

Development Engineering Formal Referral Response



Application Information	
Referral Officer	Lara Fiscalini
Officer	Artemis Bacani
Address	492 Queens Pde, Fitzroy North
Application No.	PLN21/0984
Proposal	Partial demolition, external alterations ground floor extension to the existing hotel, increase in patron numbers (from 443 to 645) and modifications to the red line plan (additional floor area to operate until 10pm in BBQ area and 1am in enclosed areas), installation of a major promotion sign and a reduction in the statutory car parking rate.
Comments Sought	<ul style="list-style-type: none">• Reduction in car parking• Layout of car parking areas/spaces

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
TTM Consulting	<i>Traffic Impact Assessment</i>	4	29 July 2022
Burton & Carter Pty Ltd	TB05B <i>Ground Floor Demolition Plan</i> TP06 <i>Proposed Ground Floor Plan</i>	C C	1 August 2022 1 August 2022

CAR PARKING PROVISION

Amended Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Item	Existing Development	Proposed Development	Change
Leasable Floor Area	937 m ²	1,221 m ²	+284 m²
No. of Car Spaces Allocated	9	2	-7 Spaces
Shortfall of Car Spaces	23.79	40.73	+16 Spaces

* 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.

The amendment to the existing Planning Permit PLN10/0484 would increase the leasable floor area by 284 square metres and remove 7 on-site car 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 Consideration	Details
<i>Parking Demand for the Hotel Use</i>	<p>TTM Consulting had undertaken mode of travel surveys for the site on Friday 10 December 2021 and Saturday 11 December 2021 between 6pm and 9pm. The survey results indicates a parking generation rate of 0.10 to 0.15 spaces per person in attendance.</p> <p>By adopting the upper rate of 0.15 spaces per person, the parking demand for the subject site would be 99 spaces if the venue was operating at full capacity.</p> <p>The catchment area surrounding the site consists of residences and some businesses. It would be expected that a portion of patrons to the site would be generated from foot traffic. The streets surrounding the site contain unrestricted and short-stay parking restrictions which provide regular parking turnover throughout the day until early in the evening, as well as long-stay parking.</p> <p>Patrons and staff to the hotel would be fully aware of the parking demands in the Fitzroy North area and choose to commute to the venue by sustainable transportation modes, including catching public transport, riding a bicycle, or walking, or by a private driver service such as a taxi or Uber.</p>

<i>Availability of Public Transport in the Locality of the Land</i>	The following public transport services can be accessed to and from the site by foot: <ul style="list-style-type: none"> ▪ Queens Parade trams – 30 metre walk ▪ Queens Parade buses – 70 metre walk ▪ Clifton Hill railway station - 340 metre walk ▪ Rushall railway station – 360 metre walk ▪ Hoddle Street buses – 360 metre walk ▪ Heidelberg Road buses – 400 metre walk
<i>Multi-purpose Trips within the Area</i>	Patrons to the site could combine their visit by engaging in other activities of business whilst in the area.
<i>Convenience of Pedestrian and Cyclist Access</i>	The site is very well positioned in terms of pedestrian access to public transport nodes and other nearby businesses. The site has good access to the on-road 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:

Consideration	Details
<i>Availability of Car Parking</i>	The on-street parking demand in this part of Fitzroy North is low to moderate during business hours; however, Brennand Street contains unrestricted parking and anecdotal evidence indicates that the parking demand in the street can be moderate to high, especially during the evenings. The area surrounding the subject site is blanketed in unrestricted and time-based parking restrictions. Patrons to the site would consider catching-public transport or utilising a private driver service such as a taxi or Uber.
<i>Relevant Local Policy or Incorporated Document</i>	The proposed development is considered to be in line with the objectives contained in Council's <i>Strategic Transport Statement</i> . 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 of car spaces in the car parking provision for the site is considered appropriate in the context of the development and the surrounding area. Staff and patrons would make other travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.

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

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Vehicle Crossing	The existing vehicle crossing will be retained to provide vehicle access for the site.
Vehicle Turning Movements	The swept path diagrams for the B85 design vehicle demonstrates adequate entry and exit movements to and from the site via Brennand Street.
Car Parking Modules	
Car Spaces	The dimensions of the car spaces of 2.9 metres by 4.9 metres satisfy <i>AS/NZS 2890.1:2004</i> .
Vehicle Turning Movements	The swept path diagrams for the B85 design vehicle demonstrates adequate turning movements into and out of the car spaces.

ENGINEERING CONDITIONS


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.

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.

Engineer: Artemis Bacani

Signature: 

Date: 4 October 2022
