



City of Nedlands

Technical Services Reports

Committee Consideration – 8 September 2015

Council Resolution – 22 September 2015

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Committee	8 September 2015
Council	22 September 2015
Applicant	City of Nedlands
Officer	Mark Goodlet – Director Technical Services
Director	Mark Goodlet – Director Technical Services
Director Signature	
File Reference	TS-008753
Previous Item	Nil

Executive Summary

In July 2014 the City received a letter and an informal 440 signature petition requesting that more on-street parking be provided to cater for the Mt Claremont Shopping Centre commercial area.

Six options have been investigated including options to increase parking in Asquith Street, Strickland Street, Asquith Park, the childcare centre lot and onsite within the Mt Claremont Shopping Centre.

The City is already providing 39 bays in the vicinity of the Shopping Centre, while the Shopping Centre is providing 13 bays with a 73 onsite parking bay deficit.

Opportunities exist to provide up to 15 more on-street parking bays; by removing the bus shelter and providing angled parking adjacent to Asquith Park and by providing parallel parking adjacent to 32 Strickland Street. However, the most pressing need is for the owners of the Mt Claremont Shopping Centre to make up the large shortfall of internal parking and so the recommendation is to investigate further on-street parking once the onsite parking at the Mt Claremont Shopping Centre has been maximised.

Recommendation to Committee

Council:

- 1. Agrees to investigate the provision of an extra 15 parking bays in Asquith Street by removal of the bus stop at Asquith Park and the provision of angled parking and by the addition of parallel parking bays adjacent to 32 Strickland Street, subject to the owners of the Mt Claremont Shopping Centre maximising the availability of onsite parking including the use of second storey parking to the extent permitted under Town Planning Scheme No. 2.**

2. Requests that the CEO write to the owners of the Mt Claremont Shopping Centre advising the owner of Council's position on this matter.

Strategic Plan

KFA: Transport Planning and Management

Approval of this proposal enables the City to plan, implement and manage parking strategies through the identification of 'hot spot' areas, to improve the amenity of Mt Claremont.

Background

In July 2014 the City received a letter and an informal petition requesting that more on-street parking be provided to cater for the Mt Claremont Shopping Centre commercial area. The letter indicates that 440 signatures are on the petition. The matter was raised with Councillors at a briefing session and it was decided that options for increasing parking would be investigated and brought formally to Council.



Figure 1. Mt Claremont Shopping Centre and surrounds

Key Relevant Previous Decisions

Nil.

Consultation

Required by legislation:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Required by City of Nedlands policy:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Consultation regarding the parking options will be carried out based on the determination of Council as to the most appropriate parking solutions.

Legislation / Policy

Local Government Act 1995, section 3.51 requires notification ahead of works to thoroughfares for the purpose of consultation.

Budget/Financial Implications

Within current approved budget: Yes ☐ No ☒
 Requires further budget consideration: Yes ☐ No ☒

The recommendation to go to consultation can be carried out within the current administration resources.

Undertaking capital works has not been budgeted for and would require further consideration by Council during the budgeting process.

Option 3: Removal of bus shelter, provision of angled parking with relocation of the second bus shelter and Telstra phone box, will cost approximately \$175,000.

Option 5: Provision of parallel parking bays adjacent to 32 Strickland Street, will cost approximately \$36,000.

Risk Management

A lack of parking may lead to a limitation to business expansion for owners in the Mt Claremont Shopping Centre. Some illegal parking may take place. Overall risks are moderate to minor.

Discussion

Seven options have been considered to increase parking for the Mt Claremont Shopping Centre area.

At present the following parking bays are available:

LOCATION	NO. OF BAYS
Asquith Park	8
Asquith Street north side	11
Asquith Street south side (includes 3 private bays)	7
Strickland Street	13
Mt Claremont Shopping Centre internal	13
TOTAL	52

Of these bays 39 are provided by the City of Nedlands.

Option 1: Convert Asquith Park into a Car Park

Asquith Park (see Figure 3. below) is a 1012m² R10/20 residential lot owned by the City of Nedlands in fee simple. Under Town Planning Scheme No. 2 its use as a

carpark can be accommodated provided it is approved by Council following a public consultation period.



Figure 2. Asquith Park plan, showing existing parking on the east end.

Advantages

- i. It has the potential to yield in the order of 40 parking bays if fully turned over to car parking. The eastern end of the lot is already providing 8 bays.

Disadvantages

- i. This is freehold land, owned by the City, zoned residential and with commercial value. Turning it over to car parking represents a loss of potential revenue to the City; and
- ii. Currently the lot serves as a park. While its use is modest, it provides green space and amenity to the community and its loss may be considered undesirable. At one point there was a “Mount Claremont Open Space Administrative Liaison Group” specifically seeking to support retention and improvement of open space in Mt Claremont, suggesting therefore that its loss may be opposed.

This option is not recommended.

Option 2: Increase the number of off-street parking bays on the south side of Asquith Street

There are four car bays in the City land on the south side of Asquith Street, as shown in Figure 2 below, and another three private bays down the side of the building. Although the space appears to be underutilized the need for manoeuvring room and the presence of the lane precludes the addition of further bays.



Figure 3. Aerial View - Car bays on the south side of Asquith Street.



Figure 4. Car bays on the south side of Asquith Street.

This option is not recommended.

Option 3: Relocation of the bus shelter and installation of parking bays in Asquith Street

This option sees the bus shelter removed and extra car bays provided adjacent to the park in Asquith Street. Parallel bays would yield five extra parking spaces. Angled bays would yield nine extra bays, possibly 10 if the Telstra phone box is relocated to the east of Olearia Lane. The angled parking would require relocation of the footpath, running along the inside of the adjacent park boundary, thereby losing some of the grassed area.



Figure 5. Asquith Street bus stop removal and parking option

This proposal would also require the relocation of an existing bus stop and shelter further east in Asquith Street to a point closer to the Shopping Centre (see Figure 6 below). This would ensure that a bus stop is provided in close proximity to the Shopping Centre.

The Public Transport Authority has been contacted to provide comment on relocation options for the bus bay.

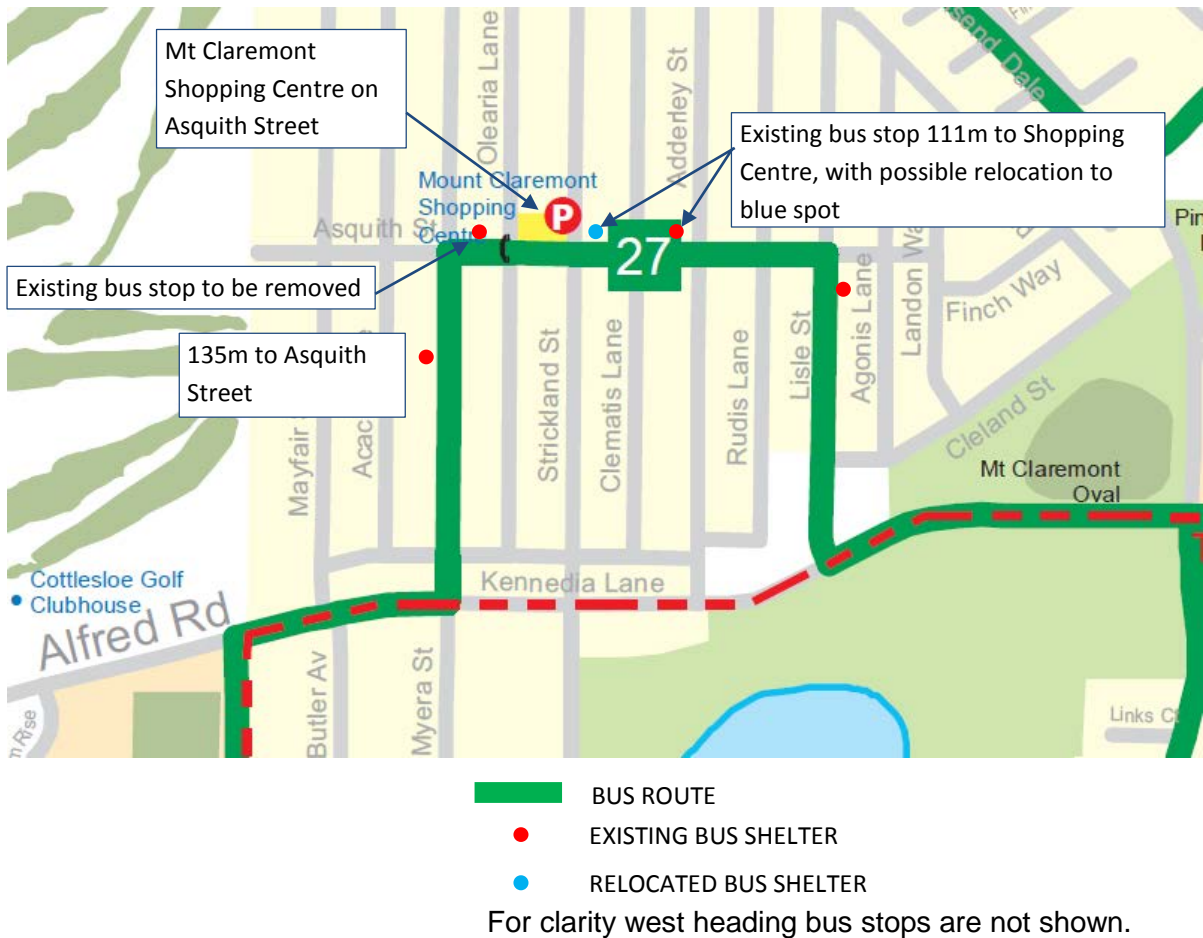


Figure 6. No. 27 bus route with bus stop reconfiguration

This option is suitable for implementation.

Option 4: Provision of off-street parking behind the childcare centre building.

This option provides car parking off Olearia Lane by taking out the back yard of the childcare centre.



Figure 7. Parking at the rear of the childcare centre

Advantages

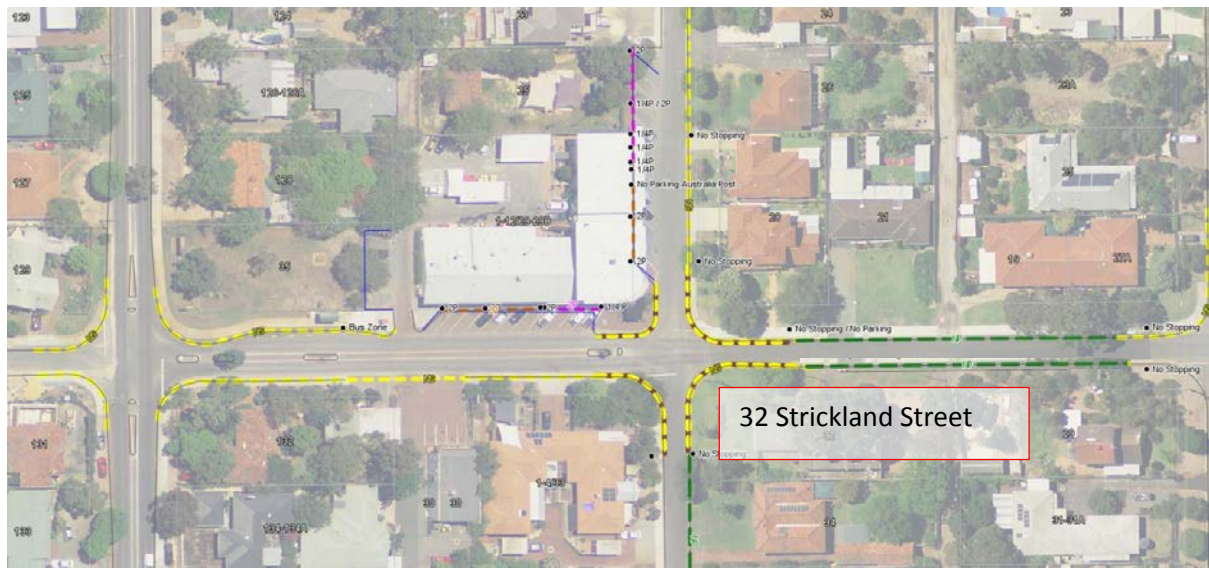
- i. It has the potential to yield seven parking bays if the shed is removed; otherwise five bays are available.

Disadvantages

- i. This is freehold land, zoned residential with commercial value to the City. Turning it over to car parking represents a loss of potential revenue to the City;
- ii. Currently the lot serves as a combined park and childcare centre. There are regulations stipulating the amount of open space required in childcare centres which may jeopardize the number of children able to use the facility;
- iii. The proximity of the car park to the back wall of the childcare centre would be about 1m, which is considered undesirable; and
- iv. This represents an alternative use of the land which may be seen by the community to be less desirable than the current use.

This option is not recommended.

Option 5: Convert existing “No Parking” areas in Strickland Street and Asquith Street to on-street parking.



- No Stopping
- No Parking
- 2hr Parking
- ¼ hr Parking

Figure 8. Current on-street parking restrictions

The restrictions to on-street parking in the vicinity of the Mt Claremont Shopping Centre effectively prevent parking in front of residents' homes, in keeping with the ethos applied throughout the City of Nedlands.

Only the property on the southeast corner of Asquith Street and Strickland Street might support the use of extra inset parallel parking bays with a yield of 6 bays. This property has some commercial use as a doctor's clinic and this may therefore be considered appropriate for adjacent on-street parking.

This option is suitable for implementation only for the nature strip areas adjacent to 32 Strickland Street.

Option 6: Provide extra onsite parking within the Mt Claremont Shopping Centre

This lot currently provides about 13 to 15 parking bays, although the exact number is difficult to determine due to some areas not being line marked.

The owners of this property is driving demand for customer parking and should be asked to consider contributing to extra parking. The current onsite parking deficit is 73 bays given the current uses of the property.



Figure 9. Onsite parking at Mt Claremont Shopping Centre#1



Figure 10. Onsite parking at Mt Claremont Shopping Centre#2



Figure 11. Onsite parking at Mt Claremont Shopping Centre#3

An example where onsite parking at a small commercial area has been increased is at the Ashton Avenue Medical Facility where parking has been maximized by the provision of second storey parking bays.



Figure 12. Example of second storey parking bays in commercial precinct in Mt Claremont

The demand for parking is driven by the commercial activity on this lot. Given that there is a shortage of 73 parking bays internally in the Mt Claremont Shopping Centre, addressing this problem internally is preferred.

The City is already providing 39 car parking bays in the streets and in its own lot at Asquith Park. Putting the onus on the City appears unbalanced when comparatively Mt Claremont Shopping Centre is only providing 13 bays.

This option is suitable for implementation.

Conclusion

Three options present a viable way forward for increasing customer parking in the Mt Claremont Shopping Centre parking precinct. They include:

- Option 3: Removing the bus shelter and providing angled parking;
- Option 5: Provide parallel parking bays adjacent to 32 Strickland Street; and
- Option 6: Reconfigure the Mt Claremont Shopping Centre lot to increase the car parking.

Options three and five have a yield of 15 extra parking bays at a total cost to the City of \$211,000, or \$14,100 each bay. The extra cost is required due to demolition costs, bus shelter replacement and utilities relocation costs.

In order to redress the balance between the 39 parking bays provided by the City of Nedlands and the 13 bays provided by the Mt Claremont Shopping Centre, it is recommended that the City only provide extra bays under Options 3 and 5 once the Shopping Centre has maximized its own available parking capacity under the Town Planning Scheme, including any provision of possible second storey parking.

Attachments

Nil.