

To:	Romy Davidov (Best Hooper Lawyers)	From:	Charmaine Dunstan (Traffix Group)
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## 26 Wellington Street & 21 Northumberland Street, Collingwood – Proposed C247 Amendment

Further to your request, we have undertaken a review of the car parking provision at 26 Wellington Street & 21 Northumberland Street, Collingwood. Amendment C247 would provide a site-specific exemption to allow the use of the site for the purposes of dwellings.

Our instructions are specifically to review the provision of car parking for a number of lots at the subject site under the requirements and decision guidelines of Clause 52.06-5 of the Yarra Planning Scheme.

### Background

Our specific instructions are to review only the residential lots that are being represented by Best Hooper Lawyers. The following table outlines the applicable lots and the associated car parking provision.

Table 1: Summary of Lots

Lot	Use	Bedrooms	Car Spaces
3B	Dwelling & Home Based Business	2	1
5C	Dwelling	3	1
5D	Dwelling	2	1
5F	Dwelling & Home Based Business	1	1
13	Dwelling	6	2
14	Dwelling	3	3
15	Dwelling & Home Based Business	2	1
16	Dwelling & Home Based Business	4	2
11B	Dwelling	3	1
11C	Dwelling	3	2
11D	Dwelling	3	2
11E	Dwelling	3	2
11F	Dwelling	2	1
11G	Dwelling	2	1
11H	Dwelling	2	1

Lot	Use	Bedrooms	Car Spaces
11J	Dwelling	2	1
11K	Dwelling	3	1
11L	Dwelling & Home Based Business	2	2
11M	Dwelling	3	2
11N	Dwelling	3	2

## Car Parking Assessment

### Statutory Assessment

The use of the lots falls within the land-use categories of 'dwelling' or 'home based business' 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 car parking requirements for each of the lots are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme.

The site is located within the PPTN area, and as such, the Column B rates of Table 1 of Clause 52.06 apply.

Column B of Clause 52.06-5 requires car parking as follows:

#### Dwelling

- 1 space per one and two-bedroom dwelling
- 2 spaces per three or more bedroom dwelling, with studies or studios that are separate rooms counted as a bedrooms
- No visitor parking

#### Home based business

- None



The following table reviews the statutory car parking requirement of each lot.

*Table 2: Statutory Car Parking Assessment – Clause 52.06-5 (Column B)*

Lot	Use	Statutory Car Parking Rate (Column B)	Parking Requirement (Note 1)	Parking Provision	Shortfall/ Surplus
3B	2 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	1	-
5C	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
5D	2 bedroom dwelling	1 space per dwelling	1	1	-
5F	1 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	1	-
13	6 bedroom dwelling	2 spaces per dwelling	2	2	-
14	3 bedroom dwelling	2 spaces per dwelling	2	3	+1
15	2 bedroom dwelling Home based business	1 space per dwelling	1	1	-
16	4 bedroom dwelling Home based business	2 spaces per dwelling None for the home business	2	2	-
11B	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
11C	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11D	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11E	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11F	2 bedroom dwelling	1 space per dwelling	1	1	-
11G	2 bedroom dwelling	1 space per dwelling	1	1	-
11H	2 bedroom dwelling	1 space per dwelling	1	1	-
11J	2 bedroom dwelling	1 space per dwelling	1	1	-
11K	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
11L	2 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	2	+1
11M	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11N	3 bedroom dwelling	2 spaces per dwelling	2	2	-



There are three lots, Numbers 5C, 11B and 11K that have a statutory shortfall of car parking. The total shortfall is 3 spaces, 1 space per lot. In each case, this relates to three-bedroom dwellings provided with 1 car space, instead of 2.

Accordingly, a car parking reduction is required under the decision guidelines of Clause 52.06-7. The following sections review the appropriateness of a car parking reduction.

### **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 car 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 appropriateness of reducing the car parking provision below the statutory requirement is set out below.



**Car Parking Demand Assessment**

The following Car Parking Demand Assessment has regard to the above factors as appropriate, which are summarised in the following table.

*Table 3: Car Parking Demand Assessment*

Key Factor	Response
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</i>	There is a shortfall of 3 resident car spaces associated with the development. Resident car parking demand is long-term in nature. Given the extensive short-term parking restrictions that apply to car parking in the vicinity of the site, there is very limited long term/unrestricted car parking in the vicinity of the site. This car parking is in high demand based on historical surveys by our office. Accordingly, for all practical purposes, residents will not be able to maintain a vehicle on-street in the nearby area.
<i>The availability of public transport in the locality of the land.</i>	The site is within the PPTN area and is well served by public transport, with bus and tram services operating in the vicinity of the site. The site is also a walkable distance from Collingwood Railway station. Accordingly, we are satisfied that there is adequate public transport in the vicinity of the site that would reduce the demand for resident car parking.
<i>The convenience of pedestrian and cyclist access to the land.</i>	There is a high level of bicycle infrastructure in the vicinity of the site with separated 'Copenhagen' style bicycle lanes located on Wellington Street, an off-road bicycle path on Hoddle Street, and bicycle lanes on Langridge Street, Smith Street and Gipps Street. The site provides a common bicycle store for 40 bicycles, which is more than the number of lots and considerably higher than the minimum statutory requirements (i.e. 1 space per 5 dwellings). The site is also highly walkable, with a number of activity centres and the Melbourne CBD within walking distance from the site.
<i>The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.</i>	The ABS data collected in 2016 shows that the average 3 bedroom flat/unit/apartment in Collingwood has 1.0 vehicles, while the average across the entire Yarra City Council is 1.2 vehicles. The lots provide car parking in line with the statutory rate with the exception of 3 x three-bedroom dwellings, which is provided with 1 car space. This is consistent with average for the suburb of Collingwood, and as such we anticipate that the car parking demand for the site will be met.

Based on the above, we are satisfied that the car parking provision meets the expected car parking demand and that there will be no overflow parking associated with the dwellings.

Although we do not consider there to be an overflow of resident car parking, we have assessed the development against the relevant decision guidelines in the following section for completeness.



## **Appropriateness of Providing Fewer Car Spaces Than the Number Likely to be Generated**

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 most relevant car parking provision factors are as follows:

- *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.*
- *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.*
- *Local traffic management in the locality of the land.*
- *Access to or provision of alternative transport modes to and from the land.*

These factors are considered in the table below.



*Table 4: Car Parking Provision Factors*

Key Factor	Response
<p><i>The Car Parking Demand Assessment</i></p> <p><i>The availability of alternative car parking in the locality of the land</i></p> <p><i>Access to or provision of alternative transport modes to and from the land.</i></p>	<p>These factors have been discussed previously in Table 2. We are satisfied that these factors support a reduction of 3 resident car spaces.</p>
<p><i>Impact on Activity Centre</i></p>	<p>We are satisfied that the proposed provision of car parking will not have a negative impact on the activity centre.</p>
<p><i>Local Traffic Management</i></p>	<p>A reduced rate of car parking is consistent with local Council policy in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This applies to resident car parking, as residents without a car space will need to seek alternative modes of transport.</p> <p>This assists in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.</p>
<p><i>Practicality of providing car parking</i></p>	<p>It is not proposed to alter the site any way. The site has heritage structures including the silo and distillery building. It is not possible to provide further car parking under the current site constraints without undertaking significant works on the site.</p> <p>Accordingly, we are satisfied that the current car parking provision is an efficient use of the available space and that no further car parking can be practically be provided.</p>

Based on the above, we are satisfied that the current car parking provision for all residential lots reviewed would be appropriate if assessed against Clause 52.06 of the Yarra Planning Scheme.

Please contact myself or Leigh Furness (Senior Associate) at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Charmaine Dunstan

Director



