Planning Referral

To:	Lara Fiscalini
From:	Julian Wearne
Date:	02/06/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0931
Description:	Partial demolition of the existing building and development of the land for dwellings and a reduction in visitor car parking.
Site Address	1 Latrobe Avenue, Alphington

I refer to the above Planning Application referred on 03/04/2020, and the accompanying Traffic report prepared by GTA Consultant in relation to the proposed development at 1 Latrobe Avenue, Alphington. Council's Strategic Transport unit provides the following information:

Access and Safety
There are 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	79 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	16 resident spaces	**74 resident spaces**
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	8 visitor spaces.	**8 visitor spaces**

The development provides a total of 58 additional resident spaces above the requirements of the planning scheme and meets the visitor rate.

Adequacy of visitor spaces
8 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is generally adequate given:

- 8 spaces meets the statutory requirement.
- There are additional visitor spaces proposed in the public realm surrounding the site (i.e. there are 18 spaces adjacent or near Paper Square Park);
- Combined the spaces provided on site and in the adjacent public realm exceeds Council's best practice rate for visitor use (22 spaces);
- Spaces are located in an easy to access location suitable for short term visitor use.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 58 resident/employee spaces above the statutory requirements of the planning scheme, it is noted:

- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best-practice generates a rate of 1 space to each dwelling[1]. Therefore it is recommended a minimum of 79 resident spaces be provided (i.e. an additional 5 spaces).

Design and location of employee spaces and facilities

Employee and resident spaces are generally adequately located and designed for the following reasons:

- All spaces appear to be within secure storage areas (noting each resident car space within 'The Loft' appears to be gated.
- Walkways and storage area dimensions appear to comply with Australian Standard AS2890.3 requirements.
- 21% of resident spaces are provided as horizontal at grade spaces.

However it is considered access to 'The Loft' bike storage area would be greatly improved by providing access at the south (where the Booster cabinet is currently located), rather than forcing cyclists to walk the length of the car park area.

If it is not possible to provide access from the south then wheel stops must be installed in each of the adjacent car spaces to ensure vehicles cannot be parked in a manner which blocks the accessway to the bike store.

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.

[1] *Category 6 of the BESS 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."*

Green Travel Plan
It is noted that the Green Travel Plan (GTP) appears to reference an earlier set of drawings and it is therefore inaccurate, however as this is a residential development it is not necessary to endorse a GTP to form part of the permit.

Recommendations
The following should be shown on the plans before endorsement:

1. An additional 5 resident spaces should be provided in a secure location. There should continue to be at least 20% of resident spaces provided as horizontal at grade spaces or otherwise to the satisfaction of Council.
2. 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.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit