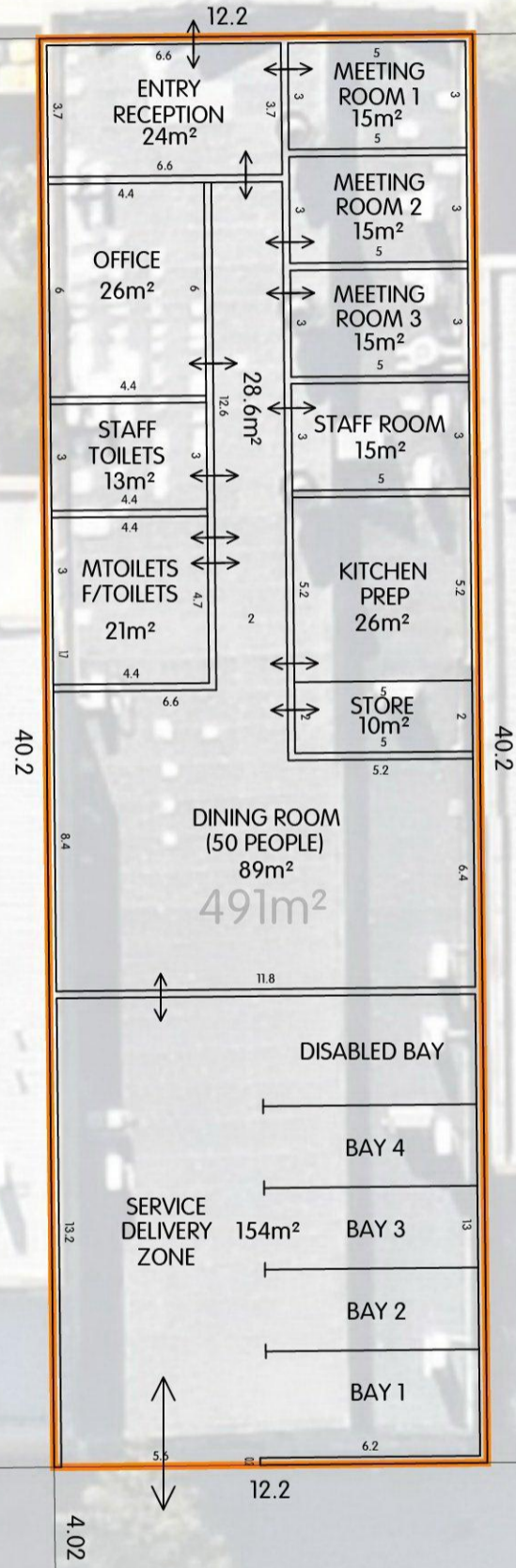




BRAMALL ST



CADASTRAL INFORMATION
 SOURCE: LANDGATE-SLIP
 YYMMDD:
 DWG REF:
 PROJECTION: PCG94

AERIAL PHOTOGRAPHY
 SOURCE: NEARMAPS
 YYMMDD: 180624



SIZE A3 1:200



A BASE PLAN
 REV DESCRIPTION

180903 SB TT
 YYMMDD DRAWN APPR'D

FLOOR PLAN
Lot 36 Bramall Street, East Perth
 City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 A

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY



**EXISTING SIGNAGE
TO BE REPLACED**

**EXISTING SIGNAGE
TO BE REMOVED**



CADASTRAL INFORMATION
SOURCE: PHOTOGRAPH
YYMMDD: 180903
DWG REF: N/A
PROJECTION: N/A

AERIAL PHOTOGRAPHY
SOURCE: N/A
YYMMDD: N/A



SIZE A4_NOT TO SCALE

A UPPER CASE TEXT
REV DESCRIPTION

180904 EVDL EVDL
YYMMDD DRAWN APPR'D

EXISTING SIGNAGE - FRONT ELEVATION
Lot 36, 13 Bramall Street, East Perth
City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 B



**EXISTING SIGNAGE
TO BE REPLACED**

CADASTRAL INFORMATION
SOURCE: PHOTOGRAPH
YYMMDD: 180903
DWG REF: N/A
PROJECTION: N/A

AERIAL PHOTOGRAPHY
SOURCE: N/A
YYMMDD: N/A



SIZE A4_NOT TO SCALE



A ELEVATION PLAN
REV SIGNAGE

180904 EVDL EVDL
YYMMDD DRAWN APPR'D

EXISTING SIGNAGE - REAR ELEVATION
Lot 36, 13 Bramall Street, East Perth
City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 A



PROPOSED SIGNAGE

CADASTRAL INFORMATION
SOURCE: PHOTOGRAPH
YYMMDD: 180903
DWG REF: N/A
PROJECTION: N/A

AERIAL PHOTOGRAPHY
SOURCE: N/A
YYMMDD: N/A



SIZE A4_NOT TO SCALE



A ELEVATION PLAN
REV SIGNAGE

180904 EVDL EVDL
YYMMDD DRAWN APPR'D

PROPOSED SIGNAGE - REAR ELEVATION
Lot 36, 13 Bramall Street, East Perth
City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 A



PROPOSED SIGNAGE

EXISTING SIGNAGE TO BE REMOVED



CADASTRAL INFORMATION
SOURCE: PHOTOGRAPH
YYMMDD: 180903
DWG REF: N/A
PROJECTION: N/A

AERIAL PHOTOGRAPHY
SOURCE: N/A
YYMMDD: N/A



SIZE A4_NOT TO SCALE



A UPPER CASE TEXT
REV DESCRIPTION

180904 EVDL EVDL
YYMMDD DRAWN APPR'D

PROPOSED SIGNAGE - FRONT ELEVATION
Lot 36, 13 Bramall Street, East Perth
City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 B

OUR REF: BAR EPH

5 September 2018

City of Vincent
PO Box 82
Leederville WA 6902

[REDACTED]

[REDACTED]

**RE: DEVELOPMENT APPLICATION - LOT 36, 13 BRAMALL STREET, EAST PERTH
SIGNAGE & CHANGE OF USE TO COMMUNITY PURPOSE
CITY OF VINCENT**

RobertsDay
planning-design-place

Roberts Day acts on behalf of [REDACTED] the future landowner of Lot 36, 13 Bramall Street, East Perth in making an application for change of use (Community Purpose) and associated signage.

In support of the application, please find enclosed a USB containing:

- Copies of the development application plans (Floor Plan and Elevation);
- Copy of the Certificate of Title;
- Signed Development Application Form;
- Parking Management Plan (prepared by GTA Consultants).

1.0 Location

The subject site is 491m² in area and is legally described as Lot 36, on Deposited Plan 2001 contained within Certificate of Title Volume 1284 Folio 26.

2.0 Statutory Considerations

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Commercial' under the City of Vincent's (the City) Local Planning Scheme No. 2 (LPS2).

3.0 Background

Lot 36 (13) Bramall Street was previously operating as Finline Print and Copy Service which has now closed and relocated. The proposed "Community Purpose" land use will operate out of the existing building, with no modifications or additions proposed to the exterior of the building.

Approval is sought for "Community Purpose" for the operations of 'The Shopfront'. The Shopfront is the name of a drop-in services run by the Catholic Church that provides assistance and acts as a referral to visitors who may be experiencing difficulties dealing with problems in their life (i.e. accommodation, budgeting, depression, hunger, loneliness).

[REDACTED]

'The Shopfront' currently provides services at 170 Whatley Crescent, Maylands and is designed to cater for the needs of local residents.



Figure 1: 'The Shopfront' located at 170 Whatley Crescent, Maylands



Figures 2 & 3: 'The Shopfront' volunteers preparing the lunch service at 170 Whatley Crescent, Maylands

4.0 Development Proposal

Approval is sought for:

- 491m² Community Purpose land use;
- Wall sign 1.0m (h) by 3.5m (w) facing Bramall Street; and
- Wall sign 1.0m (h) by 3.5m (w) facing rear laneway.

The proposed Community Purpose provides a localised drop-in service providing counselling to help clients seek expert advice and assistance, hospitality – a cup of coffee, sandwiches/biscuits; offers friendship to the lonely and isolated people in society; and provides practical assistance to people in need (clothing, vouchers, utility payments).

The 491m² proposed Community Purpose floor space will include:

- 24m² reception area, with seating for people waiting counselling services;
- 26m² office space for administration;
- Three (3) 15m² counselling rooms;
- 89m² dining space for up to 50 people;
- 26m² kitchen area to facilitate preparation of light refreshments (e.g. sandwiches);
- 15m² staff room for staff breaks;
- Male and female shared toilets;
- Separate staff toilets;
- 10m² storage room for non-perishable living essentials including clothing, canned food and toiletries;
- Rear service delivery access for visiting laundry service;
- Four (4) on-site car bays for staff parking; and
- One (1) on-site disabled car bay.

4.1 Staffing and Operating Hours

The centre employs four (4) full time staff, for the administration of the centre and to provide counselling services to visitors. Up to six (6) volunteers visit the site for the preparation and service of food during the lunch period.

- The four (4) full time staff members will operate from the centre between the hours of 8.30am-5.00pm.
- The Shopfront centre is open between the hours of 10.00am-2.00pm for visitors to drop in. On average it is estimated 50 people over the 4 hour opening period will visit the centre (approximately 15 visitors per hour).
- Six (6) volunteers assist in the preparation and clean up of the lunch service between the hours of 10.00am-2.00pm.
- Light refreshments such as sandwiches, tea and coffee are served at the centre during the lunch period between 11.00am-1.00pm.
- After 2.00pm, the building is closed to visitors, with the four (4) staff remaining on site until 5.00pm.

4.2 Land use permissibility

The Shopfront centre is most closely aligned to the “Community Purpose” land use, which means *a premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.*

“Community Purpose” is not a use listed within the City’s Local Planning Scheme No. 2 (LPS2) Land Use Table. In accordance with Part 18(4) of LSP2, the City may approve a use that is not specifically referred to in the zoning table

and that cannot reasonably be determined as falling within any other use in the zoning table, where the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government.

The following demonstrates that the Community Purpose land use is consistent with the Commercial Zone objectives:

Commercial Zone objectives	Compliance with objectives
<p>a) To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.</p>	<p>The proposed Community Purpose provides a service to facilitate people within the local community by providing counselling and referral services. It is considered that this provides economic benefit to the City by helping residents with employment and housing.</p> <p>The Community Purpose use will not prejudice the development of the area for commercial activity.</p> <p>It is also considered that the scale and nature of the Community Purpose is more compatible with the Commercial Zone than any other listed zone.</p>
<p>b) To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.</p>	<p>Given the proposal does not include any additions or alterations to the building, additional sustainability principles cannot be achieved. It is however considered that the proposed Community Purpose use will generate less waste and energy demand than other uses permitted with the Commercial Zone.</p>
<p>c) To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.</p>	<p>The proposal retrofits an existing vacant commercial building, with no changes or alterations to the exterior of the building. The existing building is therefore consistent with the existing streetscape and the scale of the surrounding commercial land uses.</p>

4.3 Local Planning Policy 7.5.2 – Signs and Advertising

A 1.0m (h) by 3.5m (w) “Wall Sign” is proposed to advertise The Shopfront. This sign is to be affixed on the front façade of the building, over the doorway entry, facing Bramall Street. This sign will replace the existing Finline Print & Copy Service signage which is currently in place.

A second 1.0m (h) by 3.5m (w) “Wall Sign” is proposed to be affixed at the rear entry, facing the laneway, to provide wayfinding for the visitor entrance. This sign will replace the existing Finline Print & Copy Service signage which is currently in place.

The following summarises the signage compliance in accordance with the City of Vincent's Local Planning Policy 7.5.2 – Signs and Advertising:

Wall Sign Development Provisions	Compliance
a) be limited to a maximum number of two such signs on any one wall for each tenancy within a building other than a building within a residential zone;	Two signs are proposed for the proposed Shopfront Community Purpose, being placed on the front and rear walls of the building. Any existing signs on site will be removed.
b) not exceed 10 percent in area in total on any one wall (excluding projecting signs), unless a sign strategy acceptable to the City of Vincent for the whole site has been submitted and approved.	Each sign proposed (3.5m ² in area) will occupy less than 10% of the wall the sign will be affixed to.
c) if placed directly over door openings, have a minimum clearance of 2.7 metres from the finished ground level;	The sign placed above the entry on Bramall Street will be affixed more than 2.7m from the ground level, so as not to obstruct the existing sliding door entrance.
d) if attached to the building by means of cables, ropes or the like: <ul style="list-style-type: none"> • be non-flammable; or • not be erected for more than 14 days in total in any one calendar year; 	The signs are proposed to be affixed to the walls.

5.0 Local Planning Policy 7.7.1 – Non-residential Development Parking Requirements

Community Purpose land use is not a use listed within Table 1 of the City's Non-Residential Development Car Parking Requirements. The car parking requirements are therefore to be determined by the City based on a site specific Parking Management Plan. A Parking Management Plan has therefore been prepared by GTA Transport Consultants (refer **Attachment 1**).

The Parking Management Plan proposes:

- Five (5) car parking bays, including one (1) disabled car bay access from the rear laneway.
- Four (4) of the car bays will be allocated to the four (4) permanent staff who will operate from the premises from the hours of 8.30am to 5.00pm.
- The six (6) volunteer staff members that assist with the lunch service will utilise the existing surrounding on-street car parking, bicycle parking and the surrounding public transport network.
- Due to the financial situation of visitors to the centre, none of the visitors will be travelling to the site by car and will utilise the surrounding public transport and bicycle/pedestrian pathway network.

5.1 Car Parking

To provide a comparative analysis against the City's Non-residential Development Parking Requirements, the Parking Management Plan outlines the proposed administrative office and counselling rooms would generate 2 car bays if assessed as an Office land use (with the requirement to provide 2 car bays per 100m² NLA). A total of two (2) car bays would therefore be required on site. The proposal provides of five (5) car bays, three (3) over the Office land use requirements. This demonstrates that the proposal caters for more car parking than a permitted Office development of similar scale. The proposed five (5) car bays therefore adequately cater for the four (4) staff members who will operate from the site between 8.30am-5.00pm.

5.2 Public Transport

The subject site is within close proximity (50m) of the East Perth train station and high frequency bus routes along East Parade and Lord Street to the west. As listed in the Parking Management Plan there are a number of bus routes within walking distance from the site along Lord Street.

Due to the financial hardship of the customers it has been observed that all visitors to 'The Shopfront' centre in Maylands travel by public transport and/or walk to the centre, with some public transport costs covered by vouchers provided by the centre. The assumption has therefore been made that all future visitors to 'The Shopfront' centre will also travel by public transport and/or walk.

5.3 Bicycle and Pedestrian Network

The site is well serviced by a principle shared path network which connects the site south to the City, east Graham Farmer Freeway and north along the Midland railway line. A bicycle rack, catering for six (6) bicycle bays will also be provided within the centre to encourage visitors and volunteers to cycle to the site.


5.4 On-Street Car Parking

As detailed in the Parking Management Plan there are a total of 81 on-street car bays available within 200m (2-3 minute walk) from the site. An analysis of the on-street car parking demand indicates that during the peak period of 12pm there are approximately 30 on-street car bays available. This is ample capacity to cater for the six (6) volunteers to park for the lunch service between 10am to 2pm. It should be noted that this analysis does not include car parking at the East Perth train station, which provides all day car parking.

Should the six (6) volunteers drive to the site, they will be request to park on Joel Terrace between Summers Street and Bramall Street where there the Parking Management Plan indicates there is parking for approximately 17 car bays with no time restrictions, with reduced peak demand.

1.0 Summary

The proposed Community Purpose land use and associated signage is consistent with the City's Local Planning Scheme No. 2 zone objectives and advertising signs requirements. The Shopfront provides important community facilities for the wellbeing of the City's residents. The Parking Management Plan demonstrates there is adequate car parking provided on site and in the surrounding street network to cater for user demand.

We trust that the information provided is sufficient and look forward to the City's favourable consideration of the application. Should you require any additional information, or wish to discuss the matter further, please contact the undersigned 

Yours sincerely

ROBERTS DAY





Lot 36 (13) Bramall Street, East Perth Parking Management Plan

Client // [REDACTED]
Office // WA
Reference // W159620
Date // 04/09/18

Lot 36 (13) Bramall Street, East Perth

Parking Management Plan

Issue: B-F 04/09/18



GTA Consultants Office: WA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	04/09/18	Draft				
A	04/09/18	Final				
B	04/09/18	Final				

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Table of Contents

1. Introduction	1
1.1 Purpose of this Report	1
1.2 Proposed Development	1
1.3 Site Context	1
2. Parking Allocation	3
2.1 Parking Provision	3
3. Alternative Modes of Transport	4
3.1 Public Transport	4
3.2 Pedestrian and Cyclist Facilities	5
4. Public Parking	7
5. Parking Management Plan & Management Strategy	9
5.1 Parking Management Plan	9
5.2 Parking Management Strategies	11
6. Findings & Summary	13

Appendices

-
- A: Proposed Redevelopment Plans

Figures

Figure 1.1:	Subject Site and its Environs	2
Figure 1.2:	Zoning Map	2
Figure 3.1:	Existing Cycling Network	5
Figure 3.2:	Department of Transport's Future Cycle Network	6

Tables

Table 2.1:	Parking Provision	3
Table 3.1:	Public Transport	4
Table 4.1:	Current Detailed On-street Parking Demand within 200m	7
Table 4.2:	Historical Snapshot On-street Parking Demand within 200m	8
Table 5.1:	Owner/Applicant Details	9
Table 5.2:	Property Details	9
Table 5.3:	Parking Allocation	9
Table 5.4:	Detailed Parking Allocation	10

Table 5.5:	Alternative Transport Modes	10
Table 5.6:	Available Public Parking within 200m	11

1. Introduction

1.1 Purpose of this Report

GTA Consultants (GTA) has been commissioned by Roberts Day, [REDACTED] [REDACTED] to document a car parking management plan for the City of Vincent for the proposed Change of Use at Lot 36 (13) Bramall Street, East Perth (subject site) from the existing Factory to a Referral Centre for Families.

As part of the Development Application, a Parking Management Plan is required by the City of Vincent.

1.2 Proposed Development

A Referral Centre for Families is proposed at the subject site. The application proposes:

- The Centre to be open to customers from 10.00am to 2.00pm. The referral centre would see on average 50 people over this four-hour opening period.
- Four (4) staff members to be on the site from 8.30am-5.00pm.
- Six (6) volunteers to be onsite during lunch period 10.00am-2.00pm.
- Lunch is served from 11.00am-1.00pm.
- Five (5) on-site parking bays.

Access to the development is either via the front (for pedestrian entry) for customers coming to counselling sessions or via the rear laneway for the four staff members to park their vehicles on-site and volunteers/customers coming for the lunch service.

Due to the financial situation and the expected clientele, none of the customers will be travelling by car. It is likely they will travel by public transport, walk from the surrounding areas or travel by bike.

A local footpath network is currently provided on both sides of Bramall Street which connects to other footpaths within the local footpath network, as well as the East Perth Train Station.

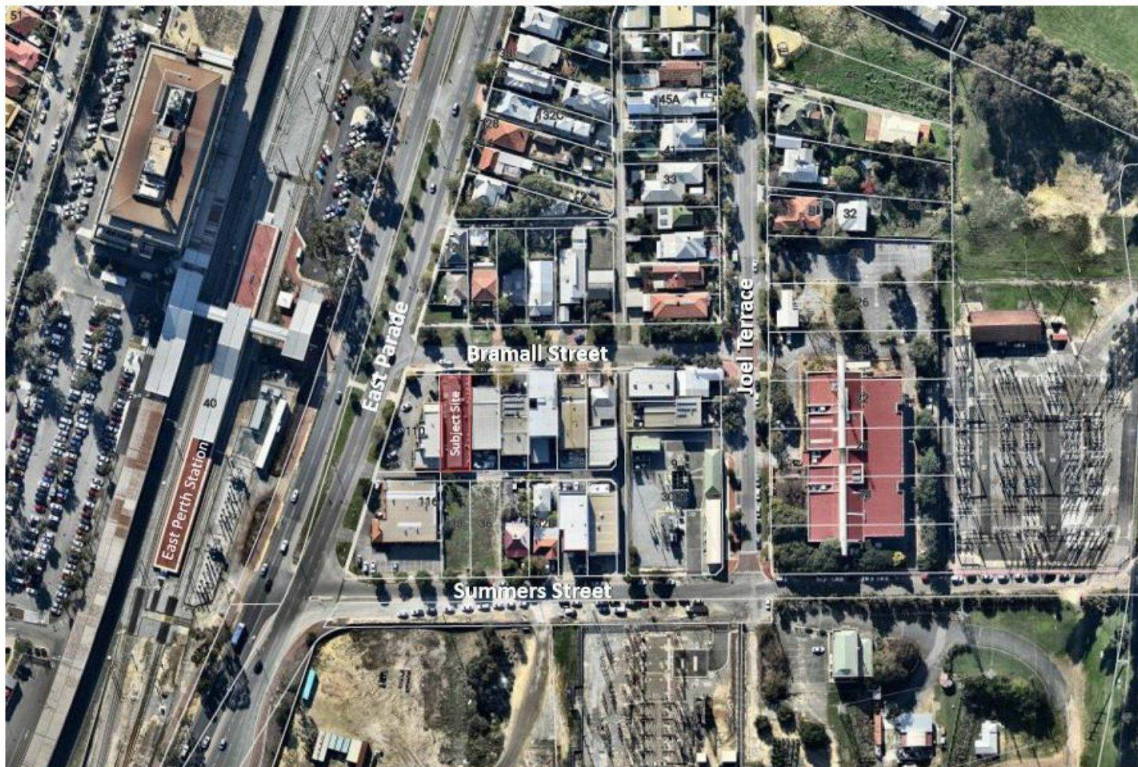
1.3 Site Context

The subject site is approximately 491m² in area, and zoned Urban under the Metropolitan Scheme (MRS) and Commercial under the City of Vincent's Local Planning Scheme No. 2 (LSP 2). It is bound by Bramall Street and Residential Lots to the north, Commercial land uses such as offices and office shop land uses to the east and west, and an access laneway to the south (with access to East Parade, Bramall Street and Summers Street).

The subject site is approximately 9m from land identified as the East Parade Primary Regional Road Reservation under the MRS, and 20m from East Parade. The subject site is also approximately 50-60m from the East Perth Train Station.

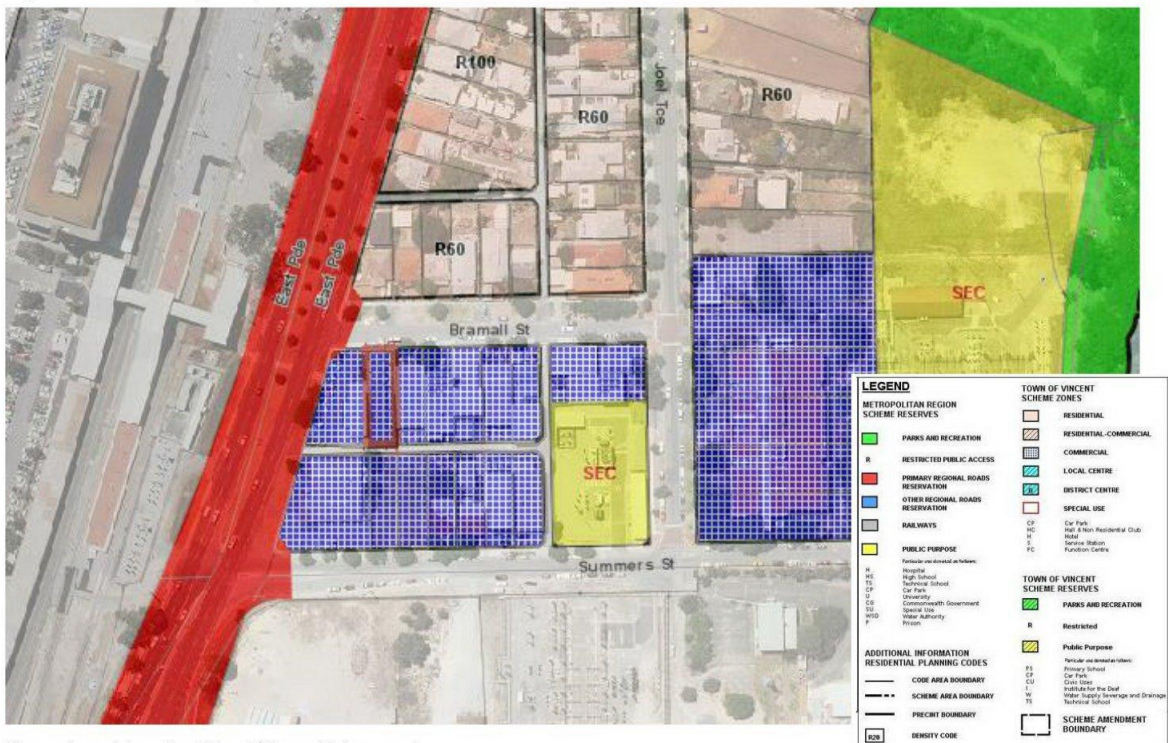
The location of the subject site and the surrounding environs is shown in Figure 1.1, and the land zoning is shown in Figure 1.2.

Figure 1.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

Figure 1.2: Zoning Map



(Reproduced from the City of Vincent Intramaps)

2. Parking Allocation

2.1 Parking Provision

The development proposes five (5) parking bays to be provided on site.

The development is classed as an “other land use” under Table 1 from the City of Vincent Policy 7.7.1 Non-residential Development Parking Requirements and thus the actual parking to be provided is to be determined by the City of Vincent on a site-specific Parking Management Plan, that being the purpose of this report.

The floor area uses of the building proposed is as summarised below:

- Office/Entry Reception 50m²
- Counselling Rooms 45m²
- Meals/Dining 89m²
- Kitchen/Store 36m²
- Staff Room 15m²
- Parking 154m²
- Toilets & Hall 62.6m²

Under the City of Vincent’s Policy 7.7.1 Non-residential Development Parking Requirements, the office and counselling room use should provide 2 bays per 100m² for a Transit Corridor, under which this proposed development falls. This is summarised below.

Table 2.1: Parking Provision

Number of Bays Required	Number of Bays Provided	Surplus/Shortfall
2	5	+3

There is expected to be a three-bay surplus in on-site parking to be provided based on the proposed use. All five (5) proposed bays will be utilised fully by the four (4) full time staff on-site plus there will be the provision of a disabled bay. The parking access aisle inside the building will be utilised by delivery vehicles/laundry services to briefly park and then exit the building.

Customers are all expected to utilise public transport or walk/ride to the facility from the local area. The volunteers working and serving meals are expected to be on-site only between 10am and 2pm and are expected to park on the local street network during this short period.

Access to the parking is to be via the rear laneway which connects East Parade to another laneway connecting between Bramall Street and Summers Street.

3. Alternative Modes of Transport

3.1 Public Transport

The subject site is highly accessible via public transport given its close proximity of 50m to the East Perth Train Station. A number of bus routes are also available on Lord Street, within a 650m walk via Lord Street, Summers Street and the footbridge over the Midland Railway line. Public transport is summarised in Table 3.1:

Table 3.1: Public Transport

Route	Frequency	Key Destinations	Distance from Site
Midland Railway Line	10min (peak) 15min (off peak)	Perth, Bayswater, Guildford, Bassendean, Midland	~50m
Bus Route 41	15-20min (peak) 60min (off peak)	Elizabeth Quay, Mt Lawley Tafe, Bayswater	~650m
Bus Route 42	10-15min (peak) 30min (off peak)	Elizabeth Quay, Mt Lawley Tafe, Maylands	~650m
Bus Route 48	30min (peak) 50min – 60min (off peak)	Elizabeth Quay, Morley Bus Station	~650m
Bus Route 55	20min (peak) 60min (off peak)	Elizabeth Quay, Mt Lawley Tafe, Bassendean Town Centre	~650m

3.2 Pedestrian and Cyclist Facilities

The subject site is also within close proximity to Principal Shared Paths connecting west into the Perth Central Business District, east along the Graham Farmer Freeway and north, along the Midland Railway Line, as shown in Figure 3.1. there is also a good footpath network in the area, with footpaths available on both sides of Bramall Street connecting to the local network which also have footpaths on both sides of the street such as East parade, Joel Terrace and Summers Street.

Figure 3.1: Existing Cycling Network



The cycling hierarchy stipulated by the Department of Transport has Primary, Secondary and Local routes as the movement-based network, in red, blue and green respectively. This has slightly changed from the Transport Plan (principal, strategic and local). The Perth Transport Plan shows a primary (red) route abutting the site to the west along East Parade and a strategic (blue) route to the south on Summers Street, as shown in Figure 3.2.

Figure 3.2: Department of Transport's Future Cycle Network



3.2.1 End of Trip Facilities

The referral centre proposes to have one (1) bike rack to allow staff and customers to ride bikes to and from the referral centre. The type of rack proposed will be able to cater for six (6) bikes in secure parking within the building.

Under the City of Vincent's Policy 7.7.1 Non-residential Development Parking Requirements, the 94m² of the building to be utilised as an office/counselling room use should provide 0.8 bays per 100m² long term bike bays for employees and 0.2 bays per 100m² for short term parking, in this case customers.

Based on the floor areas in Section 2 the development should provide for one (1) bicycle for employees and no racks are required for customers.

However, given the proximity of the site to Principal Shared Paths, bike racks for customers in excess of the above requirement are recommended. Additional racks could also be located on the verge immediately in front of the referral centre between the footpath and the roadway.

4. Public Parking

No formal (i.e. line marked) on street parking is provided along Bramall Street. However, the road reserve widths allow for informal on-street parking. The same applies for Summers Street between East Parade and Joel Terrace. Formal line marked on-street parking bays are provided on Joel Terrace from Summers Street northwards.

The following 81 parking bays are available within 200m (approximately a 2-3 minute walk) of the front door of the subject site on Bramall Street:

- Bramall Street 19 unmarked bays with 2P restrictions on the south side of the street and no restriction on the north side of the street
- Summers Street (East Pde to Joel Tce) 30 unmarked bays with 1P restriction on the north side of the street and no restriction on the south side of the street
- Joel Tce (Bramall St to Summers St) 17 marked bays with no restriction on either side of the street
- Joel Tce (N of Bramall St to No. 38) 15 marked bays with 2P restrictions on both sides of the street

The parking area located on the western side of East Parade at the East Perth train station has not been included in the above assessment as this facility is only for Transperth patrons for a fee of \$2 per day.

Parking surveys were undertaken for the above parking within 200m of the proposed development. This was undertaken with patrol surveys at 9am, 12pm, 2pm and 5pm on Friday 31st August 2018. The weather was partly cloudy with a temperate of approximately 17C.

Table 4.1: Current Detailed On-street Parking Demand within 200m

Street	9am	12pm	2pm	5pm
Bramall St	3	5	5	4
Summers St	23	27	25	10
Joel Tce S	12	14	14	10
Joel Tce N	2	6	5	3
Total	40	52	49	27
Spare Capacity	41	29	32	54

Also, Nearmap was utilised to understand how parking might vary through the year for the 12-months to June 2018.

Table 4.2: Historical Snapshot On-street Parking Demand within 200m

Street	Noon, Fri Aug 17	PM, Fri Oct 17	AM, Thu Dec 17	PM, Mon Feb 18	PM, P/H Apr 18	Noon, Sun Jun 18
Bramall St	12	7	2	8	11	8
Summers St	27	21	16	22	26	27
Joel Tce S	13	13	6	13	14	13
Joel Tce N	6	5	2	6	4	5
Total	58	46	26	49	55	53
Spare Capacity	23	35	55	32	26	28

Based on the above it is apparent that there has been ample spare parking supply/capacity on streets within 200m of the proposed development over an extended period at various times of day and year.

Based on the survey undertaken over one day and the examination of the longer-term use patterns of the on-street parking, it is concluded that there is ample on-street parking to cater for the expected on-street parking by volunteers to the proposed development.

5. Parking Management Plan & Management Strategy

This section details the requirements required by the City of Vincent to assess the development under their policy and is prepared in accordance with their parking management plan framework. Sections 1 to 4 of this report should also be referenced to provide further background to the information provided below.

5.1 Parking Management Plan

5.1.1 Applicant Details

The table below details the applicant details for this proposed development.

Table 5.1: Owner/Applicant Details

Applicant Details	
Name	Emma van der Linden (RobertsDay)
Address	Level 2, 442 Murray Street, Perth, WA, 6000
Phone	08 9213 7300
Email	Emma.VanDerLinden@robertsday.com.au
Applicant Signature	

5.1.2 Property Details

The table below details the property details for this proposed development.

Table 5.2: Property Details

Property Details	
Lot Number	Lot 36
Address	13 Bramall Street, East Perth

5.1.3 Parking Allocation

Table 5.3: Parking Allocation

Parking Allocation	
Total Number Car Parking Spaces	2 required, 5 provided (inc disabled bay)
Total Number Short Term Bicycle Parking Spaces	0 required, 5 provided,
Total Number Long Term Bicycle Parking Spaces	1 required, 1 provided
Total Number Other Bays	1 Delivery/Laundry (within parking aisle)

Table 5.4: Detailed Parking Allocation

Development Type	Development Users	Parking Allocation			
		Type/Duration	No. Car spaces	No. Bicycle Spaces	No. Other Spaces
Other Land Use, Transit Corridor	Staff	Employee (>4hrs)	4	1	0
	Staff	Volunteers (<4hrs)	0	0	0
	Customers	Visitors	0	5	0
	Other	Deliveries/Laundry (15 mins)	0	0	1 (within parking aisle)
	Other	Disabled	1	0	0

5.1.4 Alternative Transport

The following table outlines the alternative transport options available to users of this development. All customers are expected to use alternative transports modes due to their socio-economic circumstances.

Table 5.5: Alternative Transport Modes

Transport Option	Type & Level of Service
Public Transport	
Train	Midland Railway Line within 50m of site with peak services every 10 minutes and 15 minutes off-peak
Bus	Routes are on Lord Street 650m from the site with combined peak services every 10 minutes and 15-30 minutes off-peak
Pedestrian	
Paths	Footpaths located on all streets within 200m vicinity of the site
Facilities	Ramps and warning signs for a pedestrian crossing of East Parade at western end of Bramall Street
Cycling	
Paths	Principle Shared path along Midland Railway line located approximately 50m from the proposed development. Shared path located along Swan River located approximately 375m from the site
Facilities	Ramps and warning signs for a pedestrian crossing of East Parade at western end of Bramall Street
Secure Bicycle Parking	One (1) for staff, Five (5) for customer
Lockers	To be provided in the staff room
Shower/Change Room	Change room area to be provided within the toilet facilities

5.1.5 Public Parking

A review of the public parking available within approximately 200m of the proposed development has shown the following supply of parking.

Table 5.6: Available Public Parking within 200m

	No. Marked Spaces	Location	Parking Restrictions
On Street Parking	81	Bramall Street Summers Street (East Pde to Joel Tce) Joel Tce (Summers St N to No. 30)	2P on south side 1P on north side 2P north of Bramall Street
Off Street Parking	151 + 3 Disabled	East Perth Station	Transperth Customers Only

Of the 81 on-street parking spaces available within 200m of the proposed referral centre, during peak use of the on-street parking, approximately 12pm, there is approximately 30 spaces available for cars to park. This is ample capacity to cater for the expected six (6) volunteers to park for short periods between 10am and 2pm during the preparation and serving of meals at the referral centre.

5.2 Parking Management Strategies

The following strategies are proposed to ensure that the parking for the development is managed to appropriately and leads to a satisfactory overall parking management for the entire referral centre's parking operation.

5.2.1 Management & Operation

The staff parking will be managed by the manager of the referral centre.

5.2.2 Management of Parking Allocation

Of the five (5) on-site parking bays, four (4) will be allocated to the long-term staff working there from 8.30am to 5pm, whilst a further disabled bay is provided on an as needed basis. Signage will be erected to advise that access to the parking at the rear of the building is strictly for staff and deliveries only or disabled parking. In the first instance, volunteers will be requested to park Joel Terrace between Summers Street and Bramall Street where there is parking for approximately 17 cars and spare capacity of approximately three (3) to four (4) cars and both side of the street are commercial in land use. In the second instance, then only Bramall Street will be utilised and only to park on the south side of Bramall Street, again on the side of the road with commercial use.

5.2.3 Management of Tandem Bays

There are no tandem parking bays per se, but deliveries and the laundry service are expected to access the site from the laneway and enter the parking aisle at the rear of the building to briefly park. This will block in the long-term staff parking.

This is not an issue as vehicles parked in the long-term staff parking will not be utilised by staff during office hours and thus the parking aisle can be used by delivery vehicles and the laundry service to briefly park.

This will be managed by the manager of the referral centre and staff advise when a vehicle is parked in the parking aisle.

5.2.4 Way Finding

As all parking on-site is to be provided for staff, there is no requirement for way-finding measures to be implemented.

5.2.5 Promotion of Alternative Transport Modes/Work Place Travel Plan

The provision of an on-line parking guide should be provided to detail the available access to the site via public transport, namely taking the Midland Railway line services to the East Perth train station. Also, customers coming from areas such as Maylands/Bayswater can utilise bus services along Lord Street, stopping approximately 500m from the site. This advice should also be provided by staff when customers telephone the referral centre to make an appointment.

Also, customers will be advised of the proximity and location of the Principal Shared Paths alongside the Midland Railway line and the Swan River on-line and when calling the referral centre for an appointment.

To further encourage the use of alternative transport, customers will be advised not to drive their vehicles to the referral centre due to no on-site parking available.

Also, the installation of bike racks could be considered immediately in front of the referral centre on the verge between the footpath and the edge of the road.

6. Findings & Summary

Overall, the proposed referral centre will provide ample on-site parking and with appropriate strategies in place will manage the expected parking associated with volunteers and customers.

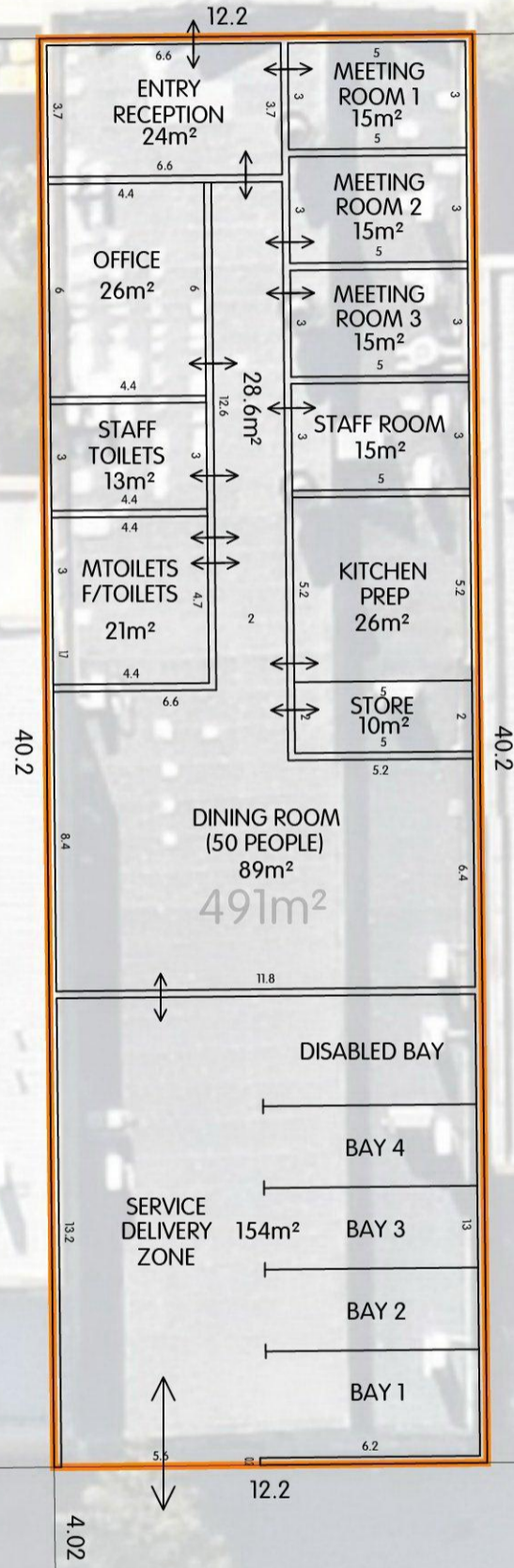
- i The development provides adequate parking to serve the needs of its customers with all customers expected to not require any parking to be provided.
- ii Alternative public car parking is available (with a significant number of unused on-street parking bays) this being on-street for short term volunteers working at the referral centre between 10am and 2pm.
- iii On-site bike parking has been provided for both referral centre staff and customers of the referral centre.
- iv Alternative transport modes are available and of a very high standard, with high-frequency train services located approximately 50m from the proposed development and Principal Shared Paths also similarly located in proximity.
- v The proposed Parking Management Plan is considered appropriate and addresses the expected usage of the proposed development.

Appendix A

Proposed Redevelopment Plans



BRAMALL ST



CADASTRAL INFORMATION
 SOURCE: LANDGATE-SLIP
 YYMMDD:
 DWG REF:
 PROJECTION: PCG94

AERIAL PHOTOGRAPHY
 SOURCE: NEARMAPS
 YYMMDD: 180624



SIZE A3 1:200



A BASE PLAN
 REV DESCRIPTION

180903 SB TT
 YYMMDD DRAWN APPR'D

FLOOR PLAN
Lot 36 Bramall Street, East Perth
 City of Vincent

REF NO. DRAW NO. REV.
BAR EPH RD1 001 A

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY

