

Appendix F – Car Parking Assessment

ATTACHMENT A

TTM CONSULTING REPORT
DATED 26 FEBRUARY 2020

26 February 2020

Mr. Simon Kaufman,
276 Inkerman Street,
St Kilda East, Vic 3183

Dear Simon,

**Application to Amend Planning Permit No. 1164/2014/A
5 Prentice Street, St Kilda East
Peer Review of Application to Reduce Parking Requirement**

Further to your request, I advise that I have reviewed your application and a Parking Demand Assessment prepared by Auswide Consulting dated December 2019. I have also read submissions lodged by objectors to the application.

The Auswide Consulting Assessment relies heavily on the availability of on-street parking and reports surveys of parking utilization in both streets. However, I tend to agree with objectors that the timing of their surveys didn't really coincide with the expected peak demand periods which would be midweek overnight for these predominantly residential streets.

On this basis, TTM Consulting conducted a survey of parking utilization on Tuesday 11 February, 2020 from 8.30pm through to 10.00pm. This was a cold and wet night with most residents probably tucked up in bed. From 8.30, we observed two cars enter the area and one car leave albeit that at times we were down the far end of either street. There was not a lot of coming and going at that time of night. The results of our occupancy survey at 10.00pm are summarized as follows:

Prentice Street – There were forty one (41) vehicles parked in the street plus an unregistered enclosed trailer which seemed to have been there for some time (confirmed by aerial photographs). We identified fourteen (14) available parking spaces on street clear of driveways.

Leslie Street – We recorded thirty seven (37) vehicles parked in the street. We identified eleven (11) available parking spaces on street clear of driveways. Four of these spaces were in the permit zone and seven were unrestricted spaces.

In summary, at 10.00pm when it could be expected that most residents would be home for the night, there were fourteen spaces available in Prentice Street and seven unrestricted spaces available in Leslie Street. It is worth noting that most available parking in both streets was at the northern ends.

We are of the opinion that if on-street parking became a significant problem for residents of properties that have existed for some time without any on-site parking, Council would be likely to extend the permit zones which are not made available to recent developments.

The following aerial photograph shows the two streets and their configuration with some properties providing parking on-site and others relying on street parking.



The Auswide Consulting Assessment made no attempt to investigate likely car ownership rates of future residents in this location. The most comprehensive survey of car ownership rates for all post code locations and dwelling types is collected by the Australian Bureau of Statistics every five years in the Census. The 2016 data for townhouses in post code 3183 is shown in the following table.

AUSTRALIAN BUREAU OF STATISTICS – 2016 CENSUS

2016 Census - Selected Dwelling Characteristics
POA, STRD Dwelling Structure and BEDRD Number of Bedrooms in Private Dwelling (ranges) by VEHRD Number of Motor Vehicles (ranges)
Counting: Dwellings Location on Census Night

Filters:
 Default Summation Dwellings Location on Census Night

VEHRD Number of Motor Vehicles (ranges)			No motor vehicles	One motor vehicle	Two motor vehicles	Four or more motor vehicles	Three motor vehicles	Total	
3183, VIC	Semi-detached, row or terrace house, townhouse etc. with one storey	BEDRD Number of Bedrooms in							
		None (includes	0	0	0	0	0	0	
		One bedroom	10	9	0	0	0	17	
		Two bedrooms	40	179	78	0	5	299	
		Three bedrooms	30	168	119	0	27	344	
		Four bedrooms	5	16	16	0	0	39	
		Five bedrooms	0	3	0	0	0	5	
		Six bedrooms or	0	0	0	0	0	3	
		Total	79	370	218	0	34	705	
		Semi-detached, row or terrace house, townhouse etc. with two or more storeys	None (includes	0	0	0	0	0	0
			One bedroom	5	19	7	0	0	30
			Two bedrooms	12	68	34	0	8	125
			Three bedrooms	12	91	96	0	23	221
			Four bedrooms	0	25	37	4	11	77
			Five bedrooms	0	0	14	0	0	22
Total	Six bedrooms or	0	0	0	0	0	0		
	Total	27	210	195	9	42	482		
	None (includes	0	0	0	0	0	0		
	One bedroom	12	28	7	0	0	51		
	Two bedrooms	52	249	112	0	12	425		
	Three bedrooms	42	255	214	3	46	565		
Total	Four bedrooms	6	38	61	4	13	114		
	Five bedrooms	0	4	15	0	5	29		
	Six bedrooms or	0	0	5	0	0	9		
	Total	112	584	412	9	77	1187		

Data Source: Census of Population and Housing, 2016, TableBuilder

INFO Cells in this table have been randomly adjusted to avoid the release of confidential data. No reliance should be placed on small cells.

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There were 565 three bedroom households surveyed of which, 42 (7%) had no vehicle, 255 (45%) had one vehicle, 214 (38%) had two vehicles and 49 (9%) had three or more vehicles. The Census reveals that less than half of the three bedroom townhouses had more than one vehicle. The average car ownership (830 vehicles in 565 dwellings) was 1.47 vehicles per dwelling.

Further analysis of the data indicates that number of bedrooms is not the only determinant of car ownership and indeed twenty nine percent of two bedroom townhouses have more than one vehicle. This application is to create two bedrooms out of one by dividing a large room with no proposed change to the footprint or floor area. Our assessment of car parking demand for many uses is primarily based on floor area.

In our experience, it is the availability of parking and proximity to shopping and facilities and public transport that are more relevant to car ownership rates. We would expect that in this location, there would be a tendency for residents with only one vehicle to locate here and avoid any competition for on-street parking, be within walking distance of shops and facilities and utilize the excellent public transport services.

Finally, one objector has made reference to a need to create new driveway crossovers but on our inspection, this is not the case in Leslie Street where the relocation of the crossover to the other side of the property and removal of a planter box has effectively increased the parking capacity.

It is concluded that, in our opinion, Council has adequate justification to reduce the parking requirements of the proposed development to one space per townhouse without any concern for overspill on-street parking, albeit that it is available in the critical overnight period.

Should you require any further information or clarification of any aspect of the above, please contact the undersigned.

Yours faithfully,
TTM Consulting (Vic) Pty. Ltd.

A handwritten signature in black ink, appearing to read "Michael O'Brien", written in a cursive style.

Michael O'Brien