

Planning Referral

To: John Theodosakis
From: Julian Wearne
Date: 17/04/2018
Subject: Strategic Transport Comments
Application No: PLN17/0920
Description: Amendment to the Development Plan to develop the central and southern portion of the Channel Nine Site for an aged care facility / retirement village and a section of the site for affordable housing, including town houses.
Site Address 171 Stawell Street, Richmond

I refer to the above Planning Application referred on 29/03/2018, and the accompanying Traffic report prepared by Cardno in relation to the proposed development at 171 Stawell Street, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Shared Zone

Given either side of Khartoum Street will be developed with facilities primarily for elderly residents, including the aged care facility; a formal shared zone is not supported at Khartoum Street.

Typically shared zones do not dictate formal crossing points, and all vehicles (including cyclists) must give way to pedestrians in any part of the shared zone. However considering the expected traffic volumes using the space, and given the high-likelihood of pedestrians with limited vision, reduced mobility and/or other impediments in using the space; this type of treatment is not considered appropriate to the context. However, some of the principals of a formal shared zone should be adopted to encourage traffic calming and to reflect the highly pedestrianised nature of the environment.

The following shared zone principals should be applied:

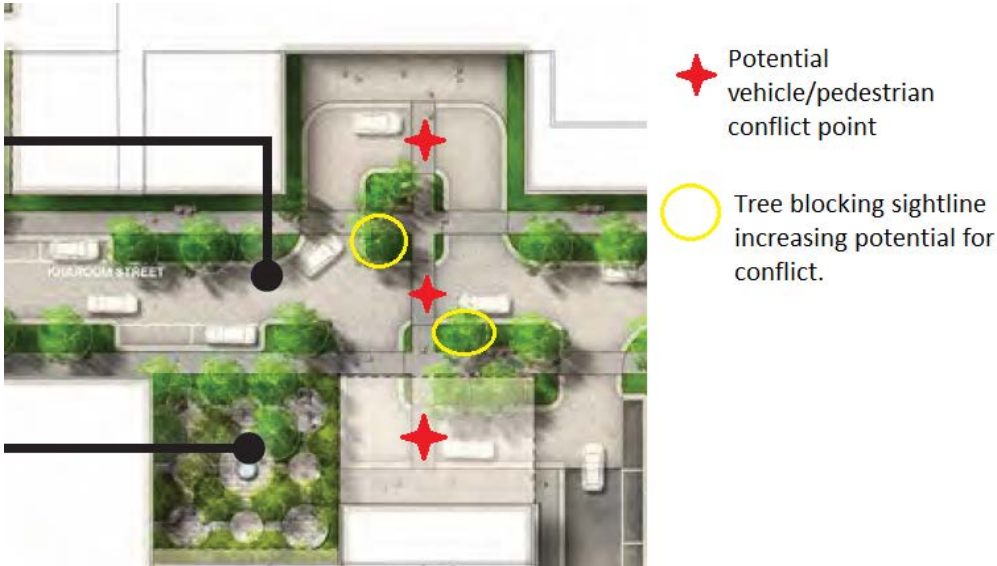
- A different road surface material or treatment to recognise the 'pedestrian focussed' setting;
- Traffic calming methods to slow cars entering and travelling through this section of Khartoum Street.

The following should also be applied throughout this section:

- Designated crossing points from the north to the south sides of Khartoum Street. These crossing points should be as direct as possible from major building entrances, whilst reducing the number of road crossings (further detail is provided below).
- The designated crossing should be treated in a manner which makes it clearly identifiable to pedestrians (including those with vision impairment) and vehicles.

Reduced conflict points along pedestrian crossings and improved sightlines

The major north-south pedestrian crossing shown between the aged care facility and the apartments to the north currently crosses 3 potential vehicle conflict points (Figure 1). This is considered unacceptable and unnecessary. The path should be relocated east or west as to not cross the horse-shoe driveways. Further trees are currently shown on the pedestrian "refuge islands" which should be deleted, as these are likely to block sightlines and increase likelihood of conflict.



Kennedy Avenue Stawell Street footpath and vehicle crossovers

A row of townhouses have been developed between Stawell Street and Kennedy Avenue to the north of the subject site, pursuant to the earlier version of the Development Plan. These townhouses all face Stawell Street, with rear-frontages to Kennedy Avenue.

As part of this amendment, it is proposed to develop more townhouses further south between these two streets; but unlike the existing townhouses, it is proposed to alternate the street frontages: i.e. half the townhouses are fronting Stawell Street and half are facing Kennedy Avenue. This results in a significant number of cross-overs along both Stawell Street and Kennedy Avenue, as well as requiring many residents to use the Kennedy Avenue footpath as their primary pedestrian access point. In effect this change transforms Kennedy Avenue from a “rear laneway” into a street frontage in its own right; whilst also introducing a significant number of crossovers onto Stawell Street.

The number of vehicle crossovers on both streets, combined with the narrow footpath on Kennedy Avenue significantly compromise the safety of pedestrians. This arrangement is considered contrary to each of the three ‘Walking and Cycling’ strategies at clause 21.06-1 of the Yarra planning scheme.

Bicycle Parking Provision

At page 2 the Traffic Impact Assessment (TIA) outlines bicycle parking rates which applied to the previous Development Plan, which was endorsed in 2012. Since this time Clause 22.17 has been gazetted into the Yarra Planning Scheme, which (amongst other things) encourages bicycle parking at rates above those of clause 52.34, or the rates outlined in the development plan.

Page 19 of the TIA indicates the following bicycle parking rates will apply to the development:

Use	Rate
Retirement living apartments	1 space per 5 dwellings (equal to the statutory rate)
Townhouses	1 space per dwelling (equal to the SDAPP recommended rate) within garages
Aged Care Staff	No formal bicycle parking
Visitor Parking (all uses except townhouses)	20 spaces.
Affordable Housing Apartments	Not listed.

The above bicycle parking rates are generally considered inadequate, and do not reflect Yarra’s high rates of cycling, trends which indicate cycling demand is increasing throughout the

municipality, or numerous state or local policies which encourage the use of sustainable transport including cycling.

- Applying the statutory rate for residents of the Retirement living apartments is considered acceptable given the expected age of many of the residents and acknowledging this demographic is less likely to cycle than younger groups.
- The resident rate for townhouses is equal to the SDAPP recommended rate and is acceptable; however care will be required at the development plan stage to ensure the townhouses can accommodate both motor vehicles and bicycles onsite.
- Providing no bicycle parking spaces for staff at the aged care facility is not acceptable. The TIA provides no evidence to support the assertion that shift times will result in no low cycling demand, and shift times are likely to change over the life of the building. At minimum bicycle parking for the staff and visitors to the aged care facility should be provided at the statutory rate for residential buildings.
- Visitor bicycle parking should be provided at the SDAPP recommended rate, or where not listed within the SDAPP guidelines, at the statutory rate for all uses across the development.
 - If visitors to the townhouses are expected to store bicycles on-site, space must be shown on the development plans for this purpose.
- Residential bicycle parking for the affordable housing apartments should be provided at the SDAPP rate of one space per dwelling.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Provision of EV charging points, or electrical wiring to allow easy retrofitting of EV charging capacity should be provided throughout the development.

Recommendations

The following should be included in the development plan before endorsement:

- 1) Reference to the formal shared zone proposed at Khartoum Street removed.
- 2) The main north-south pedestrian crossing across Khartoum Street relocated or redesigned to reduce the number of potential conflict points.
- 3) Tree and vegetation planting relocated or redesigned to ensure safe sight-lines are possible at pedestrian crossings and potential vehicle / pedestrian conflict points.
- 4) The design of townhouses proposed between Stawell Street and Kennedy Avenue altered to reduce potential conflict between vehicles and pedestrians.
- 5) Bicycle parking rates outlined at the rates described previously.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit