



# Proposed modifications to existing Shop

Lot 8 (No. 16) North Street, Cottesloe

April 2019

**Disclaimer**

This report has been prepared by Altus Planning solely for the benefit and use of the client. This document may not be reproduced or copied in whole or part without the express written consent of Altus Planning and the client.

**Prepared for:**

North Street Store

**Prepared by:**

Altus Planning  
68 Canning Highway  
SOUTH PERTH WA 6151  
Phone: (08) 9474 1449  
contact@altusplan.com.au  
www.altusplan.com.au

**Document Version Control**

Version	Date	Description	Author	Review
1	15/04/19	For client review	BL	JA
2	16/04/19	Further client draft	BL	JA
3	16/04/19	Further client draft	BL	JA
4	17/04/19	For lodgement	BL	JA

## Contents

1.0	Background.....	4
1.1	Purpose.....	4
1.2	Property Description & History .....	4
1.3	Surrounding Locality.....	5
1.4	Background to Current Proposal .....	6
2.0	Proposal.....	7
2.1	Hours of Operation.....	8
2.2	Customers & Staff.....	8
2.3	Deliveries .....	8
2.4	Building Alterations & Internal Fit-Out.....	9
2.5	Management Strategies .....	9
3.0	Planning Considerations.....	10
3.1	Metropolitan Region Scheme.....	10
3.2	Town of Cottesloe Local Planning Scheme No. 3 .....	10
	3.2.1 Zoning and Land Use Permissibility.....	10
	3.2.2 Parking Requirements .....	13
3.4	Planning and Development (Local Planning Schemes) Regulations 2015.....	13
4.0	Conclusion .....	17

## 1.0 Background

### 1.1 Purpose

This submission has been prepared by Altus Planning on behalf of Do a Dinner Pty Ltd ('the Applicant') to provide justification for the planning application for modifications to the existing 'Shop' ('the proposed development' or 'proposal') at Lot 8 (No. 16) North Street, Cottesloe ('the subject land' or 'site'). The premises is more commonly known by its trading name, the 'North Street Store'.

Specifically, this application seeks the Council's discretion to vary the size of the 'Shop' as defined in the Town of Cottesloe's ('Town') Local Planning Scheme No. 3 ('LPS3'), as well as associated on-site parking alterations and the provision of a sliding gate.

In accordance with the Town's requirements, copies of the following are also included with this application:

- Application for Development Approval Form;
- Certificate of Title; and
- Site and Floor Plans (based on Site Feature Survey).

### 1.2 Property Description & History

The subject land measures approximately 769m<sup>2</sup> and exists on the south-eastern corner of the North Street and Elizabeth Street intersection in Cottesloe.

Existing on-site is a 'traditional' corner store with an attached single storey residence, built circa 1945, a shed to the east and a bitumen car park to the south (rear) which gains access via the crossover to Elizabeth Street.

Since its development, the subject land has been used to operate a variety of food-related businesses over the years. Most recently, the site was home to 'Chez Frederic Gourmet Food To Go' ('Chez Frederic'), a takeaway restaurant which operated from the early 2000s until the business was purchased, and the subject land leased, by the Applicant in November 2017.

The Applicant operates the North Street Store as an 'old-fashioned' corner store to serve the local community by providing the following:

- Fresh, artisan style handmade bread and other bakery products that are currently baked on-site;
- Coffee;
- Short order cooking for breakfast and lunch (e.g. bacon baguettes, hotcakes, toasted sandwiches);

- Takeaway dinner with three (3) options per evening, changing daily; and
- A limited range of basic cooking provisions such as milk, eggs, flour, garlic, butter and some deli items.

It is noted that the baking component is in the process of being relocated off-site and this will be discussed later in this report.

### 1.3 Surrounding Locality

The properties immediately to the east and south exist with single storey brick and tile residences. Elizabeth Street exists along the western boundary of the site and North Street exists to the north, both streets have on-street parking for approximately two (2) vehicles directly outside the site (total of 4 bays).

As for the broader locality, it has been primarily developed for residential purposes with a similar 'corner store' existing on the north-western corner of the North Street and Walpole Street intersection which is currently undergoing renovation.

Aerial and cadastral imagery of the subject land and immediate surrounds is provided in Figure 1 and photos are provided in **Attachment 1**.



Figure 1: Aerial with cadastral overlay of subject land and surrounds (Source: Landgate's Map Viewer Plus 2019)

## 1.4 Background to Current Proposal

Since commencement of the Applicant's operations as the North Street Store, a regular client base has quickly developed. This success has meant that within a short period of time, activity and turnover on the site has exceeded any level achieved by the former operator.

As a consequence of this increased activity, some concerns have been raised in respect to impacts on the surrounding neighbourhood.

In recent times, the Applicant has been made aware of, and has responded to, the various following issues as communicated by the Town's officers:

ISSUE	RESPONSE
<b>Parking</b>	
Illegal parking on surrounding streets including blocking private driveways.	Customers are encouraged to park legally, respecting the neighbourhood environment. Signage to that effect is now being prominently displayed on-site.
<b>Deliveries</b>	
Deliveries occurring in large commercial vehicles, often illegally parked and, on occasion, restricted the movement of other vehicles.	The timing of the deliveries and the vehicles in which they occur are now carefully coordinated with all suppliers. A dedicated loading bay is also now proposed to be formally marked on-site.
<b>Hours of operation</b>	
Trading outside of approved hours of operation.	The occasional practice of opening the takeaway coffee window prior to 8am has ceased.  The hours of operation are 8:00am to 9:00pm, Monday to Sunday.
<b>Noise</b>	
Concern about staff shouting orders to waiting customers. Concern about the use of the grassed area on site by customers. Children playing with noisy toys outside the premises.	Customers are now asked to wait at the relevant counter for their orders and staff are not permitted to shout names or orders ready for collection.  Customers are advised not to use the grassed area after 7pm each night and before 10am on Sundays.  Noisy toys have been removed from the customer toy box.

<b>Light</b>	
Light pollution with the premises illuminated after-hours.	Shop lights are now switched off overnight as part of the usual shutdown process for the premises after-hours.
<b>Waste collection</b>	
Concern with early morning bulk waste collection. Overflowing bins at front of the premises.	Contractor has been instructed to comply with regulation 14 of the <i>Environmental Protection (Noise) Regulations 1997</i> so that no waste collection occurs prior to 7am. Additional bins with lids provided in various locations on-site. Staff are now required to check and empty customer bins twice daily.
<b>Rats</b>	
Allegations that rats were breeding in the Mulberry tree on-site.	Rear of the premises (now parking area) was cleared allowing routine pest control to be more effective. The whole premises has been baited and a Pest Inspector has advised that there is no rat problem on the site or specifically with the tree.
<b>Outdoor dining</b>	
Utilisation of the verge for outdoor dining. The positioning of outdoor furniture near the entrance of the premises.	No furniture is placed on the verge by staff and customers are reminded not to relocate furniture. The Town has agreed to 2 small tables with 2 chairs at each table, either side of the entrance.

Some response measures outlined above will be further detailed in this report.

It should also be noted that some of the concerns outlined in the above table were isolated instances from mid to late-2018 which the Applicant rectified as soon as practical. To the best of the Applicant's knowledge, no further complaints have been received by the Town in 2019.

## 2.0 Proposal

For the purposes of an assessment, the more specific parameters of the Applicant's operations are outlined in the following sections.

## 2.1 Hours of Operation

The hours of operation are 8:00am to 9:00pm, Monday to Sunday.

## 2.2 Customers & Staff

There are currently no formal seated areas for customers or table service, and none are being proposed as part of this application. Having said that, the front lawn area is a dedicated eating area should customers wish to sit outside and chat over their takeaway coffees and baked goods (refer to photo 6 of **Attachment 1**).

Based on current demand, a maximum of fourteen (14) staff are on-site at any one time, 50% of which are local and a maximum of eight (8) driving per day. The staff vehicles are parked in the car parking area to the rear of the site, accessed via the crossover to Elizabeth Street (refer to photos 3 & 4 of **Attachment 1**, taken prior to the engagement of the traffic consultant).

It should be noted that the Applicant has recently entered into an agreement with the landlord of a light industrial premises in North Fremantle with the intention of moving the current baking activities off-site. The relevant development application is simultaneously being prepared for lodgement with the City of Fremantle. Should approval be granted by the City of Fremantle, this would reduce the number of staff required for the operations at the subject land to seven (7).

## 2.3 Deliveries

At the Council meeting on 19 February 2019, the Applicant provided a copy of their delivery schedule including vehicle types and frequency. Since this time and in responding to issues raised, an agreement has been struck between the Applicant and Bidvest to now only deliver twice per week and via a refrigerated Hilux ute. This has been reflected in the updated delivery schedule provided at **Attachment 2**.

As mentioned in section 2.2, the Applicant is in the process of arranging for the baking component to be relocated to a site in North Fremantle. Should this eventuate, the flour delivery will no longer occur and the number and frequency of deliveries to the subject land would reduce accordingly. In the meantime, the flour deliveries are proposed to continue to be unloaded kerbside on Elizabeth Street and outside of peak periods. All other deliveries will be accommodated in the proposed marked loading bay to the rear of the site and will generally be in vans, utes and small rigid trucks.

## 2.4 Building Alterations & Internal Fit-Out

No further building alterations are proposed as part of this application; however, the following is a list of works that were undertaken prior to, and after, the Applicant commenced operations in February 2018. The use and the layout of the site is broadly similar to that of the previous 'Chez Frederic' occupant, with the majority of alterations since to increase sanitation and comply with contemporary food safety standards. The alterations include:

- Refurbishing run-down cooking equipment;
- Painting the property (internally and externally);
- Basic shop fit-out including:
  - Kitchen improvements;
  - Installation of a commercial dishwasher station;
  - Installation of a small (temporary) bakery oven and mixer;
  - Installation of a coffee station with accompanying sink and associated appliances;
  - Installation of retail shelving and product display cases;
  - Reparation and polishing of existing vinyl flooring in the shop front and baking area, including replacing the underlay in some parts;
- Converting an existing dry store room to a high-spec commercial refrigerated cool room, in liaison with the Town's Environmental Health Officer ('EHO');
- Construction of a professional standard food/pastry kitchen in the existing preparation/storage room;
- Laying commercial grade vinyl flooring and underlay throughout the entire building, excluding office spaces which retain their timber flooring;
- Installation of a triple deck Polin bakery oven and extraction system;
- Professionally constructing bitumen and concrete areas to the rear of the site, as instructed by the Town; and
- Various other capital improvements under instruction from the Town's EHO.

In addition to the above, the Applicant is also proposing to install a 6m wide sliding gate at the point of the existing crossover to Elizabeth Street, primarily for security purposes after-hours. The gate is proposed to be constructed of Colorbond material with a power coated steel frame and will be recessed approximately 1.5m from the western boundary.

## 2.5 Management Strategies

In response to the amenity issues that have previously been raised, a series of management strategies have been developed as set out in **Attachment 3**. These strategies reflect operational changes that have already occurred and the Applicant remains committed to. The management strategies can either form the basis of a draft

operational management plan that can be formally adopted as part of any approval and/or can give guidance on possible conditions of approval, if deemed necessary.

### 3.0 Planning Considerations

#### 3.1 Metropolitan Region Scheme

The subject land is zoned 'Urban' pursuant to the Metropolitan Region Scheme ('MRS').

#### 3.2 Town of Cottesloe Local Planning Scheme No. 3

##### 3.2.1 Zoning and Land Use Permissibility

The subject land is zoned 'Residential' with a density coding of 'R20' pursuant to the Town's Local Planning Scheme No. 3 ('LPS3') and is also subject to Additional Use No. 3. An extract of Schedule 2 from LPS3 is provided below at Figure 2.

No.	Description of land	Additional use	Conditions
			<b>4. Amenity</b> The use of the premises shall be carried out without undue adverse impacts on the amenity of the locality and shall include appropriate preventative measures accordingly.
<b>A3</b>	<b>16 North Street</b>	<b>Shop</b>	<b>1. Hours of operation</b> Monday to Sunday 8:00am to 9:00pm.  <b>2. Size of premises</b> Floor area for commercial use shall not exceed 70 m <sup>2</sup> without the prior approval of the local government.  <b>3. Amenity</b> The use of the premises shall be carried out without undue adverse impacts on the amenity of the locality and shall include appropriate preventative measures accordingly.

Figure 2: Extract from Schedule 2 - Additional Uses of LPS3

The land use of 'Shop' is defined in Schedule 1 of LPS3 as follows:

*“shop” means premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser or beauty therapist) but does not include a showroom or fast food outlet;*

The objectives of the ‘Residential’ zone are provided at clause 4.2.1 of LPS3 and state as follows:

- a) encourage residential development only which is compatible with the scale and amenity of the locality;*
- b) provide the opportunity for a variety and choice in housing in specified residential areas;*
- c) allow for some non-residential uses where they are compatible with the amenity of residential localities; and*
- d) encourage the retention of local facilities and services within specified residential areas for the convenience of the local community.*

From the objectives cited above, it is subclauses c) and d) that are considered relevant to this application.

With regard to subclause c), the proposal is for a non-residential use which is permitted by virtue of Additional Use No. 3 and for the reasons which will be elaborated later in this report, the proposal is considered compatible with the amenity of the residential locality due to the nature of the proposal as a neighbourhood store, the hours of operation and the various management procedures implemented by the Applicant.

As for subclause d), the Applicant’s operations as a neighbourhood corner store is considered a local facility/service for the convenience of the local community as it provides an opportunity for the surrounding residents to acquire daily provisions such as bread, milk and eggs, as well as takeaway coffees and pastries. Since commencement on-site, the Applicant believes the store has been well received by the local community with many regular customers and also a number of staff who also reside in the local area.

In addressing the relevant conditions associated with Additional Use No. 3 we submit as follows:

#### *Condition 1 – Hours of Operation*

The proposal is and will remain consistent with the hours of operation stipulated in Condition 1.

### *Condition 2 – Size of Premises*

The Scheme does not define the term 'commercial use'. As the principal zoning of the land is 'Residential', it is assumed that the provision refers to the floor area used for non-residential purposes. On this basis and as per the enclosed floor plan, the total floor area for commercial use under this proposal is approximately 175m<sup>2</sup>. It should be noted that, in a commercial sense, 70m<sup>2</sup> is a small area which is why it has incrementally increased over several decades.

The proposal clearly exceeds the 70m<sup>2</sup> set by Condition 2 for Additional Use No. 3 and therefore requires the Town's approval given that discretion exists to vary it. It is reiterated that the Applicant is utilising a similar 'commercial' floor area to that of the previous tenant who operated from the site for approximately 10-15 years.

It would appear that the 70m<sup>2</sup> is simply a historical legacy from the time the premises did operate as a traditional, post-war corner store and the balance of the building was a residence. Consideration of area alone, in a numerical sense, does not directly inform or correlate to any understanding of amenity impacts. It is suggested that greater consideration should be given to the suitability of measures, such as those discussed further below, to ensure off-site amenity impacts are kept to within acceptable limits.

### *Condition 3 – Amenity*

The Applicant has engaged the services of a qualified traffic consultant, Cardno, to prepare a Transport Impact Statement ('TIS') and a Parking Management Plan ('PMP') (refer to **Attachments 4 and 5**). These documents specify the location, timing and frequency of deliveries and waste management collections, as well as assessing the availability for parking to ensure minimal impact on customers and other users/residents of Elizabeth Street.

Furthermore, the Applicant has engaged the services of a graphic designer to prepare signs that have been erected throughout the premises, reminding customers that they are within a residential area and to encourage appropriate (and neighbourly) parking practices, as well as providing information on alternative active transport methods (see Appendix B of the TIS and PMP).

Additional management strategies in relation to matters such as noise, illumination, outdoor dining areas and vermin control are provided in **Attachment 3** as preventative measures to ensure operations can continue without undue adverse impacts on the amenity of the locality.

### 3.2.2 Parking Requirements

Pursuant to Table 3 of LPS3, the parking requirement for a 'Shop' use is 1 space to every 20 square meters of gross floor area. Schedule 1 of LPS3 provides the following definition for gross floor area:

*“gross floor area (gfa)” means in relation to a building, the area of each floor, measured over the enclosing walls and includes the portion of any party walls forming part of the building.*

Accordingly, the existing building on the subject land has a GFA of approximately 175m<sup>2</sup> and therefore the proposal attracts a parking requirement of 8.75 (rounded to 9) bays. As per the enclosed site plan, a total of six (6) parking bays plus a loading bay are available in the rear (southern) section of the subject land which results in a parking shortfall of three (3) bays on-site.

In addition to these on-site bays, there are also four (4) on-street bays which immediately abut the subject land on the north (North Street) and west (Elizabeth Street) boundaries. Whilst these bays are provided within the road reserve, we submit that they should be considered available for use by the proposed development, particularly given the absence of other commercial activities competing for their use. It is also our understanding that these bays were previously considered by the Town as part of the parking supply for the former operations.

Furthermore, we reiterate that the Applicant has engaged the services of a qualified traffic consultant to prepare a TIS and a PMP in support of the proposed development. These specialist reports conclude that sufficient parking is available on-site and along the subject land's road frontages to satisfy the parking requirements set out in Table 3 of LPS3. Specifically, the results of the parking surveys established that the provision of on-street parking is more than sufficient to accommodate the peak demand of the proposal.

It should also be noted that the store has a relatively high share of customers who use active modes of transport and this was illustrated by the findings of the TIS which indicated that active transport accounted for approximately 30% of total mode share on the Saturday of the survey period. By Western Australian standards, this is a relatively high proportion which illustrates the popularity of the site as a local amenity.

### 3.4 Planning and Development (Local Planning Schemes) Regulations 2015

As part of any planning assessment, the Town is to have due regard to the relevant matters set out in clause 67 of the Deemed Provisions (Schedule 2) of the Planning and Development (Local Planning Schemes) Regulations 2015 ('LPS Regulations').

Brief comment is provided on those considerations which are considered relevant including:

- (a) *the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*

The proposal is considered to be consistent with the following aims of the Scheme which are provided at clause 1.6 of LPS3:

- (h) *encourage the retention of local centres and shops for the convenience and social well-being of the local community;*
- (o) *ensure that proper regard is given to the needs of the local community in the determination of land use and development proposals;*
- (p) *ensure that development and the use of land within the district complies with accepted standards and practices for public amenity and convenience;*

Specifically, in relation to the above, it is emphasised that the proposal is a contemporary local amenity that is largely well received by the Cottesloe residents.

As outlined in section 3.2 of this report, the proposal is also considered to be consistent with the relevant objectives of the 'Residential' zone and in particular subclauses c) and d) of clause 4.2.1 of LPS3.

The management provisions contained within this application will ensure that there are no undue adverse impacts on the amenity of the adjoining and surrounding residential properties, should the Council exercise its discretion to increase the 'commercial' floor space to 175m<sup>2</sup>. Further, as noted above, no contemporary commercial 'Shop' could feasibly be conducted in 70m<sup>2</sup> or less. Limiting the commercial floor area to 70m<sup>2</sup> would effectively mean the end of North Street Store and the only other commercial activity that would be viable at this scale would likely be a small or home office (which is not a 'Shop').

- (n) *the amenity of the locality including the following –*
  - (i) *environmental impacts of the development;*
  - (ii) *the character of the locality;*
  - (iii) *social impacts of the development;*

The amenity of the locality is informed by the predominant residential character and the historic but ongoing commercial activities of, for example, traditional corner stores forming part of the urban fabric which, in this instance, has a history dating back over 70 years and which is acknowledged in the Additional Use. Accordingly, the assessment of impacts on the amenity of the locality must reflect that land use mix.

Any environmental impacts of the development, perceived or otherwise, can all be appropriately managed through appropriate management strategies and/or conditions of approval. This includes those considerations discussed such as noise, light spillage and vermin control.

In terms of social impacts, the North Street Store provides considerable benefits by providing a local communal meeting point distinct from the typical car-based hierarchy of retail and commercial centres in the State.

- (s) *the adequacy of –*
- (i) *the proposed means of access to and egress from the site; and*
  - (ii) *arrangements for the loading, unloading, manoeuvring and parking of vehicles;*

With the assistance of Cardno, this proposal seeks to formalise the parking area to the rear of the site which is accessed via the existing crossover to Elizabeth Street. For the first time in the site's history, on-site parking will be formalised and designed to satisfy the relevant Australian Standards. The PMP has identified ample parking opportunities within the surrounding area which is capable of meeting peak demand and management procedures have been devised to ensure its effective implementation.

All supplier deliveries are now coordinated, occurring principally between 8am and 3pm, in appropriately sized vehicles (i.e. vans, utes and small rigid trucks). In addition, loading and unloading will occur from the proposed dedicated on-site loading bay. This regime is considered to more appropriately acknowledge and respect the character and amenity of the area.

It is also reiterated that the Applicant is currently working towards relocating the baking component to another site in North Fremantle which will mean that flour deliveries are no longer required to this site, and that the number of staff on site will be reduced from 14 to 7. As an interim measure for deliveries, the Applicant has made arrangements for the flour delivery truck to park and unload further south on Elizabeth Street, utilising a tail lift and pallet jack to transport flour pallets to the delivery area at the rear of the site. This only occurs once per week and is timed to occur outside of peak demand times for the development, therefore having minimal impact on neighbours and other road users.

- (t) *the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;*

As per the TIS, the existing road network was observed during the survey period to comfortably accommodate the traffic movements associated with the proposal, noting a peak trip generation at 9.45am on weekends and 9.55am on weekdays.

- (u) *the availability and adequacy for the development of the following –*
- (i) *public transport services;*
  - (ii) *public utility services;*
  - (iii) *storage, management and collection of waste;*
  - (iv) *access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);*
  - (v) *access by older people and with disability;*

The subject land exists approximately 550m to the north-west of Swanbourne Station (as the crow flies), approximately 32m west of Bus Stop ID: 19552 which connects to Cottesloe Station, and approximately 78m east of Bus Stop ID: 19559 which connects to Elizabeth Quay Bus Station.

The subject land is serviced by reticulated water and sewer, is connected to underground power and the telecommunications network.

Waste is currently stored/managed in the following bins:

- 1 x 1.5m recycling bin serviced weekly on Tuesday by J.J. Richards & Sons Pty Ltd;
- x 1100L wheeled bin serviced weekly on Monday, Wednesday and Friday by J.J. Richards & Sons Pty Ltd;
- 2 x regular council waste bins;
- 2 x regular council recycling bins; and
- 1 x 440L bin that is contracted through the Town of Cottesloe.

These are stored west of the existing building, behind the brick wall fence along Elizabeth Street and are collected kerbside. Furthermore, the Applicant instructs its staff that all bins must have their lids closed at all times and that no waste is to be stored outside of the bins.

In terms of access for pedestrians, cyclists, older people and those with disability, the subject land adjoins footpaths along North Street and Elizabeth Street. The entrance to the shop itself is via a ramp and two (2) Council provided inverted-U shaped bike racks are provided within the Elizabeth Street road reserve (refer to photos 1 & 2 of **Attachment 1**).

(w) *the history of the site where the development is to be located;*

As mentioned, the site has a commercial history that extends over 70 years.

(y) *any submissions received on the applications*

In acknowledging its recent success, the Applicant is aware of and has promptly responded to issues raised by some members of the community. In moving forward, consideration should be given to submissions that relate to the proposal as now presented to Council.

## 4.0 Conclusion

The Applicant is seeking retrospective planning approval for a modification/extension to the existing Shop approval at Lot 8 (No. 16) North Street, Cottesloe. Specifically, the proposal seeks formal approval for the increase in commercial floor space from the 70m<sup>2</sup> set by Condition 2 of Additional Use No. 3 to approximately 175m<sup>2</sup>. In doing so, the proposal does no more than recognise that the site has ceased having any residential component and has been utilised for a considerable period of time in this manner.

As outlined within this report, the Scheme affords Council the discretion to increase the amount of permissible commercial floor space and we submit that it is appropriate to do so in this instance. Consideration of the physical 'shop' area alone should not be the arbiter of amenity impacts on its own.

In preparing the application, the Applicant engaged the services of Cardno to undertake an assessment of the associated parking and traffic impacts, the findings of which demonstrate that the operations have minimal impact on the residents and users of Elizabeth Street. Specifically, sufficient parking is now available on-site and within the adjoining on-street embayments to meet the requirements of the Scheme with further parking available within the surrounding road network to cater for the peak demand periods, recognising that a high proportion of customers currently utilise active modes of transport and will continue to be encouraged by the operators to do so. The Applicant has also recently worked to develop a regimented delivery schedule which ensures that the timings and nature of deliveries have a minimal impact on the road users and the amenity of the surrounding residents.

The Applicant acknowledges that with the rapid success of the North Street Store there were initially some operational issues raised but these are in a continuing process of being resolved through a series of management strategies that complement the Parking Management Plan. In short, it is submitted that if the site is correctly and appropriately managed, there are no fundamental traffic or parking

issues that are fatal to the continuing operation of the North Street Store, on its current footprint of ~175m<sup>2</sup>.

Finally, the proposal is not seeking any alteration to the existing operating hours that are approved for the Additional Use and this, in conjunction with the above, will ensure that the proposal can comfortably co-exist within the residential neighbourhood, continuing to provide what is otherwise a well-received local amenity.

For these reasons, we submit that the proposal is capable of and should be approved. If considered favourably, it is likely that for the first time in its history, the site will be appropriately controlled by way of management conditions that currently do not exist.

We trust that this information is to your satisfaction and welcome the opportunity to review any draft suite of conditions of approval prior to any determination. We otherwise look forward to your prompt and favourable determination.

Altus Planning

## Attachment 1 Photos





Photo 1: View of the shop-front



Photo 2: Southward view along Elizabeth Street, showing bike bays and on-street parking



Photo 3: View of the Elizabeth Street crossover



Photo 4: View of the staff parking area to the rear of the site



Photo 5: View of current bin store location



Photo 6: View of current informal eating area in front of the residence

## Attachment 2 Delivery Schedule



# NORTH STREET STORE

## Typical weekly delivery schedule

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
<b>Before 8</b>	Fresh fruit and veg	Fresh fruit and veg	Fresh fruit and veg	Fresh fruit and veg Packaging	Fresh fruit and veg	Fresh fruit and veg	Fresh fruit and veg
<b>8-10</b>	Milk	Smallgoods (fortnightly)	Milk		Milk	Eggs	
<b>10-12</b>	Drygoods		Flour, Drygoods, Olive oil				Specialist butter
<b>12-14</b>	Meat		Coffee beans, Meat	Meat			
<b>14-16</b>		Fish (occasionally)					

## Vehicle sizes

Item	Vehicle
Flour	Medium rigid truck (e.g. curtain side truck)
Drygoods	Refrigerated ute (e.g. Toyota Hilux)
Fresh fruit and veg	Small truck (e.g. rental truck)
Coffee beans	Regular van (I-load)
Milk	Small truck (e.g. rental truck)
Specialist butter	Regular car (e.g. Falcon sedan)
Olive oil	Small van (e.g. Citroen Berlingo)
Smallgoods	Large van (e.g. Ford Transit)
Fish	Medium van (e.g. Renault Master)
Packaging	Large van (e.g. Ford Transit)
Meat	Small truck/large van (e.g. rental truck/Mercedes sprinter with fridge body)

Other more infrequent deliveries include Officeworks, Coles, Australia Post/Startrack.

# NORTH STREET STORE

Supplier	Product	Typical frequency	Typical time
Freshcorp	Fresh fruit and vegetables	Daily	Around 6:30 Monday – Saturday, 7:30 Sunday
Millers Foods	Flour	Weekly on Wednesday	Mid morning - lunchtime
Bidvest	Drygoods	Bi-weekly	Around 10AM Monday and Wednesday
Bannister Downs	Milk	Tri-weekly	8AM Monday 8AM Wednesday 11AM Friday
Coles	Grocery	Fortnightly	8AM Friday
Ward Packaging	Packaging	Weekly	8AM Thursday
Princi Butchers	Meat	Bi-weekly	10AM Monday 10AM Wednesday
Mondos	Meat	Bi weekly	1PM Monday 1PM Wednesday
Leaf Bean Machine	Coffee beans	Weekly	1PM Wednesday
Fins Seafood	Seafood	Weekly	2PM when required
Eustralis	Drygoods, specialist	Fortnightly	2PM when required
Officeworks	Stationary	Monthly	Mid afternoon Thursdays
Eurostyle	Meat	Fortnightly	Tuesday 11AM
Great Southern Groves	Olive oil, olives	Weekly	Wednesday 12PM
Pemberton Butter Co		Weekly	Sunday 11AM
Fremantle Eggs	Eggs	Weekly	Saturday 8AM

## Attachment 3 Management Strategies



## Management Strategies

### North Street Store Lot 8 (No. 16) North Street, Cottesloe

*Prepared for Do a Dinner Pty Ltd*

*Version 1 – 16 April 2019*

These management strategies are currently, or are in the process of, being carried out to ensure the effective operation of the North Street Store that is respectful to the residential amenity of the area. The document should be read in conjunction with the Parking Management Plan prepared by Cardno on 10 April 2019.

#### *Hours of operation*

- The hours of operation are 8:00AM to 9:00PM, Monday to Sunday.

#### *Staff*

- There shall be a maximum of fourteen (14) staff on duty at any one time.
- All staff are encouraged to travel to and from work in active modes of transportation as an alternative to driving – walking, cycling, public transport ride/sharing and or taxi.
- Staff that do drive must always first seek parking on-site. Should parking ever not be available on site, staff must park legally off-site in strict observation of the local parking By-laws.

#### *Noise*

- There shall be no loud or amplified music on premises.

- Customers are requested to wait near the counter for the order.
- Staff are not permitted to shout orders or customer names.
- Outdoor dining on the grassed area of the premises is not permitted after 7PM each night and before 10AM on Sundays.

### *Parking*

- Customers are encouraged and reminded to park legally, respecting the neighbourhood environment. Signage to this effect as indicated in Appendix B of the Parking Management Plan is always to be prominently displayed on-site.

### *Deliveries*

- The timing of deliveries must always be scheduled and coordinated with suppliers and should generally occur between 8AM and 3PM.
- Appropriately sized vehicles are to be used for deliveries and should generally consist of vans, utes and small rigid trucks.
- Deliveries are to be provided via the dedicated loading bay on-site.

### *Waste*

- All waste collection contractors are to be instructed to comply with regulation 14 of the *Environmental Protection (Noise) Regulations 1997* so that no waste collection occurs prior to 7am.
- Staff are instructed not to leave waste exposed outside of bins at any time and all bins must always be securely closed.
- Staff are required to inspect and empty all on-site customer bins twice daily, or more frequently.

### *Illumination*

- All shop lights are to be switched off overnight as part of the usual shutdown process for the premises after-hours.

### *Vermin control*

- Vermin and pest control on the exterior of the premises is to be scheduled and maintained on a quarterly basis.

### *Complaints*

- Any concerns or complaints regarding the operation of the North Street Store can always be immediately directed to Craig 0406-111-831, Lachie 0405-180-954 or via email to: [hello@northstreetstore.com](mailto:hello@northstreetstore.com)
- Response and any necessary action required will be undertaken immediately or, where circumstances are not critical, within 24 hours.

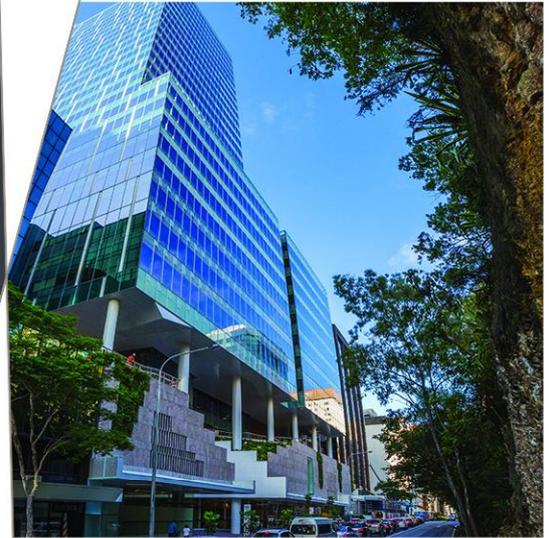
## Attachment 4 Transport Impact Statement



# 16 North Street, Cottesloe

## Transport Impact Statement

CW1069000



Prepared for  
Do A Dinner Pty Ltd

17 April 2019

## Contact Information

### Cardno (WA) Pty Ltd

ABN 77 009 119 000

11 Harvest Terrace  
West Perth WA 6005  
Australia

www.cardno.com

Phone +61 8 9273 3888

Fax +61 8 9486 8664

### Author(s):

Jessie Moore

Transport Planner

### Approved By:

Sam Laybutt

Team Leader Transport Engineering and Road  
Safety

## Document Information

Prepared for Do A Dinner Pty Ltd

Project Name Transport Impact Statement

File Reference CW1069000-TR-  
16\_North\_St\_TIS

Job Reference CW1069000

Date 10 April 2019

Version Number 1

Effective Date 10/04/2019

Date Approved 10/04/2019

## Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
Rev A	3 April 2019	For Issue	JEM	SGL
Rev B	10 April 2019	For Issue	JEM	SGL
Rev C	17 April 2019	For issue	JEM	SGL

© Cardno. Copyright in the whole and every part of this document belongs to Cardno and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Cardno.

This document is produced by Cardno solely for the benefit and use by the client in accordance with the terms of the engagement. Cardno does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

## Table of Contents

---

1	Introduction	1
	1.1 Background	1
	1.2 Existing Site	1
	1.3 Existing Road Network	2
	1.4 Traffic Volumes	4
	1.5 Crash Data	4
2	Public Transport Facilities	5
	2.1 Public Transport Facilities	5
	2.2 Public Transport Mode Share	6
3	Pedestrian/Cycle Networks	7
	3.1 Existing Pedestrian/Cycle Networks	7
	3.2 Active Transport Modes	7
4	Proposed Development	10
	4.1 Proposed Land Use	10
	4.2 Access Arrangements	10
	4.3 Development Traffic Generation	10
	4.4 Development Trip Distribution	11
	4.5 Service Vehicle Access	11
5	Parking	13
	5.1 Car Parking Requirements	13
	5.2 Bicycle Parking Requirements	13
6	Site-Specific Issues	14
	6.1 Parking Management	14
	6.2 Behavioural Parking Issues	14
7	Summary	15

## Appendices

---

**Appendix A** WAPC transport statement checklist for development

**Appendix B** Please park Nicely Poster

## Tables

---

Table 1-1	Surrounding Road Network	2
Table 1-2	North Street Traffic Volumes	4
Table 1-3	North Street / Walpole Street intersection	4
Table 1-4	North Street / Elizabeth Street	4
Table 4-1	Total Trip Generation	11
Table 5-1	Car Parking Requirements	13

## Figures

---

Figure 1-1	Site Location	1
Figure 1-2	Excerpt from LPS No. 3	2
Figure 1-3	North Street	3
Figure 1-4	Elizabeth Street	3
Figure 2-1	Public Transport Routes	5
Figure 2-2	Bus Stops	6
Figure 3-1	Cycling Network	7
Figure 3-2	Existing Mode Share	8
Figure 3-3	Bicycle Parking	8
Figure 4-1	Vehicle Trip Generation by hour	10
Figure 4-2	Loading Area	12

# 1 Introduction

## 1.1 Background

Cardno was commissioned by Do a Dinner Pty Ltd ('the Client'), to prepare a Transport Impact Statement (TIS) for the development located at 16 North Street, Cottesloe ('the Site').

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Development (2016)* and the checklist is included at **Appendix A**.

## 1.2 Existing Site

The Site is located at Lot 8 (No. 16) North Street, Cottesloe and currently operates as the 'North Street Store.' The location of the Site is shown in **Figure 1-1** below.

Figure 1-1 Site Location



Source: Nearmap (2019)

The Site has a primary street frontage to North Street (measuring approximately 9.67m) and a secondary street frontage to Elizabeth Street (measuring approximately 30.10m), with an arc corner (measuring approximately 15.8m). Overall, the total site area measures approximately 770m<sup>2</sup>.

The site contains an existing shop to the front northwest corner of the site, providing for an internal floor area of approximately 55m<sup>2</sup>. An external awning shading the footpath area. To the rear of the shop is a bakery, prep kitchen, cool room, two (2) storage areas, bathroom, laundry, staff room, and office. Overall the gross floor area of the development is approximately 175m<sup>2</sup>.

Under the provisions of the Town of Cottesloe Local Planning Scheme No. 3 ('the Scheme'), the Site is zoned for residential purposes, with the Site also having an additional approved use as a shop, as shown in the following images (Figures 1-2 and 1-3), below. The surrounding development is typically residential.

Figure 1-2 Excerpt from LPS No. 3



### 1.3 Existing Road Network

Table 1-1 summarises the existing road network in the vicinity of the Site.

Table 1-1 Surrounding Road Network

Road Name	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Pavement Width (m)	Posted Speed (km/h)
North Street	Local Distributor	Local Government	2	2	8.4 (varies)	50
Elizabeth Street	Access Road	Local Government	2	2	7.4	50

Source: MRWA, Road Information Mapping System

Figure 1-3 North Street



Figure 1-4 Elizabeth Street



## 1.4 Traffic Volumes

Existing traffic volumes for North Street were sourced from Main Roads WA (MRWA) Traffic Map. The most recent data is from the 2014/2015 period. The AM peak and PM peak were 8AM to 9AM and 4.45PM to 5:45PM, respectively.

Table 1-2 North Street Traffic Volumes

Road Name	Date	Average Daily Two-way Traffic Volume	Vehicles per AM Peak Hour	Vehicles per PM Peak Hour
North Street	2014/15	8,940	943	773

Source: MRWA Traffic Map

There are no recorded traffic volumes for Elizabeth Street, however it can be expected that the existing volume of traffic on this road would be low as it only provides access to residential dwellings.

## 1.5 Crash Data

Crash data for the five year period between January 2013 and December 2017 has been obtained from Main Roads WA (MRWA) for nearby intersections and roads:

- > North Street, between Salisbury Street and Griver Street
- > Elizabeth Street, between North Street and Knowles Street

Within these road sections there were only recorded crashes at the following two intersections.

Table 1-3 North Street / Walpole Street intersection

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Not Stated	Total Crashes
Rear End	-	-	-	1	-	-	1
Hit Object	-	1	-	-	-	-	1
Right Angle	-	-	-	-	-	-	-
Non Collision	-	-	-	-	-	-	-
Sideswipe Same Direction	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
<b>Total</b>	-	1	-	1	-	-	2

Table 1-4 North Street / Elizabeth Street

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Not Stated	Total Crashes
Hit Object	-	-	-	-	1	-	1

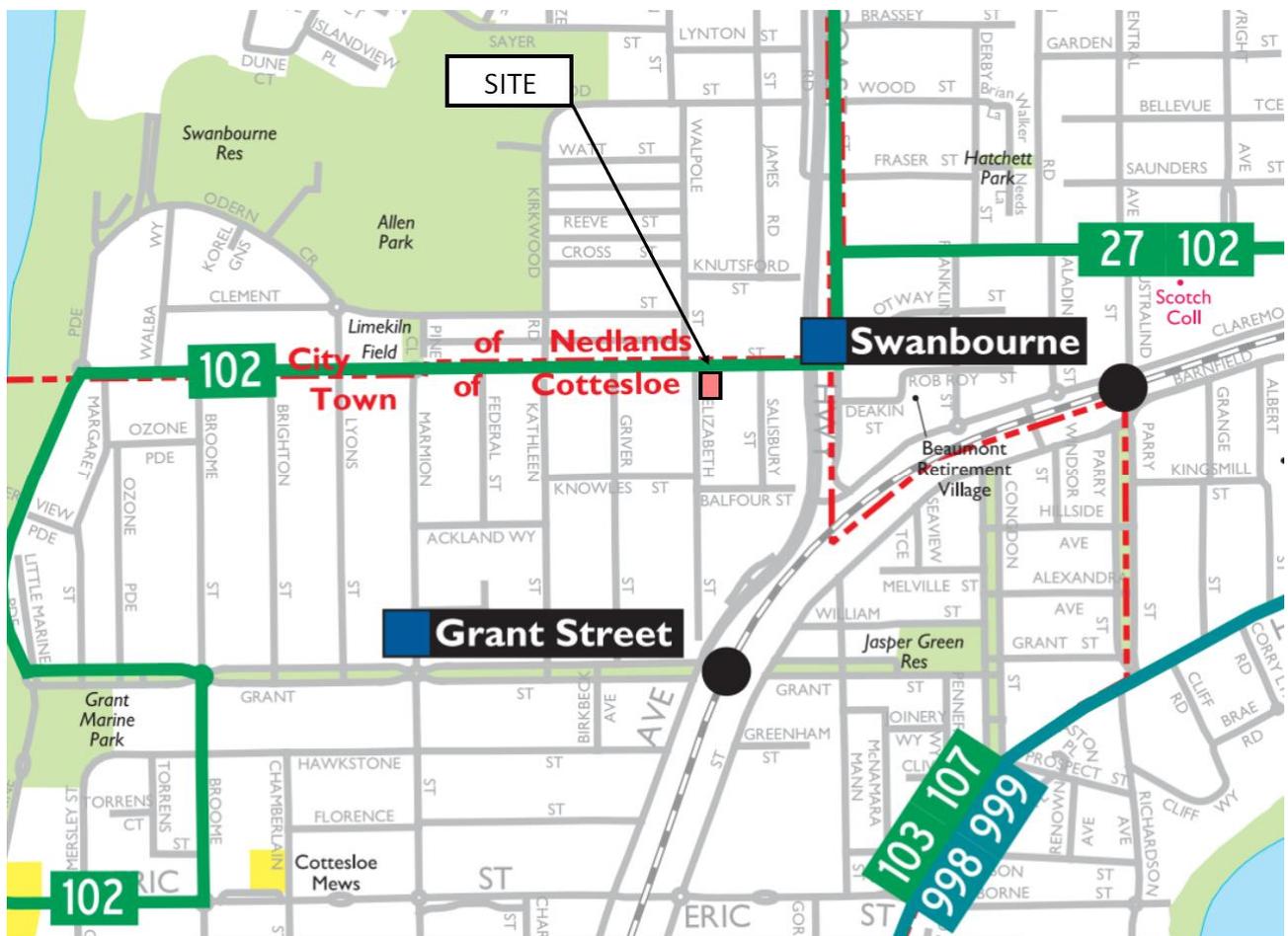
## 2 Public Transport Facilities

### 2.1 Public Transport Facilities

There are two bus stops which are capable of providing access to the site. These stops are located approximately 33m and 99m from the site, and form part of Transperth Route No. 102. The service runs daily with half hourly service weekdays between 6AM and 10PM, and thereafter hourly until midnight. Sundays and Public Holidays the service currently runs every half hour between 8AM and 8PM, and then thereafter approximately hourly until 10PM.

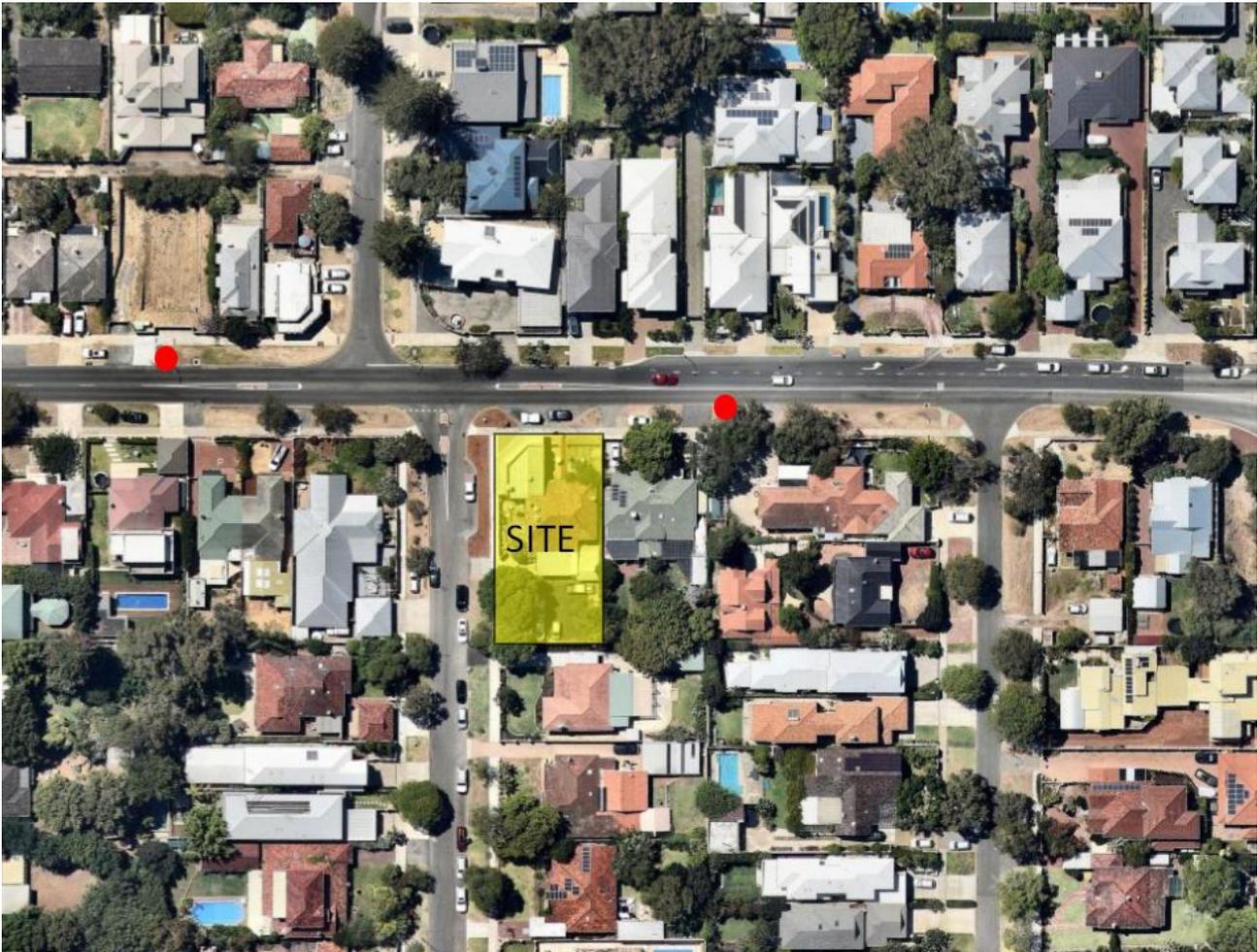
The subject site is walking distance from both Swanbourne and Grant Street Stations on the Fremantle Line, being located approximately 504m from the Grant Street Station and 548m from the Swanbourne Station. These stations provide access to Perth City, Fremantle City, and the broader Perth metropolitan transportation network.

Figure 2-1 Public Transport Routes



Source: Transperth (2019)

Figure 2-2 Bus Stops



## 2.2 Public Transport Mode Share

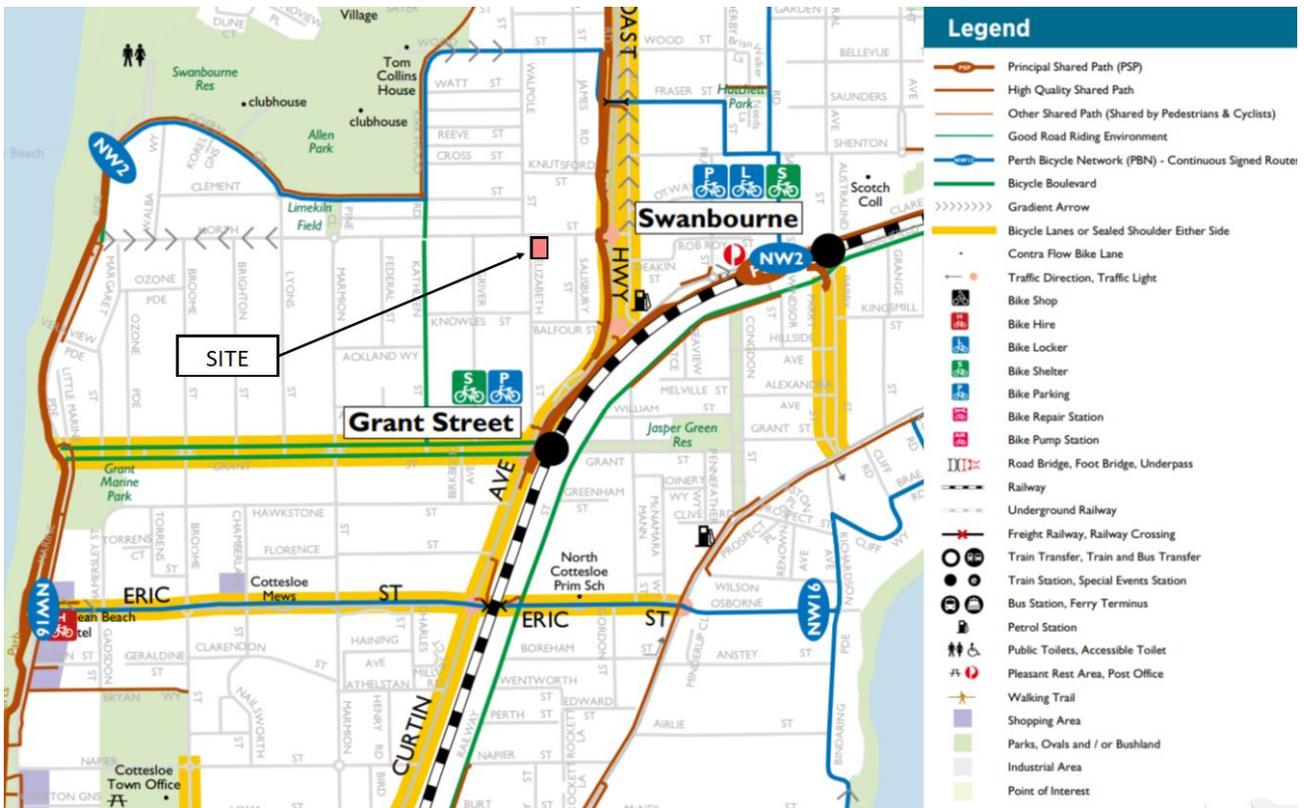
During the two (2) surveys of North Street Store (undertaken on Saturday 16 March, 2019, and Tuesday 19 March 2019), no patrons were identified as using the bus as a mode of transportation to the store. Due to the nature of the shop which operates as a local, 'old-school' corner-store style shop, coupled with the relative infrequency of public transport services to the location, it is considered that there is limited scope for emphasising public transport as a core mode of transport to the store.

### 3 Pedestrian/Cycle Networks

#### 3.1 Existing Pedestrian/Cycle Networks

The following figure indicates the extent of Cycle networks in the vicinity of the Site. There is an extensive network of cycle paths in the vicinity of the Site.

Figure 3-1 Cycling Network



Source: Department of Transport (2019)

The current Principal Shared Path (PSP) network stops at Grant Street Station; however, extension is underway with expected completion of the path stretching to North Fremantle Station and further connection to the Swan River by 2021.

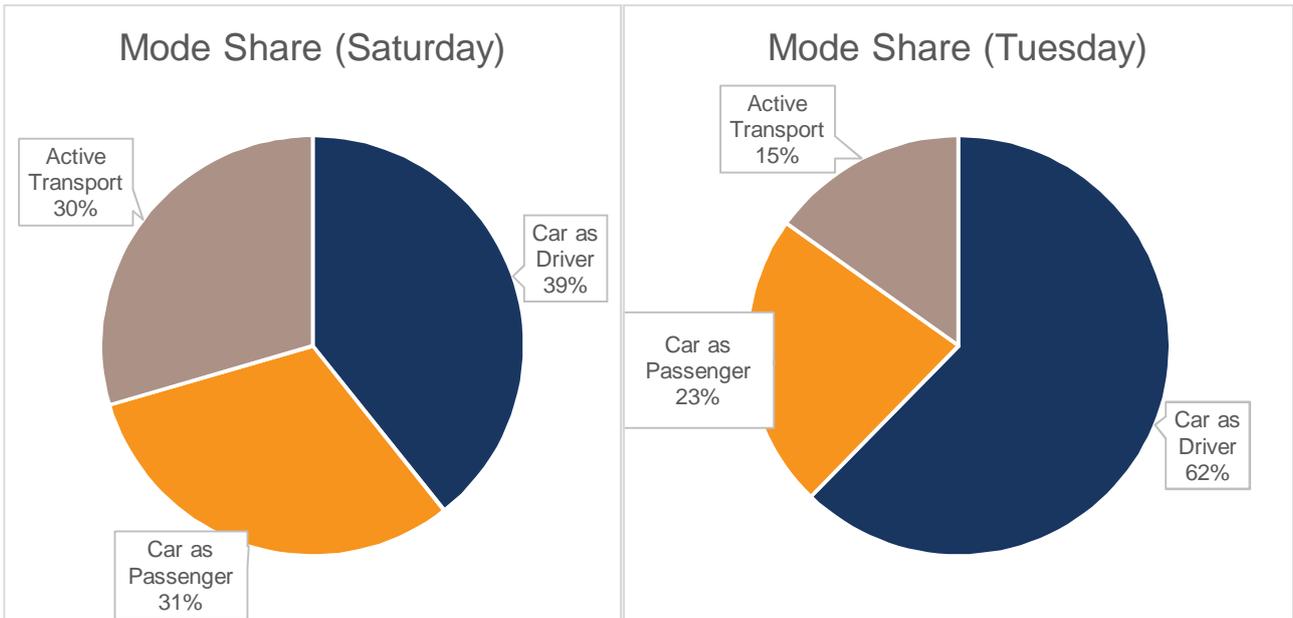
The Site is located within a high-quality network of pedestrian footpaths through the residential neighbourhood, which facilitate walking as a mode of transport.

#### 3.2 Active Transport Modes

The Store has a relatively high share of patrons using active modes of transport as a means of getting to and from the store. On Saturday peak of 53 active transport users arriving to the Store between 8:55AM and 9:55AM was observed, with an average of approximately 43 active transport users per hour, over the three (3) hour period. On Tuesday, active transport peaked between 8AM and 9AM, with 17 active transport users per hour, and an average of approximately 10 active transport users per hour over the three (3) hour period.

The following figures illustrate the use of active transport as a mode of travel to the shop.

Figure 3-2 Existing Mode Share



The Client is committed to the promotion of sustainable transport options. Bicycle parking facilities are provided at the site. These take the form of two (2) U-Rails by the entry of the site, as seen in the following image.

Figure 3-3 Bicycle Parking



Additionally, the Client has installed posters on the Site which encourage patrons to use active modes of transportation such as walking and cycling, as well as encouraging respectful vehicle parking behaviour. These posters had been installed from mid-October 2018, and have recently been updated in a new, eye-catching design. Four (4) new posters prepared by graphic designer Betty Joy Richards, in A1 size, have been recently installed. The new poster is attached in Appendix B of this report.

## 4 Proposed Development

### 4.1 Proposed Land Use

The proposed development seeks to retain the existing approved use as a shop, accounting for use of the house area as office and food preparation areas. The proposed development is detailed in full in the submitted planning report prepared by Altus Planning, however a brief summary is provided below.

The shop seeks to operate as an old-fashioned local corner store, meeting daily needs of surrounding residents. The store sells:

- > Fresh bread and bakery products;
- > Take-away coffee;
- > Short-order cooking for breakfast and lunch (e.g. bacon rolls, sandwiches);
- > Take-away dinner options, and
- > A limited range of basic cooking provisions (e.g. eggs, milk, flour, garlic, butter, etc.).

The shop seeks to continue to operate between the hours of 8AM and 8PM as per the existing approval.

The Site is currently approved for the 'Shop' use up to a total of 70m<sup>2</sup> GFA, and this application seeks to achieve approval for an increase to 175m<sup>2</sup> GFA.

### 4.2 Access Arrangements

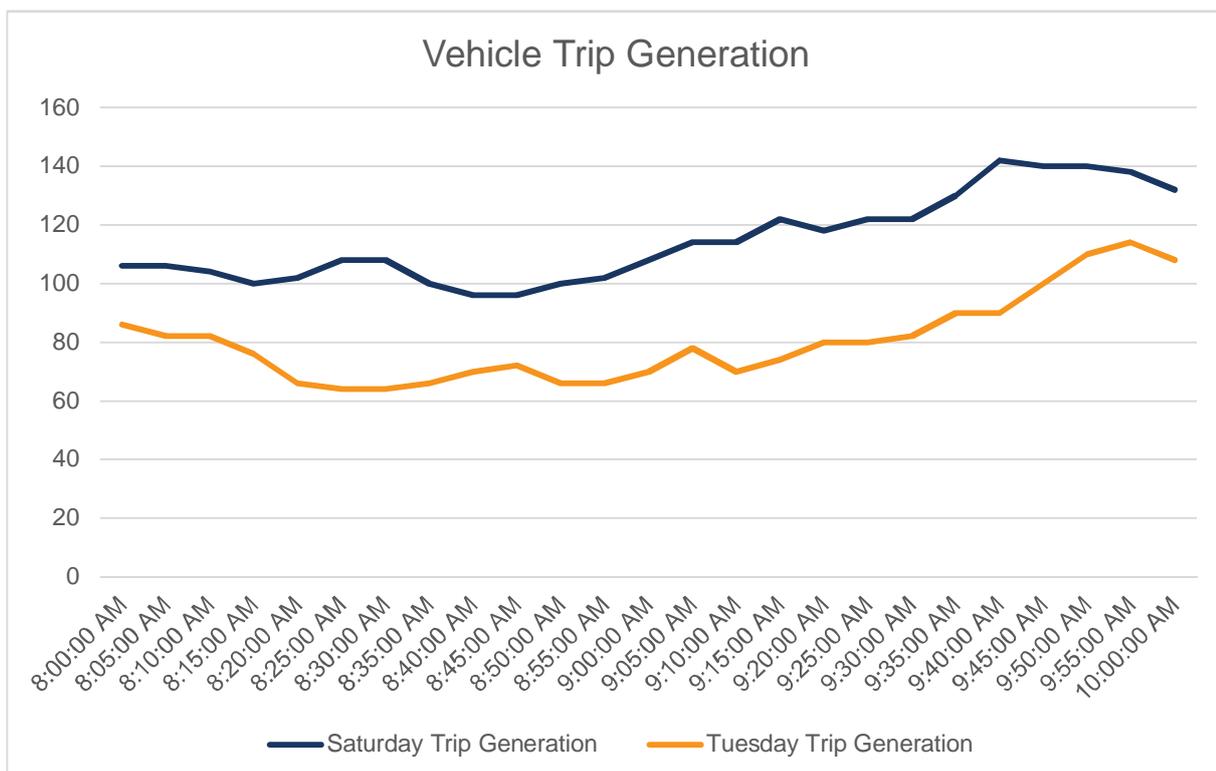
Vehicular access to the site is via an existing constructed crossover on the Elizabeth Street frontage.

### 4.3 Development Traffic Generation

Trip generation has been calculated for the site, using observed data collected on Saturday, 16<sup>th</sup> of March and Tuesday, 19<sup>th</sup> of March 2019. Both days were late summer sunny days with typically higher demand compared to other times of the year.

The following **Figure 4-1** below demonstrates the hourly vehicle trip generation on Saturday and Tuesday.

Figure 4-1 Vehicle Trip Generation by hour



The following table (**Table 4-1**) summarises the trip generation, accounting for both in and out movements, of the development for hourly periods between 8AM and 11AM.

Table 4-1 Total Trip Generation

Time Period	Saturday	Tuesday
8AM – 9AM	106	86
9AM – 10AM	108	70
10AM – 11AM	132	108

A weekday peak of 114 trips between 9.55AM and 10.55AM and a weekend peak of 142 between 9:40AM and 10:40AM was recorded.

During both surveys the road network was observed to comfortably accommodate the traffic movements associated with the development.

#### 4.4 Development Trip Distribution

Site-generated traffic is generally likely to access the site from North Street to Elizabeth Street. Generated trips are expected to exit network via North Street to the surrounding residential area, and to West Coast Highway.

#### 4.5 Service Vehicle Access

##### 4.5.1 Waste Collection

The waste collection arrangement is proposed as follows.

The Client has a total of 8 bins, comprising the following:

- > 1 x 1.5m recycling bin serviced weekly on Tuesday by J.J. Richards & Sons Pty. Ltd;
- > 2 x 1100L wheeled bin serviced weekly on Monday, Wednesday and Friday by J.J. Richards & Sons Pty Ltd;
- > 2 x regular council waste bins;
- > 2 x regular council recycling bins; and
- > 1 x 440L bin that is contracted through the Town of Cottesloe.

Currently waste collection occurs kerbside at the Elizabeth Street frontage of the Site. During collection days, bins will be taken from the storage area and placed in the collection area by the vehicle crossover on Elizabeth Street.

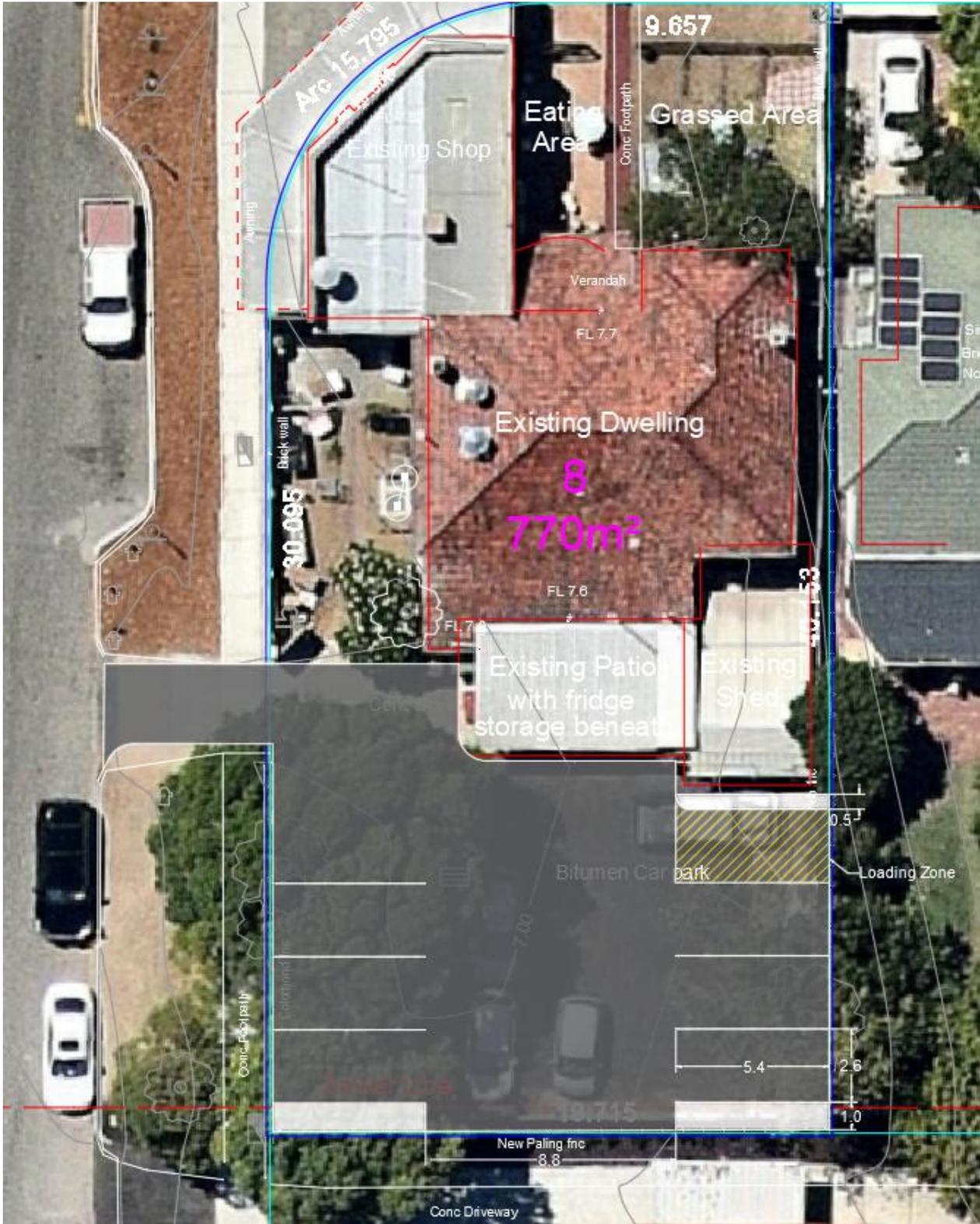
Waste collection occurs outside of peak demand periods and therefore has minimal impact on customers and other users of Elizabeth Street.

##### 4.5.2 Deliveries

Deliveries to the site are typically received between 8AM and 3PM, with loading and unloading to occur from the loading bay located internally to the site.

The following figure which illustrates the location of the loading bay (hatched yellow in **Figure 4-2**) within the Site.

Figure 4-2 Loading Area



## 5 Parking

### 5.1 Car Parking Requirements

The statutory car parking requirement for the development is set out in the Town of Cottesloe’s Town Planning Scheme No. 3 (2014).

The applicable land use and its car parking requirements is set out in the table below.

Table 5-1 Car Parking Requirements

Use	Car Parking Requirements
Shop	> 1 space to every 20 square metres of gross floor area

The gross floor area of the Site is approximately 175m<sup>2</sup>, reflecting a statutory requirement for 8.75 (rounded to 9) car parking spaces under the provisions of the Town of Cottesloe’s *Local Planning Scheme No. 3*.

Car parking is proposed to be provided at the following rate:

- > Six (6) car parking bays and one (1) dedicated loading bay are proposed at the rear of the site, with vehicular access from the existing crossover at Elizabeth Street.
- > Four (4) short-stay (30min) car parking bays located along the Elizabeth Street and North Street frontages of the site.

Given that there are no competing land uses for short-stay parking in the vicinity of the Site, these car parking spaces can be considered to form part of the parking provision of the Site. Therefore, a total of 10 bays are currently provided which is in excess of the statutory requirement of 9 bays.

### 5.2 Bicycle Parking Requirements

The Scheme does not provide requirements for bicycle parking, nor does the City have an (adopted) planning policy which requires bicycle parking for the subject Site and Use.

Nevertheless, there are two (2) U-Rail bicycle parking spaces to the front of the venue, as shown in **Figure 3-2**.

## 6 Site-Specific Issues

---

### 6.1 Parking Management

As separate Parking Management Plan has been prepared to document parking provisions, parking demand, parking management practices and delivery management.

### 6.2 Behavioural Parking Issues

Issues have been observed and reported relating to the parking behaviour of shop patrons. This has included illegal verge parking, and parking in front of driveways, among other issues. Rangers frequently patrol the area and it is noted that few of the Client's patrons have reported receiving parking infringement notices.

While the Client cannot control for the parking behaviour of all patrons, the Client has been proactive in encouraging patrons to park respectfully within the adjoining residential streets, as well as encouraging walking and cycling to the shop.

The Client understands that parking issues have been reduced as the need for respectful parking has been continually reinforced, both via verbal communication with patrons and by the introduction of the parking poster as seen in **Appendix B**.

## 7 Summary

---

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and car parking. Discussion regarding pedestrian, cycle, and public transport consideration is also provided.

This statement has been prepared in accordance with the WAPC *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions have been made in regards to the proposed development:

- > The proposed development consists of an increase in approved floor space from 70m<sup>2</sup> to 175m<sup>2</sup> GFA;
- > The statutory parking requirement is a total of 8.75 bays (rounded to 9). On-site provision, inclusive of the on-street, time limited parking bays, totals 10 bays which is in excess of requirements.
- > A parking survey conducted at the Site has demonstrated that there is an excess of available parking even during peak times, on both week days and weekends. Patronage is linked to season, with summer months having higher patronage than winter months. The survey was conducted during a seasonal period of high demand.
- > Deliveries will be accommodated via a loading bay provided within the site.
- > Weekend peak trip generation was observed to occur from 9.45AM, with the weekday peak observed from approximately 9.55AM. During both surveys the road network was observed to comfortably accommodate the traffic movements associated with the development.
- > The Site has good connections to active transport options, with a high percentage of patrons already utilising these modes.
- > The Client continues to reinforce the importance of respectful parking behaviours for patrons.

APPENDIX

A

WAPC TRANSPORT STATEMENT  
CHECKLIST FOR DEVELOPMENT

**WAPC Checklist for a Transport Statement, Individual Development**

Item	Status	Comments/Proposals
<b>Proposed Development</b>		
proposed land use	Section 4.1	
existing land uses	Section 4.1	
context with surrounds	Section 1.2	
<b>Vehicular access and parking</b>		
access arrangements	Section 4.2	
public, private, disabled parking set down / pick up	Section 5	
<b>Service vehicles (non-residential)</b>		
access arrangements	Section 4.5	
on/off-site loading facilities	Section 4.5	
<b>Service vehicles (residential)</b>		
rubbish collection and emergency vehicle access	N/A	
<b>Hours of operation (non-residential only)</b>		
	Section 4.1	
<b>Traffic volumes</b>		
daily or peak traffic volumes	Section 4.3	
type of vehicles (e.g. cars, trucks)	Section 4	
<b>Traffic management on frontage streets</b>		
<b>Public transport access</b>		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station		
<b>Pedestrian access/facilities</b>		
existing pedestrian facilities within the development (if any)	Section 3.1	
proposed pedestrian facilities within development	N/A	
existing pedestrian facilities on surrounding roads	Section 3.1	
proposals to improve pedestrian access	N/A	
<b>Cycle access/facilities</b>		
existing cycle facilities within the development (if any)	N/A	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
<b>Site specific issues</b>		
	Section 6	
<b>Safety issues</b>		
identify issues		
remedial measures		

APPENDIX

# B

PLEASE PARK NICELY POSTER

# NORTH STREET STORE

*Please park nicely!*

Please help us minimise our impact on the area by following these simple rules:

1. Never park over a driveway, even when you're just popping in\*
2. Don't park on anyone's verge, unless you have the resident's permission\*
3. Always park with the flow of traffic, not against it\*
4. Try parking a little further away and walk in, there is ample parking in the surrounding streets

- TIP -

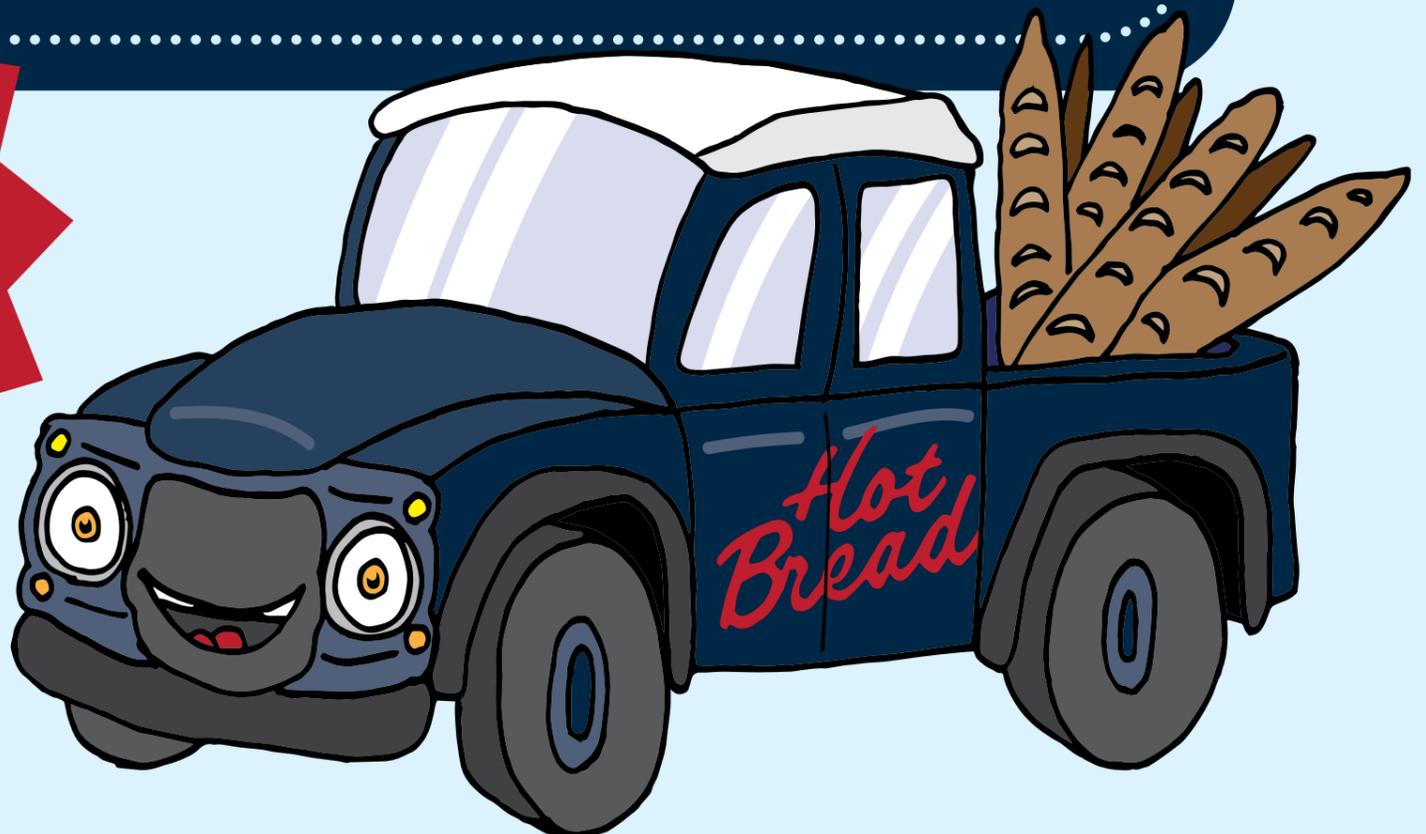
The best way to visit us is on foot or bike!

We have dedicated space for your bikes, prams and dogs

\*These are ticketable offences with Rangers regularly patrolling the area

- REMEMBER -

This is a residential area, so please park and behave as if this was your street



We welcome your questions, comments and suggestions and would love to hear from you!

☎ Craig 0406-111-831 ☎ Lachie 0405-180-954 ✉ [hello@northstreetstore.com](mailto:hello@northstreetstore.com)

## About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

## Contact

11 Harvest Terrace  
West Perth WA 6005  
Australia

Phone +61 8 9273 3888  
Fax +61 8 9486 8664

Web Address  
[www.cardno.com](http://www.cardno.com)



## Attachment 5 Parking Management Plan



# Parking Management Plan

<b>Title</b>	16 North Street, Cottesloe (North Street Store)	<b>Project No</b>	CW1069000
<b>Client</b>	Do A Dinner Pty Ltd	<b>Status</b>	Rev B
<b>Date</b>	10 April 2019	<b>Discipline</b>	Traffic and Transport
<b>Author</b>	Jessie Moore	<b>Office</b>	Perth
<b>Reviewer</b>	Jacob Martin		

## 1 Introduction

Cardno has been engaged by Do a Dinner Pty Ltd to prepare a Parking Management Plan (PMP) for the development located at 16 North Street, Cottesloe.

## 2 Background

The Site is located at Lot 8 (No. 16) North Street, Cottesloe and currently operates as the 'North Street Store.' The location of the Site is shown in **Figure 1** below.

This Parking Management Plan has been prepared to document the parking provisions, parking demand, parking management practices and delivery management. This document supports a Development Application for modifications to the existing 'Shop' located on the Site. Plans illustrating the site layout are included in **Appendix A**.

**Figure 1** Site Location



Source: Nearmap (2019)

## 3 Parking Management Plan

### 3.1 Access Controls

Six (6) bays provided on-site, accessed via an existing vehicle crossover at Elizabeth Street.

Four (4) public on-street bays along North Street and Elizabeth Street adjacent to the lot frontage providing proximal parking for customers. These bays are subject to 30min time restrictions 24 hours, 7 days a week.

### 3.2 Parking Provision and Requirements

The statutory car parking requirement for the development is set out in the Town of Cottesloe's Town Planning Scheme No. 3 (2014).

The applicable land use and its car parking requirements are reproduced in **Table 1** below.

**Table 1 Car Parking Requirements**

Use	Car Parking Requirements
Shop	1 space to every 20sq.m (GFA)

The gross floor area of the Site is approximately 175m<sup>2</sup>, reflecting a statutory requirement for 8.75 (rounded to 9) car parking spaces under the provisions of the Town of Cottesloe's *Local Planning Scheme No. 3*.

Car parking is proposed to be provided at the following rate:

- > Six (6) car parking bays and one (1) dedicated loading bay are proposed at the rear of the site, with vehicular access from the existing crossover at Elizabeth Street.
- > Four (4) short-stay (30min) car parking bays located along the Elizabeth Street and North Street frontages of the site.

Given that there are no competing land uses for short-stay parking in the vicinity of the Site, these car parking spaces can be considered to form part of the parking provision of the Site. Therefore, a total of 10 bays are currently provided which is in excess of the statutory requirement of 9 bays.

#### 3.2.1 Parking Profile

To determine the utilisation of parking in the vicinity of the site, a parking occupancy survey was undertaken. The survey was conducted between the following peak demand periods:

- > Typical Weekend Peak: Saturday 16 March 2019 (8am-11am); and,
- > Typical Weekday: Tuesday 19 March 2019 (8am-11am).

This survey established a profile for parking occupancy of legal parking spaces along Elizabeth Street within a 200m walking distance of the Site. On-street parking is not permitted on North Street, with the exception of the two formal bays on the Site frontage which were included in the survey.

This also included the four (4) embayed parking spaces on Elizabeth Street and North Street. A total of 49 on-street car parking bays were surveyed, at five (5) minute intervals.

Prior to 8am (before the shop's opening time) on both Tuesday and Saturday there were a total of 10 cars parked along Elizabeth Street. Given the lack of other land uses in the area, these can be assumed to be resident vehicles stored on-street.

During both Saturday and Tuesday surveys there was observed to be ample car parking availability in the area, including at peak times. The following **Figure 2** and **Figure 3** illustrate the parking demand and availability across the two survey periods.

Figure 2 Saturday Parking Availability

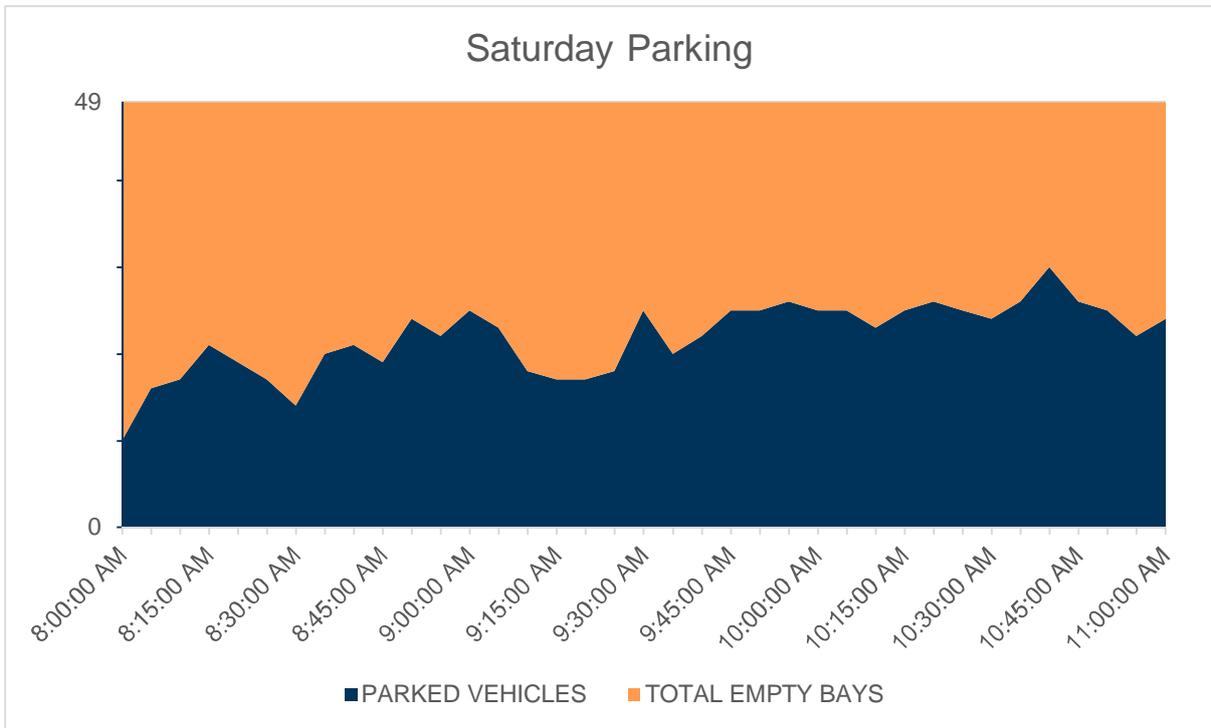
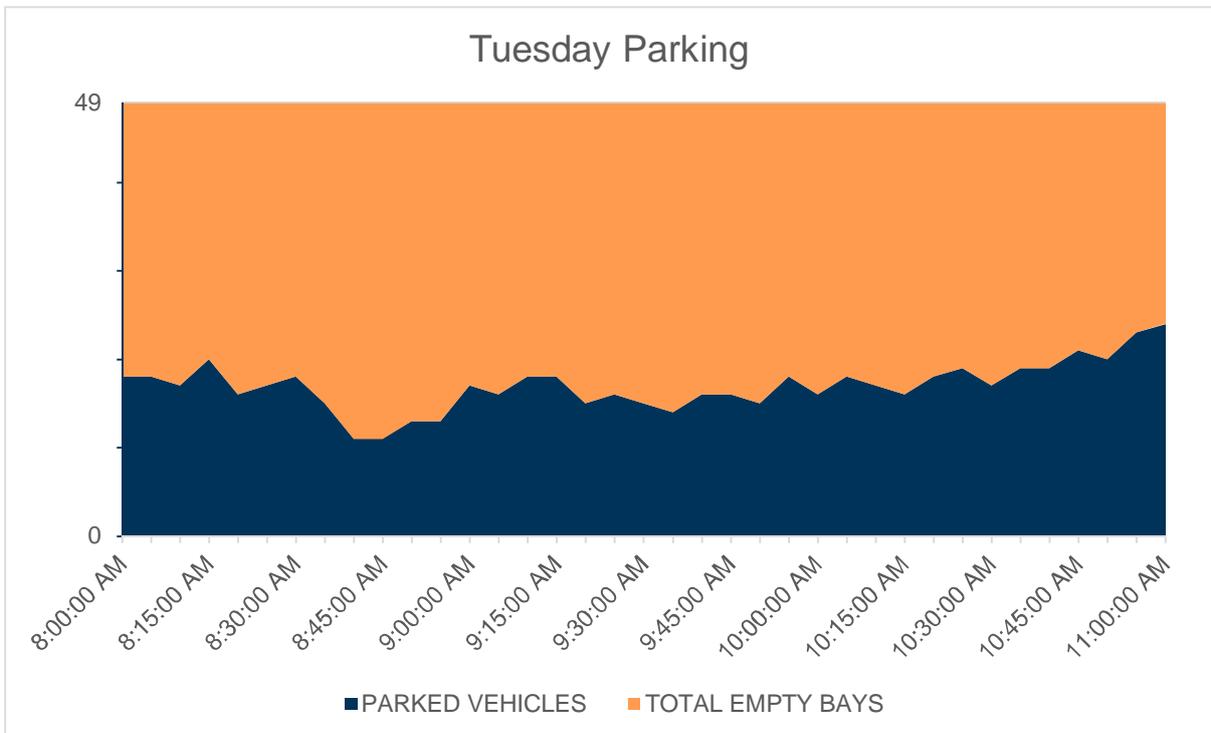


Figure 3 Tuesday Parking Availability



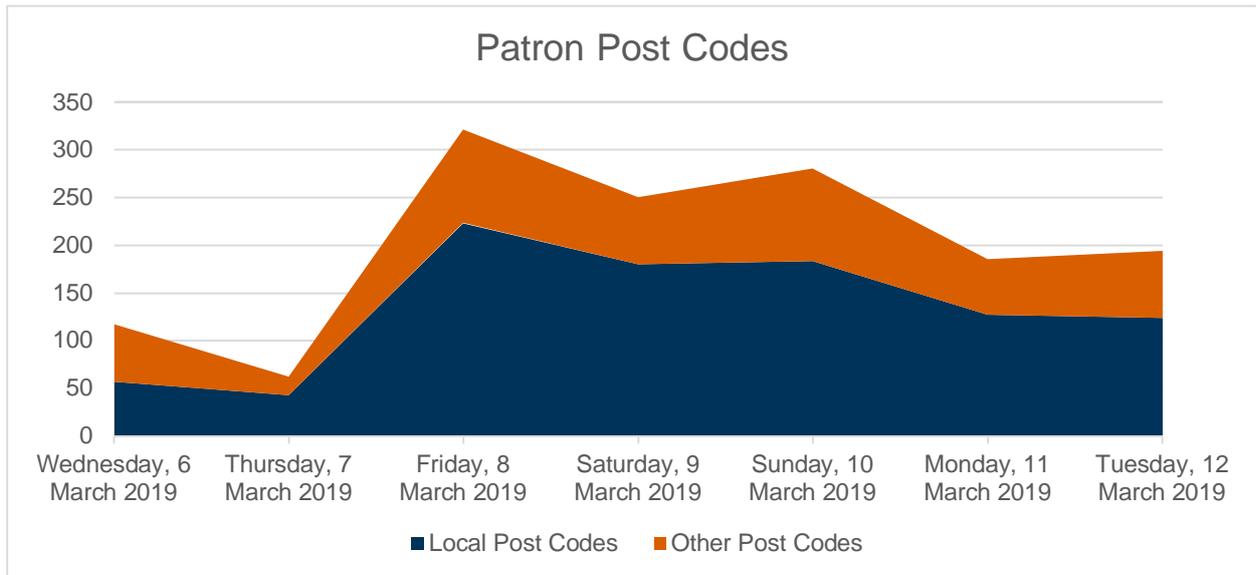
The above figures and table demonstrate that even during peak times there is more than sufficient parking to accommodate demand in the surrounding street network.

### 3.2.2 Journey Origin

Do A Dinner Pty Ltd collected the postcodes of its customers over a period of a week spanning 6<sup>th</sup>-12<sup>th</sup> March 2019 and this data is presented in **Figure 4** below.

The data shows that the majority of journeys to the North Street Store originate within Cottesloe, Claremont and Mosman Park ('Local Post Codes), with a proportion from other areas within Perth.

**Figure 4 Patron Post Code Data**



### 3.3 Waste Collection

A waste management arrangement is proposed to ensure efficient, safe and effective collection. The Site has a total of 8 bins, with a collection regime by Local Government and private contractors to support the on-site operations. Details of waste collection operations are as follows:

- > 1 x 1.5m<sup>3</sup> recycling bin serviced weekly on Tuesday by private contractors;
- > 2 x 1100L wheeled bins serviced weekly on Monday, Wednesday and Friday by private contractors;
- > 2 x regular council waste bins;
- > 2 x regular council recycling bins; and
- > 1 x 440L bin that is contracted through the Town of Cottesloe.

Currently, waste collection occurs kerbside at the Elizabeth Street frontage of the Site. On the above collection days, bins are taken from the storage area and placed in the collection area.

Waste collection occurs outside of peak demand periods and therefore has minimal impact on customers and other users of Elizabeth Street.

### 3.4 Loading and Unloading

Deliveries to the site consist of the following:

- > Flour delivery – 12.5m Single Unit Truck – 1 trip per week
- > Various other deliveries (milk, fruit/veg etc.) – vans or small rigid trucks – 1 to 3 trips per day

It is noted that Do A Dinner Pty Ltd is currently working towards relocating the baking aspects of the business to another site and therefore, once this occurs, flour deliveries will no longer occur to the North Street Store.

In the meantime, the flour delivery truck will continue to unload kerbside on Elizabeth Street, some distance from the shop, and use tail lift and pallet jack to transport flour pallets to the rear entry of the Site where deliveries are received. This only occurs once per week and is timed to occur outside of peak demand times for the Site, therefore having minimal impact on road users.

Other deliveries will be accommodated in the marked loading bay within the Site. These deliveries will generally be in vans, utes and small rigid trucks. Do A Dinner Pty Ltd works with suppliers to ensure that appropriately sized vehicles are used for deliveries.

Deliveries typically occur between 8AM and 3PM daily.

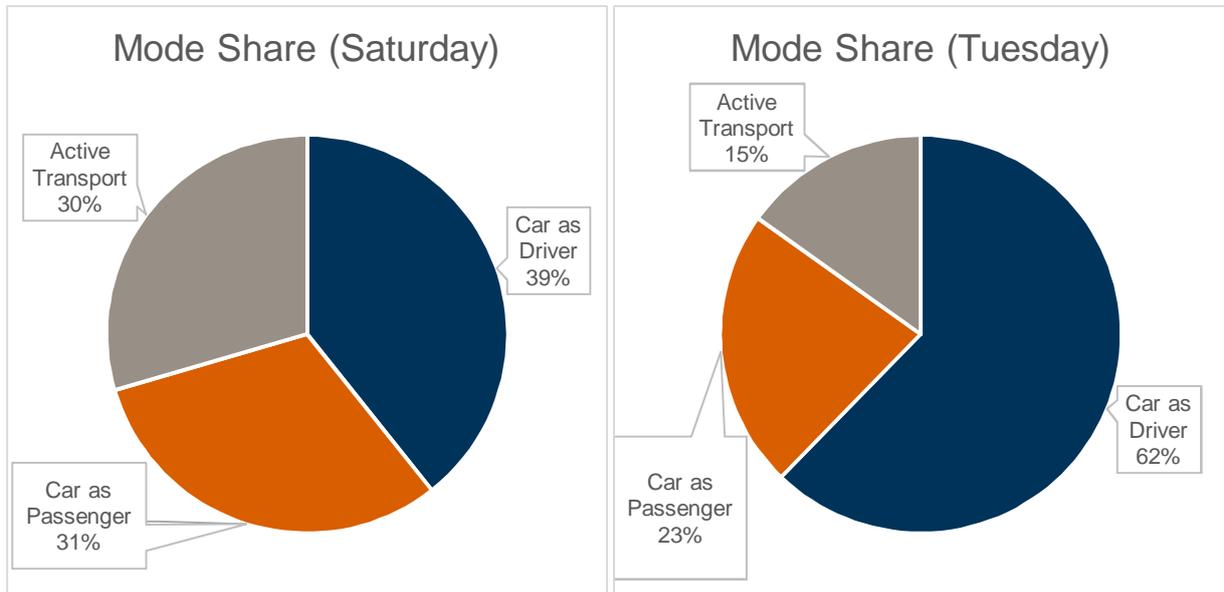
## **3.5 Behaviour Management**

### **3.5.1 Alternative Transportation Modes**

Do A Dinner Pty Ltd is committed to the promotion of sustainable transport modes. This is reflected in the proposed modifications to the Site, and the existing high rate of active transport by customers.

Walking and cycling each form a sizeable component of mode share to the Site, particularly on the weekend. The observed travel mode shares are illustrated in **Figure 5**.

Figure 5 Mode Share



In support of cycling modes, bicycle parking facilities in the form of two (2) U-Rails are provided by the Town of Cottesloe at the entry of the site (as shown in **Figure 6** below).

Figure 6 Bicycle Parking



Additionally, Do A Dinner Pty Ltd has undertaken an internal behaviour change campaign to encourage patrons to use active modes of transportation as an alternative to driving. Graphic designer Betty Joy Richards has been engaged to produce a poster emphasising appropriate parking behaviour and encouraging patrons to embrace active transportation modes. Four (4) posters at A1 size have been placed in several locations within the Site where convenient to communicate the message to customers. A copy is included as **Appendix B**.

### 3.6 Parking Compliance and Enforcement

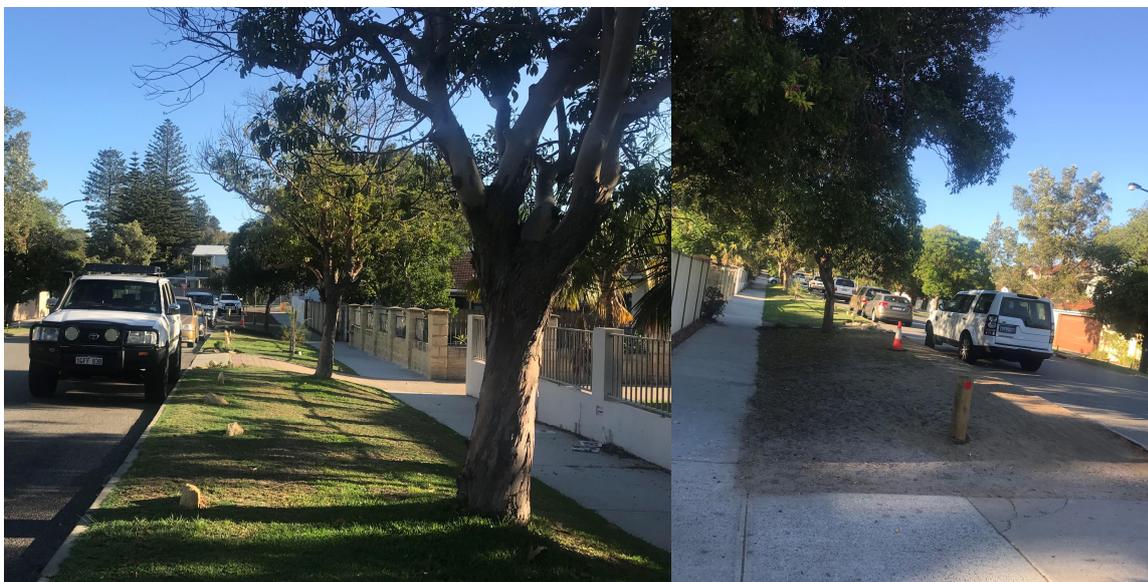
The Town of Cottesloe has installed several bollards which appear to be intended to serve as a structural barrier to informal parking, and to prevent damage to the Town's property.

It is noted that in addition to the Town of Cottesloe's bollards, some residents appear to have installed their own informal bollards on verges, which may be to prevent informal parking. Refer to the following images.

Figure 7 Town of Cottesloe Bollards: North Street and Elizabeth Street



Figure 8 'Informal' Bollards on Elizabeth Street



Do A Dinner Pty Ltd is enthusiastic to work with Local Government to reduce illegal and inconsiderate parking, and is open to discussion regarding converting the Elizabeth Street front verge into a loading or car parking bay.

## 4 Summary

In summary, the provision of parking has been assessed with consideration for parking supply consistency, alternative transport provisions and behaviour. This review confirms that:

- > There is sufficient parking available on-site and along the Lot frontage to satisfy the Town's statutory requirements;
- > The provision of on-street parking is more than sufficient to accommodate the peak demand of the development;
- > A significant proportion of trip demand is satisfied by alternative transport modes;
- > North Street Store is committed to supporting appropriate parking behaviour; and,
- > An on-site and on-street waste collection and loading regime has been established.

16 North Street,  
Cottesloe (North  
Street Store)

# APPENDIX A

## SITE PLANS



© Cardno Limited  
 All Rights Reserved.  
 This document is produced by Cardno Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Cardno Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

**Cardno**  
 Cardno (WA) Pty Ltd | ABN 77 009 119 000  
 11 Harvest Terrace  
 West Perth WA 6005  
 Tel: 08 9273 3888 Fax: 08 9486 8664  
 Web: www.cardno.com.au

Do a Dinner Pty Ltd			
Lot 8 North Street			
Proposed Parking Layout			
6 Car Bays and 1 Loading Bay			
Datum	Date	Scale	Size
A.H.D.	20/03/2019	-	A3
Drawing Number			Revision
CW1069000-TR-SK001			A

APPENDIX B  
PARKING MANAGEMENT POSTER

# NORTH STREET STORE

*Please park nicely!*

Please help us minimise our impact on the area by following these simple rules:

1. Never park over a driveway, even when you're just popping in\*
2. Don't park on anyone's verge, unless you have the resident's permission\*
3. Always park with the flow of traffic, not against it\*
4. Try parking a little further away and walk in, there is ample parking in the surrounding streets

- TIP -

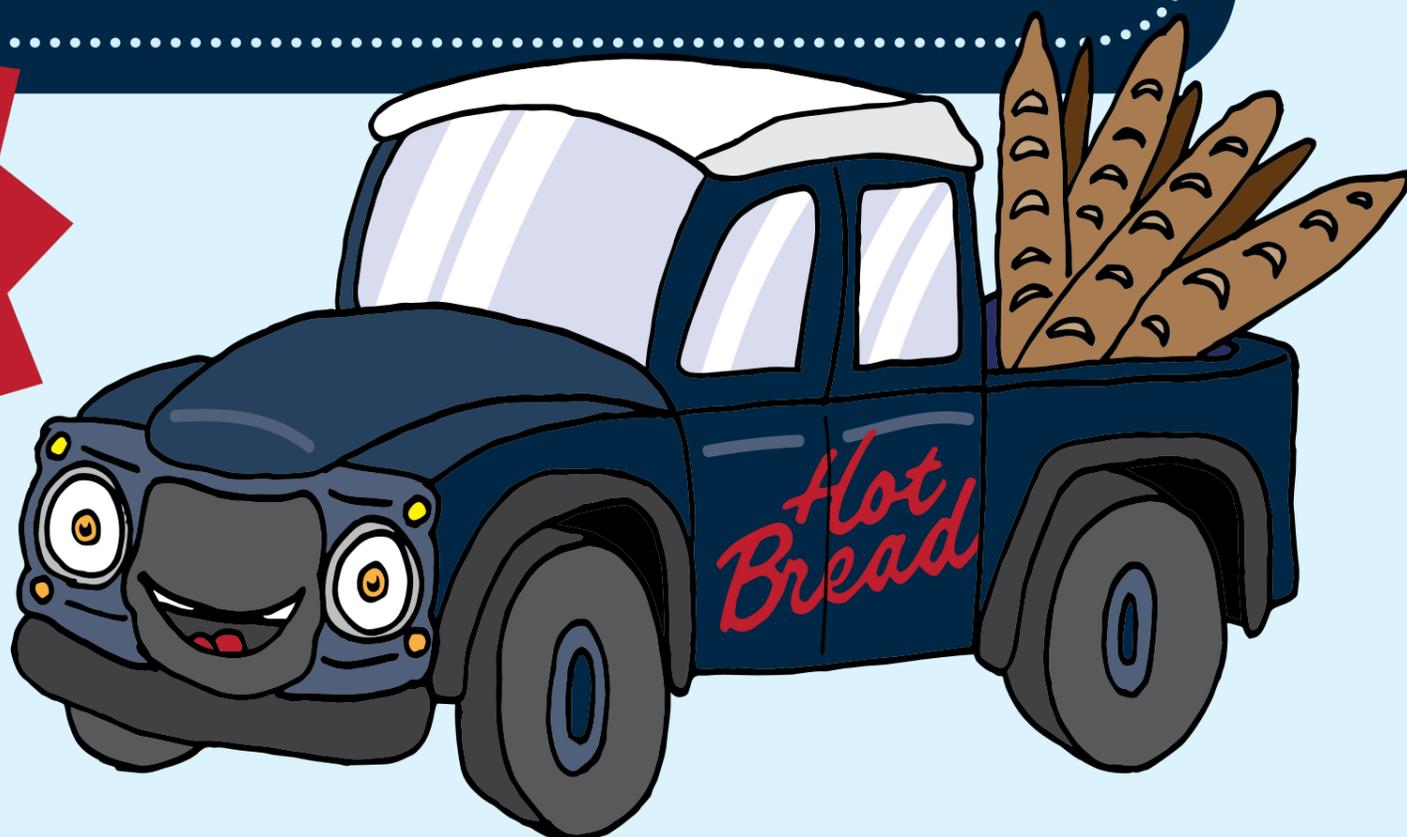
The best way to visit us is on foot or bike!

We have dedicated space for your bikes, prams and dogs

\*These are ticketable offences with Rangers regularly patrolling the area

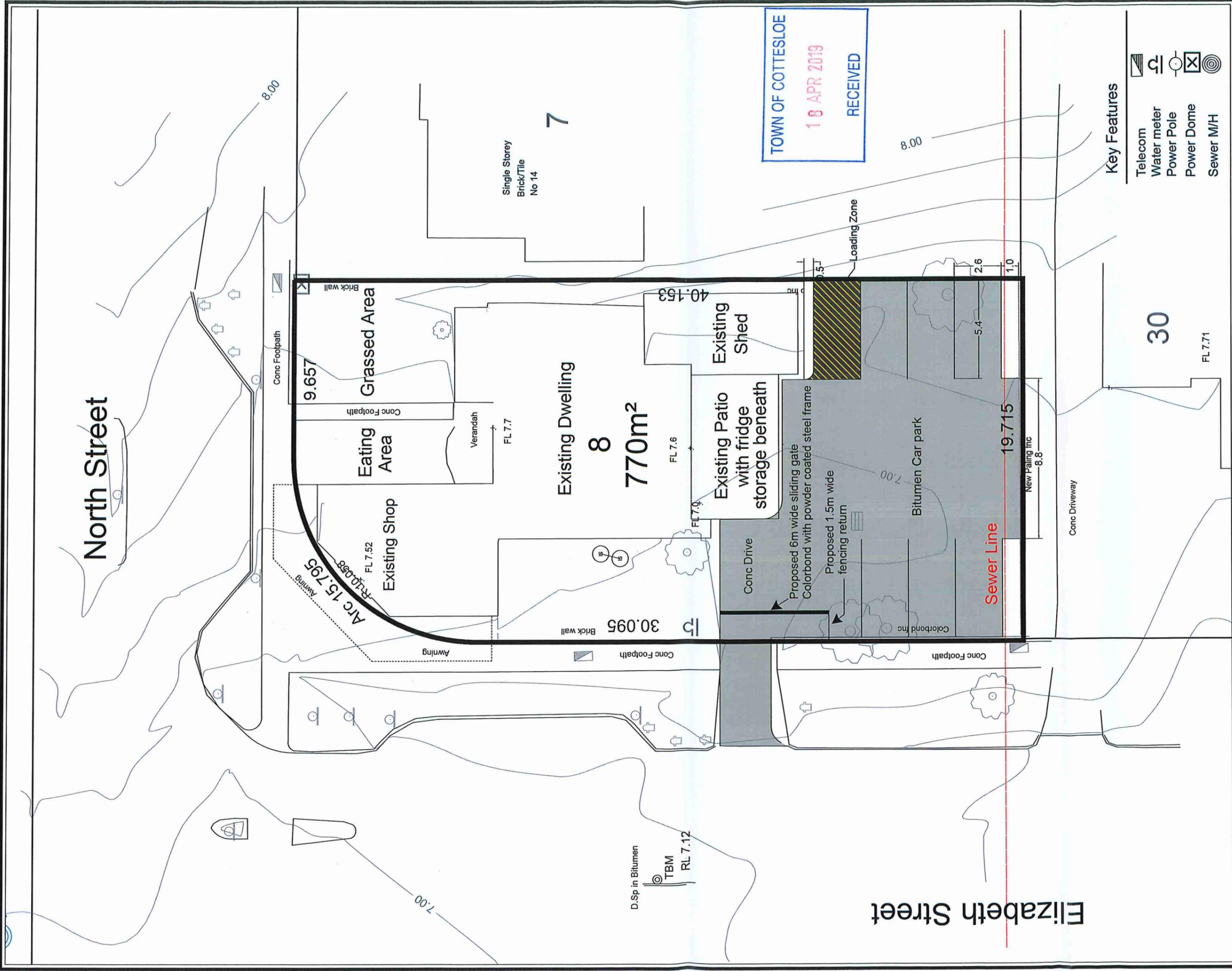
- REMEMBER -

This is a residential area, so please park and behave as if this was your street

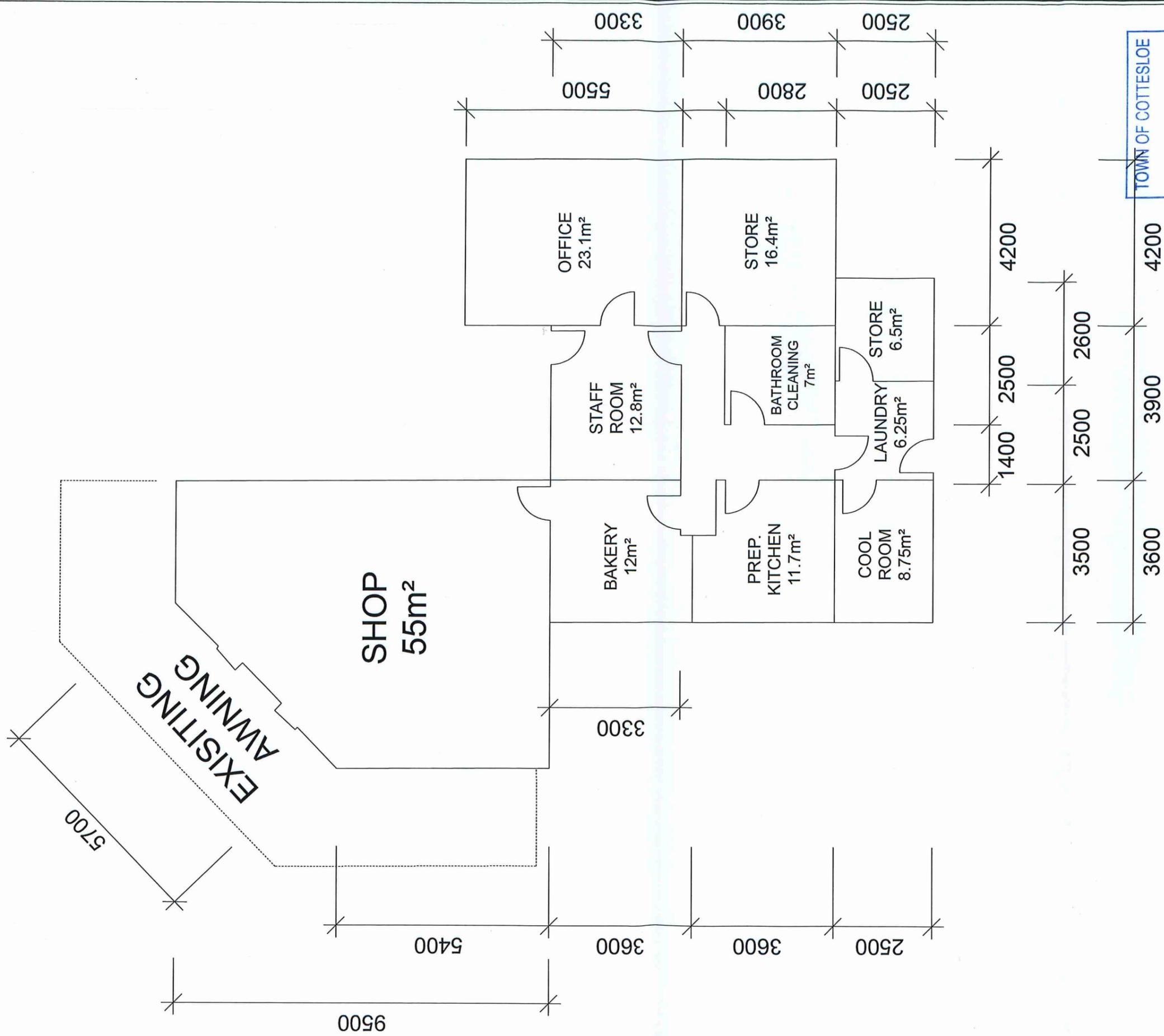


We welcome your questions, comments and suggestions and would love to hear from you!

☎ Craig 0406-111-831 ☎ Lachie 0405-180-954 ✉ [hello@northstreetstore.com](mailto:hello@northstreetstore.com)



 SCALE 1:200 ORIGINAL PLAN SIZE: A3	 NORTH Altus Planning 88 Canning Highway South Perth WA 6151 t. 9474 1449 m. 0400 069 037 w. www.altusplan.com.au	<b>LEGEND:</b> Subject Land .....	<b>SITE PLAN</b>  LOT 8 (No. 16) NORTH STREET COTTESLOE Town of Cottesloe
		NOTE: Areas and dimensions are subject to survey.  DISCLAIMER: This plan has been prepared under instruction of the client. Altus Planning bears no responsibility for any inaccuracies or errors.	



TOWN OF COTTESLOE  
 18 APR 2019  
 RECEIVED

SCALE 1:100  
 ORIGINAL PLAN SIZE: A3

Base Mapping Prepared By: DB Surveys  
 Date: 05.03.2019  
 Rev 1

**ALTUS**  
 PLANNING

NORTH

Altus Planning  
 68 Canning Highway  
 South Perth WA 6151  
 t. 9474 1449 m. 0400 069 037  
 w. www.altusplan.com.au

LEGEND:  
 Subject Land.....

NOTE: Areas and dimensions are subject to survey.

DISCLAIMER: This plan has been prepared under instruction of the client, Altus Planning bears no responsibility for any inaccuracies or errors.

**FLOOR PLAN**

LOT 8 (No. 16) NORTH STREET  
 COTTESLOE  
 Town of Cottesloe



Town of Cottesloe

Our Reference: PR53583  
Enquiries: Manager Compliance and Regulatory Services  
Email: [mc@cottesloe.wa.gov.au](mailto:mc@cottesloe.wa.gov.au)

Phone: 9285 5000

16 January 2019

To Laura Thurston

Senior Associate

Cullen Macleod Lawyers

Email: [lthurston@cullenmacleod.com.au](mailto:lthurston@cullenmacleod.com.au)

### **UNAUTHORISED USE - NORTH STREET STORE, 16 NORTH STREET, COTTESLOE**

Thank you for your response to the Chief Executive Officer's letter dated 15 November 2018 regarding the unauthorised commercial use of the premises located at 16 North Street, Cottesloe.

The proprietors have on numerous occasions been provided with advice and evidence that they are operating in contravention of the Town's *Local Planning Scheme No. 3*, in particular the floor area for the commercial use which is well in excess of the permitted 70m<sup>2</sup>. In addition, the proprietors were provided with a copy of the relevant scheme provisions (schedule 2 - additional uses) prior to leasing the property.

This unauthorised use is in contravention of the *Local Planning Scheme* and is an offence under the *Planning and Development Act 2005*.

Furthermore, it was observed in a recent inspection carried out on 14 January 2019 that no effort has been made to reduce the commercial use of the floor area. The entire property, approximately 170m<sup>2</sup> is in fact being used for commercial purposes. (Please refer to attached photographs).

The existing unauthorised use is in contravention of the *Local Planning Scheme* and is an offence under the *Planning and Development Act 2005*.

The Town therefore will not support the request for a further 60 days to comply with the *Local Planning Scheme* however, will allow a further 14 days only.

Yours sincerely

**Garry Bird**

**A/Chief Executive Officer**

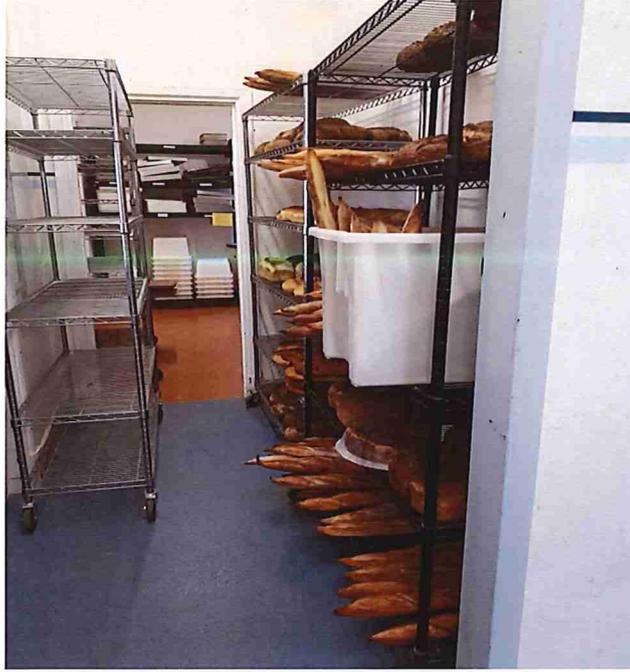


Photo 1: Hallway



Photo 2: Study (Converted into Coolroom)



Photo 3: Laundry (also being used for storage)

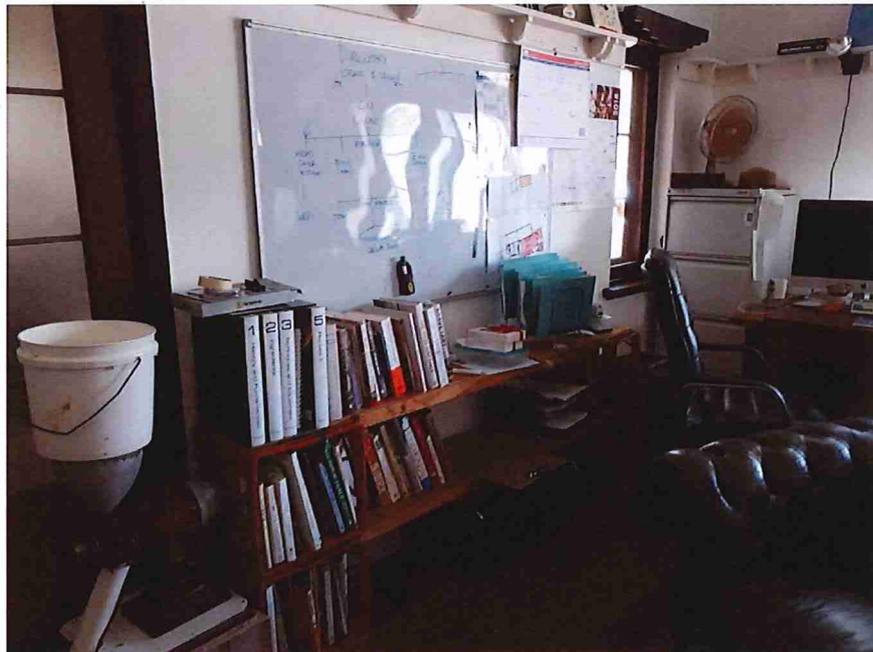


Photo 4: Living Room

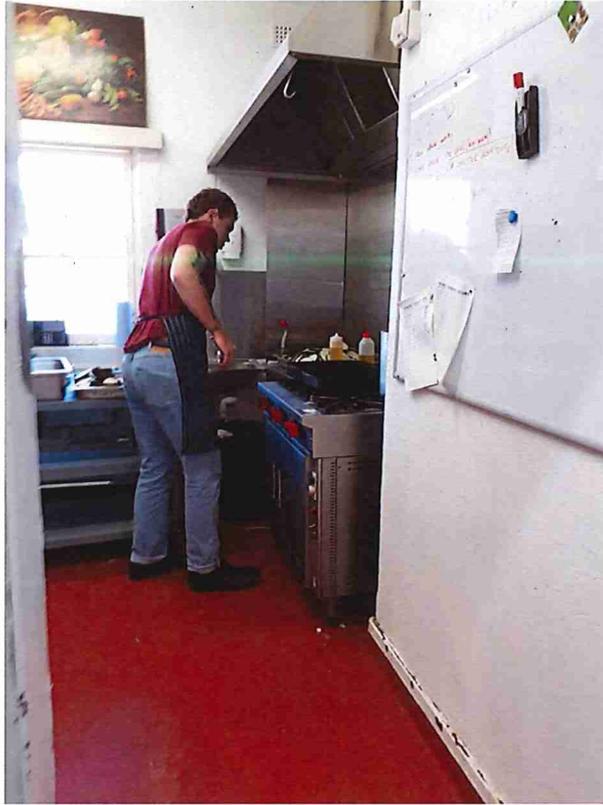


Photo 5: Bedroom (Western Side)



Photo 6: Store



Photo 7 (i): Bedroom (Eastern Side)



Photo 7 (ii): Bedroom (Eastern Side)