

Traffix Group

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Traffic Engineering Assessment

Amendment to Permit No. TPA/50168/A
73-75 Kingsway, Glen Waverley

Prepared for
Triten Constructions Pty Ltd

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Appendix A Development Plans

1. Introduction

Traffic Group has been engaged by Triten Constructions Pty Ltd to undertake a traffic engineering assessment for the proposed amendment to Planning Permit No. TPA/50168/A of the commercial development at 73-75 Kingsway, Glen Waverley.

2. Background & Proposal

The site has planning approval for a commercial development under Planning Permit No. TPA/50168/A (dated 22 December, 2020, amended 7 March, 2022) and allows for the *“development and use of land for a six (6) storey building (plus basement) comprising food and drink premises and offices, and a reduction in the car parking requirement to zero”*.

The proposal is for a change in use of the approved upper floor (level 5) of office floor area and construction of a part level with open terrace for the purpose of a rooftop bar with a total floor area of 405m². Under approved conditions, level 5 includes a total floor area of 218m² (including balcony area) of office.

There are no changes proposed to the balance of the building, except for minor floor area reduction (-12m²), including car parking proposed in association with the change in use. No car parking is provided on the site consistent with the current approval.

A copy of the development plans (dated May, 2022) that identify the layout of the amended scheme is attached at Appendix A.

3. Traffic Engineering Assessment

3.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of ‘bar’ under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

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.

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. The site is located within the Principal Public Transport Network area and accordingly the Column B parking rates apply.

In this case, as there are no changes to the restaurants and food and drink premises or balance of office uses, these uses are not considered in the following assessment. The statutory requirement therefore relates to the proposed bar use only.

The statutory car parking assessment is set out in the table below.

Table 1: Statutory Car Parking Assessment – Column B of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column B)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
Endorsed Level 5 Development Scheme (Planning Permit No. TPA/50168/A)					
Office	218m ²	3 spaces to each 100m ² of NFA	6	0	-6
Amended Development Scheme					
Bar	405m ²	3.5 spaces to each 100m ² of LFA	14	0	-14
Notes:					
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.					

Under Clause 52.06-5, the statutory parking requirement for the change in use is 14 car spaces.

The car parking reduction associated with the amended scheme is minor and is appropriate in context to the existing approval on the site. The additional car parking reduction (14 car spaces) compared to the approved scheme (6 spaces) is 8 car spaces only for the overall site.

The following section is an assessment of the appropriateness of the additional car parking reduction sought in association with the amended scheme.

3.2. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *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 to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 (June, 2015) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the empirical car parking demand and appropriateness of reducing the car parking provision below the statutory requirement is set out below.

3.2.1. Car Parking Demand Assessment

Given the site's location within an established activity centre, such as the Glen Waverley Activity Centre do not typically generate car parking demands in their own right. Rather, activity centres generally attract people to the area as a whole rather than to specific sites.

It is important to take into consideration recent trends such as the rise in ride share service (Uber, etc.), which have had a particular impact on later night uses such as bars and restaurants. The convenience of being able to order these services easily via their phone on demand has reduced the need for patrons to drive their own car to bars or restaurants.

The sharing of trips will occur and a large proportion of people will choose to go to the bar after they have dined at a restaurant at the activity centre rather than directly accessing the bar. The tenancy will also serve existing employees and residents of the nearby area who can access the site via alternate transport modes (i.e. walking, cycling, etc.).

Accordingly, the clientele for the bar will be drawn from customers who are already present within the activity centre who will not necessarily generate additional car parking demands in provision to the increased floor area.

The peak time for the bar would be during the evening on a Friday and Saturday. Parking demands during the day would be much lower due to significantly reduced activity experienced during the day (i.e. seats are rarely fully occupied) and there is a much higher proportion of walk-up trade and potentially none if the bar was not open.

Any potential overflow car parking demands associated with the bar during the evening on a Friday or Saturday can be accommodated within the area, when significant vacancies were recorded during the parking surveys.

Accordingly, the statutory car parking rate of 3.5 spaces per 100m² is highly conservative for this locality and we consider that the realistic demand for car parking would be in the order of 50% of the statutory demand, i.e. 7 car spaces.

Staff parking demands equate to approximately 30% of parking demands or 2 spaces for staff. Customers represent the balance of parking demands, 5 spaces.

As identified above, the peak demands would be during the evening on a Friday and Saturday, with far less demand during the day.

3.2.2. Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

The second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The car parking provision factors are as follows, with the most relevant factors highlighted:

- **The Car Parking Demand Assessment.**
- **Any relevant local planning policy or incorporated plan.**
- **The availability of alternative car parking in the locality of the land, including:**
 - *Efficiencies gained from the consolidation of shared car parking spaces.*
 - **Public car parks intended to serve the land.**
 - *On street parking in non residential zones.*
 - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- **The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.**
- **Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.**

- **The future growth and development of any nearby activity centre.**
- **Any car parking deficiency associated with the existing use of the land.**
- **Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.**
- 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 equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- 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.

The highlighted factors are considered below.

Car Parking Demand Assessment

The Car Parking Demand Assessment concludes that the proposed bar would result in an increase in car parking demand of 7 spaces. This demand would mainly occur on evenings (particularly later into the week and on weekends), with much lower parking demand outside of these times.

This level of car parking will need to be accommodated in the nearby area.

3.2.3. Local Policies

Monash City Council supports the use of sustainable modes of transport within the Glen Waverley Activity Centre, through a number of objectives and strategies, provided as follows:

Clause 21.06 – Major Activity and Neighbourhood Centres

Clause 21.06-3 – Objectives, strategies and implementation

Objectives

- *To develop vibrant major activity and neighbourhood centres with a broad mix of uses appropriate to the type of centre and needs of the target population, that have improved access for walking, cycling and levels of public transport services, and that provide a focal point for the community, fostering social and cultural development.*
- *To promote more sustainable transport patterns by ensuring major activity and neighbourhood centres are well serviced by public transport, by encouraging walking and cycling through providing safe and accessible public spaces, and by concentrating activities that generate high numbers of trips in highly accessible locations.*

Glen Waverley Major Activity Centre

- *Enhance the mix of retail, entertainment, office, residential and medical services to meet the needs of residents, workers and visitors through the implementation of the Glen Waverley Activity Centre Structure Plan 2014 (Updated 2016).*
- *Encourage the use of sustainable transport modes to/from and within the Major Activity Centre and decrease traffic congestion within the Centre, through the introduction of the Glen Waverley Activity Centre Sustainable Transport Plan 2014.*

Clause 21.08 – Transport and Traffic

Clause 21.08-2 – Key Issues

- *Traffic congestion creates air quality problems and increases the use of fossil fuels.*
- *Reduce the dependency of the use of fossil fuels by encouraging the use of alternative fuels for commercial and personal vehicles.*
- *Need for an effective and efficient public transport system.*
- *Need for an effective arterial road network.*
- *Traffic congestion has an impact on the accessibility of main roads and traffic volumes in local roads.*
- *This is likely to be a significant issue surrounding the Waverley Park residential development.*
- *Land use and transport planning need to be integrated around major arterial roads, fixed public transport routes, walk trails and bicycle paths, having consideration of transport patterns relating to commercial, residential and industrial land uses.*
- *Car parking should be provided on site satisfy the needs of users without detriment to local amenity.*

Clause 21.08-3 – Objectives, strategies and implementation

Objectives

- *To provide a more environmentally responsible transport system.*
- *To facilitate and provide safe, efficient and effective access which minimises travel times throughout the City.*
- *To provide connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly the south east.*
- *To promote and facilitate an efficient public transport system that is accessible to the majority of the population.*
- *To ensure regional traffic objectives do not adversely affect the amenity of Monash residents and minimise the negative impacts of through traffic.*
- *To improve local area traffic management, safety and amenity and promote appropriate traffic speeds in local residential areas.*
- *To ensure that adequate vehicle parking is provided for all new uses and developments and that the cost is shared on an equitable basis.*

- *To provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations such as employment, convenience facilities and public transport nodes as well as points of interest that encourages increased levels of walking or cycling within the municipality*

Strategies

- *Continue to implement the Monash Road Safety Plan.*
- *Encourage the improvement of public transport services including more comfortable and convenient facilities, expansion of the bus service network and extended operating hours and investigate options for additional fixed rail services.*
- *Provide an integrated and safe pedestrian and bicycle network consisting of a well-connected network of footpaths, shared paths for pedestrians and cyclists, off road cycle paths, on road cycle lanes and paths for recreation and leisure.*
- *Encourage bicycle parking facilities adjacent to change and shower facilities on new developments near bicycle paths.*
- *Link the future provision of on-street and off-street car parking to the wider traffic reduction objectives for the City.*
- *Improve long term management and development of car park facilities in key activity centres through development of parking precinct plans.*
- *Ensure traffic generated by a non residential use is appropriate to the street and locality and does not adversely affect existing traffic pattern.*

Clause 22.14 – Glen Waverley Major Activity Centre Structure Plan

Clause 22.14-3 – Policy

- *Provide for the GWAC to be highly accessible by all travel modes.*
- *Decrease the need for vehicles through the activity centre by enhancing the accessibility to car parking facilities from Springvale Road and the proposed ring road.*
- *Implement the proposed ring road in a staged approach to reduce vehicle traffic on key streets in the GWAC commercial area.*
- *Reduce vehicle speeds and provide traffic calming along the key Central Pedestrian Priority Streets.*
- *Provide a high level of pedestrian priority on streets within the GWAC commercial area.*
- *Enhance existing laneways and pedestrian arcades through the provision of improved street lighting, improved surfacing and active surveillance.*
- *Improve pedestrian amenity and priority along key streets that connect the town centre into surrounding residential areas.*
- *Strengthen pedestrian links between the railway station, bus interchange, Glen Waverley Secondary College and Kingsway.*
- *Enhance pedestrian connection between the Glen Waverley Secondary College and the interchange.*

- *Provide cycle routes across the GWAC commercial area and into existing cycle networks.*
- *Provide access for all levels of mobility by ensuring that public realm works comply with the Disability Discrimination Act (DDA) and relevant codes and standards.*
- *Encourage the provision of trip end facilities within all new developments including lockers, showers, change rooms and clothes drying rooms.*
- *Encourage and support enhancements to public transport frequency, integration, comfort and amenity, as identified within the GWAC Structure Plan 2014 and the GWAC Sustainable Transport Plan 2014.*
- *Provide safe and convenient pedestrian access to existing off-street car parks.*
- *Encourage new development to provide access to car parks and be serviced from rear laneways where they exist to minimise vehicle crossovers and movements on key streets.*
- *Locate new car parking facilities at strategic locations within the GWAC that can be accessed from the proposed ring road and provide for safe and convenient pedestrian connections between existing and new car parks and key areas within the centre.*
- *Provide for greater use of existing Council and privately operated off street car parks in order to reduce vehicle movements on key pedestrian priority streets.*

The proposal supports the transport strategies and objectives of Monash City Council by providing commercial uses within the Glen Waverley Activity Centre, with a high level of access to alternate transport.

The site has good access to public transport that ensures staff and customers of the proposal will not necessarily require a motor vehicle. By not providing on-site parking provision for commercial tenancies in an environment where it will not be possible for staff to readily park on-street (due to extensive parking restrictions and Council's existing Parking Permit Scheme), the use of alternate transport modes will be encouraged.

3.2.4. Existing Car Parking Deficiency and Historical Car Parking Contribution

It is understood that the existing uses on the site include the following:

No. 75 – occupied by a single-storey optometrist with approximate floor area of 130m². Two car spaces are provided within the rear setback.

No. 73 – occupied by a two-storey commercial building, with tenants 'Hennesylane Hair Salon' at ground level and 'Temple Body & Soul Massage Parlour' at level 1, with an approximate floor area of 360m². One car space is provided within the garage storage space at the rear of the site.

Applying the statutory rates for a shop use to the floor area, results in a requirement of 17 car spaces. As 3 car spaces are provided on the site, an existing car parking deficiency of 14 car spaces exists.

In practice, the peak demands associated with the uses on the site would occur during business hours between 9am and 5pm. Based on the above, the historic use would have largely relied on off-site car parking (14 spaces). These demands would have been related to a mixture of staff and customers, with the demands recorded during the parking surveys undertaken on behalf of the permit applicant.

The types of uses provided on the site under existing conditions are more conducive to creating their own car parking demands, as compared to a restaurant/food and drink premises. These uses would generally be the purpose of the trip, rather than a linked trip and therefore the overflow of 14 spaces is likely a realistic demand for the uses.

Furthermore, based on information provided by Council officers, a car parking contribution has been paid to Council for 73-75 Kingsway in lieu of the provision of on-site car parking spaces. The car parking contribution that has been paid for the two properties is equivalent to a total of 10.4 car parking spaces.

3.2.5. Availability of Alternative Car Parking

The traffic surveys presented within the original Traffix Group statement (ref. G27513A-01A dated 28 April, 2020) by Traffix Group and Amber Organisation indicated that long-term car parking within the centre is in high demand throughout business hours, with a peak occupancy of 98% (5 vacant spaces). Accordingly, the car parking suitable for staff is in very high demand with limited opportunities available for long-term parking.

Outside of business hours, long-term car parking is available (i.e. evenings and weekends) for staff of the bar.

Car parking suitable for customers of the bar is available at all times, noting a reduced car parking demand from these uses during business hours due to higher proportion of walk-up trade.

This is confirmed within the surveys undertaken by both Amber Organisation and Traffix Group.

Despite the high occupancy recorded within the car parking surveys undertaken by Amber Organisation, the quantum of car parking available within the area is still high, allowing for

overflow car parking generated by the site to be accommodated within nearby parking resources.

Based on the above, we are satisfied that alternative parking is available in close proximity to the site to accommodate any potential customer demands by this development, which will have a negligible impact on parking availability in the nearby area.

However, as long-term car parking is in very high demand and is effectively at saturation point, staff requiring all day car parking would need to seek alternate travel to the site.

3.2.6. Availability of Alternate Transport Modes

Public Transport

The site is well served by public transport services, with Glen Waverley Railway Station located approximately 100m walking distance north of the site. There are also a number of bus services which operate from the bus interchange on the north side of the station.

Bicycles & Walking

The site is well served by bicycle infrastructure with on-road bicycle lanes and informal bicycle routes surrounding the site. The Waverley Rail Trail is located 150m north of the site which connects Glen Waverley Railway Station to Holmesglen Railway Station as well as other on and off-street bicycle paths.

The development provides 16 bicycle spaces on the site and a shower/change room is also provided within the basement level.

The site is also located within Glen Waverley Activity Centre and accordingly, is surrounded by a number of everyday services that are readily accessible via a short walk.

3.2.7. Practicality of Providing On-site Car Parking

Planning Practice Note 22 (Using the Car Parking Provisions, June, 2015) states that:

It may not be practical to provide car parking on small lots because of limited space or narrow property dimensions. Also, the provision of car parking on the site may require the reduction of on-street car parking spaces.

In this case, the site has a total site area of 372m², with a street frontage of 12.2m to Kingsway and the rear ROW.

At ground level, the development proposes two restaurant tenancies, lift and stair core.

The site dimensions do not offer the possibility of an efficient basement carpark (as a significant proportion of the site area would be required for any ramp), and the site's limited width means that the provision of parking. Alternatively, the provision of ground level car parking on the site would severely reduce the extent of the usable floor area at ground level and would also provide limited parking.

On this basis, the practicality of providing any meaningful level of car parking on the site is constrained by the dimensions of the site and the loss of ground floor area that would be incurred to provide parking.

The design preferentially allocates floor space to bicycle parking and expanding the ground floor use, rather than a limited number of car spaces.

Based on the above and the proposed amendments being limited to Levels 5 and above, clearly additional car parking cannot be readily created in association with the change in use.

3.2.8. Future Growth of Activity Centre

The site is located within the Glen Waverley Activity Centre. The immediate area includes a mixture of commercial (office, retail and food and drink premises), residential and community uses within close proximity to the subject site.

Planning Practice Note 22 (June, 2015) states that:

In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.

In this instance, the development is unlikely to significantly increase the level of parking activity in the nearby area through additional commercial area, as the long-term car parking is saturated during business hours. Outside of these times, there is sufficient car parking available to accommodate the car parking demand of the development.

A centre-based approach should be adopted where customer demands will generally result in an increased duration of stay rather than increased customers to the area due to customers visiting new tenancies. In this case, the bar is unlikely to be a self-generator but rather will service the restaurant, food and drink premises below and existing visitors to the Glen Waverley Activity Centre.

The non-provision of car parking will assist in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.

Summary

Based on the decision factors of Clause 52.06-7, we are satisfied that the non-provision of car parking for this development is acceptable and that providing no car spaces on the site is supported for the following reasons:

- the empirical assessment of car parking demands,
- the existing car parking deficiency of the current uses of the site,
- the historical payment contribution paid to Council for the site in lieu of the provision of on-site car spaces,
- the site is constrained to practically provide any meaningful level of car parking on-site,

- the site is well served by public transport and alternative transport modes and provides a high level of bicycle parking,
- the site is located within an activity centre and in close proximity to a variety of everyday uses,
- the proposed parking reduction is unlikely to have a negative impact on the activity centre,
- the non-provision of car parking will assist in reducing the traffic impacts of the development on the local and broader road network, and
- off-site car parking impacts associated with the development will be minor and will not have any adverse impacts on the existing car parking conditions in the nearby area.

3.3. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Whilst there is no specified bicycle parking requirement for a 'bar', this use falls within the land use category of 'retail' under Clause 73.03 of the Planning Scheme.

Clause 52.34-1 also states:

Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

Accordingly, the assessment only includes the increase in the area of the bar (i.e. 405m²).

A comparison of the statutory bicycle parking requirement under Clause 52.34 of the proposed change in use (bar) to the existing use (office) is provided as follows.

Table 2: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Retail (Bar)	405m ²	1 space to each 300m ² of LFA	1 space to each 500m ² of LFA	1 employee 1 visitor
TOTAL				2 spaces
Office	218m ²	1 space to each 300m ² NFA if NFA exceeds 1000m ²	1 space to each 1,000m ² NFA if NFA exceeds 1000m ²	1 employee 0 customer
TOTAL				1 space

Based on the above, one additional bicycle space associated with visitors is required above the provision of 16 bicycle spaces. We are satisfied that additional visitor bicycle space can be accommodated within the existing bicycle facilities within the Activity Centre, including 2 rails located within the kerb outstand 20m north of the site.

The table below reviews the design of the bicycle parking provided.

Table 3: Design of Bicycle Parking

Requirement	Assessment	Design Response
End of Trip Facilities - Table 2 & 3 of Clause 52.34-5		
If 5 or more employee bicycle spaces are required, 1 one shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	✓	One shower is required for 8 employee bicycle spaces and one is provided.
1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	✓	The changeroom is combined with the shower.
Design of Bicycle Parking		
Does the design comply with the design requirements of Clause 52.34-6?	✓	All bicycle spaces are designed in accordance with the bicycle parking specifications.
Does the design comply with the requirements of AS2890.3-2015?	✓	

Based on the above, we are satisfied that the provision of bicycle parking accords with the requirements of Clause 52.34.

3.4. Loading and Waste Collection Arrangements

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.*

The proposal does not include an on-site loading bay and will rely on on-street parking for waste collection and loading arrangements.

This is consistent with the current arrangements of both premises on-site and we consider the continuation of these arrangements to be acceptable. There are ample on-street loading opportunities within the nearby activity centre.

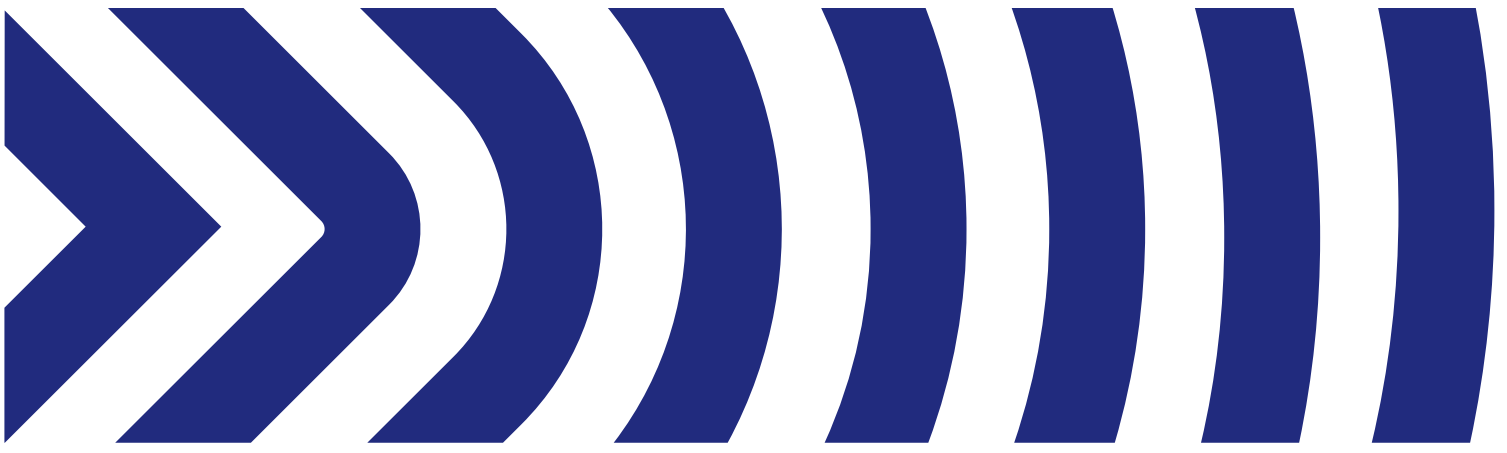
3.5. Traffic Impacts

No car parking is provided on the site, with all parking demands accommodated within the nearby area. Accordingly, any traffic impacts generated by this development will be spread throughout the road network and not focused directly at the site. We are satisfied that the level of traffic generated by this proposal will have a negligible impact to the surrounding road network.

4. Conclusions

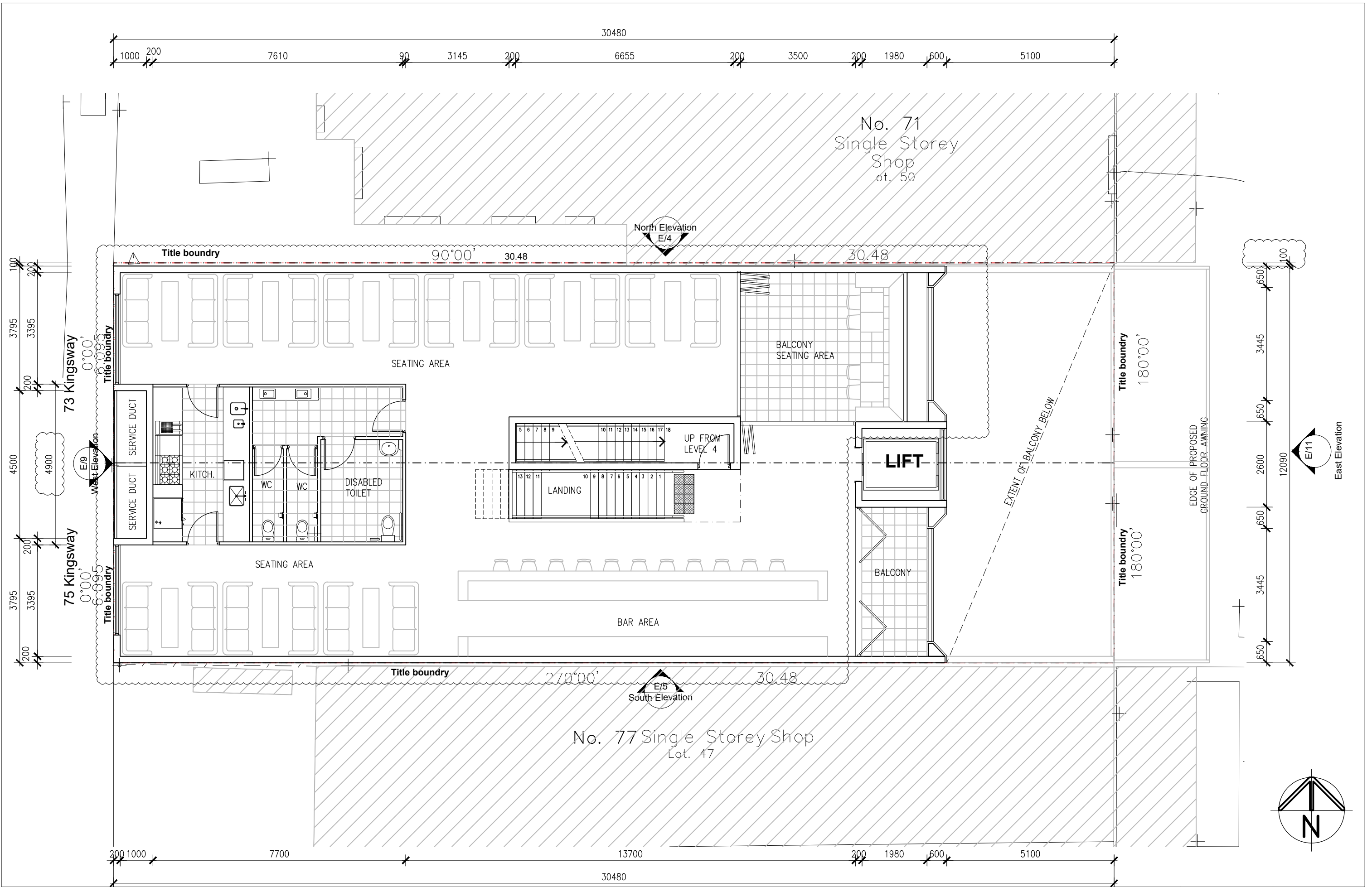
Based on our various investigations, we are satisfied that:

- a) the assessed statutory car parking requirement for the proposed bar use under Clause 52.06-5 is 14 car spaces, this represents an increase of 8 car spaces compared to the approved development scheme,
- b) as no car parking is proposed on-site, the change in use requires a full car parking reduction under Clause 52.06-7,
- c) the car parking reduction under Clause 52.06-7 is supported based on the following:
 - i) the Car Parking Demand Assessment,
 - ii) relevant planning policies that preference use of alternate transport modes over car based trips,
 - iii) the site is located within an activity centre and in close proximity to a variety of everyday uses,
 - iv) the site is constrained to practically provide any meaningful level of car parking on-site as part of the change in use,
 - v) the proposed parking reduction is unlikely to have a negative impact on the activity centre,
 - vi) off-site car parking impacts associated with the development will be minor and will not have any adverse impacts on the existing car parking conditions in the nearby area, and
 - vii) the site is well served by public transport and alternative transport modes, including providing a high level of bicycle parking.
- d) bicycle parking is provided in accordance with the Clause 52.34 of the Planning Scheme and accords with the design requirements of AS2890.3-2015, with the exception of one visitor space which can be accommodated within the existing bicycle infrastructure within the Activity Centre,
- e) there are no traffic engineering reasons why Planning Permit No. TPA/50168/A at 73-75 Kingsway, Glen Waverley should not be amended, subject to appropriate conditions.



Appendix A

Development Plans

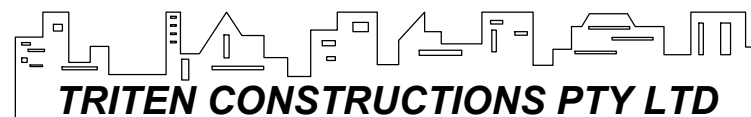


CLIENT: C & L KINGWAY DEVELOPMENTS PTY LTD

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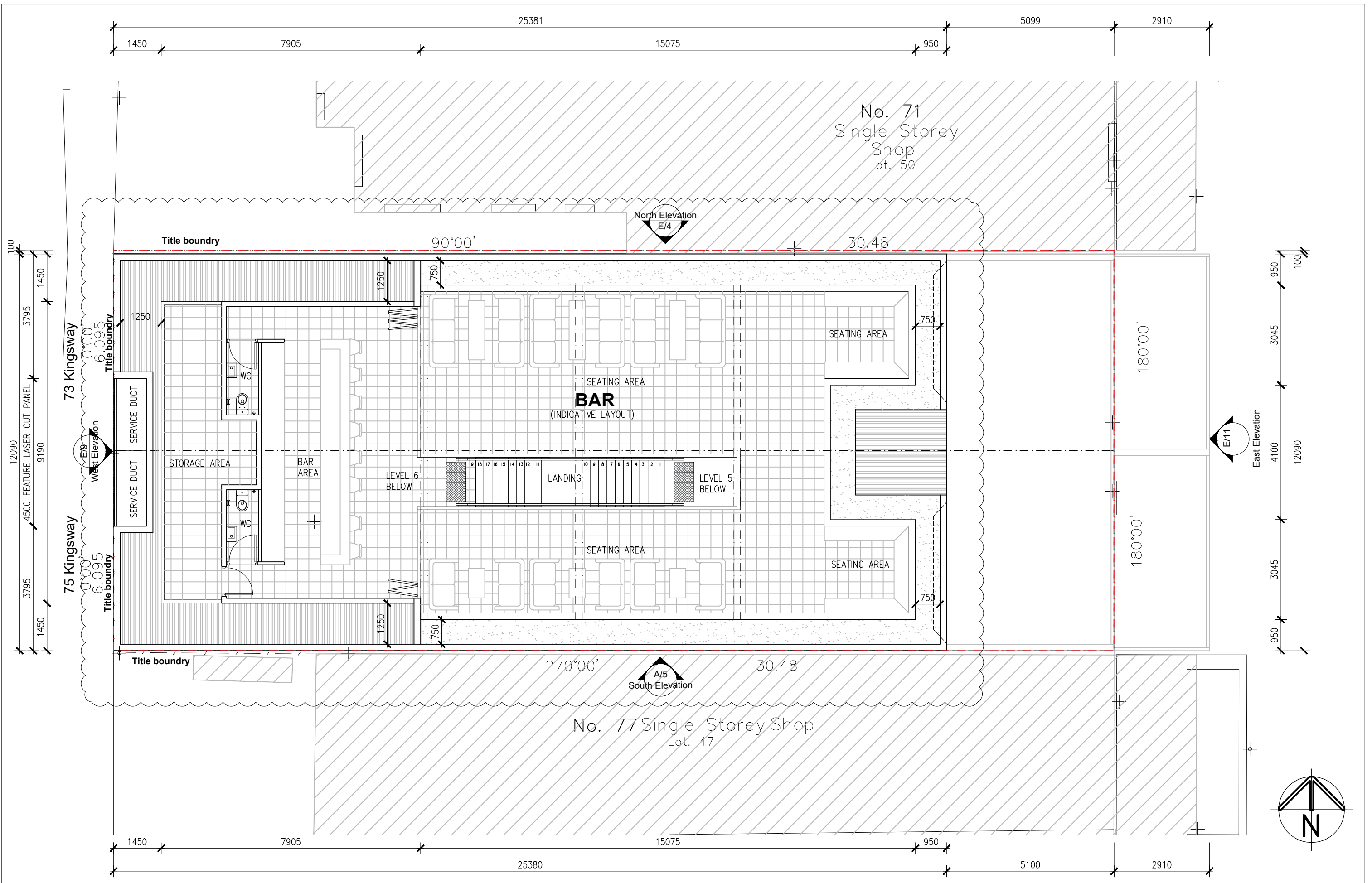
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LEVEL 5
 SCALE - 1:100

Drawn: A.S

Dwg. no: 02.10-A

Date: 26/07/2019

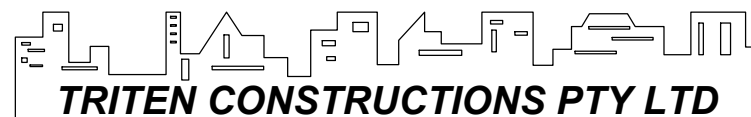


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LEVEL 6

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