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Planning

Transport

Urban Design

Waste

Transport Engineering

Proposed Child Care Centre

71 Argyle Street, St Kilda

ratio:

ratio.com.au

PORT PHILLIP PLANNING DEPARTMENT
Date Received: 03/03/2026

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71 Argyle Street, St Kilda

Prepared for
Port Phillip City Council

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

Ratio Consultants has been engaged by the City of Port Phillip, to assess the traffic and parking implications of the proposed childcare centre redevelopment at 71 Argyle Street, St Kilda. The proposed development comprises of the following:

- Increase in the capacity of the existing childcare centre, from 77 children to 121 children;
- Increase in the number of staff, from 18 staff members to 25 staff members.
- Increase in building size from single-storey to double-storey with an associated basement car park;
- Addition of 9 car parking spaces, including 1 DDA space, within a basement level car park;
- Vehicular access to the car park will be provided by a crossover to/from Argyle Street; and
- 8 bicycle parking spaces, provided within four horizontal bicycle hoops on the ground level.

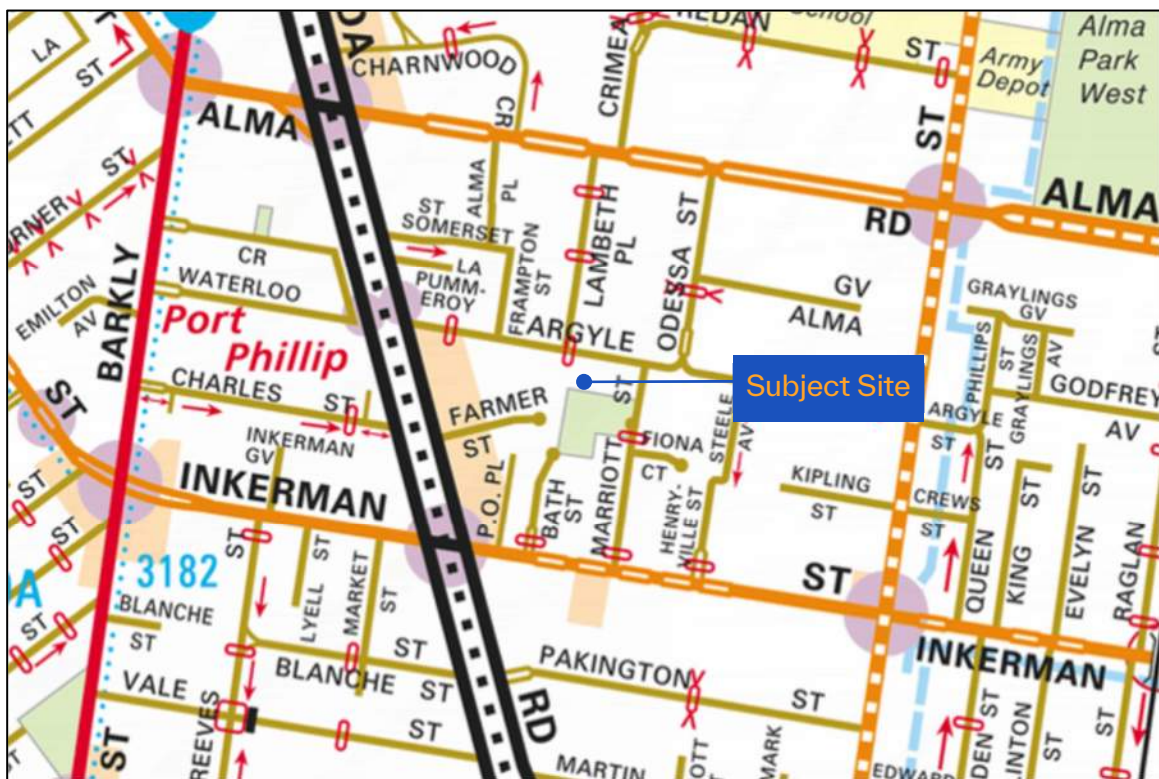
This report has been prepared to address the parking and traffic matters of the proposed development and is based on surveys and observations in the vicinity of the site, and of previous studies of similar developments elsewhere in Melbourne.

2. Existing Conditions

2.1. Site Locality

The subject site is located on Argyle Street, St Kilda approximately 200 metres east of the signalised St Kilda Road and Argyle Street intersection. The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Location



Source: <https://online.melway.com.au/melway/>

The subject site is essentially rectangular in shape with a frontage to Argyle Street of approximately 50 metres and an overall site area of approximately 1,745 square metres. An aerial image of the subject site in relation to its surrounding area relative to its surrounding area is provided in Figure 2.2

Figure 2.2: Aerial Image of Subject Site



It is noted that the footpath along the frontage of the site has been constructed within the property boundary to locally widen the carriageway and accommodate car parking along the southern side of Argyle Street.

The site is located within a Public Use Zone – Local Government area (PUZ6). The subject sites surrounding area is primarily a General Residential Zone – Schedule 1 (GRZ1).

Some key non-residential land uses within the vicinity of the site include:

- Kinderclub Childcare Centre, located approximately 350 metres north of the site,
- Star Childcare & Day Care, St Kilda, located approximately 400 metres south-west of the site,
- Headland Montessori, Alma Road, located approximately 450 metres north-east of the site,
- St Michael's Grammar School located, approximately 750 metres north-east of the site,
- St Mary's Primary School, located approximately 1.4 kilometres north- east of the site.

2.2. Existing Childcare Centre Operations

The existing site comprises of a single storey building, which operates as a childcare centre accommodating a maximum of 77 children and 18 staff members. No on-site car parking is provided.

2.3. Road Network

Argyle Street is classified as a Local Street and is managed by the City of Port Phillip. Argyle Street is approximately 650 metres long and runs in an east-west direction between St Kilda Road and Phillips Street all within St Kilda.

In the vicinity of the site, Argyle Street accommodates two-way traffic and parking on both sides of the road. Indented parking is provided along the frontage of the subject site, allowing two-way vehicle traffic to pass simultaneously adjacent the indented parking.

Beyond the subject site, Argyle Street is provided with a typical pavement width of approximately 8.8m with parking on both sides of the road. Where vehicles are parked on both sides, there is insufficient road width for two-way traffic to be accommodated simultaneously, therefore when two opposing vehicles meet one must give way to allow the other vehicle to pass.

Argyle Street a posted speed limit of 40km/hr and constructed footpaths are provided on both sides of the street.

Views of Argyle Street facing east and west in the vicinity of the site are shown in Figure 2.2 and Figure 2.4, respectively.

Figure 2.3: View of Argyle Street Facing East



Figure 2.4: View of Argyle Street Facing West



Bath Street is classified as a Local Street and is managed by the City of Port Phillip. Bath Street is approximately 100 metres long and runs in a north-south direction from Inkerman Street to its termination.

Bath Street provides access to a small car park located to the west of Jim Duggan Reserve, and to the back-of-house of the existing community centre located to the west of the subject site.

Bath Street accommodates two-way traffic for its length. The northern portion of Bath Street is understood to accommodate pedestrian movements on-street.

Bath Street within the vicinity of the site has a posted speed limit of 10km/hr.

Views of Bath Street facing north and south in the vicinity of the site are shown in Figure 2.5 and Figure 2.6, respectively.

Figure 2.5: View of Bath Street Facing North



Figure 2.6: View of Bath Street Facing South



2.4. Car Parking Conditions

On-street parking in the vicinity of the site is largely managed by time restrictions, as summarised in Figure 2.7 below. Parking in the vicinity of the site is primarily a mix of 1P and unrestricted parking. A 2P off-street parking area is located to the south of the subject site.

Short-term 1P and 2P parking is also provided directly along the site frontage on Argyle Street. Some permit-only parking spaces are observed along sections of Argyle Street and Marriott Street near the site.

Figure 2.7: Parking Restrictions in the Vicinity of the Site



2.5. Sustainable Transport

Public Transport

The site has very good access to the public transport network with tram and bus services operating within close proximity to the subject site. The public transport services within vicinity of the site a summarised in Table 2.1 and displayed graphically Figure 2.8.

Table 2.1: Public Transport Services

Service	Route Number	Route Description	Nearest Stop	Walking Distance
Bus	246	Elsternwick – Clifton Hill via St Kilda		
	600	Southland Shopping Centre – St Kilda Station	Waterloo Cres / Barkly St	600 metres ~9 minutes
	922	Southland SC – St Kilda Station		
	923	Southland SC – St Kilda Station		
Tram	3	Melbourne University – East Malvern	St Kilda Rd / Argyle St	260 metres ~ 4 minutes
	67	Melbourne University – Carnegie		
	78	North Richmond – Balaclava	Chapel St / Argyle St	350 metres ~ 5 minutes
	16	Melbourne University – Kew via St Kilda Beach	Brighton Rd / Carlisle St	850 metres ~ 12 minutes
Train		Flinders Street - Sandringham	Windsor Station	1.1 kilometres ~ 17 minutes

Figure 2.8: City of Port Phillip Public Transport Map



Source: ptv.vic.gov.au

Bicycle Network

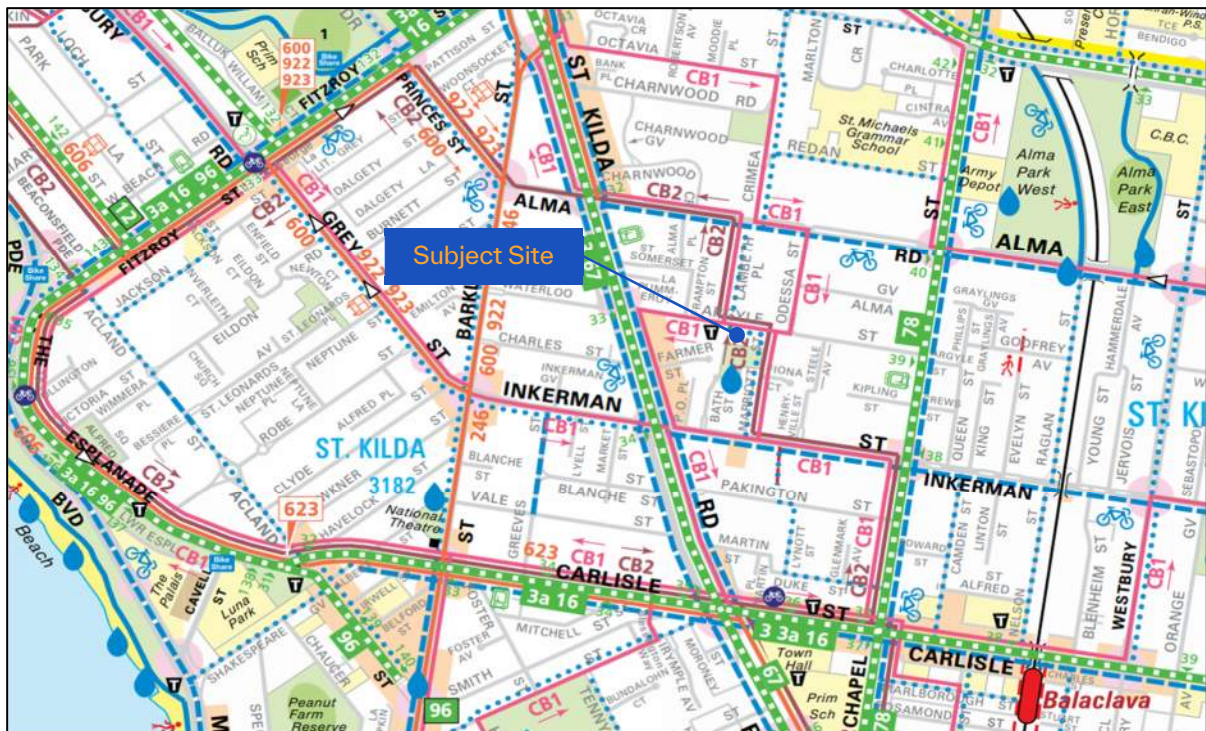
The site has good access to on-road bicycle infrastructure in the immediate vicinity, including:

- On-road bicycle lanes along St Kilda Road, Alma Road, Inkerman Street and Chapel Street;
- Informal bicycle routes along Marriot Street and Lambeth Place; and
- Informal bicycle routes are present on Argyle Street, however, only between Lambeth Place and Marriot Street.

Access to nearby on-road bicycle infrastructure is available from informal bicycle routes and the surrounding road network.

The location of the subject site relative to nearby bicycle facilities is presented in Figure 2.9.

Figure 2.9: City of Port Phillip TravelSmart Map



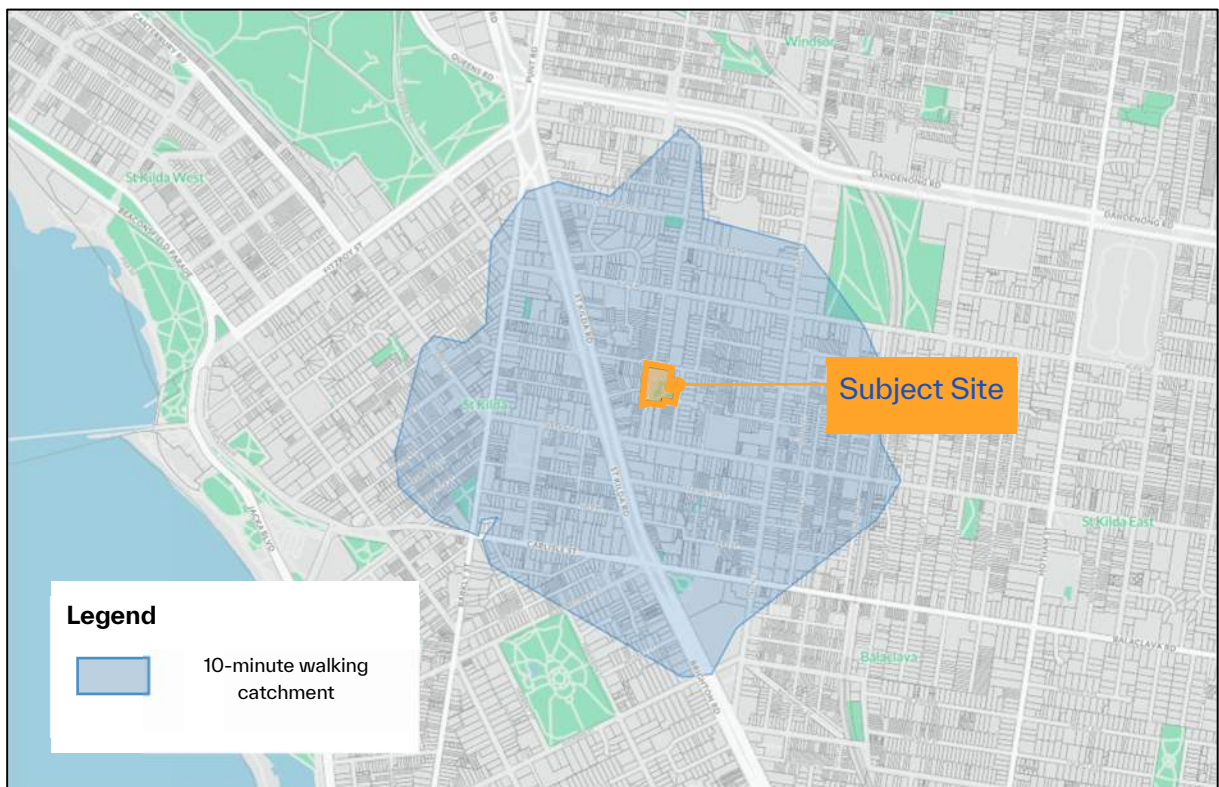
Source: <https://www.portphillip.vic.gov.au/>

Pedestrian Network

Pedestrian movements are also well facilitated with footpaths provided on both sides of the majority of the roads within the vicinity of the site, including both sides of Argyle Street and a pedestrian footpath that connects Bath Street to Argyle Street. These pedestrian facilities will provide good access between residential dwellings and the subject site.

The site is located within a medium to high density residential area, such that both existing and future residents located in close proximity to the site may nominate to walk or cycle to site. The walking catchment displayed in Figure 2.10 shows the surrounding residential area which can be accessed within a 10 minute walk of the subject site.

Figure 2.10: 10-minute Walking Catchment



Source: app.landchecker.com.au

3. The Proposal

It is proposed to demolish the existing 77 place childcare centre and construct a new two-storey childcare centre with associated basement car parking, on land at 71 Argyle Street, St Kilda.

More specifically, the development will include the following:

- 121 children capacity (an increase of 44 children from existing);
- 25 staff members (an increase of 7 staff members from existing);
- 9 car parking spaces within a basement car park, including one accessible car space;
- 8 bicycle parking spaces across 4 horizontal bicycle hoops located on the ground level; and

Vehicular access to the basement car park via a two-way crossover to/from Argyle Street on the north-eastern side of the site.

Pedestrian access to the facility is via connection to the Argyle Street frontage.

4. Car Parking Assessment

4.1. Planning Scheme Assessment

Clause 52.06 – Parking Assessment

Parking requirements for new developments are set out under Clause 52.06 of the Port Phillip Planning Scheme. The purpose of Clause 52.06, amongst other things, is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local 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 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 number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

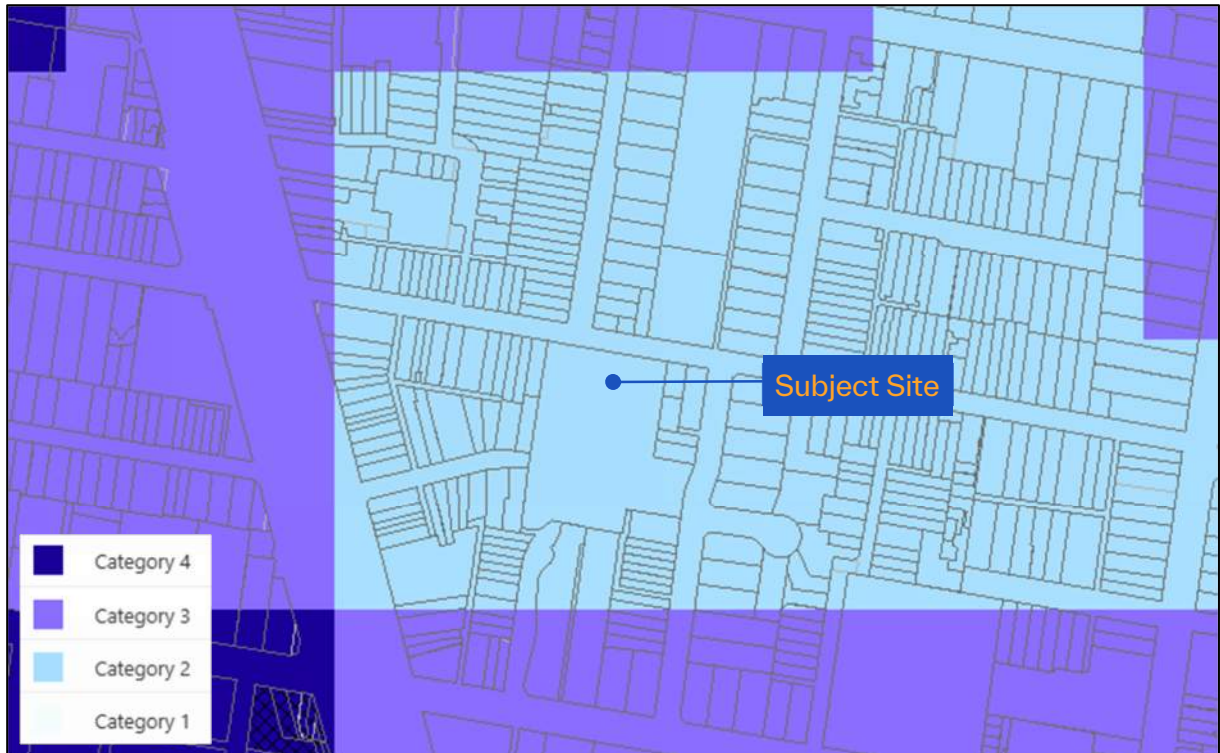
The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5 of the Port Phillip Planning Scheme, which sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025).

The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A Schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

The Car Parking Requirement Map identifies that the subject site is located on land classified as Category 2, as identified in Figure 4.1. Land located within Category 2 is subject to minimum car parking requirements.

Figure 4.1: Car Parking Requirement Map



SOURCE: MAPSHARE.VIC.GOV.AU/VICPLAN

Clause 52.06-5 also states:

Where an existing use specified in Table 1 is increased by the corresponding measure, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

Given that the proposal contemplates the increase in the number of employees, from 18 to 25, the car parking requirement is only applicable to the proposed additional car parking measures as set out in Table 1, noting that the number of car parking spaces associated with the existing use is not proposed to be reduced.

As the car parking requirements for the development are not subject to another provision of the Planning Scheme or a Car Parking Overlay, the proposed development shall be assessed against Table 1: Car Parking Requirement to Clause 52.06 of the Port Phillip Planning Scheme, as set out in Table 4.1 below.

Table 4.1: Clause 52.06 Planning Scheme Assessment

Use	Size	Statutory Parking Rate	Statutory Requirement
Childcare Centre	7 employees (additional)	0.5 spaces to each employee	3 spaces

On the basis of the above, the proposed increase to the capacity of the childcare centre on-site has a statutory requirement to provide **7** car parking spaces.

The proposal seeks to provide 9 car parking spaces within the on-site car park, thereby exceeding the minimum requirements of Clause 52.06.

5. Access and Car Parking Layout

5.1. Clause 52.06 Design Standard Assessment

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

Table 5.1: Design Standard 1 Assessment – Accessways

Requirement	Comments
Must be at least 3m wide.	Satisfied – Accessway has been provided at a minimum width of 6.1 metres.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	Satisfied – The accessway is provided in excess of 4.2 metres at the change of direction.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Satisfied – Vehicles parked in the end spaces of the car park aisle can exit the site in a forward direction with one manoeuvre, a blind aisle extension has been provided.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	Satisfied – A minimum headroom clearance of at 2.2 metres is provided beneath overhead obstructions throughout the car park. A vertical clearance assessment of the vehicle access ramp is provided in Sheet 3 of Appendix A.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – All vehicles can enter and exit the site in a forward direction.

Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.

Satisfied – The accessway facilitates two-way access.

Have a corner splay or area at least 50% clear of visual obstructions extending at least 2.0m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

Satisfied – A pedestrian sight triangle measuring 2.0 meters along the frontage and 2.5 metres into the site can be accommodated on both sides of the egress lane.

If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.

N/A – Argyle Street is not a Transport Zone 2 or Transport Zone 3.

If entry to the car space is from a road, the width of the accessway may include the road.

N/A – Entry to the car spaces is not accessed directly from a road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5.2.

Table 5.2: Design Standard 2 Assessment – Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Standard car parking spaces are provided with a minimum width of 2.6 metres and a minimum length of 4.9 metres, accessed from a minimum 6.4 metre wide accessway.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1 of Design Standard 2, other than: - A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.	Considered Satisfied – Car spaces 4 and 5 are to be designated as Staff Only spaces as door opening can be accommodated only for the driver side.

- A structure, which may project into the space if it is at least 2.1m above the space.

Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and N/A - There are no garages or carports proposed. 5.5m wide for a double space measured inside the garage or carport.

Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space. N/A - No tandem spaces are proposed.

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover. N/A - The use is not residential.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm. Satisfied - The accessible space and adjacent shared zone has been provided in accordance with AS/NZS 2890.6:2009 with a minimum width of 2.4 metres (car space and shared zone) and a length of 5.4 metres, 500mm of which encroaches into the accessway as is allowed by Clause 52.06 of the Planning Scheme.

Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06-9 relates to the design of gradients. The requirements of Design Standard 3 are assessed against the proposal in Table 5.3.

Table 5.3: Design Standard 3 Assessment - Gradients

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) within 5m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	<p><u>Satisfied</u> - The ramp has been provided with the following ramp profile:</p> <ul style="list-style-type: none">- An initial 1:8 ascending gradient for 2.95 metres to meet the flood bund level of RL 9.94;- Flat for 2.0 metres;- 1:8 descending gradient for 2.0 metres;- A midblock gradient of 1:5 for 10.0 metres; and- A final gradient of 1:8 for 2.0 metres.

Ramps (except within 5 metres of the frontage) **Satisfied** - The proposed grades are in must have the maximum grades as outlined in accordance with Table 3 of Design Table 3 of Design Standard 3 and be designed for Standard 3, with grades no steeper than vehicles travelling in a forward direction. 1:5.

Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. **Satisfied** - Appropriate transition sections have been provided to prevent vehicle scraping or bottoming.

Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.

5.2. Swept Path Assessment

An assessment (refer to Appendix B) of the accessibility to/from the site and critical parking bays using the 'Autodesk Vehicle Tracking' software has been conducted. The B99 and B85 (99th and 85th percentile car) were used in the assessment and it was found that the site access and circulation arrangements were satisfactory.

Overall, the proposed basement access arrangements and car parking layout have been designed appropriately and in general accordance with the requirements of the Port Phillip Planning Scheme, AS/NZS 2890.6:2009 and the relevant sections of AS/NZS 2890.1:2004.

6. Bicycle Parking

6.1. Clause 52.34 Bicycle Facilities

Bicycle facility requirements for developments are set out under Clause 52.34 of the Port Phillip Planning Scheme. The purpose of the Clause, amongst other things, is:

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

As childcare centre is not a listed use under Table 1 of Clause 52.34-5, the proposal does not have a statutory requirement to provide any bicycle parking spaces.

Nonetheless, it is proposed to provide a total of 8 bicycle parking spaces on the ground level.

Four 'Arc De Triomphe' style bicycle rails, providing 8 bicycle parking spaces may be adopted in the standard arrangement as defined by the Australian Standards AS2890.3:2015.

The proposed bicycle parking provision is considered appropriate for the nature and location of the use. The bicycle parking specifications are provided in Appendix B.

7. Loading and Waste Collection Facilities

7.1. Loading Arrangements

Loading and unloading activities associated with the development will be primarily related to the delivery of goods for the childcare centre.

Loading and deliveries are to occur outside of peak pick-up and drop-off periods:

- Small vans may enter the basement car park and prop within a car parking space,
- Small trucks such as s 6.4m long Small Rigid Vehicle (SRV) may prop on-street within a ½P parking space at the site frontage on Argyle Street.

Accordingly, the loading arrangements are considered satisfactory.

7.2. Waste Collection

It is proposed for waste and recycling to be stored within a bin storage area, adjacent to the car park. Waste will be collected on-site by a private waste collection service, outside the proposed operating hours of the childcare centre, using a 6.4 metre long mini rear loader.

For further information on collection and storage requirements, please refer to the Waste Management Plan completed by Ratio Consultants.

8. Traffic Assessment

8.1. Traffic Generation

The RTA Guide to Traffic Generating Developments (October 2002) suggests that childcare centres typically generate in the order of 0.7–0.8 movements per child in the morning and afternoon peak periods.

Acknowledging the inner urban area in which the childcare centre is located and the density of the surrounding residential catchment, a maximum rate of up to 0.7 movements per child has been adopted. Application of this rate to the 44 additional childcare places proposed results in a maximum of up to 31 vehicle movements in each of the AM and PM peak hours.

As traffic movements during the peak hours is predominantly generated by parent pick-up / drop-off activity, an even 50:50 split between inbound and outbound movements has been applied.

It is therefore estimated a maximum of 18 vehicle arrivals and 17 departures during each of the AM and PM peak hours may be generated by the proposed development.

8.2. Traffic Distribution and Impacts

The existing subject site operates as a childcare centre accommodating 77 children, with no car parking provided on-site. Parents of the existing childcare centre therefore walk, cycle with their children, or utilise the time-restricted on-street parking in the precinct to drop-off and pick-up their children.

As discussed in Section 2.5 of this report, the subject site is located within a dense residential area, such that many residents may comfortably walk to and from the site to drop-off and pick-up children.

The estimated inbound and outbound vehicle movements discussed above are therefore considered to be maximum values. Furthermore, vehicle movements by parents associated with childcare centres are typically made as part of a 'diverted trip' rather than a new trip to the road network.

Accordingly, the proposed childcare centre is not anticipated to add new vehicle trips to the road network, but to redirect parents' trips on their way to work or redirect trips by local parents working from home who may have otherwise needed to drive outside of the precinct to take their children to childcare. The proposed expansion is therefore anticipated to have minimal net impact on the function of the surrounding road network.

9. Conclusion

It is proposed to demolish the existing childcare centre accommodating 77 children located on the subject site at 71 Argyle Street, St Kilda and construct a new childcare centre accommodating 121 children (an increase of 44 children).

The preceding assessment is summarised as follows:

- The proposed 7 employee increase to the centre has a statutory requirement to provide a minimum of 7 car parking spaces, which is exceeded by the proposal.
- The proposed basement car park and access arrangements have been designed in accordance with the dimensional requirements of Clause 52.06 of the Port Phillip Planning Scheme, AS/NZS 2890.6:2009 and the relevant sections of AS/NZS 2890.1:2004.
- The proposal does not have a Clause 52.34 requirement to provide bicycle parking, nonetheless seeks to provide a total of 8 on-site bicycle parking spaces.
- The existing subject site operates as a childcare centre accommodating 77 children, with no car parking provided on-site. Parents of the existing childcare centre therefore walk, cycle with their children, or utilise the time-restricted on-street parking in the precinct to drop-off and pick-up their children. Future parents of the expanded centre are anticipated to travel to and from the site in a similar manner.
- The subject site is located within a dense residential area, such that many residents may comfortably walk to and from the site to drop-off and pick-up children.
- Vehicle movements by parents associated with childcare centres are typically made as part of a 'diverted trip' rather than a new trip to the road network. Accordingly, the proposed childcare centre is not anticipated to add new vehicle trips to the road network, but to redirect parents' trips on their way to work or redirect trips by local parents working from home who may have otherwise needed to drive outside of the precinct to take their children to childcare. The proposed expansion is therefore anticipated to have minimal net impact on the function of the surrounding road network.

Appendix A : Swept Path Assessment

Appendix B : Bicycle Parking Specifications