



То:	Amy Hodgen	
From:	Mark Pisani	
Date:	1 February 2019	
Subject:	Application No: Description: Site Address:	PLN17/0703.01 Section 72 Amendment; AMCOR Village Precinct 626 Heidelberg Road, Alphington

I refer to the above Planning Amendment application received on 4 January 2019 and the accompanying *Transport Impact Assessment* report prepared by GTA Consultants (issue 02 dated 6 December 2018) in relation to the proposed development at 626 Heidelberg Road, Alphington. Council's Civil Engineering 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/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	83	1 space per dwelling	83	42
Two-bedroom dwelling	257	1 space per dwelling	257	180
Three-bedroom dwelling	13	2 spaces per dwelling	26	13
Residential visitors	353 dwellings	1 space per 5 dwellings	70	
Office	9,875 m²	3.5 spaces per 100 m <sup>2</sup> of net floor area	345	247
Supermarket	5,797 m²	5 spaces per 100 m <sup>2</sup> of leasable floor area	289	14
Shop	4,063 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	162	20
Food and Drink	337 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	13	3
Childcare Centre	120 children	0.22 spaces to each child	26	10
Primary School	300 students 12 employees	1 space to each employee of the maximum number of employees on site at any one time	12	15

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Community Centre	300 patrons 2,282 m <sup>2</sup>	Not Specified	To the satisfaction of the RA	9
Gymnasium	892 m <sup>2</sup>	Not Specified	To the satisfaction of the RA	4
		Total	1,283 Spaces + Parking for Gymnasium & Community Centre	557 spaces + 461 shared 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 Consideration	Details
Parking Demand for the Residential Dwellings	The proposed car parking demand rates for the dwellings as per the submitted report (0.5 spaces per one-bedroom dwelling, 0.7 spaces per two-bedroom dwelling and 1.0 space per dwelling) are lower than the recommended residential parking rates and ABS average parking rates specified in the endorsed <i>Traffic Management Plan</i> . This equates to 234 spaces for the 353 dwellings. Given the broad scale of the development and its proximity to public transport services, a reduced parking rate is considered appropriate.
Parking Demand for Residential Visitors	By applying the established empirical rate of 0.12 spaces per dwelling, the peak visitor parking demand is expected to be around 42 spaces. By applying an off-peak rate of 0.07 spaces per dwelling, the visitor parking demand would be around 25 spaces. GTA had adopted 0.1 spaces per dwelling; however, we will adopt 0.12 spaces per dwelling for consistency with other developments we have assessed.
Parking Demand for Office Use	An office parking demand of 2.5 spaces/100 m <sup>2</sup> has been adopted, which equates to 247 spaces. This rate is considered appropriate. The office visitor parking would constitute 10% of the total office parking demand (in this case, 25 spaces).
Parking Demand for Supermarket Use	The rate of 4.5 spaces/100m <sup>2</sup> has been adopted as per the endorsed <i>Traffic Management Plan</i> , resulting in a parking demand of 261 spaces. The applicant would allocate 11 spaces for one of the supermarkets, based on information provided by the future tenant (a rate of 0.25 employee spaces/100 m <sup>2</sup> ). Applying this rate for the total supermarket area of the site, there would be a total supermarket employee parking demand of 14 spaces.

Parking Demand Consideration	Details
Parking Demand for Shop Use	The rate of 2.3 spaces/100 m <sup>2</sup> has been adopted as per the endorsed <i>Traffic Management Plan</i> , resulting in a parking demand of 93 spaces. The employee parking rate for this use (0.5 spaces/100m <sup>2</sup> ) has been adopted – also from the endorsed <i>Traffic Management Plan</i> , equating to 20 employee spaces.
Parking Demand for Food and Drink Use	A rate of 3.0 spaces/100 m <sup>2</sup> could be adopted for the food and drink premises, which equates to 13 spaces. An employee parking rate of 0.1 spaces/100m <sup>2</sup> could be used, which results in an employee parking demand of three spaces.
Parking Demand for Childcare Centre	The rate of 0.19 spaces per child has been adopted as per the endorsed Traffic Management Plan, resulting in a parking demand of 23 spaces. The parent/staff split in the parking, a parent parking rate of 0.1 spaces per child could be adopted (consistent with a site we have previously reviewed: 556 Swan Street, Richmond; PLN15/0302). The parent parking demand would equate to 12 spaces (therefore, 11 spaces would be allocated to staff).
Parking Demand for Primary School	GTA have adopted a parking rate of 0.25 spaces per student (based on previous, uncited surveys), equating to 75 spaces. A rate of 0.05 spaces per student has been adopted to estimate the likely teacher and employee parking (15 spaces), which is included as part of the overall school parking demand.
Parking Demand for Community Centre and Gymnasium	The parking provision for these two uses is to be to the satisfaction of the Responsible Authority.
	For the community centre use, the precise nature of this use is unknown. It can be assumed that many of the participants who would use the centre would be locals. GTA have assumed a car parking provision of 90 spaces, including nine spaces for staff.
	For the gymnasium, GTA have used the NSW Roads and Maritime Services rate of 3.0 spaces/100 m <sup>2</sup> equating to 26 spaces. A rate of 0.5 spaces /100 m <sup>2</sup> for employee parking, resulting in four spaces. There is no objection to these assumptions.

### **Total Car Parking Demand**

Proposed Use	Estimated Parking Demand
Residential Dwellings	234
Residential Visitors (Peak)	42
Office	247
Supermarket	261
Shop	93
Food and Drink	13
Childcare Centre	23
Primary School	75
Community Centre	90
Gymnasium	26
Total	1,104 spaces

The above table (a combination of rates used by GTA and rates we consider appropriate) results in a slightly lower parking demand estimate than the total parking demand figure presented in the submitted report (1,128 spaces).

It is agreed that the short-stay spaces of the various uses would be shared and would peak at various times (for example, the residential peak visitor parking occurs on weekday evenings and at weekends, whereas visitors to the shop, food and drink and medical centre would peak during the day). For the primary school, it is understood that pick-up and drop-off would take place outside the property/internal car parks.

Overall, the site should be able to be self-sufficient in terms of car parking.

The parking allocation of every individual use should be detailed and finalised by the applicant.

### AMENDED DRAWINGS Layout Design Assessment

NH Architecture Drawing Nos. TP-2E-200, TP-2E-201, TP-2E-202, TP-2E-203, TP-2R-204 and TP-2E-654 Revision 04 dated 26 November 208 and 3 December 2018

GTA Consultants The Village Alphington - Car Parking Management Plan dated 6 December 2018

Planning Permit (Corrected) PLN17/0703 issued on 28 December 2018

## **CONITION 66 – CAR PARKING**

Condition	Engineering Comment
<ul> <li>Condition 66</li> <li>Before the buildings are occupied, a Car Park</li> <li>Management Plan to the satisfaction of the Responsible</li> <li>Authority must be submitted to and approved by the</li> <li>Responsible Authority. When approved, the Car Park</li> <li>Management Plan will be endorsed and will form part of</li> <li>this permit. The Car Park Management Plan must</li> <li>address, but not be limited to, the following:</li> <li>(a) the number and location of car parking spaces</li> <li>allocated to each use including:</li> <li>(i) residential spaces provided at a minimum rate of 1</li> <li>space per dwelling (including the affordable housing</li> <li>component);</li> <li>(ii) office employee car parking provided at a rate of 2.5</li> <li>spaces per 100sqm of office space;</li> <li>(iii) 10 staff car spaces for the school; and</li> <li>(v) minimum 497 car spaces for visitors;</li> </ul>	According to the applicant, resident parking has been provided at rates recommended in the original <i>Transport</i> <i>Impact Assessment</i> . There is no objection to modifying this item as suggested by the applicant. The staff parking provisions for the office, childcare centre and school have been allocated in accordance with the Permit. This item has been satisfied.
(b) location of a minimum of 14 disabled car spaces;	Fourteen disabled parking spaces have been provided. This item has been satisfied.
(c) any tandem parking spaces allocated to a single tenancy;	The development no longer contains any tandem parking sets.
(d) location of a minimum of two car share spaces, including time of shared use;	Two car shares spaces have been provided as required. This item has been satisfied.
<ul> <li>(e) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;</li> </ul>	Visitor parking would be located on the Lower Ground and Basement levels, which are publicly accessible. Residents would access their parking via the access lane by passing a security gate (remote control access). This item has been satisfied.
<ul> <li>(f) details of way-finding, cleaning and security of end of trip bicycle facilities;</li> </ul>	Signage and line marking for bicycle way-finding would be finalised in the signage schedule. Cleaning and security of end of trip bicycle facilities would be managed by the owners' corporation of the building.
(g) the number and allocation of storage spaces;	To be allocated on each individual title.
(h) policing arrangements and formal agreements;	Policing and formal agreements would be administered by the site's owners' corporation. This item has been satisfied.

	Condition	Engineering Comment
(i)	a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.;	Not yet prepared.
(j)	management of drop off and pick up for the school and childcare centre; and	GTA Consultants have indicated that some on-street parallel parking spaces could be restricted to P10 minutes on Latrobe Avenue. In addition, it is proposed that some 60 spaces in the Lower Ground floor car park would be designated as school pick up and drop off between the hours of 8:00am to 9:00am and 3:00pm to 6:00pm for both the primary school and childcare centre. These arrangements are considered acceptable. This item has been satisfied.
(k)	provision of conveniently located power points for charging e-bikes.	GTA suggest that power points can be installed within the indoor bicycle parking areas. This item has been satisfied.

# **Car Parking and Access Arrangements**

Item	Assessment	
Access Arrangements		
Development Entrance – Heidelberg Road Access	The main accessway has a carriageway width of 8.15 metres, and allows for two-way traffic movements.	
Visibility – Heidelberg Road Access	The carriageway of the exit lane allows good visibility of pedestrians walking along the south side of Heidelberg Road.	
Development Entrance – Via Access Lane	Widths not dimensioned on the drawings.	
Visibility – Via Access Lane	Sight triangles for motorists entering the access lane via the two entrances have been provided in accordance with <i>Design standard 1 – Accessways</i> of Clause 52.06-9.	
Internal Ramped Accessways	Not dimensioned on the drawings.	
Car Parking Modules		
At-grade Parking Spaces	The dimensions of the regular at-grade parking spaces (2.6 metres by 4.9 metres to 5.4 metres) satisfy <i>Design standard 2: Car parking spaces</i> .	
Accessible Parking Space	The dimensions of the accessible car parking spaces and associated shared areas satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.	
Aisles	The widths of the aisles range from 6.3 metres to 7.7 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.	
Column Depths and Setbacks	Columns have been positioned in accordance with <i>Diagram 1</i> <i>Clearance to car parking spaces</i> of Clause 52.06-9.	

Item	Assessment		
Clearances to Walls	Clearances of no less than 300 mm have been provided.		
Blind Aisle Extensions	Blind aisles extensions satisfy AS/NZS 2890.1:2004.		
Gradients			
Ramp Grade for First 5.0 metres inside Property – Heidelberg Road Entrance	The ramp grade for the first 5.0 metres inside the property (from Heidelberg) has not been specified.		
Ramp Grades for First 5.0 metres inside Property – Via Access Lane	For the two entrances off the access lane, the ramp grades for the first 5.0 metres are flat.		
Ramp Grades and Changes of Grade	The grades and changes and changes in grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.		
Other Items			
Loading Arrangements	The submitted swept path diagrams for the four classes of commercial vehicles as per the Australian Standard AS2890.2-2002 manoeuvring into and exiting loading docks are considered satisfactory.		
Vehicle Passing Movements	The submitted swept path diagrams for vehicle passing movements using the B99 design vehicle and the B85 design vehicle throughout various points of the car parking levels are considered satisfactory.		
Vehicle Turning Movements – Entrances via Access Lane	The swept path diagrams for the B99 design vehicle entering and exiting the entrance via the access lane are considered satisfactory.		