

To: John Theodosakis
From: Mark Pisani
Date: 2 February 2018
Subject: Application No: PLN17/0920
Description: Amendment to the Development Plan
Site Address: 171 Stawell Street, Richmond

I refer to the above application for the amendment of the development plan received on 22 December 2017 and the accompanying report prepared by Cardno in relation to the proposed development at 171 Stawell Street, Richmond. Council’s Engineering Services unit provides the following information:

CAR PARKING PROVISION

According to the information provided by Cardno, the amendment to the Development Plan would result in 164 residential dwellings that were originally incorporated in the plan to be replaced with an aged care facility containing 144 beds.

The amended proposal’s parking is as follows:

Proposed Use	Quantity/ Size	Car Parking Provision
Townhouses	27	The townhouses would now be allocated 1.0 space per dwelling, whereas under the previous Development Plan the townhouses were provided a rate of 2.0 spaces per dwelling. The reduced parking rate is considered acceptable and should not adversely impact on existing on-street parking conditions in the area. Occupants of the townhouse would not be eligible to apply for on-street parking permits.
Affordable Housing	16	These dwellings are provided with parking at a rate of 0.5 spaces per dwelling, which is consistent with the approved Development Plan.
Independent Living Units	138	Independent livings would be provided with parking at 1.0 space per one- and two-bedroom dwelling and at 2.0 spaces for three- and four-bedroom dwellings – also consistent with the rates approved in the current Development Plan.
Aged Care Facility	144 beds	The aged care facility would provide parking at a rate of 0.3 spaces per bed as per Clause 52.06-5 and the approved Development Plan.

Proposed Use	Quantity/ Size	Car Parking Provision
Residential Visitors	184 dwellings	Parking rate for visitors is 0.12 spaces per dwelling, which is consistent with the approved Development Plan. The visitor parking demand would be 22 spaces. It is agreed that the visitor parking demand would be less than that of the approved Development Plan since 164 dwellings would be replaced with the Aged Care Facility.
Retail	470 m ²	The retail component under the new Development Plan remains unchanged (1.0 staff space per 100 square metres of floor area).

In summary, the car parking provision for the uses under the proposed Development Plan is considered satisfactory.

TRAFFIC GENERATION

The traffic generation for the site adopted by GTA Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Dwellings (43 No.)	3.0 vehicle trips per dwelling per day Peak hour volume is 10% of daily volume	129	13	13
Independent Living Units (138 units)	0.15 trips per unit per peak hour	Not Provided	21	21
Aged Care Facility (144 beds)	0.05 trips per bed in the PM peak hour	Not Provided	0	7
Retail (4 spaces)	1.0 trip per space per peak hour	Not Provided	4	4
Total		-	38	45

The traffic volumes generated by these uses are not unduly high and should not adversely impact the operation of the surrounding road network.

With the introduction of the aged care facility (and the corresponding reduction in residential dwellings), it is expected that the traffic generated by the proposal would be less than that under the approved Development Plan.

DEVELOPMENT LAYOUT DESIGN

According to Cardno, the parking modules within the basement car park would be designed in accordance of the Australian/New Zealand Standard AS/NZS 2890.1:2004, with at-grade parking spaces being 2.6 metres by 5.4 metres and accessed off aisles of no less than 5.8 metres. Ramp grade requirements would be in accordance with Clause 52.06-9.

The submitted swept path diagrams for the 10.7 metre lone Heavy Rigid Vehicle demonstrate access within the site.

Swept path diagrams for entry and exit movements into and out of the aged care facility's porte cochère for a 6.4 metre long Small Rigid Vehicle are considered satisfactory. Movements into and out of the loading bay are also considered satisfactory.

LOCAL AREA PLACE MAKING SCHEME

Council is currently undertaking a Local Area Place Making scheme of the Bendigo Street area. Streets such as Stawell Street, Khartoum Street, Bendigo Street and Jago Street have been identified as requiring improvements to traffic movement, pedestrian and bicycle infrastructure and public safety. Further details of this study can be obtained from Council's Senior Transport Project Engineer.

In summary, Engineering Services is satisfied with the proposed amendment to the Development Plan for the GTV9 Site.

Regards

Mark Pisani
Senior Development Engineer
Engineering Services Unit
