## CONTENTS

1. **INTRODUCTION** ........................................................................................................... 5
2. **EXISTING CONDITIONS** ................................................................................................. 5
2.1 **Site Location** ................................................................................................................. 5
2.2 **Planning Zones and Overlays** ......................................................................................... 7
2.3 **Road Network** ............................................................................................................... 8
2.3.1 **Johnston Street** ........................................................................................................ 8
2.3.2 **Napier Street** ........................................................................................................... 9
2.3.3 **Chapel Street** .......................................................................................................... 10
2.4 **Sustainable Transport** .................................................................................................. 11
2.5 **Car Share** .................................................................................................................... 12
2.6 **Bicycle Facilities** .......................................................................................................... 13
2.7 **Pedestrian Accessibility** ................................................................................................ 14
3. **DEVELOPMENT PROPOSAL** ......................................................................................... 15
4. **POTENTIAL GREEN TRAVEL INITIATIVES** ................................................................ 16
4.1 **Walkability** .................................................................................................................. 16
4.2 **Cycling** ....................................................................................................................... 16
4.3 **Public Transport** .......................................................................................................... 16
5. **DESIGN ASSESSMENT** .................................................................................................. 17
5.1 **Yarra Planning Scheme – Clause 52.06** ........................................................................ 17
5.1.1 **Design Standard 1 – Accessways** ............................................................................ 17
5.1.2 **Design Standard 2 – Car Parking Spaces** ................................................................. 18
5.2 **Bicycle Parking** ........................................................................................................... 18
6. **BICYCLE PARKING CONSIDERATIONS** ..................................................................... 19
7. **CAR PARKING CONSIDERATIONS** ............................................................................. 20
7.1 **Statutory Car Parking Requirements** ............................................................................. 20
7.1.1 **Car Parking Requirements – Clause 52.06** ............................................................ 20
7.2 **Car Parking Demand Assessment** ................................................................................ 21
7.2.1 **Office** ...................................................................................................................... 21
7.2.2 **Retail** ....................................................................................................................... 21
7.2.3 **Anticipated Parking Demand** .................................................................................. 21
7.3 **Review of Car Parking Provision** .................................................................................. 21
7.3.1 **City of Yarra Parking Management Strategy** .......................................................... 22
7.3.2 **On-Street Parking Restrictions** ................................................................................ 22
7.3.3 **Alternative Modes of Transport** .............................................................................. 22
7.3.4 **Share Car Provision** ............................................................................................... 22
7.3.5 **Adequacy of Proposed Car Parking Provision** ......................................................... 22
8. **CONCLUSIONS** .............................................................................................................. 23
TABLES

Table 1  Public Transport Provision................................................................. 11
Table 2  Site Facilities.................................................................................... 14
Table 3  Proposed Development................................................................. 15
Table 4  Clause 52.06-9 Design Assessment – Design Standard 1.................. 17
Table 5  Clause 52.34 – Bicycle Parking Requirements............................... 19
Table 6  Clause 52.06 – Car Parking Requirements........................................ 20

FIGURES

Figure 1  Site Location.................................................................................... 5
Figure 2  Aerial view of the subject site (17 December 2019).......................... 6
Figure 3  Planning Scheme Zones.................................................................. 7
Figure 4  Johnston Street, looking west from the subject site......................... 8
Figure 5  Napier Street, looking south from the subject site........................... 9
Figure 6  Chapel Street, looking east from the subject site............................ 10
Figure 7  Public Transport Provision........................................................... 11
Figure 8  Share Car Locations ..................................................................... 12
Figure 9  Principal Bicycle Network............................................................. 13
Figure 10 Pedestrian Walk-Time Map........................................................... 14
1 INTRODUCTION

Onemilegrid has been requested by Chamberlain Architects on behalf of U2 Pty Ltd to undertake a Transport Impact Assessment of the proposed mixed-use development at 176 Johnston Street & 300 Napier Street, Fitzroy.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site which comprises two titles is addressed as 176 Johnston Street & 300 Napier Street is located at the southeast corner of Johnston Street and Napier Street. The site which is generally rectangular in shape and has a frontage to Johnston Street of approximately 8 metres and a frontage to Napier Street of approximately 52 metres.

The locality of the site is shown in Figure 1.

Figure 1 Site Location

Copyright Melway Publishing

The 176 Johnston Street component of the site is currently occupied by single storey retail store with an area of 169m², whilst the 300 Napier Street part of the site is currently occupied by single storey warehouse with an area of 264m². Access to the site is available from two crossovers to Napier Street servicing each of the individual properties although the 176 Johnston Street crossover is unused. No formal parking is provided on-site.
Land use in the immediate vicinity of the site is mixed in nature and includes both residential and commercial uses with the Fitzroy Primary School immediately south of the site as well as many shopping and retail premises in close proximity. It is noted that construction is well advanced for an apartment building directly to the east of the site.

An aerial view of the subject site is provided in Figure 2.

Figure 2  Aerial view of the subject site (17 December 2019)
2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z), for which permitted uses are listed in Clause 34.01 of the Yarra Planning Scheme.

Additionally, the site abuts Johnston Street, which is within a Road Zone 1 (RDZ1).

Figure 3 Planning Scheme Zones

The site is also subject to a Design and Development Overlay (DDO10), an Environmental Audit Overlay (EAO) and a Heritage Overlay (HO334).
2.3 Road Network

2.3.1 Johnston Street

Johnston Street is an arterial road generally aligned east-west, running between Nicholson Street and Studley Park Road. Johnston Street provides two traffic lanes in each direction adjacent to the site, with the kerbside lane shared with parallel parking outside of Clearway periods.

On the south side of Johnston Street, Clearways are in place on weekdays during the morning peak 6:30 – 9:30am with kerbside parking restricted to 1 hour 9:30am – 4:30pm Monday to Friday and 9:15am – 12:30pm on Saturdays. On the north side of Johnston Street, Clearways are in place on weekdays during the afternoon peak 4:00 – 6:30pm with kerbside parking restricted to 1 hour 9:00am – 4:00pm Monday to Friday and 9:00am – 12:30pm on Saturdays.

Parking is not permitted directly in front of the site due to the proximity of the signalised intersection. A 40km/h speed limit applies to Johnston Street in the vicinity of the site.

The cross-section of Johnston Street in the vicinity of the site is shown in Figure 4.

Figure 4 Johnston Street, looking west from the subject site
2.3.2 Napier Street

Napier Street is a local road generally aligned north-south, running between Cecil Street and Victoria Parade although does not provide for continuous passage with a series of road closures provided along its length.

In the vicinity of the site, Napier Street provides a single traffic and bicycle lane in each direction prior to a localised road closure approximately 110 metres south of Johnston Street. It is noted that pedestrian and bicycle movements are permitted through the road closure.

Parking is permitted on both sides of the road with parallel parking on the east side and 90 degree parking on the west side. Parking on both sides is generally restricted to 2-hour parking between 7:00am and 7:00pm every day. A single loading bay space is provided on Napier Street at the southwest corner of the site 6am – 6pm every day.

The cross-section of Napier Street is shown in Figure 5.

**Figure 5** Napier Street, looking south from the subject site

The intersection of Johnston Street and Napier Street is controlled by traffic signals.
2.3.3 Chapel Street

Chapel Street is a local road aligned in an ‘L shape’ from Young Street in the west and Johnston Street in the north. In the vicinity of the site, Chapel Street is aligned east-west allowing two way movements within a single lane and parallel parking which is designated as a permit zone on the north side of the road. A view of Chapel Street is provided in in Figure 6.

Figure 6 Chapel Street, looking east from the subject site
2.4 Sustainable Transport

The full public transport provision in the vicinity of the site is shown in Figure 7 and detailed in Table 1.

Figure 7 Public Transport Provision

![Public Transport Provision Map](image)

Table 1 Public Transport Provision

<table>
<thead>
<tr>
<th>Mode</th>
<th>Route No</th>
<th>Route Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tram</td>
<td>11</td>
<td>West Preston - Victoria Harbour Docklands</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>Bundoora RMIT - Waterfront City Docklands</td>
</tr>
<tr>
<td></td>
<td>96</td>
<td>East Brunswick - St Kilda Beach</td>
</tr>
<tr>
<td>Bus</td>
<td>200+207</td>
<td>City (Queen St) – Bulleen – Doncaster SC via Kew Junction</td>
</tr>
<tr>
<td></td>
<td>966</td>
<td>NightBus - City - Croydon - Lilydale via Victoria Street, Maroondah Highway</td>
</tr>
</tbody>
</table>

The site has excellent public transport accessibility, with a wide variety of transport modes and services servicing the immediate vicinity of the site.
2.5 Car Share

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 8.

Figure 8 Share Car Locations
2.6 Bicycle Facilities

The Principal Bicycle Network (PBN) is a “network of existing and proposed cycle routes identified to help people ride to major destinations around metropolitan Melbourne”. The PBN was originally established in 1994. The Department of Transport (VicRoads) undertook an extensive review of the PBN between 2009 and 2012 and identified numerous improvements.

The PBN in the vicinity of the site is shown in Figure 9, which indicates that Johnston Street and Napier Street are identified cycle routes, as well as Brunswick Street and Wellington Street. These provide further connection to a wider bicycle network, providing excellent bicycle access for the subject site.

Figure 9 Principal Bicycle Network
2.7 Pedestrian Accessibility

The level of pedestrian accessibility can be measured by walkability. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety. The site has a Walk Score rating of 100/100 and is extremely walkable, therefore daily errands do not require a car.

In addition to having good access to public transport modes and bicycle facilities, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 10 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 2.

**Figure 10  Pedestrian Walk-Time Map**

![Pedestrian Walk-Time Map](image)

**Table 2  Site Facilities**

<table>
<thead>
<tr>
<th>Ref</th>
<th>Facility</th>
<th>Approx. Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Fitzroy Primary School</td>
<td>Adjacent</td>
</tr>
<tr>
<td>B</td>
<td>Brunswick Street Shopping Strip</td>
<td>200m</td>
</tr>
<tr>
<td>C</td>
<td>Smith Street Shopping Strip</td>
<td>300m</td>
</tr>
<tr>
<td>D</td>
<td>Fitzroy Swimming Pool and Recreation Centre</td>
<td>500m</td>
</tr>
<tr>
<td>E</td>
<td>Atherton Reserve</td>
<td>600m</td>
</tr>
<tr>
<td>F</td>
<td>Carlton Gardens</td>
<td>900m</td>
</tr>
<tr>
<td>G</td>
<td>Melbourne Museum</td>
<td>1.2km</td>
</tr>
</tbody>
</table>
3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development, containing both office and retail uses, as shown in Table 3.

Table 3 Proposed Development

<table>
<thead>
<tr>
<th>Component</th>
<th>No. of tenancies</th>
<th>Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>1</td>
<td>120m²</td>
</tr>
<tr>
<td>Office</td>
<td>8</td>
<td>1,158m²</td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>1,278m²</td>
</tr>
</tbody>
</table>

In total, 8 office tenancies are proposed along with a single ground floor retail tenancy.

Tenancies 1 and 2 are proposed with a single car space on the ground floor accessed directly from Napier Street via a new crossover (tenancy 2) and reconfiguration of the existing crossover (tenancy 1). The proposed crossover to tenancy 2 will result in the loss of the existing loading bay space on Napier Street.

In relation to bicycle parking, 10 wall mounted racks are provided in Tenancies 1 – 5 with 2 racks per tenancy provided internal to the site. In addition, an allowance for 8 horizontal bike rails are proposed on-street or through a contribution to Council. In total, the development will provide 26 bicycle spaces either on-site, in the surrounding area or via contribution.
4 **POTENTIAL GREEN TRAVEL INITIATIVES**

A review of the potential additional green travel initiatives that can be implemented at the site follows which could further reduce the reliance on private motor vehicle use and promote sustainable transport mode choices.

4.1 **Walkability**

By virtue of the location of the site, the proposed development is well positioned for staff to walk to work and nearby services and facilities. As identified earlier, there are a number of facilities within convenient walking distance to the site.

As a green travel initiative for the office, it is suggested that staff are provided with links and information on nearby facilities within walking distance to the site and the existing pedestrian connections.

4.2 **Cycling**

The proposed development includes bicycle parking facilities in excess of the requirements of Clause 52.34 of the Planning Scheme in addition to very good end of trip facilities. These will be virtue of their inclusion promote the use of the bike parking for staff.

4.3 **Public Transport**

The subject site has excellent access to existing public transport services. To encourage the use of these existing services it is suggested that staff are made aware of the tram and train services available in the vicinity as part of an induction and welcome to the new site.
5 DESIGN ASSESSMENT

5.1 Yarra Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

5.1.1 Design Standard 1 – Accessways

The accessway requirement does not specifically apply as the two car spaces provided are accessed directly from the title boundary. Nevertheless, a summary of the assessment for Design Standard 1 for Tenancy 1 and 2 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 1

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Be at least 3 metres wide</td>
<td>Satisfied</td>
</tr>
<tr>
<td>Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide</td>
<td>N/A – no change in direction along accessway</td>
</tr>
<tr>
<td>Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre</td>
<td>N/A – private car park</td>
</tr>
<tr>
<td>Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres</td>
<td>Satisfied</td>
</tr>
<tr>
<td>If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction</td>
<td>N/A – accessways do not serve four or more car spaces and does not connect to a road in a Road Zone</td>
</tr>
<tr>
<td>Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone</td>
<td>N/A – accessway does not serve ten or more spaces, is less than 50m long and does not connect to a road in a Road Zone</td>
</tr>
<tr>
<td>Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.</td>
<td>Partially Satisfied – on the north side of each driveway is a wall and door to Napier Street. It is understood that the door will be glass thereby affording some visibility to pedestrians on the footpath. On the south side there is no splay provided. In this regard, it is considered that as the accessway serves only 1 car space which will be travelling at a low speed that this non-compliance is acceptable. Furthermore, the opening of the garage will provide for sufficient triggers that that a vehicle is existing. There is no impact to the bicycle lane as it is offset by the footpath and parking lane.</td>
</tr>
<tr>
<td>If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.</td>
<td>N/A - accessways do not serve four or more car spaces and does not connect to a road in a Road Zone</td>
</tr>
</tbody>
</table>
5.1.2 Design Standard 2 – Car Parking Spaces

The garage dimensions are in accordance with the requirements of the Planning Scheme, with all garages a minimum of 6.0m long and 3.5m wide for a single garage. Each garage also provides additional storage area over and above these minimum dimensions.

With regard to garage accessibility, it is considered that the most convenient access to a garage would allow for a single-entry movement in a forward direction, with exit movements facilitated by a two-stage movement (reverse out of the garage, and then forwards out of the site).

Swept paths have been prepared to demonstrate access to and from the garage as requested by Council. Swept paths are included in Appendix A.

5.2 Bicycle Parking

Bicycle parking is proposed to be provided in a mixture of vertically mounted and on-ground bicycle hoops. It is proposed to provide vertically mounted and staggered bicycle racks within a storage area on the ground floor of office tenancies 1 to 5. The on-ground bicycle hoops are proposed to be provided along Napier Street (or via a contribution).

The individual bicycle racks are separated by 400 mm with an envelope of 1.2 metres provided for bicycles and a 1.5 metre access aisle which meets the Planning Scheme requirements and is in accordance with typical advice from Bicycle Network Victoria.

The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

In addition, 16 of the 26 bicycle parking spaces proposed have been provided as on-ground hoops exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.
6  BICYCLE PARKING CONSIDERATIONS

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme.

Due to the size of the retail tenancy, there is no bicycle requirement triggered. With regard to the office, the combined area of the 8 office tenancies totals 1,158 m². The measure for Clause 52.34 for an office use is net floor area which is defined as follows:

The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.

Taking this into account, it is reasonable to remove the roof terrace area and parking area for tenancies 1 and 2 from the total office area as this space may not be utilised for office workspace, nonetheless to provide a conservative assessment it will be included for this assessment.

The bicycle parking requirements are summarised in Table 5.

Table 5  Clause 52.34 – Bicycle Parking Requirements

<table>
<thead>
<tr>
<th>Component</th>
<th>Area</th>
<th>Requirement</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>1,158 m²</td>
<td>1 space per 300m² for employees</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 1000m² for visitors</td>
<td>1</td>
</tr>
<tr>
<td>Retail premises</td>
<td>120 m²</td>
<td>1 space per 300m² for employees</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 500m² for visitors</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>

Based on the above calculations, a total of 5 bicycle parking spaces are required for the proposed development.

It is proposed to provide a total of 26 bicycle parking spaces as part of the development (including 10 on-site) which exceeds the minimum requirements.
7 **CAR PARKING CONSIDERATIONS**

7.1 **Statutory Car Parking Requirements**

7.1.1 **Car Parking Requirements – Clause 52.06**

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme. Similar to the bicycle provisioning requirements stated in Clause 52.34, Clause 52.06 states office car parking provisioning requirements according to net floor area. Nevertheless, to provide for a conservative assessment, the full 1,158m$^2$ will be adopted.

In relation to the applicable car parking requirement, Clause 52.06 identifies that where any part of the land is identified as being within the Principal Public Transport Network (PPTN) Area, the car parking rates in Column B of Table 1 of Clause 52.06-6 of the Planning Scheme applies. The car parking requirements identified are adopted for areas well serviced by modes of transport other than private vehicles, in order to facilitate a behavioural change and mode shift. By reducing the amount of parking to be provided, users are encouraged to utilise other modes of transport to complete journeys they would have otherwise completed by car. As the site falls within the PPTN, Column B rates have been applied for car parking requirements.

The resultant parking requirements are therefore demonstrated in Table 6.

<table>
<thead>
<tr>
<th>Table 6</th>
<th>Clause 52.06 – Car Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Use</strong></td>
<td><strong>No/Area</strong></td>
</tr>
<tr>
<td>Office</td>
<td>1,158 m$^2$</td>
</tr>
<tr>
<td>Shop</td>
<td>120 m$^2$</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

Based on the above calculations, a total of 38 parking spaces are required for the proposed development.

It is proposed to have 2 car parking spaces on-site and as such the application seeks a reduction in car parking for 36 spaces.

In this regard, Clause 52.06-6 of the Yarra Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

Practice Note 22 (June 2015) specifies that the provisions for reducing car parking requirements draw a distinction between the assessment of the likely demand for parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the car parking demand assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.
Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

➢ The car parking demand likely to be generated by the use; and
➢ Whether it is appropriate to allow fewer spaces to be provided than the likely demands generated.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

7.2 Car Parking Demand Assessment

7.2.1 Office

It is typically recognised that the rates outlined under Clause 52.06 of the Planning Scheme are excessive for developments within the inner urban areas, where sites are generally better served by sustainable transport access.

It is noted that office parking demands are typically dictated by the availability of parking, either on-site or off-site, and if parking is constrained by either restrictions or availability, as is the case in the site’s vicinity, then employees will elect to utilise alternative modes of transport to access the site.

The vast proportion of parking in the area is time restricted or permitted, and what little all-day parking is available is highly utilised during typical business hours.

In practice, the high utilisation of long-term car parking in the area substantially reduces the attractiveness and convenience of travelling to the site via private vehicle without having allocated parking available. Combined with the very good accessibility of the site by public transport and cycling amenity, it is expected that the office is unlikely to generate parking demands in excess of the provision of allocated parking.

7.2.2 Retail

Typically, the car parking demand of a retail tenancy is broken up into two components: staff demand and customer demand.

In relation to staff, similar to the office component as no parking is provided on-site and parking in the area is restricted, staff will be encouraged to change their behaviour and utilise the other modes of transport to the site.

In relation to customers, short term parking is available in the vicinity to accommodate these demands should they eventuate noting that typical of strip shops, customers tend to come to the area as a whole and select a venue whilst browsing rather than a specific trip to a specific retail outlet.

7.2.3 Anticipated Parking Demand

Based on the above, due to the restricted parking opportunities in the vicinity of the site it is not expected that staff without a car space will drive to the site. In relation to customers, as noted it is expected that the majority will come to the area as a whole rather than to the retail outlet specifically. Nonetheless, short term parking is available in the vicinity to accommodate any potential customer / visitor demands.

7.3 Review of Car Parking Provision

Regardless of the projected demands, Clause 52.06-7 of the Yarra Planning Scheme identifies a number of factors that must be considered when determining the appropriateness of a proposed
supply of parking. These factors are more strategic in nature than a pure assessment of the likely demands against the proposed supply of parking.

A review of those factors considered relevant to the proposal are outlined below.

7.3.1 City of Yarra Parking Management Strategy

The purpose of the City of Yarra Parking Management Strategy “is to provide a policy framework to guide officers in the management of the parking resource.”

The Action Plan 2013 – 2015 lists 16 principles which are key drivers for parking management in Yarra, including:

7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.

This further emphasises Council’s desire to reduce car usage, through encouraging reduced parking supply in appropriate locations, such as the subject site.

7.3.2 On-Street Parking Restrictions

On-street parking is heavily restricted within the vicinity, to encourage short-term parking (for visitors and customers) and ensure that staff without a parking space will be encouraged to shift their travel behaviour to sustainable transport modes, such as public transport.

7.3.3 Alternative Modes of Transport

As indicated in Section 2.4, the site has excellent access to Public Transport, with numerous tram and bus services in the immediate vicinity.

In addition, the development proposes provision of bicycle parking well in excess of the Planning Scheme requirements.

Access to these modes ensures that staff and visitors to the development will have practical means to access the site without reliance on private vehicles.

7.3.4 Share Car Provision

The subject site is well located with regard to share cars, with a number of ‘pods’ available in the vicinity. These provide staff with an opportunity to travel away from the site without the need for a privately owned personal or business car.

7.3.5 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

➢ The site has excellent access to sustainable transport modes with various tram and bus services in the immediate vicinity and access to formal and informal cycling routes, providing access options for residents and employees;
➢ There are a number of share car locations in close proximity to the subject site;
➢ The provision of additional bicycle parking spaces above the statutory requirements promotes an alternative means of transport for office staff;
➢ The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
➢ Existing parking restrictions within the vicinity of the site will encourage employees with low car ownership rates, and ensure employees do not park long-term on-street;
➢ Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.
8 CONCLUSIONS

It is proposed to develop the subject site for the purposes of mixed-use development, comprising office and retail uses, with car parking provided for two vehicles.

Considering the analysis presented above, it is concluded that:

➢ The proposed car parking, bicycle parking and access design is considered appropriate;
➢ The proposed provision of bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
➢ The proposed supply of car parking is appropriate for the proposed development, considering:
   + Reduced car parking provision assists with the Council’s desired reduction in private vehicle usage;
   + The proposed development provides bicycle parking in excess of the Planning Scheme requirements;
   + The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
   + The site has excellent access to public transport;
   + Existing parking restrictions in the area will encourage residents and employees with low car ownership rates.
➢ The level of traffic generated by the proposed development is not expected to have a discernible impact to the operation of the surrounding road network.
Appendix A    Vehicle Swept Paths