



Allerding
& Associates

Town Planners, Advocates and Subdivision Designers

ABN 24 044 036 646

24 May 2019

Our Ref: HAR ERI GE

Chief Executive Officer
Town of Cottesloe
PO BOX 606
COTTESLOE WA 6911

Dear Sir

**RE: PROPOSED CHANGE IN PARKING CONFIGURATION FOR CHAMBERLAIN STREET
LOADING AREA**

The following proposal is submitted for and on behalf of the Eric Street Shopping Centre. The proposal seeks to modify the parking configuration of the loading area adjacent to the Centre on Chamberlain Street.

Introduction

The Eric Street Shopping Centre provides an important local activity centre and comprises a range of activities for the local community comprising:

- IGA Supermarket;
- Allied Health Services comprising physio, massage and chiropractic;
- Pharmacy 777;
- Retail shop outlets;
- Cimbolino Café;
- Gymnasium; and,
- Offices,

The Centre was subject to an award winning refurbishment in 2012 and forms an integral and well-presented part of the local Cottesloe area.

Zoning

The shopping centre is zoned "Local Centre" under the Town of Cottesloe's Local Planning Scheme No. 3 (**LPS3**), which facilitates a variety of uses to cater for the local community.

Notably, the objectives of the Local Centre zone include:

4.2.5 The objectives of the Local Centre zone are to —

- a) provide the opportunity for small-scale shops, facilities and services for the community within the surrounding residential locality;*
 - b) encourage development which is compatible with the scale and amenity of the surrounding residential locality;*
 - c) ensure that adequate provision is made for access and parking facilities without causing undue amenity effects on the surrounding residential locality;*
- ...

The owners are committed to ensuring the continuation of a vibrant and active centre that provides an appropriate local shopping service to the community consistent with these objectives.

Current Parking and Loading Arrangements

While dients of the shopping centre can visit the centre for longer shopping trips, attend medical consultations or make use of the gymnasium and health facilities, attendance to the shopping centre is also characterised by a number of trips of a significantly lower duration. This is consistent with the purpose of a Local Centre zone to include small scale shops and services for the convenience of patrons wishing to make to quick visits, including for medications at the pharmacy or to the Cafe for takeaway.

At present the Centre is serviced by two loading areas. The principal loading area is located down the private right of way (**ROW**), adjacent to the IGA loading dock. As depicted on photo's 1 and 2, the ROW provides a direct means for goods to be loaded via hydraulic lifts directly into the IGA premises. This avoids the need for large and small delivery items to be taken through the public areas of the shopping centre which is undesirable. This arrangement has been in place with the IGA centre for many years.

The other loading area is along Chamberlain Street. This area is earmarked primarily for use by other tenants, smaller utility vehicles, vans and some trucks, predominantly for smaller deliveries, although it can also be used by larger trucks where either the ROW is unavailable, unable to be used, or unrelated to IGA operators. These loading areas are designated on **Figure 1** below. The use of the loading area along Chamberlain Street has been assessed to ascertain its use and function by different vehicle types to establish the demand for this area by commercial vehicles. This occurred over a four day period and the results of that analysis are discussed further below.

The results of that survey indicate that there is excess loading bay capacity that could otherwise be used for short term parking whilst also retaining part of this area for dedicated loading commensurate with the demand profile.

Noting the need to balance the interests of long term parking, short term parking and loading, this proposal seeks that the loading bay area situated on Chamberlain Street be modified to create four bays, including one larger bay to function as a dedicated loading area which is sized to accommodate larger commercial vehicles, and three other 10 minute bays that provide a

combined function for loading and general public use on a time limited basis only. The details of the proposal are outlined below.



Photographs 1 and 2 of existing loading bay area

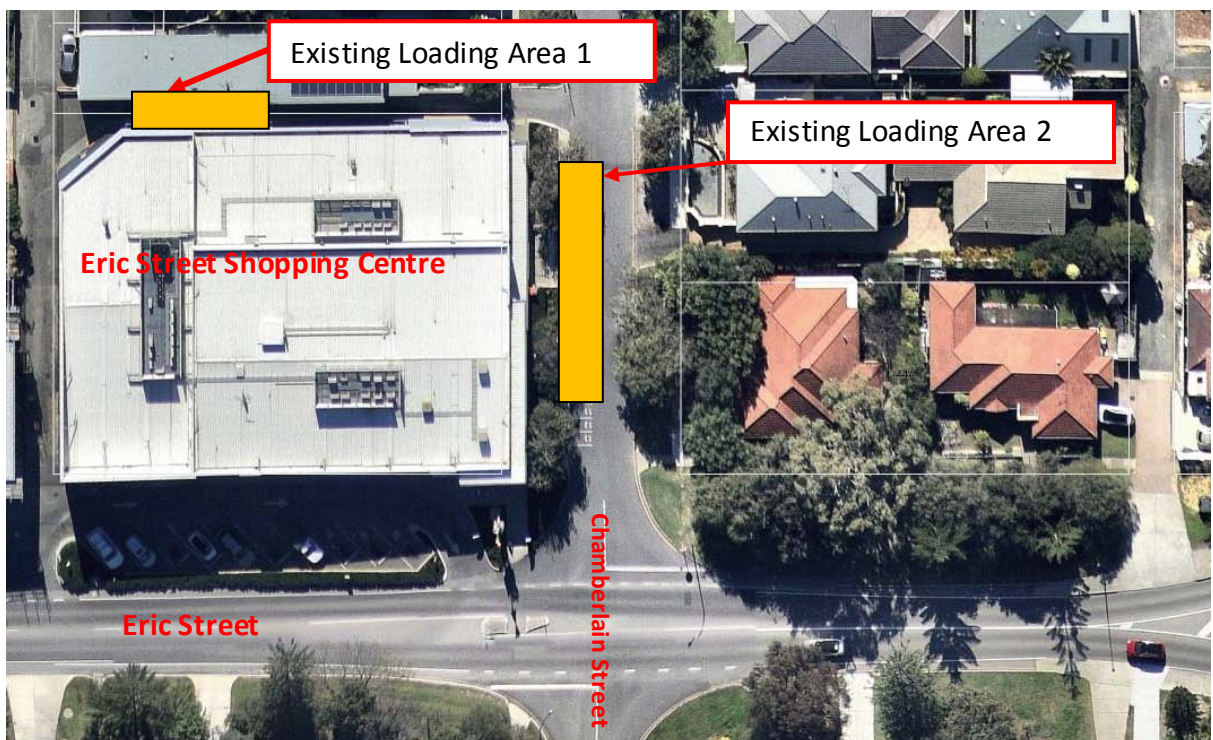


Figure 1: Existing Loading Area

Survey of Commercial Parking Patterns

A survey of commercial vehicle use of the loading area bays was conducted over four days between the period of Saturday 16 March 2019 to Friday 22 March 2019 (excluding Sunday, Tuesday and Wednesday). The data collected for commercial vehicles is included as **Attachment 1**. For clarity and ease of reference, we have included a combined pie chart in **Figure 2** below.

The results demonstrate that for commercial vehicles the loading area was **vacant for 79%** of the time. When the bays were utilised by commercial vehicles, 15% of the time the bays were only utilised by one commercial vehicle with only 4% being used by more than one commercial vehicle.

The total time measured was 1800 minutes (30 hours).

The survey demonstrates the rationale behind the proposal to provide a dedicated loading bay to accommodate the 94th percentile of commercial vehicle use with 3 x 10 minute bays for shared use to accommodate the infrequent and occasional use by more than one commercial vehicle. Commercial vehicles for IGA will continue to be encouraged to utilise the IGA loading dock as the preferred arrangement. The supply of other 10 minute, dual purpose parking bays provided under this proposal prevents customer parking having to take place in the residential component of Chamberlain Street.

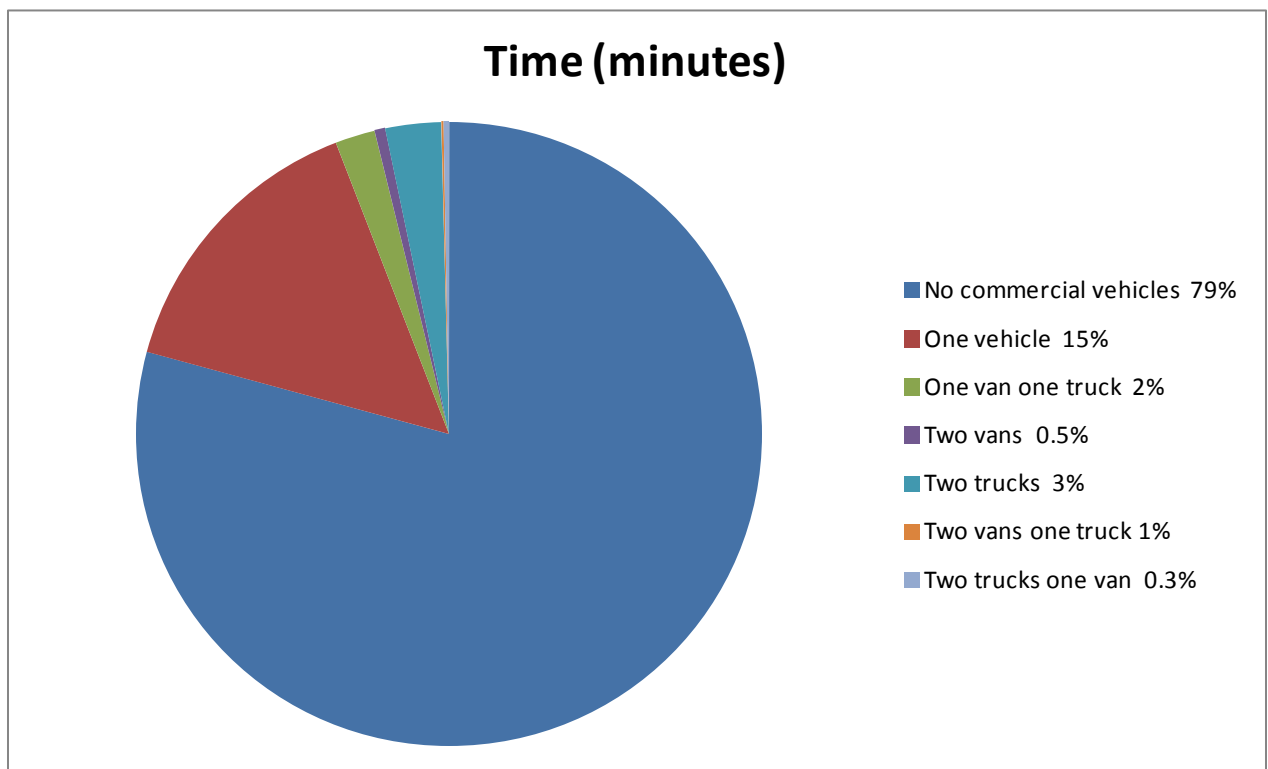


Figure 2: Combined pie chart for study period showing parking breakdown for commercial vehicle – Total time measured 1800 minutes (30 hours)

Proposal

The proposed configuration of loading bays is depicted on **Figure 3**.

The current loading bay measures 26.7 metres in length.

The proposed configuration has the advantage of reducing the demand for other on-street parking bays on Chamberlain Street whilst making better use of the existing loading bay area which, based on analysis, is underutilised for the vast proportion of the hours assessed for **Tenant**

Consultation

As requested by the Town of Cottesloe, all tenants of the Eric Street Shopping Centre were consulted regarding the proposed amendments to the Chamberlain Street loading area. All the respondents supported the proposed modified parking configuration. Copies of these responses can be provided on request.

Conclusion

The proposed modified parking configuration is expected to confer the following advantages:

- It will make more efficient use of the existing loading area, which is presently underutilised;
- It will reduce the use of other on-street parking bays for convenience trips to the shopping centre, thereby leading to improved traffic and parking on Chamberlain Street;
- It is consistent with the objectives of the Local Centre zone in promoting the accessibility of small scale shops for the convenience of patrons wishing to make quick visits to the centre for a variety of purposes. This will enhance the activation of the local centre for the benefit of the local community.

For the above reasons we respectfully request the proposed changes to the parking configuration be adopted by the Town.

Should you have any queries or need further information, please do not hesitate to contact our office.

Yours sincerely

ALLERDING AND ASSOCIATES

A handwritten signature in black ink, appearing to read "Patricia de Kobbe".

PATRICIA DE KOBBE
TOWN PLANNER

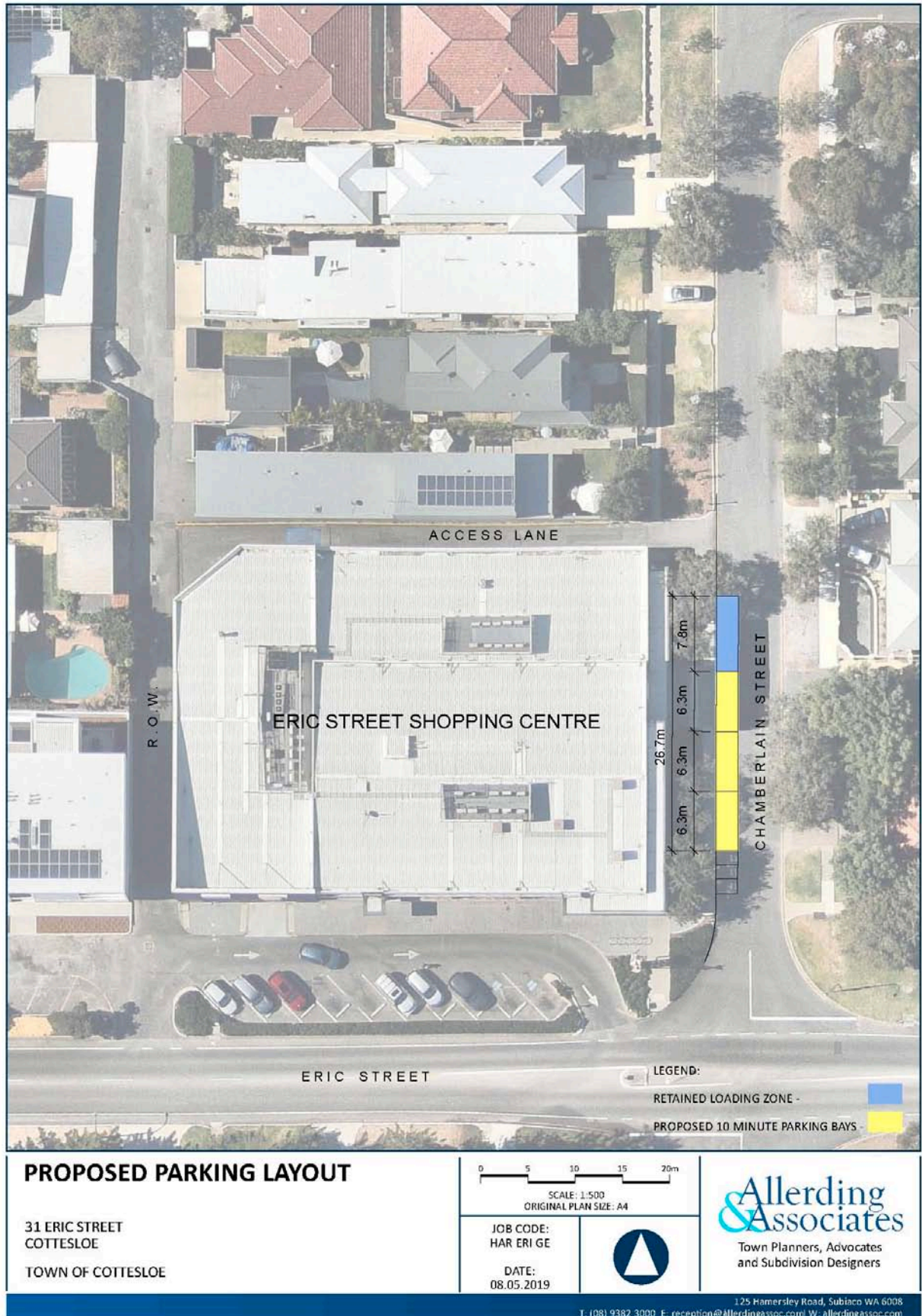


Figure 3: Proposed Parking Layout

ATTACHMENT 1
Register of Commercial Parking during Survey Period

Time spent by commercial vehicles in existing loading area

Date	Time of arrival	Time of departure	total time spent (mins)	Commercial vehicle (small)	Truck
16-Mar	7.04am	7.07am	3	1	
16-Mar	7.05am	7.10am	5	1	
16-Mar	7.10am	7.19am	9		1
16-Mar	9.00am	9.07am	7		1
16-Mar	10.53am	10.58am	5		1
16-Mar	11.00am	11.05am	5	1	
16-Mar	1.42pm	1.48pm	6	1	
16-Mar	2.04pm	2.11pm	7	1	
18-Mar	7.30am	7.45am	15		1
18-Mar	7.30am	7.35am	5	1	
18-Mar	8.45am	9.00am	15		1
18-Mar	10.03am	10.10am	7		1
18-Mar	10.48am	10.55am	7	1	
18-Mar	12.10pm	12.20pm	10		1
18-Mar	2.35pm	2.45pm	10	1	
18-Mar	2.35pm	2.50pm	15	1	
18-Mar	2.41pm	3.00pm	19		1
21-Mar	7.30am	7.41am	11		1
21-Mar	8.00am	8.08am	8		1
21-Mar	9.00am	9.15am	15		1
21-Mar	9.12am	9.26am	14		1
21-Mar	9.30am	9.40am	10	1	
21-Mar	10.29am	10.34am	5	1	
21-Mar	10.40am	10.46am	6		1
21-Mar	10.41am	10.50am	9		1
21-Mar	10.49am	11.07am	18		1
21-Mar	10.51am	11.12am	23		1
21-Mar	11.20am	11.29am	9		1
21-Mar	12.16pm	12.26pm	10		1
21-Mar	12.21pm	12.28pm	7		1
21-Mar	12.30pm	12.36pm	6	1	
21-Mar	12.31pm	12.37pm	6		1
21-Mar	1.01pm	1.15pm	4		1
21-Mar	1.34pm	1.40pm	6		1
21-Mar	2.21pm	2.34pm	13		1
22-Mar	6.18am	6.22am	4	1	
22-Mar	7.28am	7.35am	7		1
22-Mar	8.16am	8.30am	14	1	
22-Mar	8.45am	8.50am	5	1	
22-Mar	8.45am	9.00am	15		1
22-Mar	8.45am	9.11am	26		1
22-Mar	9.00am	9.15am	15		1
22-Mar	9.24am	9.36am	12		1
22-Mar	9.40am	9.50am	10		1
22-Mar	10.00am	10.07am	7		1
22-Mar	10.09am	10.14am	5	1	
22-Mar	10.20am	10.24am	4		1
22-Mar	11.15am	11.20am	5		1
22-Mar	11.30am	11.34am	4		1
22-Mar	11.32am	11.35am	3		1

Survey times

Saturday 16 March

6.50am to 3.00pm

Monday 18 March

7.00am to 3.00pm

Thursday 21 March

7.00am to 3.00pm

Friday 22 March

6.50am to 12.00pm

Total time

1800 minutes (30 hours)

Commercial vehicles only included in study.

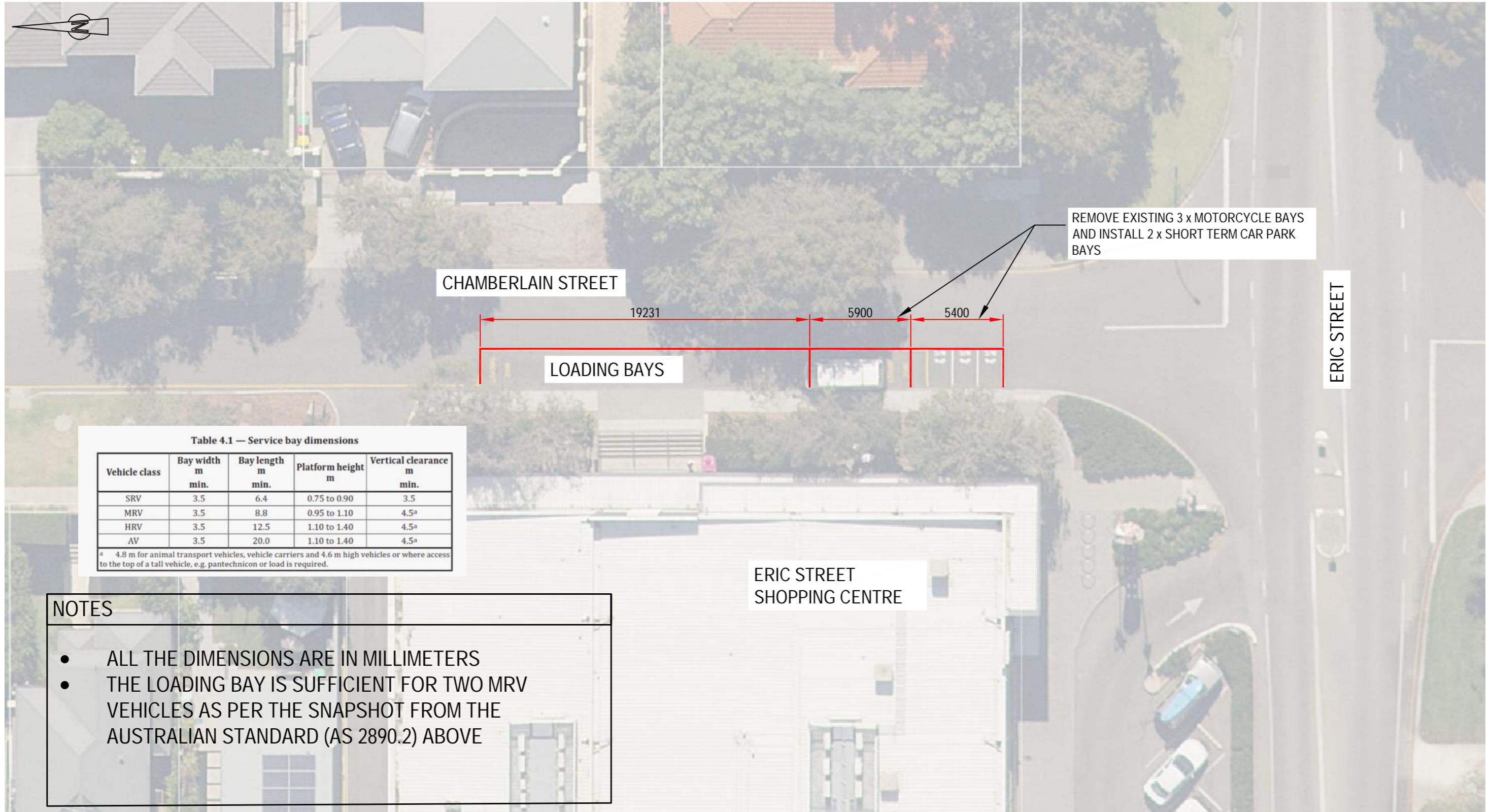


Table 4.1 — Service bay dimensions

Vehicle class	Bay width m min.	Bay length m min.	Platform height m	Vertical clearance m min.
SRV	3.5	6.4	0.75 to 0.90	3.5
MRV	3.5	8.8	0.95 to 1.10	4.5 ^a
HRV	3.5	12.5	1.10 to 1.40	4.5 ^a
AV	3.5	20.0	1.10 to 1.40	4.5 ^a

^a 4.8 m for animal transport vehicles, vehicle carriers and 4.6 m high vehicles or where access to the top of a tall vehicle, e.g. pantechnic or load is required.

NOTES

- ALL THE DIMENSIONS ARE IN MILLIMETERS
- THE LOADING BAY IS SUFFICIENT FOR TWO MRV VEHICLES AS PER THE SNAPSHOT FROM THE AUSTRALIAN STANDARD (AS 2890.2) ABOVE

Amendments				Survey	N/A	Scale	NOT TO SCALE
REV	Date	Details	By	Design	SB	AutoCAD Ref:	N/A
				Drawn	SB	CivilCAD Ref:	N/A
TOWN OF COTTESLOE 109 BROOME STREET PO BOX 606 COTTESLOE W.A. 6011 TEL (08) 9285 5000 FAX (08) 9285 5001				Contour Interval		Approved	
				Date	25/10/2019		



CHAMBELAIN STREET
 COTTESLOE IGA
 PROPOSED LOADING BAY AND CAR PARK BAYS

Sheet No. 1 of 1
 Drawing Number
 2019-10-05
 -