

City of Port Phillip Parking Reduction Assessment

Clause 52.06-7 Consideration	Assessment
<p>The Car Parking Demand Assessment.</p>	<p>As discussed above, the car parking demand assessments provided by the applicant and subsequent peer reviews have identified that there is the potential for overspill parking of up to 37 spaces.</p> <p>However, the nature of the proposed uses are anticipated to draw a large percentage of their customers from the immediate area (surrounding residents) or from multi-purpose trips (people that have travelled to the area for another purpose).</p> <p>The variation in parking demands generated from the development will not always coincide with the peak parking pressure experienced by the surrounding network.</p> <p>The area is extremely well connected in terms of public transport and cycle networks. Considerable bicycle parking is proposed.</p> <p>Due to the above factors, the potential overspill parking of 37 spaces is considered be conservative, the actual overspill parking is likely to be much less.</p> <p>Councils traffic engineers have peer reviewed the Traffic Report and raise no concerns with the findings or methodology.</p>
<p>Any relevant local planning policy or incorporated plan.</p>	<p>The proposal is considered to be supported by Council's local planning policy as discussed earlier in this report. It is noted that Theme A of the DDO23 seeks <i>to reduce the dependence on cars as the primary mode of transport for residents and visitors.</i></p>
<p>The availability of alternative car parking in the locality of the land.</p>	<p>The applicant's Traffic Report found the following:</p> <p>Ratio Consultants commissioned surveys of parking supply and demand on Saturday 10 February 2018, from 8:00am to 5:00pm; and, on Tuesday 13 February 2018, from 6:00am and 9:00pm and from 4:00pm to 8:00pm. The surveyed areas are outlined below.</p>

Figure 2.8: Parking Survey Area



There was observed to be a supply of 161 car parking spaces (up to 163 spaces depending on the time) within the survey area. During the survey period the following occupancy rates were recorded:

- Saturday, 10 February 2018: parking occupancies ranging between 36% and 57%, the peak time being 1:00pm.
- Tuesday, 13 February 2018: parking occupancies ranging between 53% and 60%, the peak time being between 5pm and 6pm.

“Overall, the survey results indicate that the parking demand is generally moderate during weekdays and on weekends. The survey results also demonstrate that the car parking is generally subject to short to midterm parking controls (2P, and 3P restrictions) which will encourage a relatively high on-street car parking turnover. Overall, it is considered that there is ample spare parking capacity within the vicinity of the site to accommodate an increase in short-term car parking.”

Further parking surveys were under taken on Saturday 9 November 2019, from 8:00am to 5:00pm; and, Thursday 14 November 2019, from 6:00am to 9:00am, and from 4:00pm to 8:00pm.

There was observed to be a total supply of 165 car parking spaces (up to 169 spaces depending on the time) within the survey area (same area as above).

During the survey period the following occupancy rates were recorded:

- Saturday, 9 November 2019: Occupancies ranging between 13% and 24%, the peak time being 2pm.
- Thursday, 14 November 2019: Occupancies ranging between 12% and 39%, the peak time being 4pm.

“The parking surveys undertaken in November 2019 demonstrate a lower parking demand than the surveys undertaken in February 2018. Overall, the parking surveys undertaken in November 2019 demonstrate that there is

	<p>ample spare parking capacity within the vicinity of the site to accommodate an increase in short-term car parking.”</p> <p>Councils traffic engineers have reviewed the Traffic Report and raise no concerns with the findings or methodology.</p>
On street parking in residential zones in the locality of the land that is intended to be for residential use.	The land to the north of the Site is zoned residential, with the parking in these areas predominantly being intended for residential use. However, the survey area relied upon is outside of these areas.
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.	<p>The parking reduction relates to customer parking. There would be no issue in providing the parking spaces in terms of numbers, in fact, the proposal would provide a surplus of spaces (albeit these spaces would not be allocated to customers).</p> <p>The issue of practicality arises from allowing the general public to access a private basement carpark, which would have implications in terms of maintenance and safety. As such, providing customer parking within the basement is not considered to be a practical outcome.</p>
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.	It is not considered the proposed reduction in parking will have an unreasonable impact on the Bay Street Major Activity Centre.
The future growth and development of any nearby activity centre.	The reduction in parking is not considered to impact any future growth of the Bay Street Major Activity Centre.
Any car parking deficiency associated with the existing use of the land.	<p>The applicant has provided the following assessment in their Traffic Report:</p> <p>“The site was previously occupied by a Genesis Fitness Centre, which comprised a floor area of approximately 1,500sqm, a pool and two tennis courts.</p> <p>It is understood that a total of six car parking spaces were allocated to staff of the fitness centre.</p> <p>Application of the parking rate for tennis court specified under Table 1 of Clause 52.06-5 of the Planning Scheme (4 spaces to each court plus 50% of the requirement of any ancillary use) and applying the peak parking rate for a gymnasium of 3.0 space per 100sqm (discussed in Section 4.2), results in a peak parking demand of 53 car parking spaces.</p> <p>Given that the previous use of the land provided only six car parking spaces, the use was deficient in parking by approximately 47 car parking spaces, which is greater than the estimated off-site car parking demand at peak times.”</p>
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.	This is not applicable to this application.

<p>Local traffic management in the locality of the land.</p>	<p>The surrounding area is largely controlled by short time (2P and 3P) parking restrictions, this promotes a high turn over of available parking spaces.</p>
<p>The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.</p>	<p>The impact of having fewer car parking spaces available is not considered to significantly impact amenity, noting that as per the parking survey there are sufficient available spaces and as per the demand assessment the overspill parking is expected to be minimal.</p>
<p>The need to create safe, functional and attractive parking areas.</p>	<p>The proposed basement parking arrangement is the preferred outcome for the Site. Providing additional parking spaces for the customers at ground level would be a poor urban design outcome.</p>
<p>Access to or provision of alternative transport modes to and from the land</p>	<p>As previously discussed, the Site is highly accessible by a range of transport options.</p>
<p>The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.</p>	<p>This is not relevant to this application.</p>
<p>The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.</p>	<p>As previously mentioned, providing customer parking within the private basement is not a practical outcome; and, providing additional parking spaces for the customers at ground level would be a poor urban design outcome.</p> <p>As such, the proposed parking reduction would facilitate a quality urban design outcome.</p>