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First Urban

Via email: paul@firsturban.com.au

Attention: Paul Harris

## **15-35 Thistlethwaite Street, South Melbourne**

Transport Impact Assessment

### **Introduction**

**onemilegrid** has been requested by First Urban to undertake review of the proposed development changes to the approved development at 15-35 Thistlethwaite Street and 1-4 Shamrock Place, South Melbourne.

A Planning Permit (Application Number: 277/2015) has been issued for the proposed development by the City of Port Phillip, at the direction of VCAT. The Planning Permit allows for:

*Demolish a building in the Capital City Zone (CCZ1)*

*Construct a multi storey tower (8 stories) comprising retail and commercial tenancies, dwellings and associated car parking in the CCZ1.*

*Construct and carry out works in the CCZ1. Use the land for dwellings in CCZ1.*

*In accordance with the endorsed plans.*

It is noted that the Planning Permit included the following conditions relating to car parking provision:

- One car parking space must be allocated for each retail tenancy.
- The total number of car parking spaces for the approved dwellings must not exceed a rate of 0.81 spaces per dwelling.
- Not more than 1 car parking space must be allocated to any dwelling.

A previous Transport Impact Assessment report has been prepared by **onemilegrid** (16366TIA001C-F, dated: 21 November 2016). This report was based on the following development schedule and proposed parking allocation (includes the original approved development schedule). A second revised application was also submitted following the previous Transport Impact Assessment. All three development schedules for the subject site are provided in Table 1.

**Table 1 Previous Development Schedule Change**

Component	Original Approved	First Revised Application	Second Revised Application	Net Change
1 Bedroom Apartment	41	23	15	-18
2 Bedroom Apartment	42	40	36	-2
3 Bedroom Apartment	0	6	10	+6
<b>Total Apartments</b>	<b>83</b>	<b>69</b>	<b>61</b>	<b>-14</b>
Retail (3 tenancies)	393 m <sup>2</sup>	458 m <sup>2</sup>	458 m <sup>2</sup>	+65 m <sup>2</sup>
Car Parking	67	47	61	-20
Bicycle Parking	25	70	64	+45

The second revised application allocated three parking spaces to the retail tenancies and the remaining 58 spaces to the residential apartments. The proposed resident parking allocation equated to a rate of 0.95 spaces per apartment.

### Proposed Development Amendments

It is proposed to provide for larger residential apartments within the proposed development, resulting in a reduced overall number of apartments. The provision of larger apartments has been driven by market demand due to changes within the area.

A comparison between the approved, previously proposed and current development proposal is provided in Table 2.

**Table 2 Proposed Development Schedule Change**

Component	Original Approved	First Revised Application	Current Proposal	Net Change (from approved development)
1 Bedroom Apartment	41	23	5	-36
2 Bedroom Apartment	42	40	21	-21
3 Bedroom Apartment	0	6	22	+22
<b>Total Apartments</b>	<b>83</b>	<b>69</b>	<b>48</b>	<b>-35</b>
Retail (3 tenancies)	393 m <sup>2</sup>	458 m <sup>2</sup>	352 m <sup>2</sup>	-41 m <sup>2</sup>
Car Parking	67	47	50	-17
Bicycle Parking	25	70	64	+39

On-site car parking is to be allocated with one parking space per apartment (47 spaces), with one apartment to be provided no car parking and one space per retail tenancy (3 spaces).



### Bicycle Parking Considerations

The bicycle parking requirements of Clause 52.34 of the Planning Scheme are summarised below in Table 3. With no indication on the number of practitioners within the potential medical practice, this tenancy has been conservatively assessed as a retail use.

**Table 3 Clause 52.34 – Bicycle Parking Requirements**

Component	No/Area	Requirement	Total
Dwelling (four or more storeys)	48 dwellings	1 space per 5 dwellings for residents	10
		1 space per 10 dwellings for visitors	5
Retail	352 m <sup>2</sup>	1 space per 300m <sup>2</sup> for employees	1
		1 space per 500m <sup>2</sup> for visitors	1
<b>Total</b>		<b>Residents</b>	<b>10</b>
		<b>Employees</b>	<b>1</b>
		<b>Visitors</b>	<b>6</b>

The proposed provision of 64 bicycle parking spaces exceeds the requirements of Clause 52.34 of the Planning Scheme and also provides bicycle parking facilities in excess of one space per apartment.

### Car Parking Considerations

The car parking requirements of the Parking Overlay 1 are summarised below in Table 4. It is noted that the Parking Overlay specifies a maximum parking provision rather than a minimum parking provision.

The Parking Overlay does not include a specific parking rate for a medical practice and rather this use has been assessed as a retail use.

**Table 4 Schedule 1 to the Parking Overlay – Car Parking Maximum Rates**

Use	No/Area	Rate	Maximum Car Parking Measure	Total
Dwelling	48	1	To each dwelling	48
Retail	352 m <sup>2</sup>	1	To each 100m <sup>2</sup> of gross floor area	4
<b>Total</b>				<b>52</b>

The proposed provision of 50 car parking spaces is within the maximum parking provision of the Parking Overlay and is thus considered acceptable. The proposed allocation of one apartment with no car parking and one space for the remain apartments (47 spaces) and one space per retail tenancy (3 spaces) is in accordance with the maximum parking rates for each of the development components.

It is noted that the parking allocation is in excess of the Planning Permit rate of 0.81 spaces per apartment that is identified within Condition 29 however the proposed parking allocation is not to exceed one parking space per apartment, in accordance with Condition 30.

ABS car ownership data has been sourced from the 2016 census for South Melbourne in order to determine the anticipated parking demands of the proposed development. The car ownership data for apartments and the anticipated parking demands of the proposed development are calculated in Table 5.

**Table 5 Anticipated Parking Demands – 2016 ABS Car Ownership (South Melbourne)**

<b>Apartment Size</b>	<b>Number</b>	<b>Average Car Ownership</b>	<b>Anticipated Parking Demand</b>
1 bedroom	5	0.70	4
2 bedroom	21	0.88	18
3 bedroom	22	1.07	24
<b>Total</b>			<b>46</b>

The ABS car ownership data demonstrates that there is a demand for car parking in excess of the 0.81 spaces per apartment which was included in Condition 29, noting that the proposed provision is within the maximum parking requirements identified within the Planning Scheme Parking Overlay.

Based on the preceding and noting that car parking is provided in accordance with the Parking Overlay, the revised parking provision and allocation is considered acceptable.

### Traffic Considerations

The revised reduction in overall apartment numbers is expected to result in a reduced traffic generation from the previously approved and previously proposed development proposals. The amended development application is not expected to have an adverse impact to the road network in the vicinity of the site.

It is also noted that the proposed provision of larger apartments is driven by market demand and the intention of accommodation for families. It is likely that families will have a lower use of peak hour vehicle movements, compared to singles or couples to be living within the development.

Please do not hesitate to contact Julian Stone ((03) 9982 9711, or [julian.stone@onemilegrid.com.au](mailto:julian.stone@onemilegrid.com.au)) should you wish to discuss the above.

Yours sincerely

Julian Stone

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