

Traffix Group

Car Parking Management Plan

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Proposed Mixed Use Development

342-348 & 368-370 Victoria Street, Brunswick

Prepared for
Assemble VSB Development Nominee Pty Ltd

November 2024

G32742CPMP-01J

Document Control

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1. Introduction

Traffix Group has been engaged by Assemble VSB Development Nominee Pty Ltd to undertake a Car Parking Management Plan for the Proposed Mixed Use Development at 342-348 & 368-370 Victoria Street, Brunswick.

In September 2023, an amended permit (MPS/2017/745/A) was issued by the City of Merri-bek for the development of a mixed-use development comprising of residential, office and retail uses.

The permit includes the following conditions in relation to the preparation of a Car Parking Management Plan:

35. *Before the development is occupied, a Car Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Parking Management Plan will be endorsed and will form part of this permit. The Car Parking Management Plan must address, but not be limited to, the following:*
- a) *The allocation of car and bicycle parking between the uses, having regard to the demand generated by the uses.*
 - b) *End of Trip Facilities that meet the requirements of Clause 52.34.*
 - c) *Where possible visitor bike parking should be located at ground level, or otherwise conveniently accessible within other levels for visitors.*
 - d) *Confirmation that the design of the car parking is to comply with Clause 52.06 and/or AS2890.1 or as otherwise justified to the satisfaction of the responsible authority,*
 - e) *Details for the management of the car park access including the design and location of any entry / exit barriers, leasing arrangements and security. The provisions, recommendations and requirements of the endorsed Car Parking Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority*

This CPMP has been based on Architectural Plans prepared by Fieldwork (Revision Q) dated November 2024.

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2. Proposal

2.1. Development Scheme

The development proposes four buildings for residential and commercial use, with a shared basement carpark.

A development summary of the amended scheme is shown in Table 1.

Table 1: Development Summary

Use	Type	Proposal
Residential	Studios	25 dwellings
	One-bedroom	86 dwellings
	Two-bedroom	136 dwellings
	Three-bedroom	37 dwellings
	Subtotal	284 dwellings
Commercial	Office	2,186 m ² of NFA
	Retail	1,338 m ² of NLA
	Assemble Community	250 m ² of NLA
	Subtotal	3,774 m²

2.2. Access

2.2.1. Pedestrian and Cycle Access

The site will take primary pedestrian and bicycle access via a public link which includes a minimum 2.5-metre-wide walkway through the centre of the site and connects each of the site abuttals.

Pedestrian access will be provided along the Rosser Street, Wilkinson Street and Victoria Street frontages to individual tenancies.

Cyclist access to the resident bicycle spaces in basement level will be via the central walkways and lobbies for each individual building.

Staff and visitors will have bicycle access via ground floor entry points to bicycle parking facilities.

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2.2.2. Vehicle Access

The proposal includes car park access via a ramp off the Victoria Street, located approximately 25 metres from the hold line to existing railway line, consistent with the existing permit. The bus stop on Victoria Street to be relocated (also as required by the existing permit).

Existing crossovers to Victoria Street, Wilkinson Street and Rosser Street will be removed as part of this application.

2.2.3. Summary of Access

A summary of the proposed access points to and from the site for all modes of transport is available in Figure 1.

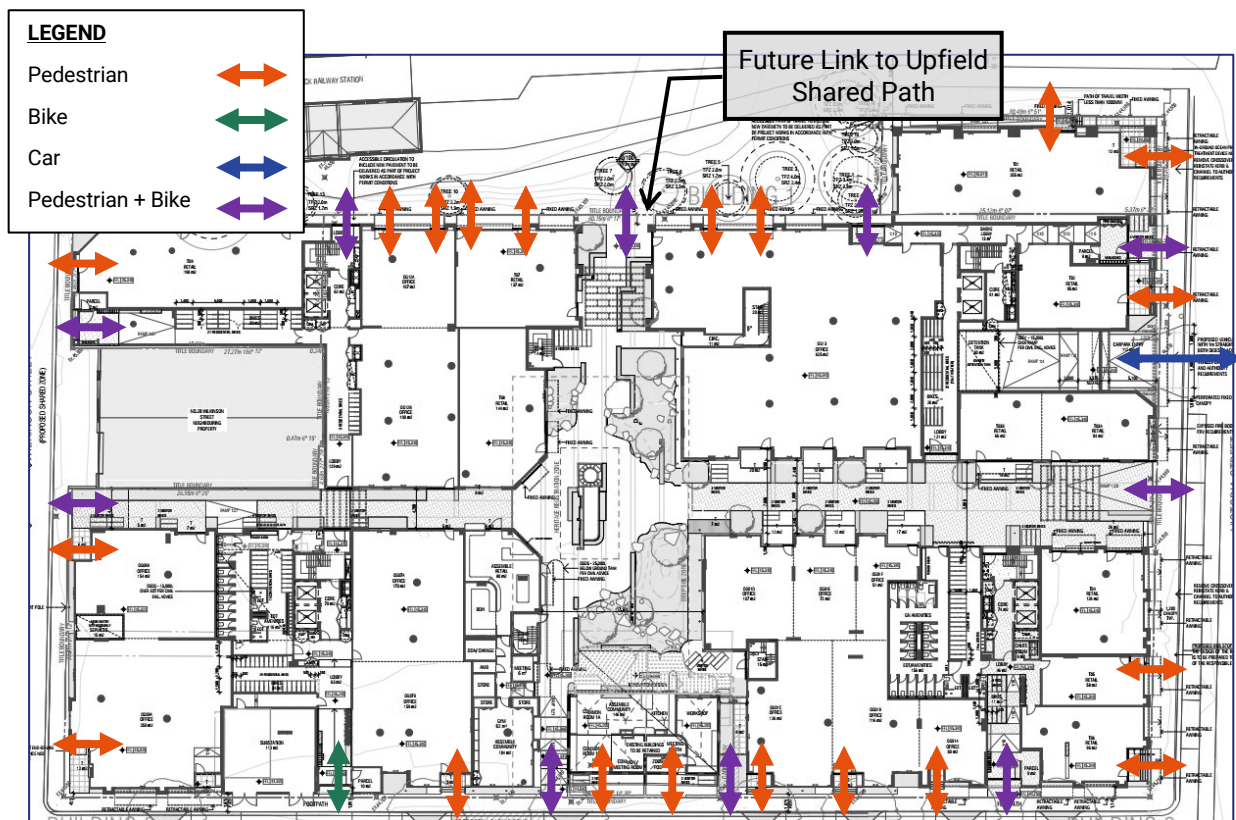


Figure 1: Proposed Site Access Arrangements – Ground Level

2.2.4. Loading & Waste Collection

Consistent with the existing approval, loading is proposed to occur on Victoria Street or Rosser Street.

Waste collection for each individual building is proposed to occur within the basement level carpark by a private collector utilising a Hino mini rear loader waste vehicle (nominal 6.4 metre length and 2.1 metre height).

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3. Car Parking Management Plan

3.1. Car Parking Provisions

3.1.1. Permit Requirements

Condition 35 of the permit sets out the requirements of the CPMP. The following condition relates to the provision of car parking for the proposal.

- a) *The allocation of car and bicycle parking between the uses, having regard to the demand generated by the uses.*
- d) *Confirmation that the design of the car parking is to comply with Clause 52.06 and/or AS2890.1 or as otherwise justified to the satisfaction of the responsible authority,*

3.1.2. Parking Allocations

A copy of the development plans prepared by Fieldwork have been provided at Appendix A of this report which include the number and dimension of parking spaces.

The proposal includes 91 car spaces within a shared basement level.

Car parking is to be allocated as follows:

- 82 spaces for residential use (at a rate of 0.29 car spaces per dwelling),
- 5 spaces for commercial uses (at a rate of 0.13 car spaces per 100 square metres of commercial floor area including 1 DDA space), and
- 4 spaces allocated to car share.

Allocation of car parking is provided in Appendix B.

Based on the preceding, the requirements of Condition 35 (a) have been met.

3.1.3. Parking Layout

The car park layout and access arrangements have been developed with design advice provided to the project architect (Fieldwork) and is considered to principally meet the relevant requirements of the Merri-bek Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004), specifically:

- Standard car spaces have generally been designated with minimum dimensions of 2.7 metres width and 4.9 metres length, accessible from a minimum 6.1-metre-wide aisles, meeting the Planning Scheme requirements.
- Car spaces adjacent to walls and structures have been provided with appropriate clearances of at least 300mm to allow for satisfactory car door opening and in accordance with the clearance envelope at Diagram 1 of Clause 52.06-9 (Design Standard 2).

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- Columns are sited within 0.25-1.25 metres from the aisle end of car spaces in accordance with the Planning Scheme car parking envelope to allow for access into and out of spaces.
- A blind aisle extension of 1.0 metre has been proposed for all dead-end spaces exceeding the relevant recommendation of the Australian Standard. It is noted the south-eastern dead-end aisle is locally widened to 7.65 metre wide, which will allow for functional access to/from dead-end spaces in this location.
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area.
- Convex mirrors are proposed at the bottom of the ramp leading to the basement to assist with visibility with entering/exiting vehicles.
- A DDA parking bay has been provided in accordance with the requirements of AS2890.6:2009 dimensioned with a width of 2.4 metres, minimum length of 5.4 metres and provided with a minimum headroom clearance of 2.5 metres, accessed by a 6.6-metre-wide aisle.

Based on the preceding, the requirements of Condition 35 (d) have been met.

3.1.4. Car Share

Four car parking spaces within the car park must be reserved for carshare operation at no charge to the carshare operator to use them and:

- These spaces must be available to all members of the carshare scheme 24 hours, 7 days per week, with safe, well-lit pedestrian access;
- Prior to occupancy of the development, the permit holder must provide either evidence to Council's satisfaction of an in-house four vehicle carshare operation or evidence that these four spaces have been contracted to an operator (a car-share provider that has been approved by the Responsible Authority);
- The evidence must show that appropriate insurance and vehicle maintenance is in place including public liability;
- The carshare of four vehicles must be in place and operating within 4 weeks of issue of the Occupation Certificate unless otherwise agreed in writing with the Responsible Authority; and
- The carshare operator must report utilization of the space(s) to Merri-bek Council every six months (or in accordance with Council's on-street carshare reporting requirements)

3.2. Car Park Access Control

3.2.1. Permit Requirements

Condition 35 of the permit sets out the requirements of the CPMP. The following condition relates to the management of the basement car park for the proposal.

- e) *Details for the management of the car park access including the design and location of any entry / exit barriers, leasing arrangements and security. The provisions,*

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recommendations and requirements of the endorsed Car Parking Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

3.2.2. Operating Hours

The car park will operate 24 hours a day and 7 days a week.

3.2.3. Leasing Arrangements

Resident Parking

The proposal will operate under a Build-to-Rent-to-Own model.

This model maintains car parking lots within a pooled title and not sold with apartments. This allows for the Building Managers to manage an ongoing rental pool for individual lease by residents on demand. This allows for efficiencies in the management and allocation of parking, supporting the potential for reduced demands and provisions.

Tenants must apply, and pay, for parking separate to their dwelling lease. As parking is managed through the Building Manager, and allocated purely on a demand basis, it allows tenants to only lease a car space if it is necessary.

Resident spaces will be managed by Home Building Management on as needs basis.

Commercial Parking

Staff parking for the commercial spaces will also be managed by Home Building Management and will be allocated to commercial tenancies as required.

Signage

Signs will be placed above each parking space to establish the allocation of car parking spaces for residents/commercial tenancies as required by Home Building Management.

3.2.4. Access and Security Controls

Parking will be controlled via the use of remote control for residents/commercial staff to access the basement car park via a roller door.

The roller door to the basement has been offset from the existing footpath on the southern side of Victoria Street to allow an ingressing vehicle to store within the site without impeding on pedestrian movements.

Remote controls will be provided to the intended private waste collection company by Building Management.

Based on the preceding, the requirements of Condition 35 (e) have been met.

3.3. Bicycle Parking & End of Trip Facilities

3.3.1. Permit Requirements

Condition 35 (a), (b), (c) and (d) of the permit state:

- a) *The allocation of car and bicycle parking between the uses, having regard to the demand generated by the uses.*
- b) *End of Trip Facilities that meet the requirements of Clause 52.34.*
- c) *Where possible visitor bike parking should be located at ground level, or otherwise conveniently accessible within other levels for visitors.*

3.3.2. Bicycle Allocations

The application proposes the provision of 513 bicycle spaces, allocated as follows:

- 417 resident spaces (318 spaces within the basement and 99 spaces within the lobby areas within each of the individual buildings at ground floor),
- 56 visitor spaces (28 double sided horizontal hoops) within the public realm,
- 40 office/retail staff spaces across four dedicated End of Trip facilities located at ground floor in Building 2 and Building 3.

All residential/commercial visitor bicycle parking spaces are proposed to be located on the ground floor.

Bicycle parking is to be supplied in excess of the statutory requirements to meet the demand from the reduced car parking supply.

The allocation of bicycle parking across the ground floor and basement level is available in Appendix B.

Based on the preceding, the requirements of Condition 35 (a) and (c) have been met.

3.3.3. End of Trip Facilities

The requirement for staff bike spaces also triggers a requirement for End of Trip Facilities at a rate of 1 shower/changeroom for the first 5 bicycle spaces and 1 space for each 10 bicycle spaces thereafter.

The proposal has a requirement to provide 4 showers/changerooms.

End of trip facilities (EOT) are to be provided at ground level, consisting of a total of 4 shower/change rooms for shared use by staff. These are located adjacent to the bicycle parking areas at Buildings 2 and 3.

A total of 72 lockers are also provided across the staff EOT areas.

End of trip facilities (EOT) are to be provided at ground level in accordance with Clause 52.34 of the Merri-bek Planning Scheme.

The provision and locations of the EOT facilities are shown at Appendix B.

Based on the preceding, the requirements of Condition 35 (b) have been met.

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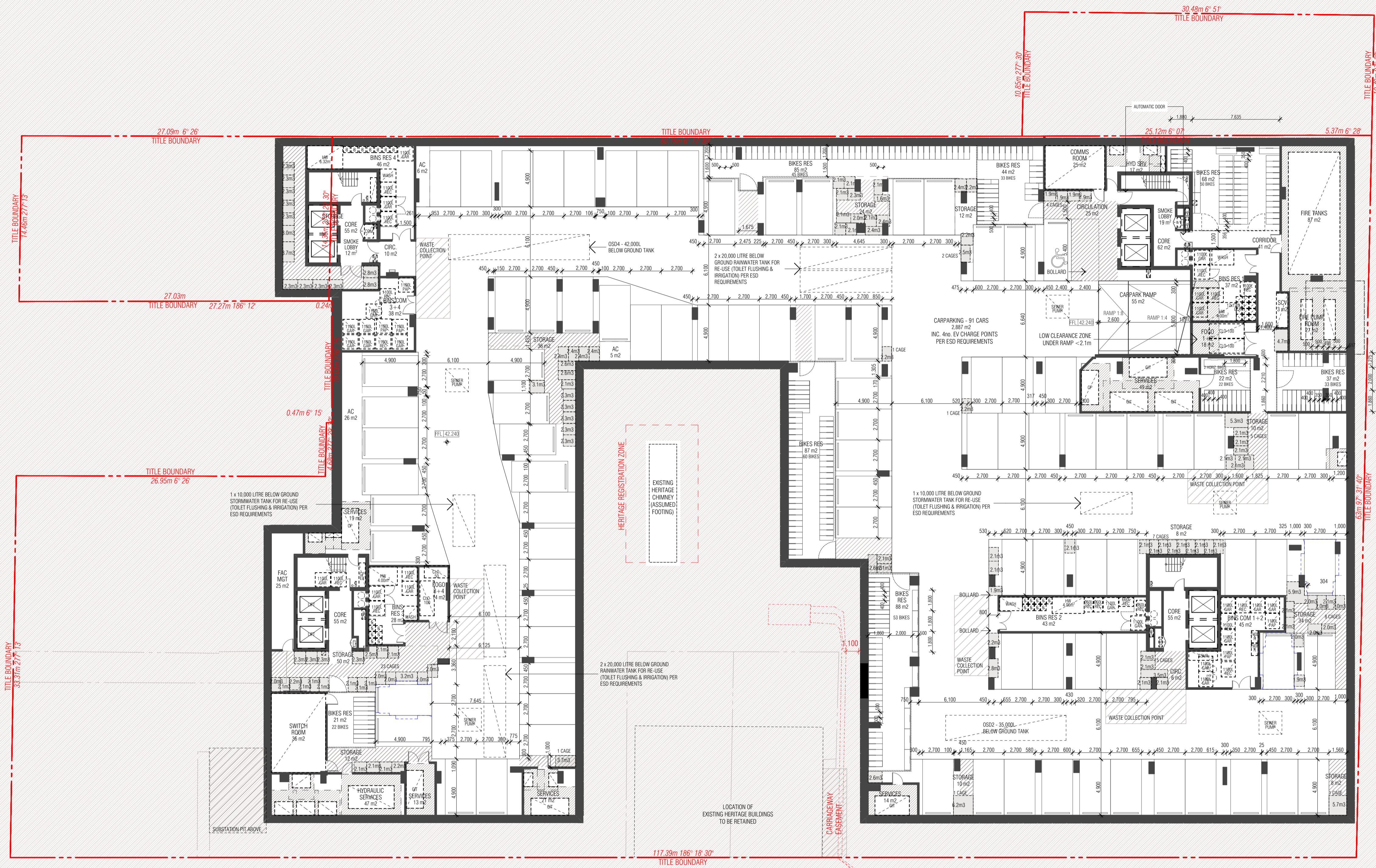


Appendix A

Development Plans

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REV	NOTE	DATE	REV	NOTE	DATE
K	TOWN PLANNING AMENDMENT	13/07/2023			
L	TOWN PLANNING AMENDMENT	20/09/2023			
M	TOWN PLANNING FOR ENDORSEMENT	23/11/2023			
N	TOWN PLANNING FOR ENDORSEMENT	04/02/2024			
O	TOWN PLANNING AMENDMENT	15/04/2024			
P	TOWN PLANNING AMENDMENT	15/08/2024			
Q	TOWN PLANNING AMENDMENT	21/11/2024			

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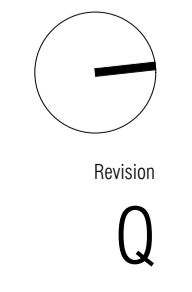
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 150 LANGRIDGE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA
 ABN 27 162 632 939 ACN 162 632 939
 T + 61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
 220041
 Client
 ASSEMBLE
 Project Name
 Victoria Street Brunswick
 Site Address
 342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name
 BASEMENT LEVEL O1 PLAN
 Date
 21/11/2024
 Status
 TOWN PLANNING AMENDMENT

Scale
 1:200 @ A1
 Drawing Number
 TP2-101



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REV	NOTE	DATE	REV	NOTE	DATE
K	TOWN PLANNING AMENDMENT	13/07/2023			
L	TOWN PLANNING AMENDMENT	20/09/2023			
M	TOWN PLANNING FOR ENDORSEMENT	29/11/2023			
N	TOWN PLANNING FOR ENDORSEMENT	04/02/2024			
O	TOWN PLANNING AMENDMENT	15/04/2024			
P	TOWN PLANNING AMENDMENT	15/08/2024			
Q	TOWN PLANNING AMENDMENT	21/11/2024			

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ABN 27 162 632 939 ACN 162 632 939
T + 61 3 9081 2401 E hello@fieldworkprojects.com.au

Project Number
220041

Client
ASSEMBLE

Project Name
Victoria Street Brunswick

Site Address
342-348 VICTORIA ST BRUNSWICK VIC 3066 AUSTRALIA

Drawing Name
GROUND FLOOR PLAN

Date
21/11/2024

Status
TOWN PLANNING AMENDMENT

Scale
1:200 @ A1

Drawing Number
TP2-102

Revision
Q

WINDOWS TO PUBLIC ROADS WILL NOT BE USED AS SERVY WINDOWS

VICTORIA STREET

WILKINSONS STREET
(PROPOSED SHARED ZONE)

ROSSER STREET

BUILDING 3

BUILDING 2

BUILDING 4

BUILDING 1

BRUNSWICK RAILWAY STATION

UPFIELD BIKE PATH

NO. 37-39

NO. 35

NO. 31

NO. 29

NO. 27

NO. 25

NO. 23

NO. 19

CARPARK

NO. 10

NO. 14

NO. 18

NO. 20

NO. 22

NO. 24

NO. 338



Appendix B

Car and Bicycle Parking Allocation Plan

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Basement Level Car Park

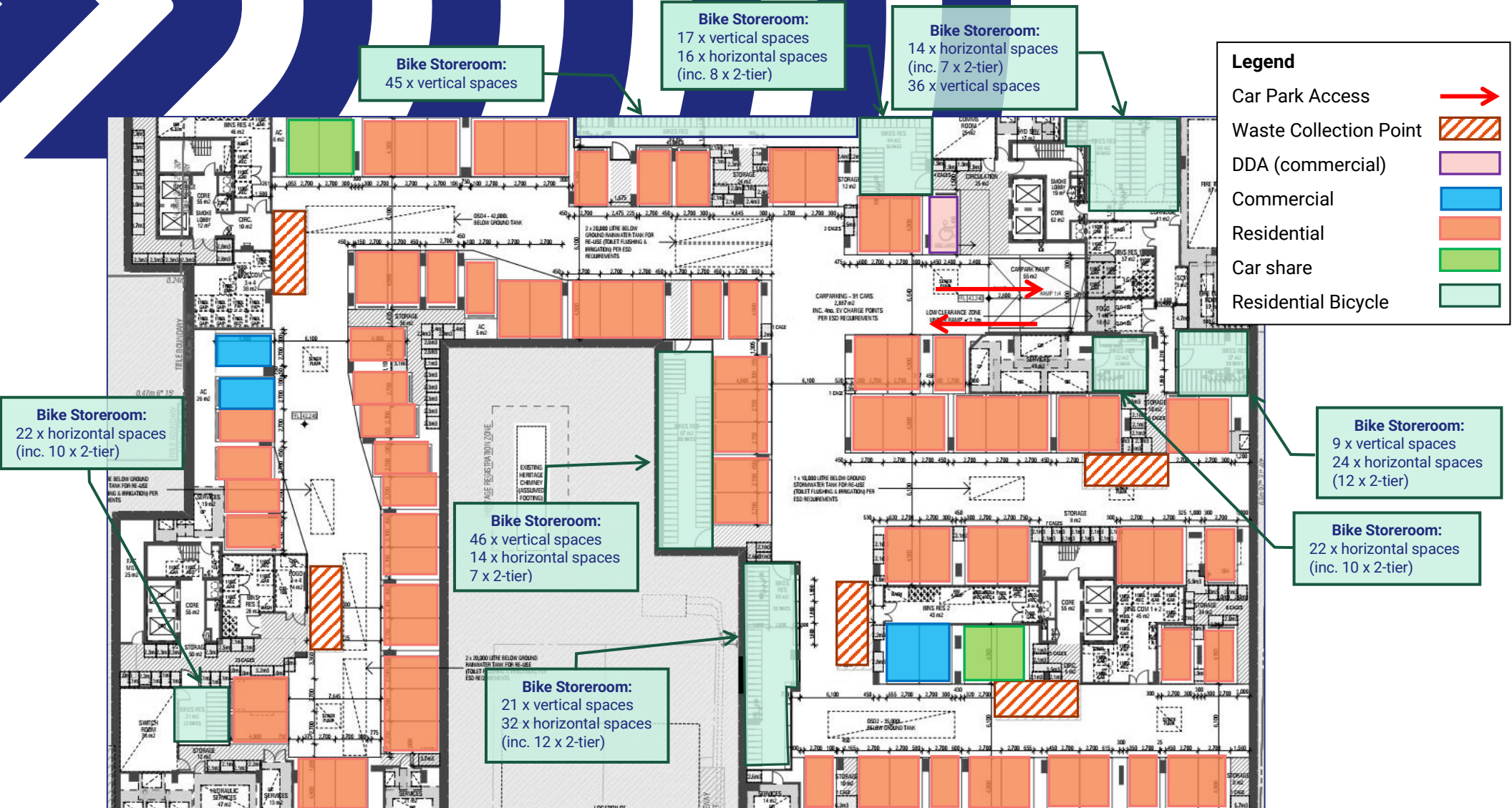


Figure 2: CPMP – Basement Floor Plan

Ground Level

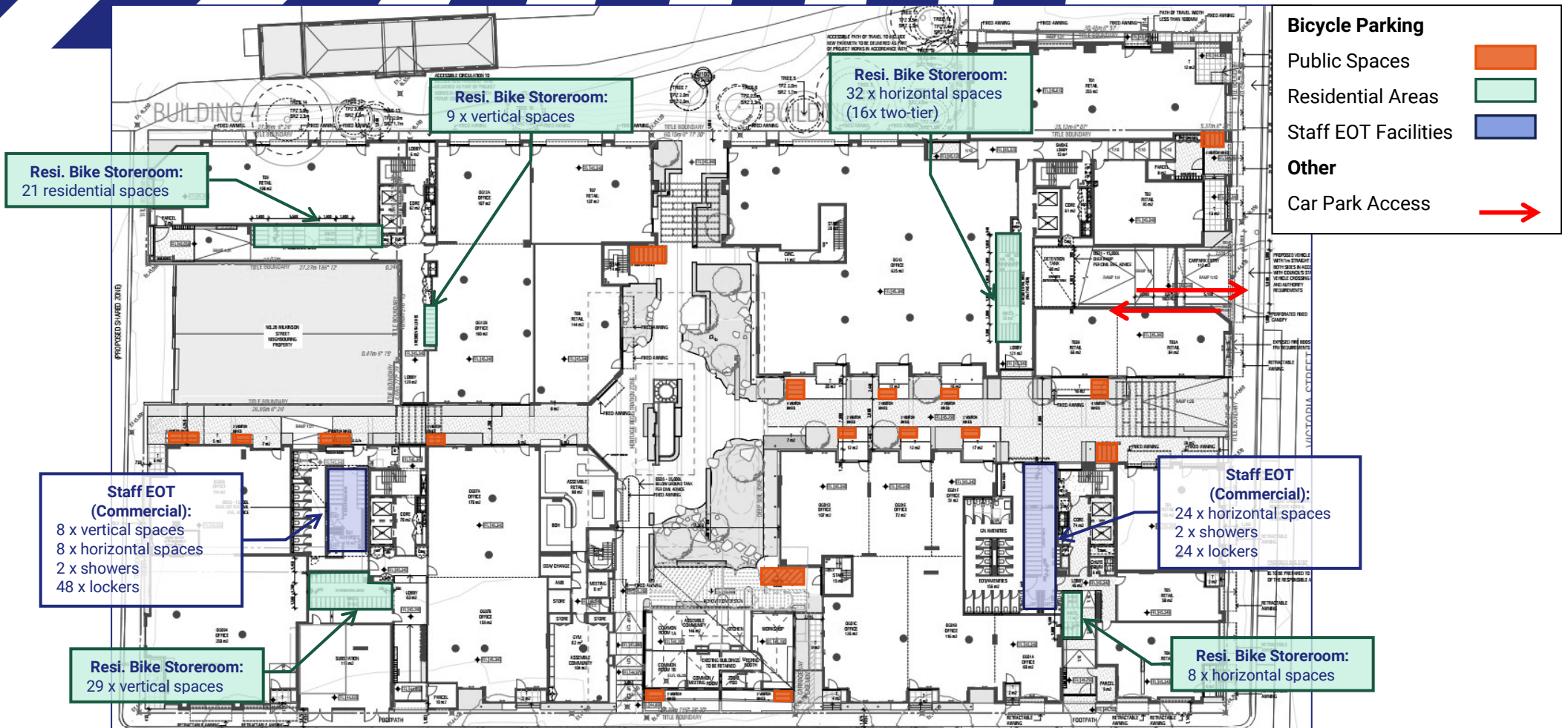


Figure 3: CPMP – Ground Floor Plan