

22 November 2022

Lt Corporation Pty Ltd

c/- Rigby Cooke Lawyers

Via email: rphillips@rigbycooke.com.au

Attention: Robert Phillips

61-63 Inkerman Street, St Kilda

Car Parking Provision Review

Dear Robert,

onemilegrid has been requested to review an alternative parking option for the approved development at 61-63 Inkerman Street, St Kilda. The proposed change has eventuated through the detailed design process which has resulted in a decision to utilise an alternative mechanical parking system supplier, which will result in a reduced car parking provision of 4 spaces from the previous scheme.

The following assessment provides a review of the impacts related to the revised car parking provision for the development.

Amended Development Scheme

It is understood that there are no changes to the development yields, with the exception of the proposed car parking system. The applicant has sought preliminary advice from the alternative car parking system provider (V Space Parking Solutions), who has advised that a system can be implemented into the site to accommodate 26 parking spaces. The development schedule changes are listed in Table 1.

Table 1 Development Schedule Changes

Component	Previous Scheme	Amended Scheme	Net Change
Café	45 m ²	45 m ²	-
Retail	47 m ²	47 m ²	-
Office	2,188 m ²	2,188 m ²	-
Car Parking	30 spaces	26 spaces	- 4 spaces
Bicycle Parking	20 spaces	20 spaces	-

The alternative car parking system will still be accessed in the same manner, via the rear laneway, and will still comprise two connected systems, with all other management systems also included. Updated development plans are to be prepared detailing the alternative car parking system.

Parking Provision Review

The current approval has all on-site car parking allocated to staff of the office component of the development. This previous parking provision equated to a rate of 1.3 spaces per 100 square metres (combined area for the site).

The car parking provision at a rate lower than the Planning Scheme rates was considered to encourage the use of walking, cycling and public transport as the preferred mode of travel which subsequently reduces external traffic impacts.

By reducing the provision of car parking on-site, this approach seeks to minimise car parking supply in line with market forces of supply and demand to reduce the quantum of traffic generated by the land use and break the cycle of car dependency.

Furthermore, parking for an office use is often the most susceptible to behaviour change as these trips occur when traffic levels on the adjacent road network are at their highest thus a level of congestion typically occurs. During these periods, public transport services are typically at their greatest frequency thus providing office staff the opportunity to travel to work via alternative modes practically.

The revised parking provision for 26 spaces equates to a lower car parking rate of 1.14 spaces per 100 square metres (combined area for the site). The revised car parking provision is still considered appropriate for the proposed development noting that it supports a reduced reliance on private motor vehicles and encouraged use of more sustainable transport modes. Effectively, the reduction of 4 spaces does not change the principles which were accepted in relation to car parking across the site.

Specifically, the car parking provision is considered appropriate noting the following:

- The site has excellent access to sustainable transport modes with various train, tram and bus services in the immediate vicinity and access to formal and informal cycling routes, providing access options for employees and visitors
- There are a number of share car locations in close proximity to the subject site
- The provision of additional bicycle parking spaces above the statutory requirements promotes an alternative means of transport for office staff
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities
- Existing parking restrictions within the vicinity of the site will encourage employees with low car dependency rates, and ensure employees do not park long-term on-street
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

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

Yours sincerely



Valentine Gnanakone

Director

onemilegrid

m: 0418 592 383

d: (03) 9982 9721

e: val.gnanakone@onemilegrid.com.au

P/R: Julian Stone/Valentine Gnanakone