

To: Nish Goonetilleke
From: Artemis Bacani
Date: 16 December 2020
Subject: Application No: PLN20/0037
 Description: Amended Plans - Mixed Use
 Site Address: 25 Balmain Street, 128-134 Cubitt Street, & Laneway TP938653J, Cremorne

I refer to the above Planning Application received on 20 November 2020 in relation to the proposed development at 25 Balmain Street, 128-134 Cubitt Street, & Laneway TP938653J, Cremorne. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Jackson Clements Burrows Architects	TP 1-101 <i>Proposed Ground Plan</i>	3	2 October 2020
	TP 3-104 <i>Section CC Crossing Detail</i>	2	2 October 2020
Ratio Consultants	<i>Traffic Impact report</i>	REP01-F03	13 October 2020

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
Office	2,437 m ²	3 spaces per 100 m ²	73	8
Food & Drink	109 m ²	3.5 spaces per 100 m ² of leasable floor area	3	
Total			76	8

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

A reduction of 8 car spaces is sought by the applicant.

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 Office Use.*

Assuming the office component of the development was provided 7 spaces for the total 2,437 square metre office floor area, this would equate to a rate of 0.29 spaces per 100 square metres. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m ² (233 on-site spaces; 27,306 m ²)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m ² (20 on-site spaces; 2,329 m ²)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m ² (135 on-site spaces; 15,300 m ²)

The proposed on-site office parking rate of 0.29 is lower compared to the rates shown in the above table; however, the site's good accessibility to public transport services and proximity to Melbourne would encourage visitors to the site to utilise more sustainable forms of transportation such as catching public transport or riding a bicycle.

- *Parking Demand for Food & Drink Use*

A staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to one space. This reflects the precinct approach for similar food and drink premises and acknowledges that a proportion of customers for this use will be drawn from the office staff and surrounding residences and businesses.

- *Availability of Public Transport in the Locality of the Land.*

The following public transport services can be accessed to and from the site by foot:

- Richmond railway station – 700 metre walk
- East Richmond railway station – 850 metre walk
- Church Street tram services – 500 metre walk
- Swan Street tram services – 700 metre walk
- Punt Road bus services – 800 metre walk

- *Multi-Purpose Trips within the Area.*

Clients and customers to the office and food and drink premises might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access.*

The site has very good access to shops, businesses, essential facilities and public transport nodes. The site also has good connectivity to the Principal Bicycle Network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking.*

To determine the car parking demand in the surrounding streets from the site, the car parking occupancy survey for the development at 68-88 Green Street, Cremorne (Application Number PLN18/0913), has been referenced. Cardno had conducted on-street parking occupancy surveys of the surrounding area on Wednesday 15 August 2018 between 9:00am and 6:00pm. The survey area encompassed Green Street, Chapel Street, Chestnut Street, Walnut Street, Balmain Street, Adelaide Street, William Street and Hill Street. An inventory of 278 publicly available short-stay parking spaces was identified. The results of the survey indicate that the peak on-street parking occupancy had occurred at 11:00am, with only 24 spaces remaining vacant. Parking sensors have been introduced in Green Street, Walnut Street and Balmain Street to ensure parking turns over regularly. Clients and customers to the development should be able to park on-street (short-stay).

- *Relevant Local Policy or Incorporated Document.*

The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the reduction in car parking for the proposed office and food and drink use is considered appropriate in the context of the development and the surrounding area. Clients and customers to the site would be fully aware with the high parking demand in the Cremorne area. The existing short-stay parking restrictions that operate in many surrounding streets would improve the ability for clients and customers to parking near the site.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (8 spaces)	0.5 trips per space during each peak hour period	4	4

Directional Split

Ratio have adopted the following directional split for the following use:

- AM Peak – 10% outbound (1 trip), 90% inbound (3 trips); and
- PM Peak – 90% outbound (3 trips), 10% inbound (1 trip)

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.4 metres to satisfy the <i>AS/NZS 2890.1:2004</i> .
Visibility	A visibility splay with a minimum transparency of 50 % is provided on the exit lane of the development's entrance to satisfy <i>Design standard 1 – Accessways</i> .
Headroom Clearance – Accessway	A minimum headroom clearance of 2.5 metres is provided at the car park entrance door.
Vehicle Turning Movements – Via Balmain Street	The swept path diagrams for the B99 design vehicle demonstrates satisfactory simultaneous vehicle movements into and out of the development's entrance via Balmain Street.
Vehicle Crossing	A 5.6 metre wide vehicle crossing is proposed to provide access to the development's car park.
Car Parking Modules	
Car Spaces	The dimension of the car spaces of 2.6 metres by 4.9 metres satisfy <i>Design standard 2 – Car parking spaces</i> .
Accessible Car Space	The accessible car space and adjacent shared area is 2.4 metres by 4.9 metres to satisfy <i>AS/NZS 2890.6:2009</i> .
Aisles	An aisle width of 6.4 metres is provided to <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	The column depths and setbacks satisfy <i>AS/NZS 2890.1:2004</i> .
Clearances to Walls	Car spaces adjacent to a wall have been provided with a minimum clearance 300 mm clearance to satisfy <i>AS/NZS 2890.1:2004</i> .
Vehicle Turning Movements – Car Spaces	The swept path diagrams for a B85 design vehicle demonstrate that turning movements into and out of the car spaces are satisfactory.
Council Controlled 'Road'	<p>It is understood that the applicant intends to incorporate the Public Road (Laneway No.1087) as part of the development. Laneway No.1087 is listed on Council's <i>Register of Public Roads</i> and recorded on Council's GIS.</p> <p>There is no confirmation from the applicant that they have discussed this proposal with Council's Property Services unit in relation to the discontinuance and sale of the road.</p> <p>No works are to be undertaken on the road until the discontinuance has been confirmed or finalised.</p> <p>Has an application to Council for the discontinuance of the road been submitted?</p> <p>The discontinuance of a road is a formal process under LGA Act 1989.</p> <p>Should the discontinuance be approved, the road would be sold by Council at market value.</p>

Layout Design Assessment

Item	Assessment
Other Items	
Proposed Vehicle Crossing – Ground Clearance Check	The submitted vehicle crossing ground clearance confirms that a B99 design vehicle can enter and exit the property without scraping out
Waste Collection Arrangement	<p>The applicant has proposed for waste collection to be undertaken inside the car park area.</p> <p>The waste collection vehicle to be utilised by the development is a 6.34 metre long Mini-Rear Loader with a height of 2.1 metres.</p> <p>The swept path diagram for a 6.34 metre long Mini-Rear Loader vehicle demonstrates adequate turning movements into and out of the car park area via Balmain Street.</p>
Loss of On-Street Car Spaces	<p>The construction of the vehicle crossing would result in the loss of two on-street car spaces.</p> <p>To off-set the loss of car spaces, the applicant has proposed to create one new space to the west of the existing on-street car spaces.</p>

Design Items to be Addressed

Item	Details
Council Controlled 'Road'	<p>For the occupation of the Public Road (Laneway No.1087) or Road TP938653J as part of the development, the applicant is to confirm that an application to Council has been submitted for the discontinuance of the road.</p> <p>The applicant is to discuss the proposed occupation of the road with Council's Property Services unit to have the Road discontinued and sold.</p> <p>No works are to be undertaken on the Road until the discontinuance has been confirmed or finalised.</p> <p>The discontinuance of a Road is a formal process under LGA Act 1989.</p> <p>Should the discontinuance be approved, the Road would be sold by Council at market value.</p>
Proposed On-Street Car Space	The applicant is to liaise with Council's Parking Management unit for the creation of a new car space in Balmain Street.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing 180-degrees and be latched to the building when opened.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's Balmain Street and Cubitt Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Balmain Street and Cubitt Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Balmain Street (from the centre line of the road to the north kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Cubitt Street (from the centre line of the road to the west kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings associated with the development must be demolished and reinstated with pavement and kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossings

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council;
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle from AS/NZS 2890.1:2004, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the <i>Local Government Act</i> 1989 and Regulation 133.
Clearances to Electrical Assets	Overhead power lines run along the north side of Balmain Street and the west side of Cubitt Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, <i>Building design near powerlines</i> , which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs
