Traffic Engineering Assessment

Proposed Mixed Use Development

86-96 Stubbs Street & 15 Thompson Street, Kensington

Prepared for Assemble

June 2020

G28583R-01B
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1. Introduction

Traffix Group has been engaged by Assemble to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 86-96 Stubbs Street & 15 Thompson Street, Kensington.

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 (86-96 Stubbs Street & 15 Thompson Street, Kensington) 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 associated with the proposed development.

In the course of undertaking this assessment, we inspected the subject site, reviewed development plans prepared by Hayball (Rev. A, dated 23 April 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 new residential apartments, including Build-To-Rent-to-Own housing ("The Assemble Model"), and ground floor commercial tenancies.

The application proposes to develop the site for an eight-storey mixed use development comprising 199 dwellings, office use and a small retail tenancy at ground level. All dwellings will operate under a Build-To-Rent-to-Own model.

We are advised that a number of communal rooms and spaces are provided on-site which will effectively be ancillary spaces for use by the building tenants.

A schedule of the proposed development 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>Apartment Studio</td>
<td>32 dwellings</td>
</tr>
<tr>
<td>1-bedroom</td>
<td>25 dwellings</td>
</tr>
<tr>
<td>2-bedroom</td>
<td>104 dwellings</td>
</tr>
<tr>
<td>3+-bedroom</td>
<td>38 dwellings</td>
</tr>
<tr>
<td>Total</td>
<td>199 dwellings</td>
</tr>
<tr>
<td>Community/Commercial Shop (Retail)</td>
<td>89 m²</td>
</tr>
<tr>
<td>Office</td>
<td>1,415 m²</td>
</tr>
</tbody>
</table>

2.2. Parking Provisions and Allocations

2.2.1. Car Parking & Access

The proposal contemplates a total of 96 car parking spaces within a single basement level car park, accessed via double width crossover to Stubbs Street.

Car parking is intended to be allocated as follows:

- 10 spaces for office and retail staff; and
- 86 spaces for residents (0.43 spaces per dwelling).

All residential parking will be managed by the Build-To-Rent Operator and leased to tenants on an application basis.
The car parking arrangements include a mixture of conventional car spaces and mechanical car parking sliders (Klaus Parkboard PQ system or similar). All spaces are to be allocated for residents or staff only and will be independently accessible.

2.2.2. Bike Parking

A total of 434 bicycle spaces are provided as part of the development, with the majority of bicycle parking accommodated within a mezzanine level accessed via the ground level.

2.3. Loading and Waste Collection

A dedicated on-site loading area is proposed, accessed from Thompson Street to cater for residential and commercial loading.

It has been designed to accommodate a single Small-Rigid Vehicle (SRV).
3. Existing Conditions

3.1. Subject Site

The subject land, addressed as 86-96 Stubbs Street & 15 Thompson Street, Kensington, is located on the west side of Stubbs Street between Smith Street and Robertson Street in Kensington.

The site is irregular in shape and has an area of approximately 12,810 square metres. The site has a frontage to Showers Street, St. Georges Road and Oakover Road of 41.3 metres, 126.6 metres and 127.6 metres, respectively.

A locality plan and an aerial view of the subject site are provided at Figure 1 and Figure 2 respectively.

![Locality Map](image)

Figure 1: Locality Map
Traffic Engineering Assessment

3.2. Existing Use and Access

The site is occupied by an industrial and warehouse use tenanted by 'Flexible Drive' (custom control system and replacement parts company).

Vehicle access to the site is provided via a number of locations as follows:

- 7.0 metre wide crossovers to Stubbs Street, located approximately mid-length of the site’s eastern boundary providing access to car parking areas.
- 6.0 metre wide crossover (shared with 3 metre wide ROW) at site’s northern boundary providing direct access to loading dock.
- 3 x 3 metre wide crossovers to Thompson Street providing direct access to various loading docks.

An at-grade off-street car park is provided as a part of the existing subject site and includes a total of 16 car spaces with vehicle access available via a central crossover to Stubbs Street.

A total of 22 car spaces are located along the site’s combined frontage to Stubbs Street and Thompson Street as follows:

- 12 x unrestricted car spaces along Stubbs Street, and
- 10 x unrestricted car spaces along Thompson Street.
3.3. Planning Scheme Zones & Surrounding Uses

The subject site is situated within a Mixed Use Zone – Schedule 1 (MUZ1) under the Moreland Planning Scheme as shown in the zoning map in Figure 3, with land use in the nearby area a mixture of light industrial, residential and commercial.

The site is also located within the Arden-Macaulay Major Urban Renewal Precinct in accordance with Plan Melbourne 2017-2050.

Significant nearby land uses are detailed below:

- Macaulay Railway Station, located 350 metres southeast of the site,
- Kensington Railway Station, located 470 metres southwest of the site,
- Kensington Activity Centre, located 650 metres southwest of the site, and
- Racecourse Road Activity Centre, located 750 metres northwest of the site, this activity centre includes a full line supermarket.

![Figure 3: Planning Zone Map - Melbourne](image)
3.4. Road Network

**Stubbs Street** is a collector street under Council management and is aligned in a north-south direction between Racecourse Road to the north and Macaulay Road to the south.

In vicinity of the site, Stubbs Street provides an approximately 14.6m wide carriageway accommodating one traffic lane, a parking lane and a bicycle lane in each direction.

Kerbside parking within Stubbs Street is controlled by a mixture of short-term (1/2P, 1P & Loading Zone) and long-term (unrestricted) restrictions.

A posted speed limit of 60km/h applies to Stubbs Street.

**Thompson Street** is an access road under Council management and is aligned in a north-south direction between Smith Street to the north and Robertson Street to the south.

In vicinity of the site, Thompson Street has a 7.05m wide carriageway accommodating a shared single two-way lane with kerbside parking on both sides, or alternatively, two traffic lanes with parking available on one side.

Kerbside parking within Thompson Street is unrestricted.

A posted speed limit of 40km/h applies to Thompson Street.

**Northern Right-of-Way** is a laneway under Council management and is aligned in an east-west direction between Smith Street and Robertson Street.

In vicinity of the site, the laneway measures between 2.90-3.35m accommodating a single shared two-way lane.

No parking is permitted within the laneway. Minimal vehicle access to adjacent properties currently occurs along the laneway.

**Haydon Lane** is a laneway under Council management and is aligned in an east-west direction between Thompson Street and Stubbs Street.

In vicinity of the site, the laneway measures between 3.15-3.40m accommodating a single shared two-way lane.

No parking is permitted within the laneway. No vehicle access to adjacent properties currently occurs along the laneway.

Photographs depicting the nearby road network are presented in Figure 4 to Figure 11.
Figure 10: Haydon Lane - View East

Figure 11: Haydon Lane - View West
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 Melbourne 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 12.
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.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

<table>
<thead>
<tr>
<th>Use</th>
<th>Type</th>
<th>Size / No.</th>
<th>Statutory Rate</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings</td>
<td>1 &amp; 2-bedroom</td>
<td>161</td>
<td>1 car space to each dwelling</td>
<td>161 spaces</td>
</tr>
<tr>
<td></td>
<td>&gt;3-bedroom</td>
<td>38</td>
<td>2 car space to each dwelling</td>
<td>76 spaces</td>
</tr>
<tr>
<td>Shop (retail)</td>
<td></td>
<td>89m²</td>
<td>3.5 spaces to each 100 sqm</td>
<td>3 spaces</td>
</tr>
<tr>
<td>Office</td>
<td></td>
<td>1,415m²</td>
<td>3.0 spaces to each 100 sqm</td>
<td>42 spaces</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>282 spaces</strong></td>
<td></td>
</tr>
</tbody>
</table>

Based on the table above, the development is statutorily required to provide a total of 282, comprising 237 car spaces for residents, 3 spaces for the retail component and 42 spaces for the office tenancies.

There is no requirement to provide residential visitor parking.

A total of 96 car parking spaces are proposed within the development, allocated as 10 spaces for the office/retail staff and the remaining 86 spaces for residents.

The application therefore seeks a permit to reduce the parking provisions by 186 spaces, inclusive of 151 residential spaces and 35 commercial spaces.

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 in the following section of the report.

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

The Planning 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. **Access to Sustainable Transport Modes**

**Walking**

The site is considered to be very walkable in the context of access to multiple sustainable transport modes, retail and essential services including the Kensington Activity Centre and Racecourse Road Activity Centre, and other community and daily residential needs.

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 13.
Rideability

The City of Melbourne is well serviced by the Principal Bicycle Network (PBN) with on-road and off-road bicycle paths directly linking the City of Melbourne with surrounding municipalities and the CBD. The nearby bicycle network is detailed in Figure 14 below.

The subject site has access to bicycle infrastructure with formal bicycle lanes located along the site’s frontage to Stubbs Street, Macaulay Street to the south and Racecourse Road to the north.

The Moonee Ponds Creek Trail is located 450 metres east of the site and provides an off-road connection to nearby activity centres, including the CBD and the wider off-road bicycle network of Melbourne (forms part of Capital City trail).
Traffic Engineering Assessment

86-96 Stubbs Street & 15 Thompson Street, Kensington

Figure 14: TravelSmart Map - Melbourne

Public Transport

The site is well served by public transport, with train and bus services provided in the nearby area.

Tram services are available on Racecourse Road and Flemington Road, less than 400 metres walk from the site, and bus services can be accessed at Macaulay Road approximately 300 metres walk from the site.

Macaulay Station is located just 400 metres to the south-east of the site.

The new Arden Railway Station, proposed as part of the Metro Tunnel Project is located approximately 1.5 kilometres to the south-east of the site and provide a connection to services on the Sunbury Line and Cranbourne Pakenham Line (scheduled for completion in 2025). This station will improve the connections from the site to the wider Melbourne Metropolitan Area.

A summary of the services is provided in Table 3 and Figure 15.
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><strong>Train Services</strong></td>
<td>Upfield - Melbourne CBD (Upfield Line)</td>
<td>Macaulay Station</td>
</tr>
<tr>
<td><strong>Tram Services</strong></td>
<td>Route 57 West Maribyrnong to Flinders Street Station</td>
<td>Racecourse Road</td>
</tr>
<tr>
<td><strong>Bus Services</strong></td>
<td>Route 402 Footscray Station to East Melbourne</td>
<td>Macaulay Road</td>
</tr>
</tbody>
</table>

4.2.2. Car Share Facilities

The City of Melbourne approved the car share policy in 2015 with a goal to install 2000 car share spaces in the municipality by 2021.

The car share scheme provides an alternative to owning a car and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and commercial or business memberships and can be more convenient for short trips as payment is generally on a per hour basis.

For staff, commercial or business car share memberships offer the benefit of being used as a fleet or pool car vehicle. This provide an alternative mode of transport for staff to use during the day (meetings, site inspections, etc.) if required, rather than driving a private vehicle to the site. This arrangement will assist in reducing the car parking demands of the proposed development.
For residents, car share vehicles can be utilised for trips which may require a personal vehicle such as larger shopping trips or for the transport of bulky items or for day trips where public transport or bicycle access is difficult. They offer opportunities to reduce the need for residents to own a vehicle, or for multi-person households to have a second or third vehicle.

For employees or staff, commercial/business car share memberships offer the benefit of being used as a fleet or pool car vehicle. This can help reduce the number of staff that can easily access the site via alternative transport modes, but may drive to the site for the convenient use of a car during business hours, from choosing to drive to work.

A number of on-street car share spaces mainly operated by GoGet and FlexiCar are provided within the vicinity of the subject site with the nearest three as follows:

- Bent Street near Macaulay Road, 280 metres walk to the south of the site;
- Stubbs Street near Flemington Road, 370 metres walk to the north of the site; and
- Bellair Street near Bridges Lane, 690 metres walk to the south-west of the site.

The remaining existing car share pods in the vicinity of the site are shown in Figure 16.
4.2.3. Existing 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 Kensington.

We have excluded public housing, and also extracted rental data as well.

The data is summarised in Table 4.

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Privately Owned Dwellings</th>
<th>Rental Only</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Kensington</td>
<td>Melbourne</td>
</tr>
<tr>
<td>Studio</td>
<td>0.0</td>
<td>0.1</td>
</tr>
<tr>
<td>1-bed</td>
<td>0.9</td>
<td>0.4</td>
</tr>
<tr>
<td>2-bed</td>
<td>1.1</td>
<td>0.6</td>
</tr>
<tr>
<td>3-bed</td>
<td>1.2</td>
<td>1.0</td>
</tr>
</tbody>
</table>

This data shows that car ownership in the City of Melbourne and within Kensington is typically much lower than the minimum statutory rates under the Planning Scheme.

Importantly, it also shows how rental properties have comparably lower car ownership levels than private dwellings as a larger category.

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 a proportion 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 and this is reflected by the existing ABS Data which shows rental car ownership lower than private dwellings as a whole.

4.2.4. Retail Parking Demands

The retail space 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 199 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 3 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 1 space for staff and 2 spaces for customers.

The provision of a single space on-site for retail staff will cater for the likely long term demands of the retail use.

The remaining demand for 2 customer spaces will be reliant on on-street parking.

4.2.5. Office Parking Demands

The statutory car parking requirement of 3.0 spaces per 100 square metres is generally representative of the parking demands for an office use in an unconstrained parking scenario (i.e. ample on-site parking or off-site parking being readily available).

However, lower rates can be expected in locations within areas that are well served by public transport and have constrained parking environments (such as limited car parking either on or off-site, subject to significant fees or car parking is in high demand).

The proposed development has very good accessibility to public and alternative transport modes and it is continually improving.

The proposal includes a generous provision of bicycle parking for employees with convenient cyclist / pedestrian access, this provision will actively encourage future employees to travel to the site using alternative transport.

The provision of 9 car spaces for office equates to an effective parking provision rate of 0.6 spaces per 100 square metres.

The application, in effect, is proposing travel demand management by suppressing car parking demands. That is, by not providing the full on-site car parking for the office, the applicant is forcing the use of alternative transport modes.

Whilst there is existing on-street parking surrounding the site, some of which allows long term parking, it is our expectation that as the area develops, on-street parking conditions will change and Council is likely to introduce a management strategy to prevent long term parking.
Future tenants will not be eligible for on-street parking permits, and therefore when this change does take place, future office employees who are not provided with an on-site car parking space will be required to seek alternative modes of transport to access the site, as it will be impractical to park on-street. Consequently, the employee parking demand will be dictated by the supply.

4.2.6. 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 Melbourne 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 on-site 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 Kensington 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.

4.2.7. On-Street Parking

On-street parking in the area is generally a mixture of short-term restricted parking (1/4P, 1/2P, 1P and 2P), and long-term unrestricted parking.

The surrounding parking can appropriately accommodate the very small reliance on 2 on-street parking spaces for retail customers.
4.2.8. Relevant Policy

Policy Context

The site is located within the Arden Macaulay Urban Renewal Precinct. This area is a State significant development area that is expected to be revitalised over the next 30 years.

As part of the renewal, a number of new public transport services will be introduced which includes a bus route along the site frontage to Boundary Road.

City of Melbourne, and other inner City municipalities are seeking to reduce the reliance on private cars in locations which are conveniently accessible by public and alternative transport modes, including the Arden Macaulay Precinct.

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

For residential development in most of the Melbourne Municipality, residential parking requirements are already set at a maximum, and a permit is required to provide more than one space per dwelling.

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.

This is particularly relevant for this site, as it is considered to be suitably located to consider reduced parking provisions, and this is consistent with Council’s strategic policies in other similarly located areas.

SRO, Victoria - Congestion Levy

The subject site is located in the State Revenue Office (SRO) of Victoria ‘Congestion 2’ levy area (blue area) as detailed in Figure 17, an excerpt from the SRO website.

![Congestion levy map](image)
This levy applies to private and public car spaces that are used for long term staff purposes within the inner Melbourne area.

This annual levy aims to reduce traffic congestion in central Melbourne by encouraging more motorists to regularly use public transport.

Introduced in 2005, the congestion levy is charged each calendar year to off-street private and public car parking spaces in two specified areas.

This policy clearly encourages lower levels of car parking for office uses to minimise car use and reduce congestion.

The reduced parking provisions for staff of the office accords with this policy.

Clause 21.09 - Transport

Clause 21.09-Transport of the Melbourne Planning Scheme includes a number of key objectives and strategies to minimum car parking provisions for developments within the Municipality. These include:

Strategy 1.2 - Encourage development in locations which can maximise the potential use of public transport.

Strategy 1.5 - Support the reduction or waiving of car parking for new uses and developments, which have good access to public transport.

This site is well placed to achieve these objectives and strategies as the site is very well located in relation to public transport accessibility, which will support the reduced car parking provisions.

We are of the view that this is appropriate for this application.

4.2.9. Summary

Based on the preceding assessment, we are satisfied the residential car parking provisions are considered acceptable in the context of the existing ABS car ownership data, transport policy, and accessibility to alternative transport modes.

Commercial car parking provisions are appropriate and there would not be any unacceptable impacts to on-street parking in the nearby area as a result of the proposal.

Furthermore, the reduced parking provisions will actively encourage more sustainable transport choices for future employees and patrons.

4.3. Car Parking Layout & Access Arrangements

We have reviewed the Concept Plans and are comfortable that they are generally appropriate and, with further detail, can appropriately respond to the requirements of Clause 52.06 of the Planning Scheme and/or AS2890.1:2004 where relevant.

Ultimately, we expect that this detail and compliance can be appropriately addressed through a Condition of Permit should one issue.

Our general comments on the current plans are summarised as follows:
Typical design requirements are summarised below:

• The proposed access on both streets are suitably located in relation to the surrounding road network and adjacent developments/access arrangements.

• A two-way ramp is proposed on each access and this is considered appropriate for the proposal.

• Ramp grades are shown at a maximum of 1 in 5 with appropriate transitions at each end demonstrating that the levels can be achieved.

• 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.

• Internally, the car spaces are/can be appropriately designed to meet the requirements at Table 2 of Clause 52.06.
5. Traffic Considerations

Having regard to the fact that the site is currently occupied by an industrial use with staff parking, and the proposal includes an office component, with relatively limited parking, we expect that the proposal will effectively generate 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 86 car spaces equates to a projected daily traffic generation of 258 movements, inclusive of 26 movements in peak hours.

This level of additional traffic generation is low in traffic engineering terms, equal to an average of less than 1 vehicle being generated each 2 minutes in a peak hour to the network.

The site has multiple access route opportunities and this traffic will be further distributed to the nearby intersections.

Ultimately, there will be 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.

Given the small size of the retail tenancy, it does not trigger a requirement for bicycle parking.

The relevant requirements are summarised in Table 5.

<table>
<thead>
<tr>
<th>Use</th>
<th>Units</th>
<th>Statutory Requirement</th>
<th>No. Of Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings</td>
<td>199 dwellings</td>
<td>1 space per 5 dwellings for residents</td>
<td>40 resident spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 10 dwellings for visitors</td>
<td>20 visitor spaces</td>
</tr>
<tr>
<td>Office</td>
<td>1,415 m²</td>
<td>1 space per 300 square metres for staff</td>
<td>5 staff spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 1000 square metres for visitors</td>
<td>1 visitor space</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td><strong>Resident Staff Visitors</strong></td>
<td>40 resident spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5 staff spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>21 visitor spaces</td>
</tr>
</tbody>
</table>

Based on the above assessment, the development is required to provide a total of 66 bicycle spaces, comprising 40 resident spaces, 5 staff spaces and 21 visitor spaces.

End of Trip facilities are triggered by the requirement for 5 staff parking spaces.

The application plans illustrate the provision of 434 bicycle spaces and End of Trip facilities, far exceeding the minimum requirements of Clause 52.34.

Bicycle parking has been provided in accordance with AS2890.3-2015 with a mix of vertical and horizontal rails as follows:

- Wall mounted vertical rails are dimensioned at 1.2 metres deep spaces, 0.5 metres spacings, and are accessible from an aisle 1.5 metres wide; and
- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle.

It is recommended that further review of the bicycle parking access, particularly the internal ramps, be undertaken to improve accessibility internally for cyclists.

This could be addressed by Condition of permit.

The proposed bicycle parking arrangements are therefore considered appropriate.
7. Loading Considerations

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.

An at-grade hardstand is provided with a loading platform within a setback along Haydon Lane at the interface with Thompson Street.

We are satisfied that loading activities associated with the café and office tenancies can be accommodated within this hardstand area, or alternatively within on-street parking along Stubbs Street and Thompson Street, as deliveries would be undertaken by smaller trucks and vans.

Loading associated with the residents are generally undertaken by standard passenger vehicles and vans and as a result can be accommodated within the on-site loading bay (via booking through Owners Corporation) or alternate on-street parking along Stubbs Street and Thomson Street.

A communal waste bin area is located within the basement level and it is understood that waste will be transferred to ground level for collection from the hardstand area.

Accordingly, we are satisfied that loading and waste requirements associated with the commercial component and residential dwellings can be appropriately addressed by the proposal.
8. Conclusions

Having undertaken a preliminary traffic engineering assessment of the proposed mixed use development at 86-96 Stubbs Street & 15 Thompson Street, Kensington, we are of the opinion that:

a. the proposed development has a statutory car parking requirement of 282 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of 96 car space results in a shortfall of 186 car spaces,

b. the required reduction in parking under Clause 52.06-6 is supported on the following grounds:

   i) The site has very good 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) the Built-To-Rent model allows for a more efficient parking management strategic that can help reduce parking demands,

   iv) 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,

   v) 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

   vi) 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 contemplated within the Concept Plans are generally appropriate and, with further detail, can appropriately respond to 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. suitable loading and waste collection arrangements can be accommodated, and

g. there are no traffic engineering reasons that would preclude the proposed mixed use development at 86-96 Stubbs Street & 15 Thompson Street, Kensington, subject to appropriate conditions.