

5.2 NO. 526 (LOT: 88; D/P: 89649) FITZGERALD STREET, NORTH PERTH - CHANGE OF USE FROM SINGLE HOUSE TO CONSULTING ROOMS (AMENDMENT TO APPROVED)

TRIM Ref: D20/249228
Authors: Harrison Stringer, Graduate Urban Planner
Dan McCluggage, Urban Planner
Authoriser: Andrew Murphy, A/Chief Executive Officer
Ward: South
Attachments:

1. Location Map
2. Previous Approval and Plans
3. Development Plans
4. Summary of Submissions - Administration's Response
5. Summary of Submissions - Applicant Response
6. Parking Management Plan

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Change of Use from Single House to Consulting Rooms (Amendment to Approved) at No. 526 (Lot: 88; D/P: 89649) Fitzgerald Street, North Perth, in accordance with the plans shown in Attachment 3 dated 18 November 2020, subject to the following:

1. All conditions and advice notes detailed on development approval 5.2014.690.1 granted on 22 September 2015 continue to apply to this approval, except as follows:
 - 1.1 Condition 1.1 is amended to read as follows:
 - 1.1 A maximum of two consulting rooms are permitted to operate at any one time;
 - 1.2 Condition 2.1 is amended to read as follows:
 - 2.1 A minimum of six car bays shall be provided on-site
 - 1.3 Condition 5 is amended to read as follows:
 5. A minimum of three long term bicycle parking bays, and two short term bicycle bays provided in a location convenient to the entrance and publicly accessible shall be provided on site prior to commencement of the use of the two consulting rooms. The bicycle facilities shall be designed in accordance with AS2890.3 to the City's satisfaction; and
 - 1.4 A new Condition 7 to read as follows:
 7. The two easternmost parking bays in the tandem parking configuration, in addition to the parking bay identified as 'staff only parking bay' on the approved plans, shall be clearly marked and set aside for staff parking only prior to commencement of the use of the two consulting rooms, to the City's satisfaction.

PURPOSE OF REPORT:

To consider an application for an amendment to a previous approval for a change of use from Single House to Office and Consulting Room (Medical) at No. 526 Fitzgerald Street, North Perth (the subject site).

PROPOSAL:

The application proposes to increase the number of consulting rooms operating on site from one which was previously approved, to two. The purpose of this is to allow two full time medical practitioners to operate on site, at the same time. The application does not seek approval for the office use component which was previously approved.

Customers would attend the premises by appointment only. Each appointment would run for approximately one hour with a 10-15 minute break scheduled in between appointments.

The proposed operating hours for the consulting rooms would be from 8:00am to 5:00pm Monday to Friday. There would be two administration staff on site during operating hours also.

The premises currently has a total of six car parking bays and two bicycle parking spaces for staff and customers to use on site.

The proposal includes the provision of a movable storage locker which would provide an additional three long term bicycle parking on site to be located on the south western corner of the site. The storage locker is 1.9 metres in length, 1.0 metre in width and 1.3 metres in height, and would be screened from view from both Fitzgerald Street and York Street by existing vegetation on the site boundaries to the streets.

The proposed development plans are included as **Attachment 3**.

BACKGROUND:

Landowner:	Thi Thu Nga Nguyen and Van Tam Nguyen
Applicant:	Karl Smith and Theresa Kidd
Date of Application:	17 November 2020
Zoning:	MRS: Urban, Other Regional Roads LPS2: Zone: Residential R Code: R60-R100
Built Form Area:	Transit Corridor
Existing Land Use:	Consulting Rooms – ‘A’
Proposed Use Class:	Consulting Rooms – ‘A’
Lot Area:	611m ²
Right of Way (ROW):	No
Heritage List:	No

Site Context

The subject site is bound by Fitzgerald Street to the west, York Street to the south, a two storey single house to the east and three two storey single houses in a terrace configuration to the north. A location plan is included in **Attachment 1**.

The subject site and adjoining property to the north on the corner of Fitzgerald Street are zoned Residential R60-R100 under the City’s Local Planning Scheme No. 2 (LPS2). The remaining adjoining properties to the north that do not front onto Fitzgerald Street and adjoining property to the east are zoned Residential R60 under LPS2. All adjoining properties are located within the Transit Corridor built form area under the Policy No. 7.1.1 – Built Form (Built Form Policy).

The sites zoned Residential R60-R100 are subject to clause 26(4) of LPS2 which stipulates that development will only be permitted to R100 standards where the development site area is greater than 2,000 square metres. The subject site has an area of 611 square metres and is therefore only permitted to be developed to R60 standards.

The subject site and all adjoining properties have a permitted building height limit of 3 storeys if they have a site area less than 2000 square metres and 4 storeys if they have a site area greater than 2000 square metres under the Built Form Policy. The subject site therefore had a permitted building height of 3 storeys given that it has an area of 611 square metres.

Previous Approval

At its Ordinary Meeting on 22 September 2015, Council resolved to conditionally approve a development application at the subject site for a Change of Use from Residential to Office and Consulting Room (Medical). The minutes for the item from this meeting, including a copy of the approved plans, are contained within **Attachment 2**. The previous approval for both Office and Consulting Room land uses was sought in order to provide flexibility for activities conducted on site.

Following the previous approval, the entire premises operated as a consulting room. It was then used as an office. The site is now available for lease and is proposed to be used as Consulting Rooms for two medical practitioners.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2 and the City's policies including Policy 7.5.22 – Consulting Rooms (Consulting Rooms Policy) and Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Parking Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Previously approved	Requires further Discretion
Land Use		✓	
Car Parking			✓
Bicycle Parking	✓		

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Non-Residential Development Parking Requirements Policy	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Non-Residential Development Parking Requirements Clause 2 – Parking Requirements 3.5 car parking spaces required per consulting room. Two consulting rooms would require 7 car parking spaces.	6 car parking spaces provided on site.

The above element of the proposal does not meet the specified deemed-to-comply standards and is discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 14 days commencing on 4 December 2020 and concluding on 17 December 2020. Community consultation was undertaken by way of written notification with 10 letters being sent to surrounding landowners, as shown in **Attachment 1** and a notice on the City's website in accordance with the City's Policy No. 4.1.5 – Community Consultation.

The City received one submission in objection to the proposal at the conclusion of the advertising period which relates to the following concerns:

1. Adverse impact on security, visual privacy and property value for adjoining properties; and
2. Adverse impact from vehicle noise on adjoining properties.

A summary of the submission received and Administration's response to this is included as **Attachment 4**. The applicant's response to the summary of the submission is included as **Attachment 5**.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form;
- Policy No. 7.5.22 – Consulting Rooms; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Delegation to Determine Applications:

The application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because the application proposes to amend a development approval previously determined by Council that impacts the conditions imposed.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

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

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

The Environmentally Sustainable Design Provisions of the City's Policy No. 7.1.1 – Built Form, which is informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024 is not applicable to this proposal. This is because the application does not propose to modify the existing building on site.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Increased mental health and wellbeing

FINANCIAL/BUDGET IMPLICATIONS:

Should Council agree to waive the cash-in-lieu for the shortfall of vehicle parking on-site, the City would not receive the amount of \$5,400 that would contribute towards the provision and upgrading of transport infrastructure within the City of Vincent.

COMMENTS:

Car Parking

In accordance with the City's Parking Policy, consulting rooms within the Transit Corridor built form area are required to provide 3.5 car parking bays per consulting room. As the application proposes an increase from one to two consulting rooms operating at any one time, there is a requirement for 7 car parking spaces to be provided on site. The application proposes a total of 6 car parking bays, resulting in a parking shortfall of one bay based on the prescribed standard in the Parking Policy.

The applicant has provided a Parking Management Plan which is included as **Attachment 6** that outlines the following:

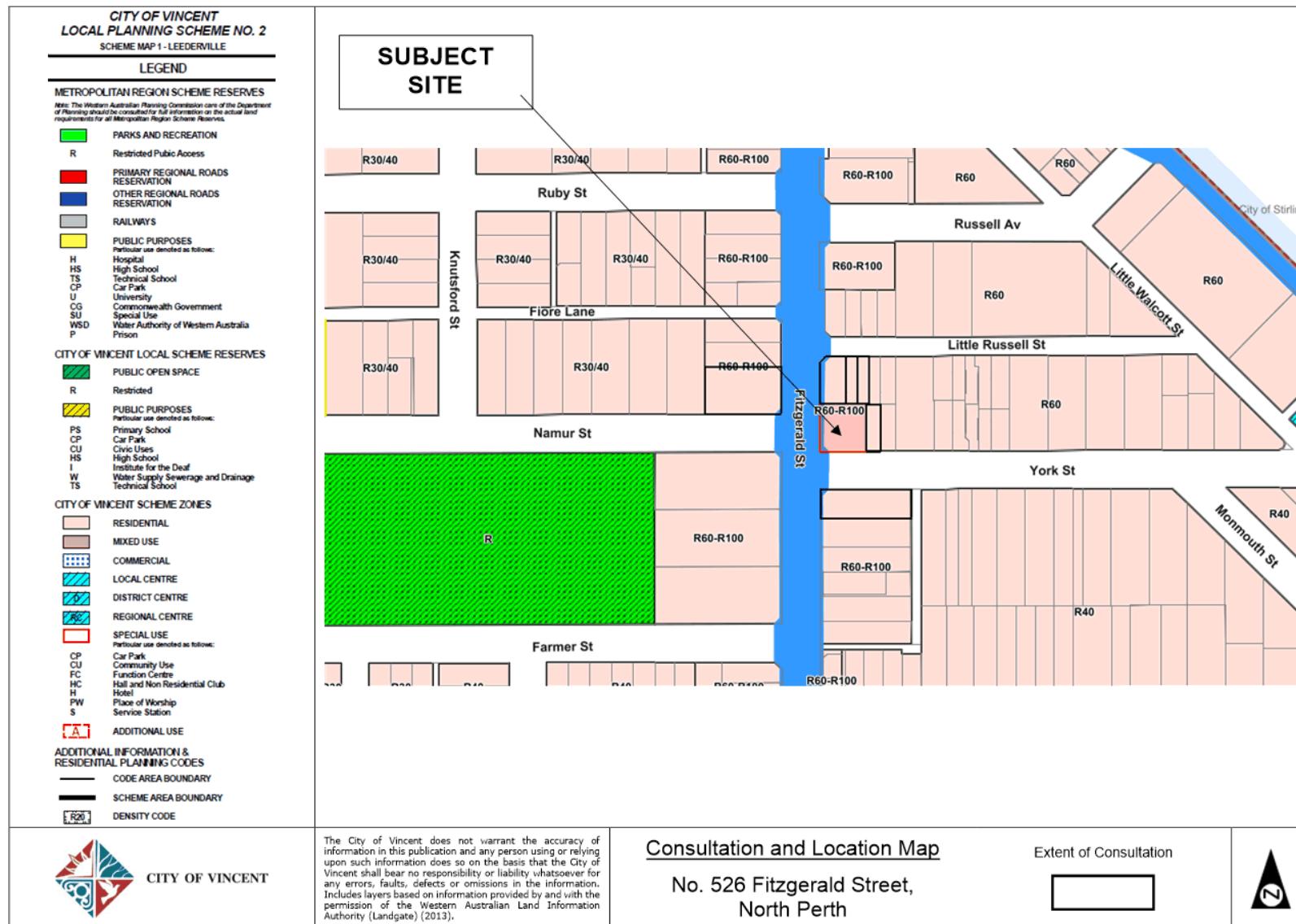
- A total of 5 car bays and one ACROD bay is available for use on site;
- The building has end of trip facilities which are available for staff to use, promoting cycling as an alternate transport mode. There is also a proposed bicycle lock up shed that can facilitate the parking of three bicycles;
- The site has a short term bicycle post that can be used by customers or staff to secure a bicycle whilst attending the site;
- The subject site is located along Fitzgerald Street which is a high frequency bus route with dedicated AM/PM bus lanes; and
- There is ample street parking available on York Street and also across Fitzgerald Street at Woodville Reserve on Namur Street and Farmer Street.

The proposed departure to the Parking Policy standard is consistent with the objectives of the Policy and would not adversely affect the surrounding area for the following reasons:

- The previous approval for the site was to accommodate a maximum of five persons within three offices and one client for the consulting room practitioner, with a minimum of four parking bays to be provided on site. The subject application to amend the previous decision is not seeking the approval of the three offices which would otherwise accommodate up to five persons and associated parking demand;
- The operation of the proposed two consulting rooms is to be organised by appointments which run for one hour each, scheduled with a 10-15 minute break in between appointments. The appointments are pre-booked and scheduled to minimise any overlap. This means that there would be no 'peak periods' in the day that would otherwise typically result in increased demand for car parking;
- The applicant has specified in the parking management plan (**Attachment 6**) that five bays on site that are intended to be made available for and rotated between staff members working in the morning and in the afternoon. The site is, however, highly accessible by alternate modes of transport available to the site, including high frequency bus route and three long term bicycle bays proposed to be provided on site (as discussed below). Administration recommends that rather than five bays be set aside for staff parking as set out in the Parking Management Plan, that three bays being the two easternmost (rear) parking bays in a tandem configuration in addition to the parking bay immediately to the south of the reversing bay identified on the development plans as 'staff only parking bay' be marked and set aside for staff parking. This would make available two bays on site that are not for exclusive use by staff and rather available for customers also, in addition to an ACROD bay on the eastern portion of the site. This parking arrangement would provide greater flexibility in the use of on site parking bays between staff and customers, and better respond to the anticipated parking demands for the site, which would include two clients being attended to on site at any one time. A condition requiring these three parking bays on site to be marked and set aside for staff use has been recommended;
- The one bay car parking shortfall would be mitigated with the availability of the following alternative transport options:
 - The subject site includes short term bicycle parking that was required as a condition of the previous approval. The bicycle parking is located at the entrance to the building, next to the ACROD parking bay space and is capable of securing two customer bicycles;
 - The applicant has provided details in their parking management plan to provide a movable long term bicycle locker on site that would allow for the secure parking for up to three staff bicycles. The locker is proposed to be located in the south western corner of the subject site, external to the existing building and would be screened from view from the adjoining streets. The building is equipped with end of trip facilities including two showers that are able to be used by staff who elect to cycle to work;
 - The inclusion of bicycle parking bays and end of trip facilities would support a shift towards a more active and sustainable transport mode; and
 - The subject site is located within 25 metres of Fitzgerald Street which has a high frequency bus route (960) that runs every 13 minutes on both sides of the street;
- In relation to on-street car parking availability in the area:

- There are two existing on-street parking bays immediately in front of the subject site along York Street that are within 10 metres of the entrance of the premises;
- A review of the City's 2018 Street Parking Survey indicates that there are a total of 41 on-street car parking spaces available along York Street between Fitzgerald Street and Walcott Street. These on-street parking spaces have no time restrictions or ticketing requirement with the bay furthest away located approximately 310 metres from the subject site. The survey that was conducted between 28 November and 1 December 2018 indicates that the maximum occupancy of the on-street bays during the survey period was 54 percent on a Saturday. The proposed consulting rooms are not proposed to operate on Saturdays. The maximum occupancy of the on-street car bays on a Friday was 46 percent between 9:00am to 8:00pm. The City's survey data indicates that there is adequate on-street car parking availability on York Street if required from time to time to support the proposed additional consulting room and its associated one car bay shortfall, and that it would not result in an adverse impact on the availability of on-street car parking in the immediate area; and
- There are additional public car parking bays available along Namur Street adjoining Woodville Reserve. These bays are located within 50 metres of the subject site and across Fitzgerald Street; and
- The City's records show that there have been no car parking-related complaints received for the subject site since the previous approval was granted on 22 September 2015 and since the approved use commenced.

The parking demand generated by the development would be accommodated without the need for a cash-in-lieu contribution from the applicant for the proposed parking shortfall of one bay. This is because parking management on site would enable both staff and customer parking. The subject site is located on a high frequency bus route, as well as being provided with on-site bicycle parking bays and is accessible by public footpaths. These elements support alternate methods of transport to and from the site and would reduce the parking demand generated by the development. There would also be ample on-street public parking bays within close proximity of the subject site that are available for use.





9.1.5 No. 526 (Lot: 118; D/P: 3660) Fitzgerald Street, Corner York Street, North Perth – Proposed Change of Use from Residential to Office and Consulting Room (Medical)

Ward:	South	Date:	4 September 2015
Precinct:	Precinct 10 – Norfolk	File Ref:	PR13525; 5.2014.690.1
Attachments:	1 – Consultation Map 2 – Development Application Plans 3 – Car Parking Table 4 – Department of Planning Comment		
Tabled Items:	Nil		
Reporting Officer:	A Dyson, Statutory Planning Officer		
Responsible Officer:	G Poezyn, Director Planning Services		

OFFICER RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application submitted by P Nguyen on behalf of the owner V & T Nguyen, for the proposed Change of Use from Residential to Office and Consulting Room (Medical) at No. 526 (Lot: 118; D/P: 3660) Fitzgerald Street, Corner York Street, North Perth as shown on plans date stamped 9 December 2014 and amended plans dated 31 August 2015, included as Attachment 2, subject to the following conditions:

1. Use of Consulting Room

- 1.1 A maximum of one consulting room are permitted to operate at any one time; and
- 1.2 The operating hours shall be in accordance with the City's Policy No. 7.5.22 – Consulting Rooms;

2. Car Parking and Accessways

- 2.1 A minimum of four car bays shall be provided onsite;
- 2.2 The disabled bay to comply with the ACROD standards;
- 2.3 Vehicle and pedestrian access points are required to match into existing footpath levels; and
- 2.4 All new crossovers shall be constructed in accordance with the City's Standard Crossover;

3. Active Frontage

Commercial windows, doors and adjacent areas fronting Fitzgerald Street shall maintain an active and interactive relationship with the street;

4. External Fixtures

All external fixtures shall not be visually obtrusive from Fitzgerald and York Streets and neighbouring properties. External fixtures are such things as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like;

5. Prior to the issue of an Occupancy Permit, the following shall be provided:

5.1 Bicycle Bays

One Class 1 or 2 and One Class 3 bicycle facility for the office/consulting room use shall be provided at a location convenient to the entrance and publicly accessible. The bicycle facilities shall be designed in accordance with AS2890.3; and

6. Prior to the first Occupation of the Development the following shall be completed to the satisfaction of the City:

6.1 Car Parking

The car parking areas which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans and maintained thereafter by the owner/occupier to the satisfaction of the City; and

ADVICE NOTES:

1. With reference to Condition 1, any increase in the number of consulting rooms will require approval of a further development application;
2. The applicant is required to obtain an Occupancy Permit from the City;
3. With reference to Condition 2.2, the disabled car parking bay shall be constructed to a minimum size of 4.8 metres by 5.4 metres;
4. All signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Planning Application, and all signage subject to a separate Building Permit application shall be submitted to and approved by the City prior to the erection of the signage; and
5. The City requires that a Road and Verge security bond for the sum of \$1,000 is paid by the applicant, prior to the issue of a building permit, which will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.

COUNCIL DECISION ITEM 9.1.5

Moved Cr Buckels, Seconded Cr Cole

That the recommendation be adopted.

Debate ensued.

Cr Wilcox departed the Chamber at 7.55pm.

Cr Wilcox returned to the Chamber at 7.58pm.

Cr Pintabona departed the Chamber at 8.00pm.

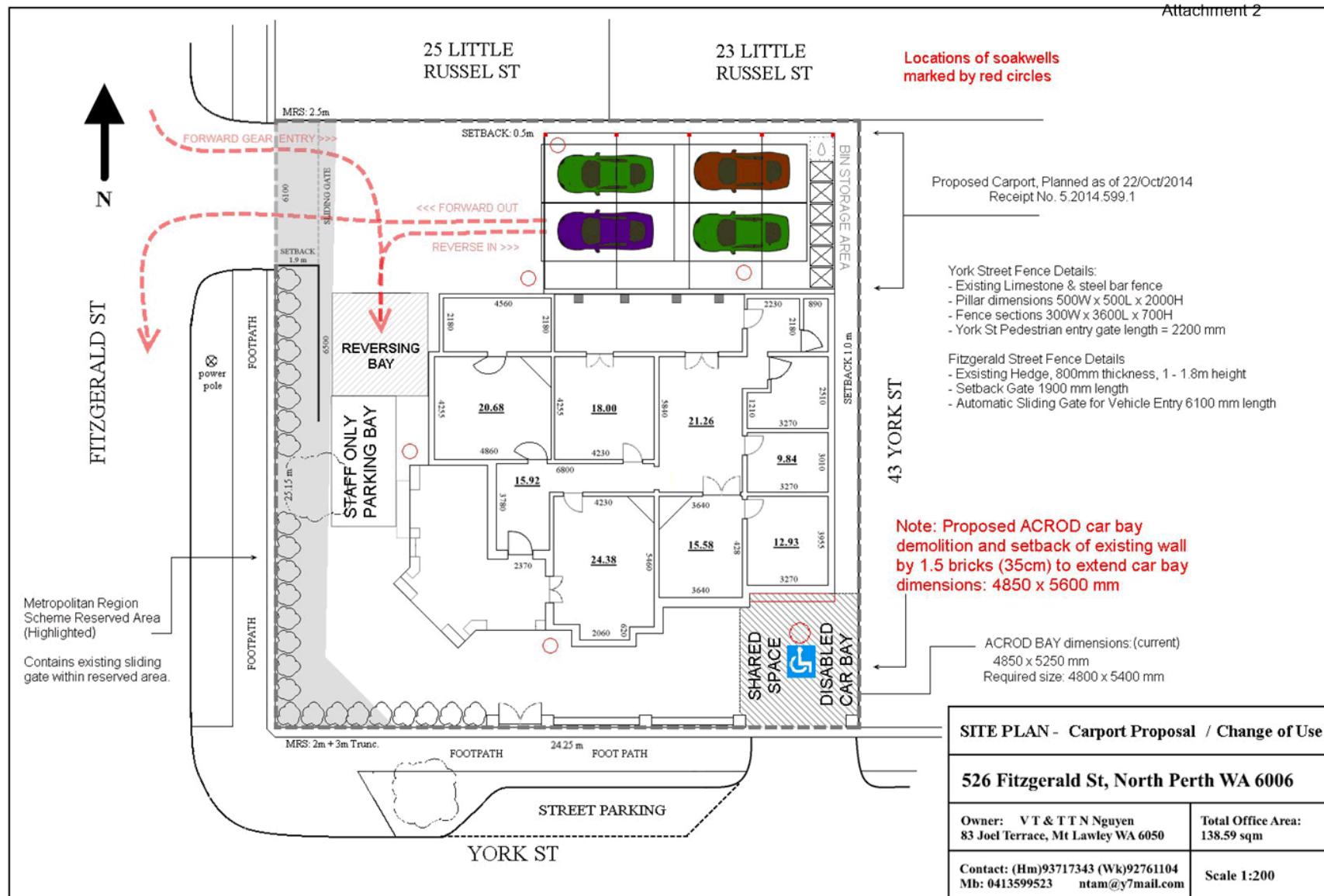
Cr Pintabona returned to the Chamber at 8.02 pm.

MOTION PUT AND CARRIED (5-2)

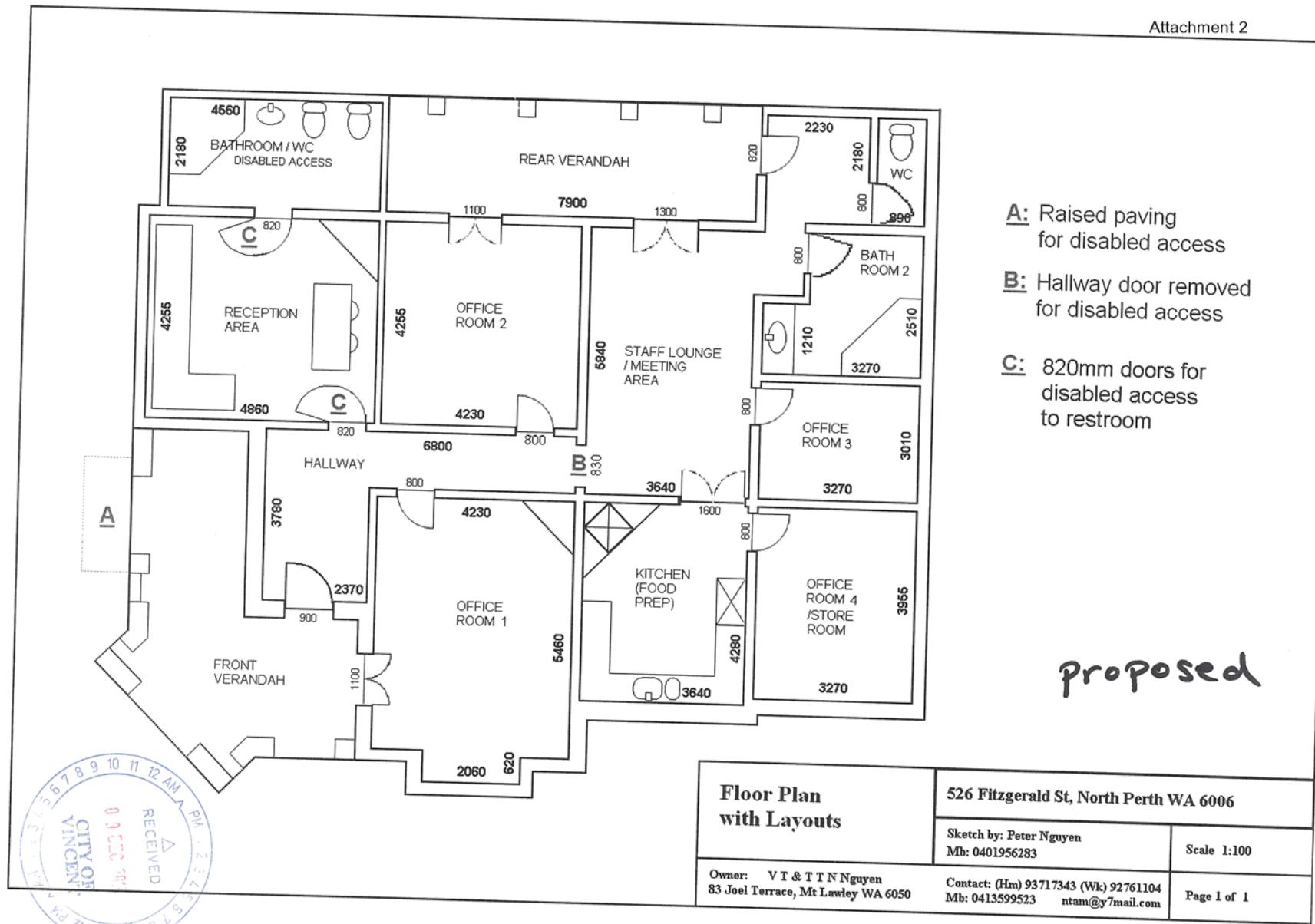
For: Presiding Member Mayor Carey, Cr Cole, Cr McDonald, Cr Pintabona and Cr Wilcox

Against: Cr Buckels and Cr Harley

(Cr Topelberg was on approved leave of absence.)



Attachment 2



proposed

Floor Plan with Layouts

526 Fitzgerald St, North Perth WA 6006

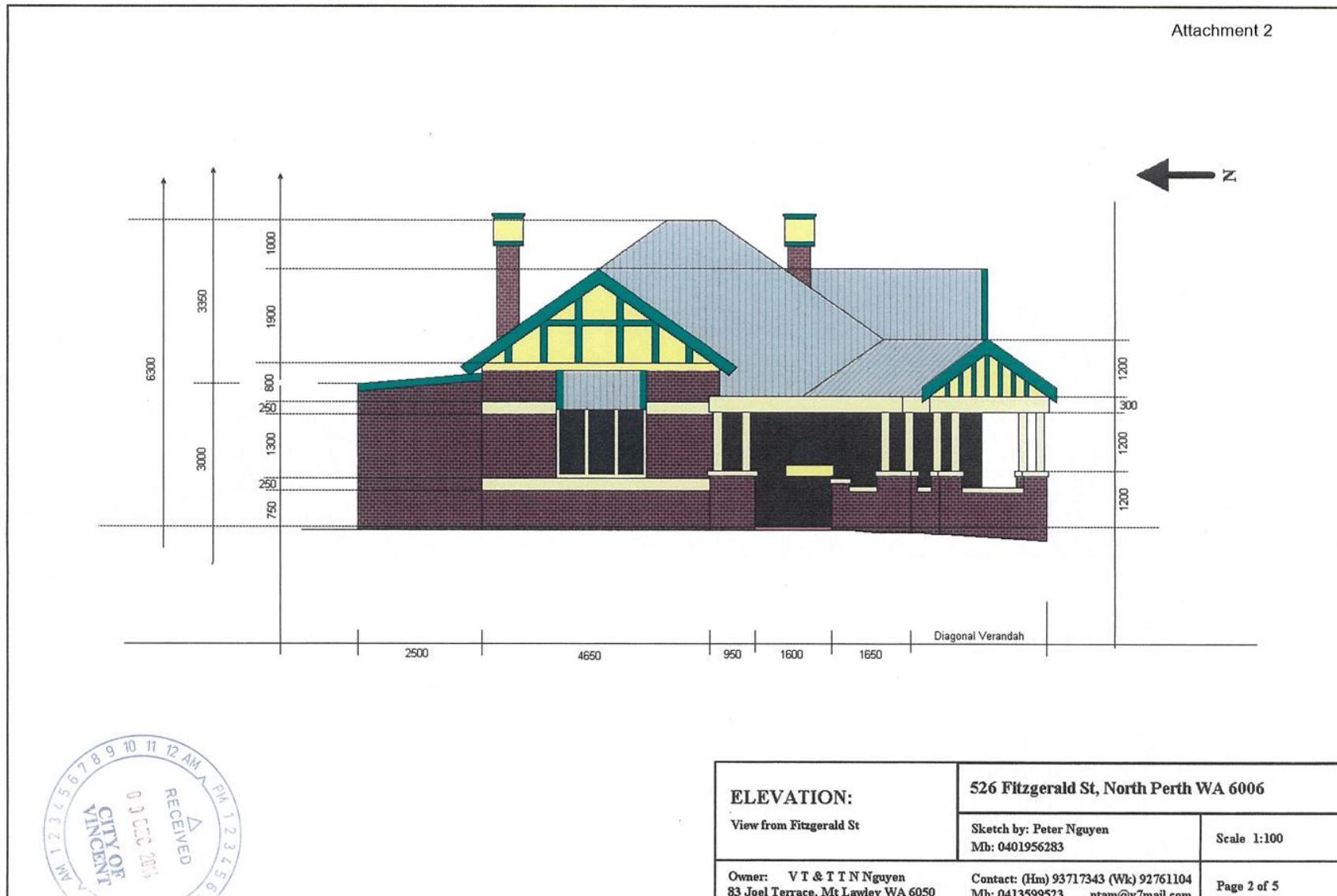
Sketch by: Peter Nguyen
Mb: 0401956283

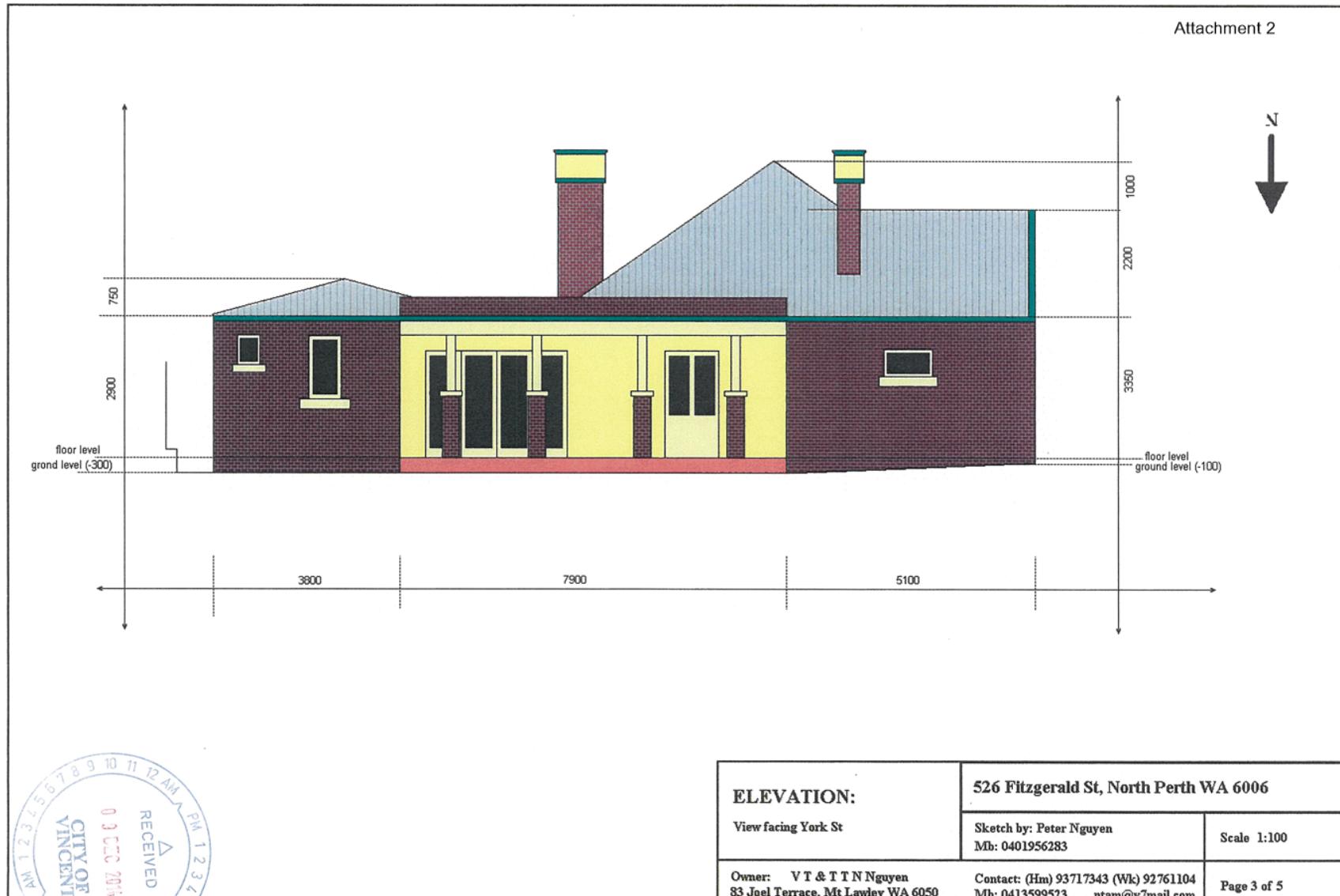
Scale 1:100

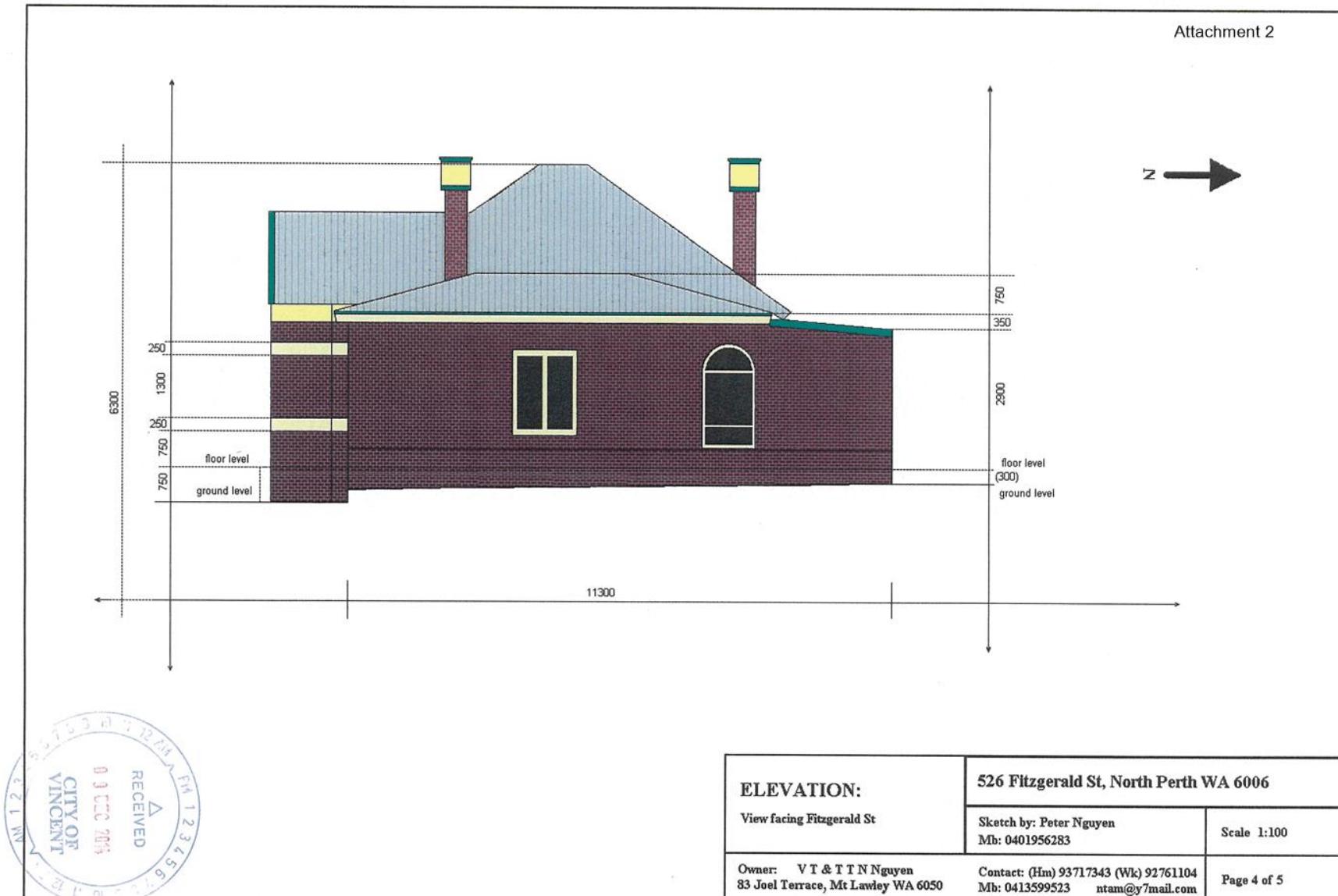
Owner: V T & T T N Nguyen
83 Joel Terrace, Mt Lawley WA 6050

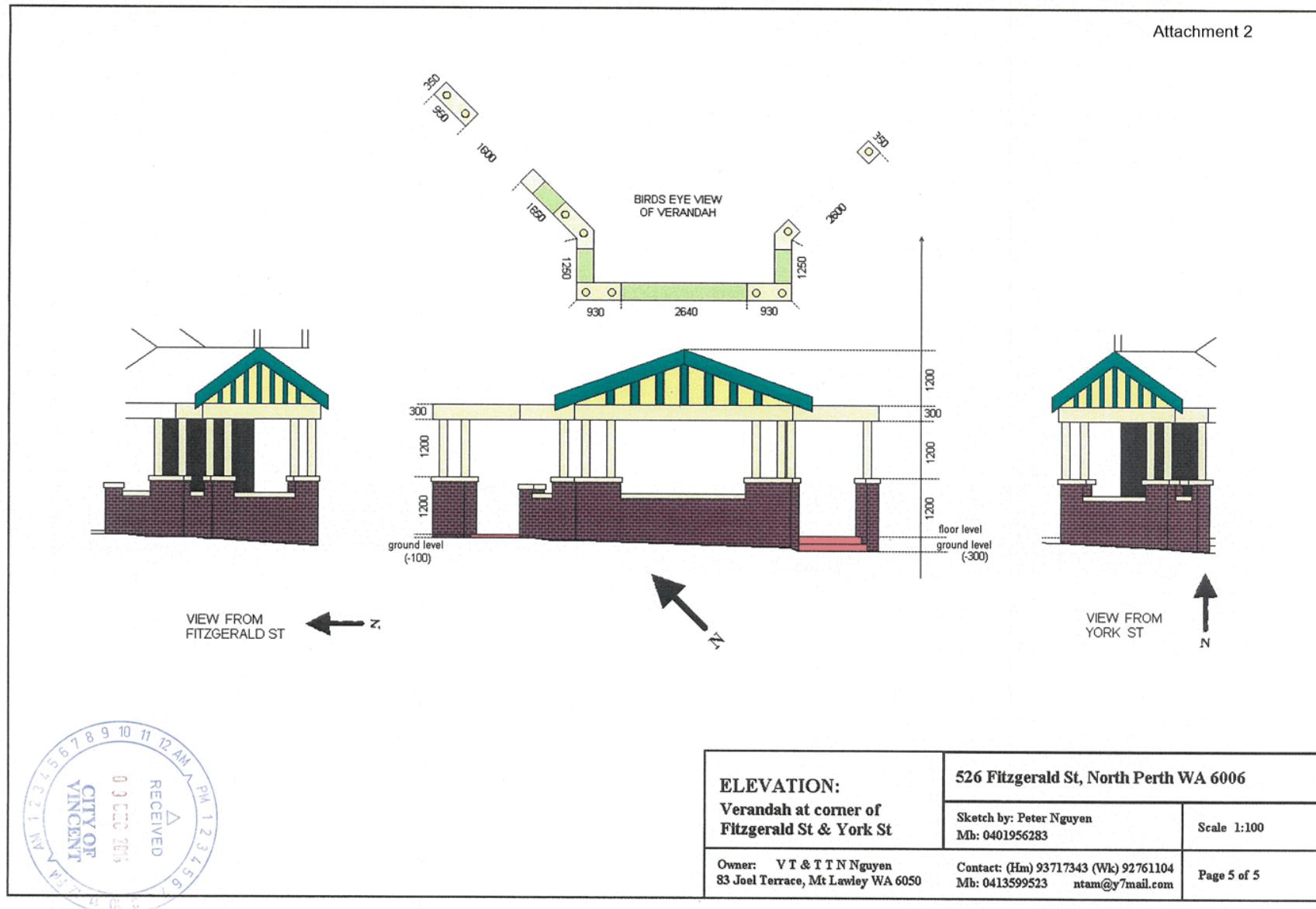
Contact: (Hm) 93717343 (Wk) 92761104
Mb: 0413599523 ntam@y7mail.com

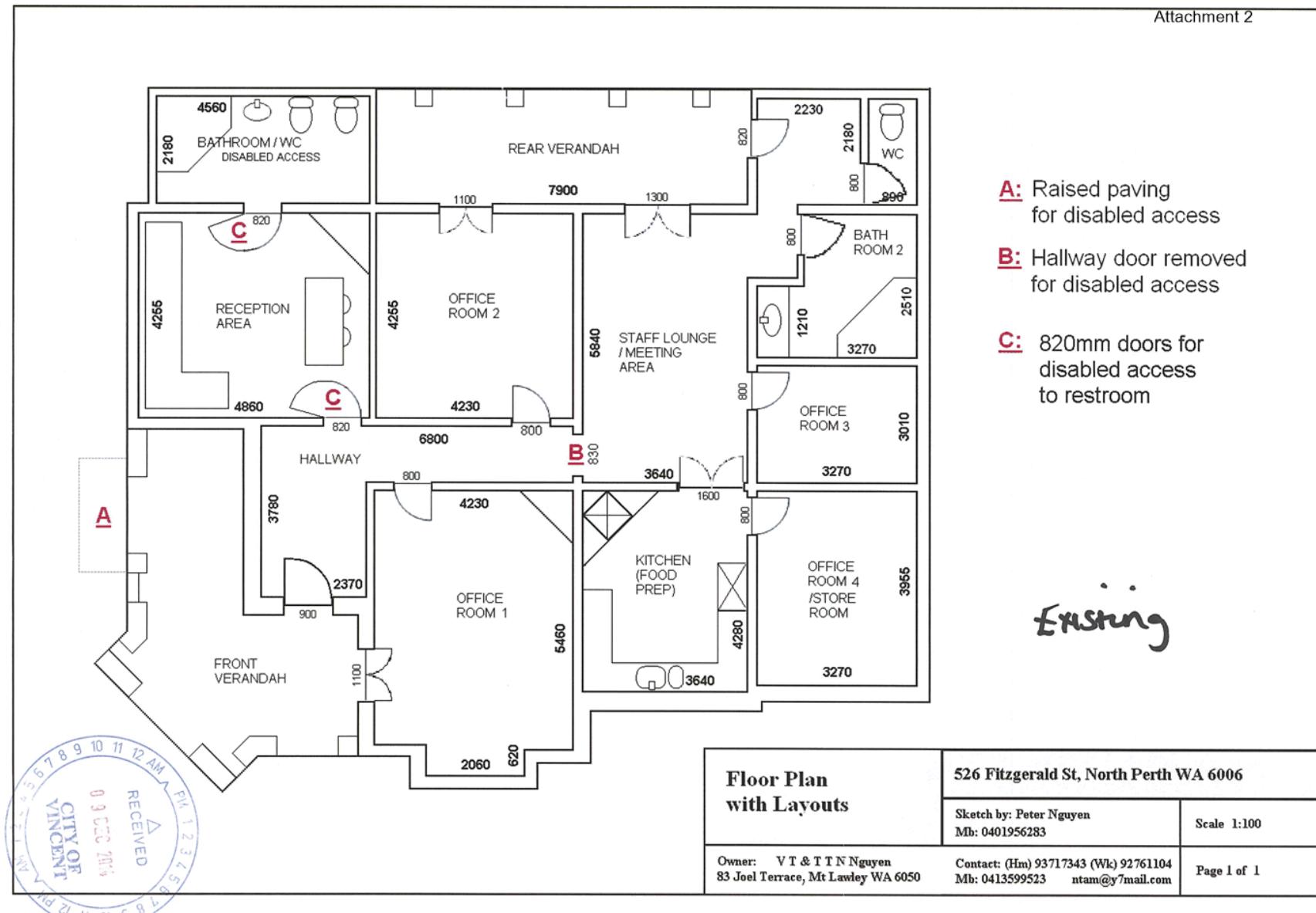
Page 1 of 1

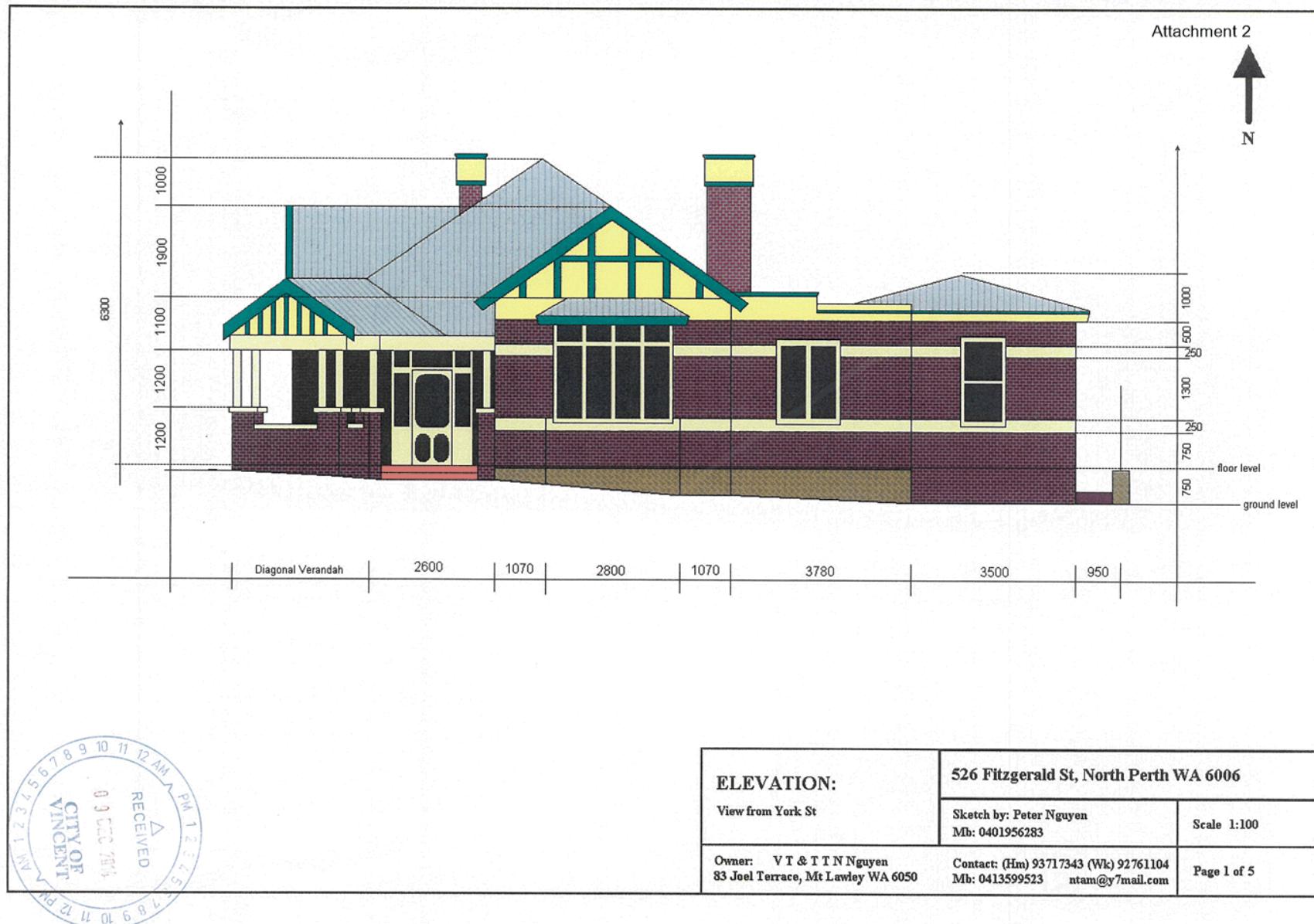


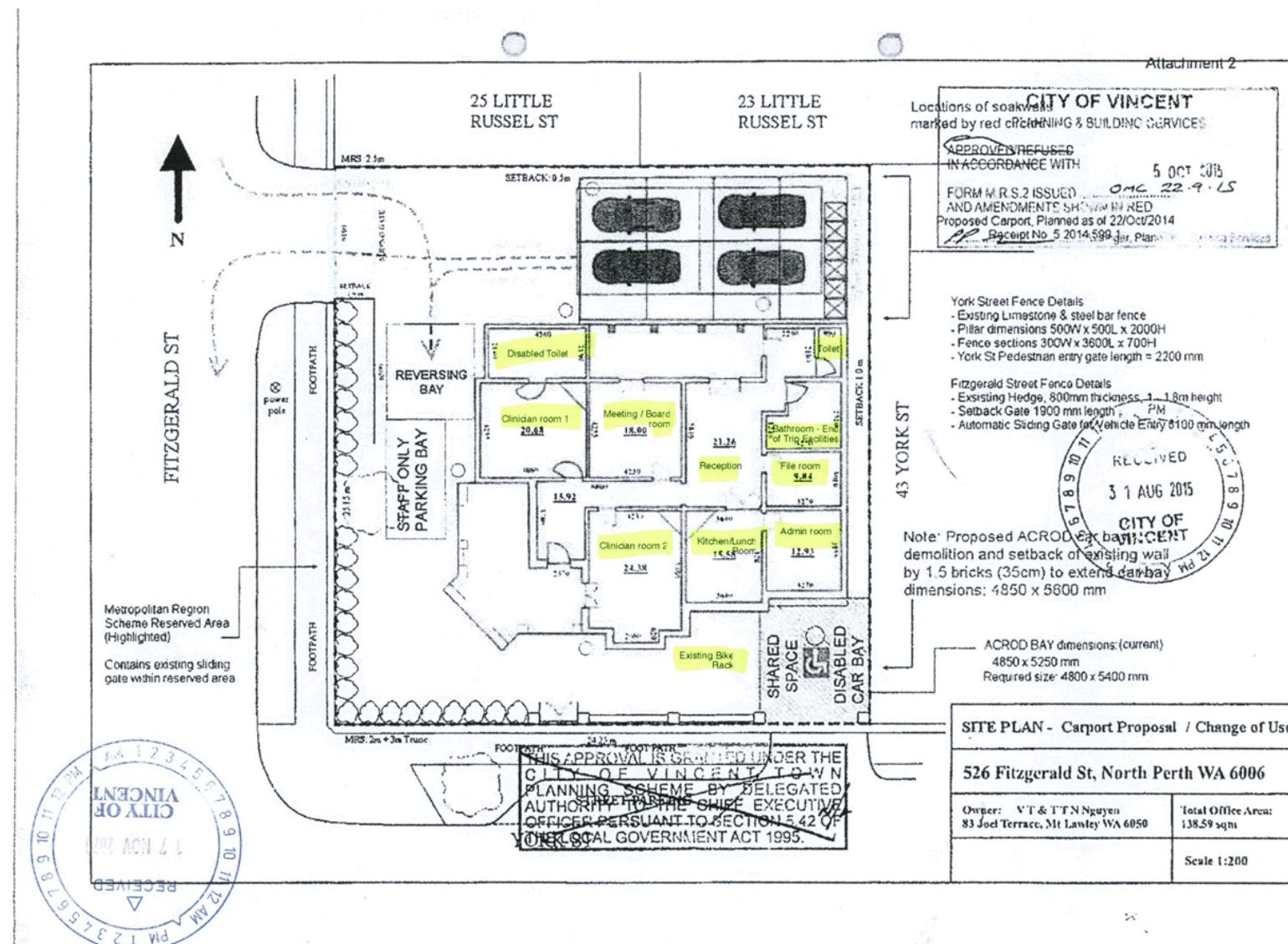












Summary of Submissions:

The table below summarises the comments received during the advertising period of the proposal, together with the Administration's response to each comment.

Comments Received in Objection:	Officer Technical Comment:
<u>Location of Car Parking Spaces</u> Concerns regarding the impact of vehicle noise on the properties adjacent to the existing parking facilities as a result of increased use. Suggestion that no on-site car parking should be provided and that the development should utilise on-street parking facilities.	<ul style="list-style-type: none"> • The development would be required to maintain ongoing compliance with the <i>Environmental Protection (Noise) Regulations 1997</i>. Should any concerns be raised in relation to noise impacts from the development the City would investigate these accordingly. The City's Compliance team have advised that no complaints have been received in relation to the site whilst it has been operating as a consulting room. • Whilst there would be sufficient on street parking to mitigate any adverse impacts of the proposed one bay car parking shortfall, the continued provision of parking on site would be appropriate to assist with future availability of on street parking bays along York Street.
<u>Security</u> Concerns in relation to security of adjoining properties due to increase in the number of parking bays.	The development will continue to be provided with a secure front fence and vehicle access gate to provide security for the on-site parking facilities. The application proposes to maintain the same number of on-site parking spaces and the increased use of these bays would not have an adverse impact on the security of adjoining properties.
<u>Privacy</u> Concerns in relation to privacy of adjoining properties due to increase in the number of parking bays.	The application does not propose any changes to the existing building envelope or built form, all existing floor levels remain unchanged and the development would not result in any adverse impact on the adjoining property in relation to privacy and overlooking.
<u>Property Values</u> Concerns in relation to declining property values of adjoining properties due to increase in the number of parking bays.	As outlined in the City's Community Consultation Guidelines, the effect of an individual development on adjoining property values is not a valid planning consideration in decision making. Notwithstanding, the proposed land use is existing and the increase from one consulting room to two does not represent a significant increase in the intensity of the use.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The table below summarises the comments received during the first advertising period of the proposal, together with the Applicant's response to each comment.

Comments Received in Objection:	Applicant's Response:
<u>Location of Car Parking Spaces</u> <ul style="list-style-type: none"> Concerns regarding the impact of vehicle noise on the properties adjacent to the existing parking facilities as a result of increased use. Suggestion that no on-site car parking should be provided and that the development should utilise on-street parking facilities. 	<ul style="list-style-type: none"> As a Psychology practice, the traffic we generate is quite low compared to other medical practices. Our clients are in sessions for 1 hour and therefore we have lower attendance to the practice compared to a General Practitioners who sees clients every 10 minutes. In addition, we have 10-15 minutes between client sessions which allows a gap between clients leaving and attending sessions. We are utilising parking onsite for team members only to limit the impact on the area. We have not increased the number of car parking bays from previous use. (See Parking instruction diagram given to clients – attached) The property is on Fitzgerald street and thus has a large ambient noise level due to the excessive traffic on this major arterial road. As a Psychology practice we aim to reduce the noise level we generate as we need a calm and quiet area for our clients. Thus, we are quieter than most clinics/offices due to the requirements for our clients. The previous tenants were a pop-up wedding venue, and we are a drastic reduction in noise and traffic level.
<u>Security</u> <ul style="list-style-type: none"> Concerns in relation to security of adjoining properties due to increase in the number of parking bays. 	<ul style="list-style-type: none"> The property has screens and high fences, thus limiting the interference with neighbouring properties. We are utilising parking onsite for team members only to limit the impact on the area. We have not increased the number of car parking bays from previous use. (see photos and parking instruction diagram given to clients – attached).
<u>Privacy</u> <ul style="list-style-type: none"> Concerns in relation to privacy of adjoining properties due to increase in the number of parking bays. 	<ul style="list-style-type: none"> The property has screens and high fences, thus limiting the interference with neighbouring properties. We are utilising parking onsite for team members only to limit the impact on the area. We have not increased the number of car parking bays from previous use. (see photos and parking instruction diagram given to clients – attached).
<u>Property Values</u> <ul style="list-style-type: none"> Concerns in relation to declining property values of adjoining properties due to increase in the number of parking bays. 	<ul style="list-style-type: none"> The previous tenants were a pop-up wedding venue and would have had more transient traffic than we generate. We are utilising parking onsite for team members only to limit the impact on the area. We have not increased the number of car parking bays from previous use. (see photos and parking instruction diagram given to clients – attached).

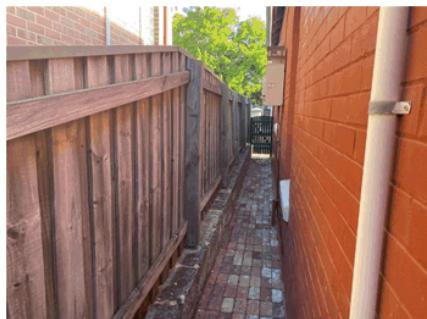
Summary of Submissions:

Note: Submissions are considered and assessed by issue rather than by individual submitter.

From front property facing rear neighbour

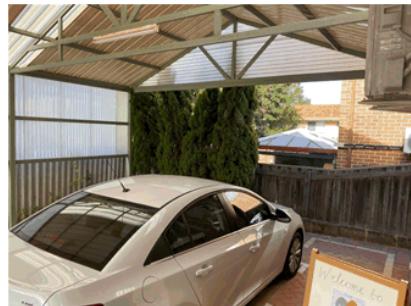


Rear of building – High fence



Summary of Submissions:

Rear of Parking area – Blocked view



Left side of building facing neighbours – blocked view



Summary of Submissions:

Parking Instructions given to Clients:



**CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS**

APPENDIX 2 – PARKING MANAGEMENT PLAN FRAMEWORK

Owner/Applicant Details	
Name:	Karl Smith
Address:	46 Pointer Way, Girrawheen WA 6064
Phone:	0430959673
Email:	karl@theresakidd.com.au
Applicant Signature:	

Property Details	
Lot Number:	88
Address:	526 Fitzgerald Street, North Perth WA 6006

Parking Allocation:

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

Parking Allocation	
Total Number Car Parking Spaces:	6
Total Number Short Term Bicycle Parking Spaces:	2
Total Number Long Term Bicycle Parking Spaces:	3 – Proposed Bike Shed (see attached image)
Total Number Other Bays:	1 reversing bay

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

Alternative Transport:

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

Transport Option	Type & Level of Service
Public Transport	
Train	With connection from Bus No. 960 on Fitzgerald Street, within 25 Metres of front door, on both sides of the street.
Bus	Bus No. 960, runs every 13 Mins to Perth, Bus stop on both sides of Fitzgerald street, within 25 Metres of front door.
Pedestrian	
Paths	Walk paths down both sides of Fitzgerald Street
Facilities	Toilet and Bathroom on property
Cycling	
Paths	Bike path from Freeway bike path to Fitzgerald Street Along Scarborough Beach Road and Angove Street.
Facilities	End of Trip includes 2 x Shower, 2 x Toilet
Secure Bicycle Parking	Bike rack – for 2 bikes and proposed 3 bike storage shed to be erected onsite – See attached photo
Lockers	Locker with 4 compartments
Showers/Change Room	2 x Shower – Changer room, 2 x Toilet

Public Parking:

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

	No. Marked Spaces	Location	Parking Restrictions
On Street Parking	2 Additional public parking bays at reserve and street parking.	In front of building on York Street Woodville reserve on Namur Street and Farmer Streets – with Zebra Crossing directly opposite property on Fitzgerald street for safety.	None
Off Street Parking	6	On property	

Parking Management Strategies

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

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

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

1. Details of who will be responsible for management, operation and maintenance of parking (inclusive of car stackers);

Karl Smith as the Business Manager is responsible for ensuring all staff and clients are aware of the correct locations to park. A diagram is included in our welcome emails for new clients. (This attached below)

2. Management of allocation of parking bays as specified in this Parking Management Plan including signage and enforcement;

A diagram is included in our welcome emails to clients, and is enforced by reception staff and management. (see attached image)

3. Management of Tandem Parking for staff/tenants;

All Staff are inducted into the correct locations to park and we have assigned bays to morning and afternoon team members so that the movement of vehicles is kept to a minimum.

4. Way finding measures to ensure efficient use of parking facilities; and

We encourage the use of public transport and cycling, thus reducing the need for parking. We have low volume of cliental, hourly appointments with 10-15 minute gaps which allows for clients leaving and attending sessions.

5. Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.

Short term bicycle spaces for 2 bikes and proposed Long term bicycle storage for 3 bikes. We have 2 lots of End of Trip facilities – which includes 2 showers/bathrooms on the property and 2 toilets. We also have lockers for storage of riding gear (4 spaces). We encourage all team members to have a healthy lifestyle and lead by example with riding and or walking to work. The public transport to the property is excellent as the Bus No. 960 travels along Fitzgerald Street and stops on both sides within 25 metres of the property.

Images of proposed Bike Storage:

Keter Store 1.90m x 1.09m x 1.32m



Parking Instructions for Clients:

