

To: Amy Hodgen
From: Mark Pisani
Date: 24 November 2020
Subject: Application No: PLN17/0703.02
 Description: Car Parking Management Plan; Amended Drawings
 Site Address: 640 Heidelberg Road, Alphington

I refer to the above Planning Application received on 8 October 2020 in relation to the proposed development at 640 Heidelberg Road, Alphington. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended)(Corrected)		17 February 2020
NH Architecture	TP-200 B1 – Basement Car Park Plan	07	18 September 2020
	TP-201 Lower Ground Plan	07	18 September 2020
	TP-201A Lower Ground Plan / Access Lane Interface	07	18 September 2020
	TP-202 Ground Floor Level	07	18 September 2020
	TP-203 Level 1	07	18 September 2020
	TP-204 Level 2	07	18 September 2020
GTA Consultants	Transport Impact Assessment	04	20 July 2020
GTA Consultants	Car Parking Management Plan		21 July 2020
Traffix Group	Traffic Engineering Review		5 March 2019

Condition 1 Items

Condition	Engineering Comment
Condition 1(n) Width of the vehicle entrances to Nelmoore Lane;	The development entrance via Nelmoore Lane has a clear width of 6.175 metres. This item has been satisfied.
Condition 1(o) Dimensions of internal vehicle ramps;	All internal ramped accessways have been dimensioned on the drawings. This item has been satisfied.

Condition	Engineering Comment
Condition 1(p) <i>Ramp grades for the first 5m from Heidelberg Road to be specified for the vehicle access ways from Heidelberg Road;</i>	For the entrance lane of the vehicle access via Heidelberg Road, the upward ramp grade for the first 5.0 metres from the south alignment of Heidelberg Road is 1 in 19, which satisfies Design standard 3: Gradients of Clause 52.06-9. This item has been satisfied.
Condition 1(q) <i>Car space dimensions to comply with the design guidelines within clause 52.06-9 of the Yarra Planning Scheme;</i>	The dimensions of the car parking spaces (2.6 metres by 5.2 metres) satisfy <i>Design standard 2: Car parking spaces</i> . The widths of the Small Car space (2.3 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004. This item has been satisfied.
Condition 1(r) <i>Lower ground basement to be extended to accommodate any additional car parking as a result of a loss of car parking elsewhere;</i>	This item is no longer relevant as the lower ground basement was not extended.

Condition 64 – Car Parking

Condition	Engineering Comment
Condition 64 <i>Before the commencement of the development, an amended Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The amended Car Park Management Plan must be generally in accordance with the Car Park Management Plan prepared by GTA and dated 7 February 2019, but modified to include:</i> (a) <i>Any changes required pursuant to condition 1;</i>	The <i>Car Parking Management Plan</i> has been amended to reflect the revision made to the proposal. This item has been satisfied.
(b) <i>A schedule of all proposed signage including directional arrows and signage, informative signs indicating the location of disabled bays and bicycle parking, exits, restrictions and pay parking systems etc.</i>	GTA Consultants have indicated that this schedule of signs and line markings is provided separately from the <i>Car Parking Management Plan</i> report. This schedule should be forwarded to the Engineering Referral unit for comment.
(c) <i>The number and location of car parking spaces allocated to each use including:</i> (i) <i>residential spaces provided at a minimum rate of 1 space per dwelling (excluding the affordable housing component);</i> (ii) <i>residential spaces allocated to the affordable housing component at a minimum rate of 0.66 spaces per dwelling.</i> <i>to the satisfaction of the Responsible Authority.</i>	In the latest Transport Impact Assessment, GTA Consultants have adopted the following parking rates: <ul style="list-style-type: none"> ▪ 0.5 spaces to each one-bedroom dwelling ▪ 1 space to each two- and three-bedroom dwelling To support a lower rate for the one-bedroom dwellings, GTA Consultants have provided empirical cases of one-bedroom dwellings that have rates at less than one space per dwelling. In Addition, GTA have noted that the Caydon site at the corner of Chandler Highway and Heidelberg Road (Planning Permit PLN17/0978 issued at the direction of VCAT on 8 November 2018) was approved with a <i>(continued)</i>

Condition	Engineering Comment
	<p>minimum parking rate of 0.38 spaces per one-bedroom dwelling. On that basis, providing a rate of 0.5 spaces per one-bedroom dwelling to the subject site is considered appropriate.</p> <p>For the affordable housing component, the 177 dwelling have been allocated 110 spaces – a rate of 0.66 spaces per dwelling.</p> <p>This item (affordable housing) has been satisfied.</p>