

To: Amy Hodgen
From: Julian Wearne
Date: 22/07/2020
Subject: Strategic Transport Comments
Application No: PLN19/0606
Description: Outer Circle in the Amcor site. Development of the land for the construction of dwellings.
Site Address 60 Chandler Highway, Alphington

1. 54 visitor bike spaces in locations easily accessible to visitor of the site. – **Partially met** - There are 29 hoops shown, which ordinarily would equate to 58 spaces. However 7 spaces are not sufficiently spaces from adjacent spaces and therefore a maximum of 51 spaces would be accessible at any time. The applicant should delete one hoop at each set of angled hoops to provide adequate spacing between the remaining hoops. This will provide the 27 hoops/54 spaces and meet the condition.



- This issue is present at each of the two external bays of 45 degree spaces.

2. A minimum of 214 resident bike spaces, within a maximum of three secure facilities. At least 20% of bike spaces within each facility must provide spaces as horizontal at-grade spaces. All spaces and accessways must comply with AS2890.3 clearance requirements or otherwise be to the satisfaction of the responsible authority. **Partially met** –
 - a. 206 spaces have been provided in 3 facilities – the number of spaces reflects reduced number of dwellings and is acceptable.
 - b. The storage facilities do not appear to be secure – this is not acceptable.
 - c. Approximately 11% of the spaces are horizontal at-grade, and these are unevenly distributed across the three facilities – this is not acceptable. (There are 10 additional horizontal spaces shown on the Basement 1 plan which are not part of the subject site – these will not be counted towards the total number of spaces or the 20% requirement).
 - d. The accessways and storage spaces appear to meet the dimensions required under AS2890.3 – this is acceptable. .

3. The EV charging bay referenced within the Sustainability Management Plan. – **Met - These have been noted and are acceptably located**
4. Both basement levels wired to be 'electric vehicle ready' with the following infrastructure installed for this purpose: - **Not met – notations should be included on each basement plan.**
 - 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;
 - c. Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers; and

Bays are marked as 'EV Ready' even where no chargers are yet installed to communicate the users that they are able to relatively easily able to transition to an EV.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit