

27 November 2018

Hon Matthew Swinbourn MLC
Chair
Standing Committee on Environment and Public Affairs
Parliament House
4 Harvest Terrace West Perth WA 6005

Via email: env@parliament.wa.gov.au

Dear Mr Swinbourn

Re: Petition No. 094 – Harvest Lakes Shopping Centre

Thank you for considering this submission in support of my petition (No. 094), tabled by Hon Simon O'Brien MLC in the Legislative Council on 20 November 2018. I work for Colliers International, which manages Harvest Lakes Shopping Centre (the Centre) and petitioned the Legislative Council on the basis that I was very concerned that the removal of a substantial amount of car bays from Lyon Road would decimate the Centre, most particularly its small business tenants.

Background

The petition was lodged to prevent the wholesale removal of parking bays from Lyon Road. The City of Cockburn, through the year, have floated various proposals of car bay removal of between 66% (9) and 100% (12) to accommodate a zebra crossing which requires appropriate sight lines and therefore apparent car bay removal. The Centre put forward a suggestion, as proposed to them by Parliamentary Secretary to the Minister for Planning, John Carey MLA, of a 30 km Shared Zone; meaning no reduction in car bays, and no requirement for a formalised zebra crossing. Shadow Minister Hon Liza Harvey MLA supported this proposal.

The City of Cockburn Council decision to adopt item 16.4 (2018/MINUTE NO) 0016 LYON ROAD AUBIN GROVE TRAFFIC MANAGEMENT on 11 October, now means it intends to reduce car parking from 12 to 10 bays on Lyon Rd; along with the introduction of a formal zebra crossing and bus stops on each side of the Rd. This essentially takes the Shared Zone off the table, however limits the car parking loss.

This integrated plan of action involves securing approval from MRWA for the speed-zone to be reduced from 50 km/h to 30, and for PTA to be somewhat flexible with their interpretations of the *Traffic Code* to allow for the stops to be located in close proximity to the bus stops. The City of Cockburn have submitted their plans to MRWA and PTA for approval.

The Centre opposed (as did I) the council motion that lead to this decision on the basis that 1) they had received and accepted expert traffic and planning advice that the optimal solution to retaining access, amenity and improving safety was a formal Shared Zone, and 2) they were concerned that the solution was contingent upon uncertain MRWA and PTA approvals. They were also concerned, as I stridently remain, that any issue with MRWA or PTA approvals will again result in proposals of significant reduction in car parking bays being floated by the City of Cockburn.

Whilst my preference stands for a Shared Zone, as clearly specified in the petition, given the decision now made by the City, and that the revised proposal only involves the loss of two bays and not the nine to 12 mooted previously, I have decided to support this proposal, as I also know the Centre does.

It is vital to note that this support is contingent entirely upon there only being a loss of **two car-parking bays**. In my professional life, I have substantial face-to-face engagement with our tenants. The feedback from them is that a greater loss would decimate them, most of whom require drop-in trade for commercial viability.

What must happen now

I (as does the Centre and its tenants) call on MRWA and PTA to support the City of Cockburn's proposal and provide the requisite approvals for the combination of a zebra crossing, Lyon Rd bus stops and the loss of **only two car parking bays**.

With the preferred "Shared Zone" off the table, it is essential that MRWA and PTA both provide the required approvals to support the Council proposal which now only involves the loss of two bays, not the nine to 12 as previously mooted. Whilst not ideal, I believe this will be workable, again, with **only two car parking bays removed**.

Potential Consequences of non-approval from PTA and MRWA

If MRWA and PTA do not provide the necessary approvals, as outlined above, then the proposed solution by the City of Cockburn will be unable to proceed. Given the support provided by Councillors to the Resident's Association for a zebra crossing and that the Shared Zone appears to be off the table, this could well mean a solution based on some of the draft ideas as outlined above. To re-iterate, substantial parking loss would:

- 1) Immediately result in closures of some of the small business tenants
- 2) Reduce the trade of other remaining small business tenants
- 3) Reduce the trade of anchor tenant, Woolworths
- 4) Substantially reduce the vibrancy and amenity of the centre as a whole

Conclusion

In closing, I will paraphrase the owner of Brumbies (bakery), Adam Pearson, who as a tenant of the centre deputised very clearly at the Council meeting that substantial loss of parking on Lyon Road *would lead to an almost immediate closure* of his other-wise vibrant and successful family small business. Whilst the Shared Zone solution as referenced in the petition is preferred, substantial negative effects on the local small businesses can be largely prevented if MRWA and PTA approve the City of Cockburn plan before them. I urge the Standing Committee on Environment and Public Affairs consider this issue with due regard for the potential loss of small business, jobs and local amenity in Harvest Lakes.

Yours sincerely



Teresa McDonald