

# Planning Referral

**To:** Amy Hodgen  
**From:** Julian Wearne  
**Date:** 12/04/2016  
**Subject:** Strategic Transport Comments  
**Application No:** PLN17/0703  
**Description:** Stage 2B of the Alphington Paper Mills Development. This stage of development which relates to Village Precinct (immediately east of the Caydon site).  
**Site Address** AMCOR Stage 2B - 626 Heidelberg Road, Alphington

I refer to the above Planning Application referred on 09/03/2018, and the accompanying Traffic Impact Assessment (TIA) report prepared by GTA Consultants in relation to the proposed development at AMCOR Stage 2B – 626 Heidelberg Road, Alphington. Council’s Strategic Transport unit provides the following information:

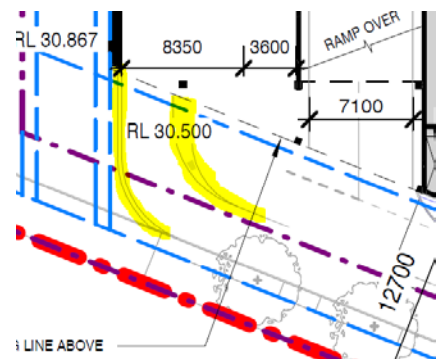
### **Access and safety**

The following items must be addressed with regards to plan clarity and access and safety:

#### *Vehicle access to AMCOR Stage 2A*

The plans do not clearly show continuation of the laneway to the south, which is understood to provide vehicle access to the development at AMCOR Stage 2A. All relevant floor plans should clearly indicate vehicle access continues past the western boundary of the subject site.

Further to the above, clarity regarding the nature of the highlighted sections in Figure 1 is required. These appear to be splitter islands or physical dividers; however given access to AMCOR Stage 2A is required, it would appear only line-marking is possible in these locations.



*Figure 1: These lines appear to indicate physical barriers, however this would preclude vehicle access to AMCOR Stage 2A. Notations should be added or otherwise indicated to clarify the purpose of these markings.*

#### *Bicycle ramp to lower-ground*

The location of the bicycle ramp to the lower-ground floor (LGF) car and bicycle parking area is of concern. The ramp is located immediately adjacent the car ramp to the LGF, and the car ramp up to the Level 1 car park. Given the location of the ramp, as cyclists enter or exit the ramp, there is potential conflict with cars in multiple directions (Figure 2.) Given the multiple opportunities for conflict, cyclists would need to be aware of movements in multiple directions, and for some of the movements, sightlines are likely to be problematic.

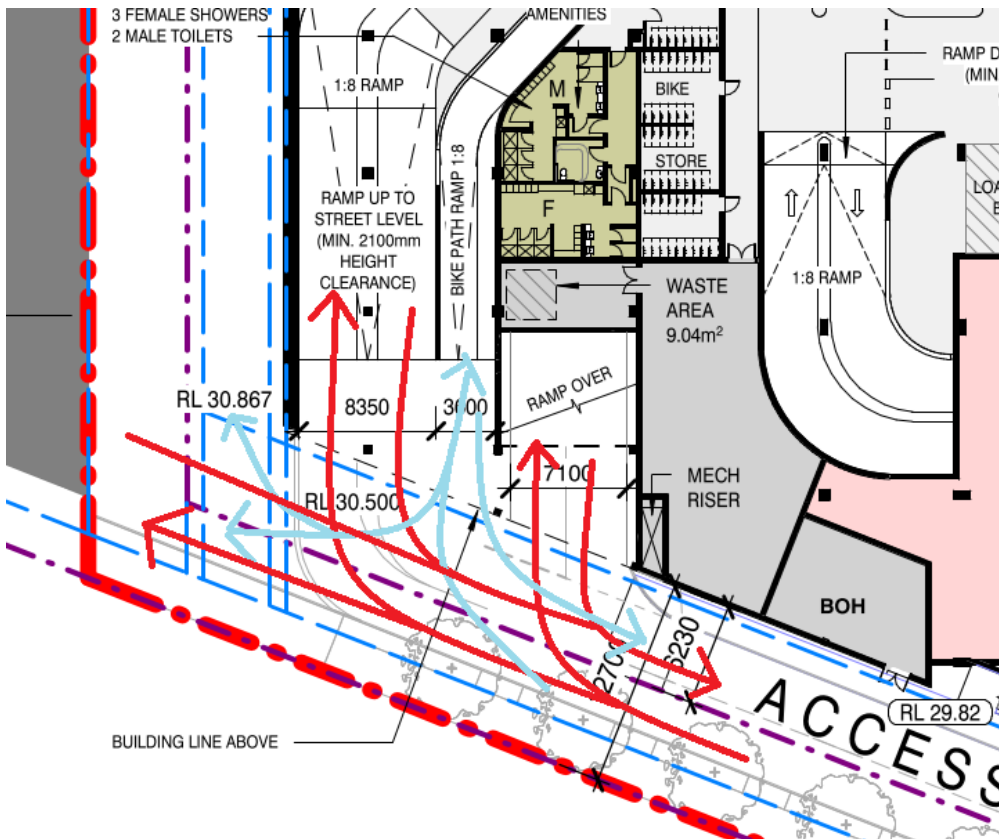


Figure 2 – The location of the bike ramp results in multiple opportunities for conflict with cars using the two adjacent ramps.

Bicycle movements are indicated in pale blue.

Car movements are indicated in red.

Further the ramp is at a 1:8 grade. Pursuant to Australian Standard AS2890.3, where possible ramps for cyclists should be at a 1:12 grade to provide easy access.

To address the above concerns it is recommended the cyclist ramp be relocated. One suggestion is to shift the ramp to the western side of the vehicle ramp to the LGF. This location would provide the following benefits:

- Cyclists heading into the LGF would not be required to cross the path of vehicles entering the LGF;
- Cyclists exiting the LGF to the west would only be required to interact with vehicles entering or exiting the development at Stage 2A;
- Cyclists exiting the LGF to the east would have sightlines of both vehicle ramps from a single vantage (rather than having one ramp behind them and one in-front);
- The ramp could more easily be lengthened, and therefore the gradient could be reduced to a grade closer to 1:12.

This option may necessitate the removal or relocation of the ‘drop off’ vehicle point.

### **Bicycle Parking Provision Statutory Requirement**

The Integrated Transport Plan within the Endorsed Development Plan for the AMCOR site states (p41):

*At a minimum, statutory provisions for bicycle parking will be met. In instances where a waiver of car parking is being sought, it is recommended that an increased provision of bicycle facilities be provided, in the order of one space per dwelling.*

Under the requirements of the development plan and Clause 52.34-3 of the Yarra Planning Scheme, the development’s bicycle parking requirements are as follows:

| Proposed Use   | Quantity/ Size            | Development Plan Requirements / Statutory Parking Rate  | No. of Spaces Required                | No. of Spaces Allocated               |
|--|---------------------------|---|---------------------------------------|---------------------------------------|
| Dwellings  | 281 dwellings             | 1 bicycle parking space per dwelling (as per development plan requirements)                         | 281 resident spaces                   |                                       |
|  |                           | In developments of four or more storeys, 1 visitor space to each 10 dwellings                       | 28 visitor spaces.                    |                                       |
| Medical centre                                       | 15 practitioners          | 1 employee space to each 8 practitioners  | 2 employee spaces                     |                                       |
|  |                           | 1 visitor space to each 4 practitioners   | 4 visitor spaces.                     |                                       |
| Minor Sports and Recreation Facility <sup>1</sup>    | 12 staff <sup>2</sup>     | 1 employee space per 4 employees  | 3 employee spaces                     |                                       |
|  | 1928sqm                   | 1 visitor space to each 200sqm of net floor area  | 10 visitor spaces                     |                                       |
| Office (other than specified in the table)           | 3412 sqm                  | 1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm           | 11 employee spaces                    |                                       |
|  |                           | 1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm           | 3 visitor spaces.                     |                                       |
| Primary School                                       | 300 students and 12 staff | 1 space per 20 employees  | 1 space                               |                                       |
|  |                           | 1 space per 5 students over year 4  | 60 spaces                             |                                       |
| Retail premises (other than specified in this table) | 2286 sqm                  | 1 employee space to each 300 sqm of leasable floor area   | 8 employee spaces                     |                                       |
|  |                           | 1 visitor space to each 500 sqm of leasable floor area  | 5 visitor spaces.                     |                                       |
| Shop   | 10199 sqm                 | 1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm | 17 employee spaces                    |                                       |
|  |                           | 1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm  | 20 visitor spaces.                    |                                       |
| <b>Bicycle Parking Spaces Total</b>                  |                           |   | <b>323 resident / employee spaces</b> | <b>344 resident / employee spaces</b> |
|  |                           |   | <b>130 visitor spaces</b>             | <b>140 visitor spaces</b>             |
| <b>Showers / Change rooms</b>                        |                           | 1 to the first 5 employee spaces and 1 to each additional 10 employee spaces                        | <b>5 showers / change rooms</b>       | <b>6 showers / change rooms</b>       |

*The proposed Childcare Centre and Community Centre uses do not carry a statutory requirement for bicycle parking.*

The development provides a total of 21 additional resident/employee spaces and 10 additional visitor spaces and 1 additional shower/change-room above the minimum requirements of the endorsed Development Plan.

<sup>1</sup> The Traffic Impact Assessment produced by GTA Consultants states the proposed gymnasium use does not carry a statutory requirement to provide bicycle parking. This is incorrect: gymnasiums fall under 'Minor Sports and Recreation Facility' and 52.34 does include a statutory bicycle parking rate for this use.

<sup>2</sup> This is an assumed number of staff based on the floor area and previous assessments of gymnasium uses.

## **Adequacy of visitor spaces**

The TIA indicates the following spaces are for visitor use:

- 38 spaces located at ground-floor outside of the built form. This includes:
  - 18 spaces along the 'Outer Circle Mews';
  - 12 spaces near the corner of Heidelberg Road and Latrobe Avenue
  - 8 Spaces at the corner of Latrobe Avenue and the rear laneway.
- 60 spaces within the school for student use.
- 42 spaces within the Lower Ground-floor car park.

### *Number of Spaces*

The total number of spaces is inadequate given:

- The subject site is located in an inner-urban area with already high cycling demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Best practice recommends 1 visitor space to each 4 dwellings, and 1 visitor space to each 500sqm of office floor area<sup>3</sup>: generating a requirement for 77 spaces (46 spaces above the statutory requirements).
- Whilst the planning scheme does not specific a bicycle parking rate for the Childcare Centre or Community Centre uses, these uses are likely to generate a visitor demand for approximately 14 bicycle spaces.
  - The comparable childcare centre at 27 Church Street, Richmond which caters for a maximum of 150 children provides 3 bicycle spaces (see PLN14/0815). Generating a rate of 1 space to each 50 children.
  - Richmond and Fitzroy Libraries, which are of comparable size and function to the community centre uses, provide 10 and 14 visitor spaces respectively.

Given all of the above, it is recommended a minimum of 190 visitor bicycle spaces be provided to cater for all of the uses.

### *External ground-floor spaces*

The spaces provided external to the built form at ground-floor are all well located; however it appears highly likely these spaces will be in high demand, and additional spaces should be provided. In particular the applicant should consider:

- spaces on the Heidelberg Road footpath, near the pedestrian entrance to the retail and shop uses; and
- additional spaces near the corner of Latrobe Avenue and the laneway.

### *School spaces*

The spaces within the school appear to be secure, which is suitable given they will be used primarily by students and teachers. However, accessing the spaces requires walking through the school building itself, including past the reception area, and internal lifts. Given the nature of primary schools the access arrangements appear likely to result in some conflict, and difficulty for students (and parents) to navigate a path to the bike storage area.

It would be preferable if the bike store was relocated closer to the (external) lifts, with access provided which limits requirements to navigate school hallways; however it may also be acceptable if an alternate access point is provided to the bike-store in its current location.

### *Lower ground-floor spaces*

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<sup>3</sup> See page 2 of Sheet 6 (Transport) of Council's Sustainable Design Assessment in the Planning Process sheets.

The spaces within the lower-ground-floor car park are located in close proximity to the 'Stage Two' residential access lift; making these spaces useful for residential visitors.

Conversely, there are no spaces located within close proximity to the 'Mall circulation' lobby which provides access to the retail and gymnasium or community centre uses. Further there are no spaces located near the travelator or north-east lift shaft which provides access to other retail uses.

Given additional visitor spaces are required, the applicant should provide visitor spaces within the lower ground-floor car park nearer to these access points.

### **Adequacy of employee spaces**

#### *Number of spaces*

The proposal includes a surplus of 21 resident/employee spaces above the *minimum* requirements of the development plan. This includes meeting best practice for the dwelling use, with 282 resident spaces. Best practice also requires 1 space to each 100sqm of office floor space<sup>4</sup>: generating a requirement of 35 employee spaces for the office use (an increase of 24 spaces over the statutory requirement); and approximately the statutory rates for the other listed uses; this generates a requirement for 66 spaces (62 are currently shown).

Given the above, the total number of employee spaces should be increased from 62 to 66.

#### *Design and location of resident spaces and facilities*

282 resident spaces are located at the level 1 and level 2 car parking facilities. The following considerations are relevant:

- Access to the car parks is provided via vehicle ramps with a maximum gradient of 1:6; and via lifts three groups of lifts. Given the grade of the vehicle ramp, it is envisioned the majority of cyclists would chose to access the facilities via the lifts.
- The majority of spaces (220) are located in secure facilities at the north-east corner of the car parks. This comprises 107 spaces at Level 1 and 113 at Level 2.
  - These spaces are located approximately between 80-100m walking distance from each of the three lifts (Figure 3). This is well in excess of the 30m distance recommended by AS2890.3.
  - These storage facilities should either be relocated to closer to the lifts, or more direct walking paths through the basement should be provided.
- The remaining spaces are located in close proximity to one of the lifts. These spaces are well located and are acceptable. It is noted one of the facilities includes 50 hanging spaces, and no horizontal spaces; but this is acceptable given approximately 38% of the (usable) resident spaces are provided as horizontal spaces, well in excess of the 20% required under AS2890.3.
- 9 resident spaces do not appear to be usable, on account of directly abutting a wall (see Figure 4 for an example). All spaces must provide at least 500mm clearance for handlebars.

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<sup>4</sup> *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for bicycle parking rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.'* Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area

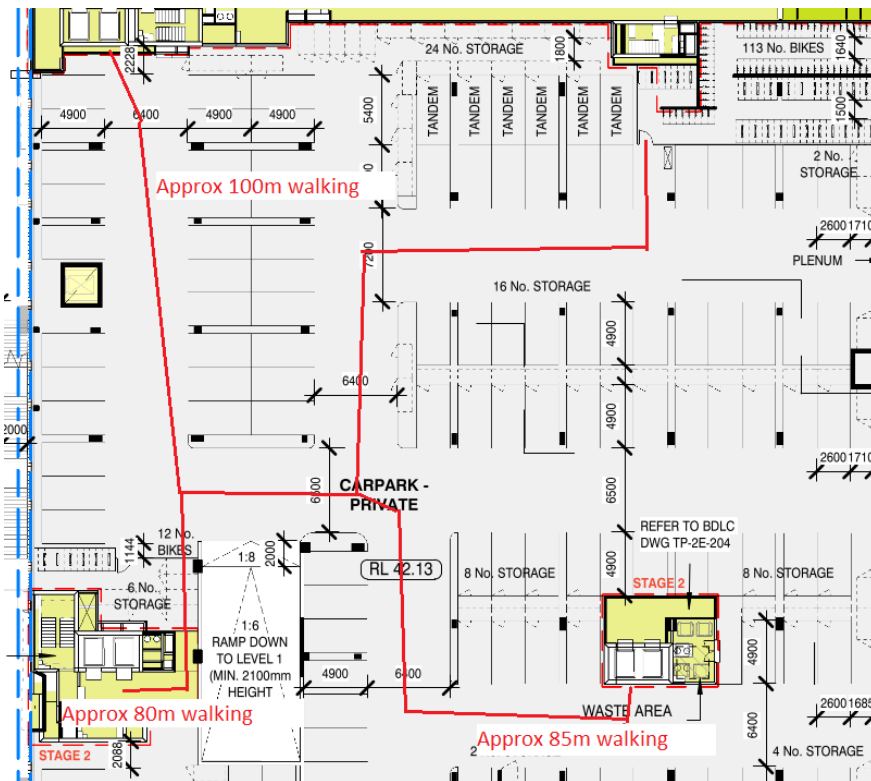


Figure 3 – Walking distances between entrances (via lift) and the main resident bicycle storage facilities are excessive.

This is in part due to indirect paths.

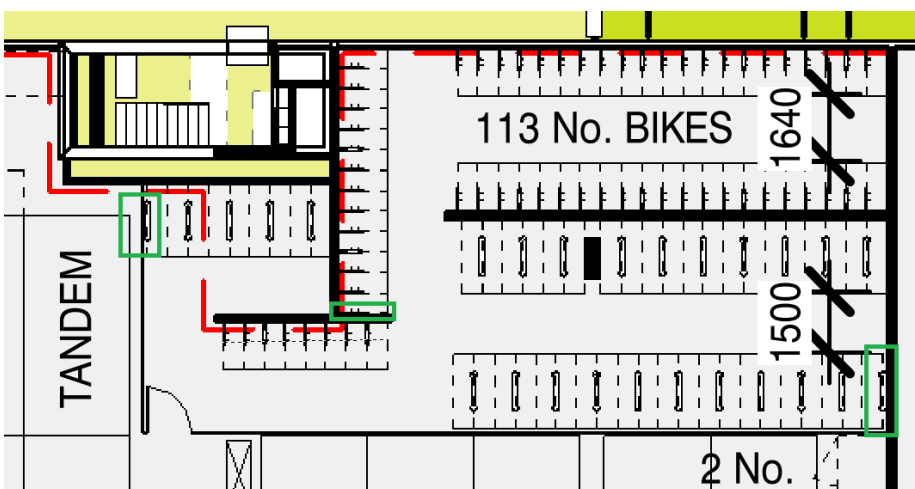


Figure 4 – A number of bicycle storage devices are shown located directly adjacent walls. These spaces would not be usable due to handlebar clearance.

#### Design and location of employee spaces and facilities

Secure employee bicycle parking is provided at lower-ground-floor within the car parking area. The following is relevant:

- None of the secure spaces are provided as horizontal rails. Pursuant to AS2890.3 at least 20% of spaces, within any facility should be provided as horizontal rails. Given these spaces are the only secure spaces accessible to employees at least 20% of spaces must be provided as horizontal spaces.
- Whilst dimensions are not noted, it appears that the spaces located closest to each wall will not be usable due to handlebar clearance. This concern affects up to 8 spaces.
- The employee spaces are located in three separate (but directly adjacent) facilities, with separate entrances between each facility. This is unacceptable given cyclists may be forced to check multiple facilities for a space. Where facilities are directly adjacent access between the facilities should be provided.
- The spaces are located in close proximity to the end-of-trip facilities and the end of trip facilities appear to be satisfactory.
- The spaces are located between approximately 90m-130m from the entry points to the majority of commercial uses. It is recommended the secure employee bicycle storage

facilities (including end of trip facilities) be relocated the eastern part of the car park facilities to reduce the distance to the relevant entrances.

### **Electric vehicles & share cars**

The applicant has submitted a Sustainability Management Plan (SMP) which states: “*Electric Vehicle (EV) charging is provided in both the residential and public car parks*”; and “*A car sharing scheme is provided in the residential car park to encourage shared car usage.*”

#### *Electric vehicles*

Council’s BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). One EV charging point is indicated on each of the three relevant floor plans. To ensure the potential for future expanded provision for electric vehicle charging all car parking areas should be electrically wired to be ‘EV ready’, with a minimum 40A single phase electrical sub circuit installed to the each of these areas for this purpose.

#### *Share vehicles*

Two share vehicle bays are indicated in the lower-ground-floor car park. This car park is not designated for the residential uses, and therefore this is inconsistent with the SMP. However, locating the bays in this location is preferred, as this will allow the car share bays to be used by people other than residents of the development. The applicant should consider increasing the number of car share bays, given the scale of the development means more than two cars are likely to be required to meet demand for car share in this location.

### **Green Travel Plan**

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP does not adequately address a number of issues, and should be modified to include:

- (a) employee and resident welcome packs (e.g. provision of Myki/transport ticketing);
- (b) the provision of real time passenger information displays for nearby stops within each main lobby;
- (c) security arrangements to access the resident and employee bicycle storage spaces;
- (d) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
- (e) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for ‘EV readiness’.

### **Recommendations**

The following changes should be shown on the plans before endorsement:

1. The bicycle entrance ramp to the lower-ground-floor car park redesigned or relocated to reduce conflict with motor vehicles accessing the lower ground-floor or first floor car park areas. The maximum grade of the bicycle ramp should also be reduced to 1:12 or to the satisfaction of the responsible authority.
2. Real-time public transport information displays for nearby stops within major building lobbies.
3. Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority. Specifically, spaces must have a minimum 500mm clearance from walls to allow for handlebar clearance.
4. A minimum of 190 visitor bicycle spaces for the various uses. All visitor spaces must be located as to be easily accessible by visitors to the site. In particular, additional spaces should be located:
  - a. on the Heidelberg Road footpath, near the pedestrian entrance to the retail and shop uses;
  - b. near the corner of Latrobe Avenue and the laneway; and
  - c. near elevators serving the commercial uses within the lower-ground-floor car park.

5. The bicycle storage area for the school should be redesigned or relocated to allow cyclists to access the facility without requiring cyclists to wheel bikes through school hallways.
6. Walking distances from lifts to the residential bicycle storage facilities must be reduced. This can be achieved by relocating bicycle storage facilities, or providing more direct walking paths.
7. A minimum of 64 employee bicycle spaces should be provided in secure facilities. At least 20% of spaces must be provided as horizontal at ground-level spaces. Adjacent employee bicycle storage facilities must have continuous access.
8. The majority of the employee bicycle storage spaces should be relocated to reduce the walking distance of the facilities to the entrances to the commercial parts of the development.
9. The provision of a minimum 40A single phase electrical sub circuit must be installed to the car parking areas for the purpose of allowing easy expanded provision of electric vehicle charging stations in the future.
10. Additional car share bays should be provided.

A Green Travel Plan must be provided which includes the information outlined previously.

Kind regards,

**Julian Wearne**

Transport Planning Officer  
Strategic Transport Unit