

To: Amy Hodgen
From: Civil Engineering unit; Mark Pisani
Date: 1 June 2020
Subject: Application No: PLN19/0841
Description: AMCOR; Artisan West Precinct
Site Address: 81 Latrobe Avenue, Alphington

I refer to the above Planning Application received on 6 May 2020 in relation to the proposed development at 81 Latrobe Avenue, Alphington. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
DKO Architecture	TP107 <i>Locality Plan</i>	-	22 November 2019
	TP108 <i>Site Plan</i>	-	22 November 2019
	TP200 <i>Basement Floor Plan</i>	A	21 February 2020
	TP201 <i>Basement Floor Plan</i>	A	21 February 2020
	TP202 <i>Ground Floor Plan</i>	A	21 February 2020
	TP203 <i>Level 1 Floor Plan</i>	A	21 February 2020
	TP304 <i>Sections – Sheet 1</i>	A	21 February 2020
	TP305 <i>Sections – Sheet 2</i>	A	21 February 2020
	TP306 <i>Sections – Sheet 3</i>	A	21 February 2020
	TP500 <i>Development Summary</i>	-	21 February 2020
GTA Consultants	<i>Transport Impact Assessment report</i>	B	26 November 2019
GTA Consultants	<i>Alphington Paper Mill Site Development Plan - Traffic Management Plan</i>	G	19 August 2015
		Endorsed	27 May 2016

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	78	1 space per dwelling	78	297
Two-bedroom dwelling	176	1 space per dwelling	176	
Three-bedroom dwelling	19	2 spaces per dwelling	38	
Residential Visitors	273 dwellings	1 space per 5 dwellings	54	33
Total			346 spaces	330 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 Dwellings.* The car parking provision for the dwellings satisfies the statutory parking requirements. It is noted that there is a surplus of five resident spaces. According to GTA Consultants, these spaces would be allocated to five of the two-bedroom dwellings. We have no objection to this arrangement as the parking surplus represents a small number of spaces.
- *Parking Demand for Residential Visitors.* To assess the likely parking demand for the residential visitors, GTA Consultants have adopted the visitor parking rate for high density residential use of 0.12 spaces per dwelling, taken from the endorsed *Traffic Management Plan*. Applying this rate to the 273 dwellings yields a visitor parking demand of 32 spaces. The parking provision of 33 residential visitor spaces accommodates this demand.

Adequacy of Car Parking

From a traffic engineering perspective proposed on-site parking provision is considered appropriate in the context of the development and the surrounding area. The residential parking demand is consistent with the statutory and recommended rates. Similarly, the on-site residential visitor parking provision is consistent with the peak residential visitor demand. The parking generated by this precinct should not result in an adverse impact on parking conditions in the surrounding area.

The Civil Engineering unit has no objection to the car parking provision for this site.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by GTA Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential – High density (273 dwellings)	0.35 trips per dwelling in each peak hour Peak hour volumes are 10% of daily volume	960 trips	96 trips	96 trips

The GTA report indicates that the traffic generated by this site is considered acceptable, based on the previously conducted micro-simulation modelling for the *Traffic Management Plan*. What assumptions/traffic volumes of other adjoining developments were used to analyse the Chandler Highway/Mills Boulevard intersection and the Heidelberg Road/Latrobe Avenue intersection?

To date, it appears that no attempt has been made by the applicant to provide a compilation of peak hour traffic volumes of approved individual sites and to test whether these volumes are in line with those contemplated in the *Traffic Management Plan*.

Whilst the peak hour volumes from this site do not appear to be unduly high, the report does not demonstrate how volumes generated from this site would be accommodated within the broader road network.

DEVELOPMENT LAYOUT DESIGN

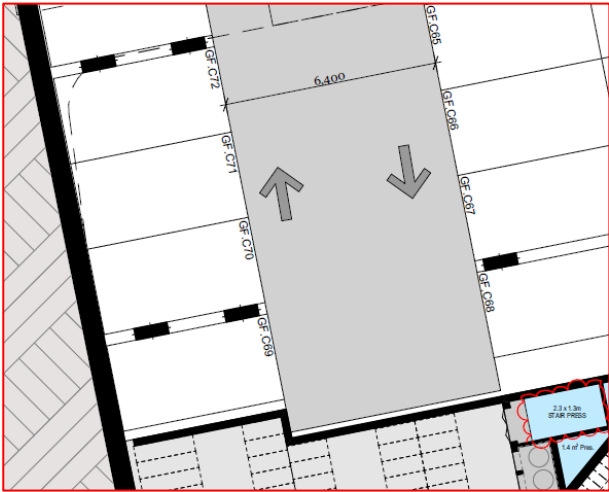
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 6.4 metre wide accessway into the Artisan West Precinct's car park satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Visibility	The pedestrian sight triangle of the accessway connecting to the main entry of the precinct is partially obstructed by a column. This obstruction is very minor and should not restrict a motorist's ability to see pedestrians walking along the north-south aligned footpath of the main entry. We are satisfied with the pedestrian sight triangle satisfies <i>Design standard 1</i> .
Headroom Clearance	Headroom clearances range from 2.2 metres to 3.0 metres and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Internal Ramped Accessways	The 6.4 metre clear width of the internal ramped accessway satisfies AS/NZS 2890.1:2004.
Car Parking Modules	
At-Grade Parking Spaces	The dimensions of the car parking spaces (2.6 metres by 4.9 metres) satisfy <i>Design standard 2 – Car parking spaces</i> of Clause 52.06-9.
Tandem Parking Sets	The lengths of the tandem parking sets have been provided at 10.4 metres and satisfy <i>Design standard 2</i> .
Aisles	The 6.4 metre wide aisles satisfy <i>Table 2: Minimum dimensions of car parking spaces</i> .
Column Depths and Setbacks	Columns have depths of 1000 mm and have been set back from the aisles by 250 mm, and are located outside parking space clearance envelopes as required by <i>Diagram 1 Clearance to car parking spaces</i> of Clause 52.06-9.
Clearances to Walls	Not dimensioned on the drawings.
Blind Aisle Extension – <i>Ground Floor Plan</i>	The blind aisle extension adjacent to spaces GF.C ⁸ and GF.C ⁶⁹ has not been dimensioned.

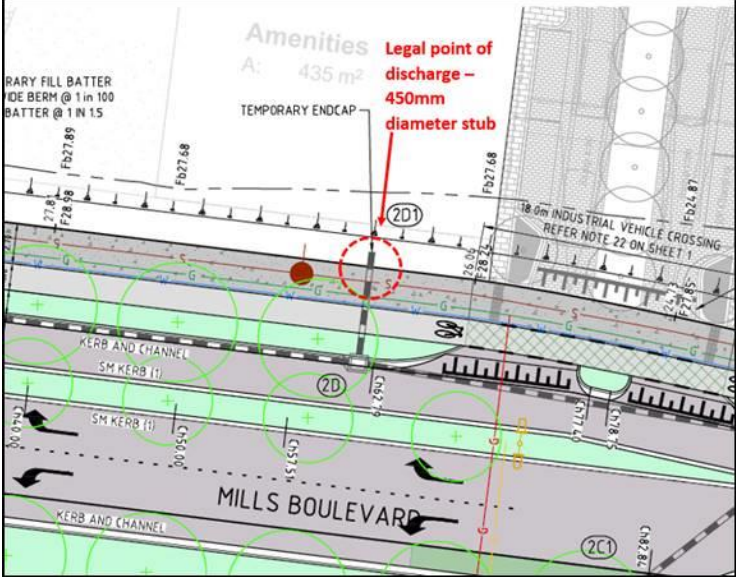
Item	Assessment
Gradients	
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.
Longitudinal Grades along the Aisles	The longitudinal grades along the aisles have been provided at a maximum of 1 in 20 (in front of the visitor spaces) and satisfy AS/NZS 2890.1:2004.
Swept Path Analysis	
Vehicle Turning Movements – Entrance of Artisan Precinct West V173210-AT01-01 Issue P3*	The swept path diagrams for a B85 design vehicle and an oncoming B99 design entering and exiting the entrance into the Artisan Precinct West via the north-south aligned main entry are considered satisfactory.
Waste Collection Vehicle – Entry Movement and Circulation V173210-AT01-02 Issue P3	The swept path diagram for a 6.34 metre long waste collection vehicle entering the Artisan Precinct West and circulating within the Ground Floor is considered satisfactory.
Waste Collection Vehicle – Exit Movement and Circulation V173210-AT01-03 Issue P3	The swept path diagram for a 6.34 metre long waste collection vehicle exiting the Artisan Precinct West and entering the north-south aligned main entry is considered satisfactory.
Waste Collection Vehicle – Circulation - Basement Level 1 V173210-AT01-04 Issue P3	The swept path diagram for the waste collection vehicle circulating within Basement Level 1 is considered satisfactory.

* GTA Consultants swept path diagram drawing number.

Design Items to be Addressed

Item	Details
Clearances to Walls	Clearances for spaces adjacent to walls are to be dimensioned on the drawings.
Blind Aisle Extension – Ground Floor Plan	<p>The blind aisle extension at the south west corner of the Ground Floor car park is to be dimensioned.</p> 

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Finished Surface Levels along Boundary with Mill Boulevard	The applicant is to provide written confirmation that the finished surface levels along the boundary with Mills Boulevard road reserve have been designed in accordance with the Council approved Road and Drainage plans titled: Yarrabend – Park Precinct, Mills Boulevard; Ref 22185E/G.
Finished Surface Levels along Boundary with Chandler Highway	The applicant is to provide the detailed level survey indicating existing finished surface levels along the boundary interfacing with Chandler Highway road reserve. The internal design levels at the boundary must be aligned with the existing levels of the eastern edge of the footpath.
Legal Point of Discharge	<p>In accordance with a Legal Point of Discharge application under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018, a 450 mm diameter property stub has been installed in the south eastern corner of the site (See Figure 1). Any storm water drainage within the property must be provided, connected and discharged to the allocated property stub.</p>  <p>Figure 1 - Location of the legal point of discharge</p>
Wind Assessments	It requested that wind assessment details be forwarded to the Civil Engineering unit for any AMCOR developments proposing wind canopies, as we need to cross reference the structures with the proposed road reserve layouts.

Item	Details
<p>Land in between Chandler Highway and the western Boundary of the Site</p>	<p>The applicant is to consult Council's Urban Design team for direction on what is to be installed / constructed along the area of land between the Chandler Highway footpath and the western property boundary (in red below).</p>  <p>Figure 2 - Area of land along Chandler Hwy</p>