


SUBJECT SITE

1/430 RAE STREET, FITZROY NORTH VIC 3068

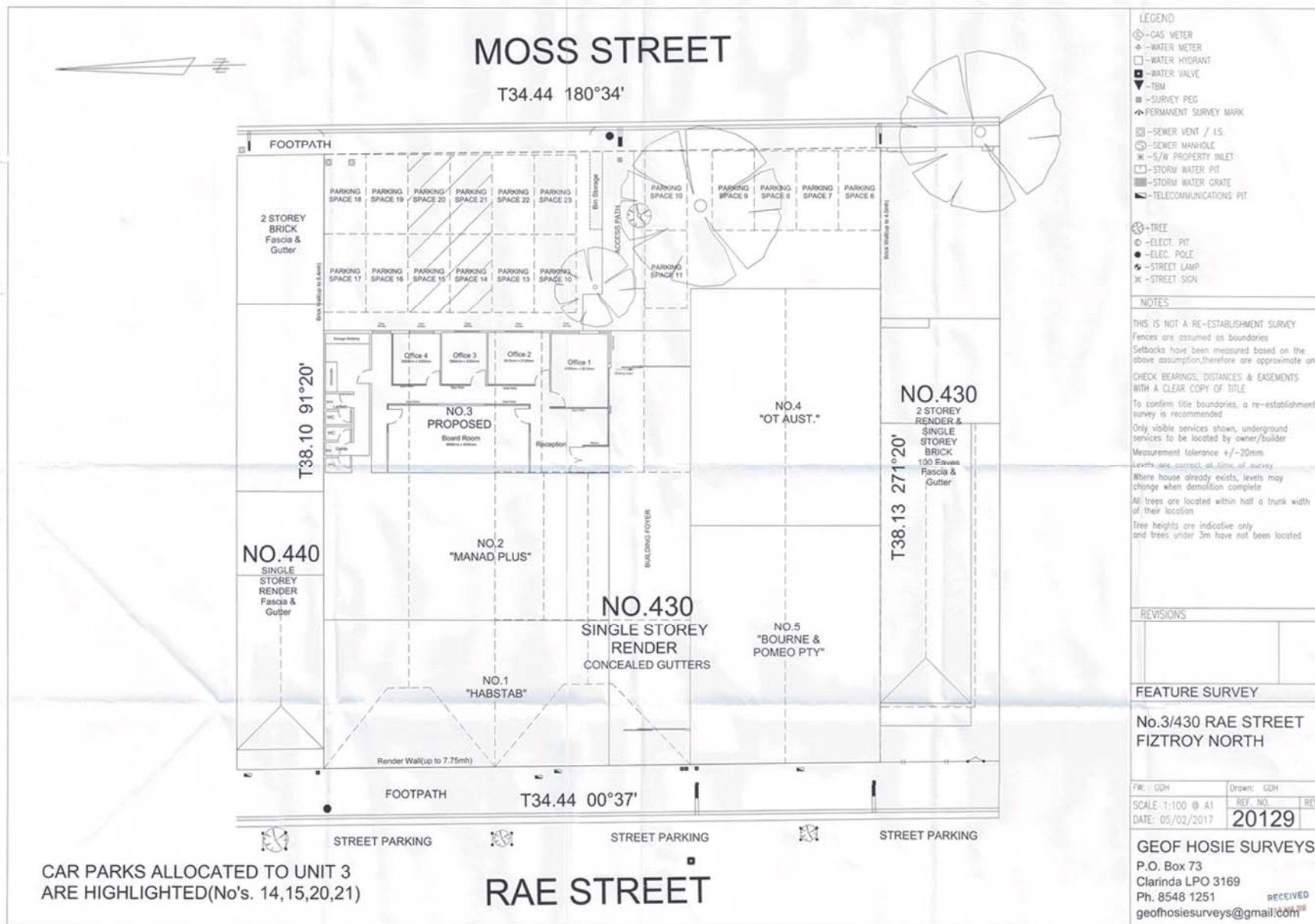


 430 RAE STREET

 SUBJECT SITE

 NORTH

Attachment 2 - PLN18/0019 - 1 / 430 Rae Street Fitzroy North - S52 Advertising Plan



Attachment 3 - PLN18/0019 - 1 / 430 Rae Street Fitzroy North - S52 Advertising Traffic Impact Assessment Report

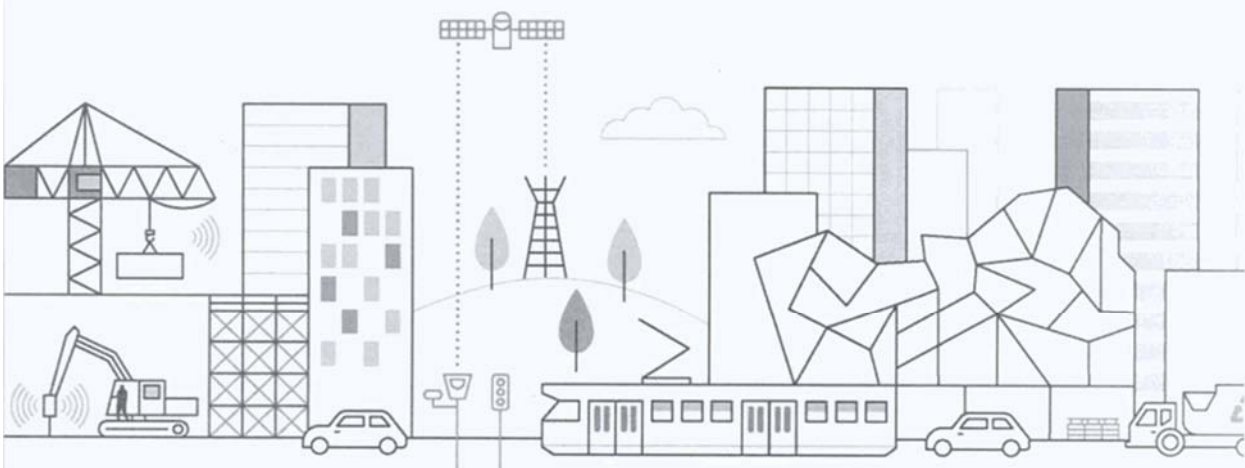
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Traffic Impact Assessment Report

Proposed Change of Use to a Medical Centre

430 Rae Street, North Fitzroy



Attachment 3 - PLN18/0019 - 1 / 430 Rae Street Fitzroy North - S52 Advertising Traffic Impact Assessment Report



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1 Introduction and Scope

TTM Consulting (Vic) Pty Ltd has been engaged by the Applicant to assess the traffic and parking implications of the proposed 'Change of Use' to a Medical Centre at Suite 3, 430 Rae Street, North Fitzroy.

The report has been prepared to review the car parking and bicycle parking requirements and the likely impacts on traffic and car parking on the local road network.

TTM Consulting (Vic) Pty Ltd concludes that there are no traffic or parking grounds which should warrant refusal of the sought planning permit.

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2 Existing Conditions

2.1 The Site

The site is located at Suite 3, 430 Rae Street, North Fitzroy which has frontage to Rae Street and Moss Street along the west and east boundaries of the site respectively.

Figure 1 shows the location of the site with respect to the local road network.



Figure 1 - Site Locality

The site is zoned as a General Residential Zone – Schedule 1 (GRZ1) in the Yarra Planning Scheme.

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2.2 Previous Use of the Site

The tenancy previously operated as an Office use and has a net floor area of approximately 141.7 square metres and provision for 4 parking spaces.

Currently the other tenancies operating at the site are as follows :-

- Suite 1 – Alter Atlas Architecture Habitat Co-working (Office)
- Suite 2 – Management Advantage Pty Ltd (Office)
- Suite 3 – Vacant (Subject Site)
- Suite 4 – Occupational Therapy – Australian-Victoria (Office)
- Suite 5 – Bourne and Romeo Accountants Pty Ltd (Office)

Figure 2 is an aerial image of the subject site extracted from Google Maps.



Figure 2 – Aerial Image of Subject Site

Site: 1/430 Rae Street, North Fitzroy
Reference: 18/0019/1452 DRP

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Figure 3 shows the street view of the subject site from Rae Street.

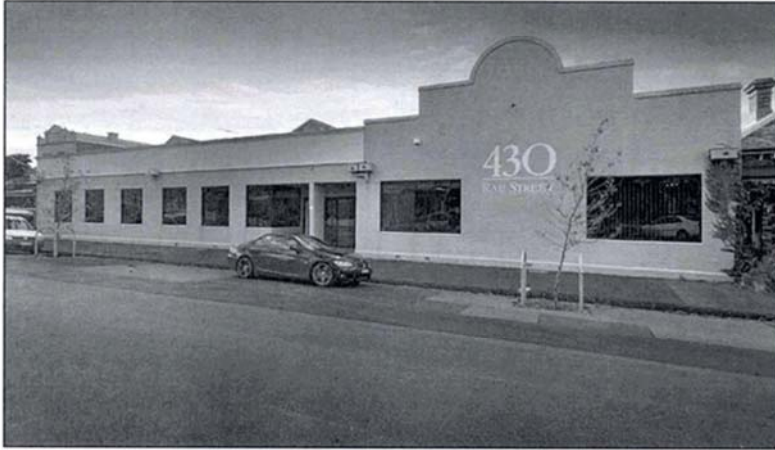


Figure 3 - Street View of Subject Site (Rae Street)

2.3 Road Network

Rae Street is a local road aligned in the north-south direction, between Holden Street to the north and Scotchmer Street to the south. In the vicinity of the site, Rae Street has an approximately 14 metres wide carriageway which provides diagonal parking and parallel parking on the west and east kerbside respectively and two lanes for through traffic in each direction. The default speed limit of 50 km/h applies to Rae Street.

Figure 4 shows the typical configuration of Rae Street, facing north.



Figure 4 - Rae Street Configuration (Facing North)

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Moss Street is a local road aligned in the north-south direction, between Park Street to the north and Scotchmer Street to the south. In the vicinity of the site, Moss Street has an approximately 7.7 metres wide carriageway which provides parallel parking on each kerbside and a lane for through traffic in each direction. The default speed limit of 50 km/h applies to Moss Street.

Figure 5 shows the typical configuration of Moss Street, facing south.

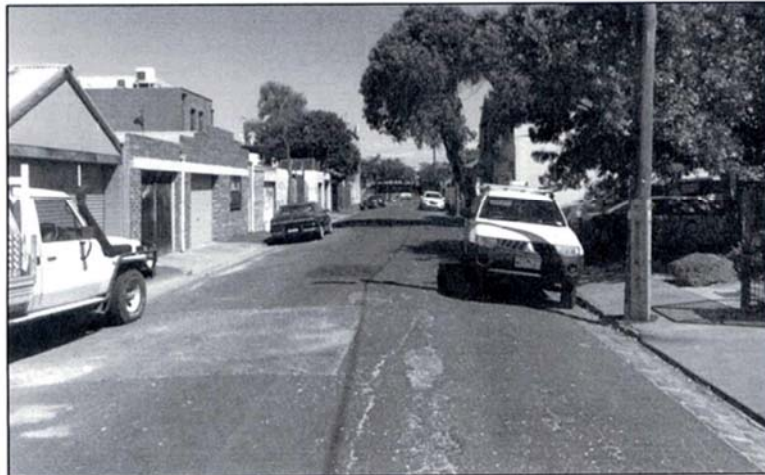


Figure 5 - Moss Street Configuration (facing south)

2.4 Nearby Amenities

The following amenities are nearby to the site :-

- Fitzroy North Primary School is approximately 440 metres from the site.
- Fitzroy High School is approximately 680 metres from the site.
- Our Lady Help of Christians School is approximately 710 metres from the site.
- Fitzroy Community School is approximately 760 metres from the site.
- Merri Creek Primary School is approximately 840 metres from the site.
- Brunswick South Primary School is approximately 870 metres from the site.
- The Capital City Trail is approximately 280 metres north of the site.
- Fitzroy North Library is approximately 330 metres from the site.
- Edinburgh Gardens is approximately 580 metres south of the site, which includes cricket, tennis, lawn bowls, basketball and football activities.
- There are a number of retail shops on Nicholson Street, approximately 250 metres west of the site.

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2.5 Nearby Public Transport Services

Table 1 and Figure 6 outline the PTV routes proximate to the subject site.

Table 1 - PTV Routes Proximate to the Site

Mode	Station / Stop	Route	Distance from Site	Typical Frequency
Train	Rushall Train Station	South Morang Line	1 km	20 min
Tram	21-Scotchmer St/Nicholson St	#96 (East Brunswick to St. Kilda Beach)	272 m	7 min
	22-Scotchmer St/St Georges Rd	#11 (West Preston to Docklands)	290 m	10 min
	118-Pigdon St/Lygon St	#1 (East Coburg to South Melbourne Beach)	930 m	7 min
		#6 (Moreland to Glen Iris)		7 min
	22-Smith St/Queens Pde	#86 (Bundoora RMIT to Docklands)	1.1 km	5 min
Bus	St Georges Rd/Scotchmer St	#504 (Moonee Ponds to Clifton Hill)	340 m	30 min
	Samaritan Catholic College/Holden St	#250 (La Trobe Uni to City)	362 m	20 min
		#251 (Northland Shopping Centre to City)		30 min
	Rae St/Miller St	#506 (Moonee Ponds to Westgarth Station)	625 m	20 min
Grant St/Queens Pde	#546 (Heidelberg to Melbourne University)	1 km	25 min	

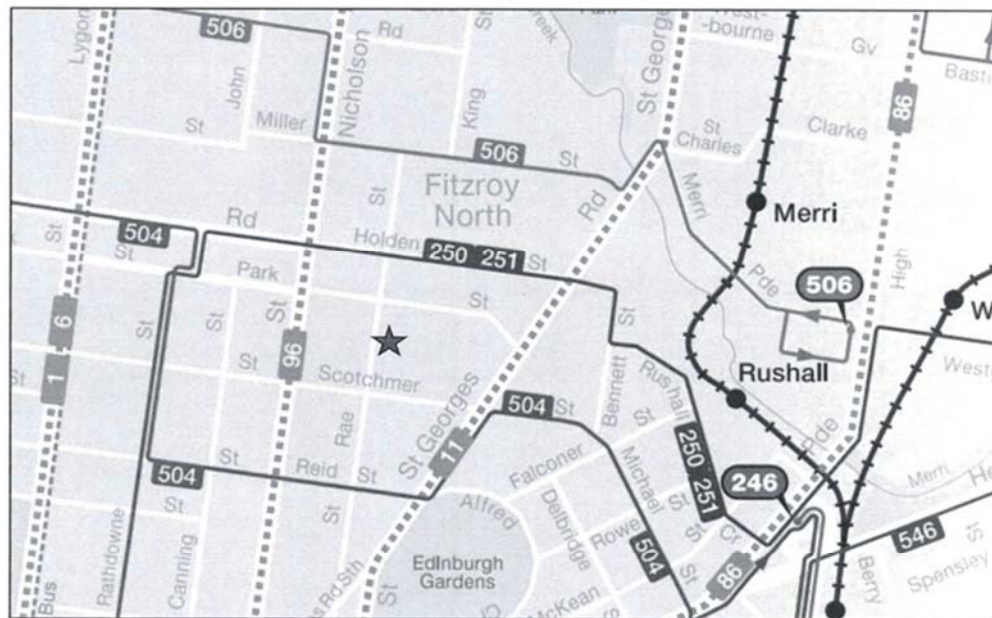


Figure 6 - PTV Routes Proximate to the Site

Site: Suite 3, 430 Rae Street, North Fitzroy
Reference: 9832R7745a.DOC

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3 The Proposal

3.1 Proposed Development

The Applicant has lodged an application for a Change of Use to a Medical Centre (Speech Pathology Centre) with provision for up to 6 practitioners at any given time.

Refer to the attached development plans in Appendix A.

The site will retain the existing 4 on-site parking spaces which are 2 spaces wide by 2 tandem spaces. On-site parking will be used by staff, similar to the adjacent tenancies, and is therefore considered an appropriate car parking arrangement.

The typical operating hours proposed for the Medical Centre are as follows :-

- Monday – Friday 8:00am – 7:00pm,
- Saturday 9:00am – 5:00pm
- Sundays Closed

The Applicant has advised that :-

- Appointments are pre-booked and run for 40 to 60 minutes in duration with 5 minutes between each appointment.
- The peak operating times are typically 3:00pm - 7:00pm (i.e. after-school hours) given the medical centre is targeted for children and adolescent speech therapy.



4 Car Parking Requirements, Demands and Impacts

4.1 Clause 52.06-5 Parking Requirements

Table 2 sets out the car parking requirements for the proposed development as per Clause 52.06-5 of the Planning Scheme.

Table 2 - Development Car Parking Requirements

Land Use	Clause 52.06-5 Parking Rate	Proposed	Parking Requirement
Medical Centre	5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	Max 6 practitioners	20 no.

The Applicant has provision for 4 car spaces and is therefore seeking a reduction of 16 car spaces against the car parking requirements outlined in Clause 52.06-5 of the Planning Scheme.

Clause 52.06-7 of the Planning Scheme allows the following 'decision guidelines' to be taken into account when determining an appropriate car parking rate :-

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the use.*

An assessment of the car parking demand likely to be generated by the use must have regard to the following factors, as appropriate :-

- *Multi-purpose trips within an area.*
- *The variation of car parking demand over time.*
- *The short-stay and long-stay car parking demand.*
- *The availability of public transport in the locality.*
- *The convenience of pedestrian and cyclist access to the site.*
- *The provision of bicycle parking and end of trip facilities for cyclists.*
- *The anticipated car ownership rates of likely or proposed occupants (residents or employees).*
- *Any empirical assessment or case study.*

An assessment of the appropriateness of allowing fewer spaces to be provided than the number likely to be generated by the use must have regard to the following, as appropriate:-

- *The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *The availability of car parking including :-*
 - *Efficiencies gained from the consolidation of shared car parking spaces.*

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- *Public car parks intended to serve the land.*
- *On street parking in non-residential zones and streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of an activity centre.*
- *The future growth and development of an activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

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4.2 Parking Requirement for the Previous Office

The previous Office use would have generated the following car parking requirement as per Clause 52.06 of the Planning Scheme.

Table 3 - Car Parking Requirement for Existing Use

Existing Use	Clause 52.06-5 Parking Rate	No. / Area	Parking Requirement
Office	3.5 spaces to each 100 sqm of net floor area	141.7 sqm	4 no.

The previous use therefore satisfied the Clause 52.06 car parking requirements. There is no parking credit applicable to car parking for the proposed Change of Use.

4.3 Likely Parking Demand and Impacts

4.3.1 Staff

The Applicant proposes the medical centre will accommodate up to 6 practitioners at any given time. The Applicant has advised that 1 administrator will be required at the proposed medical centre. Therefore staff personnel is likely to be up to 7 at any given time. Assuming all staff arrive to the site by car, long-stay parking demand will be up to 7 spaces.

4.3.2 Clients

Clients would arrive to the medical centre shortly before the start of their allotted appointment, given appointments are pre-booked. It is very unlikely appointments would backlog at the medical centre. Generally the medical centre will peak around 3:00pm - 7:00pm on weekdays, when children and adolescents have finished school.

Client parking demand has the potential to increase during changeover times. However, appointments are spread out by 5 minutes in order for the practitioner to prepare notes and allow adequate time for the preceding client to depart prior to the succeeding client arriving. This reduces the potential surge in client parking demand during changeover times.

Given there is provision for up to 6 practitioners, typical client parking demand will be up to 6 spaces (assuming all clients arrive in a car). Clients will generally demand 1 hour parking, except for clients being picked-up/dropped-off.

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4.4 Commuting Options for Staff and Clients

4.4.1 Car

Staff that are allocated on-site parking or can obtain long-stay on-street parking will typically arrive to the site by car, otherwise staff will seek alternative transport modes that are accessible to the site.

Clients will be typically children or adolescent and therefore will typically arrive to the site accompanied by a parent or guardian. For clients arriving to the site by car, the parent/guardian will either stay at the centre for the entire appointment or pick-up/drop-off the client at the start/completion of the appointment.

4.4.2 Public Transport

There are numerous tram and bus routes available to commute to the site and Rushall Train Station is approximately 1 km from the site.

The Walk Score application (found on www.walkscore.com) records a Transit Score (from 0-100) by measuring how well a location is served by public transport based on the distance and type of nearby public transport routes. The Transit Score for the site at Suite 3, 430 Rae Street, North Fitzroy is **78 / 100** which is described as "Excellent Transit" and that "Transit is convenient for most trips".

4.4.3 Cycling

As shown in Figure 7 there are a number of formal and informal bicycle routes proximate to the site, including the Capital City Trail which is approximately 280 metres north of the site.



Figure 7 - Yarra TravelSmart Map

Site: Suite 3, 430 Rae Street, North Fitzroy
Reference: 9832/97745a-1XJC

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4.4.4 Walking

The site is proximate to numerous amenities including educational, shopping and recreational facilities as described in Section 2.4 of this report. Thus the site may generate multi-purpose trips including :-

- Students that have finished school will walk to the medical centre for their appointment.
- Parents/guardians may walk to the nearby shops whilst waiting for their child to finish their appointment.

Rae Street and Moss Street, which both front the subject site, consist of footpaths on both sides of the road. The Walk Score application (found on www.walkscore.com) records a Walk Score (from 0-100) by measuring the walkability of the site in regards to nearby amenities. The Walk Score for the site at Suite 3, 430 Rae Street, North Fitzroy is **94 / 100** which is described as "Walker's Paradise" and that "Daily errands do not require a car". Furthermore, the Walk Score application records Fitzroy North as the 3rd most walkable neighbourhood in Melbourne.

4.5 Parking Availability and Demand

TTM Consulting has undertaken parking surveys proximate to the site to determine the existing parking controls, demand and availability. Figure 8 shows the surveyed parking areas.



Figure 8 - Surveyed Parking Area

A summary of the parking controls, inventory and demand are summarised in Table 4.

Site: Suite 3, 430 Rae Street, North Fitzroy
Reference: 9832R7.745a.DOC

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Table 4 - TTM Parking Surveys

Parking Location	Controls	Inventory	Car Parking Occupancy	
			Wednesday 28/02/18	
			3:00pm	4:00pm
Moss Street Scotchmer St to Park St	1P (A)	6	3	2
	Unrestricted	27	32 ¹	25 ^{2 3}
Rae Street Scotchmer St to Hope St	1P (B)	69	29	28
	Permit Zone	18	9	9
	P Disabled	2	1	1
	Unrestricted	13	11	11
Park Street Rae St to Birkenhead St (South Kerbside)	2P (C)	17	8	7
Brunswick Street North Scotchmer St to Holden St	2P (C)	95	37	37
	Unrestricted	18	13	11
Liverpool Street 39 & 46 Liverpool St to Rae St	Unrestricted	8	8	8
Holden Street Dean St to Rae St (North Kerbside)	Unrestricted	14	5	8
Total		287	156	147

(A) 1P (7:30am – 4:30pm, Mon – Fri and 7:30am – 12:30pm, Sat)

(B) 1P (7:30am – 4:30pm, Mon – Fri)

(C) 2P (7am – 7pm, Mon – Sat)

1 6 vehicles parked illegally. Mostly associated with construction developments on Moss Street.

2 2 vehicles parked illegally on Moss Street.

3 1 'GoGet' Car Share Vehicle.

The breakdown of parking controls is shown in Table 5.

Table 5 - Breakdown of Parking Controls

Controls	Inventory	Car Parking Occupancy	
		Wednesday 28/02/18	
		3pm	4pm
Unrestricted	80	69	63
2P	112	45	44
1P	75	32	30
P Disabled	2	1	1
Permit Zone	18	9	9
Total	287	156	147

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The parking surveys indicate there is 11-17 unrestricted spaces and 110-113 1P-2P spaces within walking distance of the site during peak operating times of the medical centre. This accommodates all staff parking spillover and client parking demand.

4.6 Consideration of Sought Parking Reduction

TTM Consulting (Vic) Pty Ltd considers the sought parking reduction of 16 spaces is appropriate given :-

- There are numerous alternative transport modes available in the site locality which are convenient for staff and clients to commute to the site.
- Provision for 4 on-site parking spaces will accommodate the majority of staff parking demand.
- Staff that are not allocated on-site parking will either seek on-street parking with long-stay parking controls or use alternative mode of transport (i.e. public transport, cycling, walking).
- The parking surveys indicate there is 11-17 unrestricted spaces and 110-113 1P-2P spaces within walking distance of the site during peak operating times of the medical centre. This accommodates all staff parking spillover and client parking demand.
- The site is proximate to numerous amenities including educational, shopping and recreational facilities. Thus the site may generate multi-purpose trips which reduces parking demand.

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5 Traffic Generation and Impacts

5.1 Traffic Volumes

TTM Consulting has undertaken 20 minute traffic counts on Moss Street and Rae Street from 3:40pm to 4:00pm and 4:30pm to 4:50pm respectively on Wednesday, 28th February 2018. The following indicated the traffic volumes within the 20 minute interval.

Table 6 - TTM Traffic Counts

Street / Direction	Number of Movements
Moss Street	
Northbound	2
Southbound	1
Rae Street	
Northbound	14
Southbound	14

Therefore the average hourly traffic volumes on Moss Street and Rae Street are in the order of 9 movements and 84 movements respectively which is considered to be minimal traffic.

5.2 Likely Daily Traffic Generation

The proposed medical centre will operate from 8:00am-7:00pm on weekdays and 9:00am-5:00pm on Saturdays, thus operating for 8-11 hours per day. Given each appointment is approximately 40-60 minutes in duration, it is estimated there will be 8-16 appointments per day per practitioner. Clients will generate typically 2 movements per appointment. Given there is up to 6 practitioners at the medical centre at any given time, it is estimated clients will generate up to 96-192 daily movements.

If all 7 staff were to arrive by car, there will be up to 14 staff daily movements.

5.3 Likely Peak Hour Traffic Generation

Factoring in the changeover period, it is estimated the medical centre will generate up to 12 client peak hour movements. Furthermore, if all staff were to arrive/depart by car during the peak hour, up to 7 staff peak hour movements will occur.

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5.4 Summary

The number of daily and peak hour trips generated by the medical centre will not cause any discernible impact to the functionality of the local road network. Most of the daily movements will be spread out evenly throughout the day and on the local road network. The peak hour traffic generation is considered to be low and will not affect the local road network.

Note that the measurement of the traffic generation is conservative given the following assumptions :-

- All clients and staff are assumed to arrive to the site by car, which is very unlikely to occur given the number of public transport and cycling routes in the locality.
- All appointments are booked out for the entire day for all practitioners, which is unlikely to occur.
- All six practitioners are operating for the entire day, which is unlikely to occur.
- There are no cancellations, which can occur for medical centres from time to time.



6 Bicycle Parking Requirements

6.1 Clause 52.34 Bicycle Provision Requirements

Clause 52.34-3 of the Planning Scheme outlines the number of bicycle spaces required and can be summarised for the development in Table 7.

Table 7 - Clause 52.34 Bicycle Parking Requirements

Proposed Use	User	Bicycle Parking Requirement Rate	Inventory	Bicycle Parking Requirement
Medical Centre	Staff	1 bicycle space to each 8 practitioners	Max 6 practitioners	1 no.
	Client	1 bicycle space to each 4 practitioners		2 no.
Total Bicycle Parking Required				3 no.

The Applicant has no provision for on-site bicycle parking and is therefore seeking a waiver of 3 on-site bicycle spaces.

6.2 Bicycle Parking Requirement for the Previous Use

The previous use would have generated no requirement for bicycle parking given the office was less than 1,000 square metres (141.7 square metres). Therefore no parking credit for bicycle parking is applicable to the proposed Change of Use.

6.3 Recommendations

The footpath immediately fronting the site on Rae Street is approximately 3 metres wide and is therefore sufficient to accommodate on-street bicycle parking.

It is therefore recommended 3 'Arc de Triomphe' racks are installed on-street in accordance with the attached bicycle rack specifications in Appendix B and subject to the satisfaction of the Responsible Authority.

Installing 3 on-street racks on Rae Street, provides 6 bicycle spaces which would satisfy the Clause 52.34 bicycle requirement and further justify the sought car parking reduction.

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7 Summary and Conclusions

The Applicant has lodged an application for a proposed Change of Use to a Medical Centre at Suite 3, 430 Rae Street, North Fitzroy and is summarised from a traffic and parking context as follows :-

- There are no proposed changes to the 4 car parking spaces currently at the site and will be typically used by staff. This is a similar parking arrangement to the adjacent tenancies and is therefore considered appropriate.
- The sought car parking reduction of 16 car spaces is appropriate given :-
 - There are numerous alternative transport modes available in the site locality, including public transport and cycling routes.
 - Provision for 4 on-site parking spaces will accommodate the majority of staff parking demand. Staff not allocated on-site parking will seek long-stay parking on-street or utilise an alternative mode of transport.
 - The parking surveys indicate there is 11-17 unrestricted spaces and 110-113 1P-2P spaces within walking distance of the site during peak operating times of the medical centre. This accommodates all staff parking spillover and client parking demand.
 - The site is proximate to numerous amenities including educational, shopping and recreational facilities. Thus the site may generate multi-purpose trips which reduces parking demand.
- The traffic generation of the medical centre will not discernibly impact the functionality of the local road network.
- It is recommended 3 'Arc de Triomphe' racks are installed on-street in accordance with the attached bicycle rack specifications and subject to the satisfaction of the Responsible Authority.
- Installing 3 on-street racks on Rae Street, provides 6 bicycle spaces which would satisfy the Clause 52.34 bicycle requirement and further justify the sought car parking reduction.

There are no traffic or parking grounds which should warrant refusal of the sought Planning Permit.

TTM Consulting (Vic) Pty Ltd

Patrick McArdle

Record

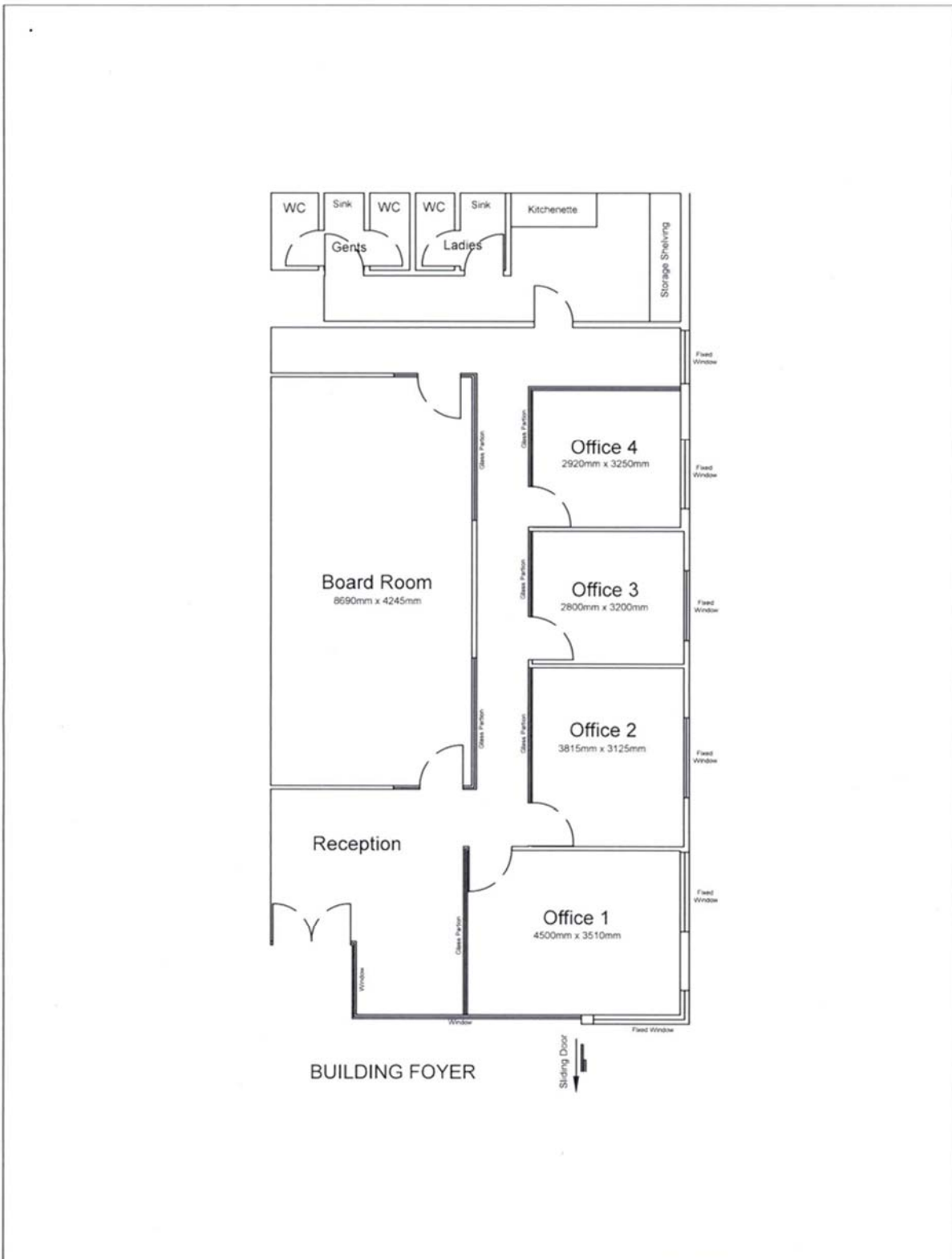
No.	Author	Reviewed/Approved	Description	Date
2.	P. McArdle	D. Hancox	Traffic Report Amended	16/03/2018
1.	P. McArdle	D. Hancox	Proposed Change of Use	05/03/2018

Site: Suite 3, 430 Rae Street, North Fitzroy
Reference: 9832R7745a.DOC

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Appendix A – Development Plans

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<p>GEOF HOSIE SURVEYS P.O. Box 73 Clarinda LPO 3169 Ph. 8548 1251 geofhosiesurveys@gmail.com</p>	<p>NOTES</p>	<p>HOUSE INTERNAL MEASUREMENTS No.3/430 RAE STREET FITZROY NORTH</p>	<p>SCALE 1:100 @ A4 DATE: 09/01/2017 FW: GDH Drawn: GDH REF. NO. REV 3/430</p>
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Appendix B – Arc de Triomphe Bicycle Rack Specs

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Arc de TriompheTM



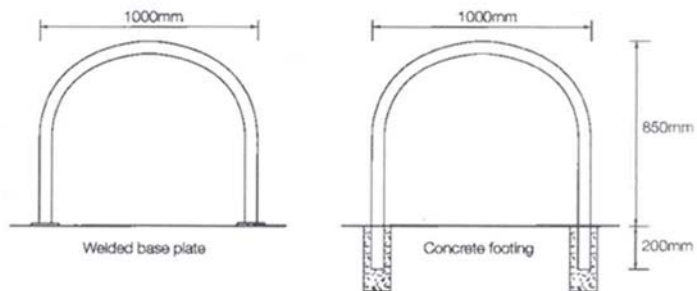
Stainless steel finish

Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

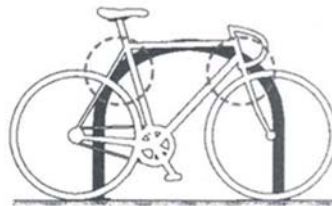
Dimensions



Specifications

- Material options**
- 316 Marine grade stainless steel
 - Galvanised
- Fixing options**
- Welded flange
 - In situ
- Recommended fasteners**
- Galvanised Dynabolts (M10 x 65mm)
 - Stainless Dynabolts (M10 x 65mm)
 - Shear Nut security fasteners
- Dimensions**
- 1000mm [w] x 850mm [h]

Locking points



VI.1 - 18/01/2015 | Specification may be subject to change without notice ©2015 Bicycle Network

Design. Supply. Install.

Bicycle Network ABN 41 026 835 903
 p. 1300 727 583 e. parking@bicyclenetwork.com.au bikeparking.com.au
 VIC Level 4, 246 Bourke St., Melbourne 3000 NSW 234 Crown St, Darlinghurst 2010
 TAS 210 Collins St, Hobart 7000

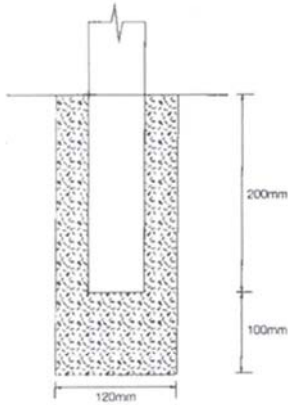


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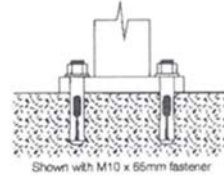
Bike Parking Experts | Arc de Triomphe™

Fixing options

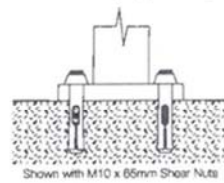
In situ (Concrete footing)



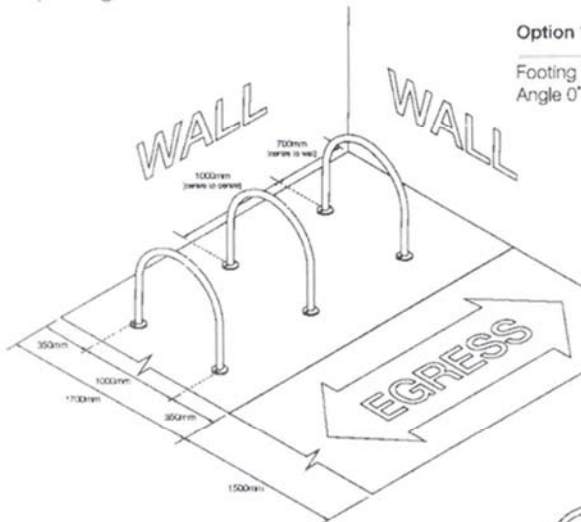
Welded flange (Bolt on)



Welded flange (Security heads)



Layout guidelines

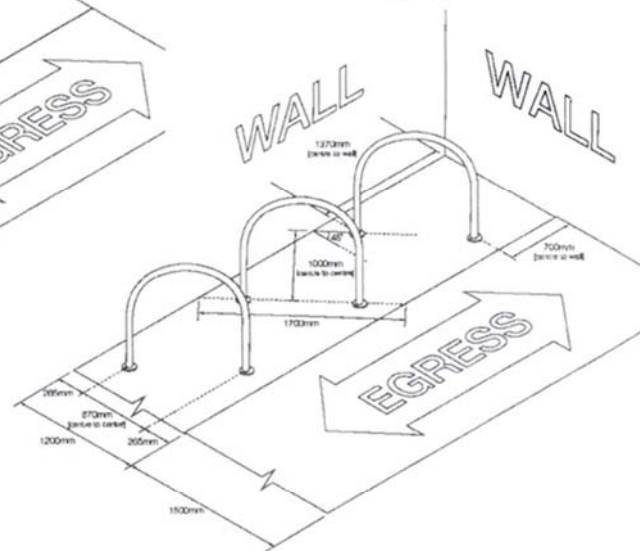


Option 1:

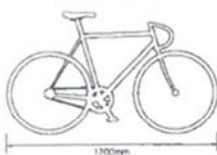
Footing Width 1700mm
Angle 0°

Option 2:

Footing Width 1200mm
Angle 45°



Typical Bicycle Length



V1.1 18/01/2015 | See notes on page 22 subject to change without notice. ©2015 Bicycle Network

Design. Supply. Install.

Bicycle Network ABN 41 026 835 903
 p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
 VIC Level 4, 246 Bourke St, Melbourne 3000 NSW 234 Crown St, Darlinghurst 2010
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MEMO

To: Emily Zeng
From: Artemis Bacani
Date: 14 May 2018
Subject: Application No: PLN18/0019
 Description: Medical Centre
 Site Address: 1/430 Rae Street, Fitzroy North

I refer to the above Planning Application received on 18 April 2018 and accompanying Traffic Impact Assessment Report prepared by TTM Consulting in relation to the proposed development at 1/430 Rae Street, Fitzroy North. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Medical Centre	6 practitioners	5 spaces to the first person providing health services plus	5	4
		3 spaces to every other person providing health services	15	
Total			20 Spaces	4 Spaces

The medical centre would have a shortfall of 16 spaces. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for Medical Centre Use.*

The medical centre would be providing car parking at a rate of 0.67 spaces per practitioner. In recent times, Council has approved medical centres with little or no parking, as shown in the table below:

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Development Site	Approved Parking Rate
Fitzroy North	
2/391 St Georges Road PLN13/0964 issued 18 March 2014	0.67 spaces per practitioner (2 on-site spaces; 3 practitioners)
Level 1, 388 Queens Parade PLN17/0538 issued 26 July 2017	No on-site car parking (3 practitioners)

The four on-site parking spaces in a tandem arrangement would be allocated to four practitioners and the balance of the parking demand (16 spaces) would be accommodated off-site. The proposed car parking provision is considered appropriate given the site’s proximity to public transport.

- *Availability of Public Transport in the Locality of the Land.*
The site is very well positioned near tram services along Nicholson Street and St Georges Road. Bus services operate within walking distance of the site along Reid Street – St Georges Road – Scotchmer Street. Easy access to public transport services would reduce the demand for parking on-site.
- *Convenience of Pedestrian and Cyclist Access to the Land.*
Pedestrians and cyclists should be able to access the site conveniently. It is highly probable that some visitors to the site would either live or work locally. The site is positioned near the St Georges Road activity centre which has a very high serviceability for pedestrians. Access to the on-road bicycle network is relatively good.
- *Multi-Purpose Trips within the Area.*
Patients who choose to drive to the site might combine their trips with other activities or businesses whilst in the Georges Road activity centre.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking.*
Long-stay on-street parking in the surrounding area is very scarce to almost non-existent. Rae Street and the surrounding streets in the area contain 1P or 2P spaces. The time restricted parking controls that exists in many of the surrounding streets generates parking turnover throughout the day to improve opportunities for patients to the site.
- *Other Relevant Local Policy or Incorporated Document.*
The proposed development is considered to be in line with the objectives contained in Council’s *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the lack of on-site car parking would discourage private motor vehicle ownership and use.

Adequacy of Car Parking

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From a traffic engineering perspective, the waiver of 16 spaces associated with the medical centre is considered appropriate in the context of the development and the surrounding area. The site's excellent location in terms of public transport and its position near the St Georges Road activity centre should not adversely impact on existing parking conditions along Rae Street or any of the surrounding streets.

The Civil Engineering Unit has no objection to the reduction in the car parking requirement.

Regards

Artemis Bacani
Road Development Engineer
Civil Engineering Unit
