Traffic Engineering Assessment

Proposed Mixed Use Development

2-6 Ballarat Street & 14-18 Ovens Street, Brunswick

Prepared for
Assemble

November 2020

G28546R-01B
## Document Control

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<td>Draft</td>
<td>05/06/20</td>
<td>T. Amanatidis</td>
<td>C. Morello</td>
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<td>T. Amanatidis</td>
<td>C. Morello</td>
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<td>C</td>
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<td>13/11/20</td>
<td>J. Cossins</td>
<td>C. Morello</td>
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1. Introduction

Traffic Group has been engaged by Assemble to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 2-6 Ballarat Street & 14-18 Ovens Street, Brunswick.

In early 2020, the Victorian Government formed the Building Victoria’s Recovery Taskforce, a dedicated taskforce for planning and investment opportunities in Victoria, including those opportunities for fast-track planning applications, particularly focussing on social and affordable housing.

Assemble is a private development group which has a focus on building resilient communities and well designed developments. They have identified a number of strategic sites for redevelopment to include social and affordable housing to be considered by the Taskforce.

This site (2-6 Ballarat Street & 14-18 Ovens Street, Brunswick) represents a mixed use development with new residential apartments, including Build-To-Rent-to-Own housing (“The Assemble Model”), and ground floor commercial tenancies.

This report provides a preliminary traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of undertaking this assessment, we inspected the subject site, reviewed available development plans by Fieldwork dated November 2020 and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.
2. Proposal

2.1. The Development

This site represents a mixed use development with 171 new residential apartments, including Build-To-Rent-to-Own housing ("The Assemble Model"), and ground floor commercial tenancies. All dwellings will operate under a Build-To-Rent-to-own model.

2.2. The Development Schedule

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

<table>
<thead>
<tr>
<th>Use</th>
<th>No./Floor Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Studio</td>
<td>45 no.</td>
</tr>
<tr>
<td>1-bedroom</td>
<td>25 no.</td>
</tr>
<tr>
<td>2-bedroom dwelling</td>
<td>77 no.</td>
</tr>
<tr>
<td>3+-bedroom dwelling</td>
<td>24 no.</td>
</tr>
<tr>
<td>Total</td>
<td>171 no.</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>348 m²</td>
</tr>
<tr>
<td>Commercial/Assemble Space</td>
<td>206 m²</td>
</tr>
<tr>
<td>Total</td>
<td>546 m²</td>
</tr>
</tbody>
</table>

2.3. Parking Provisions & Allocations

2.3.1. Car Parking Provisions & Access

The application proposes a total car parking provision of 75 car spaces within a single level basement car park. Access to the on-site car park will be provided via a double width crossover to Ovens Street at the north-western corner of the site.

A total of 70 spaces will be allocated to residential use (rate of 0.41 spaces per dwelling) and 5 spaces (inclusive of a single DDA space) will be allocated to the commercial uses.

2.3.2. Bicycle Parking

The application proposes the provision of 207 bicycle spaces, inclusive of 129 spaces in basement, 68 spaces at ground level (including 18 visitor spaces) and 10 spaces at level 1.

A bicycle workshop is also proposed on-site, located immediately north of the northern lift core at ground level.
3. Existing Conditions

3.1. Subject Site

The subject land, addressed as 2-6 Ballarat Street & 14-18 Ovens Street, Brunswick, is located on the north-east corner of the intersection of Ballarat Street and Ovens Street.

The site has frontages of approximately 40 metres to Ballarat Street at the south and approximately 85.5 metre to Ovens Street to the west. An unnamed laneway borders the site at its eastern boundary.

The development site comprises three lots being 2-6 Ballarat Street, 14 Ovens Street and 16-18 Ovens Street and has a total area of approximately 3,100 square metres.

A locality plan and aerial photograph of the subject site is provided at Figure 1 and Figure 2, respectively.

![Figure 1: Locality Map](image-url)
3.2. **Existing Use and Access**

The existing use of each lot is as follows:

- 2-6 Ballarat Street: Commercial warehouse/factory/studios
- 14 Ovens Street: Residential Dwelling
- 16-18 Ovens Street: Private car park, comprising 10 car spaces. We understand that this site is not tied to an existing permit.

Vehicle access to the site is currently available via a total of 4 crossovers, comprising 1 with Ballarat Street and 3 with Ovens Street.

In addition to the private car park on-site, the residential dwellings accommodates 1 car space near the site frontage with Ovens Street as well as a private garage at the rear of the property.

3.3. **Planning Scheme Zones & Surrounding Uses**

The subject site is zoned as Mixed Use Zone (MUZ) under the Moreland Planning Scheme. A planning zone map is provided at Figure 3.

Land uses in the immediate vicinity of the subject is generally commercial in nature with some residential uses to the immediate south.
Notable nearby uses include:

- Sydney Road Activity Centre (Brunswick), located approximately 50 metres east.
- Brunswick Railway Station, located approximately 300 metres south-west.
- RMIT University Brunswick Campus, located approximately 800 metres south-west.
- Brunswick Secondary College, located approximately 1km south-west.
- Barkly Square Shopping Centre, located approximately 1km south-east.

Figure 3: Planning Zone Map - Moreland

### 3.4. Road Network

**Ballarat Street** is a dead-end street, extending west from Sydney Road for approximately 200 metres. Ballarat Street has a varying carriageway width in the vicinity of the site. In the vicinity of Ovens Street, Ballarat Street has a carriageway width of approximately 8 metres accommodating a lane simultaneous two-way traffic and kerbside parking on the south side only. Ballarat Street narrows to a 6 metre wide carriageway immediately east of the site, accommodating simultaneous two-way traffic and no kerbside parking.

In the vicinity of the site, kerbside parking is short-term restricted on the south side of Ballarat Street, whilst No Stopping restrictions apply to the north side.

**Ovens Street** is a local road aligned in a north-south direction between Hope Street to the north and Ballarat Street to the south. In the vicinity of the site, Ovens Street has a carriageway width of approximately 7.7 metres accommodating a lane of two-way traffic and kerbside parking on both sides. Alternatively, simultaneous two-way traffic is accommodated when cars are parked on one side only.

In the vicinity of the site, kerbside parking is short-term restricted on the west side of Ovens Street, whilst ‘No Parking’ restrictions apply to the north side between 8am-6pm Monday to Saturday.
An unnamed laneway is provided along the eastern side of the site. It provides access to properties fronting Sydney Road to the east. Signage suggests that “Vehicles Exceeding 2.1m Width Advised Not to Enter”.

Figure 4 to Figure 7 provide views of the surrounding road network.
4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Moreland Planning Scheme. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06-5 states that:

“Column B rates apply to a site if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps”

An excerpt of the Principal Public Transport Network (PPTN) Area Map is provided at Figure 8.

![Figure 8: Moreland PPTN Area Map](image)

The subject site falls within the PPTN area map and therefore Column B rates apply to the proposal.
A statutory assessment of the proposal under Clause 52.06 is provided at Table 2.

For the purposes of this assessment, the “Assemble” space has been assessed as Office space.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

<table>
<thead>
<tr>
<th>Use</th>
<th>No / Size</th>
<th>No / Size</th>
<th>Statutory Requirement</th>
<th>No of Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings</td>
<td>1 &amp; 2-bedroom</td>
<td>147</td>
<td>1 car space to each dwelling</td>
<td>147 space</td>
</tr>
<tr>
<td></td>
<td>&gt;3-bedroom</td>
<td>24</td>
<td>2 car space to each dwelling</td>
<td>48 spaces</td>
</tr>
<tr>
<td>Retail (Shop)</td>
<td>348 m²</td>
<td>12 spaces</td>
<td>3.5 spaces to each 100 sqm</td>
<td></td>
</tr>
<tr>
<td>Assemble/Office</td>
<td>206 m²</td>
<td>6 spaces</td>
<td>3 spaces to each 100 sqm</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>213 spaces</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Based on the table above, the development is statutorily required to provide 195 car spaces for residents and 18 spaces for the retail and commercial uses.

A total of 75 car parking spaces are proposed within the development, allocated as 5 commercial/assemble spaces, and 70 spaces for residents.

The application therefore seeks a permit to reduce the parking provisions by 125 residential car spaces and 13 retail/office spaces.

Clause 52.06-7 of the Planning Scheme allows a permit to be granted to vary the statutory car parking.

Planning Practice Note (June, 2015) specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out as follows.

### 4.2. Car Parking Demand Assessment & Appropriateness of Provisions

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use
- The variation of car parking demand likely to be generated by the proposed use over time
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
• *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*

• *The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.*

• *Any empirical assessment or case study.*

When considering if appropriate to provide fewer car parking spaces on-site than the estimated demand, the responsible authority must consider a number of factors as appropriate. The relevant items are noted below:

• *The Car Parking Demand Assessment*

• *The availability of alternative car parking in the locality of the land.*

• *The future growth and development of any nearby activity centre.*

• *Any car parking deficiency associated with the existing use of the land.*

• *Local traffic management in the locality of the land.*

• *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*

• *The need to create safe, functional and attractive parking areas.*

• *Access to or provision of alternative transport modes to and from the land.*

• *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*

• *Any other matter specified in a schedule to the Parking Overlay.*

• *Any other relevant consideration.*

A discussion of the relevant items is provided as follows.

4.2.1. **Sustainable Modes of Transport**

The site has excellent access to sustainable transport modes and is well located with regard to retail and essential services as detailed below.

**Walking**

The site is considered to be extremely walkable in the context of access to multiple sustainable transport modes, retail and essential services, and other community and daily residential needs.

This site is located proximate to the Sydney Road Activity Centre (Brunswick), which is approximately 50 metres to the east. A number of fresh food, supermarket and retail offerings are available within 400 metres walk of the site and Barkly Square Shopping Centre is located approximately 1 km to the south-east.

A map showing the site location in this context, including 400 metre and 800 metre radii demonstrates how easily the site can access these daily services, is provided at Figure 9.
Figure 9: Walkability Map

Rideability

Moreland is very bicycle friendly municipality and the Coburg suburb provides for access to multiple on and off-road bike lanes, paths and routes in proximity to the site.

The subject site has access to on-road bicycle lanes in the nearby area including Sydney Road, Blythe Street and Victoria Street.

The Upfield Bike Path is also conveniently accessible from Ballarat Street, approximately 110 metres west of the site.

An excerpt of the Moreland TravelSmart Map is provided at Figure 10, which demonstrates the nearby on/off road bicycle paths and routes.
Public Transport

The site is also very well serviced by public transport with a tram stop located approximately 80 metres north-east of the site on Sydney Road (Route 19). In addition, 2 bus stops are located 100 metres south of the site servicing routes 508 and 509.

Brunswick Railway Station is conveniently located approximately 300 metres south-west of the site.

Figure 7 illustrates the nearby routes, whilst Table 3 summarises the available services.

Table 3: Public Transport Services in the Vicinity of the Subject Site

<table>
<thead>
<tr>
<th>Service</th>
<th>Between</th>
<th>Nearest Stop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train Services</td>
<td>Upfield - Melbourne CBD (Upfield Line)</td>
<td>Brunswick Station</td>
</tr>
<tr>
<td>Tram Services</td>
<td>Route 19 North Coburg - Flinders Street Station &amp; City</td>
<td>Sydney Road</td>
</tr>
<tr>
<td>Bus Services</td>
<td>Route 508 Eltham - Glenroy via Greensborough or Lower Plenty</td>
<td>Victoria Street</td>
</tr>
<tr>
<td></td>
<td>Route 509 Coburg - Reservoir via Elizabeth Street</td>
<td>Victoria Street</td>
</tr>
<tr>
<td></td>
<td>Route 506 Gowrie - Northland via Murray Road</td>
<td>Dawson Street</td>
</tr>
</tbody>
</table>
Car Share

Car share schemes have been operating within the City of Moreland for some years and a number of inner metropolitan Councils actively supporting their use by allocating on-street spaces throughout their municipalities for the purpose of accommodating 'car share' pods.

The availability of a car share scheme provides a suitable alternative to the private motor vehicle as it allows residents to make smarter travel choices and actively encourages them to seek alternate transport modes for the majority of trips.

Car share schemes provide access to a motor vehicle for the limited number of trips a car may be required. This opportunity to access a car is both convenient and cost-effective as motor vehicles can be hired on an hourly or daily basis.

Commercially operated car share cars currently available proximate to the subject site, include:

- Victoria Street near Boase Street (GoGet and Flexicar) (2 cars).
- 420 Victoria Street (GoGet) (1 car).
- Russell Street near Leslie Street (GoGet) (1 car).
- Howarth Street near Beith Street (GoGet) (1 car).
- Hope Street near Lux Way (GoGet) (1 car).
- Hope Street near Breese Street (GoGet and Flexicar) (2 cars).
- 307 Victoria Street (Flexicar) (1 car).
- 288 Albert Street (Greensharecar) (1 car).

The nearest existing car share pods (spaces) are shown in Figure 12.
4.2.2. Residential Parking Demands

ABS Car Ownership Data

To understand existing car ownership proximate to the site, we have sourced the 2016 Australian Bureau of Statistics (ABS) Census data for ‘flats, units or apartments’ within the suburb of Brunswick and Moreland LGA.

We have excluded Social Housing development, and shown only private housing.

The data is summarised in Table 4.

Table 4: 2016 ABS Census Data - Brunswick Suburb and Moreland LGA

<table>
<thead>
<tr>
<th>Apartment Type</th>
<th>Brunswick</th>
<th>Moreland</th>
<th>% in Brunswick Without a Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>0.2</td>
<td>0.3</td>
<td>84%</td>
</tr>
<tr>
<td>1-bed</td>
<td>0.7</td>
<td>0.8</td>
<td>40%</td>
</tr>
<tr>
<td>2-bed</td>
<td>1.0</td>
<td>1.0</td>
<td>23%</td>
</tr>
<tr>
<td>3-bed</td>
<td>1.2</td>
<td>1.3</td>
<td>23%</td>
</tr>
</tbody>
</table>

This data shows that car ownership in the City of Moreland and within Brunswick is typically lower than the minimum statutory rates for under the Planning Scheme, particularly for studio, one-bedroom and 3-bedroom dwellings.
Furthermore, the majority of studio apartments and almost half of one-bedroom apartments in Brunswick do not own a car. There is also a demand for two and three bedroom apartments in Brunswick without parking.

This is reflective of how accessible the site is and demonstrates how suitable the site is for strategic developments that seek to further reduce the reliance on private motor vehicle.

It should be noted that existing average ABS Data and average car ownership rates are only a snapshot in time, based on existing rates and trends.

We expect that future car ownership trends will continue to reduce over time and into the future for a site like this.

**Build to Rent Model**

This proposal incorporates a Build-to-Rent model for the majority of the residential apartments. Build to Rent models across other cities (including Melbourne) allow for efficiencies in the management and allocation of parking, supporting the potential for reduced demands and provisions.

Tenants must apply, and pay, for parking separate to their dwelling lease. As parking is managed through the Building Manager, and allocated purely on a demand basis, it allows tenants to only lease a car space if it is necessary.

Furthermore, as there is a direct and ongoing cost involved with leasing of the car space (and it is not tied to the apartment lease), some residents are likely to consider whether or not they actually ‘need’ the space, or if, by making more sustainable travel choices they wouldn’t require a car, and hence can avoid this financial cost.

In this respect, the Built-To-Rent model seeks to reduce overall car parking demands for residential development.

### 4.2.3. Commercial Parking Demands

**ABS Journey to Work Data (2016)**

A review of the ABS ‘journey to work’ data for the 2016 Census identifies that employees in the Brunswick SA2 statistical area are more likely to use alternate transport modes to travel to work in comparison to the Greater Melbourne average. This data is summarised in Table 5.

The journey to work data highlights a lower reliance on private cars by existing employees within the Brunswick SA2 area, in comparison to the Greater Melbourne average.

Accordingly, future staff who are not provided with an on-site car parking space will most likely seek alternative modes of transport to access the site, rather than utilise a motor vehicle.
Table 5: Journey to Work Data (based on place of employment) - 2016 Census

<table>
<thead>
<tr>
<th>% Mode of Travel for 'journey to work' trips</th>
<th>Work within Brunswick SA2</th>
<th>Work within Greater Melbourne</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car as driver</td>
<td>58%</td>
<td>71%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>12%</td>
<td>16%</td>
</tr>
<tr>
<td>Walking</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>Cycling</td>
<td>5%</td>
<td>2%</td>
</tr>
<tr>
<td>Other Mode of Travel (Note 1)</td>
<td>20%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Note 1: Includes car as passenger, motorcycle, taxi, and other modes and people who did not travel to work, or state method of travel.

Expected Parking Demands

For staff of the Assemble space, restrictions to parking in the area will make it impractical to drive to the site if they are not allocated a parking space. Accordingly, we expect that the supply will dictate the demand, and the provision of 2 spaces for staff is appropriate.

The retail tenancy is expected to operate as a service for the local community rather than a destination in its own right.

In this case, the proposed development includes some 171 apartments and is therefore likely to draw a fair proportion of its trade from this new use.

However, for the purposes of a conservative assessment, the Planning Scheme rate of 3.5 spaces per 100 square metres will be conservatively adopted as representative of the parking demands for the retail component. It is therefore projected that the retail component will generate a demand for up to 12 car spaces. This demand will include staff and customer demands.

Retail staff demands are typically observed at a rate of 1 space per 100 square metres, realising a demand composition of 3 spaces for staff and 9 spaces for customers.

The provision of 3 spaces on-site for retail staff will cater for the likely long term demands of the retail use. The remaining 9 spaces are expected to be associated with customers.

4.2.4 Sustainable Transport Opportunities

The applicant is committed to establishing sustainable transport trends for future residents, staff and visitors from the outset of the development.

This includes, but is not limited to, initiatives as outlined below:

Green Travel Plan

Developing a Green / Sustainable Transport Plan that highlights initiatives and opportunities to help future residents and staff be less car dependent.

The requirement and development of a Green Travel Plan can be incorporated into any planning permit should one issue.
Generous Bicycle Parking

Providing generous bicycle parking provisions for residents, staff and visitors, with high quality and secure bicycle parking arrangements, convenient access, and an on-site resident workshop and servicing tools.

Bicycle parking rates for this site will meet or exceed the minimum Statutory Requirements under the Moreland Planning Scheme.

Car Share

Assemble Communities has partnered with GoGet and signed a Memorandum of Understanding to integrate car share schemes throughout their future developments where there is demand for it.

We expect that there will be an opportunity to allocate 1 or more on-site spaces for a commercial car share operator (or to be managed by the Owners’ Corporation). This could work in with and supplement the existing wider commercial car share network in Brunswick and would provide opportunities for future residents who don’t own or require a car full time, to have access to a car for infrequent, but necessary trips.

4.2.5. On-Street Parking

Parking is not permitted on the north side of Ballarat Street, due to “No Stopping” restrictions. Short-term parking restrictions of “1P 8am-6pm Monday – Saturday” apply to the south side of Ballarat Street.

Along Ovens Street, “No Parking 8am-6pm Monday – Saturday” restrictions generally apply to the east side, noting that there is a loading zone along the site frontage. The west side of Ovens Street is subject to “2P 8am-6pm Monday-Friday, 8am-1pm Saturday” restrictions.

These restrictions will appropriately provide for the moderate reliance on visitor parking for the retail components.

It should be noted that future residents will not have access to residential parking permits.

To this end, we are of the view that the long term parking supply will dictate the long term demand for residents and staff.

4.2.6. Historical Parking Credits

It should be noted that the existing warehouse/factory on the southern portion of the site is likely to have been historically reliant on on-street parking.

4.2.7. Local Policy

Council Planning Scheme Policies

Moreland City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives. Excerpts from some of the relevant Clauses within the Moreland Planning Scheme are provided as follows:
Clause 18.02-1 Sustainable Personal Transport

- Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.
- Encourage the use of walking and cycling by creating environments that are safe and attractive.

Clause 21.02-3 Strategic Direction 5: Environmentally Sustainable Development

Council is committed to best practice environmentally sustainable development (ESD). Development should integrate the principles of sustainable design early in the design process, at the planning stage, for the following benefits:

- Easier and cheaper compliance with building requirements through passive design
- Reduced living costs associated with housing, such as energy costs
- Improved amenity and liveability
- Reduced greenhouse gas emissions
- Greater resilience to the impacts of climate change (such as heat waves).

The ESD Local Planning Policy (22.08) includes objectives and application requirements to facilitate environmentally sustainable buildings. Broader aspects of environmentally sustainable development are integrated across the MSS to deliver the overall vision for sustainable neighbourhoods (such as urban consolidation in activity centres and the integration of transport and land use planning).

Clause 21.02-3 Strategic Direction 7: Transport Network

The Moreland Integrated Transport Strategy 2010 outlines a transport system that supports sustainable communities. The key principles of this transport system are:

- Walking and cycling are the preferred modes of transport
- Good public transport services in all areas
- Streets are community spaces
- Local access to services, education and employment.

Council encourages integrated transport and land use planning that will support residents and visitors to reduce their travel by ensuring access to local services, education and employment.

Council will continue to advocate for improved public transport services and grade separation at Glenroy Road, Glenroy and Bell Street, Coburg.

Freight and commercial vehicle access to activity centres and Core and Secondary Industrial and Employment Precincts will be protected in recognition of the needs of businesses.

The Strategic Framework of the MSS is predicated on developing sustainable neighbourhoods by integrating transport and land use planning decision making which maximise people’s opportunities to walk, cycle and use public transport.
Clause 22.03 Car and Bike Parking and Vehicle Access

22.03-2 Policy Objectives

To ensure provision of car, bike and vehicle access and parking:
- Contributes to an improved built environment.
- Is suitable to the likely demand and nature of the locality, and
- Encourages people to walk, cycle and use public transport.

22.03-3 Policy

It is policy to:
- Support reduced car parking rates in developments within and in close proximity to activity centres, with excellent access to a range of public transport options and with increased provision of bicycle parking above the rates specified in clause 52.34.

Moreland Integrated Transport Strategy 2019

Moreland City Council’s Integrated Transport Strategy 2019 (MITS) establishes Council’s strategic direction for transport planning for the next decade and future. Four key objectives have been developed. They are:

A liveable Moreland where the transport network caters for all ages and where we consciously reduce local vehicle traffic and safeguard the wellbeing of our community.

A sustainable Moreland which achieves a city-leading shift toward sustainable modes of travel, supporting the transition to active and zero-emissions transport by 2040 and addressing the climate emergency.

A Moreland that is safe and healthy where transport safety is a key focus, we improve personal security and safety and promote a healthy community with cleaner air.

A Moreland that is accessible and equitable for all where we reduce barriers to community movement and strongly commit to making Moreland accessible to all.

A prosperous Moreland which connects people to local jobs and services, encourages people to visit shopping strips and activity centres, focuses on the reliability of the transport system for people and goods and caters for population and employment growth.

Key action areas of the strategy specifically relating to car parking include:
- Permitting less parking in new developments to allow people to choose a lower level of parking to suit their needs.
- Expanding parking restrictions to protect local streets from changes to parking requirements in new developments.
- Using paid parking in some areas for all-day parking.
- Expanding the number of accessible (disabled) parking bays.
Broader action areas include prioritising sustainable transport by:

- Reallocating road space
- Creating safer, quieter streets
- Advocating for better public transport
- Fostering partnerships for sustainable transport

Amendment C183 to the Moreland Planning Scheme

Council recently undertook to amend the Planning Scheme to introduce new Schedules to the Parking Overlay at Clause 45.09 to set maximum rates for developments, particularly those in the Coburg, Brunswick and Glenroy Activity Centres.

The Amendment was heard at a Planning Panel and the Panel suggested that further work was required to support reduced/maximum rates. Council has since committed to undertaking this work.

Notwithstanding this additional hurdle, Council’s strategic and policy is ultimately to limit parking demands by suppressing supply, and this is likely to come in the form of maximum

Zero Carbon Evolution (June 2014)

The Zero Carbon Evolution Strategy that sets out City of Moreland’s plan to reduce carbon emissions across the Moreland community by 22% by 2020. The policy details that 34% of the Moreland Community emissions are currently associated with transport.

The Zero Carbon Evolution Strategy is based on 5 key strategies:

- Generating local renewable energy
- Using energy efficiently
- Low emissions transport
- Minimising the urban heat island effect, and
- Activating the community to reduce emissions

The relevant transport strategy is:

Strategy 3: Low emissions transport 2020 goals

- 25% reduction in car trips for personal use
- 25% reduction in car trips for work
- 500 car share bays, 5000 cars retired, 10% of new car registrations as electric vehicles

Brunswick Structure Plan (August 2010)

The Brunswick Structure Plan establishes Council’s strategic direction for development for the next 15 years (from 2010). Some of the relevant outcomes of the Structure Plan with regard to transport and reducing reliance on motor vehicles include the following:

- Improved street and open space networks that allow the majority of people to arrive and move around Brunswick on foot, by bike or by using public transport.
– That the provision and location of services and facilities allow the majority of people to arrive and move around Brunswick on foot, by bike or by using public transport.

– That continuous pedestrian links to key destinations ensure that a greater proportion of short trips are done on foot.

– That the reduced use of private vehicles for local trips allows improved access for those who are reliant on cars, and for delivery vehicles.

The site is well located to encourage the use of sustainable transport modes and nearby services and reduced parking provisions would contribute to reducing future resident’s reliance on motor vehicles.


This site is very well serviced by public transport and has excellent access to everyday services and multiple fixed rail and priority bus routes.

The location of the site offers a significant opportunity to be much less reliant on car parking.

Future residents can enjoy the benefits of inner city living and have little or no need for a private car.

A reduced and financially managed supply of parking, supported by generous bicycle parking provisions, a commitment to the development of a Green Travel Plan, and inclusion of on-site car share parking will encourage residents to become carless and to seek alternate modes of transport.

It is noted that a number of municipalities, including Moreland, are implementing (or seeking to implement) strategic policies that encourage active transport modes by reducing parking requirements for new developments in areas close to public transport and in and around activity centres.

In areas such as the Central City, Fishermans Bend and Footscray Metropolitan Activity Centre; the City of Port Phillip, City of Melbourne and City of Maribyrnong have introduced maximum parking rates to actively suppress parking demands by limiting the supply.

This approach acknowledges that simply adopting existing trends and rates for parking demands as the benchmark will not contribute to a significant shift in travel demands and the reliance on cars. Rather, setting strategically low rates will force a shift in travel behaviours and trends.

The applicant is, in effect, seeking to suppress parking demands for future residents and staff by limiting the supply. That is, by not providing parking, residents and staff will need to seek alternative travel modes.

We are of the view that this is appropriate for this application.
4.3. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (Fieldwork) and is considered to principally meet the relevant requirements of the Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

**General Car Parking Layout**

- Conventional car spaces have generally been designated with minimum dimensions of 2.6 metres width and 4.9 metres length, accessible from 6.4 metre wide aisles, meeting the Planning Scheme requirements.
- Car spaces adjacent to walls have been provided with appropriate clearances to allow for satisfactory car door opening.
- Columns are sited within 0.25-1.25 metres from the aisle end of car spaces in accordance with the Planning Scheme car parking envelope to allow for access into and out of spaces.
- The stacker units are contemplated as a Klaus TrendVario 6100, or similar, which provides for independent access to parking spaces with double height. These units shift side to side or up and down. Typical dimensions of 2.6 metres width (allowing for a 2.4 metre platform) and 5.6 metres length (allowing for a 5.2 metre long car) are recommended. The stacker units should be designed so that a minimum 25% of spaces will accommodate a vehicle of 1.8 metres as required by Clause 52.06.
- A DDA parking bay has been provided in accordance with the requirements of AS2890.6:2009. A dedicated bay and shared area have been dimensioned at a minimum width of 2.4 metres, minimum length of 5.4 metres and provided with a minimum headroom clearance of 2.5 metres.

**Access & Ramps**

- Access to the basement is provided as a two-way ramp with a minimum width of 6.1 metres between walls as per AS2890.1:2004.
- The first 5 metres of the driveway within the site is predominantly flat, with the grade not exceeding 1 in 10 satisfying the requirements of the Planning Scheme.
- The plans illustrate a maximum grade of 1 in 5 with transitions not exceeding 1 in 8 for not less than 2.0 metres, satisfying the requirements of the Planning Scheme.
- Appropriate sight triangles should be provided at the site access in line with the requirements of Clause 52.06 of the Planning Scheme.
- The existing crossovers that are no longer to be used should be removed and reinstated as kerb and channel.

In this regard, the above access arrangements, grades, transitions and clearances have been assessed and, in our view, meet the intent of the relevant standards.

Based on the foregoing, the car park layout and access is considered satisfactory.
5. Traffic Considerations

Having consideration of the existing uses on the site (including the residential dwelling and the warehouse and car parking), from a traffic perspective, we expect that additional traffic generated by the redevelopment will effectively be only additional residential traffic.

Traffic generation rates of residential dwellings vary dependent on the size of the dwelling and proximity to everyday services and the location of nearby public and alternative transport modes.

In consideration of the location of the site and size of the dwellings, a daily traffic generation rate of 3 vehicle movements per dwelling, inclusive of 0.3 movements per dwelling in peak hours is considered conservative but appropriate for the dwellings.

Application of this rate to the proposed 70 dwelling allocated car parking equates to a projected daily traffic generation of 210 movements, inclusive of 21 movements in peak hours.

This level of additional traffic generation is low in traffic engineering terms, equal to an average of approximately 1 vehicle being generated each 3 minutes in a peak hour to the network.

This will have no material impact on the operation of the existing road network.

Based on the current proposal, no further detailed traffic assessment is considered to be required.
6. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 6.

<table>
<thead>
<tr>
<th>Use</th>
<th>Units</th>
<th>Statutory Requirement</th>
<th>No. Of Spaces Required</th>
</tr>
</thead>
</table>
| Dwellings| 171 dwellings | 1 space per 5 dwellings for residents  
1 space per 10 dwellings for visitors | 34 resident spaces  
17 visitor spaces |
| Retail   | 348 m² | 1 space per 300 square metres for staff  
1 space per 500 square metres for customers | 1 staff space  
1 visitor space |
| Office   | 206 m² | 1 space to each 1500 square metres of area for staff if net floor area exceeds 1000 square metres  
2, plus 1 space to each 1500 square metres of area for visitors if net floor area exceeds 1000 square metres | 0 staff spaces  
0 visitor spaces |
| Total    |       | Resident                          
Staff  
Customer/Visitor | 34 resident spaces  
1 staff space  
18 visitor spaces |

Based on the above assessment, the development is required to provide a total of 53 bicycle spaces, comprising 34 resident spaces, 1 staff space and 18 visitor/customer spaces.

The application plans illustrate the provision of a total of 207 bicycle spaces which far exceeds the minimum statutory requirements and is considered acceptable given intended shift to sustainable transport modes.

Bicycle parking spaces have been provided as a mixture of two-tier horizontal rails, vertical rails and horizontal rails.

Two-tier horizontal rails are provided in accordance with the relevant Cora Bike Rack specifications, which satisfied the requirements of AS2890.3:2015, with 1.86 metre lengths, 0.5 metre spacings and accessible from an aisle of at least 2.0 metres.

Vertical rails are provided in accordance with the requirements of AS2890.3-2015, with dimensions of 1.2 metre length and spaced at 0.5 metre centres, accessible from a 1.5 metre aisle.

Horizontal visitor rails are to be provided in accordance with the requirements of AS2890.3-2015, with dimensions of 1.8 metres length and spaces at 1.0 metre centres, accessible from a 1.5 metre aisle.
7. Loading Considerations

7.1. Loading

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Loading activities for residential dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur relatively infrequently. It is therefore considered appropriate for delivery vehicles to utilise nearby on-street parking.

Similarly, based on the size and nature of the proposed retail tenancies it is expected that they will also only require deliveries that are of a small and infrequent nature, which will most likely be undertaken by vans or small rigid vehicles (SRVs) that can utilise nearby short-term kerbside parking or loading zones in the vicinity of the site.

Furthermore, deliveries will be transient and will not adversely disrupt the operation of the road network or nearby properties.

Accordingly, we are of the view that nearby on-street parking provisions, including along Ovens Street, will adequately accommodate any loading activities generated by the proposed development.

7.2. Waste

Waste collection is to be undertaken by a private contractor within basement 1. Collection will occur via 6.4 metre Waste-Wise Mini Hino as set out in the waste management plan prepared by Traffix Group (Ref. G28546R-03(WMP) dated November 2020).

Accordingly, we are satisfied that appropriate waste collection arrangements can be accommodated.
8. Conclusions

Having undertaken a preliminary traffic engineering assessment of the proposed mixed use development at 2-6 Ballarat Street & 14-18 Ovens Street, Brunswick, we are of the opinion that:

a. the proposed development has a statutory car parking requirement of 213 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of 75 car space results in a shortfall of 138 car spaces,

b. the required reduction in parking under Clause 52.06-6 is supported on the following grounds:
   i) The site has access to everyday services, including retail, food and beverage and has access to public transport and other alternative transport modes (walking and cycling routes).
   ii) There is a demand for dwellings without resident parking in this locality, as evidenced by the 2016 ABS car ownership data.
   iii) 2016 ABS Journey to Work data reveals a lower reliance on private cars by existing employees within the Brunswick SA2 area, in comparison to the Greater Melbourne average.
   iv) the Built-To-Rent model allows for a more efficient parking management strategic that can help reduce parking demands,
   v) the application is committed to sustainable transport initiatives, such as the preparation of Green Travel Plan, generous bicycle parking provisions, and incorporating Car Share spaces on-site,
   vi) for staff and residents who do not have an on-site parking space parking on-street will be impractical and they will be forced to make a mode shift to more sustainable transport to access the site, and
   vii) there is State and Local Strategic support to reduce parking demands through suppressing supply, and this site is appropriately located to do so.

c. the parking layout and access arrangements are generally in accordance with the requirements of Clause 52.06 of the Planning Scheme and/or AS2890.1:2004 where relevant,

d. the level of traffic generated as a result of this proposal is acceptable and will not have a material impact on the surrounding road network,

e. bicycle parking provisions exceed the minimum requirements set out at Clause 52.34 of the Planning Scheme,

f. waste collection is proposed in accordance with the Waste Management Plan prepared by Traffix Group and is therefore considered acceptable, and

g. there are no traffic engineering reasons that would preclude the proposed mixed use development at 2-6 Ballarat Street & 14-18 Ovens Street, Brunswick, subject to appropriate conditions.