



ratio:

Report Prepared for
Simonds Catholic College

16 April 2021

Traffic Impact Assessment
Proposed Simonds College Expansion

273 Victoria Street, West Melbourne

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Appendix A Car Parking Survey Results:

1 Introduction:

Ratio Consultants have been commissioned by Simonds Catholic College to assess the traffic and parking implications of the proposed expansion of Simonds Catholic College, located at 273 Victoria Street, West Melbourne.

The following report has been prepared to assess 'Stage 1' of the wider Master Plan of the subject site. Although this report specifically addresses the traffic impacts of Stage 1, due consideration has been given to the overall subject site and future development of the site.

This report has been prepared to address the parking and transport matters of the proposed development based on various surveys, our inspection of the site and observations of its operation and surrounds, and other previous studies of similar proposals.

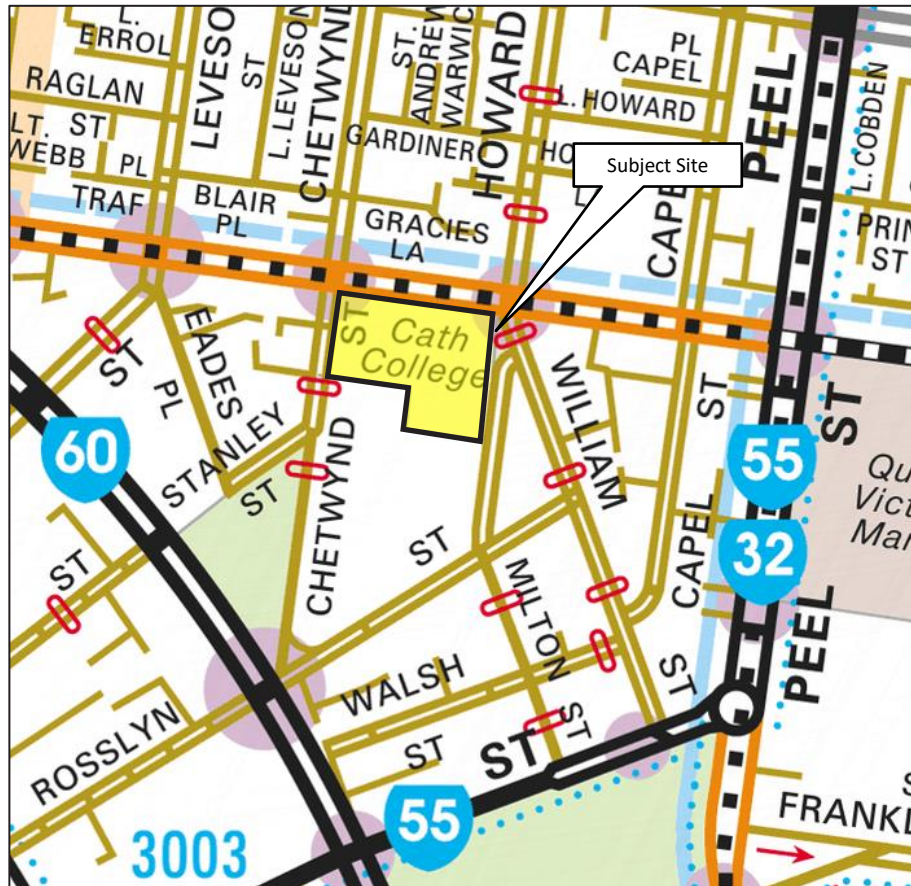
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2.1 Location and Environment

Simonds Catholic College ('the College'), addressed as 273 Victoria Street in West Melbourne, is located on the south side of Victoria Street and spans the breadth between Chetwynd Street and William Street.

The site's location relative to the surrounding road network is shown in Figure 2.1 below:

Figure 2.1: Site Location



Source: www.melway.com.au

The site is irregular in shape and has frontages to Victoria Street to the north, St Mary Star of the Sea Church to the north east, Chetwynd Street to the west, Howard Street to the east and residential properties to the south.

The road frontages span approximately 100 metres along Victoria Street, 80 metres along Chetwynd Street and 110 metres along Howard Street. The overall site area is some 9,700 square metres.

The site is currently occupied by five (5) discrete buildings as shown at Figure 2.2 and operates with 42 staff members and 309 students.

Land uses surrounding the site are typically residential and commercial in nature.

The site is located within a Mixed-Use Zone (MUZ) and is subject to the following overlays:

- Design and Development Overlay - Schedule 32 (DDO32).
- Heritage Overlay Schedule (HO979).
- Parking Overlay - Precinct 12 (PO12).

PO12 is a parking overlay, outlining maximum parking rates relating to residential dwellings and is therefore not applicable to the proposed Master Plan.

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2.2 Existing Site Layout

The College presently comprises five (5) buildings (A to E), identified in the aerial image presented in Figure 2.2.

Figure 2.2: Aerial view of the Site and Surrounds



Source: www.nearmap.com

Car parking is provided within at-grade car parks accessible via Victoria Street and Howard Street.

Drop-off and pick-up currently occurs on all three (3) frontage roads. School bus parking for two (2) buses is accommodated on-site in an area south of Building E which is accessed via Howard Street.

The main car park accessible via Victoria Street is located adjacent to Building A, comprising 10 formal car parking spaces, and has provision for approximately seven (7) informal spaces. Garage parking is also provided adjacent to Building E and the area surrounding the church provides for some informal parking, accessible via Howard Street.

There are currently five (5) bicycle parking spaces which are utilised by staff.

Students are required to enter and exit via the College gate access on Victoria Street.

2.3 Road Network

Victoria Street is a major road under the care of Council. Victoria Street runs in an east to west direction and provides a connection between Munster Terrace/Anderson Street in the west and Nicholson Street in the east (continuing as Victoria Parade).

Within the vicinity of the site, Victoria Street provides a single lane of traffic, a bicycle lane and kerbside car parking in each direction. Victoria Street accommodates a dedicated central tram reservation for tram route 57.

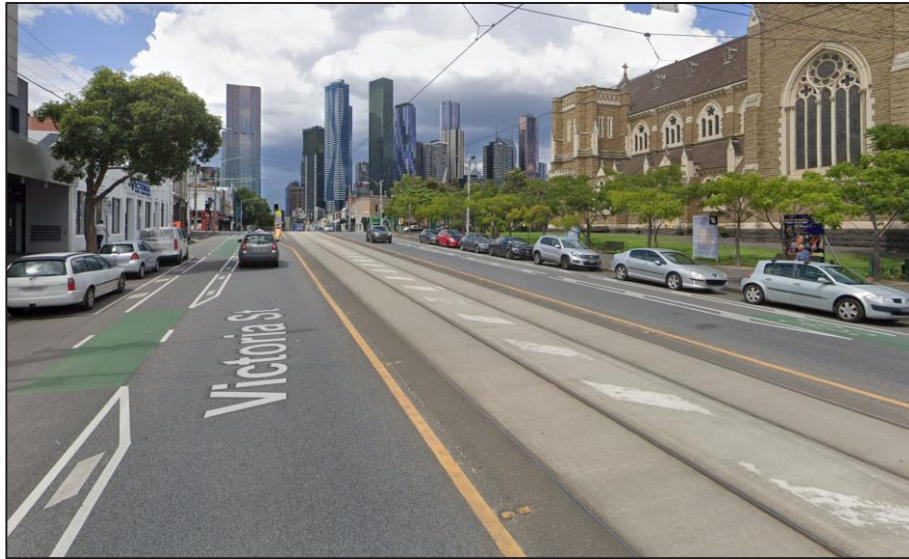
Parallel kerbside car parking is permitted along Victoria Street is time restricted during business hours and on Saturday morning for a duration of 1P-2P.

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A posted speed limit of 50km/hr applies to Victoria Street within the vicinity of the site. Established footpaths are provided on both sides of the road.

Figure 2.3 shows a Google image of Victoria Street adjacent to the subject site.

Figure 2.3: Victoria Street looking west adjacent to the Subject Site



Chetwynd Street is a local street under the control of Melbourne City Council. Aligned generally in a north to south direction, it provides a connection between Courtney Street / Arden Street / Wreckyn Street in the north and Rosslyn Street in the south.

Within the vicinity of the site, Chetwynd Street accommodates a wide traffic lane and kerbside parking in each direction, separated by a central median catering for 90 degree car parking and landscaping.

Road humps are present at intervals along Chetwynd Street.

The parallel kerbside and central 90-degree car parking spaces are typically restricted to short-term parking restrictions with a fee applying to some parking spaces.

Chetwynd Street has a posted speed limit of 40km/hr adjacent the site and concrete footpaths are provided on both sides of the road.

Figure 2.4 shows a Google image of Chetwynd Street adjacent to the subject site.

Figure 2.4: Chetwynd Street looking north adjacent to the Subject Site



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Howard Street is a local access road under the management of Council. Howard Street is restricted to a one-way operation in a southbound direction, and is accessible from William Street in the north, with vehicles exiting onto Rosslyn Street.

Within the vicinity of the site, Howard Street has an approximate carriageway width of 15 metres and accommodates a wide traffic lane, kerbside parking on the west side and 90-degree parking on the east side.

Car parking is generally restricted to 4P metered parking during business hours and on Saturday morning, with a small provision of shorter term 1/4P parking also available.

A formalised footpath is provided on the west side, and a grassed verge is provided on the east side of Howard Street.

Figure 2.5 shows a photograph of Howard Street adjacent to the subject site.

Figure 2.5: Howard Street adjacent to the Subject Site



2.4 Sustainable Transport

Public Transport

The site has a Transit Score (as obtained from the Walk Score website) of 100 which is the highest possible score, representing a 'riders paradise' with 'world class public transport'.

The site has convenient access to public transport services, as outlined in Table 2.1, Table 2.2 and Table 2.3.

Table 2.1: Public Transport Services - Trams

Route No.	Route Description	Nearest Stop	Walking Distance
57	West Maribyrnong to Flinders Street Station	Adjacent and opposite the site on Victoria Street	Victoria Street frontage
58	West Coburg to Toorak	Peel Street near Victoria Street	280m

Source: www.ptv.vic.gov.au

Table 2.2: Public Transport Services - Buses

Route No.	Route Description	Nearest Stop	Walking Distance
216	City to Sunshine Station	Spencer Street	590m

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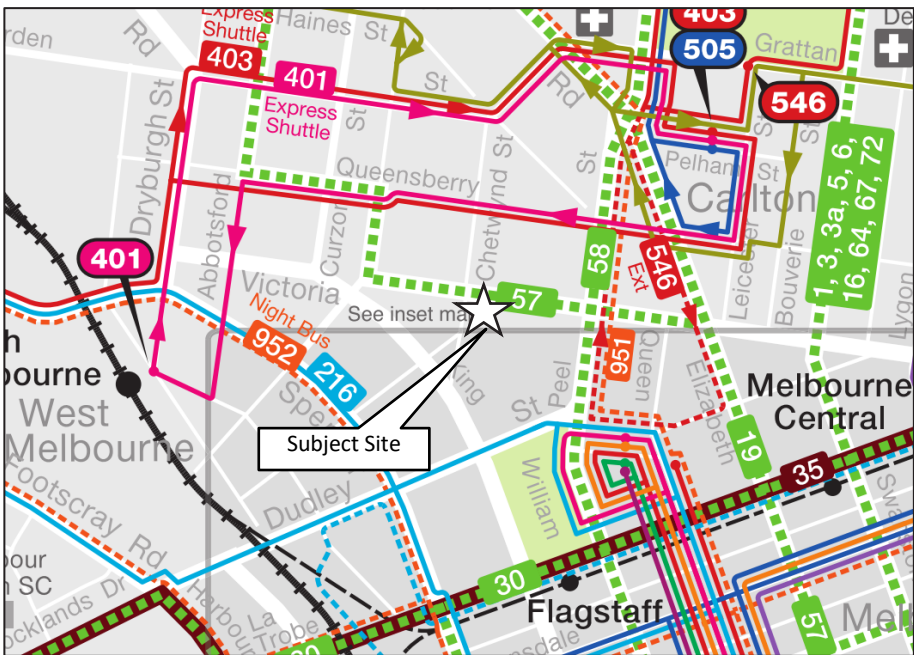
Table 2.3: Public Transport Services - Train

Nearest Stop	Route	Walking Distance
Flagstaff Train Station	All trains through the City Loop	800m

Source: www.ptv.vic.gov.au

Figure 2.6 illustrates the public transport services operating within proximity of the site.

Figure 2.6: Public Transport Services Operating within the Vicinity of the Site



Source: www.ptv.vic.gov.au

The site is located within the Principal Public Transport Network Area (PPTN) as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, 2018). This is reflective of the site's level of access to public transport services.

Figure 2.7 shows the location of the site relative to the PPTN area.

Figure 2.7: PPTN Area relative to subject site



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Pedestrian and Bicycle Network

There is an extensive pedestrian & cyclist network surrounding the College. The College has a Walk Score of 97 which represents a 'walkers paradise' where 'daily errands don't require a car'.






The bicycle facilities within convenient distance to the site, include on-road bicycle lanes along Victoria Street, Howard Street (north of Victoria Street), Peel Street, Queensberry Street and William Street.

Taxis / Rideshare

A number of ride-hailing and rideshare services operate in the vicinity of the subject site. Ride-hailing and rideshare offers opportunities for door-to-door transportation effectively from any origin and destination specified by the passenger.

The operators identified in Table 2.4 provide taxi and rideshare services in Melbourne.

Table 2.4: Taxi/Ride Share Schemes

Service	How to order
 Silver Top Taxis	Call 8413 7202 Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking
 Yellow Cabs	Call 13 6294 Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking
 Uber	Get a reliable ride in minutes with the Mobile App for each service. No reservations are required
 DiDi	
 Ola	

2.5 Parking Conditions

To understand the parking conditions surrounding the subject land, Ratio Consultants conducted a survey of the parking supply and demand in the vicinity of the subject site on Thursday 29 August 2019.

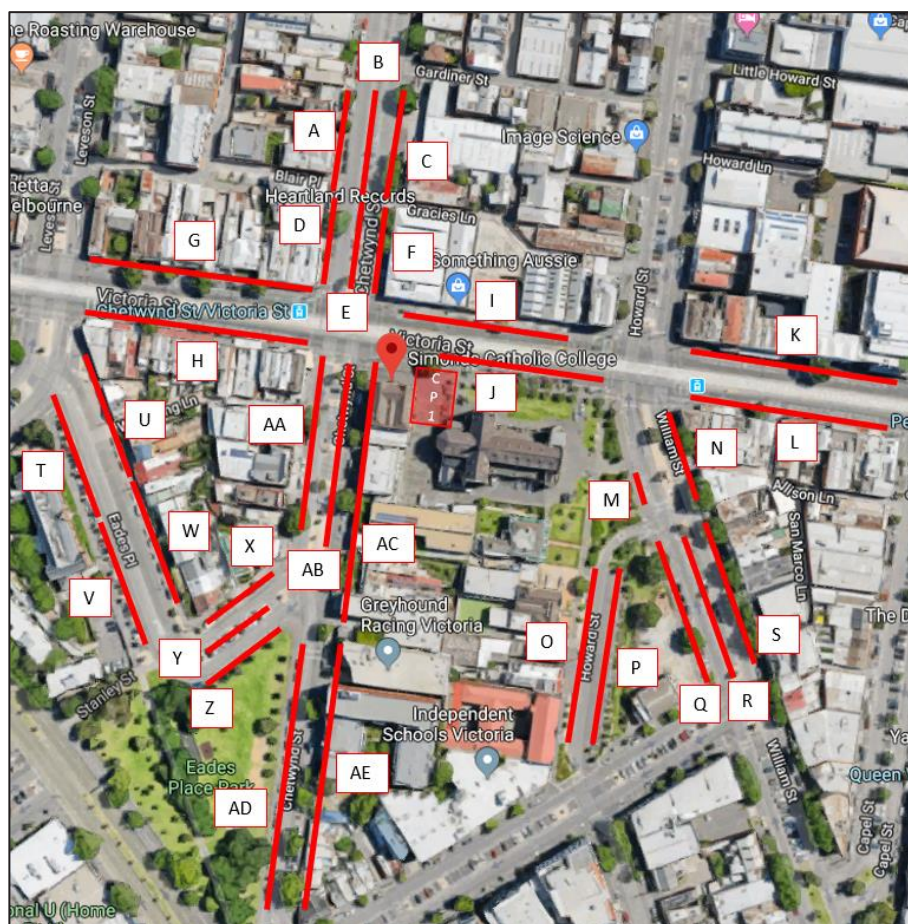
Spot counts were undertaken on an hourly basis between 7:30AM-9:30AM and 2:30PM-4:00PM.

The extent of the survey area is shown in Figure 2.8. All car parking spaces within a 200m walking distance were counted during the survey period.

The detailed survey results are attached in Appendix A with a summary provided as follows:

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Figure 2.8: Car Parking Survey Area



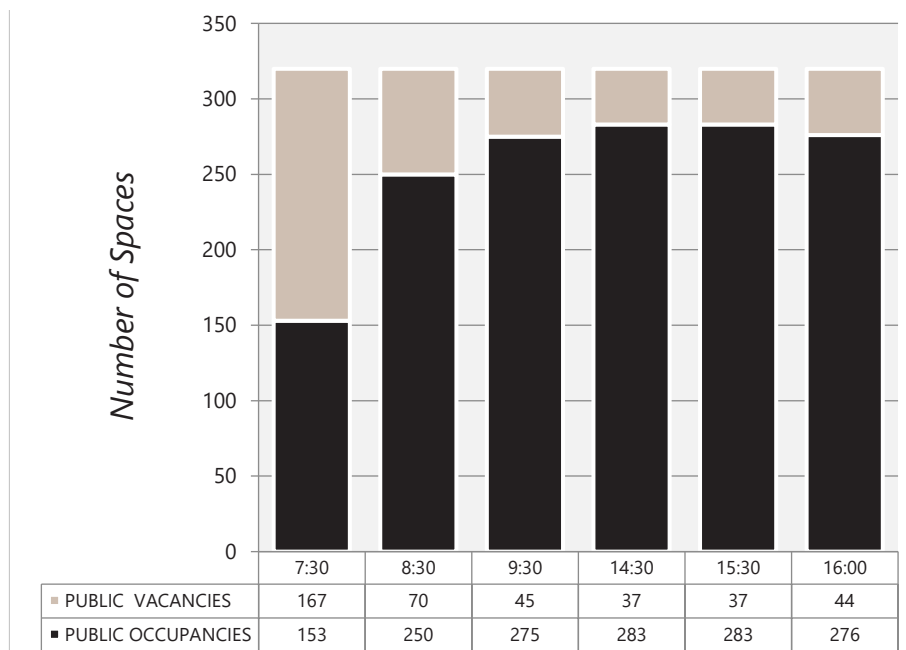
The survey inventory shows the supply of parking within the vicinity of the site is predominantly subject to short-term 1/4P - 2P restrictions.

Thursday 29 August 2019 – On-Street Parking

- A total supply of 320 parking spaces were recorded within the survey area.
- The overall demand for parking during the survey period ranged between 48% and 88%, noting that car parking demands were relatively consistent during business hours (8:30AM to 4:00PM) with occupancies of 78% to 88% recorded.
- The peak demands occurred at 2:30PM and 3:30PM, when a total of 283 publicly available car parking spaces were recorded occupied out of an available supply of 320 spaces, representing a parking occupancy of 88%.
- There were never fewer than 37 publicly available spaces across the surveyed period.

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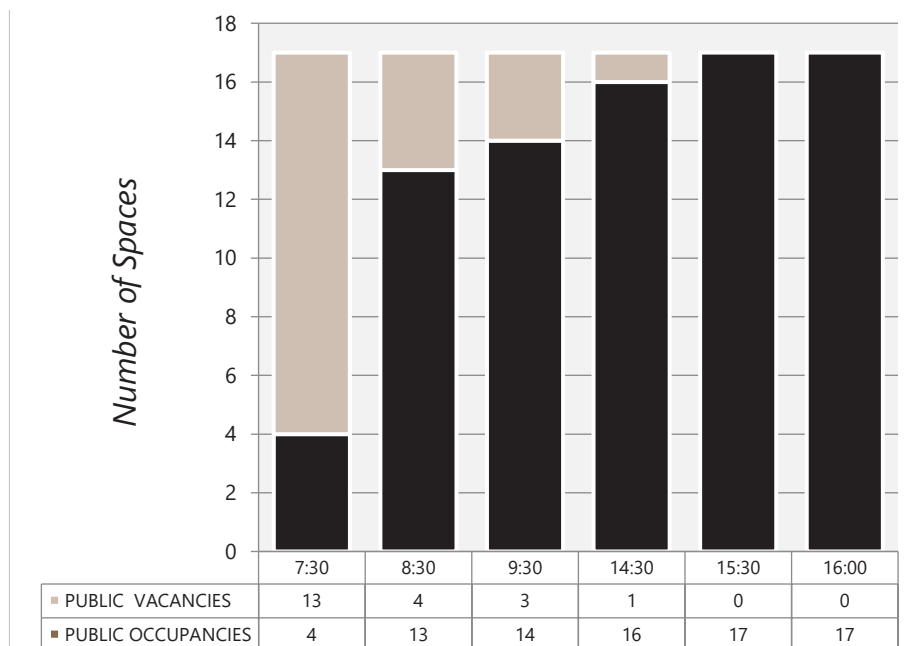
Figure 2.9: Temporal Car Parking Profile – On-Street Supply



Thursday 29 August 2019 – On-Site Parking

- There was a total of 10 formally marked car bays within the car park accessible via Victoria Street. An additional seven (7) vehicles were recorded parking informally in the car park.
- The overall demand for parking within the car park ranged between 4-17 vehicles during the period surveyed.
- The peak parking demands were recorded at 3:30PM and 4:00PM, when 17 vehicles were observed within the on-site car park.

Figure 2.10: Temporal Car Parking Profile – On-Site Supply



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2.6 Travel Mode Surveys

To understand the existing travel behaviours of staff and students, an online travel mode survey was prepared, with the following questions:

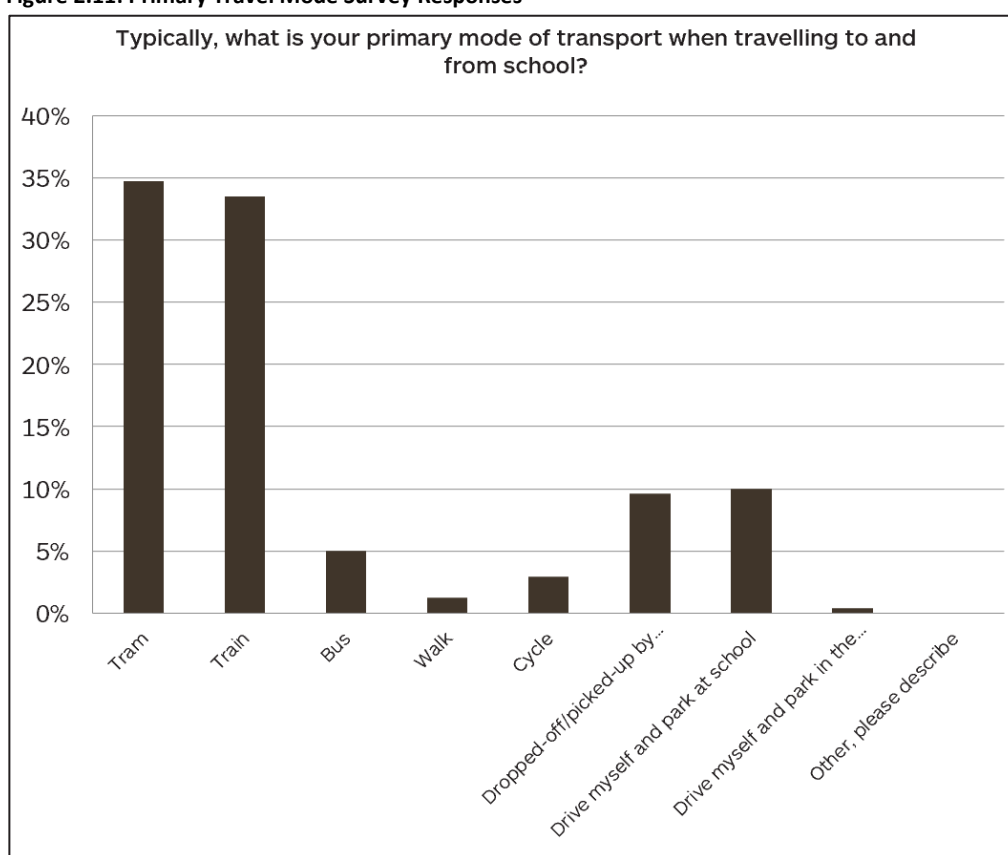
1. Are you a student or staff member?
2. Typically, what is your primary mode of transport when travelling to and from the College?
3. How far away is your home from the College?

There were 240 recorded responses to the survey of which 33 were staff (a response rate of 97%) and 207 were students (a response rate of 52%). The results combine staff and students, unless specified.

With regard to mode of transport, the surveys revealed that 35% of staff and students travelled to and from the school by tram (83 responses) and 33% by train (80 responses).

The results of the primary travel mode are summarised in Figure 2.11.

Figure 2.11: Primary Travel Mode Survey Responses



The surveys revealed that the majority of respondents live between 10km to 15km from the College, and over 50% of respondents lived further than 10km from the College.

The responses to the travel distance to the College are summarised in Figure 2.12.

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Figure 2.12: Distance Between Home and the College Survey Responses

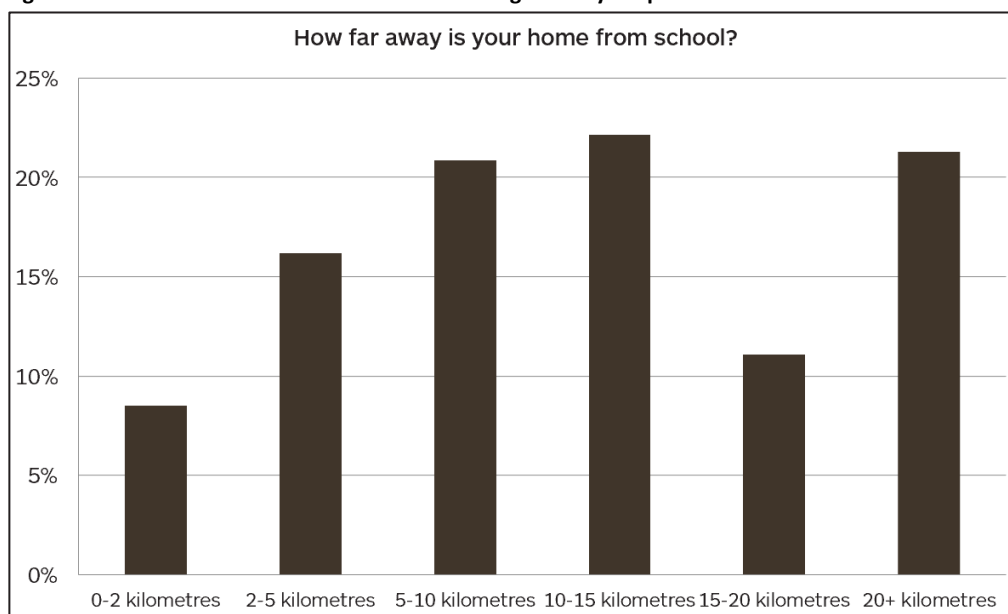


Figure 2.12 shows that a significant number of students and staff live within close proximity to the School.

2.7 Sustainable Transport Policy

Significant support by way of local planning policies and strategies have been or are near incorporated into the Planning Scheme that specifically relate to more sustainable transport futures within the West Melbourne precinct.

These strategies aim to reduce dependence of private motor vehicles in favour of more sustainable alternate transport modes, including those listed and discussed below.

2.8 West Melbourne Structure Plan

The City of Melbourne has developed a West Melbourne Structure Plan, endorsed by the Future Melbourne Committee in February 2018.

The new structure plan guides the development of future growth in West Melbourne. The College site is within the West Melbourne Structure Plan 2018.

The following objectives are relevant to the proposal:

Objective 12 of the Plan seeks to *“Update the supply and management of on-street parking spaces to meet the changing needs of residents, workers and visitors”*.

As part of this, *“On-street parking controls will be updated to provide more resident permit spaces, support local businesses through the provision of short-term parking and create more open space by removing some spaces.”*

Objective 13 of the Plan is to *“Update off-street private car parking requirements to support a less car dependent transport system”*.

To achieve this, the Plan proposes:

- *“A maximum car parking rate is applied.*
- *Any new off-street car parking should be publicly accessible and not strata titled to allow spaces to be rented to anyone as required and include provision for car share.*
- *Any new off-street car parking should be delivered in larger precinct-based facilities with 50 spaces or more to manage negative impacts of vehicle movements within the public realm.*

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- *An evidence-based case will be required to support any new off-street parking, including examination of walking catchments to existing available off-street parking and public transport.”*

The Plan also outlines that Objective 13 is to be actioned by amending the parking requirements in the Planning Scheme to:

- *“Minimise the unnecessary construction of car spaces in buildings by introducing a maximum parking rate of less than one space per dwelling.*
- *Encourage any new car parking to be provided through precinct-based facilities of over 50 spaces. These spaces should be publicly accessible and include provision for car share.*
- *Support the retrofitting of existing buildings to add security systems and payment methods to allow public access to existing unused spaces.”*

It is evident that the traditional predict-and-provide approach to car parking is not one that will be relied upon for the future planning of West Melbourne.

This approach is to be replaced by one that places more emphasis on the active and public transport modes through a constrained car parking approach.

2.9 Melbourne Planning Scheme Amendment C309

Amendment C309 to the Melbourne Planning Scheme seeks to implement the planning components of the West Melbourne Structure Plan.

As it relates to car parking, the amendment seeks to:

Apply a new Schedule 14 to the Parking Overlay (PO14) to the SUZ6 land, to introduce maximum parking rates of:

- 0.3 spaces per dwelling.
- 0.5 spaces per 100sqm of net floor area for all other uses.

Whilst the amendment is yet to be adopted by the State Government (whereby a planning permit would be required to exceed the maximum car parking rate) and the Overlay would not apply to the subject site, the strategic car parking and transport principles are considered to be highly relevant in this circumstance.

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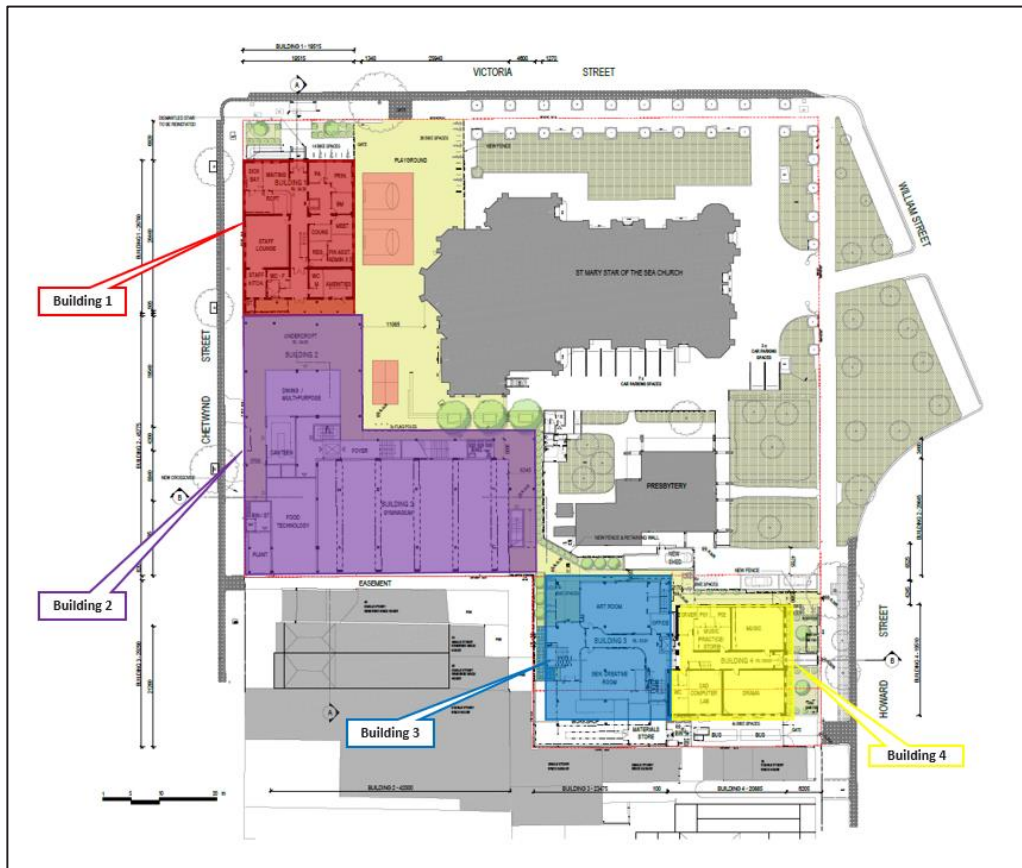
3.1 Overview

The Master Plan for the subject site proposes the demolition of three (3) school buildings (Buildings B, C and D) and the construction of two (2) new buildings (Building 2 and 3), as shown at Figure 3.1.

As part of the development, the Buildings have been renamed numerically (from Building 1 to Building 4).

The Master Plan redevelopment will facilitate an increase in student numbers and teaching staff, specifically it is proposed to generate an additional 359 students (from 309 to 668 No.) and an additional 27 staff members (from 42 to 69 No.).

Figure 3.1: Proposed Master Plan Site Layout



3.2 Staging Summary

Construction is scheduled to occur across three (3) discrete stages as described in Table 3.1.

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Table 3.1: Proposed Staging Plan

Stage	Building Composition	Student No.	Staff No.	Bicycle Parking	Car Parking	Motorcycle Parking
Existing	Buildings A-E	309	42	5 spaces	17 at-grade spaces	None
1	Demolition of Building D Construction of Building 3 Refurbishment of Building 4 Construction of a new garage to be used by the existing presbytery	480 students (+171 students)	61 staff (+19 staff)	43 spaces (+38 spaces)	Modifications to the car parking around the Presbytery, however car parking arrangements are effectively retained.	None
2	Demolition of Building B & C Construction of Building 2 and a basement car park accessed via Chetwynd Street	668 students (+188 students)	69 staff (+8 staff)	95 spaces (+52 spaces)	23 car parking spaces within a basement car park inclusive of 1 DDA bay	+2 spaces
3	Refurbishment of Building 1					
Final Masterplan	Demolition of Building D Construction of Building 3 Refurbishment of Building 4 Construction of a new garage to be used by the existing presbytery Demolition of Building B & C Construction of Building 2 and a basement car park accessed via Chetwynd Street Refurbishment of Building 1	668 students (+359 students)	69 staff (+27 staff)	95 spaces (+90 spaces)	23 car parking spaces within a basement car park inclusive of 1 DDA bay (+2 spaces)	+2 spaces

3.3 Stage 1 Planning Application

This application is for the development of Stage 1. A Development Plan for Stage 1 has been prepared by Chandler Architecture and is shown in Figure 3.2.

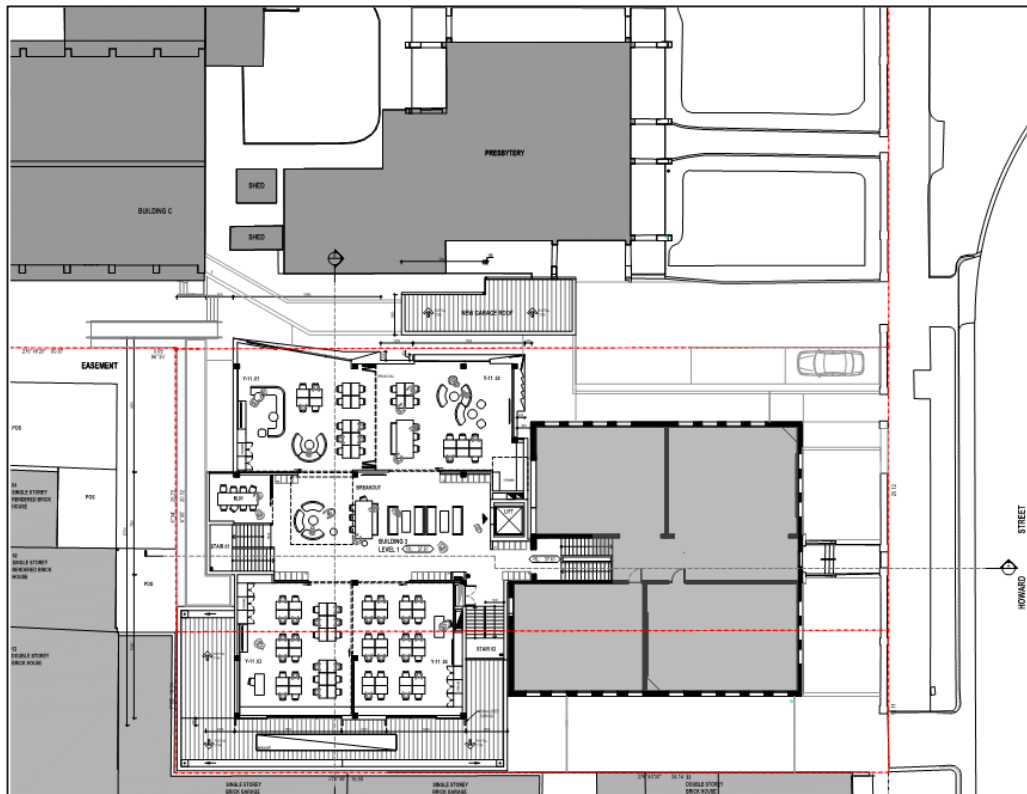
It is proposed to demolish Building B, construct Building 3 and refurbish Building 4 to cater for the following:

- A total of 480 students (an increase of 171 students);
- A total of 61 staff (an increase in 19 staff); and,
- An additional 38 bicycles spaces.

Future applications will be made for the proposed subsequent stages of development.

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Figure 3.2: Proposed Site Layout (Stage 1 – Building 3)



3.4 Car Parking & Bicycle Parking

The 17 formal and informal spaces accessed from Victoria Street are proposed to be retained.

The proposal results in the loss of four informal car parking spaces accessed via Howard Street, remaining in this car park will be three formal and 1 informal space.

A total bicycle parking provision of 43 bicycle spaces is proposed throughout the school grounds, this represents an increase of 38 bicycle spaces.

Horizontal bicycle parking formats are proposed by the application.

3.5 Vehicle and Pedestrian Access

Vehicular access to Victoria Street will be retained to accommodate waste collection vehicles.

Ultimately, a new crossover is proposed to facilitate access to/from the Chetwynd Street basement car park.

Student drop-off and pick-up areas are proposed to be retained along all three (3) road frontages; being Victoria Street, Chetwynd Street and Howard Street.

The long-term vision of the Master Plan is to relocate the pedestrian access closer to the Victoria Street/Chetwynd Street signalised intersection, with the access sitting behind the existing public transport shelter.

The shelter will act as a form of barrier to deter students attempting to cross Victoria Street away from the controlled pedestrian crossing.

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4.1 Planning Scheme Assessment

The car parking requirements for a range of uses are set out under Clause 52.06 of the Melbourne Planning Scheme. The purpose of the Clause, among 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.*

Of relevance, Clause 52.06-5 states that:

“Where the existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car spaces currently being provided in connection with the existing use is not reduced.”

In this circumstance, Stage 1 proposes an expansion of its current operations and increases the overall number of car parking spaces. Therefore, the statutory requirements apply only to the proposed extension.

The site is located within the PPTN area, and therefore the Column B rates in Table 1 to Clause 52.06 applies in this instance. It is noted that PO12 which specifies a car parking maximum, applies only to dwellings.

Application of the Column B rates have therefore been applied to the proposed increase of 19 staff members associated with Stage 1 and is shown in Table 4.1.

Table 4.1: Statutory Parking Requirements

Land Use	No. of Employees	Statutory Car Parking Rate	Car Parking Requirement
Secondary School	19 staff	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time	22 spaces

Based on the assessment above, Stage 1 has a statutory requirement to provide an additional 22 car parking spaces to cater for the increased number of staff.

On the basis of the foregoing, the application is seeking a statutory car parking reduction for 22 car parking spaces associated with Stage 1.

Ultimately, the wider Master Plan considers a total increase of 27 staff members and has provision for 23 spaces within a basement car park, equating to two (2) additional car parking spaces.

Under the provisions of Clause 52.06, the Responsible Authority is able to reduce the parking requirements (including reduced to zero), provided the applicant satisfies the responsible authority that the provision of car parking is justified on the basis of:

- *The car parking demand likely to be generated by the use; and,*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the use.*

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An assessment of the expected parking demand and the appropriateness of the statutory car parking requirements for the proposed redevelopment is discussed following.

4.2 Car Parking Demand Assessment

In accordance with Clause 52.06-6, an assessment of car parking demand likely to be generated by the use must have regard to the following factors, considered relevant to the proposal.

- *The likelihood of multi-purposes trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demands likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

An assessment of the projected car parking demand for the proposed development, accounting for these factors is discussed as follows.

Likelihood of Multi-Purpose Trips

As discussed in Practice Note 22 – Using the Car Parking Provisions, in some situations a trip will serve more than one purpose and is therefore likely to reduce the overall demand for car parking in a precinct.

In this circumstance, staff will be able to undertake some errands and visit cafes & restaurants via a short walk once they are at the site.

The Variation of Car Parking Demand Likely to be Generated by the Proposed Use Over Time

Car parking demands for secondary schools typically peak for short periods of time on weekdays, coinciding with set-down periods and afternoon pick-up. Staff parking demands generally remain consistent throughout the school day.

Short-Stay and Long-Stay Car Parking Demand

PICK-UP / DROP-OFF PARKING DEMAND

The car parking demands associated with parent drop-off and pick-up for secondary schools is typically short-term with regular turnover. Generally, set-down and pick-up occurs within a 15-minute period before the start and at the end of the school day.

STAFF PARKING DEMAND

Parking demands associated with staff will primarily be long stay in nature and generally remain consistent throughout the school day.

The availability of public transport in the locality of the land

As discussed in Section 2.4 of this report, the site is located within an area where high-quality public transport services are provided within convenient proximity of the site.

Employees and visitors will be able to access the subject site readily via public and active transport modes. On-street parking during normal business hours is strong with parking

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restricted to predominately short-term and/or paid parking to encourage turnover of parking in the area.

The site is accessible to train, tram and bus services located within a short walking distance with tram services operating along the site's Victoria Street frontage and Flagstaff Train Station approximately 800 metres walking distance to the south of the site.

In addition, as outlined in the travel mode surveys detailed in Section 2.6, 73% of staff and student currently travel to and from the school by bus, tram or train.

Given the site's access to public transport services, staff, students and visitors are able to travel to and from the site without the need and reliance of a private motor vehicle.

The Convenience of Pedestrian and Cyclist Access to the Land

Pedestrian footpaths are provided on both sides of the frontage roads, facilitating connections to the broader precinct and land uses in the surrounding area.

In addition to the foregoing, the site has excellent access to nearby bicycle facilities, including on-street bicycle lanes along the Victoria Street frontage.

A generous provision of bicycle parking and end of trip facilities is proposed to be provided on the site and within the basement car park when constructed. These facilities provide an active and viable means of alternative transport that is expected to reduce future reliance on private motor vehicles.

This is supported by information identified within the travel survey which suggests that a portion of staff and students live within proximity of the site and walk/cycle to/from the site.

The provision of Bicycle Parking and End of Trip Facilities for Cyclists

The proposal includes a provision of 43 bicycle spaces associated with Stage 1, provided within horizontal and vertically accessed bicycle rails. This number will ultimately increase to 95 spaces following completion of the Master Plan.

End of trip shower facilities are also proposed as part of the Master Plan.

The Anticipated Car Ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.

The level of staff who choose to travel to the site by car is largely influenced by the location of the site, the ease of travelling to the site via alternate modes of transport, availability of affordable all-day parking and traffic congestion.

Employee car parking demands have the potential to be suppressed and managed by supply under certain conditions. Where parking is constrained (including metered/paid/time restricted parking), it is reasonable to expect staff to seek alternative modes of transportation.

A travel mode survey was conducted to ascertain travel patterns of existing staff and students of the College, including the primary mode of travel to and from the College.

STAFF

With regard to staff, the results of choice in travel mode are shown in Table 4.2.

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Table 4.2: Primary Mode of Travel Survey Results (Staff)

Mode	Patronage (%)
Tram	34.7
Train	33.5
Bus	5.0
Walk	1.3
Cycle	2.9
Dropped-off / Picked up	9.6
Drive myself*	10.5
Other	2.5
Total	100

**Predominantly staff respondents*

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Stage 1 proposes an expansion that would accommodate 19 additional staff members.

The travel mode surveys suggest approximately 10.5% of staff are driving to/from the subject site by private motor vehicle. Application of this rate to the proposed additional staff equates to a potential car parking demand for up to two (2) additional car parking spaces.

There is good opportunity to encourage a shift from private vehicle use to alternate transport through the suppression of car parking.

In this regard, parking for staff is expected to be limited to the car parking spaces available for long-term parking.

As discussed in Section 2.5, on-street parking in the surrounding streets is typically subject to various controls and is generally well utilised during school times.

As such, the site is a prime candidate to reduce on-site parking provisions in favour of implementing sustainable transport initiatives.

The site is readily accessible by public transport and the development scheme actively promotes alternate transport use through providing significant bicycle parking and end of trip facilities.

Based on the preceding case study, we are of the view that there are sufficient controls to suppress car parking demands through the limitation of on-site car parking.

4.3 Allowing Fewer Spaces to be Provided

Clause 52.06-6 sets out a range of factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided.

Some of the relevant factors are:

- *The car parking demand assessment;*
- *Relevant Local Policy;*
- *The availability of alternative car parking in the locality of the land;*
- *Any car parking deficiency associated with the existing use of the land; and,*
- *Any relevant considerations.*

Relevant Local Planning Policy

West Melbourne Structure Plan

The City of Melbourne has developed a West Melbourne Structure Plan, endorsed by the Future Melbourne Committee in February 2018.

The new structure plan guides the development of future growth in West Melbourne. The subject site is located within the West Melbourne Structure Plan 2018.

The following objectives are relevant to the proposal:

Objective 12 of the Plan seeks to *“Update the supply and management of on-street parking spaces to meet the changing needs of residents, workers and visitors”*.

As part of this, *“On-street parking controls will be updated to provide more resident permit spaces, support local businesses through the provision of short-term parking and create more open space by removing some spaces.”*

Objective 13 of the Plan is to *“Update off-street private car parking requirements to support a less car dependent transport system”* which includes adopting a maximum car parking overlay amongst other centre-based approach to car parking initiatives.

It is evident from the Plan the traditional predict-and-provide approach to car parking is not one that will be relied upon for the future planning of West Melbourne.

This approach is to be replaced by one that places more emphasis on the active and public transport modes through a constrained/suppression of car parking approach.

Melbourne Planning Scheme Amendment C309

Amendment C309 to the Melbourne Planning Scheme seeks to implement the planning components of the West Melbourne Structure Plan.

As it relates to car parking, the amendment seeks to apply a new Schedule 14 to the Parking Overlay (PO14) to the SUZ6 land, to introduce maximum parking rates of:

- 0.3 spaces per dwelling; and,
- 0.5 spaces per 100sqm of net floor area for all other uses.

Whilst the amendment is yet to be adopted by the State Government, the car parking maximisation policy, whereby a planning permit is required to exceed the maximum car parking rate, is a relevant consideration in this circumstance.

Availability of Alternative Car Parking

On-street parking is available along the adjacent road network, primarily along Chetwynd Street and Howard Street where 2P and 4P restrictions apply generally during business hours Monday to Friday, relevant to standard school times.

As outlined in Section 2.5 of this report, there were never fewer than 37 vacant car spaces within the surveyed area.

Accessibility to Alternative Transport

As discussed, the site has excellent access to the public transport network with tram services, bus services and Flagstaff Railway Station all located within convenient walking distance of the site.

A total of 94 bicycle parking spaces are proposed on site by the Master Plan to encourage the use of more active transport to travel to/from the site in favour over private vehicle use.

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4.4 Adequacy of the Parking Provision

The proposed expansion has a statutory requirement to provide an additional 22 car parking spaces.

Based on the assessment undertaken, it is considered that the reduction of 22 car parking spaces associated with Stage 1 of the proposal is adequately justified for the following reasons:

- The site is well located to take advantage of a variety of public transport services which provides a suitable and practical means for staff and students to travel to and from the site without relying on a private motor vehicle.
- The site is easily accessible to the surrounding pedestrian and bicycle network. The proposal includes a generous provision of bicycle parking rails and end of trip facilities which will encourage and support greater walking and cycling trips.
- There is good opportunity to encourage a shift from private vehicle use to alternate transport through the suppression of car parking.
- The proposed car parking strategy aligns with the objectives sought by Council policies in seeking to reduce the dependence on private motor vehicles.
- The travel mode surveys suggest there is high patronage and uptake of alternate transport modes in favour over private motor vehicles. This trend is likely to continue with the proposed expansion given the location of the site and accessibility to high frequency mass transit options available to the site.
- The travel mode surveys suggest that the proposed additional staff will generate a potential car parking demand for up to two (2) additional car parking spaces.
- The provision of two (2) additional on-site car parking spaces is expected to adequately accommodate additional staff car parking demands on the site based on travel mode surveys conducted.

On the basis of the reasons above, it is considered the proposed level of car parking is suitable for the nature, scale and location of the proposal.

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5.1 Clause 52.34 – Bicycle Parking Assessment

The bicycle parking requirements for a number of uses are listed within Clause 52.34-3 of the Melbourne Planning Scheme.

The bicycle parking requirement apply only to the increase in staff and student numbers in accordance with Clause 52.34. The bicycle parking assessment has been detailed in Table 5.1.

Table 5.1: Bicycle Space Requirements

Land Use	Description	Number	Statutory Bicycle Parking Rate	Bicycle Parking Requirement
Secondary School	Staff	19 staff	1 to each 20 employees	1 space
	Students	171 students	1 to each 5 students	34 spaces

Based on the above assessment, the proposal (Stage 1) generates a statutory bicycle parking requirement of 35 spaces, comprising a single staff space and 34 student spaces.

The proposed bicycle parking provision of 38 spaces exceeds the minimum statutory requirement of the Melbourne Planning Scheme, with additional spaces provided for staff not allocated a car space.

Accordingly, the proposed bicycle parking provision exceeds the Planning Scheme requirements and is considered to be appropriately allocated.

Bicycle Parking Layout

Floor mounted horizontal rails have been provided with minimum dimensions of 1.8 metres length, at 1 metre spacings and are accessible via 1.5 metre wide aisles. Based on the foregoing, the bicycle parking spaces have been designed in accordance with AS2890.3:2015.

AS2890.3:2015 also requires 20% of bicycle parking spaces to be in horizontal format. The proposed bicycle provision exceeds (100%) this requirement in the Australian Standard.

5.2 Motorcycle Parking

No motorcycle parking spaces are proposed as part of Stage 1.

It should be noted that two (2) motorcycle parking spaces are proposed at the northern end of the basement car park, to be provided during Stage 2 of the wider Development Plan.

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6.1 Traffic Generation

The majority of traffic to/from the site will be generated during the morning drop-off and afternoon pick-up associated with the additional 171 students.

The College Travel Mode survey, detailed in Section 2.6, identified that approximately 80% of current trips to/from the College are undertaken by alternate modes of transport such as public transport, cycling and walking.

This equates to 137 (80%) future students travelling to/from the site by modes other than private motor vehicle.

The balance of students (20% or 34 future students) are expected to be set-down and collected by motor vehicle. Assuming an average student occupation of 1.2 students per vehicle, this would equate to 28 additional vehicle trips generated by the proposed Stage 1 expansion.

To test the appropriateness of the foregoing assessment, we have sourced vehicle trip per student data from the RMS NSW Trip Generation Surveys Schools Analysis Report, prepared by GTA Consultants (dated 25 August 2015).

The surveyed schools include Xavier College, a private secondary school in the suburb of Llandilo, NSW which had surveyed vehicle trip rates of 0.23 and 0.25 trips per student for the AM and PM peak hours respectively, equivalent to 32 trips in the morning, and 34 trips in the afternoon peak periods. In comparison, the subject site is considered to have far better access to alternate transport modes.

On the basis that the Master Plan expansion conservatively generates traffic in the order of the above trip range, the AM peak drop-off and PM peak pick-up periods could be summarised as Table 6.1.

Table 6.1: Traffic Generation Summary

Trip Type	AM Peak	PM Peak
Arriving Trips	14-16 vph	14-17 vph
Departing Trips	14-16 vph	14-17 vph

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6.2 Traffic Distribution & Impact

The additional traffic generated would by and large be distributed across three (3) site frontages; Chetwynd Street, Howard Street and Victoria Street and filter through the surrounding road network.

By observation, the majority of pick-up and drop-off activities occur on Chetwynd Street and Howard Street, however some parents elect to park on Victoria Street. Equally distributed for the purposes of the assessment, each frontage road would be anticipated to accommodate in the order of 9-12 additional trips (inclusive of arrivals and departures) during peak periods.

Drop-off and pick-ups are short term in nature and occur over a relatively short period of time, at two (2) points during the day. At all other times, the traffic associated with the school is considered negligible. Bus parking on Howard Street will continue to operate per existing conditions.

Given the locality of the site, existing operation of the school and network traffic motorists expect when driving to/from the fringe of the CBD, the additional school traffic is likely to be indiscernible from existing traffic conditions within the surrounding area. It is also noted the afternoon school pick-up period is generally outside of the peak PM commuter period.

Based on the preceding, it is not anticipated the additional traffic generated by Stage 1 of the proposal will adversely impact on existing traffic conditions on Chetwynd Street, Howard Street and Victoria Street, and adequate opportunity is provided by the surrounding road network for traffic to acceptably dissipate.

7.1 Waste Collection Arrangements

It is understood that waste collection is currently undertaken on-street, along the Victoria Street frontage.

It is proposed to provide two (2) waste collection points; one within the Victoria Street setback (existing car park area), and on-street along the Howard Street frontage.

Waste is proposed to be collected from each collection point via private collection with a 6.4m rear-lift vehicle. Collection of waste is recommended to occur outside of school times, if possible.

Waste vehicles will access the site from Victoria Street via the existing crossover, manoeuvre to, and prop near to the collection point. Bins will be transferred to and from the bin holding area and refuse store by the contractor prior to and after collection.

On-street collection on Howard Street is proposed to be undertaken kerbside. Howard is a wide one-way street, providing only local property access and access to car parking spaces. In this regard, it is not expected that on-street collection in this area will adversely impact on the operation of Howard Street.

We are satisfied that the proposed waste collection vehicle can acceptably access Howard Street from William Street and exit to Rosslyn Street.

Further waste collection details are outlined within the WMP prepared by Leigh Design.

7.2 Loading Arrangements

Clause 65.01 'Decision Guidelines' of the Melbourne Planning Scheme outlines the provision of loading requirements, and states the following:

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

Loading and unloading activities associated with the proposal will be related to the delivery of goods and mail. These deliveries are expected to be small, infrequent and by and large similar to existing loading arrangements and demands.

It is considered that all loading and unloading associated with the proposed development can appropriately be undertaken within the surrounding streets, per existing conditions.

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8 Conclusion:

Having assessed the car parking and traffic merits of the proposed expansion of Simonds Catholic College, West Melbourne, it is concluded that:

- The proposed expansion of existing operations, which would realise an increase in the population by 19 staff members and 171 students.
- The proposed expansion has a statutory car parking requirement to provide 22 car parking spaces. The proposal therefore seeks a car parking reduction for 22 car parking spaces for the proposed extension.
- The proposed car parking reduction is considered justified for the following reasons:
 - The site is well located to take advantage of a variety of public transport services which provides a suitable and practical means for staff and students to travel to and from the site without relying on a private motor vehicle.
 - The site is easily accessible to the surrounding pedestrian and bicycle network. The development proposes a generous provision of bicycle parking rails and end of trip facilities which will encourage and support greater walking and cycling trips.
 - The subject sites car parking strategy aligns with the objectives sought by Council policies in seeking to reduce the dependence on private motor vehicles.
 - The travel mode surveys suggest there is high patronage and uptake of alternate transport modes (80%) in favour over private motor vehicles. This trend is likely to continue with the proposed expansion given the location of the site and accessibility to high frequency mass transit options available to the site.
 - Ultimately, the provision of two (2) additional on-site car parking spaces, associated with the Master Plan, is expected to adequately accommodate additional staff car parking demands on the site based on travel mode surveys conducted.
- The proposed car park and access arrangements are designed in accordance with the requirements of the Melbourne Planning Scheme and AS/NZS2890.1:2004.
- The proposed bicycle parking arrangements accord with the relevant requirements of the Melbourne Planning Scheme.
- The proposed expansion is projected to generate up to 34 vehicle movements during the AM and PM peak periods. This level of traffic is not expected to be discernible amongst existing traffic conditions, given the site's multiple frontages and ability for traffic to dissipate throughout the surrounding road network, and,
- The waste collection and loading arrangements are not proposed to change from existing conditions and are considered satisfactory from a traffic perspective.

On the basis of the assessment above, the proposed development is considered to be acceptable from a traffic engineering perspective and will not adversely impact car parking or traffic conditions in the area.

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Appendix A Car Parking Survey Results:

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Parking Occupancy Survey

Date:	Thursday, 29 August 2019
Location:	235-273 Victoria Street, West Melbourne
GPS:	-37.805668, 144.952496
Weather:	Fine
Customer:	Ratio

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Capacity	Parking Occupancy					
							7:30	8:30	9:30	14:30	15:30	16:00
1	A	Chetwynd St	From Gardiner St To Blair Pl	W	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	8	4	6	8	8	8	8
1	B			Middle	4P Ticket 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	18	4	12	14	15	15	14
1	C		From Gardiner St To Gracies Ln	E	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	6	2	3	6	6	6	6
1	D		From Blair Pl To Victoria St	W	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	4	3	4	4	4	3	3
1					1/4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	2	1	2	2	2	2	2
1	E			Middle	4P Ticket 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	11	5	6	9	11	11	11
1	F		From Gracies Ln To Victoria St	E	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	3	1	2	3	3	3	3
1	G	Victoria St	From Leveson St To Chetwynd St	N	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	6	4	4	6	6	6	6
1					1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	3	3	3	3	3	3	3
1	H		From Eades Pl To Chetwynd St	S	1/4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	2	2	2	2	2	2	2
1					1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	9	5	9	9	9	9	8
1	I		From Chetwynd St To Howard St	N	1P 7:30am-6:30pm Mon-Fri, 2P 7:30am-12:30pm Sat	4	2	4	4	4	4	4
0					No Stopping Buses Stopping Less Than 30mins Excepted	3	0	0	0	1	1	1
1					Disabled	1	0	0	0	0	0	0
1	J		From Chetwynd St To William St	S	1P 7:30am-6:30pm Mon-Fri, 2P 7:30am-12:30pm Sat	9	3	7	9	9	9	9

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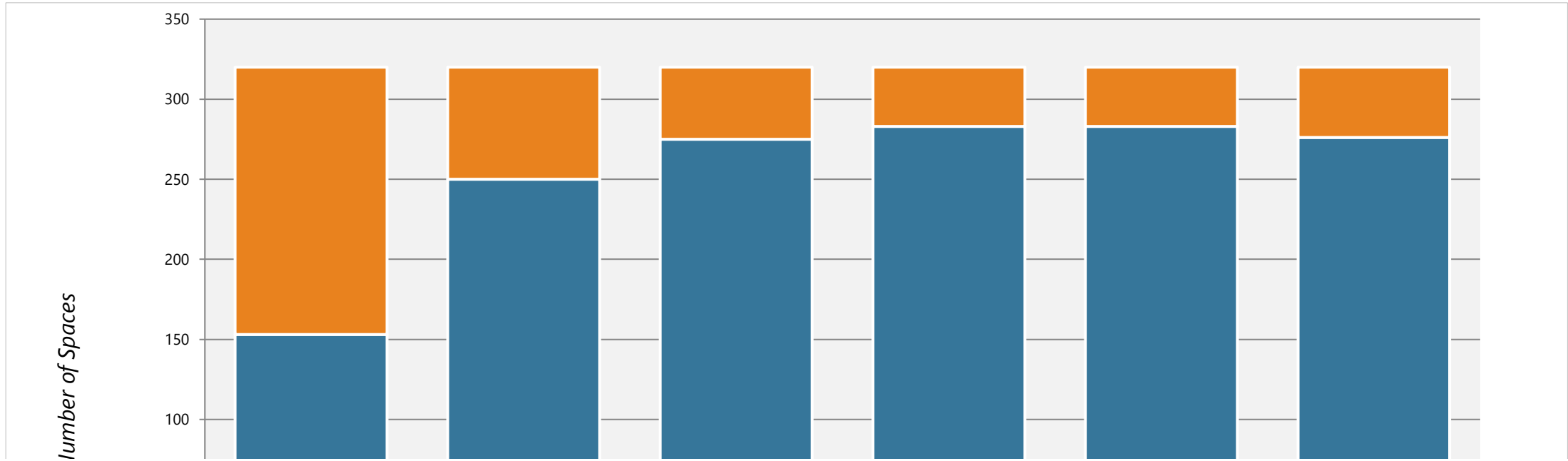
1	K		From Howard St To Capel St	N	Loading Zone 15mins 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	1	0	1	1	1	1	1
1					1P Ticket 7:30am-6:30pm Mon-Sat, 2P 7:30am-12:30pm Sun	8	4	6	6	6	6	5
1					1/4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	2	1	1	1	1	1	1
1	L		From William St To Capel St	S	1P Ticket 7:30am-6:30pm Mon-Sat, 2P 7:30am-12:30pm Sun	6	2	4	4	6	6	4
1					2P Disabled 7:30am-6:30pm, P Disabled All Other Times	1	0	0	0	0	0	0
1					1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	2	1	2	2	2	2	2
1	M	William St	From Victoria St To Howard St	W	1P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	2	1	2	2	2	2	2
1	N			E	1/2P 7:30am-6:30pm Mon-Sat Resident Permit Excepted	3	2	3	3	3	3	3
1	O	Howard St	From Rosslyn St To William St	W	4P Ticket 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	4	2	4	4	4	4	4
1					Permit Zone Construction Vehicles 6:00am-6:30pm Mon-Sat	3	0	0	0	0	0	0
1					Unrestricted	3	3	3	3	3	3	3
1	P			E	1/4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	2	0	0	0	0	0	0
1					4P Ticket 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	20	10	20	20	20	20	20
1					2P Disabled	2	2	2	0	2	2	2
1	Q	William St	From Howard St To Rosslyn St	W	1P Ticket 7:30am-6:30pm Mon-Fri, 1P 6:30am-11:00pm Mon-Fri 7:30am-11:00pm Sat-Sun Permit Excepted	9	0	2	2	2	2	2
1	R			Middle	4P Ticket 7:30am-6:30pm Mon-Sat 2P 7:30am-12:30pm Sun	22	10	14	18	14	15	15
1	S			E	2P Ticket 7:30am-6:30pm Mon-Fri, 2P 7:30am-12:30pm Sat Permit Excepted	16	1	4	4	7	7	7
1					1/4P 7:30am-6:30pm Mon-Fri	2	0	0	0	0	0	0
1	T	Eades Pl	From Victoria St To Middle	W	2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	9	6	9	9	9	9	9
1	U			E	1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	5	3	3	5	5	5	4
1	V		From Middle To Stanley St	W	4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	21	20	21	21	21	21	21
1	W			E	1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	11	8	11	11	11	11	11
1	X	Stanley St	From Eades Pl To Chetwynd St	N	1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	5	3	5	5	5	5	5
1	Y			Middle	4P 7:30am-6:30pm Mon-Fri	12	6	8	12	12	12	12

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1	Z			S	4P 7:30am-6:30pm Mon-Fri	8	4	8	8	8	8	6
1	AA	Chetwynd St	From Stanley St To Victoria St	W	1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	6	2	5	5	6	6	6
1	AB			Middle	2P Ticket 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	17	5	17	12	15	15	16
1	AC			E	1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	3	1	3	3	3	3	3
1					2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	11	6	8	11	11	11	11
1	AD		From Rosslyn St To Stanley St	W	4P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	15	7	13	15	15	15	15
1	AE			E	2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	5	2	5	5	5	5	5
1					Loading Zone 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat	1	0	1	1	1	1	1
1					1/2P 7:30am-6:30pm Mon-Fri 7:30am-12:30pm Sat Resident Permit Excepted	5	4	5	5	5	5	5
1	CP1	Carpark			Visitor Parking	17	4	13	14	16	17	17
	PUBLIC CAPACITY						320	320	320	320	320	320
	PUBLIC OCCUPANCIES						153	250	275	283	283	276
	PUBLIC VACANCIES						167	70	45	37	37	44
	PUBLIC % OCCUPANCIES						48%	78%	86%	88%	88%	86%

not available for public parking



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