

PETER ROBINSON AND PAUL  
SCHUBERT -V- GLADSTONE  
REGIONAL COUNCIL & ORS.  
STATEMENT OF EVIDENCE

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PLANNING & ENVIRONMENT APPEAL 13 OF 2021

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## 1. STATEMENT TO THE COURT

### 1.1 GENERAL

#### **Name & Address:**

- 1.1.1. This Statement of Evidence is prepared by Steven Alan Williams. I am currently the Director of Transport & Infrastructure at Lambert & Rehbein (SEQ) Pty Ltd (T/A Lambert and Rehbein). I am Lambert & Rehbein's Principal Traffic and Transport Engineer/Planner responsible nationally for its Transport & Infrastructure Division. As part of my responsibilities I am responsible for the traffic engineering and transport planning activities and am also ultimately responsible and oversee all activities associated with the team responsible for the design and delivery of Transport Infrastructure primarily for State and Local government transport infrastructure

#### **Expertise & Experience:**

- 1.1.2. I have over 25 years' specialist experience in the field of traffic engineering and transport planning and transport infrastructure planning and design. My Curriculum Vitae is **Appendix A** of this Statement of Evidence.

#### **Instructions:**

- 1.1.3. In relation to these proceedings, I have been instructed by McCullough Robertson Lawyers, acting for Gladstone Regional Council the Co-Respondent (in its role as development proponent)).
- 1.1.4. In accordance with the Planning and Environment Court Rules 2018 and the Uniform Civil Procedure Rules 1999, I declare that:
- a) The factual matters stated in this Statement of Evidence are true, to the best of my knowledge;
  - b) I have made all enquiries I consider appropriate;
  - c) The opinions stated in this Statement of Evidence are genuinely held by me;
  - d) This Statement of Evidence contains reference to all matters I consider significant;
  - e) I understand my duty to the Court and I have complied with that duty; and
  - f) No instructions were given or accepted to adopt or reject any particular opinion in relation to an issue in dispute in this appeal.



21 October, 2021

## 2. INTRODUCTION & REPORT CONTEXT

### 2.1 GENERAL

- 2.1.1 This matter relates to an appeal bought by Peter Robinson and Paul Schubert (the Appellants) against the decision of Gladstone Regional Council (in its role as assessment manager) (Respondent) to approve the Co-Respondent's development application for a development permit for a material change of use (MCU) for Parking Station (Development Application) in respect of land located at 5 Agnes Street, Agnes Water, Queensland, and properly described as Lot 8 on CP910294 (Land).
- 2.1.2 An application was made on 13 February 2020 for the development of a public car park on the subject land. The proposal at that time was to construct a sealed off-street car park with a total supply of 87 parking spaces. This original proposal included two separate access points to Agnes Street.
- 2.1.3 Following the receipt of public submissions, the proposal was subsequently changed and resulted in a reduction in the number of parking spaces to be constructed to 73 sealed parking spaces. As part of the changes the proposed car park will also gain access via a single crossover only to Agnes Street.
- 2.1.4 This development proposal was approved, subject to conditions, on 8 December 2020 with the approved plan prepared by Cardno (Drawing Number R2020043-SK-0004 Rev 1) shown in **Appendix B**.

### 2.2 REPORT CONTEXT

- 2.2.1 This traffic engineering statement of evidence has been prepared to provide the court my assessment of the relevant traffic engineering matters associated with the appeal
- 2.2.2 To this end I note that the parties to the appeal have reached an agreement in relation to the issues that remain in dispute for determination by the Court. This has been documented in the Consolidated List of Issues.
- 2.2.3 I have been through this document and considered the issues raised and identified the following as being issues that are within my relevant area of expertise. These have been extracted from the Consolidated List of Issues document and repeated below with the numbers taken directly for completeness and cross-referencing purposes:
  - 22 *Whether the proposed development will increase reliance upon private motor vehicles, where the Planning Scheme seeks to promote the use of public and active transport.*
  - 33 *Whether the proposed development is responsive to a community need for parking by local residents and tourists in the vicinity of Agnes Water Beach*
  - 34 *Whether the proposed development will adequately mitigate impacts on local residents with respect to vehicles parking in the local street network in order to access Agnes Water Beach*
  - 36 *Whether the proposed development will adversely impact on or prevent the further expansion of public or active transport options within the Agnes Water township.*
  - 43 *Whether the need for the proposed development could be accommodated at the community facility car park off Springs Road with a foreshore boardwalk constructed through the reserve in accordance with the Agnes Water and Seventeen Seventy Structure Plan.*



- 2.2.4 In preparing this Statement of Evidence I have visited the subject land and have made observations of the public parking system in the immediate vicinity of the subject site. This site visit was undertaken on Wednesday September 29<sup>th</sup>, 2021. A summary of my observations and key considerations are noted further in this Statement of Evidence in **Section 3** following.
- 2.2.5 In addition to this site visit I also commissioned parking surveys of the area immediately adjacent to the subject land. These surveys captured parking data from (and including) Sunday September 26<sup>th</sup> through to Tuesday September 28<sup>th</sup>, 2021. A summary of the data from these parking surveys is provided further in this Statement of Evidence in **Section 3** following and the more detailed data is provided in **Appendix C** of this report.

### 3. STATEMENT OF EVIDENCE

#### 3.1 PARKING DATA COLLECTION

- 3.1.1 As noted previously as part of my assessment of the relevant traffic issues in this appeal I commissioned parking surveys of the area immediately adjacent to the subject land. These surveys captured parking data from (and including) Sunday September 26<sup>th</sup> through to Tuesday September 28<sup>th</sup>, 2021. These dates were selected as being representative of a school holiday period when I would anticipate that tourist areas such as Agnes Water would be relatively busy and the parking activity would be representative of a busy period.
- 3.1.2 In order to collect this parking system data, I instructed and retained a specialist traffic and parking data sub-consultant (Matrix Traffic and Transport Data) to undertake the data collection tasks for me. I confirm that I regularly engage this organisation for the purposes of undertaking these data collection activities for me and for projects undertaken by my company.
- 3.1.3 The parking survey data collection was undertaken via the collection of video data for the existing off street parking area encompassing the following areas. This included the positioning of:
- Agnes Street;
  - Jeffery Court; and
  - Tom Jeffery Memorial Off-street parking area
- 3.1.4 These areas are shown diagrammatically in **Figure 3-1** below. Detailed spreadsheet showing the data from these parking surveys is provided below and the more detailed data is provided in **Appendix C** of this report.
- 3.1.5 I note that the use of video imagery in the capture of traffic and parking data is routinely used in traffic engineering projects. The raw data and video data can be made available upon request noting that there is many gigabytes of data and many hours of footage that has been collected as part of this process.
- 3.1.6 The existing parking system directly servicing the Agnes Water beach and surrounds consists of the off-street parking area within Tom Jeffery Park, marked on-street parking spaces along Jeffery Court loop road and unmarked kerbside on-street parking spaces along Agnes Street.
- 3.1.7 I note that Jeffery Court currently operates as a one-way loop in a clockwise direction that allows for the formal on-street parking bays that are currently marked along the “outside” kerb along this road. It is apparent to me that the establishment of this one-way loop was to allow the formalisation of these marked on-street parking spaces to regulate the parking.
- 3.1.8 Furthermore, in the event of the marked on-street parking spaces being occupied, the residual width of the Jeffery Court pavement is not sufficient to safely accommodate the two-way movement of vehicles. During my own observation and as reflected in the parking data, these on-street parking spaces are heavily utilised during busy activity periods such as weekends and holiday periods. As such not having formal parking bays marked and managed in the manner as currently implemented would lead to congestion and safety issues in my view. In my opinion from a traffic and parking perspective this is likely to have contributed to the adoption of the traffic & parking management as currently implemented.



**Figure 3-1 - Parking Survey Zones**

- 3.1.9 The results of the parking surveys undertaken have clearly demonstrated that the parking demands are significant and in many of the aforementioned parking areas the demand is at or exceeding the capacity of the parking system on a busy Sunday. A summary of the results of the parking surveys over the three (3) surveyed days are shown in **Tables 3-1 through 3-3** following. This data has been summarised for the periods between 10am and 3pm which represented the peak parking activity. Further detailed results are shown in **Appendix C** for the full days.

**Table 3-1 Parking Survey Data Summary – Sunday**

**Date** Sunday, 26 September 2021

**Time** 6:00-18:00

		Supply	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00
			Parking Demand										
ZONE 1	a	6	5	6	5	6	6	6	6	6	6	5	6
			83%	100%	83%	100%	100%	100%	100%	100%	100%	83%	100%
	b	7	8	9	9	10	10	10	8	10	7	8	5
			114%	129%	129%	143%	143%	143%	114%	143%	100%	114%	71%
	c	4	1	3	3	3	3	1	2	3	2	2	2
			25%	75%	75%	75%	75%	25%	50%	75%	50%	50%	50%
	d	6	3	4	3	4	5	5	4	6	6	2	2
			50%	67%	50%	67%	83%	83%	67%	100%	100%	33%	33%
	Total	23	17	22	20	23	24	22	20	25	21	17	15
			74%	96%	87%	100%	104%	96%	87%	109%	91%	74%	65%
ZONE 2		16	16	17	15	16	14	15	15	14	12	13	14
			100%	106%	94%	100%	88%	94%	94%	88%	75%	81%	88%
ZONE 3		16	6	10	9	12	11	10	11	12	8	5	5
			38%	63%	56%	75%	69%	63%	69%	75%	50%	31%	31%
ZONE 4		4	3	3	3	3	3	3	3	3	4	3	2
			75%	75%	75%	75%	75%	75%	75%	75%	100%	75%	50%
ZONE 5		26	24	25	25	23	24	23	23	23	23	22	23
			92%	96%	96%	88%	92%	88%	88%	88%	88%	85%	88%



**Table 3-2 Parking Survey Data Summary – Monday**
**Date**      **Monday, 27 September 2021**
**Time**      6:00-18:00

Time		0:00-10:00		Supply	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	
					Parking Demand											
ZONE 1	a	6	3	3	3	2	0	3	4	4	1	0	1			
			50%	50%	50%	33%	0%	50%	67%	67%	17%	0%	17%			
	b	7	6	5	7	4	8	8	4	9	6	3	3			
			86%	71%	100%	57%	114%	114%	57%	129%	86%	43%	43%			
	c	4	0	0	0	0	0	0	0	0	0	0	0			
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	d	6	2	3	1	1	1	0	4	0	1	1	0			
			33%	50%	17%	17%	17%	0%	67%	0%	17%	17%	0%			
	Total	23	11	11	11	7	9	11	12	13	8	4	4			
			48%	48%	48%	30%	39%	48%	52%	57%	35%	17%	17%			
ZONE 2		16	15	14	16	13	15	15	16	16	15	10	12			
			94%	88%	100%	81%	94%	94%	100%	100%	94%	63%	75%			
ZONE 3		16	6	10	11	8	7	9	9	10	8	8	6			
			38%	63%	69%	50%	44%	56%	56%	63%	50%	50%	38%			
ZONE 4		4	3	3	2	3	3	3	2	3	3	3	3			
			75%	75%	50%	75%	75%	75%	50%	75%	75%	75%	75%			
ZONE 5		26	24	25	22	25	24	25	22	23	21	20	17			
			92%	96%	85%	96%	92%	96%	85%	88%	81%	77%	65%			

**Table 3-3 Parking Survey Data Summary – Tuesday**

**Date** Tuesday, 28 September 2021

**Time** 6:00-18:00

		Supply	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00
			Parking Demand										
ZONE 1	a	6	6	6	4	5	6	3	2	1	0	1	2
			100%	100%	67%	83%	100%	50%	33%	17%	0%	17%	33%
	b	7	8	9	7	7	6	4	3	3	7	9	8
			114%	129%	100%	100%	86%	57%	43%	43%	100%	129%	114%
	c	4	0	0	0	0	1	0	0	0	0	1	0
			0%	0%	0%	0%	25%	0%	0%	0%	0%	25%	0%
	d	6	4	5	4	4	3	4	4	2	2	2	2
			67%	83%	67%	67%	50%	67%	67%	33%	33%	33%	33%
	Total	23	18	20	15	16	16	11	9	6	9	13	12
			78%	87%	65%	70%	70%	48%	39%	26%	39%	57%	52%
ZONE 2		16	15	14	15	14	12	13	11	14	15	15	13
			94%	88%	94%	88%	75%	81%	69%	88%	94%	94%	81%
ZONE 3		16	12	13	8	8	11	10	9	8	8	3	5
			75%	81%	50%	50%	69%	63%	56%	50%	50%	19%	31%
ZONE 4		4	4	4	4	3	4	4	4	4	4	4	2
			100%	100%	100%	75%	100%	100%	100%	100%	100%	100%	50%
ZONE 5		26	24	25	25	24	24	23	23	23	23	24	22
			92%	96%	96%	92%	92%	88%	88%	88%	88%	92%	85%

- 3.1.10 The results summarised in **Table 3-1** show that Zone 5, the Tom Jeffery Memorial Park off-street parking area is consistently full. Relevantly I note that there are two (2) marked PWD spaces within this area and from the video data, and my own subsequent observations, the general use parking spaces are consistently completely occupied.
- 3.1.11 The results show that the other most convenient parking area in terms of proximity to the beach, Zone 2, is often fully parked out during these peak activity periods and if not completely full beyond practical capacity. The results show that the another very popular place for vehicles to park is Zone 1b, which is also regularly parked out during the peak survey period.
- 3.1.12 It is my view that these zones are heavily utilised as both of these locations are the most convenient locations for visitors who have driven to the beach and through the Tom Jeffery Memorial Park off-street parking area in search of a car park, have not been able to park in that location and have circulated out to find an on-street car park. From my own observations on-site these circulation patterns appeared to occur reasonably frequently and was something that I personally did when on site.

- 3.1.13 I note that there are no formal pedestrian footpaths along Jeffery Court (north) nor on the eastern side of Agnes Street providing safe and efficient connectivity from these on-street parking areas back to the Tom Jeffery Memorial Park and the beach. Conversely there is an existing, relatively high standard concrete pedestrian footpath along the western side of Agnes Street that connects from the retail/commercial hub to the south (adjacent to Springs Road / Agnes Street) through to Tom Jeffery Memorial Park.

## 3.2 SITE VISIT OBSERVATIONS

- 3.2.1 The Agnes Water Beach is accessed via Tom Jeffery Memorial Park. During my site visit the beach in this vicinity appeared to be the only patrolled beach within the Agnes Water area and was being heavily utilised on that day by many families and visitors. I have undertaken some further searches of publicly available information to confirm the presence of other patrolled beaches however have found the Agnes Water Beach identified as the only patrolled beach in the area, noting that the Surf Lifesaving Queensland website identifies that this is patrolled on Sundays and public holidays from September to May. I note that my site visit was on a Wednesday during school holidays and was patrolled on that day.
- 3.2.2 From my own site observations, it is clear that there is a significant demand for parking within the immediate vicinity of the Tom Jeffery Memorial Park. The most in demand locations were within a close walk to the park and include the areas identified as Zone 1, 2 and 5 in **Figure 3-1** above. These parking areas clearly offer the most convenient parking in terms of gaining access to the Agnes Water beach.
- 3.2.3 During my site visit I observed vehicles circulating through Tom Jeffery Memorial Park off-street parking area and then leaving and circulating around Jeffery Court and Agnes Street in search of suitable parking options. Further I also observed people utilising the Tom Jeffery Memorial Park off-street parking area as an informal drop-off area to drop-off car occupants and belongings (chairs etc.) and then circulate to find parking elsewhere. In my view this was occurring to reduce the difficulties associated with walking significant distances with beach gear (e.g. chairs, towels, beach umbrellas, shade structures etc.) which for families can be quite challenging in my own experience.
- 3.2.4 During my site visit I observed vehicles often doing a number of “laps” in search of parking in a more convenient location to park as opposed to seeking parking further afield along Agnes Street and Jeffery Court south. I also did this same circulation in search of parking myself during my site visit.
- 3.2.5 I note that there are limited concrete footpaths within the vicinity. There are currently no formal concrete footpaths along Jeffery Court nor along the eastern side of Agnes Street. There is a formal relatively high standard concrete pedestrian footpath along the western side of Agnes Street which provide a high standard link between the retail/commercial precinct to the south on Agnes Street and the Tom Jeffery Memorial Park and beach foreshore area.
- 3.2.6 In relation to the specific land being utilised for the proposed off-street car park, I note that this site was being heavily utilised for parking through the duration of my site visit with two distinct gravel areas being heavily used by visitors to the beach and surrounding area. These two separate informal parking areas, with separate crossovers, albeit one is an informal crossover to the southern vacant gravel area. This location appears to be relatively heavily utilised as a result of its relative convenience in terms of distance to the

beach and the fact it provides access directly to the concrete footpath that leads to Tom Jeffery Memorial Park.

- 3.2.7 I have provided a series of photos showing images of the various parking areas taken during my site visit. These are shown in **Appendix D** of this Statement of Evidence.
- 3.2.8 While the parking surveys undertaken did not capture the off-street parking areas in the commercial/retail precinct adjacent to the Agnes Street / Spring Street intersection, from my own observations on-site these were also extremely busy. The off-street parking areas immediately adjacent to the Agnes Street frontage was essentially fully occupied during my site visit. I also observed a significant amount of pedestrian activity in the vicinity with people walking to/from this retail area along Agnes Street and along Captain Cook Drive.
- 3.2.9 In the Consolidated List of Issues the potential for the Agnes Water Community Centre situated on Springs Road to provide for the visitor parking in lieu of the proposed development was identified. While the relevance of this alternate site is a matter for the Court to decide I did as part of my site visit review this location for comparative purposes.
- 3.2.10 The Agnes Water Community Centre is situated to the east of Agnes Street along Spring Street. This community facility includes the Visitor Information Centre, Museum and other community spaces. This facility also has a large parking area that is split into essentially three (3) zones, an upper area which is the largest area, a middle area located most conveniently to the Visitor Information Centre and the lower parking area which is allocated solely to the Museum.
- 3.2.11 During my site visit the lower and middle areas were both close to fully occupied while the upper area had significant spare capacity. This upper area provides direct access to the Lookout Circuit Walking path which provides access to the lookout and to a separate eastern (unpatrolled) beach and camping area.
- 3.2.12 I did walk along this path to the lookout to consider whether this would provide a viable alternative for visitors to gain access to the main Agnes Water beach. While this track was a relatively comfortable walk of approximately 600m I note that there was no ability to reasonably gain access to the primary Agnes Water Beach. There is a significant grade change and what I would describe as a risky climb down to the beach. I am of the view that this would not be an appropriate route for families or even individuals carrying any beach gear (e.g. chairs, towels, beach umbrellas, shade structures etc.).
- 3.2.13 I also note that this is a walk that would be well over 600m to then gain access to the beach front which would not be a convenient location for visitors and families wishing to gain access to the beach front.

### 3.3 RESPONSE TO CONSOLIDATED ISSUES – TRAFFIC

22 *Whether the proposed development will increase reliance upon private motor vehicles, where the Planning Scheme seeks to promote the use of public and active transport.*

- 3.3.1 In my view the provision of proposed parking area would not increase the reliance on the private motor vehicle. Based on the survey data collected and from my own observations I am of the view that during the peak activity periods the existing parking system is at or approaching capacity. This proposed formal off-street parking area would serve to satisfy



an existing demand and provide some residual capacity for any future growth in visitation to the immediate area.

- 3.3.2 The proposed car park would also formalise areas that I observed as being heavily utilised and would do so in a more efficient manner by providing a safe surface for visitor parking and more orderly parking layout. The formalisation of the parking on the subject site would also allow the Council to more efficiently manage this parking area should this be considered necessary.
- 3.3.3 As an added consideration in my view this would also offer the necessary parking capacity to allow Council to further consider the management of the existing on-street parking zones.
- 3.3.4 I note that there is currently a bus zone on Jeffery Court north immediately adjacent to the park however, from my own investigations, I understand that there are no regular Council services that utilise this area. I have examined the public available information including the Translink website and have not been able to identify any regular scheduled services. I do note that there are a number of private bus companies providing “charter” bus services and school bus services, including 1770 Shuttle & Tours which may utilise this bus zone. It is unclear why and when this bus zone was established however I expect that this is likely to cater for tourist buses that may visit Agnes Water as part of a tour group and to potentially service these private bus tours and shuttle services.
- 3.3.5 In my view it is unlikely that the development of the proposed car park would adversely impact on existing bus and active transport options. In my view and my own experience, the choice to utilise some form of bus service or to walk/ride to the beach would be influenced by a range of factors including the availability of convenient bus options, the need to carry beach gear and the proximity of the trip origin (e.g. location of accommodation) to the beach itself, not simply the availability of parking in the vicinity of the beach.

33 *Whether the proposed development is responsive to a community need for parking by local residents and tourists in the vicinity of Agnes Water Beach*

- 3.3.6 As clearly noted in the parking surveys and from my own observations there is clearly a significant demand for parking during peak activity periods. As I have noted that there are a number of locations that are clearly preferred due to their convenience given the nature of the visitation to the beach foreshore area.
- 3.3.7 From my observations and the results of the parking surveys it is clear that the preferred parking areas are those that are conveniently located to the Tom Jeffery Memorial Park and that allow easy access to the beach. It is clear that the visitors to the beach are favouring these areas because this minimises their walk distance, particularly when they are carrying gear including chairs, towels, beach umbrellas/shade structures and water equipment such as surf boards.
- 3.3.8 From the amount of vehicle circulation I witnessed it is my view that the proposed car park would satisfy an existing demand during the busy tourist periods in a conveniently located area, providing access to the beach via an existing high standard pedestrian footpath. In my view it is highly likely that this proposed off-street parking area would become a heavily utilised facility and likely to be favoured by tourists/visitors compared to the existing on-street options. This, in my view, is due to its convenient location, available capacity and the connection to high standard pedestrian paths through to the beach.

3.3.9 I am also of the view that this facility will eliminate, or at least greatly reduce, the amount of circulating traffic in the precinct and in particular through the existing off-street parking areas at Tom Jeffery Memorial Park which will greatly improve safety for pedestrians and vehicles alike. The proposal will also remove an informal crossover on Agnes Street and ensure access to the car park is provided in a safe and efficient manner. The proposed car park is in a location that will provide a safe and high standard pedestrian linkage from the parking area to the Tom Jeffery Memorial Park and the Agnes Water Beach front which is absent for a number of the other existing marked parking areas which will improve safety for all users in my opinion.

3.3.10 My observations and the parking surveys were during the September school holiday period. Based on my own personal experiences with coastal tourist areas such as Agnes Water, the Christmas school holiday periods are often significantly busier. As such this supports that there is an immediate demand and need for this facility to ensure that the parking system is responsive to demands and provides a safe and efficient parking system that minimises, to the extent possible, the pedestrian and vehicle interactions. This is consistent with the discussions I have had with Council.

34 *Whether the proposed development will adequately mitigate impacts on local residents with respect to vehicles parking in the local street network in order to access Agnes Water Beach*

3.3.11 I note that during my own observations the existing marked parking spaces along Jeffery Court were heavily utilised with only a couple of spaces free along the southern section of Jeffery Court. In my view, the provision of the proposed off-street parking facility, situated in a far more convenient location, will have a positive impact on the level of parking along Jeffery Court. This in turn will provide more opportunity for visitors to the existing residential dwellings to find conveniently located parking for their needs.

3.3.12 In my view however, one of the most important advantages is that the proposed parking area will be highly likely to result in a significant reduction in circulating traffic. As previously noted in my observations above this is a common occurrence and includes people performing u-turns on Agnes Street, circulating around Jeffery Court and travelling through the existing off-street car park.

3.3.13 I believe that the location and design of the proposed car park will provide a safe and efficient parking system that will ultimately become a “first choice” for many visitors due to its location and high standard connectivity to the beach. This in turn will minimise the levels of circulation in search of a parking space. It is my view that this is a significant positive for residents within the precinct, including those tourists renting these residences for holidays.

36 *Whether the proposed development will adversely impact on or prevent the further expansion of public or active transport options within the Agnes Water township.*

3.3.14 As previously noted I have investigated the availability of bus transport options within the Agnes Water area and note that I am not aware of any existing scheduled public transport services within the precinct. Notwithstanding this I do not believe that the proposed off-street parking area will directly prevent or impact on the ability for Council, Translink or a private bus operator from offering bus services to the precinct noting that I am aware of at least one (1) existing private shuttle bus operation that operates on a booking basis.

3.3.15 To the contrary, in the event that there is a genuine demand for public transport services to satisfy travel demands to/from the Agnes Water beach I am of the view that the

proposed off-street car park could offer some benefits. As noted above, due to its convenient location there is the possibility that the new parking area will allow Council more flexibility in terms of the other existing off and on-street parking areas. For example this would offer the opportunity for Council to remove some of the existing on-street parking areas along Jeffery Court in the immediate vicinity of the Tom Jeffery Memorial Park and replace this with improved bus parking areas.

3.3.16 In terms of active transport I note that the choice between driving to/from the beach or relying on active transport options, I am of the view that this choice is more often impacted by other factors rather than the availability of adjacent parking. The factors that I believe impact on this choice includes:

- The distance from the accommodation to the beach and whether walking and cycling is a viable option;
- Where there is equipment to carry including chairs, towels, sun protection shades etc.;
- Whether there are safe and efficient walkways available; and
- The make-up of their family.

3.3.17 In this regard I am of the view that the proposed new off-street parking area will not adversely impact on the active transport options for visitors and residents.

43 *Whether the need for the proposed development could be accommodated at the community facility car park off Springs Road with a foreshore boardwalk constructed through the reserve in accordance with the Agnes Water and Seventeen Seventy Structure Plan.*

3.3.18 Having visited the site and the existing Community Centre I do not believe it would be a viable option to rely on this facility to satisfy the demands for parking associated with visitors to the Agnes Water Beach.

3.3.19 I understand that there are only two possible options to provide a pedestrian linkage from the car parking area through to the Agnes Water beach and foreshore area. I understand that the existing caravan park situated between the Community Centre and the Tom Jeffery Memorial Park precinct is privately owned and from my review of the available land parcel mapping the extent of their land holding extends between Spring Street and the high tide mark on the Agnes Water beach side.

3.3.20 To this end the options available to provide a linkage between this Community Centre parking area and the Agnes Water beach front would be:

- provide a link to the existing pedestrian footpath along Spring Street then along Agnes Street; or
- provide a link through the existing bush land.

3.3.21 I note that there is an existing pedestrian link between the Community Centre and the Spring Street pedestrian path. It is clear that this link is not currently being utilised to satisfy demands for access to Agnes Water beach from the Community Centre car park. I am of the view that this is primarily because of the inconvenient location, being it is approximately a 1km walk along Spring Street and Agnes Street to get to the beach. It is my view that the Community Centre is simply not likely to be utilised for beach parking, particularly in the event that visitors are carrying personal items as outlined previously.

3.3.22 The alternative then is that this would result in vehicles utilising the existing off-street and on-street parking areas for the purpose of “drop-off” and “pick-up” and then having one licensed driver driving to the parking areas and walking back. In my view this does little to

minimise the presence of circulating cars within the immediate vicinity of the beach nor does it present as a realistic alternative. In my experience, I would not expect that this parking area would be utilised for this purpose and the existing on-street system would continue to be used, along with the impacts on visitors and residents outlined previously.

- 3.3.23 In terms of the second option noted in dot point 2 above, there is an existing walking track from the Community Centre to the headland lookout that is approximately 600m in length. From that point access to the primary Agnes Water beach is significantly constrained. There is a significant level difference and the existing tracks require users to physically climb some vertical sections. I do not consider that this is a viable alternative for reasons including convenience, safety and likelihood of being utilised in the event that legal access from the Community Centre to the beach via this path could be secured.
- 3.3.24 The proposition of a boardwalk being constructed from the Community Centre to the beach has been identified in the Consolidated List of Issues. Whether or not this is a truly viable prospect is a matter for others as its construction is not a traffic related issue and would likely involve a number of other technical considerations. I note however, in terms of the Agnes Water Community Centre being used as a viable alternate parking location for visitors to the beach, the relatively significant distance to the beach is not likely to be particularly attractive and, on that basis alone I would expect that this would be unlikely to result in this Community Centre car park being used in lieu of more convenient parking options closer to the beach.



## 4. SUMMARY

- 4.1.1 This matter relates to an appeal bought by Peter Robinson and Paul Schubert (the Appellants) against the decision of Gladstone Regional Council (in its role as assessment manager) (Respondent) to approve the Co-Respondent's development application for a development permit for a material change of use (MCU) for Parking Station (Development Application) in respect of land located at 5 Agnes Street, Agnes Water, Queensland, and properly described as Lot 8 on CP910294 (Land).
- 4.1.2 In preparing this Statement of Evidence I have visited the subject site and have made observations of the public parking system in the immediate vicinity of the subject site. This site visit was undertaken on Wednesday September 29<sup>th</sup>, 2021. A summary of my observations and key considerations are noted further in this Statement of Evidence in **Section 3** following.
- 4.1.3 In addition to this site visit I also commissioned parking surveys of the area immediately adjacent to the subject land. These surveys captured parking data from (and including) Sunday September 26<sup>th</sup> through to Tuesday September 28<sup>th</sup>, 2021. A summary of the data from these parking surveys is provided further in this Statement of Evidence in **Section 3** following and the more detailed data is provided in **Appendix C** of this report.
- 4.1.4 In my opinion I am of the view that the proposal to provide an off-street car park as proposed would be a reasonable approach to the management of the demand for parking and traffic circulation around the local streets immediately adjacent to the primary Agnes Water beach and Tom Jeffery Memorial Park. Based on my observations and the parking surveys I have had undertaken it appears that there is an existing demand that would be satisfied by the proposed parking area and that this would provide off-street parking that is safe and efficient and would connect directly with existing high standard concrete footpaths providing high standards of access for visitors and tourists.
- 4.1.5 Having undertaken my assessment I am of the view that there are no unacceptable traffic related grounds which would warrant refusal of the proposal. To the contrary, as outlined in this Statement of Evidence there are a number of positive reasons for approving the proposal from a traffic, parking, access and circulation perspective. I am of the view that the proposed off-street parking area:
- Is responsive to an obvious need/demand;
  - would provide parking for visitors and tourists that is safe, efficient and well connected to existing walkways/footpaths to the beach;
  - would not impact on the ability to provide public transport facilities in the future;
  - would not detract in any material way from the utilisation of public and active transport modes to gain access to the beach;
  - would minimise the level of vehicle circulation associated with drivers searching for car parks, which would have a positive impact on the surrounding roads and residential streets and would minimise to the extent possible, interaction between pedestrians and vehicles;
  - would formalise an existing informal parking area making it safer for users and allowing greater levels of control by Council; and
  - would provide opportunities for Council to better manage the adjacent road network and on-street parking system.

## APPENDIX A

### CURRICULUM VITAE

## STEVE WILLIAMS

### DIRECTOR – TRANSPORT & INFRASTRUCTURE

- Bachelor of Engineering (Civil) – Queensland University of Technology, 1991
- Registered Professional Engineer Queensland – RPEQ 06417
- Fellow, Institution of Engineers Australia – FIEAust
- Engineers Australia Division Committee Rep (QLD Division) 2018 - 2020
- Chair Consult Australia (QLD Division) 2014 – 2018
- Deputy Chair Consult Australia (QLD Division) 2012 – 2014
- Member, Australian Institute of Traffic Planning and Management (MAIPM)

**M:** 0413 657 302

**E:** [steve.w@lar.net.au](mailto:steve.w@lar.net.au)



Steve has over twenty seven years' experience in transport infrastructure planning, design and delivery, strategic traffic and transport planning, traffic and transport modelling, traffic engineering analysis, traffic / travel demand management and project management, survey planning and management.

Current responsibilities include the management of the Traffic and Transport Planning/ Engineering and Infrastructure divisions of Lambert & Rehbein, as well as performing a hands-on role as Project Director for selected projects within the transport and infrastructure business units portfolio.

Steve has an extensive track-record of success having been being involved in projects ranging from the provision authoritative transport planning and traffic engineering expertise on significant projects, through to providing senior level leadership, direction and guidance in the delivery of complex major planning and design projects, including direct liaison with senior level project owners and key stakeholders and project governance bodies.

### PROFESSIONAL EXPERTISE INCLUDES:

- Multi-disciplinary Team Leadership;
- Project and Program Management / Governance
- Stakeholder communications and management
- Strategic transport planning;
- Area transport plans;
- Travel demand forecasting and transport modelling;
- Traffic / travel demand management;
- Traffic engineering;
- Traffic infrastructure planning, design and delivery;
- Survey planning;
- Business Management

## RELEVANT EXPERIENCE

PROJECT	PROJECT DESCRIPTION & ROLE
<b>Traffic Impact Assessments</b> <p>Throughout his extensive career, Steve has been responsible for many traffic impact assessment studies for developments of all sizes. This has included residential, commercial and retail developments.</p> <p>Responsibilities include identification of the impacts of these developments on the surrounding transport system, identification of remedial measures, and liaison with clients and government officials.</p> <p>Steve has previously provided traffic engineering services to the department of Main Roads South Coast Hinterland District where he was responsible for the assessment of development impacts on the State Controlled Road Network. He is currently engaged in a similar role by the Department of Transport and Main Roads Metropolitan Region.</p> <p>Steve also provided specialist traffic engineering services in 2001 for a period of approximately 3 months to review minor traffic engineering issues on behalf of the Travel Demand Management section of Brisbane City Council.</p>	<p>Some of the specialist development related traffic engineering projects for which Steve has been responsible include the following. Note that this is not a complete and exhaustive list.</p> <ul style="list-style-type: none"> <li>▪ Mixed Use Development - 15 Anderson Street, Fortitude Valley</li> <li>▪ Mixed Use Development - 186 Wickham Street, Fortitude Valley Hotel</li> <li>▪ Masterplan - TradeCoast Central;</li> <li>▪ High Rise Residential - Westmark, Milton;</li> <li>▪ Retirement Village – Gisborne, Kilmore Road;</li> <li>▪ Child Care Centres – 3 Sites, Ballarat;</li> <li>▪ Showroom Development - Collingwood</li> <li>▪ Student Accommodation - Dawson Parade;</li> <li>▪ Residential Development - Bellbowrie;</li> <li>▪ Child Care Centre - Morningside;</li> <li>▪ Mixed Use Development - Montpelier Road;</li> <li>▪ Residential Development - Yamanto;</li> <li>▪ Aged Care Facility - RSL Care Waterford;</li> <li>▪ Townhouses Development - Tenth Avenue, Windsor;</li> <li>▪ Residential Development – Bongaree, Bribie Island;</li> <li>▪ High Rise Residential - Thorn Street, Kangaroo Point;</li> <li>▪ Child Care Centre - Stafford;</li> <li>▪ Townhouse Development - Sunset Road, Kenmore;</li> <li>▪ Shopping Centre Expansion - Yamanto;</li> <li>▪ Townhouse Development - Racecourse Road, Ascot;</li> <li>▪ Residential Development - Serpentine Creek Road;</li> <li>▪ Office Development - Creek Road;</li> <li>▪ Mixed Use Development - Nundah;</li> <li>▪ Residential Subdivision - Kensington Lakes;</li> <li>▪ Multi-Unit Residential - Bolton Street;</li> <li>▪ Multi-Unit Residential Development - Windemere Road;</li> <li>▪ Residential Development - Thiesfield Street;</li> <li>▪ Residential Development - Arenga Street;</li> <li>▪ Mixed Use Development - Scarborough;</li> <li>▪ Gymnasium - Northgate;</li> <li>▪ Commercial Redevelopment - Shafston Hotel;</li> <li>▪ Church Development - Shiloh Christian Church, Goodna;</li> <li>▪ Church Redevelopment – Samoan Church Eugenie Street, Inala;</li> <li>▪ Retirement Village - Flinders View Retirement Village;</li> </ul>



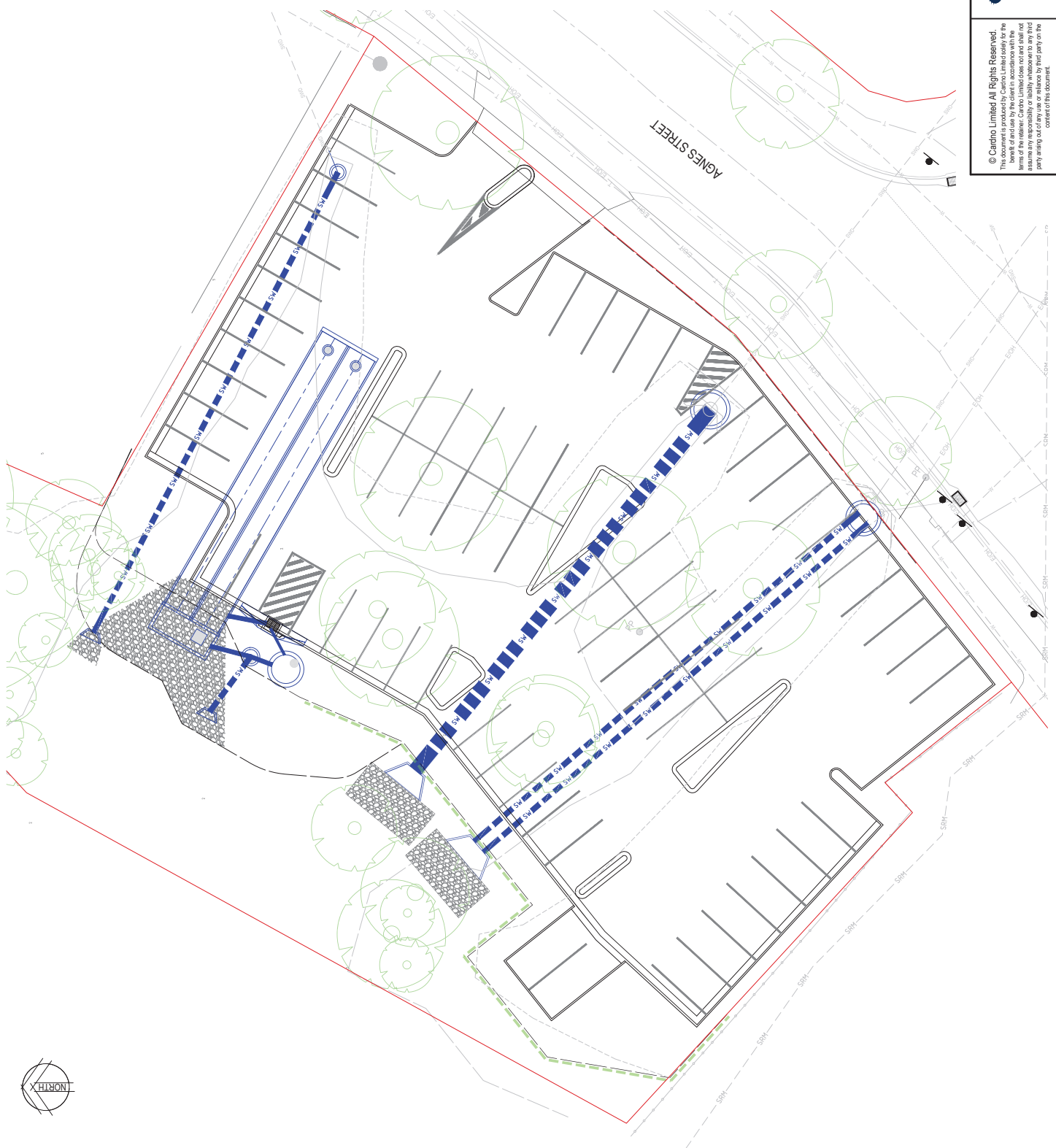
PROJECT	PROJECT DESCRIPTION & ROLE
	<ul style="list-style-type: none"> <li>▪ Mixed Use Development - Robertson Street;</li> <li>▪ Mixed Use Development - Wandoo Street;</li> <li>▪ High Rise Residential - Lambert Street;</li> <li>▪ Industrial Development - Tyco;</li> <li>▪ Mixed Use Development - Biggera Waters;</li> <li>▪ Child Care Centre Expansion - Jemima Place;</li> <li>▪ Commercial Expansion - Hyne Tuan Timber Mill;</li> <li>▪ Multi-Unit Development - Postle Street</li> <li>▪ Commercial Expansion - Southern Hotel, Toowoomba;</li> <li>▪ Multi-Unit Development - Norman Avenue, Lutwyche;</li> <li>▪ Resort Development - Bel Air, Broadbeach;</li> <li>▪ Church Redevelop Expansion - Christian City Church, Bald Hills;</li> <li>▪ Mixed Use Development - Chevron Renaissance</li> <li>▪ Shopping Centre Expansion – Riverwalk, Sunshine Plaza</li> <li>▪ Substation – Energex Substation, Sunshine Coast.</li> <li>▪ Commercial Development - Nerang Cinemas</li> <li>▪ Commercial Redevelopment - Grand Hotel</li> <li>▪ Sporting Facility Relocation - Maroochy Soccer Club</li> <li>▪ Commercial Development - Robina Town Centre</li> <li>▪ Student Accommodation - Caurrumburra Road</li> <li>▪ Landfill Development - Molendinar</li> <li>▪ Medical Facility - Southport Eye Clinic</li> <li>▪ Commercial Expansion - Nolans Meatworks, Gympie</li> <li>▪ High Rise Residential - Broadbeach Hotel</li> <li>▪ Commercial Development - Tamborine Winery</li> <li>▪ Commercial Redevelopment - Tugun Hotel</li> <li>▪ Commercial Expansion - Surfers Paradise Surf Lifesaving Club</li> <li>▪ Shopping Centre - Redbank Plaza</li> <li>▪ Industrial Development - Morayfield</li> <li>▪ Commercial Redevelopment - Caboolture RSL</li> <li>▪ Sporting Facility Relocation - Cairns Australian Football Club</li> <li>▪ Suburban redevelopment Strategy - Labrador;</li> <li>▪ Resort Development - Taylor Point (cairns)</li> <li>▪ Residential Development - Ormeau;</li> <li>▪ Shopping Centre - Bennetts Road</li> <li>▪ Residential Development - Newport Waterways, Redcliffe</li> <li>▪ Resort / Commercial Centre Development - Nelly Bay Harbour, Magnetic Island</li> </ul>

PROJECT	PROJECT DESCRIPTION & ROLE
<p><b>Expert Witness Experience</b></p> <p>Steve is recognised for his expertise and experience in Traffic Engineering and regularly provides Expert Witness reports and testimony to the Planning and Environment Court in South East Queensland and the Victorian Civil and Administrative Tribunal (VACT).</p> <p>This has involved the detailed review, assessment, analysis and reporting of development impacts, representing both government and development group, to the court along with the provision of Expert Witness testimony in Court Hearings.</p> <p><b>Note:</b> that not all of these matters resulted in Court Hearings.</p>	<p>Steve has been engaged as an expert Traffic Engineering Witness in the following appeals:</p> <ul style="list-style-type: none"> <li>▪ P&amp;E Appeal No. 2035 of 2019 – Ciliberto Nominees Pty Ltd v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 1978 of 2019 - Retail Fuel Developments v Livingstone Shire Council</li> <li>▪ P&amp;E Appeal No. 1832 of 2019 - Bundaberg Regional Council v Bundaberg Regional Council</li> <li>▪ P&amp;E Appeal No. 1278 of 2019 - 17 Mile Rocks Road v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 841 of 2019 - AIP Ashmore Pty Ltd v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 388 of 2019 - Procon Development Pty Ltd v Logan City Council v DSDMIP</li> <li>▪ P&amp;E Appeal No. 335 of 2019 - Talramp Pty Ltd v Dept. Transport &amp; Main Roads</li> <li>▪ P&amp;E Appeal No. 102 of 2019 - Taylor &amp; Anor v Gold Coast City Council &amp; Ors</li> <li>▪ P&amp;E Appeal No. 4528 of 2018 - Haraba Pty Ltd v Brisbane City Council v R &amp; F Golden Property</li> <li>▪ P&amp;E Appeal No. 4340 of 2018 - Maddison Ridge Pty Ltd v Lockyer Valley Regional Council</li> <li>▪ P&amp;E Appeal No. 4280 of 2018 - Myall Group v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 4084 of 2018 - Mackay Regional Council v Ooralea Developments</li> <li>▪ P&amp;E Appeal No. 4072 of 2012 - Dickson Properties v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 3304 of 2018 - Stockland Development Pty Ltd v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 3206 &amp; 3364 of 2018 - Navara Back Right Wheel v Wilhelm v LCC</li> <li>▪ P&amp;E Appeal No. 2765 Of 2018 - Helen Bowrey &amp; Ors v Scenic Rim Regional Council</li> <li>▪ P&amp;E Appeal No. 2519 of 2018 - Wellington Property Management v Redland City Council</li> <li>▪ P&amp;E Appeal No. 2504 of 2018 - APG Enterprises v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 2023 of 2018 - TPG Development 5 v Brookside Estate Pty Ltd</li> <li>▪ P&amp;E Appeal No. 1506 of 2018 - Barro Group v Redland City Council</li> <li>▪ P&amp;E Appeal No. 938 of 2018 - Mark Ferguson v Gold Coast City Council &amp; ORS</li> <li>▪ P&amp;E Appeal No. 4894 of 2017 - Financial Securities v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 4513 of 2017 - United Petroleum v Dept. Transport &amp; Main Roads</li> <li>▪ P&amp;E Appeal No. 4464 of 2017 - Procon v Bartley Burns Pty Ltd &amp; Anor</li> <li>▪ P&amp;E Appeal No. 4404 of 2017 - Procon v Gympie Regional Council &amp; Anor</li> </ul>

PROJECT	PROJECT DESCRIPTION & ROLE
	<ul style="list-style-type: none"> <li>▪ P&amp;E Appeal No. 4296 of 2017 - Parmac Inv v Brisbane City Council &amp; Anor</li> <li>▪ P&amp;E Appeal No. 1958 of 2017 - Leda Developments v Gold Coast City Council and Boral</li> <li>▪ P&amp;E Appeal No. 168 of 2017 - DILGP ats Hobson Constructions (Qld) Pty Ltd</li> <li>▪ P&amp;E Appeal No. 3476 of 2016 - Meadowlands Road Residential</li> <li>▪ P&amp;E Appeal No.1896 of 2016 - Woolworths v Livingstone Shire Council</li> <li>▪ P&amp;E Appeal No. 41 of 2016 - Jindabyne Investments</li> <li>▪ P&amp;E Appeal No. 3302 of 2015 - Scenic Rim Regional Council</li> <li>▪ P&amp;E Appeal No. 2652 of 2015 - Drywound Pty Ltd v Lockyer Valley</li> <li>▪ P&amp;E Appeal No. 1670 of 2015 - Ooralea Development v Mackay Regional Council &amp; Ors</li> <li>▪ P&amp;E Appeal No. 271 of 2015 - Residential Development Alliance Inc v Gold Coast City Council</li> <li>▪ P&amp;E Appeal No. 1904 of 2014 - SJS61 Pty Ltd v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 4894 of 2013 – EJ Cooper v Townsville City Council</li> <li>▪ P&amp;E Appeal No. 4217 of 2013 – Bettson Properties v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 2072 of 2013 – Dexux Trinity Appeal</li> <li>▪ P&amp;E Appeal No. 1446 of 2013 – JAB Gravel Appeal</li> <li>▪ P&amp;E Appeal No. 1313 of 2013 – Andrew Smith v Brisbane City Council</li> <li>▪ P&amp;E Appeal No. 278 of 2013 – YFG Shopping Centres v Brisbane City Council and Dept. Transport and Main Roads</li> <li>▪ P&amp;E Appeal No. 64 of 2013 – Gold Coast City Council v Silkwood</li> <li>▪ P&amp;E Appeal No. 1212 of 2012 – Stockland Development Pty Limited v Townsville City Council and Ors</li> <li>▪ P&amp;E Appeal No. 902 of 2012 – Transpac Capital v Central Highlands</li> <li>▪ P&amp;E Appeal No. 284 of 2012 – Coles Group Property Development Ltd v Townsville City Council and Dept. Transport and Main Roads</li> <li>▪ P&amp;E Court Appeal No. 975 of 2011 – Mackay Resource Development v Mackay Regional Council and Dept. Transport and Main Roads</li> <li>▪ P&amp;E Appeal No. 5222 of 2011 – Leda Holdings v Ipswich City Council</li> <li>▪ P&amp;E Appeal No. 5172 &amp; 5174 of 2011 – Stockland Development Pty Limited v Brisbane City Council and Ors</li> <li>▪ P&amp;E Appeal No. 5102 of 2011 – GPS Properties Pty Limited v Scenic Rim Regional Council and Department of Transport and Main Roads</li> <li>▪ P&amp;E Appeal No. 4056 of 2011 –Gillion v Scenic Rim Regional Council and Ors</li> <li>▪ P&amp;E Appeal No. 3087 of 2011 – Viridian Noosa Pty Ltd (Receivers and Managers Appointed) v Sunshine Coast Regional Council</li> <li>▪ P&amp;E Appeal No. 1867 of 2011 – Bunnings Group Limited v Mackay Regional Council and Ors</li> <li>▪ P&amp;E Appeal No. 178 of 2011 – Multus v Rockhampton Regional Council</li> <li>▪ P&amp;E Appeal No. 18 of 2011 – Islamic Multicultural Association of the Gold Coast v Gold Coast City Council</li> </ul>

## **APPENDIX B**

### **APPROVED LAYOUT PLAN**



CARPARKS	
TOTAL	DIMENSIONS
73	5.40m x 2.70m (PERP)

- LEGEND
- EXISTING TOP OF BANK
  - EXISTING BOTTOM OF BANK
  - EXISTING SEWER MAIN AND MANHOLE
  - EXISTING OVERHEAD ELECTRICAL CABLE AND POWER POLE
  - EXISTING EXISTING WATER MAIN
  - EXISTING STORMWATER MAIN
  - EXISTING UNDERGROUND TELSTRA CABLE
  - RP BOUNDARY
  - EXISTING FENCE
  - TREE
  - PROPOSED STORMWATER
  - NEW DIAMOND BLOCK RETAINING WALL (OR APPROVED EQUIVALENT)

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**Cardno**  
Cardno (Qld) Pty Ltd ABN 27 061 074 992  
North Rockhampton, QLD 4701  
Tel: 07 4621 7500 Fax: 07 4626 4375  
Web: www.cardno.com.au

GLADSTONE REGIONAL COUNCIL	
AGNES ST AND JEFFERY CRT, AGNES WATERS	
CARPARK WORKS - COMMUNITY CONSULTATION	
AGNES ST CARPARK - OPTION 1	
Drawn	Scale
AHD	NT S.
Revision	Revision
1	1



## **APPENDIX C**

### **PARKING SURVEY DATA**

Client Lambert & Rehbein (SEQ) Pty Ltd  
Date 26th-28th Sep 2021  
Time 6:00-18:00  
Description Agnes Waters Parking Survey



[\[Location\]](#)

- Zone 1 - Agnes St
- Zone 2 - Jeffery Ct(North)
- Zone 3 - Jeffery Ct(South)
- Zone 4 - Jeffery Ct(East)
- Zone 5 - Public Carpark(Off-St)

Overparking

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	Before start time	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Zone 1 - Agnes St	East	House No.6 & Jeffery Ct(South)	P		6	0	0	0	0	0	0	0	0	1	3	4	3	4	5	5	4	6	6	2	2	2	1	1	0	0	0	
		Jeffery Ct(South) & Jeffery Ct(North)	P		7	1	1	1	2	2	5	4	8	8	8	9	9	10	10	10	8	10	7	8	5	7	7	5	2	0	0	
	West	Jeffery Ct(North) & Jeffery Ct(South)	P		6	1	1	1	1	2	3	3	2	6	5	6	5	6	6	6	6	6	5	6	5	5	4	3	2	2		
		Jeffery Ct(South) & opp House No.6	P		4	0	0	0	0	0	0	0	0	0	1	1	3	3	3	3	1	2	3	2	2	2	0	0	0	0	0	
Total					23	2	2	2	3	4	8	7	10	16	17	22	20	23	24	22	20	25	21	17	15	16	13	10	5	2	2	
% Capacity						9%	9%	9%	13%	17%	35%	30%	43%	70%	74%	96%	87%	100%	104%	96%	87%	109%	91%	74%	65%	70%	57%	43%	22%	9%	9%	
Zone 2 - Jeffery Ct(North)	North	Agnes St & Jeffery Ct(East)	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			P		16	9	9	9	11	13	12	12	15	14	16	17	15	16	14	15	15	14	12	13	14	14	15	8	7	8	8	
	South	Jeffery Ct(East) & Agnes St	No Stopping											1	1	1	1	1	1	1	0					1	1					
Total					17	9	9	9	11	13	12	12	15	15	17	18	16	17	15	16	15	14	12	13	14	14	16	9	7	8	8	
% Capacity						53%	53%	53%	65%	76%	71%	71%	88%	88%	100%	106%	94%	100%	88%	94%	88%	82%	71%	76%	82%	82%	94%	53%	41%	47%	47%	
Zone 3 - Jeffery Ct(South)	North	Jeffery Ct(East) & Agnes St	No Stopping																													
	South	Agnes St & Jeffery Ct(East)	P		16	2	2	2	2	2	2	2	5	8	6	10	9	12	11	10	11	12	8	5	5	4	2	2	3	3	3	
Total					16	2	2	2	2	2	2	2	5	8	6	10	9	12	11	10	11	12	8	5	5	4	2	2	3	3	3	
% Capacity						13%	13%	13%	13%	13%	13%	13%	13%	31%	50%	38%	63%	54%	75%	69%	63%	69%	75%	50%	31%	31%	25%	13%	13%	19%	19%	19%
Zone 4 - Jeffery Ct(East)	East	Jeffery Ct(North) & Jeffery Ct(South)	P		4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	3	2	4	4	3	3	3	3	
	West	Jeffery Ct(South) & Jeffery Ct(North)	No Stopping																													
Total					4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	3	2	4	4	3	3	3	3	
% Capacity						75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	75%	50%	100%	100%	75%	75%	75%	75%
Zone 5 - Public Carpark(Off-St)	Off Street Parking		P		26	6	6	13	13	22	23	22	23	24	24	25	25	23	24	23	23	23	23	22	23	25	23	18	24	13	9	
Total					26	6	6	13	13	22	23	22	23	24	24	25	25	23	24	23	23	23	23	22	23	25	23	18	24	13	9	
% Capacity						23%	23%	50%	50%	85%	88%	85%	88%	92%	92%	96%	96%	88%	92%	88%	88%	88%	88%	85%	88%	96%	88%	69%	92%	50%	35%	

\*overparking

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	Before start time	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Zone 1 - Agnes St	East	House No.6 & Jeffery Ct(South)	P		6	0	0	0	0	0	0	0	0	0	2	3	1	1	1	0	4	0	1	1	0	0	0	0	0	0	0	
		Jeffery Ct(South) & Jeffery Ct(North)	P		7	0	0	0	0	1	2	4	5	5	6	5	7	4	8	8	4	9	6	3	3	2	2	4	6	3	1	
	West	Jeffery Ct(North) & Jeffery Ct(South)	P		6	0	0	0	0	0	1	1	2	2	3	3	3	2	0	3	4	4	1	0	1	1	1	2	2	1	1	
		Jeffery Ct(South) & opp House No.6	P		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total					23	0	0	0	0	1	3	5	7	7	11	11	11	7	9	11	12	13	8	4	4	3	3	6	8	4	2	
% Capacity						0%	0%	0%	0%	4%	13%	22%	30%	30%	48%	48%	48%	30%	39%	48%	52%	57%	35%	17%	17%	13%	13%	26%	35%	17%	9%	
Zone 2 - Jeffery Ct(North)	North	Agnes St & Jeffery Ct(East)	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			P		16	9	9	10	10	11	11	12	13	13	15	14	16	13	15	15	16	16	15	10	12	13	12	14	15	12	11	
	South	Jeffery Ct(East) & Agnes St	No Stopping									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
Total					17	9	9	10	10	11	13	14	14	16	15	17	14	16	16	17	17	16	11	13	14	13	14	15	12	11		
% Capacity						53%	53%	59%	59%	65%	65%	76%	82%	82%	94%	88%	100%	82%	94%	94%	100%	100%	94%	65%	76%	82%	76%	82%	88%	71%	65%	
Zone 3 - Jeffery Ct(South)	North	Jeffery Ct(East) & Agnes St	No Stopping																													
	South	Agnes St & Jeffery Ct(East)	P		16	4	4	4	4	4	5	5	7	8	6	10	11	8	7	9	9	10	8	8	6	4	5	4	7	6	5	
Total					16	4	4	4	4	4	5	5	7	8	6	10	11	8	7	9	9	10	8	8	6	4	5	4	7	6	5	
% Capacity						25%	25%	25%	25%	25%	31%	31%	44%	50%	38%	63%	69%	50%	44%	56%	56%	63%	50%	50%	38%	25%	31%	25%	44%	38%	31%	
Zone 4 - Jeffery Ct(East)	East	Jeffery Ct(North) & Jeffery Ct(South)	P		4	3	3	3	3	3	3	3	4	5	3	3	2	3	3	3	2	3	3	3	3	3	2	3	3	1	3	
	West	Jeffery Ct(South) & Jeffery Ct(North)	No Stopping																													
Total					4	3	3	3	3	3	3	4	5	3	3	2	3	3	3	2	3	3	3	3	3	3	2	3	3	3	1	3
% Capacity						75%	75%	75%	75%	75%	75%	75%	100%	125%	75%	75%	50%	75%	75%	75%	50%	75%	75%	75%	75%	75%	75%	50%	75%	75%	25%	75%
Zone 5 - Public Carpark(Off-St)		Off Street Parking		P		9	9	17	17	24	23	22	21	24	24	25	22	25	24	25	22	23	21	20	17	23	23	24	21	15	15	
Total					26	9	9	17	17	24	23	22	21	24	24	25	22	25	24	25	22	23	21	20	17	23	23	24	21	15	15	
% Capacity						35%	35%	63%	63%	92%	88%	85%	81%	92%	92%	96%	85%	96%	92%	96%	85%	88%	81%	77%	65%	88%	88%	92%	81%	58%	58%	

\*overparking

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	Before start time	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	
Zone 1 - Agnes St	East	House No.6 & Jeffery Ct(South)	P		6	0	0	0	0	0	0	0	1	4	4	5	4	4	3	4	4	2	2	2	2	1	1	1	0	0	0	
		Jeffery Ct(South) & Jeffery Ct(North)	P		7	0	0	0	6	6	7	7	4	7	8	9	7	7	6	4	3	3	7	9	8	9	8	5	4	2	1	
	West	Jeffery Ct(North) & Jeffery Ct(South)	P		6	0	0	0	1	1	2	3	3	4	6	6	4	5	6	3	2	1	0	1	2	4	4	3	2	1	1	
		Jeffery Ct(South) & opp House No.6	P		4	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	
Total					23	0	0	0	7	7	9	10	9	16	18	20	15	16	16	11	9	6	9	13	12	14	14	9	6	3	2	
% Capacity						0%	0%	0%	30%	30%	39%	43%	39%	70%	78%	87%	65%	70%	70%	48%	39%	26%	39%	57%	52%	61%	61%	39%	26%	13%	9%	
Zone 2 - Jeffery Ct(North)	North	Agnes St & Jeffery Ct(East)	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			P		16	9	9	11	14	14	14	14	16	14	15	14	15	14	12	13	11	14	15	15	13	16	14	15	13	14	12	
	South	Jeffery Ct(East) & Agnes St	No Stopping						1	1	1	1	1	1	1	1	1		1	1					1	1	1	1	1	1		
Total					17	9	9	11	14	15	15	15	17	15	16	15	16	14	12	14	12	14	15	15	14	17	15	16	14	15	13	
% Capacity						53%	53%	65%	82%	88%	88%	88%	100%	88%	94%	88%	94%	82%	71%	82%	71%	82%	88%	88%	82%	100%	88%	94%	82%	88%	76%	
Zone 3 - Jeffery Ct(South)	North	Jeffery Ct(East) & Agnes St	No Stopping											1																		
	South	Agnes St & Jeffery Ct(East)	P		16	5	5	5	5	6	6	9	10	10	12	13	8	8	11	10	9	8	8	3	5	4	4	5	5	4		
Total					16	5	5	5	5	6	6	9	10	11	12	13	8	8	11	10	9	8	8	3	5	4	4	5	5	4		
% Capacity						31%	31%	31%	31%	38%	38%	56%	63%	69%	75%	81%	50%	50%	69%	63%	56%	50%	50%	19%	31%	25%	25%	31%	31%	31%	25%	
Zone 4 - Jeffery Ct(East)	East	Jeffery Ct(North) & Jeffery Ct(South)	P		4	3	3	4	4	4	4	4	4	4	4	4	4	3	4	4	4	4	4	4	2	3	3	3	2	2		
	West	Jeffery Ct(South) & Jeffery Ct(North)	No Stopping													1																
Total					4	3	3	4	4	4	4	4	4	4	5	4	3	4	4	4	4	4	4	4	2	3	3	3	2	2		
% Capacity						75%	75%	100%	100%	100%	100%	100%	100%	100%	100%	125%	100%	75%	100%	100%	100%	100%	100%	100%	100%	50%	75%	75%	75%	75%	50%	50%
Zone 5 - Public Carpark(Off-St)		Off Street Parking		P		26	13	13	24	25	23	25	24	24	25	24	25	25	24	24	23	23	23	23	24	22	24	25	23	17	7	5
Total					26	13	13	24	25	23	25	24	24	25	24	25	25	24	24	23	23	23	23	23	24	22	24	25	23	17	7	5
% Capacity						50%	50%	92%	96%	88%	96%	92%	92%	96%	92%	96%	96%	92%	92%	88%	88%	88%	88%	92%	85%	92%	96%	88%	63%	27%	19%	



## APPENDIX D

### PHOTOS



Photo 1 - View of northern part of the subject site





Photo 2 - View of Jeffery Court south





Photo 3 - View of Jeffery Court east





Photo 4 - View of Jeffery Court north





Photo 5 - View of Tom Jeffery Memorial Park Car Park





Photo 6 - View of Tom Jeffery Court North





Photo 7 - Agnes Street looking to the north from Jeffery Court (south)





Photo 8 - Agnes Street looking to the south from Jeffery Court (south)





Photo 9 - Track from Agnes Water toward beach





Photo 10 - Track from Agnes Water toward beach





Photo 11 - View toward Agnes Water beach from headland track