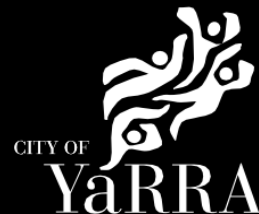


Strategic Transport Formal Referral Response



Application Information:

Referral Officer:	Philip Mallis
Officer:	Nish Goonetilleke
Council Reference:	PPE23/0571
Address:	300/658 Church St, Cremorne VIC 3121
Proposal:	DEECA Referral
Comments Sought:	Click here to view referral memo: D23/485872 - IREF23/02133 - Internal Referral Request
Disclaimer:	Council's Strategic Transport unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Comments

Access and Safety

Car parking reduction

- The reduction in car parking is strongly supported. As demonstrated by the applicant, it strongly aligns with Council policy and strategy.

Oddys Lane

- This is a significant walking/cycling route forming part of a north-south connection through Cremorne and across the Yarra River. The street must be retained and designed in a way that encourages and facilitates safe active transport along here and provides these connections.

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
Office (other than specified in the table)	219 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	

		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces.	
Place (of assembly other than specified in this table)	3,851 sqm	1 employee space to each 1500 sqm of net floor area	3 employee spaces	
		2 plus 1 visitor space to each 1500 sqm of net floor area	5 visitor spaces.	
Bicycle Parking Spaces Total			3 employee spaces	12 spaces
			5 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	0 showers / change rooms	Unknown showers / change rooms

The development provides a total of 4 spaces above the requirements of the Scheme.

Adequacy of visitor spaces

[2] spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate:

- At minimum, 30 visitor spaces should be provided for the following reasons:
 - No visitor car parking appears to be provided onsite
 - Cremorne is a location with high current and latent cycling demand, being located immediately adjacent to several current and future cycling corridors
 - Car access to and from the site is to be severely limited
 - Council and State Government policy is to encourage cycling as a mode of transport, particularly in Cremorne (e.g. draft Cremorne UDF and VPA guidelines for the precinct)
- Bicycle parking spaces are not shown on the plans. While it is stated in the applicant's reports that 12 spaces are located in the Basement and appear in some cross sections, these do not appear to be shown on the plans.
- All visitor bicycle parking spaces must be supplied as horizontal at-grade hoops.
- The model and all measurements/dimensions for the bicycle parking and all access ways for the bicycle parking areas must be shown on the plans.
- Most visitor bicycle parking spaces must be provided at street level to encourage their use, as per best practice.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of **[8]** employee spaces above the requirements of the planning scheme, it is noted:

- A reduction of car parking spaces is sought.
- 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, it is recommended a minimum of 20 employee spaces be provided.
- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces.

Design and location of employee spaces and facilities

Employee spaces are additional located and designed for the following reasons:

- Bicycle parking spaces are not shown on the plans. While it is stated in the applicant's reports that 12 spaces are located in the Basement and appear in some cross sections, these do not appear to be shown on the plans.
- At least 50% of employee bicycle parking must be provided as horizontal, on-ground parking.
- The model and all measurements/dimensions for the bicycle parking and all access ways for the bicycle parking areas must be shown on the plans.
- Most visitor bicycle parking spaces must be provided at street level to encourage their use, as per best practice.
- Spaces are not located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.

Electric vehicles

No electric car charging points are shown on the plans. At least 4 should be provided. In addition, during construction, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

At least 2 employee electric bicycle charging point should be provided in the bicycle parking spaces adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP provides all the required information and can be endorsed.

Yarra's key bicycle corridors

The site is located adjacent to key bicycle corridors. These include the Main Yarra Trail and Church Street.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None related to Strategic Transport.

Principal Strategic Transport Planner: Philip Mallis

Date: 27 December 2023