

ATTACHMENT 6

Technical Note from Donald Veal Consulting

CITYPRIDE HOLDINGS PTY LTD

Parking Review for Lot 9 Whitfords Avenue, Woodvale

TECHNICAL NOTE 1 13.10.2023

1. INTRODUCTION

Following minor amendments to the development plans for the proposed, previously approved, Medical Centre at Lot 9 Whitfords Avenue in Woodvale, Donald Veal Consultants (DVC) has been commissioned by Citypride Holdings Pty Ltd to provide a Technical Note, to confirm whether or not the proposed parking information and other traffic matters would be acceptable to the City of Joondalup.

2. AMENDMENTS TO THE APPROVED PLANS

2.1 Background

It is understood that as part of the current application for approval, a set of amended development plans have been submitted for the previously approved ones.

The amendments to the development include a number of traffic and parking related elements, which are addressed in the following sections of this Technical Note.

2.2 Amendments to the Lot 9 Parking Layout

It is noted that some amendments have been made to the basement parking layout plans. These included modifications to facilitate the implementation of Stage 2 of the works.

DVC was engaged to assist with these changes, and provided ad-hoc advice on the layout.

Given the constraints of the design it was determined that there was insufficient width available to provide parking aisles of the required width. In order to minimise the impact of the 450mm shortfall in overall width, this was spread evenly over the three parallel aisles required in the Stage 2 layout.

The resulting reduction in aisle width from 5.80m to 5.65m is considered minor and is not expected to have any significant impact in terms of accessibility or manoeuvring within the parking area.

3. CAR PARKING PROVISION

3.1 Car Parking Provision and Demand

The originally approved development plans indicated a total of 50 parking bays would be provided as part of the development. This number was deemed sufficient, despite a 28 bay shortfall on the required provision, based on the standard parking rates shown in the City of Joondalup's planning policies at that time. This was based on the high probability of a significant number of shared trips occurring with the adjoining shopping centre.

Subsequent to the approval of the original development plans, there have been a number of changes to the relevant planning policies and schemes at the City. This, combined with the amendments to the floor areas of the various land uses, has resulted in a change to the required parking provision for the overall development.

Based on the parking rates included in the City's current document, "*Commercial, Mixed Use and Service Commercial Zone Local Planning Policy*" ('LPP'), the revised development layout will require 1 parking bay per 20 m² NLA. See **Figure 3.1**.

This reflects the rate for 'Shopping Centre', and the note below the Table on page 5 of the policy, which states that, for shopping centres, "*The shopping centre parking standard applies to all non-residential land uses located within a shopping centre, regardless of the specific land use*".

Thus, with an overall NLA of 2,261m², the development will have a base parking provision requirement of 113 bays.

With the revised development plans showing a reduced provision of 43 on site bays, this now results in a technical parking shortfall of **70 bays**.

Whilst the use of a blanket parking provision rate for 'shopping centre' may include a certain allowance for shared trips between the various elements of the centre overall, there are strong arguments that the specific development proposed for Lot 9 will generate significantly less parking demand than this rate might indicate.

As was previously identified by the City within the original approval, there are a number of elements of the development that will engender significant numbers of shared trips, including those between the medical centre and the pharmacy; between the GPs and the specialist practitioners; and between the medical centre and the other uses. There will also be different peak periods of parking demand between the different uses, allowing reciprocal use of the parking within the development.

When these factors are combined with the same effect regarding the various existing businesses within the centre overall, the actual level of parking demand is likely to be significantly reduced.

5.6. Parking and Access:

5.6.1. Car Parking Standards:

Car parking bays are to be provided in accordance with the following table:

Use Class	Number of on-site parking bays
Amusement Parlour, Cinema/Theatre, Civic Use, Club Premises, Funeral Parlour, Night Club, Place of Worship, Recreation – Private, Small Bar	1 per 4 people accommodated
Betting Agency, Bulky Goods Showroom, Community Purpose, Exhibition Centre, Liquor Store – large, Motor Vehicle Repairs, Office	1 per 50m ² NLA
Bed and Breakfast	1 per guest room
Caretaker's Dwelling	1 per dwelling
Consulting Rooms, Medical Centre, Veterinary Centre	5 bays per practitioner or 5 bays per consulting room, whichever is greater
Convenience Store, Home Store, Market	1 per 25m ² NLA
Motor Vehicle Wash	1 per employee
Educational Establishment	1 per 3 students accommodated
Primary School	2 per classroom but not less than 10
Secondary School	2 per classroom but not less than 10
Tertiary College	1 per 3 students accommodated
Fast Food Outlet	1 per 4 people in seated areas plus 1 per 15m ² for non seating serving areas
Garden Centre	1 per 500m ² of site area used for display plus 1 per 10m ² NLA internal display area
Hospital	1 per 3 beds plus 1 per staff member on duty
Hotel, Motel	1 per bedroom/unit plus 1 per 5m ² of bar and dining area
Motor Vehicle, Boat or Caravan Sales	1 per 200m ² display area and 1 bay per employee
Reception Centre, Restaurant/Cafe	1 per 4 people accommodated or 1 per 5m ² of dining room, whichever is greater
Residential Building	1 per 2 people accommodated
Residential Aged Care Facility	1 per 5 beds plus 1 per staff member on duty
Service Station	5 per service bay plus 1 per 20m ² NLA of sales/display area
Shop/ Shopping Centres* under 30,000m ² , Liquor Store – small, Lunch Bar, Restricted Premises	1 per 20m ² NLA
Shopping Centres* from 30,000 to 50,000m ²	1500 bays for the first 30,000m ² NLA plus 4.5 per 100m ² NLA thereafter
Shopping Centres* greater than 50,000m ²	2400 bays for the first 50,000m ² NLA plus 4 per 100m ² NLA thereafter
Tavern	1 per 5m ² of bar and dining area
Trade Supplies, Warehouse/Storage	1 per 100m ² NLA

* The shopping centre parking standard applies to all non-residential land uses located within a shopping centre, regardless of the specific land use.

Figure 3.1: City of Joondalup Parking rates

3.2 Right of Shared Use to Parking Facilities within the Shopping Centre

DVC understands that, following legal advice, it has been established that the owners of all of the properties within the shopping centre overall have signed a legal agreement, whereby all parking within the centre is available for use by patrons of all of the properties. The City of Joondalup is also a party to this agreement.

This effectively allows all patrons of the centre to carry out shared trips between the various businesses whilst parking in any bay throughout the centre.

Thus, the parking provision for the centre overall can be set against the parking demand overall, rather than each business specifically needing to meet the individual provision rates associated with their NLA.

3.3 Overall Shopping Centre Parking Provision

The shopping centre as a whole has an NLA of approximately 11,220m², including the current proposals for Lot 9.

Again, using the LPP car parking provision rate of 1 bay per 20m², this equates to a total requirement for 561 bays.

As the shopping centre overall will include a total of 660 bays, there is an overall oversupply of 99 bays. Thus, the indicative shortfall within Lot 9 would be covered within the parking provision of the Centre as a whole.

4. SUMMARY & CONCLUSIONS

4.1 Summary

In reviewing the revised Development Application, DVC has determined that:-

- The amendments to the previously approved development plans, and the constraints on the site, have resulted in a need to provide basement parking aisles 150mm less than the prescribed width. This is regarded as a minor variation, and should not significantly affect accessibility or manoeuvring within the basement parking area.
- The changes to both the development plans, and to the planning policies and scheme applied by the City of Joondalup, have resulted in a recalculation of the parking provision within the development and the provision requirements of the City. The new calculations show a technical shortfall of 70 bays, but demand is expected to be reduced significantly by shared trips and reciprocal parking both within the development site and the overall shopping centre.
- It is understood that all landowners within the overall shopping centre development, as well as the City of Joondalup, are parties to a legal agreement, by which all patrons of the shopping centre may use any parking bays within the centre. This over-arching reciprocal agreement results in a shopping centre-wide oversupply of 99 parking bays, including the amended development on Lot 9. Thus, no parking supply issues are envisaged as a result of the development.

4.2 Conclusions

DVC has reviewed the development with respect to the above elements, and has found no issues that might prevent the approval of the development on that basis.

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