

From: [REDACTED]
To: [Records](#)
Subject: Town of Victoria Park Town Planning Scheme No 1 - Request to Amend 53 & 55 Canning Highway, Victoria Park ("Development")
Date: Wednesday, 5 February 2020 14:05:55

Dear Sir / Madam

I refer to the above matter and your letter dated 15 January 2020.

As an owner of a property [REDACTED] (Victoria Park) that neighbours the Development, I **object** to the proposed amendment to the Development as it fails to provide for sufficient visitor (and staff) car parking.

The Development (as approved by JDAP in August 2019) already, in my view has insufficient visitor parking for a proposed complex of some 23 apartments. Now, the proposed amendment is introducing an Additional Use to the Development (in the form of converting a Communal Lounge originally for its occupants to now a Restaurant / Café open to the occupants **and** general public) which introduces significant additional visitors to the Development and logically necessitates an increase in required available visitor car parking for customers as well as the proposed Restaurant / Café's staff.

Whilst I generally have no objection to property owners developing their properties or otherwise new businesses being established (as in the case of a new restaurant / café), I am disappointed that the Town of Victoria Park (or otherwise JDAP) approved:

1. the Development, a proposed complex of 23 apartments, with what appears as only 5 visitor car parking bays;
2. 67 McCallum Lane, Victoria Park, a neighbouring complex of 28 apartments, with only 6 visitor car parking bays; and
3. [REDACTED], Victoria Park, my complex of 3 apartments, with no visitor parking.

Whilst limited nearby street parking exists, the Development (and any amendment) in my view should have its own sufficient visitor car parking for its use and not further congest the limited nearby street parking additionally used by:

1. recreational (and regular event) users of McCallum Park / Taylor Reserve; and
2. the frequent daily commuters that use this limited nearby street parking as a "park and ride arrangement", where they essentially park for free for the full work day and then utilise public transport into the city.

By virtue of the Development's approved over-height (which in my and my co-owners' view failed to properly consider overshadowing of our neighbouring complex), the developer has achieved additional apartment stock and consequentially created a greater need for visitor parking. Now they wish to further intensify the Development's use and introduce an even greater demand for visitor parking without providing for it.

It will be disappointing if this proposed amendment proceeds to an approval with insufficient visitor parking.

Regards

From: [REDACTED]
To: [Records](#)
Cc: [REDACTED]
Subject: Objection to amendment
Date: Wednesday, 29 January 2020 13:01:26

**Chief Executive Officer
Town of Victoria Park
Locked Bag 437
Victoria Park WA 6979
Attention Stuart
McDonald**

By Email admin@vicpark.wa.gov.au

Dear Sir/Madam

Re TOWN OF VICTORIA PARK TOWN PLANNING SCHEME NO 1 – REQUEST FOR AMENDMENT FOR NO 53 & 55 CANNING HIGHWAY, VICTORIA PARK

Thank you for the opportunity to address the proposed Cafe, in the development submission for a cafe, on the corner of Taylor Road and McCallum Lane, Victoria Park.

I wish to object to this, not because the area won't benefit from a cafe, more so, as Council have already addressed these needs in the document, "Taylor Reserve and McCallum Park Concept Report, prepared by URBIS, May 1st, 2017.

This proposal, outlines the vision of the Town of Victoria Park, where Taylor Road is designated, as the River Precincts Entrance Statement.

An activity hub, on the river, adjoining Taylor Road, with a Jetty, and Restaurant/Cafe was already proposed for this area. Taylor Road is to convert to a dual parking laneway. This proposal is essential in resolving the parking problems that exist, in this recreational area.

This parking issue cannot be brushed aside. It is without doubt, the most conflicting problem facing local residents and park users.

Taylor Road is the access way, too and from Canning Highway. At present, many motorists and trucks are turning off Canning Highway, progressing into McCallum Lane and exiting through the car park, to Mill Point Road, to avoid two sets of traffic lights. It is a fatality waiting to happen.

Walkers, cyclists, dog walkers and importantly, young families and the elderly, are using this area. Cars flying blindly around the corner are not aware of the foot traffic. This will only exacerbate, on completion, of this block of units.

Add to this a corner cafe, with no parking and it is a recipe for disaster. We object on the grounds that it is not safe, or suitable, in this location.

May we propose, the Town of Victoria Park, continue to address the development of the river precinct, by following TOVP GATEWAY Concept Report, suggestions for Taylor Road. This would benefit the entire community.

At present the limited parking bays are being utilized by lock-up-and-leave city commuters. More parking is essential, perhaps with a three or four hour limit.

Kind regards,

[REDACTED]

Town of Victoria Park

Attention: Chief Executive Officer

Email: admin@vicpark.wa.gov.au

RE : OBJECTION – Proposed Amendment to TPS1 for No.53 & 55 Canning Highway, Victoria Park

Dear Sir,

We refer to your correspondence dated 15 January 2020 inviting comments on the proposed Scheme Amendment for the above mentioned property which seeks to insert Additional Uses of Restaurant/Café and Office as discretionary uses for the site. As an adjoining resident at 3/59 McCallum Lane, we strongly **object** to the above proposal for amendment of T.P.S. No 1.

The applicant has advised of the intent to facilitate under T.P.S. No 1, a Café Restaurant or Office on the ground floor in an area that was previously shown on their Development Application as a “Communal Lounge”.

My objections are as follows:-

1. The parking requirement for the proposed use is not available at the site. (Please see accompanying email showing photographic evidence of the nearby parking area already at capacity). The ToVP, with community consultation, has spent much time, money and effort coming up with a concept plan (that was endorsed by Council March 2018) that provides a restaurant / lookout at the end of Taylor Road (away from the residential area) that will have a significantly less impact on nearby residences as it has suitable parking and will be far enough away not to have a noise impact. Cafes in particular require hundreds of transactions daily for them to be viable. The site itself is not in a natural thoroughfare for such a business. It is a residential area and most of the residents work. As most of these residents do not work in the adjoining area (there are very few work sites, or environments within one kilometre of the proposed café) they are not going to “walk” to the café. If the space was used for an office use, you would expect 6 – 8 people to occupy a space of 120 square metres. These people would presumably have a preference to drive to work. Where is the parking? The applicant’s proposal states that it is intended one of the approved visitor parking bays would be used for the proposed tenancy. This of itself is an admission that the development cannot, and will not, adequately cater for the parking demand generated by the proposed uses. It is clearly inappropriate to suggest that the parking required for the residential development ought to be compromised to accommodate part of the parking required by the proposed uses. The applicant’s documentation does not address how the remaining parking demand generated by the proposed uses will be accommodated on site. Presumably it is intended that the remaining parking will be accommodated off-site in the public parking bays that are already at capacity. A private development should not rely

(almost entirely) on public parking spaces to satisfy the Town's parking standards. Under either a café or office development, the parking proposal is totally inadequate. The Town should not be supporting a Scheme Amendment when there is no prospect of the proposed uses complying with Scheme requirements on the site.

2. The so called proposed "conditions" are farcical and a distraction as there is only one space in the (proposed) development that is available as it is
 - on the ground floor
 - already addresses the street
 - cannot under the existing approval exceed the 120 square metres

If the conditions were to have any real meaning they should at the least include a requirement that parking must be provided in full accordance with the LPS1 standards and must be provided on site and that any Café/Restaurant use cannot operate beyond 7pm on any day.

3. It is difficult to believe that this application was not already contemplated at the time of submitting the original D.A.... which strongly relied on the "communal lounge" as a significant selling point of the project.

4. The proposed amendment is contrary to L.P.S. No. 1. The proposed uses are listed as 'X' (not permitted) uses in the zone for good reason given the significant impact on amenity.
5. The McCallum Park Precinct is a specific area within the Town, however the proposed amendment is not (as the applicant suggests) an "evolving" character. Rather it represents a radical departure that offers benefit to either the amenity of the area or the enjoyment of that amenity by other occupants and owners in the McCallum Precinct.
6. The communal lounge has its primary frontage to McCallum Lane which is a relatively narrow and quiet laneway that has not been designed to accommodate commercial land uses.

7. The proposed amendment does not:-
 - facilitate a use that will "activate" and enhance the area particularly if developed as an office.
 - make the waterfront area more prominent to members of the community. Rather it will make it less prominent by taking off parking space.
 - if it is allowed for "office" use, provide service to the residents of the area. It is extremely unlikely statistically that local residents would be employed in the office!
 - provide additional safety through "passive surveillance". This is an area that has not required surveillance in the past. If a restaurant with an alcohol licence is in the area, it will create the need for surveillance.
8. It is clear that any references to future benefits that may be created is almost irrelevant as the applicant will have made their profit and moved on.

9. Any café, restaurant will produce more noise. Under the original D.A. the area was designated as a communal lounge. How much more, neither the applicant or I the respondent can pretend to know: but common sense will lead any person to reach the conclusion that a café, restaurant will by their nature produce more noise and more traffic than a communal lounge.

Yours faithfully,

[Redacted]

[Redacted]

Victoria Park

Objection to Town of Victoria Park
Planning Scheme No 1 - Request for
Amendment for 53 and 55 Canning
Highway, Victoria Park

Photographic Evidence of
Insufficient Parking, Point 1 in
Objection Letter

31st January 2020

All 10 bays occupied and illegal parking

Please note cyclists
forced to ride on
wrong side of road
to get around illegal
parking



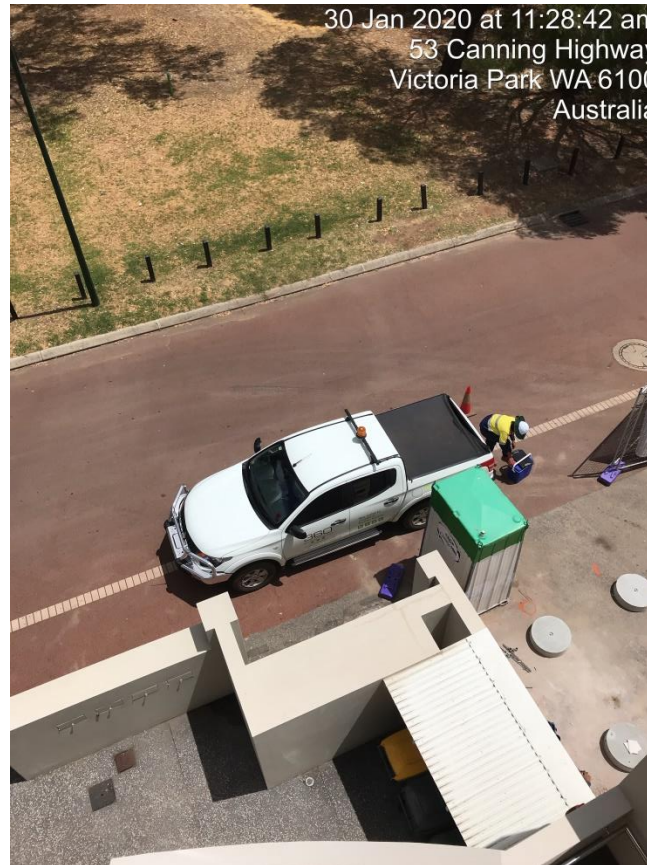
30th January 2020

All 10 bays occupied



30th January 2020

Illegal Parking – closest bays full



30th January 2020

Illegal Parking – closest bays full



30th January 2020

Illegal Parking – closest bays full



29th January 2020

All 10 bays occupied



28th January 2020

All 10 bays occupied



22nd January 2020

All10 bays occupied



21st January 2020
All 10 bays occupied



20th January 2020
All 10 bays occupied



19th January 2020
All 10 bays occupied



17th January 2020
All 10 bays occupied

