

Planning Referral

To: Amy Hodgen
From: Julian Wearne
Date: 01/06/2020
Corrections: 22/9/2020
Subject: Strategic Transport Comments
Application No: PLN19/0841
Description: Artisan West in the Amcor site. Development of the land for the construction of dwellings.
Site Address 81 Latrobe Street, Alphington

I refer to the above Planning Application referred on 06/05/2020, and the accompanying Traffic report prepared by GTA Consultants in relation to the proposed development at 81 Latrobe Street, Alphington. Council's Strategic Transport unit provides the following information:

Access and Safety

There were no significant access or safety concerns identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	273 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	55 resident spaces	273 resident / employee spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	28 visitor spaces.	28 visitor spaces

The development provides a total of 218 additional resident spaces above the requirements of the planning scheme and meets the statutory visitor space requirement.

Adequacy of visitor spaces

Whilst it is noted Council's Best Practice rate for the number of spaces has not been met (69 spaces¹), the provision of the visitor spaces is generally adequate, given the locations, positioning and design of the spaces and that the statutory rate has been achieved.

Adequacy of resident spaces

Number of spaces

¹ Category 6 of the SDAPP offers the following for best-practice guidance for resident bicycle parking rates: "Residential developments should provide 0.25 visitor spaces per dwelling"

The number of resident bicycle spaces exceeds the statutory rate and meet Council's Best Practice rate (273 spaces²) and is acceptable. However, if the plans are amended it would be appreciated spaces are numbered for ease of future assessments.

Design and location of employee spaces and facilities

Resident spaces are adequately located and designed for the following reasons:

- All resident spaces are located within a single secure facility, with good access to the main lift shaft and building entrance.
- All spaces appear to meet AS2890.3 access and clearance requirements.
- Approximately 35% of spaces appear to be horizontal at grade spaces exceeding the AS2890.3 requirement to provide 20% of spaces.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. Provision of the below infrastructure will enable individual tenants to easily install a single charging unit and individual circuit wiring to the distribution board for their designated parking space.

- One or more distribution boards within each car parking basement level, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space;
- A scalable load management system, to ensure electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual; and
- Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

Recommendations

The following should be shown on the plans before endorsement:

1. Provision of the following electric vehicle charging infrastructure to allow residents the ability to easily install EV chargers in future:
 - a. One or more distribution boards within each car parking basement level, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space;
 - b. A scalable load management system, to ensure electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual; and
 - c. Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

² Category 6 of the SDAPP offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings."

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit