

To: Amy Hodgen
From: Mark Pisani
Date: 4 August 2020
Subject: Application No: PLN19/0606
 Description: Alphington Paper Mill - Outer Circle Precinct
 Site Address: 60 Chandler Highway, Alphington

I refer to the above Planning Application received on 20 July 2020 in relation to the proposed development at 60 Chandler Street, Alphington. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Elenberg Fraser	A0098 <i>Basement 02 Floor Plan</i>	E	10 July 2020
	A0099 <i>Basement 01 Floor Plan</i>	F	10 July 2020
	A0100 <i>Level 00 Ground Floor Plan</i>	F	10 July 2020
	A0950 <i>Section A-A</i>	F	10 July 2020
	A0951 <i>Section – Paper Trail</i>	F	10 July 2020
GTA Consultants	<i>RFI Response – PLN19/0606</i>		16 July 2020
GTA Consultants	<i>Alphington Paper Mill Site Development Plan - Traffic Management Plan</i>	G	19 August 2015
		Endorsed	27 May 2016

CAR PARKING PROVISION

GTA Consultants *Transport Impact Assessment* report Issue A dated 8 August 2019

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	67	1 space per dwelling	67	217
Two-bedroom dwelling	128	1 space per dwelling	128	
Three-bedroom dwelling	11	2 spaces per dwelling	22	
Residential visitors	206 dwellings	1 space per 5 dwellings	41	21
Total			258 spaces	238 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.* According to the endorsed *Traffic Management Plan* (endorsed 27 May 2016), the one- and two-bedroom flat type dwellings have recommended car parking rates of 1 space per dwellings whereas the three-bedroom dwellings have a parking rate of 2 spaces per dwelling. The parking allocation of 217 spaces is consistent with the recommended and statutory parking rates.
- *Parking Demand for Residential Visitors.* The *Traffic Management Plan* recommended a residential visitor parking rate (high density) of 0.12 spaces per dwelling. Applying this rate would result in a residential visitor parking demand of 25 spaces. According to the applicant, four visitor space would be accommodated on-street and is illustrate in Figure 1 of the GTA Consultants traffic advice.

Adequacy of Car Parking

From a traffic engineering perspective, the 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. The shortfall in visitor parking could be adequately accommodated on-street.

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

TRAFFIC GENERATION

Trip Generation

The traffic 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 (206 dwellings)	0.35 trips per dwelling in each peak hour Peak hour volumes are 10% of daily volume	721 trips	72 trips	72 trips

GTA Consultants have now compiled a list of all the development's precincts together with the total number of dwellings. According to GTA, the microsimulation of the development had contemplated a total of 2,500 dwellings. The list provided in the traffic advice of 16 July 2020 tallied a total of some 2,370 dwellings. On that basis, we are satisfied with the volumes generated by the subject site (Outer Circle precinct) and that they have been incorporated as part of the original modelling undertaken by GTA Consultants for the Masterplan of the development.

DESIGN ITEMS

Item	Details
Visibility	The convex mirror at the development entrance has now been provided inside the curtilage of the property. This item has been addressed.
Internal Ramped Accessway	The applicant would be providing convex mirrors and a light warning system in order to regulate vehicle movements along the internal ramped accessway. We consider this arrangement to be acceptable. This item has been addressed.
Stairwell near Development Entrance	The stairwell adjacent to the development entrance has now been relocated further inside the property and no longer encroaches within the road reserve. This item has been addressed.