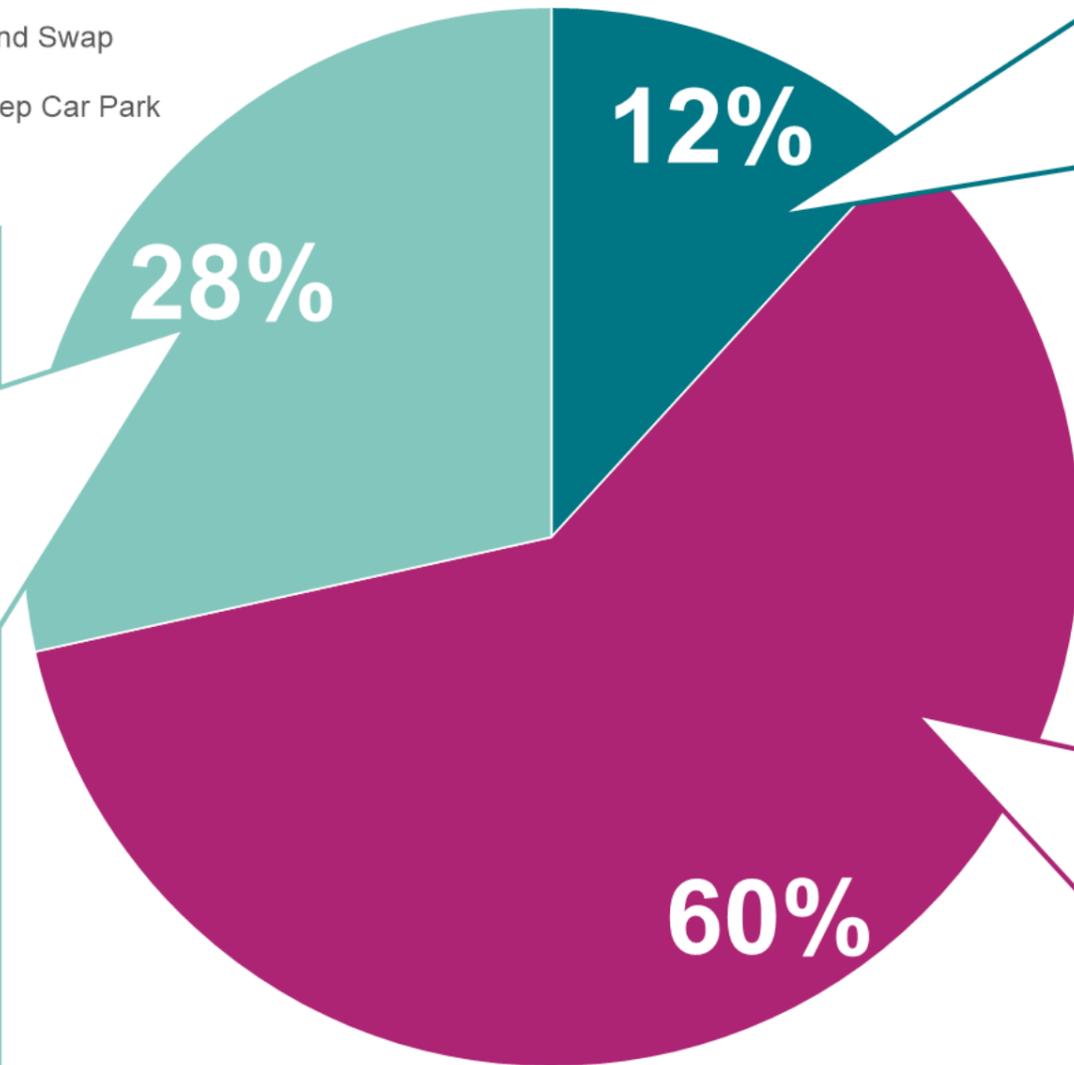
Since the land being acquired would have zero market value, the result of this transaction would show on the City's balance sheet as a net \$955,000 loss. The improvements to the acquired land would be shown on the balance sheet as both expenditure of up to \$1,000,000 and a capital improvement on the land of \$1,000,000; therefore, net zero impact. However, it is important to note that the capital improvement would not have any real market value. This means that the ultimate cost to the City, despite what would be shown on balance sheets, is up to \$1,955,000.

Financial Summary of Options

	Revenue	Expenditure
1. Sale	955,000 50,000 p.a. (rates) 105,000 p.a. (saving)	Future decision
2. Land Swap	50,000 p.a. (rates) 105,000 p.a. (saving)	955,000 (loss of asset) 1,000,000 (construction of park)
3a. Car Park with No Free Tickets	145,000 p.a.	60,000 p.a. rent 45,000 p.a. other costs
3b. Car Park with 1hr Free	60,000 p.a.	60,000 p.a. rent 45,000 p.a. other costs

Barlee Street Car Park Preferred Option – 144 Respondents

- Option 1 - Sell Land
- Option 2 - Land Swap
- Option 3 - Keep Car Park



41 (28%) – Keep carpark

Repeating comments/themes from submissions for keeping the Barlee Street carpark:

- Local businesses on Beaufort Street are already struggling and removal of parking will adversely affect them;
- The carpark is not utilised as the data suggests, and the figures don't take into account the impact of COVID;
- Demand for parking will increase upon opening of the development on the former Empire site, and re-opening of The Flying Scotsman;
- Rates charged for parking are a disincentive to use the carpark, hence why it is utilised;
- There is already limited parking available to residents;
- Retain car park as it is accessible by wheelchair;
- Parking availability should be increased by creating a multi-storey carpark on the site;
- Further data should be collected by independent traffic consultants before a decision is made;
- Prioritise fixing infrastructure on Beaufort Street to increase people coming to the area and usage of the carpark;
- Revisit contract/lease with owners of the land to assess the financial cost of the carpark to the City; and
- Activate the space by having Sunday morning Farmers Markets.

17 (12%) – Sell the land

Repeating comments/themes from submissions in favour of selling the land:

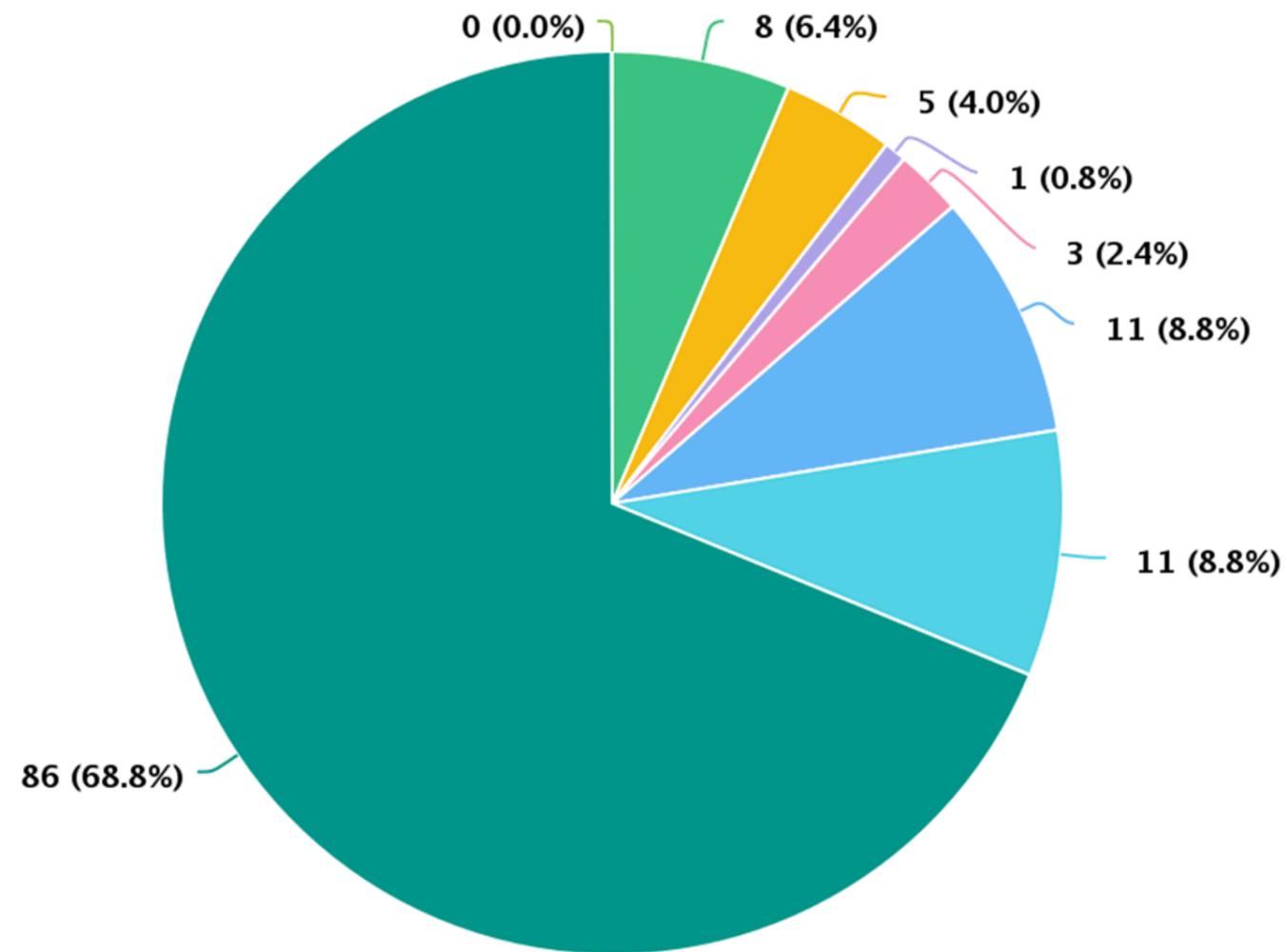
- Sell the land for a mixed-used development to be built to increase local businesses and residents in the area;
- Funds for the sale should go towards improving infrastructure on Beaufort Street, particularly the footpaths and median strips;
- Funds from the sale should go towards other assets and public open spaces owned by the City;
- Some parking bays in the area are still essential and the parking bays on Barlee Street should remain;
- There are already enough parks and public open spaces in close proximity to Beaufort Street; and
- Barlee Street access to Beaufort Street should remain open.

86 (60%) – Land swap

Repeating comments/themes from submissions in favour of a land swap:

- A park or green space on Beaufort Street would benefit the amenity and improve the aesthetic of the area;
- A town square/public open space would be a valuable addition to the street and increase activation of the area;
- The Beaufort Street sign should remain;
- A park should include play equipment for children and be family friendly;
- A town square would be ideal to be used for markets;
- A park/town square would be beneficial however emerging and future developments on Beaufort Street and their need for parking need to be considered; and
- Some parking bays in the area are still essential and the parking bays on Barlee Street should remain.

Roughly, how often do you park at the Barlee Street Carpark? – 125 Respondents



Question options

(Click items to hide)

- Daily
 ● A few times per week
 ● A few times per month
 ● Once per month
- A few times per year
 ● Once per year or less often
 ● Never
 ● Unsure

Identified Theme	Administration Comments
Priority for Beaufort Street should be making it more pedestrian friendly	The Draft Beaufort Street Town Centre Place Plan identifies in Action 2.3 to investigate pedestrian crossing improvements on Beaufort Street in 2021/22.
Sell the land to allow for development potential on the site	Noted. If the land is sold, it is proposed that any funds generated by the sale would be used to upgrade or fund another public open space within the area.
Sell the land and use funds for other infrastructure improvements/assets	
Town square/park should be family friendly and include childrens play equipment	If the City proceeds with the proposal to create a town square, Administration will undertake community consultation in regard to concepts for this area in late 2021. Consultation comments relating to this concern will be considered at the concept development stage for the town square.
Green space/park would benefit the area/aesthetic of Beaufort Street	
Town square/space for markets/event space would benefit the area	
Beaufort Street sign should be retained	It is Administration's intention to try and retain the concrete Beaufort Street sign public art regardless of the future of the site. The retention of the sign is, however, dependent on the proposed development of the lots. As a result, it may be necessary to relocate part or all of the sign into the boundary of the City owned lot. Further investigation of the town square proposal, and how that could incorporate the sign, is necessary.
Consideration that the emerging/future developments on Beaufort Street will need adequate parking	Administration notes the support for local food businesses and owners.
Carpark is not unutilised/skeptical of data shown	Over the coming years, in accordance with the City's Accessible City Strategy, Administration will undertake parking surveys in all the City's town centres (including Mt Lawley). This data will inform the Administration's management of car parks and parking generally in the future.
Retain entire carpark as parking in the area is essential	To supplement a lack of data around the Barlee Street car park usage, Administration undertook a review of parking revenue information. Based on ticket sales for this car park over the last two years, usage of this car park has remained relatively consistent. The only significant downturn in use of the car park occurred because of COVID-19, with ticket sales decreasing between March and June 2020.
Carpark is accessible by wheelchair	Administration notes that the City only owns one of the three lots that comprises the car park. If the two privately owned lots are sold or developed (which, in light of the value of the land, is a likely outcome in the future) it is unlikely the remaining City owned lot will be sustainable as a car park. Therefore, it is not possible for the City to guarantee this car park will remain in its current state beyond the expiry of the current lease term (at the end of 2021), alternative uses for the land should be investigated. Car parking data for Mt Lawley indicates that even at peak times, the current capacity of Barlee Street car park could be accommodated across other car parks within in the area.
Create a multi-story carpark	
Local businesses will be adversely affected by removal of parking	
Other	Noted
No specific/additional comment	None.

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
1	Option 1 - sell the land	The general environment of Beaufort Street is incredibly poor. The pedestrian priority at cross streets is almost absent and the streetscape is old and dated. Funds should be used to correct this. The City should be more concerned in increasing the resident and worker population of Beaufort Street via new development instead of another public space. The street is the public space.	Priority for Beaufort Street should be making it more pedestrian friendly
2	Option 1 - sell the land	The options in this survey are extremely limiting. They lead the respondent to input only one of a handful of preselected solutions all of which are obviously scenarios put forward by admin. This property should be sold and the funds used for MAINTENANCE. There are crumbling roads, pavements and infrastructure all over our city especially on Beaufort st. We do not need another town square...which in the past has proven extremely expensive and moderately to barely successful. Repair cracked concrete medians, repair dangerous cracks in extremely old concrete footpaths (William St). Add more safe pedestrian crossings on roads like William St and Fitzgerald St, where 100s of commuters catch the bus to work everyday and dart thru traffic to get to/from home. Re surface (the whole length!) roads like Norfolk st which is supposed to be a principal bicycle route but is so rough and in disrepair its an unpleasant commute for those on skateboards/bicycle/scooters.	Priority for Beaufort Street should be making it more pedestrian friendly
3	Option 1 - sell the land	Does not support Option 2 or 3. The reality is the City doesn't have a lot of money to splash so a decision to sell will be the last cash injection the street will see for a while. The car parking site should absolutely be redeveloped by a private developer as a whole, but the City should be fighting hard for integrated community outcomes, like it does (or should be doing) for all other developments. I will never advocate to 'save' car parks but they do play a role in the function of the town centre and will have to be negotiated /stipulated on this site whether that be through Planning Policy or by putting caveats on the title before sale or as a condition of sale...IGA up the road in Mt Lawley seemed to develop a good model of public private parking arrangements...The sale should be funding a complete facelift of the street that should include a deep clean, new median strips, street lamp refurbishment, kerb and footpath replacement and laneway resurfacing (worth a million just there), the priority should be creating focal points in front of existing businesses that have been asked to do it tough for too long without any reward. I have outlined the justification for this in previous sections... Councillors have a responsibility to set businesses and residents up for success by making the right decisions at the right time using a number of informing factors. In this case you just have to take a walk down Beaufort Street and a side lane to see just how bad the physical environment is. Views taken directly from the community (through the BSN Kids Walk) and my professional experience [REDACTED] have informed this submission which I hope will be reported and considered adequately. See Attachments for further comments	Priority for Beaufort Street should be making it more pedestrian friendly
4	Option 1 - sell the land	Selling the land will give the opportunity for a new property owner to come in a develop the land with an exciting building on a small site or the land could be sold to adjacent car park owner to develop a larger building. This will continue the momentum of the long awaited investments we are currently seeing in the area with the upgrades to the Fresh Provisions building, the Elford (old Flying Scotsman), the Highgate Drycleaners site building, the proposed Empire development by the Old Synagogue team, the Beaufort tavern and the new Woolworths on the corner of Bulwer and Stirling. Small public spaces, unless adjoined to a popular venue or building serve little purpose. The area has access to great large parks in Forrest Park down Barlee Street and Hyde Park so in my opinion does not need this. Focus on Mary Street piazza for small events. I honestly think the car park is not needed here and that it should be looked at to develop the entire three adjacent lots, even incorporating a laneway behind the beaufort sign along the street. There is a lot of opportunity for this site.	Sell the land to allow for development potential on the site
5	Option 1 - sell the land	We would like to see a mixed use development in keeping with the Mt Lawley heritage landscape	Sell the land to allow for development potential on the site
6	Option 1 - sell the land	Please consider the land use of this important corner site in the Town Centre for a mixed-use zoning with community/retail uses at ground floor and with good landscape and street trees / deep root zones - do not need more large, under-utilised and ugly carparks causing "gaps" in the Main Street. I would be happy to see the land sold and for the three separate and private land owners co-operating on a building development. Happy for CoV funds received for the land sale to upgrade existing parks, particularly Axford Park that seems to have stalled in its landscape/streetscape improvement and functionality.	Sell the land to allow for development potential on the site
7	Option 1 - sell the land	Question 1 is too limited. What's wrong with selling the land and re-investing the money into some other worthwhile community asset? It is wrong to think that more open space / piazzas etc are automatically good. It is the quality of public realm that is important, not quantity. Please don't build more tokenistic 'squares' like Mary St or the one in North Perth. If the City needs a proper town square, work out strategically where it should be and buy the land to make it a truly good one. (budget around \$10-15m) ... or don't do it at all. The quality and success of a public square is generated by the activities around its edge and not having cars go through it. The idea of a town square on the corner of Beaufort and Barlee on a skinny piece of land will not work. To make this part of Vincent more livable, we need more residents on this site, as well as a broader spread of land uses at ground level. We used to have a really diverse mix of retail, Italian deli, etc until the hospitality industry was allowed to take everything over. Poor place management. So, What about selling the land, getting residential above, and using City funds to encourage a more diverse land use mix at ground level. And encourage the neighbouring 2 private lots to do the same. Let's get real change in the Beaufort Street neighbourhood and improve the livability for inner-city residents. (BTW, we have Forrest Park and Hyde Park within easy walking distance - just make these places really good and a respite from the busy streets.)	Sell the land to allow for development potential on the site
8	Option 1 - sell the land	Land sale profit should be used to repair the grand stand at the old velodrome so as to preserve our heritage.	Sell the land and use funds for other infrastructure improvements / assets
9	Option 1 - sell the land	There are plenty of parks and open spaces in a close proximity to Barlee Street. If another park or open space was built, it could potentially attract unsavoury people to gather and create more noise and disturbances. Often young adults congregate in the carpark as it is and have parties in the carpark. Selling the land will encourage people not to drive and seek alternative transport, plus there is already plenty of parking in Mount Lawley. The funds from the sale of land can be put towards other projects which are more of a priority.	Sell the land and use funds for other infrastructure improvements / assets
10	Option 1 - sell the land	Although I like the idea of it being turned in a park/town square I'm not sure it would really offer much value to the area, I can't see it being utilised that much by anyone to sit in and linger, and with no playground etc. for kids I can't see families using it. Also with no funds to actually do it, I think obtaining extra funds would allow you to do something on other sites you own straight away.	Sell the land and use funds for other infrastructure improvements / assets
11	Option 1 - sell the land	Land should be developed with some public car spaces set aside at the back or side. Money should be used to upgrade existing public areas of beaufort st	Sell the land and use funds for other infrastructure improvements / assets

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
12	Option 1 - sell the land	How on earth can a carpark cost \$104,000 to operate? There is no security, a bit of lighting, 2 ticket machines. That's it!	Other
13	Option 1 - sell the land	██████████ Barlee street... I just wanted to say that, should the council decide to close off Barlee street from Beaufort Street in any way it will be hugely detrimental to my business. It's already not possible to enter Barlee street when you're driving away from the city and we rely heavily on the morning trade coming into the city and how easy it is for cars to turn into Barlee street on their way in. I more or less don't mind what gets done with the carpark and am happy with more community spaces but I will have to fight any decision to close off Barlee street or remove any of the street parking from Barlee street.	Other
14	Option 1 - sell the land	Surely there is a fourth option, land swap and keep as small car park as it is required especially given further restaurant and bar developments in the pipeline. We never agreed with the Mary St square, we wanted it in Barlee St as we need to spread the activity along the entire strip and Mary St area already well supported. Anyway that did not happen. Will the vacant land owned by others be developed or left as a car park? We all need more information to see the entire picture i.e. the private land owners and City plans. Why is the car park not being used? The car park behind IGA and Fresh Provisions is always busy. The City should step back and see the full picture to support the retailers residents and visitors to our community	Other
15	Option 1 - sell the land	There are better locations for a park than on Beaufort street	Other
16	Option 1 - sell the land		No specific/additional comment
17	Option 1 - sell the land		No specific/additional comment
18	Option 2 - land swap	Anything that can improve the amenity of Beaufort St would be appreciated. Further seating for takeaway food, green space would be a huge improvement. A parklet like Mary Street would be great potentially with some play equipment.	Town square / park should be family friendly and include childrens play equipment
19	Option 2 - land swap	I would love to see another green fun space in the heart of Beaufort Street! This could be geared towards families - with play equipment for kids.	Town square / park should be family friendly and include childrens play equipment
20	Option 2 - land swap	The redevelopment of the Barlee Street carpark into a Town Square will benefit the local community. This initiative will activate an under-utilised space and provide health benefits. It would be great to see the development of a skate path / playground for use by young people in the City. Development of a skate park at the proposed Town Square would fulfil a commitment in the City's Youth Action Plan to create more youth-friendly spaces.	Town square / park should be family friendly and include childrens play equipment
21	Option 2 - land swap	There are plans to build and/or reopen at least 5 bars/restaurants in the immediate area over the next year. From what I have seen, none of the new developments include sufficient parking for their staff, let alone for the expected customers. On weekends, many of the short streets in the immediate area are already filled with residents and visitors parking in the streets. While a green park would be great to have, I am concerned the increase in customers visiting the new bars and restaurants will make it more difficult for residents and their visitors to park in their streets. I add that many of the residents do not have off street parking which is readily accessible from the streets.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
22	Option 2 - land swap	A town square would be perfect in that location, but in making the decision it would also be worthwhile considering future developments that could cause parking issues and lead to increased demand, eg Empire and Flying Scotsman sites.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
23	Option 2 - land swap	With the approval of other large venues on Beaufort Street recently being made (bar, restaurants) its important to consider public congestion and traffic on Beaufort and the effects on residents. The approval of a bar, restaurant venue on Beaufort street opposite The Queens which will hold circa 600 patrons with no provision of parking will have a significant impact on the area. Harold Street parking is full every evening with patrons of local venues. Alternative car parks should be thought to meet the current and future demand.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
24	Option 2 - land swap	A green space would allow for community socialising and engagement. Like Mary St green space does.	Green space / park would benefit the area / aesthetic of Beaufort Street
25	Option 2 - land swap	The creation of a park is a good idea.	Green space / park would benefit the area / aesthetic of Beaufort Street
26	Option 2 - land swap	Swap the land, make a green space utilising the swapped land and the start of barlee street (ie block barlee street from entering beaufort)	Green space / park would benefit the area / aesthetic of Beaufort Street
27	Option 2 - land swap	I would like this turned into a park to: -soften the aesthetic -have a green space to hang out and drink takeaway coffee -from an environmental footprint perspective increase trees -create a green belt corridor linking Forrest Park and Hyde Park -Will create a soft shady space to have community place making events such as markets, music etc	Green space / park would benefit the area / aesthetic of Beaufort Street
28	Option 2 - land swap	A park would be great as I believe the car park is under utilised and Beaufort street needs another soft landscape area.	Green space / park would benefit the area / aesthetic of Beaufort Street
29	Option 2 - land swap	A park would be great to create a gap between the buildings along Beaufort st. Selling it would just bulk up the area a bit much. A park would make this section more of a destination and provide a spot to go with a coffee or takeaway snack from one of the nearby spots. Only concern is about it becoming a place for homeless people to congregate (alternatively you could donate the land to build a homeless shelter/hostel).	Green space / park would benefit the area / aesthetic of Beaufort Street
30	Option 2 - land swap	If this was to become a public park, then I would hope that the result is one which is extremely useable. Native trees which offer excellent shade canopy, herb garden, interesting artwork etc are some ideas which could be implemented. I'm sure between consultations already undertaken by the City coupled with data from the Beaufort Street Network can be used to inform the community's needs/wants for the space. The amount of money that went into the North Perth Common is an example of a very poor outcome for public use. It is mainly all hard surfaces and zero shade. Putting in a removable pop-up umbrella which has usually blown over is embarrassing. Very unusable, very unappealing and a completely wasted opportunity. I frequent the area weekly and have never seen anybody using it	Green space / park would benefit the area / aesthetic of Beaufort Street

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
31	Option 2 - land swap	A green public space would be ideal at this location!	Green space / park would benefit the area / aesthetic of Beaufort Street
32	Option 2 - land swap	need more green spaces and community areas in that area of Mount Lawley	Green space / park would benefit the area / aesthetic of Beaufort Street
33	Option 2 - land swap	This part of Beaufort Street has dining options but nowhere particularly nice to hang out (given how close everything is to the road). A park would create some space and improve the aesthetics of the area, and potentially give those on a "pub crawl" from Highgate to The Elford a space to stop and enjoy the street scape without being "on it".	Green space / park would benefit the area / aesthetic of Beaufort Street
34	Option 2 - land swap	more green space	Green space / park would benefit the area / aesthetic of Beaufort Street
35	Option 2 - land swap	We fully support the City pursuing swapping the land and then developing the land to a park/square - for example similar to the Beaufort Street end of Mary Street	Green space / park would benefit the area / aesthetic of Beaufort Street
36	Option 2 - land swap	A green space would enhance the are, the car park is under utilised.	Green space / park would benefit the area / aesthetic of Beaufort Street
37	Option 2 - land swap	The private land will be developed into high rise apartments. Beaufort street needs some open space and trees to soften the streetscape.	Green space / park would benefit the area / aesthetic of Beaufort Street
38	Option 2 - land swap	Would be good to have more trees in area, partly to make the area feel a bit cooler and less desolate in summer. Hopefully a park would attract people to the area a bit more.	Green space / park would benefit the area / aesthetic of Beaufort Street
39	Option 2 - land swap	Imagine if you could convert the HJs block into a park	Green space / park would benefit the area / aesthetic of Beaufort Street
40	Option 2 - land swap	Having a park in that area would certainly help revitalise Beaufort Street. It has suffered from the down turn in the food industry and rising rents. So I feel a park like this will draw more of the community back to the area which would feed back into the businesses that have been suffering.	Green space / park would benefit the area / aesthetic of Beaufort Street
41	Option 2 - land swap	A park will make the street more attractive and appealing	Green space / park would benefit the area / aesthetic of Beaufort Street
42	Option 2 - land swap	A park would be a wonderful idea and provide some green space in such a vibrant part of the neighbourhood	Green space / park would benefit the area / aesthetic of Beaufort Street
43	Option 2 - land swap	I've always thought it's seemed like a bit of a white elephant site. I would welcome development on the privately owned sites. I don't think a million dollars is worth as much as the land opportunity. However, I would like something more akin to Mary Street's Park (which works) than North Perth Common (which has not worked). Use a bit more imagination than that sketch shows please (water features maybe?). Be good to have something like the Urban Orchard (next to the Art Gallery) there, with fruit trees/herbs etc for community consumption	Green space / park would benefit the area / aesthetic of Beaufort Street
44	Option 2 - land swap	As well as a park I suggest you convert the leased carpark into a GREEN carpark that has quick charge stations for electric vehicles	Green space / park would benefit the area / aesthetic of Beaufort Street
45	Option 2 - land swap	Green space along Beaufort St is sorely lacking. A small park in this location would generate a very positive space and transform the atmosphere of this end of Beaufort St.	Green space / park would benefit the area / aesthetic of Beaufort Street
46	Option 2 - land swap	More trees and public open space would be great	Green space / park would benefit the area / aesthetic of Beaufort Street
47	Option 2 - land swap	A town square with green space is a fantastic idea! The strip is crying out for it, needs greening and will add value, otherwise it would just end up as another apartment block.	Green space / park would benefit the area / aesthetic of Beaufort Street
48	Option 2 - land swap	Green space is better than using land for storing unused vehicles.	Green space / park would benefit the area / aesthetic of Beaufort Street
49	Option 2 - land swap	I'd like to see a park for increasing the appearance of the street and for relaxation for the community	Green space / park would benefit the area / aesthetic of Beaufort Street
50	Option 2 - land swap	We need more green open space! I have observed for over 16 years while I have been a Highgate property owner, that carpark is not ever used at capacity. Please please please create an inviting grassed open with some mature trees area even bigger and better than Mary St Piazza.	Green space / park would benefit the area / aesthetic of Beaufort Street
51	Option 2 - land swap	Develop the city portion of land as a park, or sell to developers so that all 3 parcels are developed. Maintaining as a car park would be the worst of 3 outcomes.	Green space / park would benefit the area / aesthetic of Beaufort Street
52	Option 2 - land swap	I think it would be lovely to have a green space here, provided further parking is provided in the precinct.	Green space / park would benefit the area / aesthetic of Beaufort Street
53	Option 2 - land swap	Keen to see the Council keep the land, but change the City owned portion of the Lot changes into a green space / public space.	Green space / park would benefit the area / aesthetic of Beaufort Street
54	Option 2 - land swap	Live on Barlee St. Delighted to see City is thinking of revamping the carpark. Would love to see a land swap. Some ideas for the block of land/parts of it: - Community Herb Garden - Worm farm - could be a compost drop off point? - Recycling drop off point for plastics, cans, e waste - Neon light mural after dark (see: https://streetsdept.com/2020/11/16/philadelphias-newest-mural-is-electric/) - Public art space - Playground for kids and adults, like big swings, giant chess or checker board - Giant musical instruments - Pop-up markets or education spaces. Rotating on a monthly or three monthly basis? Men's shed, kids mental health - Soup kitchen - Food trucks - A little free library or a big one - More bike parking - Beautiful bins - Beautiful bus stops.	Green space / park would benefit the area / aesthetic of Beaufort Street
55	Option 2 - land swap	I would really like to see a public space/ park especially around the iconic Beaufort street sign. This could be a shared space to sit have lunch /dinner from all the restaurants along the strip.	Beaufort Street sign should be retained

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
56	Option 2 - land swap	I would really like to see the space turned into a park with trees to soften the Beaufort/Barlee street frontage. its okay to keep the street parking here but the carpark is definitely underutilised and a 'hot spot' due to all the bitumen. Also, the Beaufort St artwork needs a better paint job.	Beaufort Street sign should be retained
57	Option 2 - land swap	A green space or town square would provide something unique and interesting to Mt Lawley which is needed. I would like to see the "Beaufort Street" artwork kept or re-purposed along Beaufort street.	Beaufort Street sign should be retained
58	Option 2 - land swap	Fantastic that the City is looking into this site. My thoughts on each scenario in order of least to most preferred is as follows. Keep the land – I sincerely hope the City do not choose this option. The fact that significant ratepayer's funds have been spent over the years on an underused car park is a real shame. The savings of \$80k annually would be a great contribution to a town square/park type initiative which will benefit the locality much better than keeping it as a car park. Sell the land – I do not support selling the land unless there is a clear commitment in place to spend the funds directly in the Mt Lawley town centre. I fully support the investments the City has made in recent years improving the public realm in other local places such as Leederville, North Perth, Mt Hawthorn and Highgate and would love to see the same investment made in Mt Lawley. If the subject site was sold instead of being used for public space I would also welcome investment in improving Grosvenor Road between the IGA and former Flying Scotsman as a potential town square type space. Swap the land – my strong preference is that the City pursues the land swap and creates a local civic space whether that be of a town square or a more parklike design as decided in consultation with the local community. The Mt Lawley town centre is severely lacking in spaces for people to meet without being a patron of a business. This site is well located to fill this void and has the potential to provide a great community asset in an area that will only have an increasing demand for quality public spaces into the future. I also hope that under all scenarios the Beaufort sign will be retained!	Beaufort Street sign should be retained
59	Option 2 - land swap	Please keep the Beaufort St artwork	Beaufort Street sign should be retained
60	Option 2 - land swap	I think it would be a great shame to lose the Beaufort Street sign after all of the work and cost that went into it, and now having lighting (finally). Beaufort Street, like many major roads in Perth, needs cooling in the Summer months to enhance the dining/shopping experience on the strip, which will assist business. (Trees should have been planted behind the Beaufort street sign when it was built to shade the car park). A park on the corner with shade would be a welcome addition on this side of the road.	Beaufort Street sign should be retained
61	Option 2 - land swap	Live [redacted] from the Barlee Street Car Park. One observation is that free, unrestricted street-parking on Barlee Street, Roy Street etc will generally fill during peak periods such as Friday and Saturday evenings. Many visitors to the area seem happy to park in these streets and walk a little further, rather than utilise the carpark. This will also occur during the day, for short stays e.g. a visit to Modus Cafe. Two "imperatives" determining the best option for the future of the carpark. (1) That the land does not become available in the future for redevelopment into a residential medium-rise/high-rise apartments, as has already occurred on the adjacent side of Barlee/Beaufort Streets. (2) That the "Beaufort Street" blocks facing Beaufort Street are retained; it is part of the neighbourhood's identity. Least in favour of selling the land - unless there are clear guidelines (restrictions) about what type of development could proceed if the land is solely-owned. Most in favour of swapping the land - with the potential for developing a town square on the corner lot. Could help "soften" the aesthetics of the area, provide a nice background to the Beaufort Street blocks, and could help nearby businesses selling takeaway coffees etc. The third option - continuing with the carpark - seems to be economically unappealing, but would prefer that rather than the risk issues outlined at (1).	Beaufort Street sign should be retained
62	Option 2 - land swap	The carpark is a bit of a blight in an otherwise thriving area. A small town square would bring some welcome focus to the area. To be successful this would need to be coupled to with pedestrian improvements in the area, especially making the corners of Vincent/Beaufort and Barlee/Beaufort easier to cross for pedestrians (raised pedestrian crossings on side roads, tighter curve radii, zebra or signalised ped crossings, etc).	Priority for Beaufort Street should be making it more pedestrian friendly
63	Option 2 - land swap	I think the opportunity to create more public space and encourage a sense of connection along our street could be achieved by the development of a town square. It has been proven that creating a more pedestrian friendly environment encourages more foot traffic to local businesses, providing economic benefit to the local area. Creating welcoming useful public spaces makes people want to spend time in their town centre vs. just passing through.	Priority for Beaufort Street should be making it more pedestrian friendly
64	Option 2 - land swap	I do not believe the figures stated, especially that the carpark is only 60% used on Saturday evenings. In recent months it is close to full most Saturdays and that is while significant businesses in the area, such as the (former) Flying Scotsman remain closed. And if income is an issue, removal of the First Hour Free is well overdue, given the high level of usage. Given that, if the City goes ahead with reducing available parking in the area, a campaign to encourage those visiting licensed premises to use other means of travelling to and from the area should be developed. It could be funded in part by cash-in-lieu payments from new licensed developments like that proposed at the closed retail/warehouse site. Secondly, if a park is developed Do consult with the community and make sure the spaces are usable and fit for purpose. PS I am concerned that the land swap may be more costly than envisaged given the differing sizes between the current corner lot and the City's lot. requiring a new sub-division. Has this been looked into?	Carpark is not unutilised / skeptical of data shown
65	Option 2 - land swap	A town square/park would be a fantastic addition to the area and accommodate a number of activations and provide for event space in addition to a spot for visitors to the strip to sit/relax/enjoy food and drinks etc increasing the duration of their stay in the area.	Town square / space for markets / event space would benefit the area
66	Option 2 - land swap	The markets there are really good when they are occasionally on, it would be sad to lose those so I would like the town square / park option with an increase in events there. It would be great to block Barlee Street off and use the road space to make the town square bigger because it would also stop the rat runs from people wanting to turn right from Walcott St onto Beaufort Street.	Town square / space for markets / event space would benefit the area
67	Option 2 - land swap	It would be great to see town square with an architecturally recognisable fountain, where people could sit, talk, read or even play a game of chess. It could become a recognisable meeting point in Mt Lawley.	Town square / space for markets / event space would benefit the area
68	Option 2 - land swap	This is a fantastic opportunity to show City of Vincent are progressive and support for people prioritised town centres. This should happen at a number of underutilised areas up Beaufort Street. I look forward to this progressing and the program to be expanded.	Town square / space for markets / event space would benefit the area
69	Option 2 - land swap	Mary St piazza has been a huge success this could be even better	Town square / space for markets / event space would benefit the area

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
70	Option 2 - land swap	As a long time resident of this area (15years) and very involved in the community, I believe the locals are in need of more free public space, where people can meet/ kids can play/ locals can read their books, drink their coffees. All successful strips have somewhere like this, and the mary street plaza isn't quite big enough, or flat enough/ green enough to do this. Free public space with trees/ shade/ flowers/ greenery binds the retail/ hospitality and community together, creates flow and space to rest and chill, and, always attracts families to visit for the day.	Town square / space for markets / event space would benefit the area
71	Option 2 - land swap	I strongly support the green space area. I am a market operator, I strongly believe that the area needs a great community hub that will bring the community together. Mary Street Piazza is a total waste of space, too small to host anything. We need to have an area like our neighbours up the road in Inglewood where small events, farmers markets and alike can be held. The sign is gorgeous (when lit up), albeit a bit run down like the whole street is to be honest. I for one would love to hold my markets back in the Barlee Street Carpark area on a regular basis and bring back some much needed retail to the strip. if the Barlee Street area was conducive with shade and landscaping, markets and food trucks would be a hit. With soooo many pubs going up in the area and fewer restaurants these days, I am afraid this side of Beaufort Street will ne longer be conducive for families. Parking is not an issue on Beaufort Strip, with ride shares plentiful these days and so many bars on our Strip, one would think that you would take a ride share to the venues if you where planning to drink.The Laneways and Beaufort Street needs a massive upgrade with better footpaths and added greenery. Great signage and light poles down the middle of the Street would look attractive also similar to Inglewood	Town square / space for markets / event space would benefit the area
72	Option 2 - land swap	In the event, you cannot swap the land, I think the land should be kept and options looked at for a public open space. There is a lot of high density living in the area, so public space is invaluable.	Town square / space for markets / event space would benefit the area
73	Option 2 - land swap	A new public open space would support life/vibrancy and Business viability of Beaufort st	Town square / space for markets / event space would benefit the area
74	Option 2 - land swap	I love the idea of having a public space: trees, seating, shelter from rain and sunshine, a public/council noticeboard and local artworks. I look forward to learning other comments and ultimately, what Council decides to do. I appreciate this opportunity to have input.	Town square / space for markets / event space would benefit the area
75	Option 2 - land swap	I believe that the conversion of the Barlee Street carpark into a Town Square would be hugely beneficial to the Vincent community. This initiative would activate an under-utilised space, alleviate the financial liability of running the carpark and provide a range of health and community-related benefits to residents and visitors. It would be fantastic to see the development of a skate path / playground for use by young people in the City, who are a key part of the City's demographic. The recent successful redevelopment of Banks Reserve has illustrated the City's appetite for active leisure spaces such as this and is already exceeding capacity. As such, the development of a complementary skate path space at the proposed Town Square would provide significant benefits to the community	Town square / space for markets / event space would benefit the area
76	Option 2 - land swap	We would love more public spaces on Beaufort and especially on Barlee as the car park is often under utilised..	Town square / space for markets / event space would benefit the area
77	Option 2 - land swap	Firstly, do not sell the land. There is no need to - Beaufort Street needs more public spaces so it is not controlled by "cars"... A public space, like a "shady" park at Barlee St would be great for this site — "cars are not King". In regards to cars... The volume of traffic along Beaufort street is already at its peak & the majority of drivers speed over the 40km limit especially heading down from Walcott St. Just stand there from 7am & watch. The idea of creating areas along Beaufort as public spaces is necessary especially along a major arterial road like this.	Town square / space for markets / event space would benefit the area
78	Option 2 - land swap	I love the idea of a town square or park on the site rather than an under-utilised car park. This option would see the redevelopment of a local resource with enhanced environmental and recreational benefits for the community. Selling the land, as in the first option, could result in the funds being used outside of the immediate local area which would have limited or no positive impact on local residents.	Town square / space for markets / event space would benefit the area
79	Option 2 - land swap	It will be great to have event suck as weekend market etc to drive a traffic.	Town square / space for markets / event space would benefit the area
80	Option 2 - land swap	Council should make the most of this great opportunity to swap the land and develop as a town square and make Beufourt St a more attractive place for business and residents. Land in such a unique location does not come along every day. Public land is fore ever whereas council can always seek funding / raise money in the future.	Town square / space for markets / event space would benefit the area
81	Option 2 - land swap	Create a heart and hub for the community	Town square / space for markets / event space would benefit the area
82	Option 2 - land swap	Everyday when we walk past it's always empty or only has a few cars in it. It seems a waste of prime real estate. A park or town square would add vibrancy to the Beaufort Street strip.	Town square / space for markets / event space would benefit the area
83	Option 2 - land swap	I support turning the carpark into a town square or park. I think it would contribute to activation of the strip and I think the carpark is unsightly and detracts from the streetscape.	Town square / space for markets / event space would benefit the area
84	Option 2 - land swap	Request the land be used for low cost retail opportunities. Hearing from customers and locals, and being locals, this is the major requirement of Mt Lawley. Quite frankly there is a complete lack of reason to come to Mt Lawley at the moment unless one wishes to get drunk. Obviously this doesn't incline to a healthy community experience. There are plenty of open community spaces available just off Beaufort St, there is no need to have them taking up major shopping space. Ideally the council would put in place space available to retailers and the like that would otherwise be unable to afford to operate on the strip.	Town square / space for markets / event space would benefit the area
85	Option 2 - land swap	Live in Mount Lawley and commonly walk past this car park. Keen for option to turn it into a town square. It would be a nice spot for the school kids who have their unfortunate ritual of getting a frozen drink and finding a place to kick it after school. Right now they just hang out in the car park. It would also be good for all the great food places around. So often the Beaufort street shops are quite small and it's hard to get a table. to be able to take your food away and sit in that space would be an absolute treat. Beaufort street is such a nice place, why not just have a nice town square to soak up everything. Maybe a place to enjoy a coffee and read a book from planet. Could breath life into the struggling strip.	Town square / space for markets / event space would benefit the area
86	Option 2 - land swap	Don't like the carpark. It's more expensive and people tend to just use it as a way to turn their car around. I'd prefer see the land sold and funds used for something more productive than parks, given there are already a number of parks in proximity eg Hyde Park, Mary St and St Andrews. The City is a bit nuts about putting in parklets everywhere, View St cost blew out and is rarely ever used! A million dollars could be put to better use. But if the City is determined to build a park then the land swap is best.	Sell the land and use funds for other infrastructure improvements / assets

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
87	Option 2 - land swap	I live on Barlee Street and it is a lovely street joining up with Beaufort.	Other
88	Option 2 - land swap	No one is interested in paying for parking so I don't think it will ever be a success unless it's the only option.	Other
89	Option 2 - land swap	Could the City please put more focus into the illegal graffiti which has engulfed the city.	Other
90	Option 2 - land swap	Keeping a part of the area seems the most sensible suggestion.	Other
91	Option 2 - land swap	maybe build a underground carpark to support future growth with a park above.	Other
92	Option 2 - land swap	option 4. Swap land and keep car park on corner. A park that small is pointless and generates no income to maintain it	Other
93	Option 2 - land swap		No specific/additional comment
94	Option 2 - land swap		No specific/additional comment
95	Option 2 - land swap		No specific/additional comment
96	Option 2 - land swap		No specific/additional comment
97	Option 2 - land swap		No specific/additional comment
98	Option 2 - land swap		No specific/additional comment
99	Option 2 - land swap		No specific/additional comment
100	Option 2 - land swap		No specific/additional comment
101	Option 2 - land swap		No specific/additional comment
102	Option 2 - land swap		No specific/additional comment
103	Option 2 - land swap		No specific/additional comment
104	Option 3 - keep carpark	When I am there in the evenings, this car park is full. There is already limited options for parking for businesses and visitors. We are using residential street parking also. This will affect residents. Do you have a solution for more parking if you take this car park away?	Carpark is not utilised / skeptical of data shown
105	Option 3 - keep carpark	Last night (Wednesday) I noticed the car park was full and parking is really needed somewhere in the area or local residents who only have street parking will be affected. Selling off the land will only lead to more building development hardly conducive to enjoying open space which would be my second preference.	Carpark is not utilised / skeptical of data shown
106	Option 3 - keep carpark	Live Barlee Street. The parking lot in question gets a lot more use than supplied feedback seems to indicate. If City abandons the idea of parking on this location the parking on surrounding streets will become more problematic than it currently is.	Carpark is not utilised / skeptical of data shown
107	Option 3 - keep carpark	City of Vincent should most definitely retain the Barlee Street car park and explore the option of compulsorily acquiring the other two lots it does not own under any applicable 'just terms' state compensation scheme. During the acquisition process land had to be valued at its existing zoning, rather than possible future zonings. I note Vincent has not revealed when the current leasing arrangement for the other two lots comes to an end or options likely to be exercised. It may be of concern that the City of Vincent, as a local government agency was "capturing the value" of the development potential in the land before any attractive future development proposal 'for profit' down the track is realised – say a future underground or high rise car park combination / mixed use shopping complex. Self evidently Vincent should be saying that the land needs to be acquired for the purposes of delivering the infrastructure. Certainly in it's current use the car parking bays are quickly utilised on any Friday or Saturday nights of the week.	Carpark is not utilised / skeptical of data shown
108	Option 3 - keep carpark	Property manager for apartments on Beaufort St opposite Barlee Street car park. One of the biggest issues with finding and keeping tenants in the building is car parking. As there is limited time parking space all around the area it is the biggest complaint I have from prospective, current and past tenants. I have always encouraged people to use the paid car bays across the road. I am constantly at the building and the Barlee Street car park is almost always full during the day. All the tradesmen we use park there. I park there as there is such limited street parking with restricted time constraints. There are people who park illegally in the alleyways and block entrances etc. If you are going to change the status of the area then I would highly recommend that surrounding residents have a free parking permit.	Carpark is not utilised / skeptical of data shown
109	Option 3 - keep carpark	As an owner of a unit on Beaufort street, I feel that the only option would be to continue the carpark. Over the past three years we have had to deal with illegally parked cars in our driveway, in the rear lane causing narrowing of the laneway access and on verges due to the lack of parking in the area. I feel strongly that the carpark Cnr Beaufort and Barley should remain a car park. I do believe that this carpark is well used and if it was closed would create further carparking mayhem! To have a small park area also would be advantageous to the local residents, some artwork perhaps as well. Though as mentioned above, truly, parking is always an issue in these beautiful bustling small community areas and to reduce access to available parking will have an impact on these small local business.....	Carpark is not utilised / skeptical of data shown
110	Option 3 - keep carpark	Keep the carpark. With new venues opening up in the area it will be needed. There are no other options for parking. The carpark was also used as an area for markets that were held once a month which was great.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
111	Option 3 - keep carpark	I believe that largely the reason the Barlee St car park is underused by people is due to the price. Parking in Mt Lawley is already rather awful and now is not the time to make it worse. We are having 3 different venues open this year. Beaufort St Tavern, Elford. And what is going into The former Empire building. These will already make the awful parking situation in Mt Lawley far worse. And you are discussing removing parking? That's ridiculous.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
112	Option 3 - keep carpark	Keep the entire Barlee St carpark operating as a carpark. Already on the weekend evenings Chelmsford Road gets very busy with non-resident cars - presumably from people socialising in the local area. Parking will become a bigger issue when the old Empire building is transformed into an entertainment venue, believe in need of all the additional parking possible. It would be great if the carpark could be utilised on Sunday mornings for a regular market, e.g. farmers market, artisan market. This happens occasionally but a regular event would be great. The weekend Subi Farmers Market is great and always attracts a crowd.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
113	Option 3 - keep carpark	Keep the carpark and continue to operate as is. The rates charged are a disincentive to use the carpark, it should be trialled a 3-hour free carpark to encourage people to use the carpark for a 1-2 year period before dropping back to first hour free. Stopped shopping on Beaufort street when the parking fees were introduced and changed habits to go elsewhere such as the Mez. When the 1-hour free parking was discovered, returned for some of the incidental shopping such as grabbing a couple of things from IGA /fresh provs etc but the change to shopping habits remain. Beaufort street is run down in the midst of Covid19, high rents and a shift to online shopping. Need to spend some money to revitalise the area. There's a set of apartments going up on Harold that will reactivate the area and the developers wont provide enough parks and it will put further pressure on the area. The new development planned in the old Empire warehouse will undoubtedly not have the 40-50 car bays it will require and the Barlee street carpark will be required. Supportive of the development as it will bring people to the area and hopefully they'll spend money at other shops whilst in the area. Please keep the Barlee street carpark, the future Beaufort street needs it.	Consideration that the emerging / future developments on Beaufort Street will need adequate parking
114	Option 3 - keep carpark	I struggle to believe that utilisation is an issue for the Barlee Street car park or any other car park in the area. I suspect the person who determined the utilisation has missed something. Parking in this part of Highgate/Mount lowly during busy times is difficult. I have not done a quantitative assessment of this car park, but I often see more than 60% occupancy during busy nights. Was the utilisation assessment done at night time and over what duration? The business along the Beaufort Street entertainment strip need to be supported so they can survive. Making parking less available is not going to help. There are also business trying to expand in the area such as the old Empire furniture development (which somehow is being considered without any parking being provided) and the redevelopment of the Flying Scotsman. Plus lets hope a few of the other locations will reopen in the near future. All will require significant parking to support the influx of people required to make them viable. Although we would like to believe in the magical world where patrons will arrive by public transport/bicycle/walk or ride share that is not reality. We are still car dependent society. Utopia has not materialised yet. It is because of this night life that some of us live in the area and hence making it a desirable place to reside. So please think of supporting these businesses when making such decisions and consider the long term not the short. Think expansion and post covid increases not contraction.	Carpark is not unutilised / skeptical of data shown + Consideration that the emerging / future developments on Beaufort Street will need adequate parking
115	Option 3 - keep carpark	The City's strategy should be to buy the land back in it's entirety! Failing that, they should renegotiate the leases to retain the car park. Using Covid figures as an indication of its under use is irrelevant when all businesses were seriously affected. The City fails to understand that it approves developments (seemingly) without consideration for the subsequent parking needs, when said businesses come online. In particular I'm referring to the new Beaufort Tavern (soon to open), The Elford Hotel, formerly The Flying Scotsman (due to open in June) and the huge entertainment development planned for the former "Empire" site. Not to mention the building of many new apartments. These developments alone will drive an enormous influx of patrons from far and wide and many will want to drive and park. Subsequent to what some believe, patrons are drinking less, eating more and therefore preferring to drive to their venue/s of choice. Beaufort Street has wonderful public transport but many won't partake of it, simply because they refuse to catch a bus! I think to remove the car park is a very foolish move, with so many businesses about to join "The Strip." Also, in the past, the car park has been used to host markets and such. Perhaps the City could/should expand on that idea? Given that Forrest Park is at the end of the street, I don't think more open space is needed! The City should leave the site as a car park and focus on the beautification of the Beaufort Street "Strip" as a whole, with more trees, upgraded paving and lighting. Removing the car park is a shortsighted move. It should definitely be retained.	Carpark is not unutilised / skeptical of data shown + Consideration that the emerging / future developments on Beaufort Street will need adequate parking
116	Option 3 - keep carpark	The car park is currently under utilised according to historical data however the future developments within close proximity to the car park will be dependant upon parking. Specifically, the old Flying Scotsman will be re-opening shortly. This does not have parking. Additionally, the proposed redevelopment of the Empire site expects to bring in hundreds of people and there is no parking associated with the application. Given these are two big draw cards to the area, I do not feel a park or green space is reflective of the needs in that particular part of Beaufort Street.	Carpark is not unutilised / skeptical of data shown + Consideration that the emerging / future developments on Beaufort Street will need adequate parking
117	Option 3 - keep carpark	I believe it is short sighted to take parking away based on evidence of the past two years (2020 Covid-19 and 2019 Beaufort down turn). In the next 12 months there will be two new major venues opening on beaufort street and the Barlee St carpark will become very important for patrons visiting the area. Just on Monday night (15/03/21) the Barlee Street carpark was at least 75% full, thats with a major venue in the vicinity currently not in operation. Furthermore the Chelmsford Rd and Raglan Rd carparks are at capacity during peak times in the evenings and weekends. Chelmsford Road and the surrounding roads are full at the same time showing the appetite to visit the area by car is strong and likely to become stronger with the re-opening of The Flying Scotsmen and the Empire building development. The City of Vincent should look to beautify the Barlee St carpark so that it can be used daily as a carpark and periodically for community events. The City of Vincent end of Beaufort street has been neglected by the city in recent years and I believe it is time that the city considers spending some money on their section of Beaufort street. I don't believe that the footpath has been properly cleaned since I moved into the area in 2015, it is littered with chewing gum, general grime(urine around the pubs) and past art installations that have been left in disrepair. Given the lack of use of the Mary street piazza I don't think Beaufort street needs more green space. We are fortunate enough to have Hyde park, Forest park Birdwood Square and Brigatti Gardens all in close proximity of Beaufort street. As a father of two young children I am more likely to take them to the safer surrounds of those parks instead of a green space on Beaufort street.	Carpark is not unutilised / skeptical of data shown + Consideration that the emerging / future developments on Beaufort Street will need adequate parking
118	Option 3 - keep carpark	See Attachment for submission.	Carpark is not unutilised / skeptical of data shown + Consideration that the emerging / future developments on Beaufort Street will need adequate parking

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
119	Option 3 - keep carpark	I am a long term resident living on Beaufort street and am passionate about the development, accessibility and value of this area, as it is my home. I believe keeping the space as a car park would be the most ideal, followed closely by a land swap to create a public park with a carpark. As a resident on Beaufort street I am acutely aware of the lack of parking availability in the area for visitors to my home and when meeting friends in the area. The issue has become such a challenge that I will often meet outside of Mt Lawley to minimise the stress and challenge that parking in the area causes. This disappoints me, because Mt Lawley has a lot to offer and I am passionate about supporting local, particularly with restaurants and café's closing due to lack of business. Maintaining the area as a carpark would continue to offer parking facilities for those visiting the area and promote business in the area. Alternatively, a small park / open space on Beaufort street would also encourage take away in café's / restaurants which would increase business and the well known and loved vibe of Mt Lawley. Secondly, I am an Occupational therapist by profession and spend time in the area with my clients. My clients are young children and adults with disabilities that use prams and wheelchairs as their functional mobility. The Barlee street carpark is a central and accessible carpark that allows carers, parents and disabled individuals to park close to and access the amenities of Beaufort street. Without this carpark individuals who use wheelchairs will need to park on side streets (if they are able to find one) or out of area, both result in significant effort and time for our vulnerable community members to access the area. Mt Lawley and Beaufort street has a lot to offer both able bodied and disabled individuals, we have incredible services and facilities to offer. Maintaining the carpark space would ensure accessibility and inclusion for all individuals and increase business for the much need shops and restaurants.	Carpark is accessible by wheelchair
120	Option 3 - keep carpark	I'd like to voice my opinion and keep it as a car park but with more ACROD bays for people like myself. One ACROD bay is not enough and it shows you do not care about the people visiting and trying to enjoy the area.	Carpark is accessible by wheelchair
121	Option 3 - keep carpark	I don't think this would be a good place for a town square. Its a bit in the middle of nowhere. I think in between the Scotsman Hotel and IGA (on Grosvenor Road) would be better. Just a few trees, park benches, bike parking, small children play equipment. I don't believe we can afford to loose any parking spaces. New business's setting up are reliant on council provided parking, as the street shops have no capacity to provide parking. I'd even look at creating a multi storey carpark (say 3 levels) and really beautifying it with creepers trees art work etc. You could then use the rooftop for public events eg food markets bike swap craft markets.	Create a multi-story carpark
122	Option 3 - keep carpark	Suggest that either directly by the council, or in combination with a corporate via a lease, that the site is developed into a multi-story car park. By doing this, on-street car parks could be removed and thus reduce congestion and increase the safety of the area as traffic flow becomes more predictable. With the soon to be completed ex-Flying Scotsman having potential to be popular and lots of empty shops needing to attract customers, making it easy to park would be great for the area, plus the carpark will generate cash flows itself for the council.	Create a multi-story carpark
123	Option 3 - keep carpark	Definitely keep in car park. Should build a double or triple story car park. Demolishing the car park will instantly destroy the foot traffic. Where's everyone going to park? Should be make more parking space - not less - to increase foot traffic and spending.	Create a multi-story carpark
124	Option 3 - keep carpark	Keep parking I need it for work our business need parking	Local businesses will be adversely affected by removal of parking
125	Option 3 - keep carpark	Keep parking I need it for work our business need parking	Local businesses will be adversely affected by removal of parking
126	Option 3 - keep carpark	There are already many businesses up for lease on Beaufort St so building more business sites seems arbitrary. The Council is trying to bring business into Mt Lawley/Highgate but surely having even less parking would dissuade people from visiting? The parking inspectors come around frequently so parking is already an issue and I feel removing this carpark would compound this. Creating a park would again be arbitrary as we already have Hyde Park, Jack Marks Park and Forrest Park. I truly believe removing the carpark is a bad idea and would not help to further to area.	Local businesses will be adversely affected by removal of parking
127	Option 3 - keep carpark	It should not be sold to use the funds elsewhere. Keep it as a car park for use to support local businesses.	Local businesses will be adversely affected by removal of parking
128	Option 3 - keep carpark	As a business owner, City of Vincent continue to screw us over with minimal support. You have choked customer traffic with only 1 hour free parking and forcing consumers to go elsewhere. Now removing parking will further detract business customers from attending Beaufort St. Wake up City of Vincent and bring Beaufort St back to life. Where are you expecting Beaufort St customers to park if you remove the car park? COV continues to be joke for small business.	Local businesses will be adversely affected by removal of parking
129	Option 3 - keep carpark	I am a business owner on Beaufort St. My business relies on the carpark for its patrons. The Beaufort St strip is under massive pressure and reducing parking will only make it harder for business. Why would council make the square into a park when Hyde Park is 300mtrs away. The Council needs to support business and that means providing joint public parking at inner city locations. We pay high rates to conduct our business at these locations and this money should be used by council to provide the carpark. When I saw the sign I was shocked that the council was proposing this. The harm that it would do to small business on the strip is immeasurable. You will make Beaufort St a ghost town similar to the actions of the Subiaco Council.	Local businesses will be adversely affected by removal of parking
130	Option 3 - keep carpark	I feel as though the loss of this space as a public carpark would be detrimental to the success and feasibility of the many small businesses that operate on Beaufort Street nearby. The prospect of creating a small park/town square seems a bit silly, as the space would be quite small, and wouldn't really match the overall urban style of the nearby thriving area. Plus, you'd still have two privately owned sections of land immediately behind it - what would become of these? It would be odd to have a small rectangular town square adjacent to two buildings like that. And that's before we even begin to consider the cost of funding this venture. Leave the carpark! But perhaps jazz it up a little?	Local businesses will be adversely affected by removal of parking
131	Option 3 - keep carpark	This Car Park is essential to keep business running smoothly in the area. Parking space on Beaufort street is already short in supply and as a business owner we believe this car park being moved/removed would have a negative effect on our business and surrounding businesses. It would deter customers from eating at restaurants in the vicinity as they would not find a suitable place that is easy to park. We vote to keep the parking space.	Local businesses will be adversely affected by removal of parking

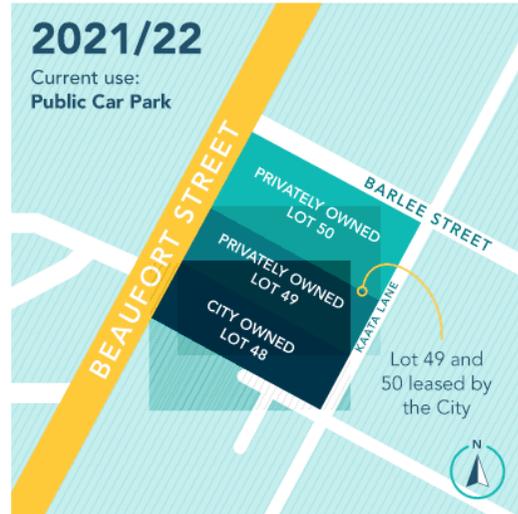
No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
132	Option 3 - keep carpark	Resident and owner of properties in Mount Lawley for many decades... I believe it is in the best interest to maintain the existing Car Park in situ. I have been a long-term community member of City of Vincent for nearly 4 decades. Further to your invitation I took the opportunity to meet and discuss with a handful of local businesses immediately surrounding the Car Park to seek their input and concerns. It is clear from my discussions with them that there is genuine preference for the Car Park to remain as is. To demonstrate the demand for the Car Park a short poll/survey was conducted from 7 to 19 March 2021 with [11 businesses] neighbouring the Car Park. Please note: the survey was conducted in Confidence and should be treated as such. On behalf of the businesses along with the attached signatories (343 signatories), it would be disappointing to see Council remove an important Car Park servicing the immediate area. Mount Lawley continues to evolve as it has over the past four decades but there is one thing we need to maintain and it is the Barlee Street Car Park (especially with new taverns, bars and cafes shortly commencing trade e.g. The Elford ex-The Flying Scotsman; tri level hospitality hub – 521-535 Beaufort Street Mount Lawley ex-Empire Warehouse; and Shisha Bar/Café 624 Beaufort Street Mount Lawley). See Attachments for survey	Local businesses will be adversely affected by removal of parking
133	Option 3 - keep carpark	As the owner of apartments on Beaufort st & 3 commercial tenancies along Beaufort st I'm deeply concerned that any option to reduce parking in the Beaufort st vicinity is being considered, we constantly loose residential tenants due to the lack of available parking for visiting friends and most recently two commercial tenants due to lack of foot traffic and available parking to visit there stores. If a study was done on the numerous retail/ commercial tenancies closed in the last 12 months the TOV would understand the need for more and better located parking, our previous two commercial tenancies that closed [redacted] both sited clients frustration in finding parking and moved to outer areas for their services combined with reducing visiting local foot traffic its killing retail in the area. We have a high turnover of residential tenants who love the area and ambiance but complain about illegal parking in side streets and entrances to our development frustrating there access and lack of parking for friends or family visiting, this is the reason why they do not renew there leases. I would suggest if anything the TOV engages a traffic management consultant to do a study on parking ratios & local businesses issues before anything is considered, while at the moment I understand it's a cost to TOV the commercial benefit to local residents & local struggling businesses' far outweighs the cost. If a change of use is required I would suggest a land swap and a mix of street parking and community seating would be the best option.	Local businesses will be adversely affected by removal of parking
134	Option 3 - keep carpark	We manage a number of retail properties in close proximity to the Barlee St carpark and each one of them have asked that we collectively express our concern at any changes that see the number of available car bays reduced. There is a significant shortage of parking on Beaufort St and this impacts on customer convenience and therefore footfall past many of the retailers that we manage in this locality. In addition the lack of carbays results in a significant amount of illegal parking occurring that impedes access to genuine customers at peak periods of the day. I would urge that further studies be done by reputable and independent traffic engineering firms before any decision is made to alter or remove the carparking facility at Barlee St.	Local businesses will be adversely affected by removal of parking
135	Option 3 - keep carpark	I live on Beaufort Street hence why I don't use the car park. Mount Lawley is not as attractive as it was a few years ago and businesses are working hard to make it vibrant again. I believe it is essential to keep the car park operating to support the effort of local businesses. I hope the artwork will be preserved regardless of the decision taken for the car park.	Beaufort Street sign should be retained
136	Option 3 - keep carpark	Although I ticked keep the property, it could be sold and the money could then be used to make Beaufort St (between Walcott and St Albans ave) a more pedestrian friendly as there is currently no controlled pedestrian cross walk except at Walcott. Green Space created at Mary Street only really benifits the surrounding businesses (Mary Street Bakery and Sidedoor BBQ) and not used otherwise which would would be the same at Barlee.	Priority for Beaufort Street should be making it more pedestrian friendly
137	Option 3 - keep carpark	We need to get the fundamentals right at the Vincent end of Beaufort Street before adding another gimmicky green space (the Mary Street Piazza is just up the road and barely gets used - walking past it yesterday mid-afternoon, a perfect sunny Sunday - not a soul there). The Vincent end of Beaufort needs a good deep clean - the pavements are filthy, graffiti needs removing, there is blue paint spilt everywhere (presumably an old "activation" that was never removed), and cracked kerbs and pavers need fixing. We don't use the street anywhere near as much as we used to (we live 100m from it) for these reasons. As residents, it is sadly difficult to take pride in the street when the City of Vincent has let it fall into such a state. The City of Stirling takes far more pride in Beaufort Street and gets the fundamentals right, as we can see with the revitalisation of Inglewood. That area is buzzing on the weekends, whereas the Vincent end is dead during daylight hours, as it's simply not a pleasant place to be. I would love to see the City of Vincent take more pride in what has become a very neglected strip. Yes, times have been tough but the City of Vincent has not upheld their duties in getting the basics right (like cleanliness) on Beaufort Street. Another unused green space is not the answer - let's give the street itself a clean up and facelift so we can try and attract tenants and foot traffic back.	Priority for Beaufort Street should be making it more pedestrian friendly
138	Option 3 - keep carpark	Taking away the car park reduces the parking available in the area. Use the Subiaco and Fremantle areas as a precedent. These areas are 'withering on the vine' as they are no longer an area that attracts foot traffic. Why - nowhere to park and little choice upon arrival. The Beaufort St precinct is so similar. Costs of Car Park - the contracts with the private owners and parking fees needs to be revisited. A business cashflow model plan that results in a 'break even' is acceptable. This means the leases with the private owners needs to be re-assessed as does the cost of parking. Will a reduced fee result in an increase on the 60% occupancy? Do local businesses need to contribute to the cost (they are the benefactors)? A simple sale is the easiest option, but the land will be developed and car park lost. A land swap is just so messy and expensive.	Retain entire carpark as parking in the area is essential
139	Option 3 - keep carpark	I like the idea of another town square or park, however not at the expense of parking! The entertainment strip needs parking more than POS.	Retain entire carpark as parking in the area is essential
140	Option 3 - keep carpark	Keep parking please	Retain entire carpark as parking in the area is essential
141	Option 3 - keep carpark	The land should be kept as a car park	Retain entire carpark as parking in the area is essential

No.	Option 1, 2 or 3	Additional comments/thoughts	Theme
142	Option 3 - keep carpark	It would be appreciated if could understand the global car parking strategy for the Mt Lawley commercial precinct. Often provided feedback from customers, staff and retailers that parking within the overall precinct can be challenging, it would be good to retain as much parking in the precinct as possible.	Retain entire carpark as parking in the area is essential
143	Option 3 - keep carpark	Please keep the land to continue operating the carpark.	Retain entire carpark as parking in the area is essential
144	Option 3 - keep carpark	There is already a lack of parking in Mt Lawley/Highgate, reducing it further will put more strain on surrounding streets.	Retain entire carpark as parking in the area is essential



BARLEE ST CARPARK

Transition Plan



Land exchange occurs



Privately owned lots developed



Public park or town square constructed



City of Vincent Barlee Street Car Park Submission – 10 March 2021

I write in response to the City requesting a debate and discussion about the future of the Barlee Street carpark on the Beaufort Street with local community members.

This is one of the most important decision Council will have to make with the decision either making or breaking Beaufort Street for another generation.

I understand this is a complex political, social and economic issue with several options on the table and I am committed to being as constructive with my comments on the matter as I can while still presenting frank and full insights, which to be fair, Council have asked for.

Of the three options presented to the community, I outright **object** to the land swap deal, where the caveat is the development of a town square. I also **object** to the car park being allowed to continue to be used and the current leasing arrangements to continue in perpetuity EXCEPT for the extension of the lease for an additional year while the mechanics and logistics of the sale and planning for the money spend is sorted. I **do support** the sale of the lot to the other owners with the proceeds being spent on relevant Beaufort Street upgrades as outlined in this submission.

Land Swap that requires the development of a town square - OBJECT

The idea of a new 'town square' that serves no need in front of businesses that don't exist is not smart spending and is taking away from other much needed improvements / maintenance critical to setting existing businesses up for success.

The current state of the public realm of Beaufort Street is an atrocious mess and is frankly embarrassing for the brand and competitiveness of Beaufort Street (see images attached). Clearly replacement and/or maintenance through 'annual operational costs' isn't working because those curbs and traffic islands are remnants from decades ago and the laneways are falling to bits. There's only so far that having a rep of being quirky and grimy will get us when the street is unsafe in parts. How are we ever going to compete with Inglewood and the various public spaces in Perth City with such a degraded place when shopping centres are already succeeding at killing the main streets that aren't keeping up.

We should be working smarter not harder with our public spaces. Another formal space/square/piazza will not fix the problem. It's not even been defined what problem we are fixing, actually. Street corners are left empty or with dying shrubs which are opportunities for invigoration and out of the box thinking as places designed by and for our local teens or kids (for example). Raw data from a Kids Walk the Beaufort Street Network ran is provided as part of this submission as an example.

Street corners could become a deconstructed town centre and mini destinations in themselves and all within the current unused public verge area and would add way more value than 'green spaces' we are apparently in such short supply of. There is Hyde Park within 400m west of the street and the huge Forrest Park 400m in the other

direction. There is also the leafy front yard of St Albans church I understand is open to the community and giant Birdwood Square opposite the Brisbane Hotel.

The recently named local laneways could be reimagined to be channels of activity, creative hubs and value adds to adjoining businesses in ways which haven't even been dreamt up yet because they haven't been given the opportunity. Instead they are rotting and unsafe. The Beaufort Street Network worked in partnership with landscape architecture students of UWA to reimagine Beaufort Street with big and small interventions some time ago. These resources and ideas could inform a total rethink of the streets design and interactivity at a fraction of the cost (some pictures of this attached).

In 2020, the City's financial health rating was one of the worst in WA. A 'green, leafy space/town square/piazza' will cost at least \$1M on its own. Mary Street Piazza, built in 2014 was around \$300K and View Street, North Perth was upward of \$700K in 2019. The City can't afford a project like this. Plain and simple. And don't forget there's already a piazza 300m south (left mostly inactive by both the City and the local town team) and one proposed just north of Walcott St by City of Stirling.

Continue the car parking lease in perpetuity- OBJECT

Clearly the car park cannot keep operating in its current form at its current cost, running at a cost to the City. Operationally that is a bad choice and from a planning and sustainability viewpoint it is a bad choice. All the research shows that parking rates and supply / demand realities or perceptions are mythical, but it plays an undeniable part in the function of a town centre. If Council isn't already it should be already be considering smart parking options (variable signage with occupancy rates and surge pricing on parking metres for example) to address the provision of adequate parking but also ensuring the infrastructure of the future is being planned for such as PEV's (personal electric vehicles i.e. electric scooters / electric skateboards), uber delivery and taxi drones which all reduce car trips into the town centre.

The planning for and the provision of more jobs and homes in town centres also reduce car trips in local areas as people 'stay local' and a culture of walking, cycling or PEVing everywhere increases.

It is undeniable that the site(s) should and will be developed and will be required to provide car parking for both building occupants and visitors. The City should play an active role in brokering that deal. As a compromise, a quasi or partial PPP deal could be explored were community parking is required to be retained and managed by the City but there is also a cash component of the sale, at a portion of the value, which will be used to benefit Beaufort Street.

Sale of the land and upgrade Beaufort Street - SUPPORT

The reality is the City doesn't have a lot of money to splash so a decision to sell will be the last cash injection the street will see for a while.

The car parking site should absolutely be redeveloped by a private developer as a whole, but the City should be fighting hard for integrated community outcomes, like it does (or should be doing) for all other developments. I will never advocate to 'save' car parks but they do play a role in the function of the town centre and will have to be

negotiated /stipulated on this site whether that be through Planning Policy or by putting caveats on the title before sale or as a condition of sale and as discussed in the previous section.

IGA up the road in Mt Lawley seemed to develop a good model of public private parking arrangements.

For reasons outlined previously, the sale should be funding a complete facelift of the street that should include a deep clean, new median strips, street lamp refurbishment, kerb and footpath replacement and laneway resurfacing (worth a million just there), the priority should be creating focal points in front of existing businesses that have been asked to do it tough for too long without any reward. I have outlined the justification for this in previous sections and have supplied photographs to support my argument.

Councillors have a responsibility to set businesses and residents up for success by making the right decisions at the right time using a number of informing factors. In this case you just have to take a walk down Beaufort Street and a side lane to see just how bad the physical environment is. Views taken directly from the community (through the BSN Kids Walk) and my professional experience in place, planning and local government have informed this submission which I hope will be reported and considered adequately.

This submission will also be distributed direct to Elected Members when the agenda is issued in its full form.

BARLEE STREET CAR PARK

I am disappointed that there has been no analysis on the impact the removal of the car park will have on surrounding businesses. I support eventually getting rid of the car park BUT it should not be done until the impact on local businesses is understood and measures put in place to address any negative impact.

Actual current demand

The limited figures that the administration has used to float the idea that the car park is underutilised are dubious at best. They are just 3 days in late 2018 and they don't even get the car park capacity correct – which car park was the consultant actually looking at?

The figures also seem quite low compared to the current situation. I have recently started to count the cars each time I walk past the car park. There is no set schedule and I have counted the cars parked in the perpendicular bays in Barlee Street as well, as one proposal shows these being removed.

The figures so far are:

Date	Time	Main carpark	Perpendicular
Thu – 4 March	6:15 pm	31	11
Sun – 7 March	7:40 pm	38	11
Tue – 9 March	6:50 pm	23	8
Fri – 12 March	7:45 pm	39	11
Sun – 14 March	11:30 am	19	8
Sun – 14 March	7:10 pm	36	11

It has to be realised that the main purpose of the car park was to cater for evening trade. This reflects the sad transition of the strip into a café and bar area. It was intended to provide visible parking in the evening in order to take some pressure off surrounding residential streets.

I would suggest that fresh counts be undertaken to work out what the real current demand is. The impact of removing 58 bays (car park and perpendicular bays) should also be determined.

Also, there needs to be recognition that there is a development proposed at the old Domain site, not far away, that proposes to cater for 600 patrons but offers no parking. This will only increase the demand in the area.

Cost of operating the car park

There were some figures provided showing the car park makes a loss. That has always been the case. Ten years ago it was costing about \$40,000 nett, with the biggest cost being the lease of the other two blocks.

It was seen as a cost of supporting the local businesses. Right from the beginning it was treated as a service much like the library is a loss-making service – in this case it was providing something so the businesses could see that they were getting something for their rates.

Unfortunately, the loss has increased with the significant increase in lease fees, and no commensurate increase in fees. Plus, the 'first hour free' is a significant loss of potential revenue – it costs \$2.90 for every car that parks there, remembering the figures I provided above were just a snap-shot and that churn increases the daily cost!

If the financial cost is an issue then the City should be looking at increasing the hourly rate, or have variable rates (cheap during the day – more expensive at night) or dropping the first hour free either completely or just at night.

I think if you had more accurate occupation rates you may find that the potential increase in local trade may offset the cost of providing the car park.

Type of open space proposed.

It is of concern that there is talk of providing a 'local public open space' as if people are going to go down there for a bit of relaxation or exercise or to take the kids for an adventure. I'm talking about a 'local' POS as per the POS hierarchy. It must be recognised that a higher order POS also provides the amenity of a lower order POS. For example: I'm near Hyde Park and that is my 'local' POS as well as being a regional POS.

Forrest Park can be seen from the edge of the car park – that is the public open space for the local community. If there are features that would be normally found in a 'local' POS but they are missing from Forrest Park, then the best solution is to put them in Forrest Park, not provide them in a noisy, car fume filled space.

While the idea of a 'plaza', as opposed to a local park, sounds good, it needs to be designed well. The City has failed in its previous two attempts – Mary Street and North Perth Common. Mary Street has failed because the design is poor – it elevates the space above Beaufort Street rather than making it part of that space; and the North Perth Common seems to be in the wrong spot.

I am not against 'plazas' as such, having unsuccessfully moved a motion to investigate these in December 2011. It is just that they need to be placed in the right spot, taking into account surrounding businesses, and it needs to be designed well.

I don't think that the decision to put a 'plaza' or town square here should be driven by the fact that the city owns some land here, it must be driven by the best location for a 'plaza'.

Consultation

The two groups that will be impacted most are the businesses and the people who park there, which almost by definition are people who don't live in the area. There are signs in the car park inviting comment but they have no 'closing date'. I doubt that anybody would bother going through a convoluted process to fill in a survey. They will eventually simply go elsewhere (i.e. stop supporting local businesses).

If you were genuine in wanting to know the impact of removing the car park you would front up with a clipboard and ask people when they get out of their car – what would they do if the car park was closed.

Summary

I think that the City should firstly do a proper analysis of the usage of the car park and work out what impact getting rid of it (and the perpendicular bays) would have on surrounding businesses.

If the cost of running the car park is an issue, the City should look at modifying the fees – either higher fees, different rates throughout the day to reflect demand, or dropping the first hour free.

The City should continue operating the car park while it can still lease the two properties and until it has worked out the impact on the businesses and how that may be addressed.

BEAUFORT STREET CAR PARKS

