



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS



Project:

Car Parking Review

Cottesloe Pier Development and Underwater Observatory

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CONTENTS

1.	Introduction	1
2.	Transport Impact and Car Parking Assessment Objective	
3.	Location	
4.	Development Proposal.....	
4.1.	Proposed Land Use	
4.2.	Site Access Arrangements.....	
4.3.	Car Parking	
5.	Existing Situation.....	3
5.1.	Existing Site Use	
5.2.	Existing Parking Provision.....	
5.3.	Existing Surrounding Land Uses.....	
5.4.	Existing Surrounding Road Network	
5.4.1.	Road Hierarchy	
5.4.2.	Intersections.....	
5.5.	Existing Traffic Volumes.....	
5.6.	Existing Pedestrian/Cyclist Networks.....	
5.7.	Existing Public Transport	
5.8.	Crash History	
6.	Changes To Surrounding Transport Networks.....	
7.	Integration with Surrounding Area.....	
8.	Analysis of Transport Networks.....	
8.1.	Assessment Years	
8.2.	Time Periods for Assessment	
9.	Traffic Generation and Distribution.....	
9.1.	Traffic Generation	
9.2.	Traffic Distribution	



10.	Intersection Capacity Analysis	
10.1.	SIDRA Analysis	
10.2.	Review of On-Site Circulation, Service/Delivery Arrangements and Sightlines	
11.	Car Parking Assessment and Management.....	
12.	Pedestrian and Cyclist Demand and Facility Assessment	
13.	Public Transport Accessibility	
14.	Conclusions	6
15.	Appendix A – Site Plan	
16.	Appendix B – SIDRA Analysis Results.....	

1. INTRODUCTION AND DEVELOPMENT PROPOSAL

Shawmac has been commissioned to undertake a Car Parking Review associated with the proposal to construct a restaurant/café, function room, luxury accommodation and underwater observatory at the existing Cottesloe Pier at Cottesloe Beach, in the Town of Cottesloe.

The proposal consists broadly of the following elements:

- 160 seat restaurant/café/bar/lounge area;
- 96 seat function room;
- A luxury hotel suite;
- Underwater observatory and jetty/swimming area; and
- Ancillary office and storage facilities.

The proposed uses would be accessible via a pedestrian bridge constructed into the Indian Ocean as an extension of the existing Cottesloe Pier with no vehicular access available.

No dedicated car parking is proposed for the development.

Figure 1 illustrates the local context of the development proposal.

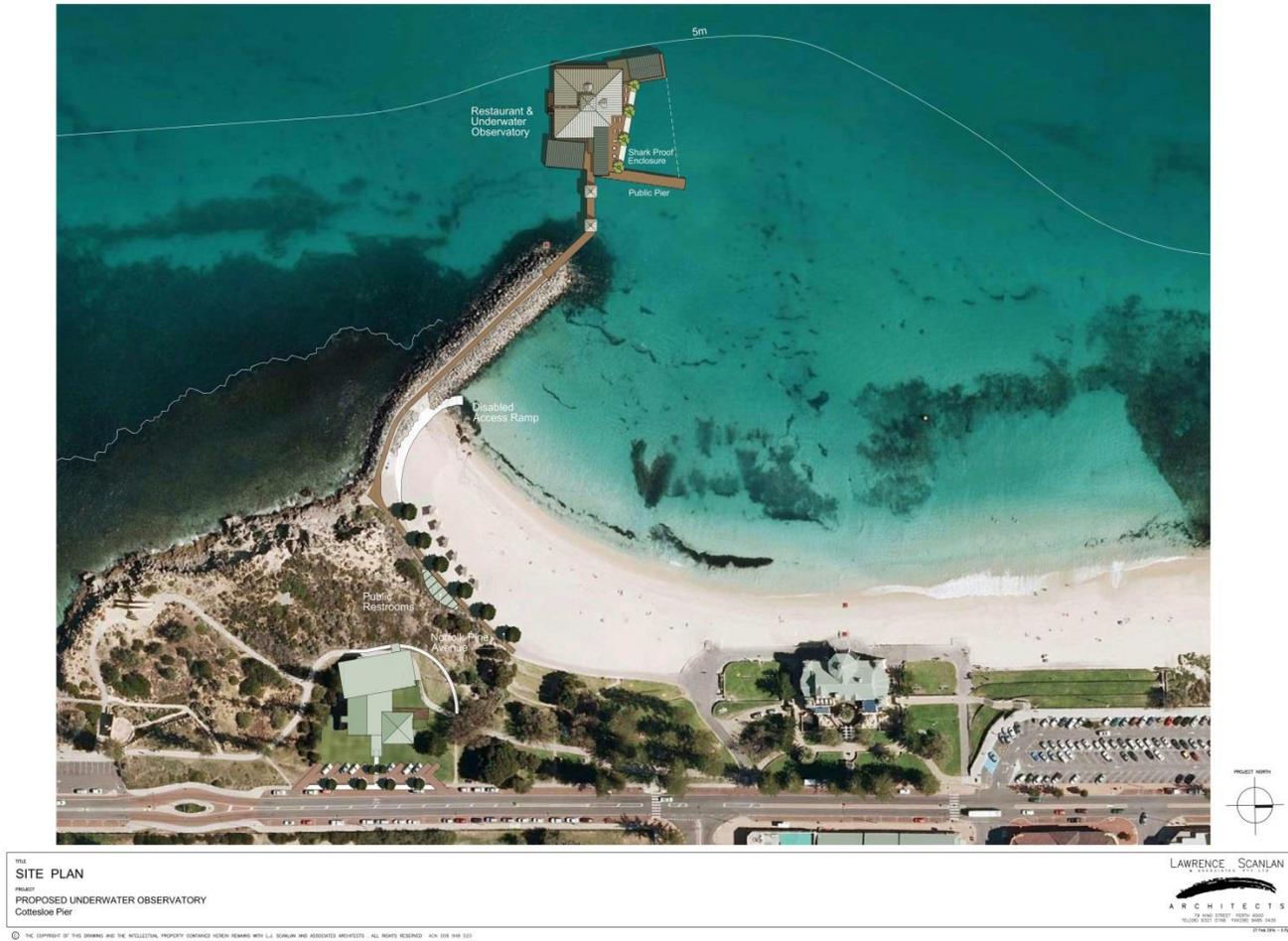


Figure 1 – Development Proposal Local Context

2. EXISTING CAR PARKING DEMAND

Spot car parking demand observations were undertaken in close proximity to the proposal (both on- and off-street) between 12 p.m. and 1 p.m. on Friday 11th April, Saturday 12th April and Sunday 13th April 2014 which would be representative of the peak demand periods for car parking in the area.

These observations focused mainly on on-street indented parking on both sides of Marine Parade between Pearce Street and Napier Street and within the off-street car public areas including the car parks to the north and south of the Cottesloe Surf Lifesaving Club on the west side of Marine Parade and the public car parks located to the east of Marine Parade at Forrest Street and Napier Street. All of these car parking areas were broadly within 450m walking distance to the base of the pier. These observations concluded that there was generally always some residual capacity within this area in the Forrest Street carpark (~5 to 10 bays vacant or approximately 10 to 15% vacant) and within the Napier Street carpark, there was a residual capacity of approximately 50% or up to 100 bays vacant. Beyond a 500m walking distance towards North Cottesloe, there was approximately 50% residual capacity in on-street car parking and greater than that as one approaches closer to Grant Street. On a typical Friday and Saturday evening, there was approximately 60% residual car parking in the on- and off-street public car parking areas.

3. CAR PARKING REVIEW

Based upon a review of the Town of Cottesloe *Town Planning Scheme No. 2*, the car parking requirements for the hospitality elements of the proposal are as follows:

- 160 seat restaurant/café/bar = 40 bays
- 96 seat function room (assume 150m²) = 38 bays
- 1 Luxury Hotel Suite = Not applicable
- Ancillary office and storage facilities = Not applicable
- Underwater observatory = Not available/not applicable

These parking standards are the theoretical maxima which would apply in a typical suburban situation given there is no public parking readily available in the local area.

Based upon site visits and a brief series of observations of existing peak car parking demands associated with both on- and off-street public car parking area, it can be concluded that there is a residual supply in the order of 150 to 200 bays within an 8 to 10-minute walking distance (500 to 650m) during peak demand periods which are typically between 12 p.m. and 2p.m. and between 7 p.m. and midnight on weekends. It should also be noted that Cottesloe is a key destination for beachgoers whose average dwell time in the area exceeds other beachside suburbs due to multi-purpose trip making (i.e. visiting the beach, visiting restaurants and shops in the

area, etc.) with these patrons parking at one location for the duration of their stay. The proposed underwater observatory is unlikely to attract single purpose trips and would be ancillary to other existing activities and attractions in the area and hence would not generate its own stand-alone car parking demand as the demands expected to be generated by the observatory will already be included in the demand for the area as a whole.

The restaurant and function room would generate specific custom but it should be noted that there is expected to be a significant level of local patronage with 'walk in' or 'cycle in' traffic during peak demand periods with high quality pedestrian and cycling infrastructure in place along the beach front and connectivity from the existing areas adjacent to the foreshore area. Public transport in the form of frequent bus services along Marine Parade connects patrons directly into the existing metropolitan rail network at Claremont and Cottesloe Stations.

Due to the availability of these alternative modes and the multi-trip attractiveness of this area, it is reasonable to assume that the theoretical parking demand associated with this development could be reduced by a minimum of 30% to 50%. This has been confirmed by a review of the existing parking demands associated with the Naked Fig Café located to the north at Swanbourne Beach demonstrating that a significant proportion of custom relating to walk-in/cycle in/local patronage.

As a result, whilst the maximum theoretical car parking demand associated with the development would be in the order of 80 car parking bays, this would likely be more in the order of 45 to 50 bays which could be comfortably accommodated within the existing public infrastructure realm when it would be expected that the proposal would peak (Friday or Saturday evening with function room and café/restaurant fully occupied). It should also be noted that there are limited opportunities within 400 to 500m to expand existing beachside public car parking areas due to engineering constraints and land availability. The Town of Cottesloe also has indicated that it wishes to minimise additional car parking within the area in order to minimise the impacts to amenity associated with increased vehicular traffic.

The WAPC's *State Planning Policy 4.2: Activity Centres for Perth and Peel* states the following in Section 5.3:

The planning of activity centres should also:

- *take account of the need for access and parking priority accorded to different users and modes including public transport, freight/delivery, people with a disability, bicycles, pedestrians and private cars, and balance competing user needs such as workers and visitors;*
- *promote an efficient supply of car parking by a suitable allocation of on-street, off-street, public and shared parking including cash-in-lieu and reciprocal / shared use arrangements;*
- *prioritise access by different users and modes. eg. central locations for short-stay parking with commuter and other long-stay parking near the edge of centres;*
- *enable most parking in higher-order centres to be supplied in the form of public or common user facilities rather than reserved for a class of users. eg. customers of a particular site or business; and*
- *identify necessary improvements to public transport, walking and cycling infrastructure and capital and*

recurrent service funding needs.

(3) For land within the boundary of an activity centre, the responsible authority should as a rule, set upper limits to car parking in view of opportunities for reciprocal and shared parking, availability of on-street or other public parking and the need for land efficiency.

In addition, the WAPC's *Development Control Policy (DC) 1.6: Planning to Support Transit Use and Transit Oriented Development* provides the following guidance with respect to car parking concessions due to proximity to public transport options:

Excerpts from Clause 4.6: state "...in carrying out the necessary analysis as part of the local planning strategy process, and in developing related planning provisions, local governments should have particular regard to matters such as...":

- *the encouragement of public transport use over car use;*
- *the encouragement of mixed use development, both generally and within individual developments;*
- *the development and application of scheme parking standards that reflect the availability within the precinct of transit facilities and that provide discretion to vary standards, and to progressively replace surface level car parking close to stations with other more transit supportive uses over time;*
- *the potential to use planning provisions to provide incentives for appropriate development in transit oriented precincts, including reduced parking standards and floor-space 'bonuses'; and*
- *For the immediate environs of transit facilities, local government is encouraged to consider the preparation of precinct plans that provide greater detail with respect to both land use and the physical form and relationship of development in the precinct to the transit facility, including design guidelines."*

A proposed reduction in statutory parking allocation maintains this aim through a corresponding restriction in on-site parking supply. This is known to be a primary factor in promotion of mode shift away from car-as-driver modes and towards single car households utilising the available alternative modes including carpooling, public bus transport and cycling. The location of the proposed development proximal to major public transport and other non-motorised transport infrastructure for these alternative modes will assist in the transition towards more sustainable transport in the area.

The existing dedicated taxi zone south of the Indiana Tea House on Marine Parade could also be used to accommodate a pre-paid limousine service for patrons of the development in order to minimise the impacts to the existing demand for taxis in the area during peak times. Patrons would also be encouraged to seek other alternate means of transport to and from the area and the implementation of a shuttle bus service (10 to 15-minute service) to and from the development from major railway/public transport nodes where car parking is typically available on weekends and in the evenings outside of peak travel periods would offset the demands associated with the proposal. The proponent also proposes to contribute to the costs associated with the existing shuttle bus service

These measures are consistent with the objectives endorsed by Council as well as major policy objectives developed by the WAPC.

4. CONCLUSIONS

Based upon a combination of car parking surveys of existing demands in the vicinity of the proposed Cottesloe Pier development and a detailed review of existing policies, guidelines and industry-standard practice, it can be concluded that there will be residual practical capacity within the public car parking infrastructure proximal to the development within a comfortable walking distance to accommodate the anticipated demands associated with the proposal. The modification of the existing dedicated taxi zone on Marine Parade to allow for pre-paid limousine service, contribution to the existing shuttle bus service between major railway nodes where patrons can park outside of peak times to the foreshore area would minimise car parking demands associated with the proposal as well as benefiting other users of the area. The existing frequent conventional public transport services in the area and the established high quality pedestrian and cycling infrastructure along with the contribution of the proponent to upgrading existing taxi facilities and the shuttle bus service will also encourage access to the area via alternative modes and a high proportion of 'walk in/cycle in' custom to the area.

The demand for car parking associated with the development is expected to minimal and can be accommodated within the existing public car parking infrastructure in the area and can therefore be justified.