

Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report



PROPOSED WOOLWORTHS METRO

141-147 QUEENS PARADE, CLIFTON HILL

TRAFFIC ENGINEERING REPORT



Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL

Client: Woolworths Group

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INTRODUCTION



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1 INTRODUCTION

SALT has been engaged by Woolworths Group to undertake an assessment of the traffic and parking impacts associated with the Woolworths Metro supermarket proposed at 141-147 Queens Parade, Clifton Hill.

In the course of preparing this report, the following tasks have been undertaken:

- The subject site and surrounding environs have been inspected;
- Surveys have been conducted of the current utilisation and availability of public parking;
- Development plans have been reviewed and design advice provided to the project architect; and
- The parking and traffic implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters of relevance to the proposed development.

2 EXISTING CONDITIONS

2.1 LOCATION & LAND USE

The subject site is located on the southeast corner of the Queens Parade/Gold Street intersection in Clifton Hill. Figure 1 depicts the location of the site with respect to the surrounding street network. An aerial view of the site is provided in Figure 2.

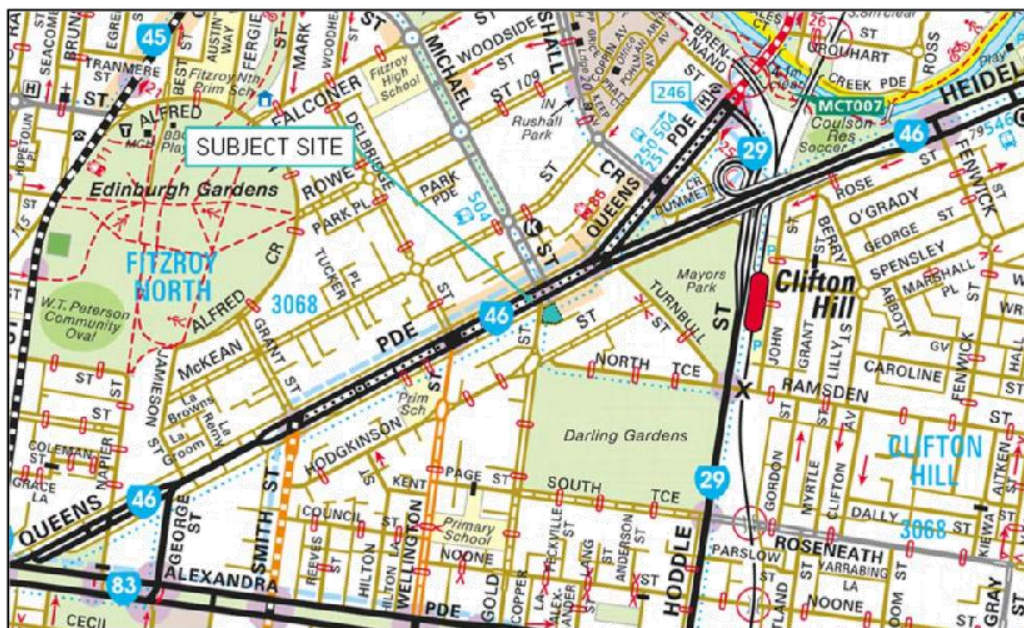


Figure 1 Site location (Melway)



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EXISTING CONDITIONS

Figure 2 Aerial view of subject site (Saturday 23rd Feb 2019, 3:00pm)

The site consists of a single, irregular shaped lot, which covers a total area of approximately 710m². The site, which is generally flat, is currently occupied by a two-storey structure which formerly operated as an 'Appliance Warehouse' store, with frontages to both Queens Parade (Service Road) and Gold Street. Vehicle access is provided via an unnamed laneway along the sites southern boundary, accessible to/from Gold Street.

Land use within the vicinity of the site a mixture of commercial uses (*largely along Queens Parade*) and residential use.

2.2 ZONING & OVERLAYS

The subject site is situated within a Commercial Zone – Schedule 1 (C1Z), Design and Development Overlay – Schedule 20-3 (DDO20-3) and Heritage Overlay (H0330).

The site is located within the area of the Principal Public Transport Network (PPTN) due to its proximity to bus and tram services that operate on Queens Parade and trains via Clifton Hill Railway Station.



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2.3 ROAD NETWORK

23.1 QUEENS PARADE

Queens Parade is classified as a Primary State Arterial Road and is under the care and management of Yarra City Council. It is generally aligned with a north-south orientation from Westgarth Street in the north and Alexandra Parade in the south.

Queens Parade is typically a 26m wide sealed pavement with kerb and channeling either side of the road carriageway and supporting two-way traffic. Generally, parking is not permitted on Queens Parade, though provision for parallel parking spaces is provided between Delbridge Street and Gold Street. Oncoming traffic lanes are separated by a landscaped median and light rail tracks which support the Route 86 Tram.

On either side of Queens Parade service lanes have been provided, supporting single lane one-way traffic with a mixture of 90 degree, angled and parallel parking spaces available. The service lanes run parallel to Queens Parade, providing the majority of the parking opportunities for the street front commercial tenancies.

Parking is generally restricted to 1P & 2P within the immediate vicinity of the site.

A posted speed limit of 60km/h applies to Queens Parade. The default urban limit of 50km/h applies to the adjacent service lanes.

23.2 GOLD STREET

Gold Street is classified as a local traffic street and is under the care and management of Yarra City Council. It is generally aligned with a north-south orientation from Queens Parade in the north to Alexandra Parade in the south.

Gold Street is typically a 14.0m wide sealed pavement with kerb and channeling either side of the road carriageway, supporting two-way traffic via one trafficable lane in each direction. Dedicated bicycle lanes are provided on either side of Gold Street, as is restricted parallel parking which varies between 1P, 2P, 4P and Permit Zone restrictions.

A posted speed limit of 40km/h applies.

2.4 SUSTAINABLE TRANSPORT

The subject site has excellent access to the sustainable transport network and pedestrian facilities within its vicinity, which provides staff and patrons of the proposed mini supermarket with practical alternatives to private motor vehicle travel.

An evaluation of sustainable transport options is provided hereunder.

24.1 WALKABILITY

The subject site has excellent walking facilities in place and features a walk score of 93 out of a possible 100 points on www.walkscore.com. This indicates that "Daily errands do not require a car".

24.2 BICYCLE ACCESS

Dedicated bicycle lanes and line markings are provided on either side of both Queens Parade and Gold Street, fronting the site. Furthermore, many of the streets surrounding the site provide dedicated bicycle lanes, with an abundance of public bicycle hoops located within the commercial zones of the municipality.

24.3 PUBLIC TRANSPORT

The subject site is well located to take advantage of the local public transport network, with the Route 546 bus stop located approximately 10 meters from the site on Gold Street.

A summary of the public transport services within the vicinity of the subject site is provided in Table 1, with the public transport network within the proximity of the site and surrounding area illustrated in Figure 3.

All of the public transport options listed in Table 1 are located within a 10-minute walk of the subject site.



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Table 1 Nearby public transport options

Mode	Route Number	Route Description	Nearest Stop
Bus	246	Elsternwick – Clifton Hill via St Kilda	Clifton Hill Station (5-minutes' walk)
	250	City (Queen Street) – La Trobe University	Clifton Hill Interchange/Queens Parade (6-minutes' walk)
	251	City (Queen Street) – Northland SC	
	504	Moonee Ponds – Clifton Hill via East Brunswick	Michael Street (2-minutes' walk)
	546	Heidelberg Station – Melb Uni – Queen Victoria Market via Clifton Hill and Carlton	Queens Parade (<1-minutes' walk)
Tram	86	Bundoora RMIT – Waterfront City Docklands	Gold Street/Queens Parade (<1-minutes' walk)
Train	Hurstbridge	Hurstbridge Railway Station – Flinders Street Station	Clifton Hill Railway Station (6-minutes' walk)
	Mernda	Mernda Railway Station – Flinders Street Station	

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EXISTING CONDITIONS

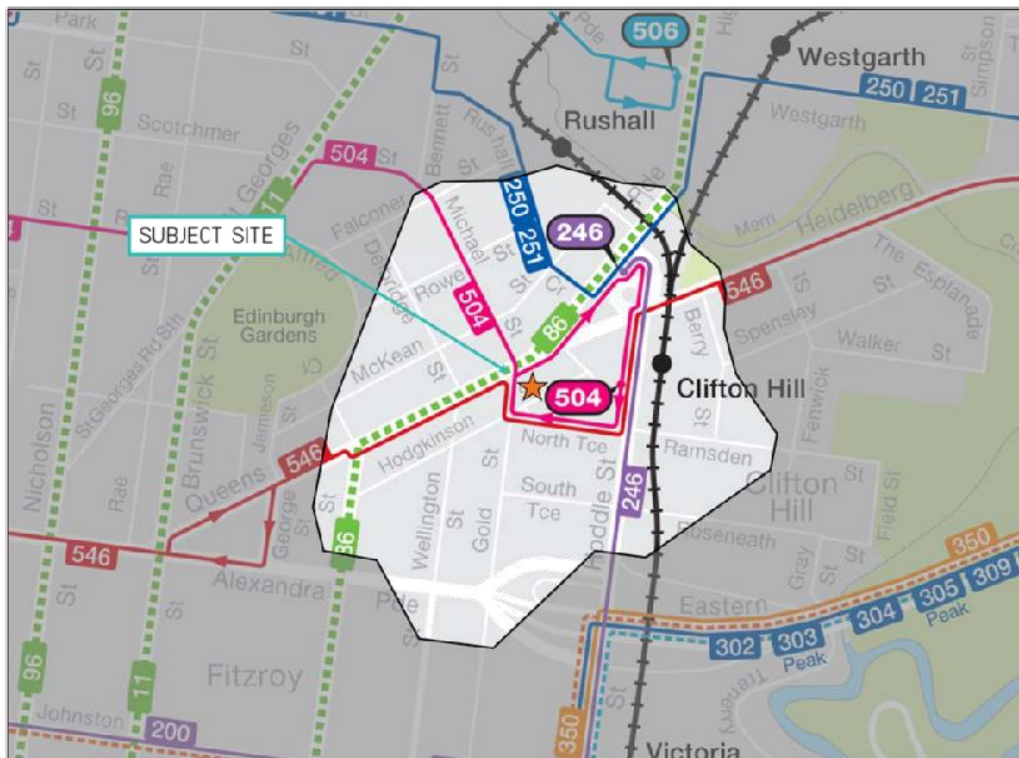


Figure 3 Nearby public transport services – City of Yarra PTV LAM / 15-minute walking overlay

2.5 CAR PARKING AVAILABILITY

Parking within the Clifton Hill locality, particularly within the general proximity to Queens Parade, generally experiences high occupancy for large durations of the day, largely due to the high density of dwellings lacking on-site parking, retail and commercial uses fronting main roads and general proximity to the Melbourne. However, typically in the vicinity of this site, parking demands would be highest over the Friday – Sunday period.

A range of on-street car parking is available within walking distance (approximately 200 metres) of the subject site, largely comprised of restricted parking which provided **at least** 1 hour of permitted parking, with some 2P and unrestricted parking opportunities available within the survey area.

2.6 CAR PARKING OCCUPANCY SURVEY

To best assess parking opportunities suitable for customers of the proposed Woolworths Metro, surveys were commissioned within a maximum walking distance of 200 metres of the subject site as follows:

- Thursday 27th June 2019: 10:00am–8:00pm at hourly intervals; and
- Saturday 29th June 2019: 9:00am – 3:00pm at hourly intervals.

The surveys reviewed the current utilization of 432-436 parking spaces (dependent on day & time) available for general public use, in which parking for a duration of 1 hour or longer, is permitted.

The survey results for Thursday and Saturday are provided in Figure 4 and Figure 5 respectively.



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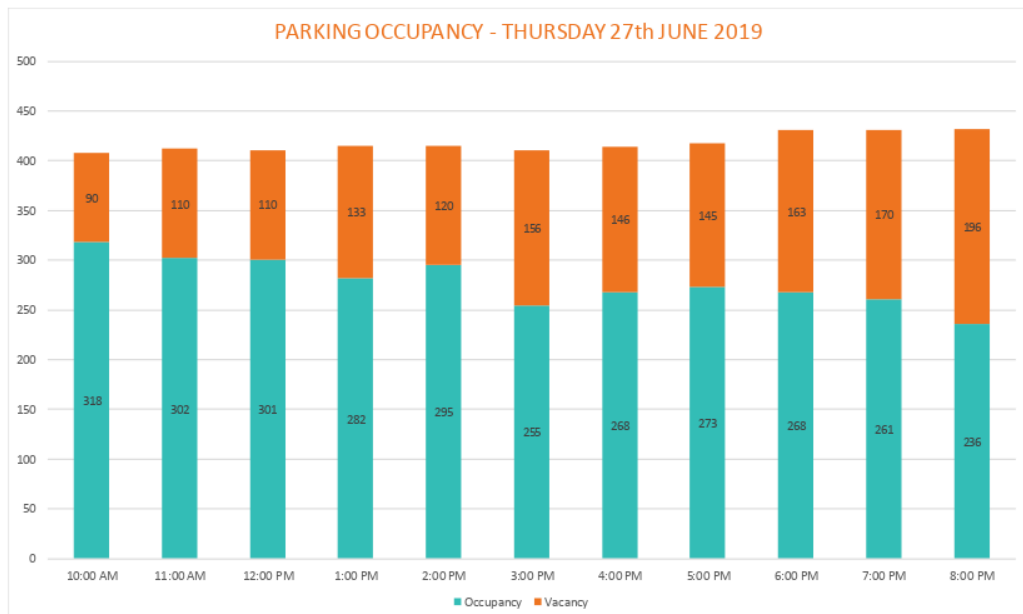


Figure 4 Car parking utilisation – Thursday 27th June 2019

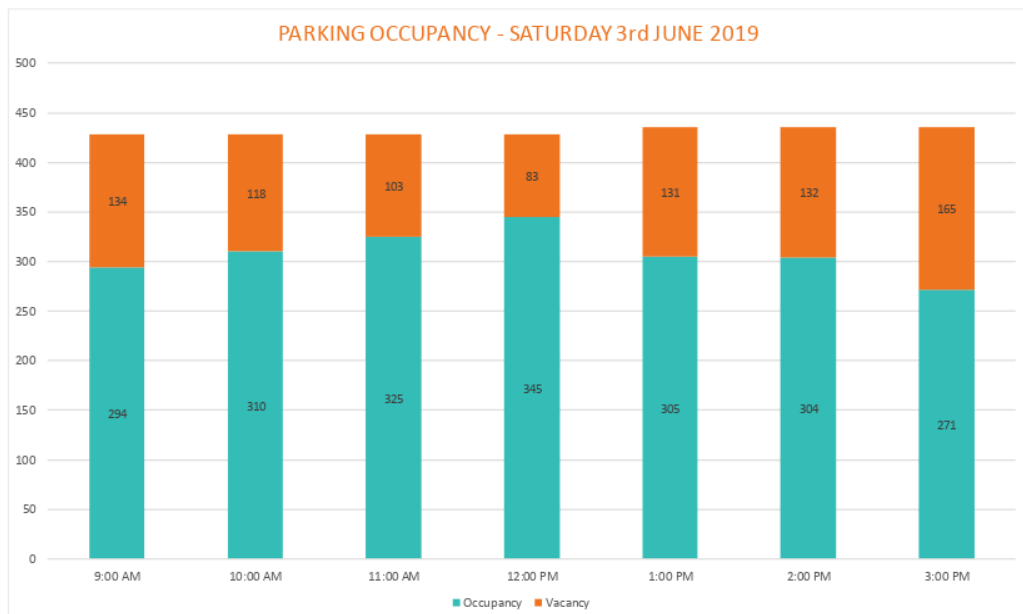


Figure 5 Car parking utilisation – Saturday 29th June 2019

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EXISTING CONDITIONS

26.1 PARKING OCCUPANCY – THURSDAY 27TH JUNE 2019

A review of Figure 4 shows that while the total parking demands recorded varied throughout the day, the peak parking accumulation was recorded at 10:00am albeit that 90 parking spaces remained vacant at that time of peak parking demand. It is also noted that the availability of parking gradually increases as the day progresses, with parking occupancy of the surveyed spaces less than 80% at all times, i.e. 1 in 5 spaces remained vacant at all times. Further review of the survey results for the "after work"/after 5:00pm period, when patronage levels at a Woolworths Metro supermarket can be expected to be highest, more than 1 in 3 spaces remained vacant.

26.2 PARKING OCCUPANCY – SATURDAY 29TH JUNE 2019

A review of Figure 5 shows that the parking demands peaked near the 'middle' of the survey period at 12:00pm when 345 of the 436 parking spaces suitable for the use of supermarket patrons, were occupied. This equates to a peak car parking occupancy of 81%. Accordingly, on Saturdays while parking demands in the vicinity of the site are slightly than on weekdays, a vacant parking space, in which parking for 1 hour or longer is permitted, is readily available.

Full results of the parking surveys are provided in the appendix of this report.

27 TRAFFIC VOLUME DATA

SALT commissioned JM Traffic to undertake an automatic tube count on the unnamed laneway running adjacent to the subject site. The tubes were placed beyond the parking/loading area servicing the subject site in order to record existing movements **not** associated with the subject site – refer Figure 6. A "tube count" records traffic volume, vehicle classification and speed by direction. The count took place over a one-week period from Tuesday 25 June 2019 to Monday 1 July 2019.

The results are summarised in Table 2, with detailed data provided in Appendix 2. It is noted that only data collected from Tuesday 25 June 2019 to Friday 28 June 2019 has been considered, as school holidays commenced thereafter.



Figure 6 Tube count location



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Table 2 Tube count data

Day	AM Peak (two-way)	PM Peak (two-way)	Total Vehicles (two-way)
Tuesday 25 June	Limited data	2 vehicles – 5:00pm ¹	Limited data
Wednesday 26 June	2 vehicles – 9:00am	2 vehicles – 5:00pm	6 vehicles
Thursday 27 June	2 vehicles – 9:00am	2 vehicles – 6:00pm	9 vehicles
Friday 28 June	2 vehicles – 10:00am	2 vehicles – 2:00pm	11 vehicles
Monday 1 July	1 vehicle – 9:00am	1 vehicle – 6:00pm	8 vehicles

¹ Tube counts commenced at 2:19 on Tuesday 25 June 2019, as such, limited data is provided regarding AM/PM peaks.

As seen above in Table 2, existing traffic volumes along the laneway passing beyond the site are minimal, with the data indicating a maximum of 11 vehicles during the course of a day (Friday 28 June 2019).

3 PROPOSAL

The proposal seeks a change of use for an existing two-storey structure (formerly a Clifton's Appliance Warehouse) into a Woolworths Metro store with attached BWS store (Beer, Wine Spirits).

Five parking spaces will be retained at the rear of the site and will remain accessible from the unnamed laneway along the site's southern boundary. This laneway is used to access the existing on-site loading area at the southeast corner of the building.

4 CAR PARKING

4.1 STATUTORY REQUIREMENTS

Car parking requirements applicable to new developments are specified in Clause 52.06 of the City of Yarra Planning Scheme. The subject site falls within the Principal Public Transport Network (PPTN), as such, the Column B' parking rates outlined in Clause 52.06-5 are adopted.

The parking requirements for the proposed use are shown in Table 3.

Table 3 Statutory Parking Requirements

Use	Size	Car Parking Rate	Required Provision	Proposed Supply
Supermarket	518.71m ²	5 to each 100m ² of leasable floor area	25 spaces	5 spaces
Bottle shop (shop)	58.29m ²	3.5 to each 100m ² of leasable floor area	2 spaces	
TOTAL			27 spaces	5 spaces

Planning approval is therefore required for a reduction to the statutory parking requirement the application for which must include a Car Parking Demand Assessment, which follows.

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PROPOSAL



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CAR PARKING

Also relevant to an assessment of the parking requirement for the proposed use, is the most recent prior use of the subject site as a 'Restricted Retail premises' which attracted a statutory parking requirement of 2.5 spaces to each 100m² of leasable floor area, which equates to 14 parking spaces. That most recent use of the site, therefore benefitted from a parking waiver of 9 parking spaces.

4.2 CAR PARKING DEMAND ASSESSMENT

Clause 52.06-5 of the City of Yarra Planning Scheme allows for the statutory car parking provision to be reduced (including to zero) subject to the provision of a Car Parking Demand Assessment. The Car Parking Demand Assessment must assess the car parking demand *likely* to be generated by the proposal having regard to a range of matters. This assessment is provided in Table 3.

Table 4 Car Parking Demand Assessment

Matter	Response
The availability of public transport in the locality of the land	The site is well connected to the local public transportation network. As discussed in Section 24.3, employees and visitors would have convenient access to bus, tram and train services within a 6-minute walk or less.
The convenience of pedestrian and cyclist access to the land	The site has excellent access to the surrounding footpath network, providing easy and convenient access to surrounding residential and commercial areas around Clifton Hill. Dedicated bicycle lanes and line markings are provided on either side of both Queens Parade and Gold Street, as well as many other roads within the Clifton Hill area.
The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land	Public bicycle hoops are located along either side of Queens Parade, with 2 x hoops located at the Queens Parade Service Lane frontage of the site. The nearby residential areas and the generous width of many of the existing streets, coupled with the provision of dedicated bicycle lanes, contributes to an environment that is suitable for, and encourages, bicycle use.
The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land	Car ownership is not a relevant factor in this case – while staff and visitors may own a car it does not necessarily mean they will use it.
The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use	The subject site is located within the Queens Parade activity centre, with numerous retail, commercial and food outlets and public points of interest nearby. The modest floor area of the proposed Woolworths Metro will limit the range of grocery items offered for sale and will result in many patrons using the mini-supermarket for convenience shopping rather than the 'weekly' shop.



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Matter	Response
	Many patrons will likely be patrons and employees of other nearby businesses who purchase convenience goods, on perhaps during work breaks or on the way home from work or visits to other local businesses.
Any empirical or case study data	<p>Empirical data for a number of supermarkets has been collected by various traffic engineering consultancies, including:</p> <ul style="list-style-type: none"> Malvern Road, Hawksburn Woolworths (1,190m²) 1765 spaces per 100m² Carlisle Street, Balaclava Coles (2,590m²) 22 spaces per 100m² Carlisle Street, Balaclava Woolworths (1,640m²) 18 spaces per 100m²; and Glenferrie Road, Hawthorn IGA (1,046m²) 201 spaces per 100m² <p>Each of the above listed case studies are for similarly located supermarkets in inner suburban areas that are well served by public transport and, while significantly larger in floor area than the Woolworths Metro proposed, each of the case study sites is well below that required to provide the full range of supermarket items, typically offered for sale.</p> <p>Based upon the above referenced case studies it is confidently assessed that the proposed Woolworths Metro will generate car parking demand at peak rate of no more than 2.5 spaces / 100m².</p> <p>Application of this rate to the 518m² supermarket area (exclusive of BWS) corresponds to a parking requirement of 12 parking spaces.</p> <p>Without reduction of the statutory parking requirement of 2 parking spaces for the proposed BWS, the total peak parking demands of the proposed uses is assessed to be no more than 14 car parking spaces</p>
The variation of car parking demand likely to be generated by the proposed use over time	Peak car parking demands for the Woolworths Metro would occur on Thursday/Friday evening between 4:00pm and 6:00pm, as well as on Saturday mornings from 11:00am and 1:00pm.
The short-stay and long-stay car parking demand likely to be generated by the proposed use	Staff parking demands are long-stay in nature, while the parking demands of supermarket customers will be short-stay in nature.

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CAR PARKING



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CAR PARKING

4.3 ADEQUACY OF CAR PARKING SUPPLY

Claus 52.06-7 of the Planning Scheme specifies that before granting a permit to reduce the number of spaces, the responsible authority must consider a range of matters. Those considered relevant to this application are discussed in Table 5.

Table 5 Matters that support a reduction of the car parking requirements

Matter	Response
The Car Parking Demand Assessment	<p>All factors discussed in Table 4 will influence the level of parking demand generated and will contribute to the reduction of the total aggregate parking demand generated by the development now proposed.</p> <p>At times of peak patronage the uses proposed can be expected to generate demands for up to 14 car parking spaces.</p>
Any car parking deficiency associated with the existing use of the land	<p>The former use of the land as a white goods retailer falls within the land use of a 'Restricted Retail Premises' in accordance with the City of Yarra Planning Scheme.</p> <p>This attracts a Planning Scheme statutory parking rate of 25 spaces per 100m², corresponding to a parking requirement of 14 spaces.</p> <p>Given 5 x parking spaces are provided on site, a parking deficiency of 9 spaces exists.</p>
The availability of alternative car parking in the locality of the land	<p>The parking surveys discussed in Section 2.6 of this report recorded the current utilisation and availability of parking within 200 metres of the subject site, in which parking is permitted for a duration of 1 hour or longer.</p> <p>Those surveys revealed that at times of peak parking accumulation on both a typical weekday (Thursday) and Saturday, an average of approximately 1 in every 5 spaces currently remains vacant.</p> <p>This will enable patrons, who do drive to the proposed mini-supermarket, to find a parking space suitable for their use with relative ease</p>
Access to or provision of alternative transport modes to and from the land	<p>As discussed in Section 2.4.3, the subject site has exceptional access to both the immediate and wider transportation network, with buses, trams and trains all accessible within a 10-minute walk, with bus and tram access provided at the site frontages.</p> <p>Cycling is also a viable and convenient mode of transport for travel to and from the subject site with existing bicycle infrastructure available within both the immediate vicinity of the site and wider locality.</p>



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The practicality of providing car parking on the site	On site car parking is being provided in the most efficient manner possible while maintaining existing provisions for on-site loading.
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Based on this assessment, it is considered there is sufficient justification to support a reduction of the Planning Scheme car parking requirement to the 5 existing on-site spaces that are to be retained.

5 BICYCLE FACILITIES

Table 1 to Clause 52.34 of the City of Yarra Planning Scheme lists the uses that attract a requirement for bicycle parking and the applicable rates of provision.

A 'Supermarket' does not draw statutory bicycle parking requirement. Similarly, a Shop with a floor area of less than 1,000m², such as the BWS (58.29m²) proposed, does not attract a requirement for bicycle parking.

It is however noted that two public bicycle hoops exist at the Queens Parade site frontage and will prove functional and convenient for patrons of the proposed uses who cycle to and from the site.

6 LOADING AND WASTE COLLECTION

Supermarket loading will occur via the existing loading bay to the rear of the subject site. The delivery vehicle will access the bay via a reverse movement from Gold Street, before exiting to Gold Street in a forward direction.

Such vehicle movements replicate the current loading conditions.

7 TRAFFIC IMPACTS

The total traffic activity generated to and from the subject site will be limited entirely to the traffic associated with the 5 x existing on-site car parking spaces and delivery and waste collection vehicle movements.

Delivery and waste collection movements will include reverse manoeuvres from Gold Street.

Notably, the traffic counts discussed in Section 27 of this report, confirmed that very little traffic activity concurrently occurs in the laneway. More specifically a maximum of 2 vehicle movements occurred along the laneway, in either direction, during any single hour, over the entire one week period.

Accordingly, and as at present, while reverse movements by delivery and/or waste collection vehicles to the on-site loading area has some potential to delay other motorists who may, concurrently, be using the laneway, such concurrent movements will be extremely rare, of short duration and readily manageable.

It is therefore concluded that the uses proposed at the subject site will have no significant impacts on traffic operations at or in the general area of the subject site.

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BICYCLE FACILITIES



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PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
SUMMARY & CONCLUSIONS

8 SUMMARY & CONCLUSIONS

Based on the considerations outlined in this report, it is concluded that:

- The proposed development comprises refurbishment and re-use of existing buildings at the subject site in the form of a Woolworths Metro (mini) supermarket and associated BWS liquor store;
- The modest floor area of the proposed mini supermarket will not provide for a full range of supermarket items to be offered for sale, which will instead consist primarily of fresh food and other 'convenience' like grocery items;
- The proposed development attracts a statutory requirement for 27 car parking spaces;
- A reduction of the parking requirement to the 5 on-site spaces proposed considered appropriate based upon the Car Parking Demand Assessment included herein and most notably:
 - the availability of public transport in the locality of the land ;
 - the convenience of pedestrian and cyclist access to the land;
 - an empirical assessment of the car parking demand likely to be generated; and
 - the current utilization and availability suitable alternative parking located conveniently close to the subject site.
- Traffic movements to and from the subject site will be limited to those associated with the use of the 5 existing on-site parking spaces that are to be retained and those of delivery and waste collection vehicles accessing the on-site loading area.
- Traffic counts of all current vehicle movements in the rear laneway, other than those generate by uses at the subject site, confirmed that there is very little existing vehicular use of the laneway.
- The on-going use of the existing on-site loading area will therefore have little or no impact on other existing traffic movements along the laneway.
- It is therefore concluded that there are no traffic related reasons to justify denial of a planning permit for the subject development.



APPENDIX 1 PARKING SURVEYS

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PARKING SURVEYS



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PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL PARKING SURVEYS

Area	Sheet	Section	Site	Type	Restrictions	Supply	Check	Parking Occupancy												Avg	Max
A1	Queens Parade Serv	Turnbull St to Gold St	South	From	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat forced Vt	3	3	2	3	3	3	3	3	2	2	2	2	1	2	0	2
A1	Queens Parade Serv	Turnbull St to Gold St	South	Mail Zone	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	-
A1	Queens Parade Serv	Turnbull St to Gold St	South	From	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	2
A1	Queens Parade Serv	Turnbull St to Gold St	South	No Sticking	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A1	Queens Parade Serv	Turnbull St to Gold St	South	1P	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	19	19	10	9	10	10	10	10	11	11	11	11	10	11	10	17
A2	Queens Parade Serv	Turnbull St to Gold St	North	No Sticking	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A3	Queens Parade	Turnbull St to Gold St	South	Clearway	7.30am-9.30am Mon-Fri, No Sticking	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A4	Queens Parade	Gold St to Wellington St	South	Clearway	7.30am-5.30pm Mon-Fri, 2P 7.30am-9.30am Mon-Fri	13	13	9	8	8	8	8	9	7	12	5	5	4	5	7	12
A4	Queens Parade	Gold St to Wellington St	South	Bus Zone	7.30am-5.30pm Mon-Fri	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A5	Queens Parade Serv	Gold St to Wellington St	North	2P	7.30am-5.30pm Mon-Fri	17	17	16	15	14	14	14	13	10	14	11	9	8	11	12	16
A5	Queens Parade Serv	Gold St to Wellington St	North	Car Share Vehicles	7.30am-5.30pm Mon-Fri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A5	Queens Parade Serv	Gold St to Wellington St	North	No Sticking	7.30am-5.30pm Mon-Fri	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A5	Queens Parade Serv	Gold St to Wellington St	South	Loading Zone	7.30am-5.30pm Mon-Fri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A5	Queens Parade Serv	Gold St to Wellington St	South	1UP	7.30am-5.30pm Mon-Fri	3	3	3	3	3	3	3	3	2	2	2	2	2	2	3	3
A5	Queens Parade Serv	Gold St to Wellington St	South	2P	7.30am-5.30pm Mon-Fri	14	14	10	12	11	13	12	8	8	9	8	5	7	9	13	13
A5	Queens Parade Serv	Gold St to Wellington St	South	1UP	7.30am-5.30pm Mon-Fri	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
A6	Queens Parade Serv	Gold St to Wellington St	South	Loading Zone	7.30am-5.30pm Mon-Fri, 1UP at Other Time	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
A7	Queens Parade Serv	Gold St to Wellington St	North	1UP	7.30am-5.30pm Mon-Fri	5	5	5	5	4	4	4	5	5	4	5	5	5	4	5	5
A7	Queens Parade Serv	Gold St to Wellington St	North	1P 60° Angle	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	34	34	30	29	33	27	23	18	23	28	26	28	24	23	26	32
A7	Queens Parade Serv	Gold St to Wellington St	North	2P	7.30am-5.30pm Mon-Fri	1	1	1	1	0	1	0	1	0	0	0	0	0	0	0	1
A8	Queens Parade Serv	Gold St to Wellington St	South	1P	7.30am-5.30pm Mon-Fri & 7.30am-12.00pm Sat	11	11	9	8	6	6	7	5	5	7	8	7	8	7	8	11
A8	Queens Parade Serv	Gold St to Wellington St	South	Loading Zone	7.30am-5.30pm Mon-Fri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A9	Queens Parade Serv	Gold St to Wellington St	North	1UP	7.30am-5.30pm Mon-Fri	22	22	20	20	18	20	21	19	8	13	13	11	7	7	16	21
A9	Queens Parade Serv	Gold St to Wellington St	North	1UP	7.30am-5.30pm Mon-Fri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A10	Queens Parade Serv	Gold St to Wellington St	South	No Sticking	7.30am-5.30pm Mon-Fri	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	-
B1	Queens Parade Serv	Gold St to Wellington St	North	No Sticking	7.30am-5.30pm Mon-Fri	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
B1	Queens Parade Serv	Gold St to Wellington St	North	2P	7.30am-5.30pm Mon-Fri	20	20	13	14	13	13	15	14	19	15	15	13	13	14	19	19
B1	Queens Parade Serv	Gold St to Wellington St	North	P Disabled Only	7.30am-5.30pm Mon-Fri	3	3	3	3	3	3	3	3	2	2	2	2	2	2	3	3
B2	Queens Parade Serv	Gold St to Wellington St	North	Unrestricted	7.30am-5.30pm Mon-Fri	24	24	24	24	24	24	23	20	21	23	23	23	17	16	18	21

Survey Ref No: 5575
 Location: Clifton Hill Parking Survey
 Location: Queens Pk
 Subject: Clifton Hill
 Map Reference:
 Comments:

Survey Date: Thu, 27-Jun-19
 Survey Start Time: 10:00 AM
 Survey End Time: 8:00 PM
 Survey Interval: 100

3 Trevin Road
 Springvale VIC 3171
 138 9888 1119
 F20 9548 5448
 E: sarge@surveyors.com.au



Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
PARKING SURVEYS

[illegible]

Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
TUBE COUNTS

APPENDIX 2 TUBE COUNTS



Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

Weekly Vehicle Counts

WeeklyVehicle-1213

Site: 19007001.0.1EW
Description: ROW REAR 141-147 QUEENS PDE EAST OF GOLD ST CLIFTON HILL
Filter time: 14:19 Tuesday, 25 June 2019 => 0:00 Tuesday, 2 July 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(E) Sp(5,160) GapX(>0) Span(0 - 100) Lane(0-16)

	Tue 25 Jun	Wed 26 Jun	Thu 27 Jun	Fri 28 Jun	Sat 29 Jun	Sun 30 Jun	Mon 01 Jul	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	0	0	0	0	0	0	0.0	0.0
0100-0200	*	0	0	0	0	0	0	0.0	0.0
0200-0300	*	0	0	0	0	0	0	0.0	0.0
0300-0400	*	0	0	0	0	0	0	0.0	0.0
0400-0500	*	0	0	0	0	0	0	0.0	0.0
0500-0600	*	0	0	0	0	0	0	0.0	0.0
0600-0700	*	0	0	0	0	0	0	0.0	0.0
0700-0800	*	0	2	1	0	0	0	0.8	0.5
0800-0900	*	0	0	0	0	0	1	0.3	0.2
0900-1000	*	2	2	2	1	0	1	1.8	1.3
1000-1100	*	0	0	1	0	0	0	0.3	0.2
1100-1200	*	1	0	0	0	0	0	0.3	0.2
1200-1300	*	0	0	0	0	0	0	0.0	0.0
1300-1400	*	0	0	0	0	0	1	0.3	0.2
1400-1500	1	0	0	1	0	0	0	0.4	0.3
1500-1600	0	0	0	0	0	0	1	0.2	0.1
1600-1700	0	0	0	0	0	0	0	0.0	0.0
1700-1800	0	0	0	0	0	0	0	0.0	0.0
1800-1900	0	0	1	0	0	0	0	0.2	0.1
1900-2000	0	0	0	0	0	1	0	0.0	0.1
2000-2100	0	0	0	0	0	0	0	0.0	0.0
2100-2200	1	0	0	0	0	0	0	0.2	0.1
2200-2300	0	0	0	0	0	0	0	0.0	0.0
2300-2400	0	0	0	0	0	0	0	0.0	0.0
Totals									
0700-1900	*	3	5	5	1	0	4	4.3	3.1
0600-2200	*	3	5	5	1	1	4	4.5	3.4
0600-0000	*	3	5	5	1	1	4	4.5	3.4
0000-0000	*	3	5	5	1	1	4	4.5	3.4
AM Peak	*	0900	0900	0900	0900	1100	0900		
	*	2	2	2	1	0	1		
PM Peak	*	2300	1800	1400	2300	1900	1500		
	*	0	1	1	0	1	1		

* - No data.

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
TUBE COUNTS



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Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
TUBE COUNTS

Weekly Vehicle Counts

WeeklyVehicle-1213

Site: 19007001.0.1EW
Description: ROW REAR 141-147 QUEENS PDE EAST OF GOLD ST CLIFTON HILL
Filter time: 14:19 Tuesday, 25 June 2019 => 0:00 Tuesday, 2 July 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(W) Sp(5,160) GapX(>0) Span(0 - 100) Lane(0-16)

	Tue 25 Jun	Wed 26 Jun	Thu 27 Jun	Fri 28 Jun	Sat 29 Jun	Sun 30 Jun	Mon 01 Jul	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	0	0	0	0	0	0	0.0	0.0
0100-0200	*	0	0	0	0	0	0	0.0	0.0
0200-0300	*	0	0	0	0	0	0	0.0	0.0
0300-0400	*	0	0	0	0	0	0	0.0	0.0
0400-0500	*	0	0	0	0	0	0	0.0	0.0
0500-0600	*	0	0	0	0	0	0	0.0	0.0
0600-0700	*	0	0	0	0	0	0	0.0	0.0
0700-0800	*	0	0	1	0	0	0	0.3	0.2
0800-0900	*	0	0	0	0	0	0	0.0	0.0
0900-1000	*	0	0	0	0	0	0	0.0	0.0
1000-1100	*	1	0	1	0	0	0	0.5	0.3
1100-1200	*	0	0	0	1	0	0	0.0	0.2
1200-1300	*	0	0	1	0	0	1	0.5	0.3
1300-1400	*	0	0	0	0	0	0	0.0	0.0
1400-1500	0	0	0	1	0	0	1	0.4	0.3
1500-1600	0	0	1	0	0	0	0	0.2	0.1
1600-1700	1	0	0	0	1	0	0	0.2	0.3
1700-1800	2	2	2	1	0	0	1	1.6	1.1
1800-1900	0	0	1	0	0	0	1	0.4	0.3
1900-2000	0	0	0	1	0	0	0	0.2	0.1
2000-2100	0	0	0	0	0	1	0	0.0	0.1
2100-2200	1	0	0	0	0	0	0	0.2	0.1
2200-2300	0	0	0	0	0	0	0	0.0	0.0
2300-2400	0	0	0	0	0	0	0	0.0	0.0
Totals									
0700-1900	*	3	4	5	2	0	4	4.0	3.1
0600-2200	*	3	4	6	2	1	4	4.5	3.6
0600-0000	*	3	4	6	2	1	4	4.5	3.6
0000-0000	*	3	4	6	2	1	4	4.5	3.6
AM Peak	*	1000	1100	1000	1100	1100	1100		
	*	1	0	1	1	0	0		
PM Peak	*	1700	1700	1900	1600	2000	1800		
	*	2	2	1	1	1	1		

* - No data.



Attachment 1 - PLN19/0432 - 141-147 Queens Parade Clifton Hill - S52 Advertised Traffic Assessment Report

Weekly Vehicle Counts

WeeklyVehicle-1213

Site: 19007001.0.1EW
Description: ROW REAR 141-147 QUEENS PDE EAST OF GOLD ST CLIFTON HILL
Filter time: 14:19 Tuesday, 25 June 2019 => 0:00 Tuesday, 2 July 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(EW) Sp(5,160) GapX(>0) Span(0 - 100) Lane(0-16)

	Tue 25 Jun	Wed 26 Jun	Thu 27 Jun	Fri 28 Jun	Sat 29 Jun	Sun 30 Jun	Mon 01 Jul	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	0	0	0	0	0	0	0.0	0.0
0100-0200	*	0	0	0	0	0	0	0.0	0.0
0200-0300	*	0	0	0	0	0	0	0.0	0.0
0300-0400	*	0	0	0	0	0	0	0.0	0.0
0400-0500	*	0	0	0	0	0	0	0.0	0.0
0500-0600	*	0	0	0	0	0	0	0.0	0.0
0600-0700	*	0	0	0	0	0	0	0.0	0.0
0700-0800	*	0	2	2	0	0	0	1.0	0.7
0800-0900	*	0	0	0	0	0	1	0.3	0.2
0900-1000	*	2	2	2	1	0	1	1.8	1.3
1000-1100	*	1	0	2	0	0	0	0.8	0.5
1100-1200	*	1	0	0	1	0	0	0.3	0.3
1200-1300	*	0	0	1	0	0	1	0.5	0.3
1300-1400	*	0	0	0	0	0	1	0.3	0.2
1400-1500	1	0	0	2	0	0	1	0.8	0.6
1500-1600	0	0	1	0	0	0	1	0.4	0.3
1600-1700	1	0	0	0	1	0	0	0.2	0.3
1700-1800	2	2	2	1	0	0	1	1.6	1.1
1800-1900	0	0	2	0	0	0	1	0.6	0.4
1900-2000	0	0	0	1	0	1	0	0.2	0.3
2000-2100	0	0	0	0	0	1	0	0.0	0.1
2100-2200	2	0	0	0	0	0	0	0.4	0.3
2200-2300	0	0	0	0	0	0	0	0.0	0.0
2300-2400	0	0	0	0	0	0	0	0.0	0.0
Totals									
0700-1900	*	6	9	10	3	0	8	8.3	6.2
0600-2200	*	6	9	11	3	2	8	8.9	6.9
0600-0000	*	6	9	11	3	2	8	8.9	6.9
0000-0000	*	6	9	11	3	2	8	8.9	6.9
AM Peak	*	0900	0900	1000	1100	1100	0900		
	*	2	2	2	1	0	1		
PM Peak	*	1700	1800	1400	1600	2000	1800		
	*	2	2	2	1	1	1		

* - No data.

PROPOSED WOOLWORTHS METRO 141-147 QUEENS PARADE, CLIFTON HILL
TUBE COUNTS



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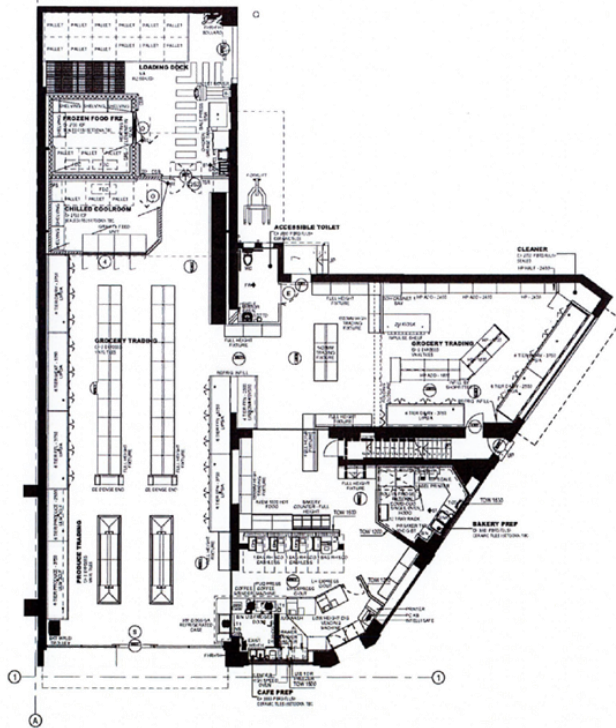
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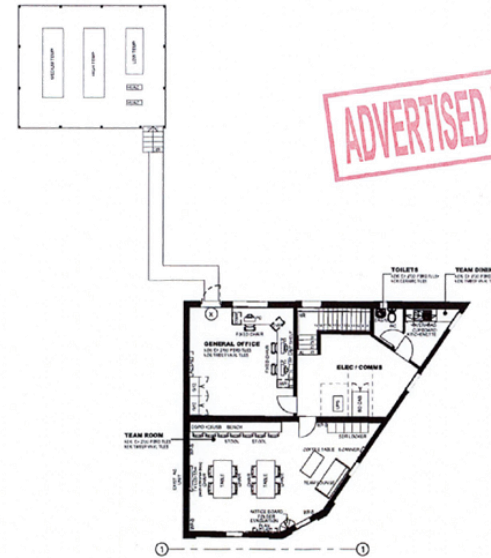
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Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans

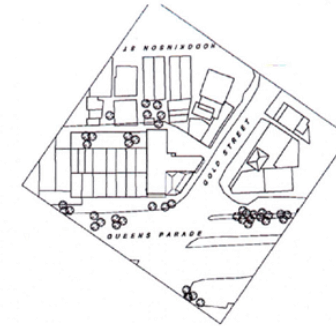
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01 PROPOSED GENERAL ARRANGEMENT PLAN
SCALE 1:100



02 PROPOSED GENERAL ARRANGEMENT PLAN (AMENITIES LEVEL)
SCALE 1:100



00 LOCATION KEY PLAN
SCALE 1:1000

ADVERTISED PLANS

ISSUED FOR TOWN PLANNING
REV 1 AUTHORITY DETAILS
MR 23/08/19
BY DATE

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PROJECT
WOOLWORTHS
METRO

PROJECT ADDRESS
141-147 QUEENS PARADE
CLIFTON HILL
VIC 3068

DRAWING TITLE
PROPOSED GENERAL
ARRANGEMENT PLAN

CLIENT
WOOLWORTHS

DATE 22/06/19	SCALE BY 1:100	NORTH
DRAWN N.R.	CHECKED J.P.H.	
TP ISSUE		
PROJECT No 19109.01	DRAWING No TP02.1	SHEET 4 of 9

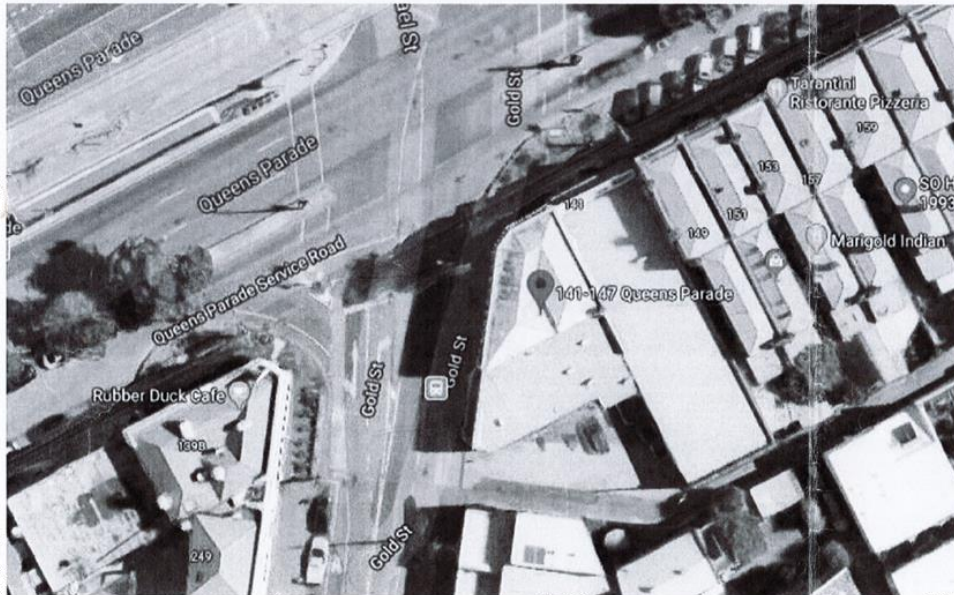
Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans

#19109.01 WOOLWORTHS METRO

141-147 QUEENS PARADE, CLIFTON HILL, VIC, 3068

DRAWING SCHEDULE

TP.00	- COVER PAGE
TP.01	- EXISTING SITE PLAN
TP.02	- PROPOSED SITE PLAN
TP.02.1	- NOT USED
TP.03	- EXISTING ELEVATIONS
TP.03.1	- EXISTING SITE PHOTOS
TP.04	- PROPOSED ELEVATIONS
TP.05	- NOT USED
TP.06	- FINISHES AND SIGNAGE SCHEDULE



AREA SUMMARY

EXISTING GROUND FLOOR
RETAIL SPACE: 412m²
GROCERY SPACE: 58m²
BOH AREA: 75m²

SUB TOTAL: 545m²

EXISTING UPPER FLOOR
OFFICE: 130m²

SUB TOTAL: 130m²

TOTAL TENANCY AREA: 675m²

AREAS ARE APPROXIMATE
ONLY AND ARE TO BE CONFIRMED.

ADVERTISED PLANS

D	ISSUED FOR TOWN PLANNING	JPH	25/08/19
C	ISSUED FOR TOWN PLANNING	JPH	27/08/19
B	ISSUED FOR APPROVAL	JPH	24/08/19
A	ISSUED FOR APPROVAL	JPH	21/08/19

REV	AMENDMENT DETAILS	BY	DATE
-----	-------------------	----	------



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The Retail Group Pty Ltd ABN 65 000 134 080

NSP No. (P421085)

TO: WOOLWORTHS METRO
FROM: TRG
SUBJECT: 141-147 QUEENS PARADE, CLIFTON HILL, VIC 3068
DATE: 17/05/19
SCALE: 1:100
DRAWN: JC
CHECKED: JH
DATE OF TP ISSUE: 19/10/19
PROJECT No.: 19109.01
DRAWING No.: TP00
REVISION No.: D
SHEET: 1 of 9

PROJECT: WOOLWORTHS METRO

PROJECT ADDRESS: 141-147 QUEENS PARADE, CLIFTON HILL, VIC 3068

DRAWING TITLE: COVER PAGE

CLIENT: WOOLWORTHS

DATE: 17/05/19

SCALE: 1:100

DRAWN: JC

CHECKED: JH

DATE OF TP ISSUE: 19/10/19

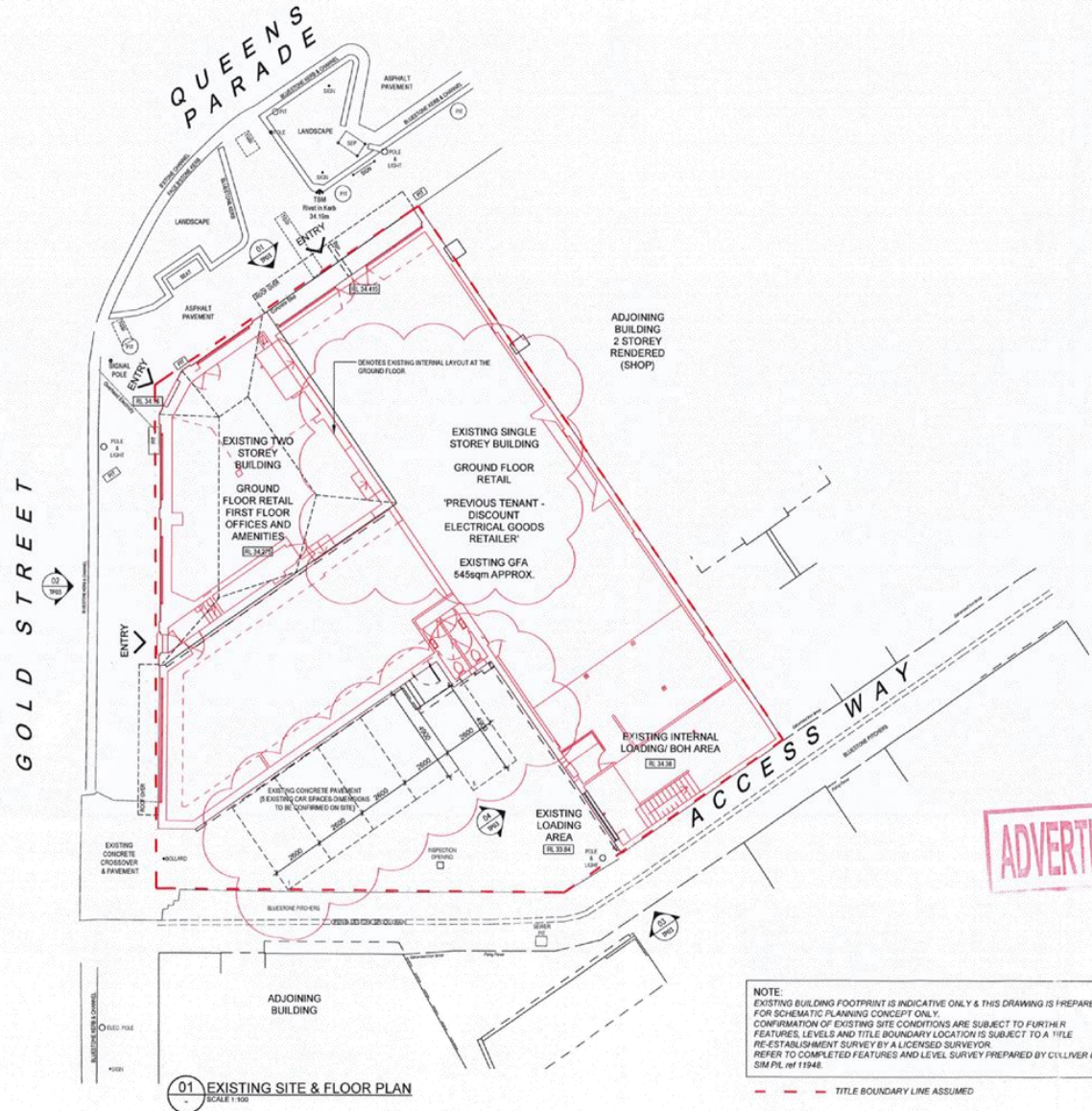
PROJECT No.: 19109.01

DRAWING No.: TP00

REVISION No.: D

SHEET: 1 of 9

Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans



00 LOCATION KEY PLAN
SCALE 1:1000

REV	AMENDMENT DETAILS	BY	DATE
E	RPI RESPONSE	JPH	20/02/19
D	ISSUED FOR TOWN PLANNING	JPH	20/02/19
C	ISSUED FOR TOWN PLANNING	JPH	27/06/19
B	ISSUED FOR TOWN PLANNING	JPH	24/06/19
A	ISSUED FOR APPROVAL	JPH	21/06/19



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The Retail Group Pty Ltd ABN 65 060 134 605
RSP No. DP-AD1689

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**PROJECT
WOOLWORTHS
METRO**

PROJECT ADDRESS

141-147 QUEENS PARADE
CLIFTON HILL
VIC 3088

DRAWING TITLE

EXISTING
SITE PLAN

**CLIENT
WOOLWORTHS**

DATE 17/06/19 **SCALE** 1:100 **SHEET** 1

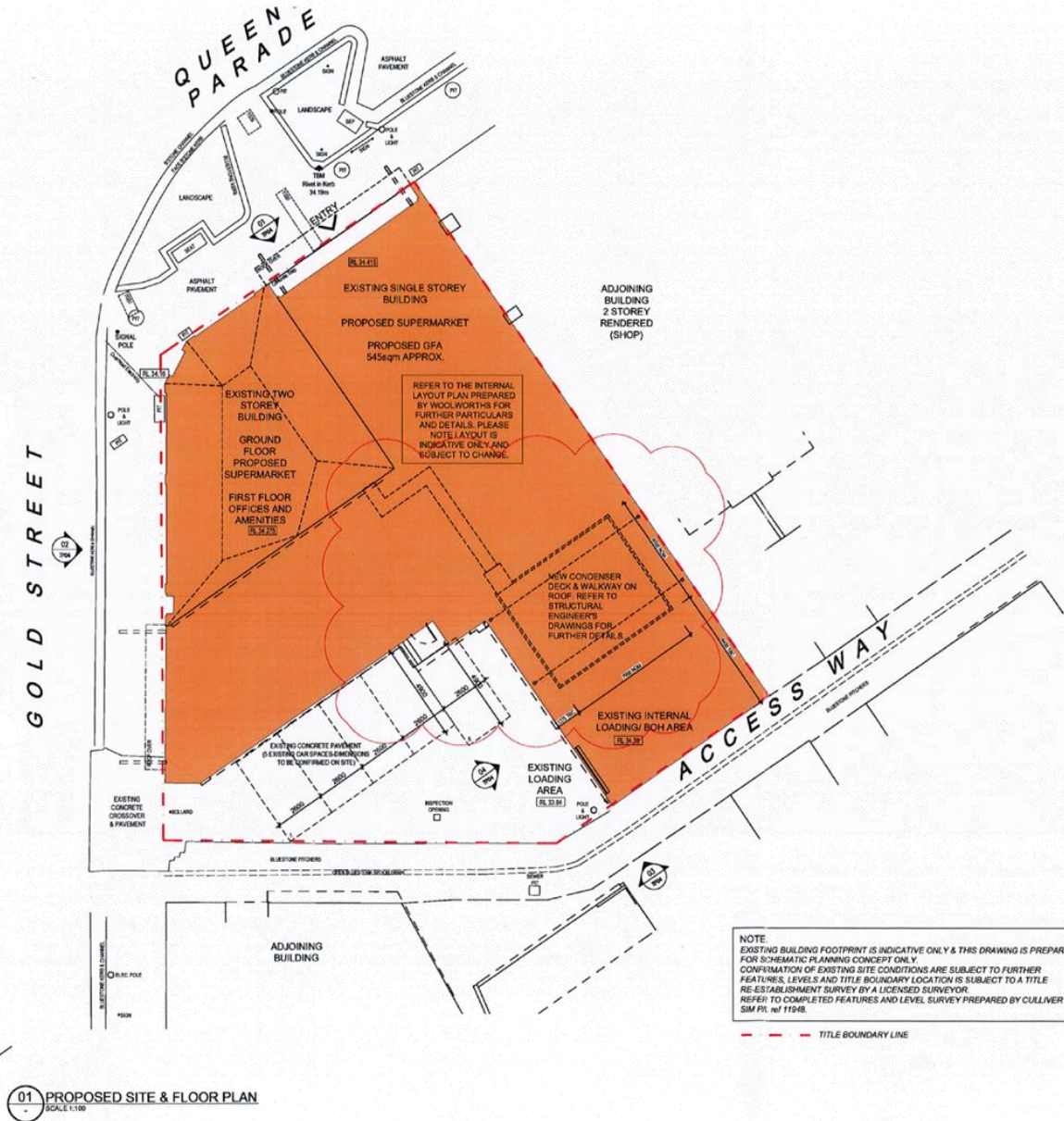
DRAWN JC **CHECKED** JH

TP ISSUE

PROJECT No. 19109.01 **DRAWING No.** TP01 **REVISION No.** E **SHEET** 2 of 9

RECEIVED
25 AUG 2019

Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans



00 LOCATION KEY PLAN
SCALE 1:1000

F	CONDENSER PLATFORM UPDATED	JPH 23/08/19
E	RFI RESPONSE	JPH 30/07/19
D	ISSUED FOR TOWN PLANNING	JPH 28/05/19
C	ISSUED FOR TOWN PLANNING	JPH 27/05/19
B	ISSUED FOR APPROVAL	JPH 14/05/19
A	ISSUED FOR APPROVAL	JPH 23/05/19
REV	AMENDMENT DETAILS	BY DATE



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project management

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The Retail Council Pty Ltd ABN 55 005 134 565
RSP No. EP-A0168


FOR A DETAILED CONFIRMATION OF EXISTING SITE CONDITIONS, REFER TO THE RE-ESTABLISHMENT SURVEY PREPARED BY CULLIVER & SIM PT. no 11949. THIS DRAWING IS A SCHEMATIC PLANNING CONCEPT ONLY. CONFIRMATION OF EXISTING SITE CONDITIONS ARE SUBJECT TO FURTHER FEATURES, LEVELS AND TITLE BOUNDARY LOCATION IS SUBJECT TO A TITLE RE-ESTABLISHMENT SURVEY BY A LICENSED SURVEYOR. REFER TO COMPLETED FEATURES AND LEVEL SURVEY PREPARED BY CULLIVER & SIM PT. no 11949.

PROJECT:
WOOLWORTHS
METRO

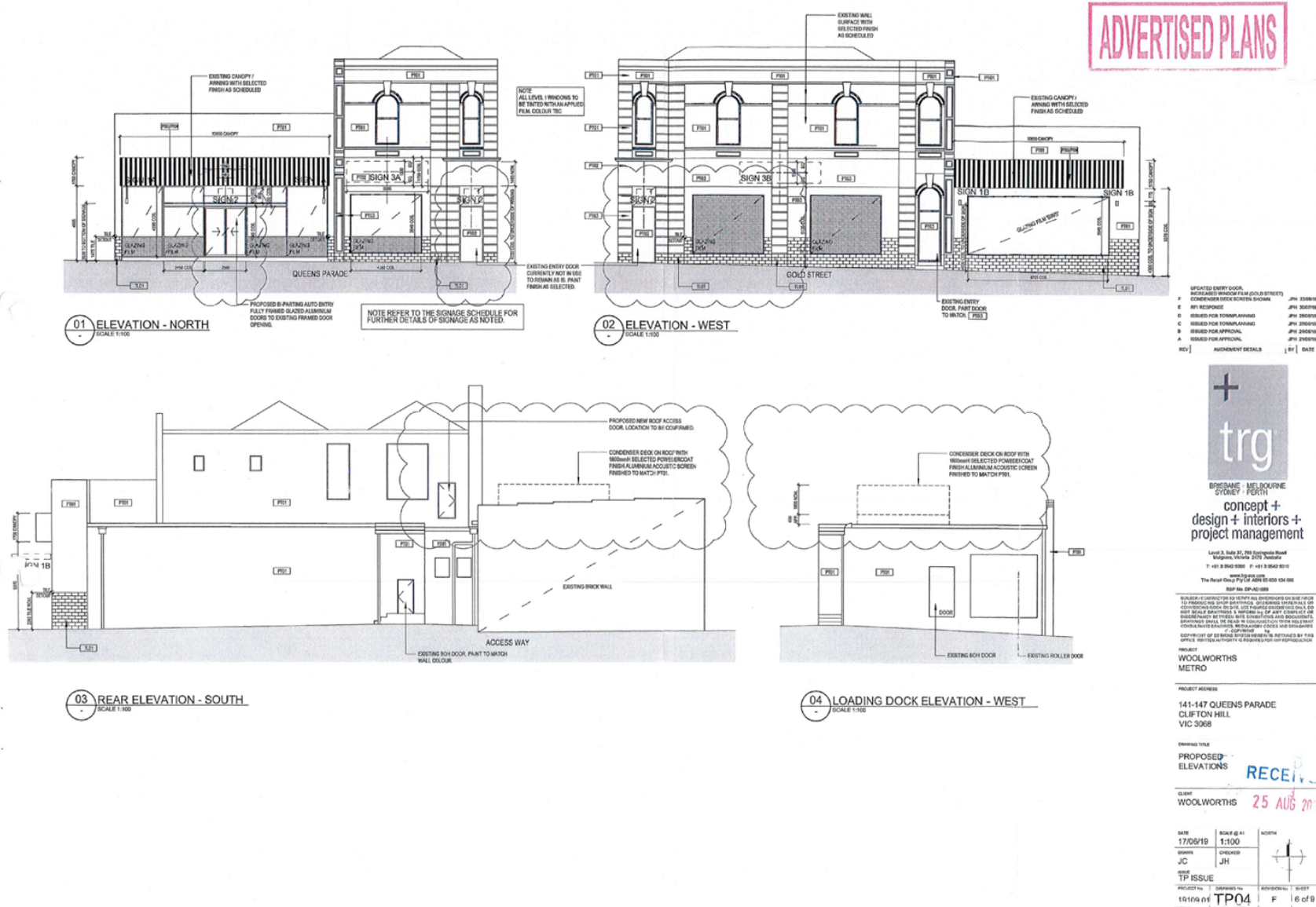
PROJECT ADDRESS:
141-147 QUEENS PARADE
CLIFTON HILL
VIC 3068

DRAWING TITLE:
PROPOSED SITE & FLOOR PLAN

CLIENT:
WOOLWORTHS

DATE	22/08/19	SCALE @ A1	1:100	NORTH			
DRAWN	N.R.	CHECKED	J.P.H.				
TP ISSUE							
PROJECT No.	19106.01	DRAWING No.	TP02	REVISION No.		F	SHEET

Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans



SIGNAGE SCHEDULE

SIGN 1A

2400X1200X INTERNALY LED
ILLUMINATED SIGCAGE WITH
OPAL ACRYLIC FACE. VINYL CUT
GREY BLOCKOUT GRAPHICS
APPLIED TO OPAL ACRYLIC
ALL LIGHTS TO BE LED DOUBLE SIDED
SIGN SUSPENDED SIGN UNDER
ARMING.

NOTE: UNDER ARMING SIGN
TO BE CENTERED WITH ARMING.

GRAPHIC
MTR

SIGN 1B

2400X1200X INTERNALY LED
ILLUMINATED SIGCAGE WITH
OPAL ACRYLIC FACE. VINYL CUT
GREY BLOCKOUT GRAPHICS
APPLIED TO OPAL ACRYLIC
ALL LIGHTS TO BE LED DOUBLE SIDED
SIGN BLADE SIGN UNDER ARMING

GRAPHIC
MTR

SIGN 2

1800X900X ABOVE ENTRY SIGN
3 DIMENSIONAL
INDIVIDUAL 3D LETTERS AND ICON
TO BE INTERNALLY ILLUMINATED
LETTERS AND ICON SIT ON AN
APPLIANCE SHOWN DEEP MOUNT TO
HIGHER LED COMPOUNDITY
MOUNT CLAD IN ACM COLOUR
"PERIMETER" PLAST CUT FINISH
RETURNS TO MATCH COLOUR OF
MOUNT. RETURNS SIDE TBA.

GRAPHIC
MTR

SIGN 3A

1000X1300X SIGN
2 DIMENSIONAL, NON ILLUMINATED
ACM PANEL, COLOUR
"PERIMETER" DIGITAL PRINT GLOSS
TO FACE

GRAPHIC
MTR

SIGN 3B

1000X1300X SIGN
INTERNALLY LED ILLUMINATED
SIGCAGE WITH OPAL ACRYLIC
FACE. VINYL CUT GREY BLOCKOUT
GRAPHICS APPLIED TO OPAL
ACRYLIC. ALL LIGHTS TO BE LED
SINGLE SIDED SIGN

GRAPHIC
MTR

ADVERTISED PLANS

E	RPI RESPONSE	JFH	30/01/19
D	ISSUED FOR TOWN PLANNING	JFH	28/06/19
C	ISSUED FOR TOWN PLANNING	JFH	23/09/19
B	ISSUED FOR APPROVAL	JFH	24/09/19
A	ISSUED FOR APPROVAL	JFH	23/09/19
REV	AMENDMENT DETAILS	BY	DATE



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REP No. DP-AQ1680


PROJECT WOOLWORTHS METRO

PROJECT ADDRESS

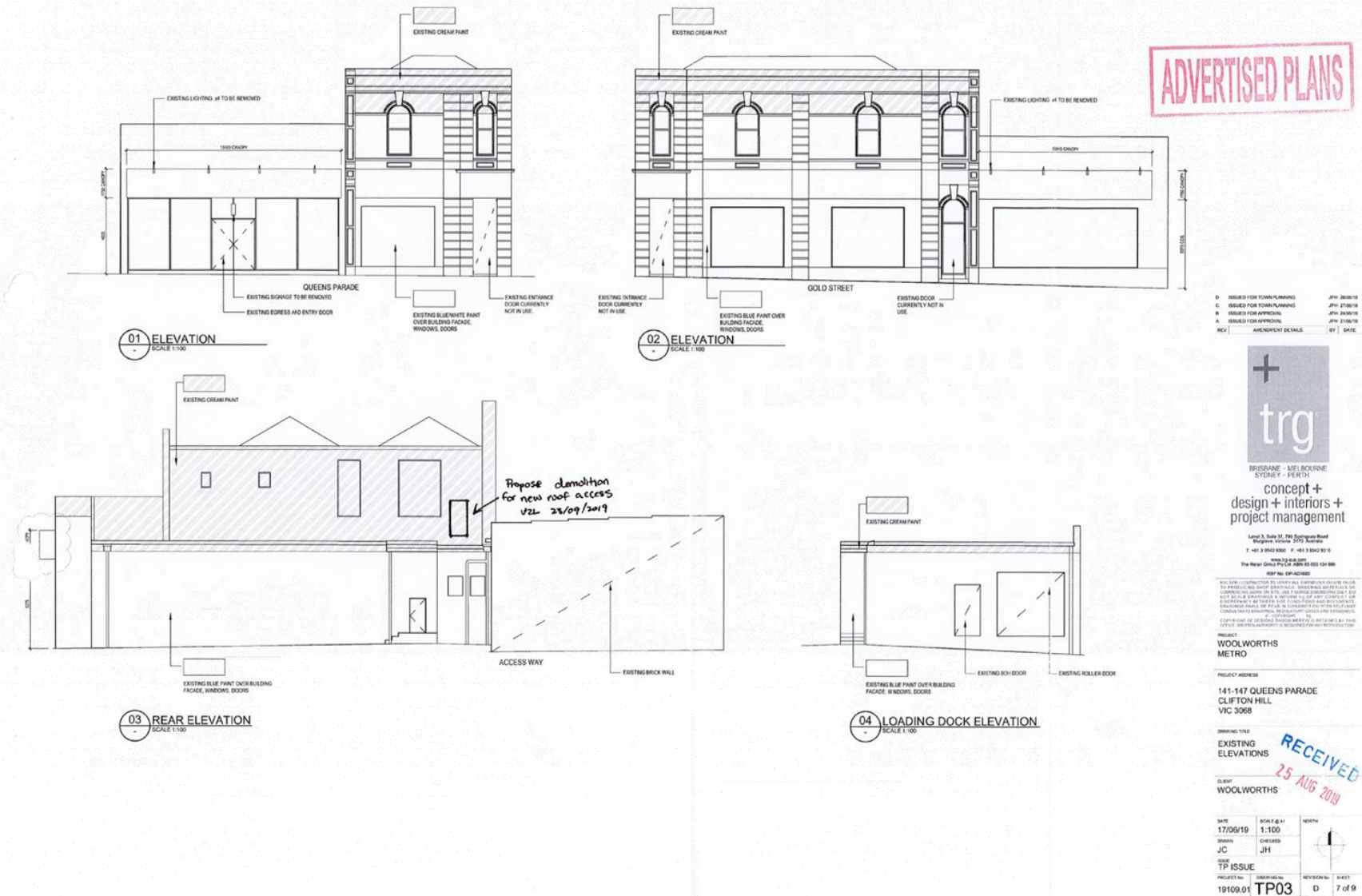
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CLIFTON HILL
VIC 3088

FINISHES AND SIGNAGE

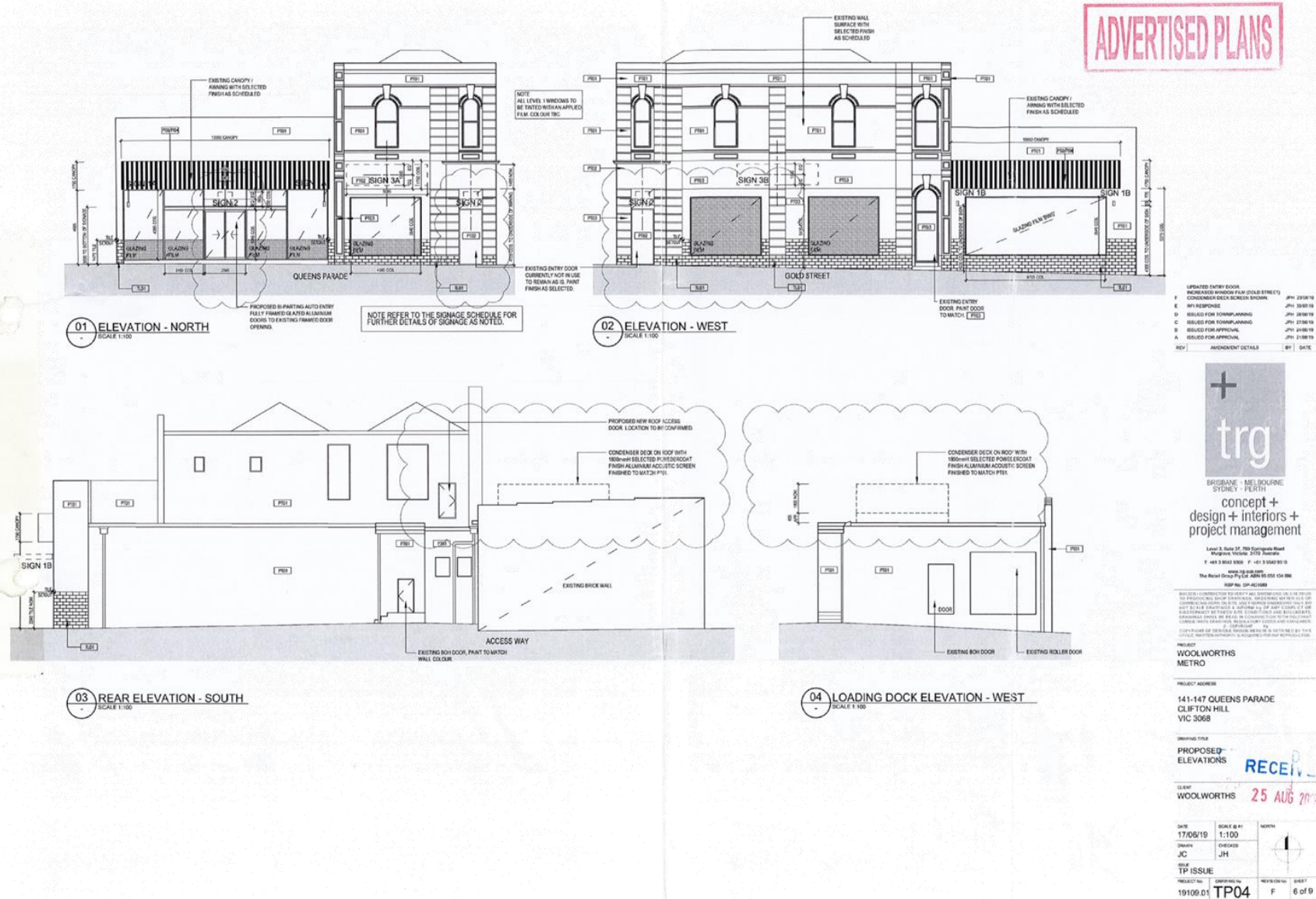
CLIENT
WOOL

DATE 17/08/19	SCALE @ A1 1:100	NORTH 	
DRAWN JC	CHECKED JH		
ISSUE TP ISSUE			
PROJECT No. 19109 D1	DRAWING No. TP06	REVISION No. E	SHEET 9 of 9

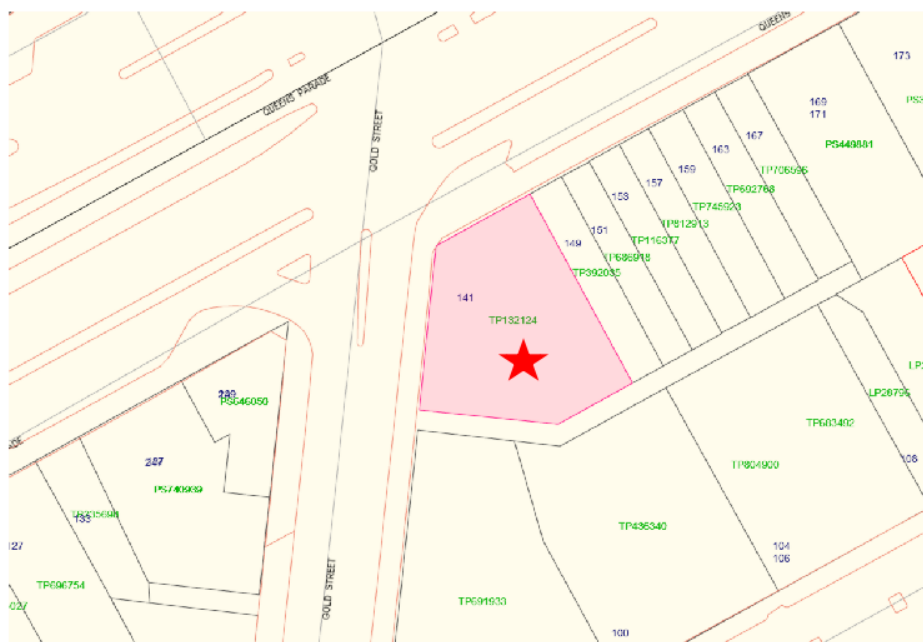
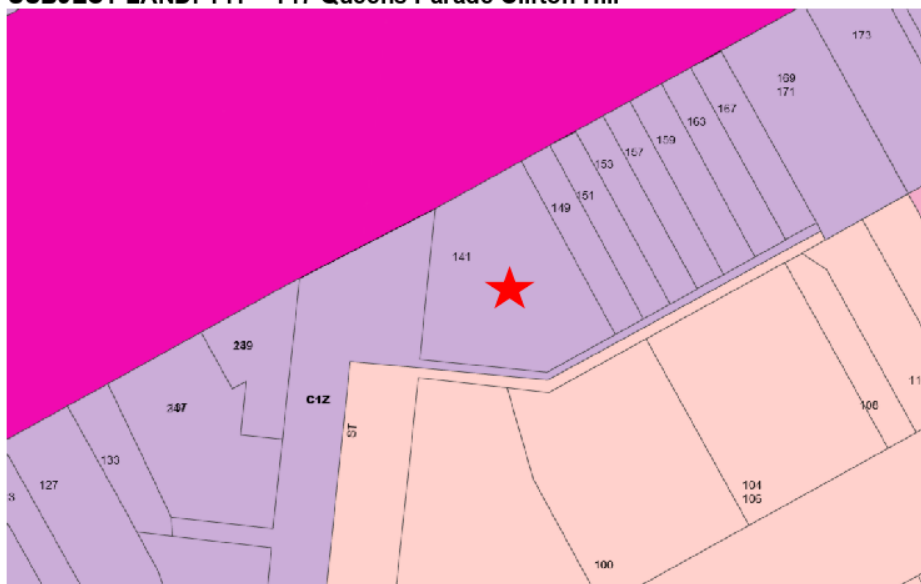
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Attachment 2 - PLN19/0432 - 141 - 147 Queens Parade Clifton Hill - Decision Plans



SUBJECT LAND: 141 – 147 Queens Parade Clifton Hill



North



Subject Site