Planning Referral

To:	Mary Osman
From:	Chloe Wright
Date:	17/12/2021
Subject:	Strategic Transport Comments
Application No:	Big Build Housing, Richmond
Description:	Comments re Big Build Housing at Collingwood Housing Estate
Site Address	147 – 161 Elizabeth Street, Richmond

I refer to the proposed plans and Traffic report prepared by One Mile Grid in relation to the social and affordable housing development at 147 – 161 Elizabeth Street, Richmond. Council's Strategic Transport unit provides the following comments:

Access and Safety

No access or safety issues have been 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	Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	144 dwellings	1 resident space per 5 dwellings	29 resident spaces	
		1 visitor space per 10 dwellings for visitors	14 visitor spaces	
Café	154 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**29 resident spaces**	**102 resident spaces**
			14 visitor spaces	**18 visitor spaces**

Adequacy of visitor spaces

The following comments are provided in relation to the provision of visitor spaces:

- 18 visitor bicycle spaces are proposed. Council's best practice rate[1] generates a recommendation of 36 visitor bicycle spaces.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends a rate of 0.25 visitor spaces to each dwelling.*

- It is recommended that an additional 10 visitor bicycle spaces are provided at the Elizabeth Street frontage of the site.
- Visitor bicycle spaces should be positioned in a location that is visible and easily accessible to visitors e.g. near entrances at Elizabeth Street.
- All visitor bicycle spaces must be provided as a horizontal at-grade bicycle hoop and must be positioned in accordance with access and clearance requirements of AS2890.3.

Adequacy of resident spaces

Number of spaces

102 resident bicycle spaces are proposed, which does not meet Council's best practice rate[2] recommendation of 144 resident spaces.

The best practice rates for bicycle parking are recommended for multi-residential development in Yarra to support local and state planning policies and objectives to promote sustainable transport modes, including cycling. Additionally, the subject site is located in an inner-urban area with high cycling-to-work demand and is also located adjacent to a strategic cycling corridor (Elizabeth Street protected bicycle lanes).

Design and location of resident spaces

The following comments are provided in relation to the location and design of resident bike parking:

- All resident spaces are provided within two secure facilities at the ground floor of Building 1 and 2, with access via lobby entrances/ramps.
- Resident bicycle spaces are provided as two-tier bicycle rack and hanging wall racks. The type of rack is not noted on the plans, however, it appears that all racks within bike store 2 are two-tier racks and 42 two-tier racks are provided within building 1 bike store, which satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- Dimensions of bicycle spaces are not shown on the plans, however, the layout of bicycle spaces appears to be in accordance with access and clearance requirements of AS2890.3.
- It is recommended that the provision of resident bicycle parking is increased to at least 144 spaces in order to meet Council's best practice rate. Bicycle spaces should also be distributed across Building 1 and 2 in accordance with the number of dwellings within each building.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The Traffic Report notes '*several parking spaces can be provided with electric vehicle charging stations to accommodate electric vehicles.'*

Provision of EV charging stations within the car park is supported. Additionally, to allow for easy future provision for EV charging, it is recommended that all car parking bays should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with chargers, but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
b) A scalable load management system. This will ensure that 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.

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[2] *Category 6 of the Built Environment Sustainability Scorecard (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".*

Recommendations

The following should be shown on the plans:

1. A minimum of 28 visitor bicycle spaces provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 144 resident bicycle spaces across the two buildings with the number of resident bicycle spaces distributed across Building 1 and 2 in accordance with the number of dwellings in each building.
3. Notations indicating the type of bicycle rack proposed and dimensions of bicycle spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.
4. Electrical infrastructure to ensure car parking areas are ‘electric vehicle ready’, including:
    a. One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
    b. A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

Regards

Chloe Wright

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Strategic Transport Unit