APPENDIX 7

Location plan

ATTACHMENT 1

SITE PLAN

SCALE 1:500

A3 SHEET

SITE PLAN
WOODVALE PARK COMMERCIAL CENTRE
923 WHITFORDS AVENUE, WOODVALE
for PRINTFILE Pty. Ltd.

T01
B

TENANCY DETAILS

Development plan

ATTACHMENT 2

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t14138rwl01.docx

25 July 2014

Mr Chris Hindley
Hindley & Associates Pty Ltd
PO Box 199
Nedlands WA 6909

Dear Chris,

RE: PROPOSED CHANGE OF USE AT LOT 11, UNITS 12/13, 923 WHITFORDS AVENUE, WOODVALE – PARKING ASSESSMENT

Further to your emails of 3 July 2014 it is our understanding that a change of use is proposed for two units at Woodvale Park Commercial Centre and that the City of Joondalup Planning Services section has requested that advice be provided by a traffic engineering consultant in relation to parking requirements associated with the proposed change of use.

1. EXISTING SITUATION

Woodvale Park Commercial Centre is located on Lot 11 at 923 Whitfords Avenue Woodvale, adjacent to Woodvale Boulevard Shopping Centre, as shown in Figure 1.

There are 123 parking spaces on the subject site and approximately 516 more parking spaces at the adjacent shopping centre (including fast food outlets, etc.).

The documentation submitted with the change of use application advises that the subject site and the adjoining shopping centre site are party to a reciprocal parking and access agreement.

Figure 1: Site location

2. PROPOSED CHANGE OF USE

The proposed change of use relates to units 12 and 13 in Woodvale Park Commercial Centre. This is currently occupied by a video store. Unit 12 is proposed to change to a Restaurant (85 seats, no drive through facility) and Unit 13 is proposed to change to a Dental Surgery 'Medical Centre' (4 practitioners).

The layout of Woodvale Park Commercial Centre and the location of the proposed change of use are shown on the site plan included as an attachment with this letter.

3. EXISTING PARKING SUPPLY AND DEMAND

Existing parking demand at this shopping centre has been surveyed by Transcore during a Thursday evening afternoon / evening peak period and a Saturday morning peak period to establish existing parking demand during these critical peak periods. The parking zones surveyed are shown in Figure 2.

Figure 2: Parking survey zones

The parking survey results are presented in Tables 1 and 2. In addition, the aerial photograph used as the base in Figures 1 and 2 is sourced from Nearmaps and was taken on Saturday 14 June 2014. The time of the photograph is not reported but the angle of the shadows indicate it was very close to noon. A parking occupancy count based on that aerial photograph is included in Table 2 for comparison.

Table 1: Thursday afternoon/evening peak parking demand

Parking Zone	Parking Supply	Thursday 17 July 2014					
		4.00-4.30	4.30-5.00	5.00-5.30	5.30-6.00	6.00-6.30	6.30-7.00
A	64	40	49	34	31	22	18
B	105	77	83	70	48	43	38
C	47	46	39	43	34	32	29
D	23	11	8	9	7	7	6
E	88	31	37	40	29	20	19
F	12	5	8	3	1	1	1
G	40	16	15	9	2	5	2
H	87	24	22	16	11	14	5
I	48	17	19	14	13	10	9
J	75	40	46	51	42	48	45
K	50	20	17	20	15	15	15
Total	**639**	**327**	**343**	**309**	**233**	**217**	**187**
		51%	**54%**	**48%**	**36%**	**34%**	**29%**

Table 2: Saturday lunchtime peak parking demand

Parking Zone	Parking Supply	Saturday 19 July 2014				Sat 14 Jun 2014
		11.00-11.30	11.30-12.00	12.00-12.30	12.30-1.00	'Noon'
A	64	38	27	29	27	**35**
B	105	95	93	90	91	**96**
C	47	41	44	42	42	**39**
D	23	9	8	8	6	**2**
E	88	50	33	38	39	**56**
F	12	3	2	0	0	**2**
G	40	3	6	4	9	**7**
H	87	5	8	16	14	**14**
I	48	15	12	8	10	**13**
J	75	42	34	31	39	**31**
K	50	22	22	20	20	**12**
Total	**639**	**323**	**289**	**286**	**297**	**307**
		51%	**45%**	**45%**	**46%**	**48%**

Parking zones I and J (shaded light blue on Tables 1 and 2) represent the parking areas within the subject site. The highest recorded parking demand on the subject site was 65 vehicles on Thursday (4.30-5.30pm) and 57 vehicles on Saturday (11.00-11.30am), which represent 53% and 46% occupancy of the 123 parking spaces available on site. This is quite a similar pattern to that observed over the whole parking survey area, which

showed highest occupancy of 54% on Thursday (4.30-5.00pm) and 51% on Saturday (11.00-11.30am).

It should be noted that zones B and C, in particular, show a significantly higher occupancy rate than most other zones, particularly during the Saturday peak. These are the parking areas closest to the shopping centre entrance, so people going to the shopping centre are likely to see these car parks as 'full' and have to search a bit further to find a parking space. This would contribute to a general impression that the shopping centre car park is generally quite full, whereas the survey results show there is actually a much greater availability of parking spaces than might be perceived by such visitors.

4. FUTURE PARKING DEMAND

The documentation submitted with the change of use application advises that the 398 square metres MLA occupied by tenancies 12 and 13 as a Video Store has allocated to it 27.8 bays at a ratio of 7 cars per 100 sq m NLA. As a Restaurant with 85 seats there is a requirement of 21.3 cars at a ratio of 1 car per 4 seats and for a Medical Centre with 4 practitioners there is a requirement of 20 cars at a ratio of 5 cars per practitioner, giving a shortfall of 13.4 cars from the previous Video Store use, according to the parking ratios specified in District Planning Scheme No. 2.

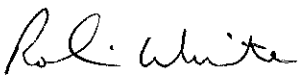
The parking survey indicates there were at least 66 unoccupied parking spaces on the subject site on the Saturday and at least 58 on the Thursday. So, in practice, there is more than sufficient vacant parking available on site to accommodate the full, theoretical parking demand for the restaurant and medical centre (dentists) proposed by the change of use.

In addition, the adjacent shopping centre also has spare parking capacity at all times that were surveyed, with the lowest overall spare parking capacity being 46% or 296 parking spaces at 4.30-5.00pm on the Thursday.

It should also be noted that the two proposed land uses have different peak periods of parking demand. The medical centre (dentists) would be busiest during weekday business hours whereas the restaurant would be busiest during evenings and Saturday lunchtimes, so the combined parking demand of the two uses will always be less than the sum of their individual peak parking demands.

Therefore the available parking in this area is anticipated to be more than sufficient to accommodate the proposed change of use.

Yours sincerely,



Robin White
Senior Traffic & Transport Engineer

Enc: Site Plan

SITE PLAN

SCALE 1:500

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TENANCY DETAILS

HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST
ACN No. 088 989 904

No.	Date	Revision	Drawn	Check
A	14.09.04	UNIT 2 ALTERED	AJJ	SJH
B	29.04.14	MEDICAL CENTRE CHANGE OF USE	DIA	SJH

A3 SHEET

SITE PLAN
WOODVALE PARK COMMERCIAL CENTRE
923 WHITFORDS AVENUE, WOODVALE
for PRINTFILE Pty. Ltd.

Date -	10.06.04
Design -	SJH
Drawn -	AJH
Checked -	SJH
Scale -	1:500
Job No. -	0008
Dwg -	T01
Rev -	B