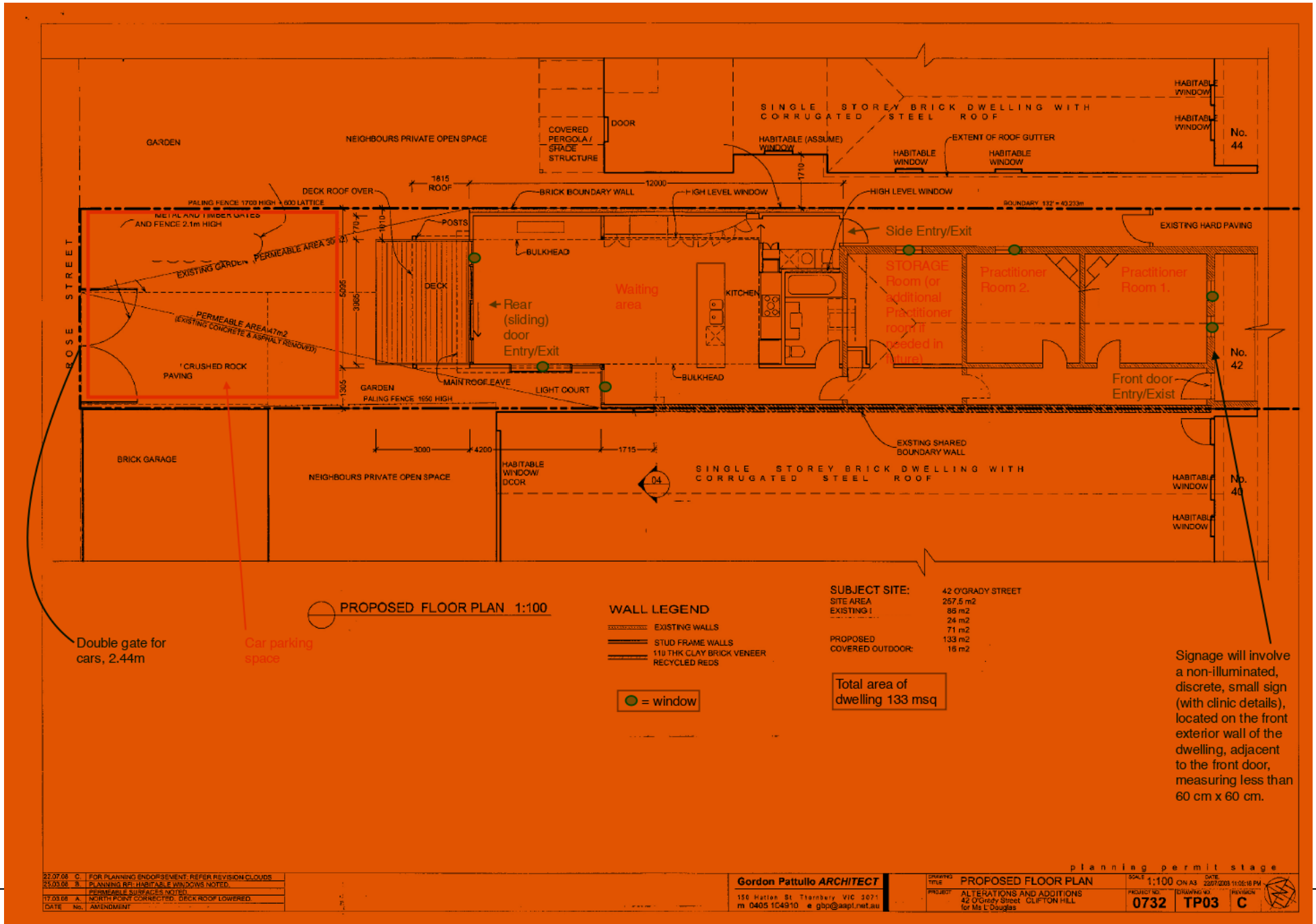


Attachment 1 - PLN20/0504 - 42 O'Grady Street Clifton Hill - Decision Plans



Double gate for cars, 2.44m

Car parking space

Signage will involve a non-illuminated, discrete, small sign (with clinic details), located on the front exterior wall of the dwelling, adjacent to the front door, measuring less than 60 cm x 60 cm.

**Attachment 2 - PLN20/0504 - 42 O'Grady Street Clifton Hill - Engineering Services referral comments**



# MEMO

**To:** Jessica Sutherland  
**From:** Artemis Bacani  
**Date:** 6 October 2021  
**Subject:** Application No: PLN21/0504  
 Description: Medical Centre  
 Site Address: 42 O'Grady Street, Clifton Hill

I refer to the above Planning Application received on 7 September 2021 in relation to the proposed development at 42 O'Grady Street, Clifton Hill. Council's Engineering Referral team provides the following information:

**Drawings and Documents Reviewed**

|                           | Drawing No. or Document  | Revision | Dated        |
|---------------------------|--------------------------|----------|--------------|
| Gordon Pattullo Architect | TP03 Proposed Floor Plan | C        | 22 July 2008 |

**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           | Statutory Parking Rate*                                  | No. of Spaces Required | No. of Spaces Allocated |
|----------------|--------------------|--|------------------------|-------------------------|
| Medical Centre | 133 m <sup>2</sup> | 3.5 spaces per 100 m <sup>2</sup> of leasable floor area | 4                      | 1                       |

\* 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 3 spaces in the car parking requirements of *Clause 52.06* 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 the Medical Centre.*  
 The medical centre would have a car parking demand of 4 spaces. Any overflow of car parking generated by the site would be accommodated off-site in the surrounding streets.

## Attachment 2 - PLN20/0504 - 42 O'Grady Street Clifton Hill - Engineering Services referral comments

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

The following public transport services can be accessed on foot:

- Heidelberg Road bus services – 90 metre walk
- Clifton Hill railway station – 330 metre walk
- Hoddle Street bus services – 380 metre walk
- Queens Parade tram services – 440 metre walk
- Queens Parade bus interchange – 440 metre walk

- *Multi-Purpose Trips within the Area.*

Patients might combine their visit to the medical centre by engaging in other activities or business whilst in the area.

### **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.*

Due to the COVID-19 restrictions, car parking occupancy surveys cannot be undertaken at this time as it would not provide an accurate representation of the 'normal' car parking demands in the surrounding area.

The on-street parking demand in this part of Clifton Hill is moderate during business hours. The majority of streets in Clifton Hill contain short-stay parking restrictions which ensure that parking turns over frequently. Patients to the site during business hours could consider commuting by sustainable transportation modes such as catching public transport, riding a bicycle, or walking - measures that are in line with Council's position on promoting sustainable and active transport.

- *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 of parking associated with the medical centre is considered appropriate in the context of the development and the surrounding area. Patients would be fully aware of the parking demand in Clifton Hill and instead commute to the site by utilising sustainable transportation modes.

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