

ADVERTISED COPY

Dear Vicky,

2 July 2020

Vicky Grillakis
Associate Director
Urbis
Level 12, 120 Collins Street
MELBOURNE VIC 3000

**Proposed Mixed Use Development
Planning Application No. TPA/41498
12-14 Johnson Street, Oakleigh
Response to Request for Information**

Ratio Consultants has reviewed the correspondence received from the City of Monash, dated 11 May 2020, in response to the application for a mixed use development on the site located at 12-14 Johnson Street, Oakleigh.

We note that Council will not support the proposed car parking reduction sought and seeks the following information:

“A minimum of two empirical case studies provided to assist with the car parking assessment which are located in similar activity centres such as Oakleigh (with similar characteristics including distance from city). It is not considered that Church Street Richmond provides a comparable car parking demand as the subject site”.

Firstly, it is noted that Council recently (May 2020) approved a six storey mixed use development on the site at 2-4 Kingsway in Glen Waverley. This development included an office floor area of 1,515.7sqm with 28 car parking spaces, at an office parking rate of 1.84 spaces per 100sqm.

The Traffic Report in support of this application prepared by GTA Consultants did not provide specific empirical data of similar uses but included details of other office developments in middle urban locations with approved car parking rates in the range from 1.2 to 2.04 spaces per 100sqm, namely:

- 1 McNab Avenue, Footscray (20,500sqm): 1.2 spaces/100sqm
- 913 Whitehorse Road, Box Hill (19,400sqm): 1.55 spaces/100sqm
- 254-262 Burwood Road, Hawthorn (9,000sqm): 2.04 spaces/100sqm

The Council Delegate's Report noted that the GTA Traffic Report provided examples of similar office developments in middle suburbs (Box Hill and Footscray) which have provided less than this rate of car parking (between 1.2 spaces and 1.55 spaces per 100sqm) in these accessible areas. Box Hill is a comparative example to Glen Waverley, being a similar sized activity centre which also has access to the bus and rail network.

It is also noted that the Council Delegate's report noted that 'Council's adopted Monash Integrated Transport Strategy seeks to encourage sustainable mobility and reduce reliance on private vehicle use, particularly in areas which have good access to public transport. It also notes that traffic impact assessments across Melbourne are starting to recognise that due to the range of travel choices and options in the area, the previously employed formula and assumptions linking to car parking rates and traffic generation through daily car usage are rapidly changing. It also notes that journey to work data identifies growth in public transport use in Monash'.

These comments are certainly relevant to the proposed application.

A proposed Condition of the Permit will require a Green Travel Plan to be prepared prior to the commencement of the use which includes details of green travel options for staff. This will include a real time public transport update kiosk will also be required to be provided at the ground floor of the building. I note that the applicant for the proposed development at 12-14 Johnston Street, Oakleigh would also be prepared to prepare a Green Travel Plan to encourage the use of sustainable transport modes as a condition of any permit issued.

In regard to recent and similar empirical data of similar uses, Ratio has recently sourced information in relation to an existing office development at 4-6 Croydon Road in Croydon, which is located in close proximity to the Croydon Railway Station. Information shows that the office use on the site currently generates a peak car parking demand of 8 spaces from a supply of 12 spaces for 530sqm office floor area at a rate of 1.51 spaces per 100sqm, and this has been the case since 2014. This is supported by letters from the tenant and managing agent as well as aerial images of spare on-site parking.

Refer to Figure 1 for details of the site and surrounds in Croydon.

Figure 1: Aerial View of Site and Surrounds at 4-6 Croydon Road, Croydon



Accordingly, it is considered that there is strong policy and planning approval justification to support the proposed car parking rate of 1.97 spaces per 100sqm for the proposed office use in this location.

For further consideration.

Yours sincerely,

**Russell Fairlie
Director: Traffic
Ratio Consultants Pty Ltd**



Appendix A Swept Path Assessment