

## 2-12 Wilkinson Street, Brunswick

Transport Impact Assessment



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19 March 2024

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# 1 INTRODUCTION

onemilegrid has been requested by Haven Home Safe to undertake a Transport Impact Assessment of the proposed affordable housing development at 2-12 Wilkinson Street, Brunswick.

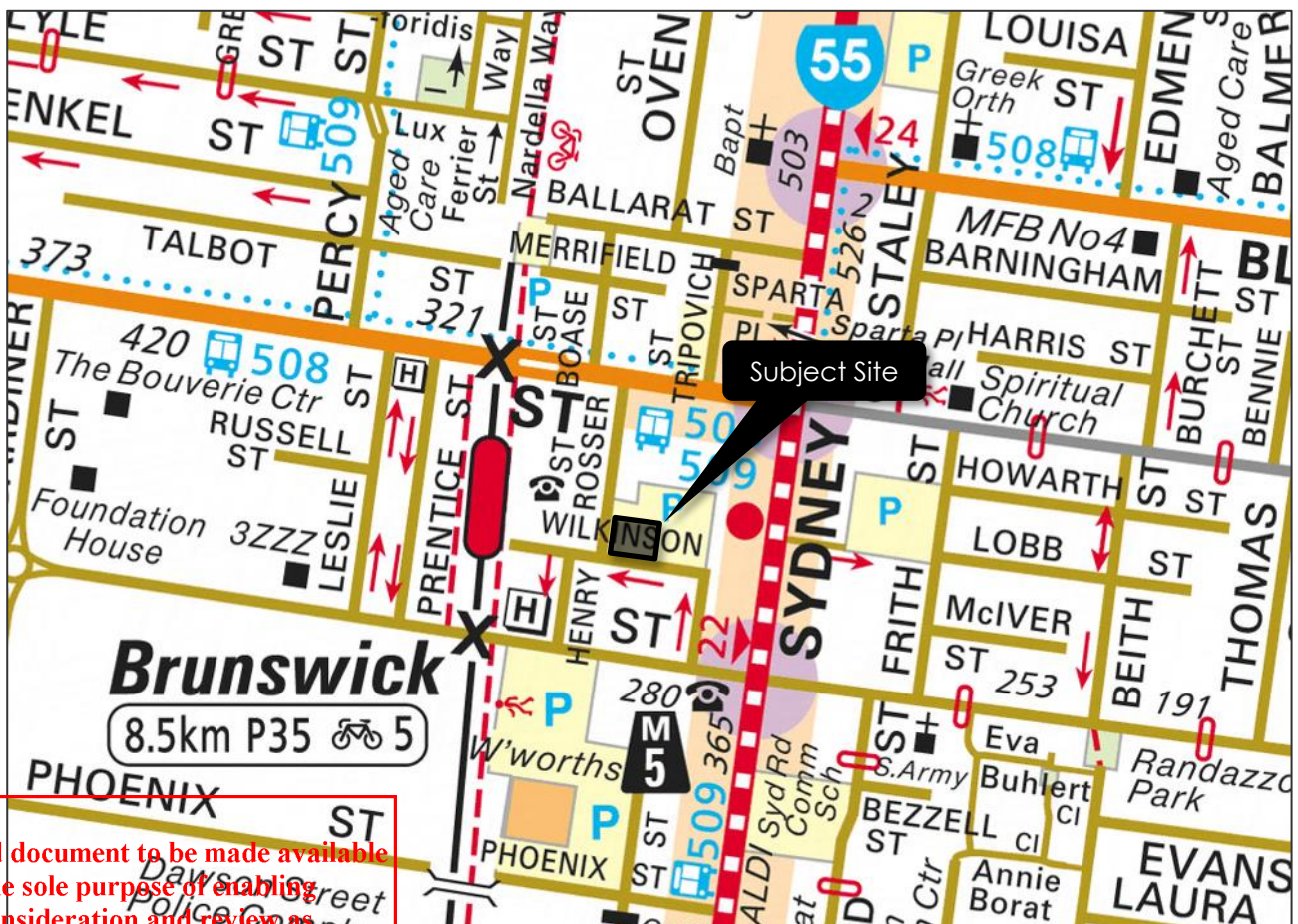
As part of this assessment the subject site has been inspected with due consideration of the development proposal, parking data has been sourced and relevant background reports have been reviewed.

## 2 EXISTING CONDITIONS

### 2.1 Site Location

The subject site is located on the northeast corner of Wilkinson Street and Rosser Street, as shown in Figure 1. The site is rectangular in shape and has a frontage to Wilkinson Street of approximately 38 metres and a frontage to Rosser Street of approximately 27 metres.

Figure 1 Site Location



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The site is currently occupied by an at grade car park containing a total of 32 spaces. Of the 32 spaces, 17 spaces are line marked as yellow bays and are restricted to ticketed parking whilst the remaining 15 spaces are line marked as red bays and are restricted to permit parking for businesses in the nearby area. Vehicle access to the existing car park is available via both Rosser Street and the adjacent car parking area to the east.

Land use in the immediate vicinity of the site is generally commercial and industrial in nature.

An aerial view of the subject site is provided in Figure 2 below.

**Figure 2 Site Context (17 April 2022)**



Copyright Nearmap

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## 2.2 Planning Zones and Overlays

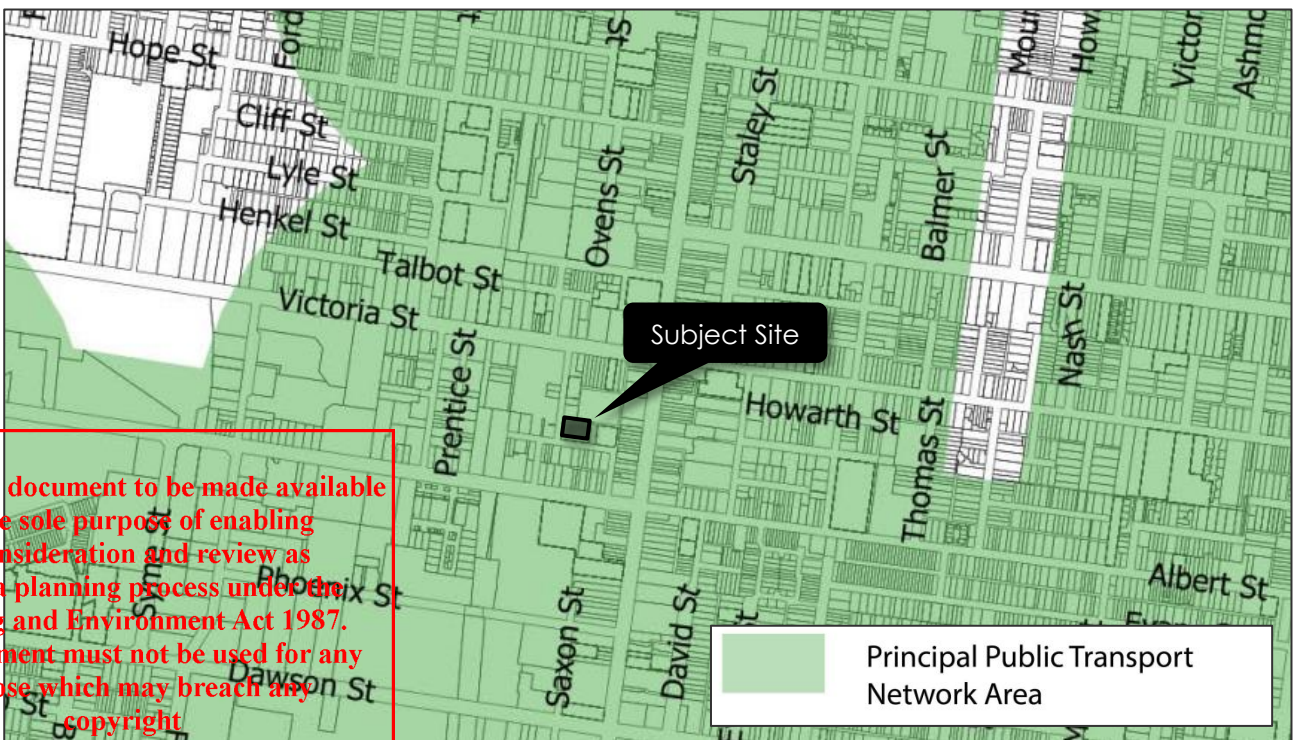
It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z). Furthermore, a Parking Overlay (PO1) applies to the subject site.

**Figure 3 Planning Scheme Zones**



The site falls within the Principal Public Transport Network Area, as shown in Figure 4.

**Figure 4 Principal Public Transport Network Area Map**



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## 2.3 Road Network

### 2.3.1 Wilkinson Street

Wilkinson Street is a local road running from Albert Street to Brunswick Railway Station. At the termination of the trafficable pavement, pedestrian access to Brunswick railway station is available. Wilkinson Street provides a 5.5-metre-wide carriageway with kerbside parking provided on the south side of the road only. The south side of Wilkinson Street is generally restricted to 1-hour between 8am and 6pm, Monday to Friday, and between 8am and 1pm on Saturdays at the frontage of the site.

The cross-section of Wilkinson Street at the frontage of the site is shown in Figure 5.

**Figure 5 Wilkinson Street, looking west towards the subject site**



The default 50km/h speed limit applies to Wilkinson Street in the vicinity of the site.

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### 2.3.2 Rosser Street

Rosser Street is a local road generally aligned north-south, running between Wilkinson Street in the south and Victoria Street in the north. Rosser Street provides a single traffic lane and kerbside parking on the west side of the road only, restricted to 2-hour parking between 9am and 6pm, Monday to Friday and between 9am and 1pm on Saturdays. Vehicles are only permitted to turn right onto Wilkinson Street at the southern end of Rosser Street.

The cross-section of Rosser Street at the frontage of the site is shown in Figure 6.

**Figure 6 Rosser Street, looking north adjacent to the subject site**



The default 50km/h speed limit applies to Rosser Street in the vicinity of the site.

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## 2.4 Car Parking

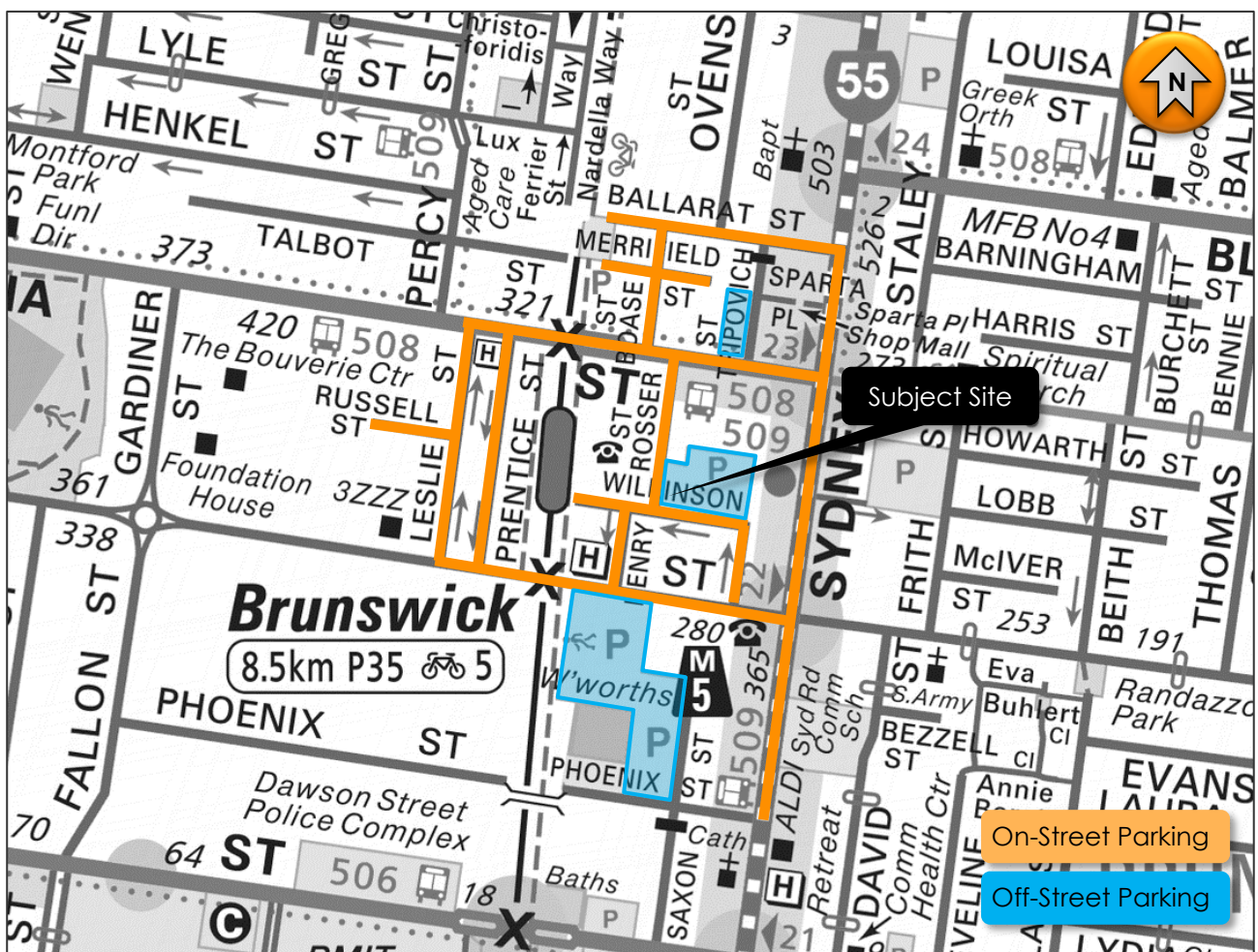
### 2.4.1 Survey Details

onemilegrid commissioned Trans Traffic Survey to undertake a car parking occupancy survey of on-street parking within the vicinity of the subject during the following periods at one-hour intervals:

- Wednesday 22 June 2022 from 9:00 AM to 5:00 PM; and
- Saturday 25 June 2022 from 10:00 AM to 4:00 PM.

The survey area is illustrated in Figure 7, and includes public on and off-street car parking areas within convenient walking distance of the site.

**Figure 7 Car Parking Survey Area**



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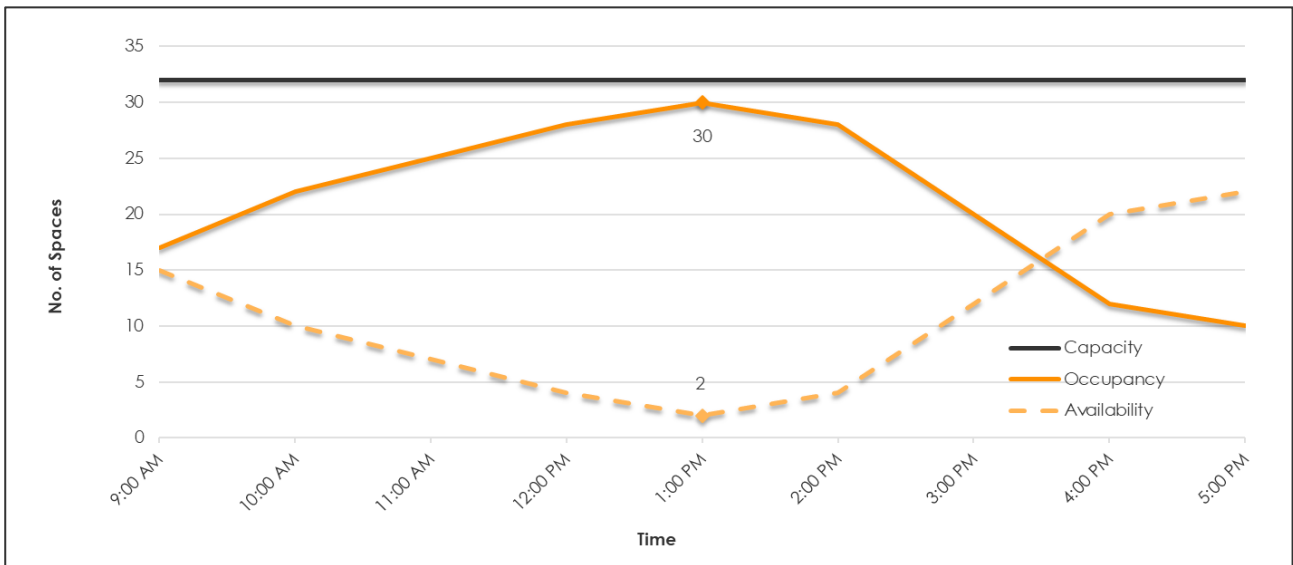
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## 2.4.2 On-Site Survey Results

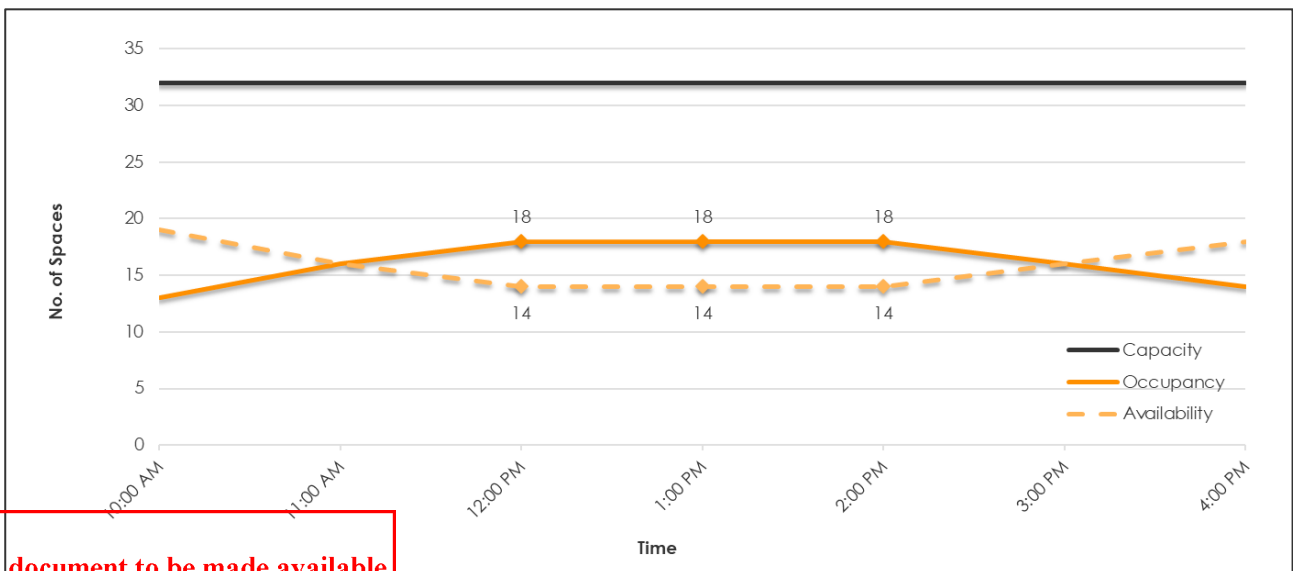
A summary of the survey results for the existing 32 parking spaces on the Wednesday and Saturday is provided in Figure 8 and Figure 9 respectively.

The surveys identified a maximum parking occupancy for the on-site spaces as 30 spaces, occurring at 1pm on the Wednesday. In general, it was observed that during the middle of the day on a weekday the car park was well utilised, but in the evenings and on the weekend the car parking occupancy was rarely over 50% occupied.

**Figure 8 On-Site Car Parking Survey Results – Wednesday 22 June 2022**



**Figure 9 On-Site Car Parking Survey Results – Saturday 25 June 2022**



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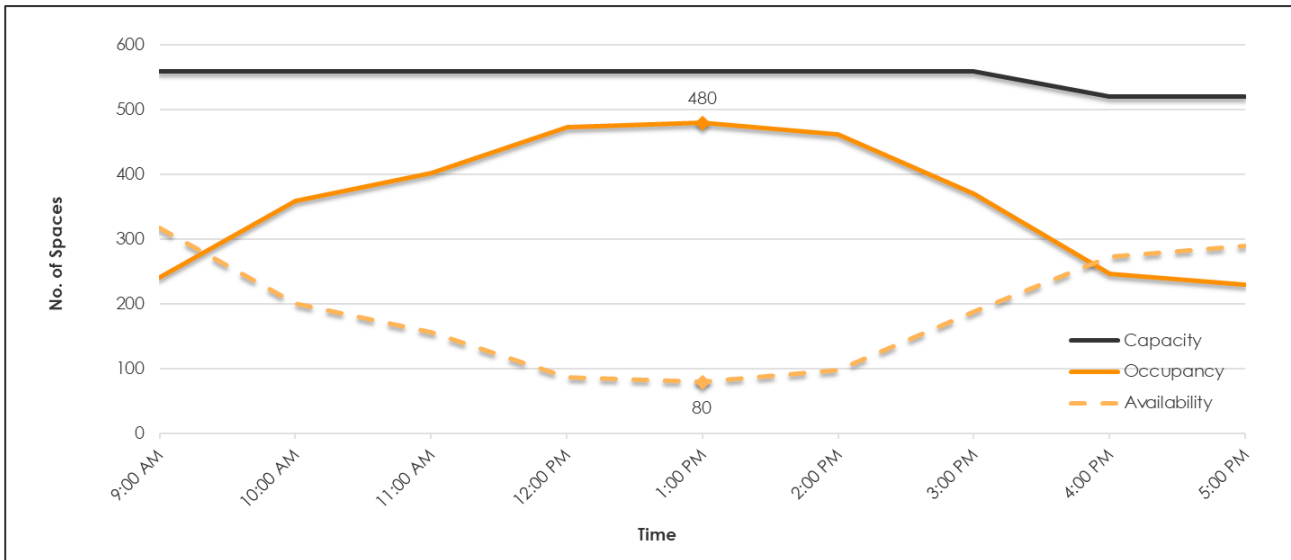
### 2.4.3 Off-Site Survey Results

A summary of the off-site survey results for parking in the vicinity of the site (excluding the 32 on-site spaces) on the Wednesday and Saturday is provided in Figure 10 and Figure 11 respectively.

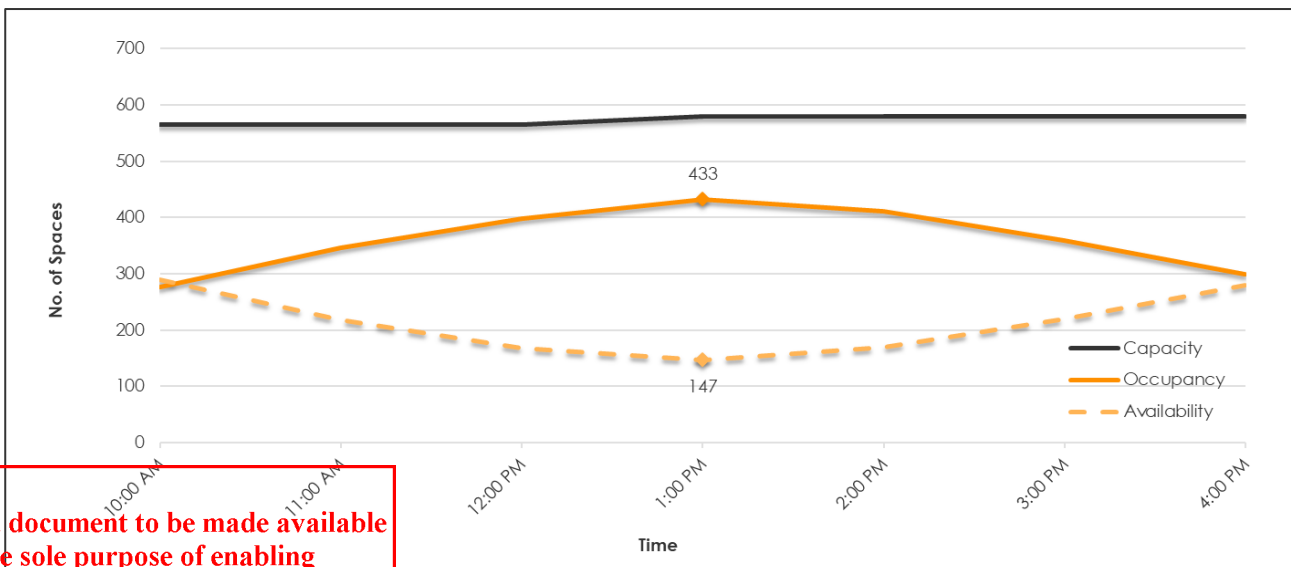
The surveys identified minimum car parking availability occurred at 1pm on Wednesday when no fewer than 80 spaces were available for use. On the Saturday the peak car parking occupancy also occurred at 1pm, when no fewer than 147 spaces were available for use.

In assessing the survey results, any permit zones, loading zones, or time restrictions allowing for less than a 1-hour stay were excluded from the results.

**Figure 10 Off-Site Car Parking Survey Results – Wednesday 22 June 2022**



**Figure 11 Off-Site Car Parking Survey Results – Saturday 25 June 2022**



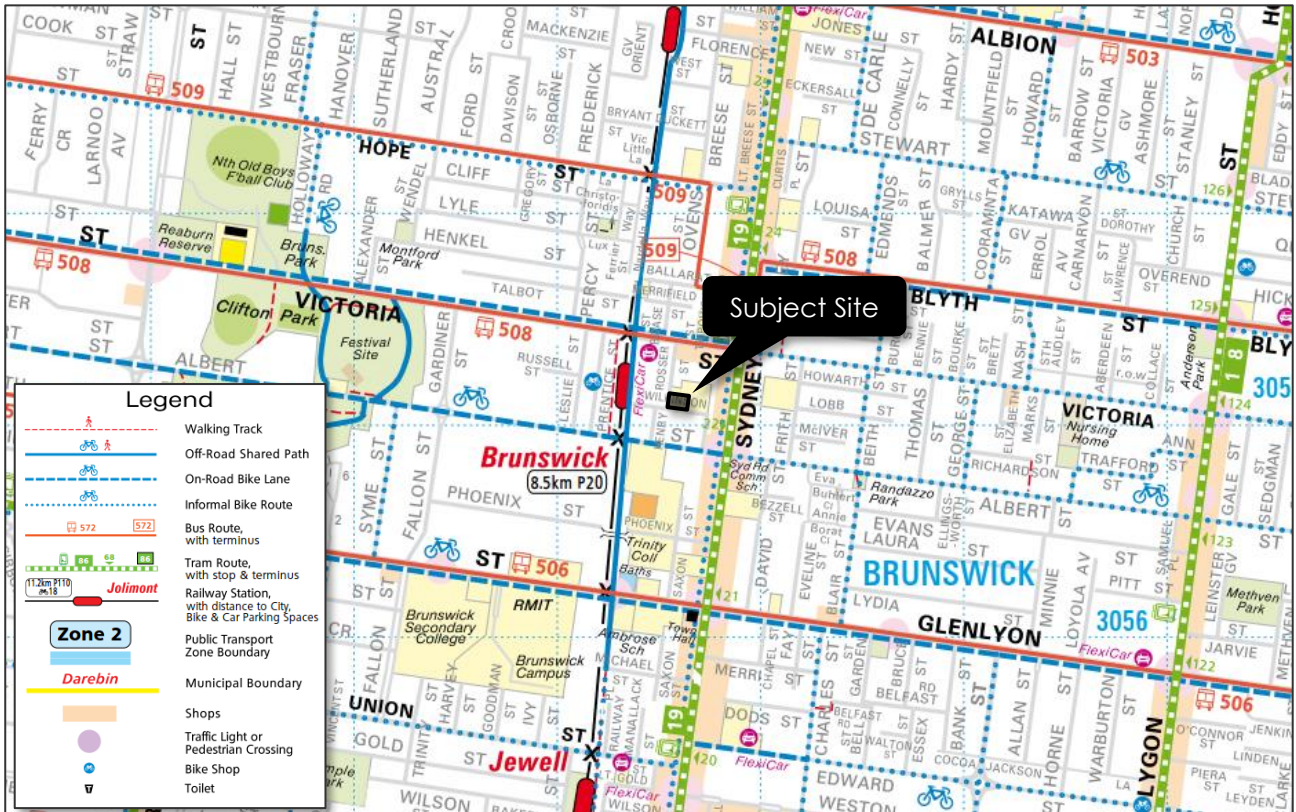
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## 2.5 Sustainable Transport

### 2.5.1 General

An extract of the TravelSmart Map for the City of Moreland is shown in Figure 12, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 12 TravelSmart Map



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## 2.5.2 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 13 and detailed in Table 1.

**Figure 13 Public Transport Provision**



**Table 1 Public Transport Provision**

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Upfield Line	Brunswick Railway Station
Tram	1	East Coburg - South Melbourne Beach	Lygon St
	6	Moreland - Glen Iris	Sydney Rd
	19	North Coburg - Flinders Street Station & City	Dawson St
	58	West Coburg - Toorak	Glenlyon Rd
Bus	503	Essendon - East Brunswick via Albion Street	Brunswick Rd
	504	Moonee Ponds - Clifton Hill via East Brunswick	Glenlyon Rd
	506	Moonee Ponds - Westgarth Station via Brunswick	Victoria St
	508	Alphington - Moonee Ponds via Northcote & Brunswick	Sydney Rd
	509	Brunswick West - Barkly Square SC via Hope St and Sydney Rd	Brunswick Station - Glenroy Station via West Coburg

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The site has excellent public transport accessibility, with a wide variety of transport modes and services servicing the immediate vicinity of the site.

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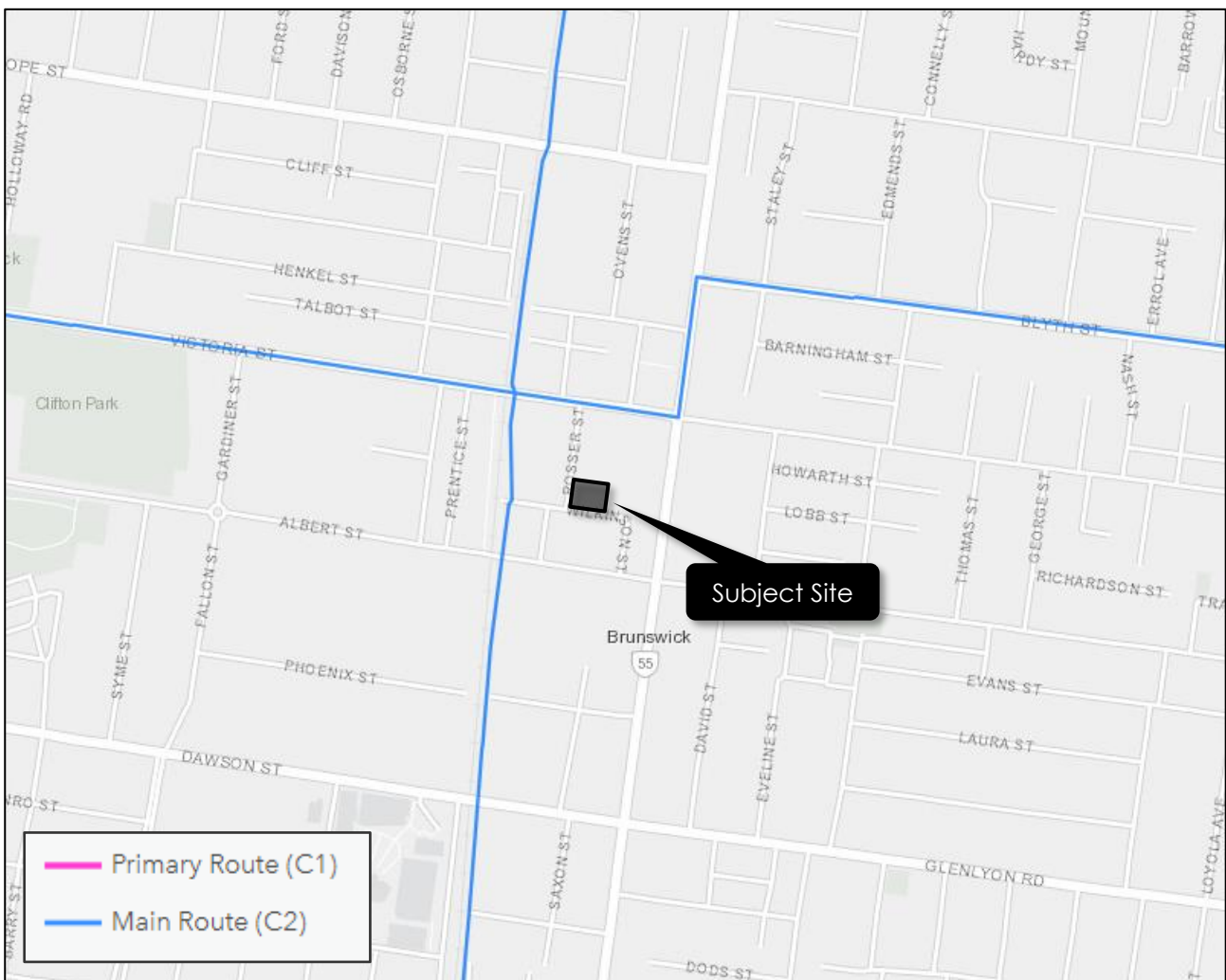
### 2.5.3 Strategic Cycling Corridors

"Strategic Cycling Corridors are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance".

Strategic Cycling Corridors (SCC) are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs in the vicinity of the site include Upfield Shared Path, Victoria Street and Blyth Street, as shown in Figure 14.

**Figure 14 Strategic Cycling Corridors**



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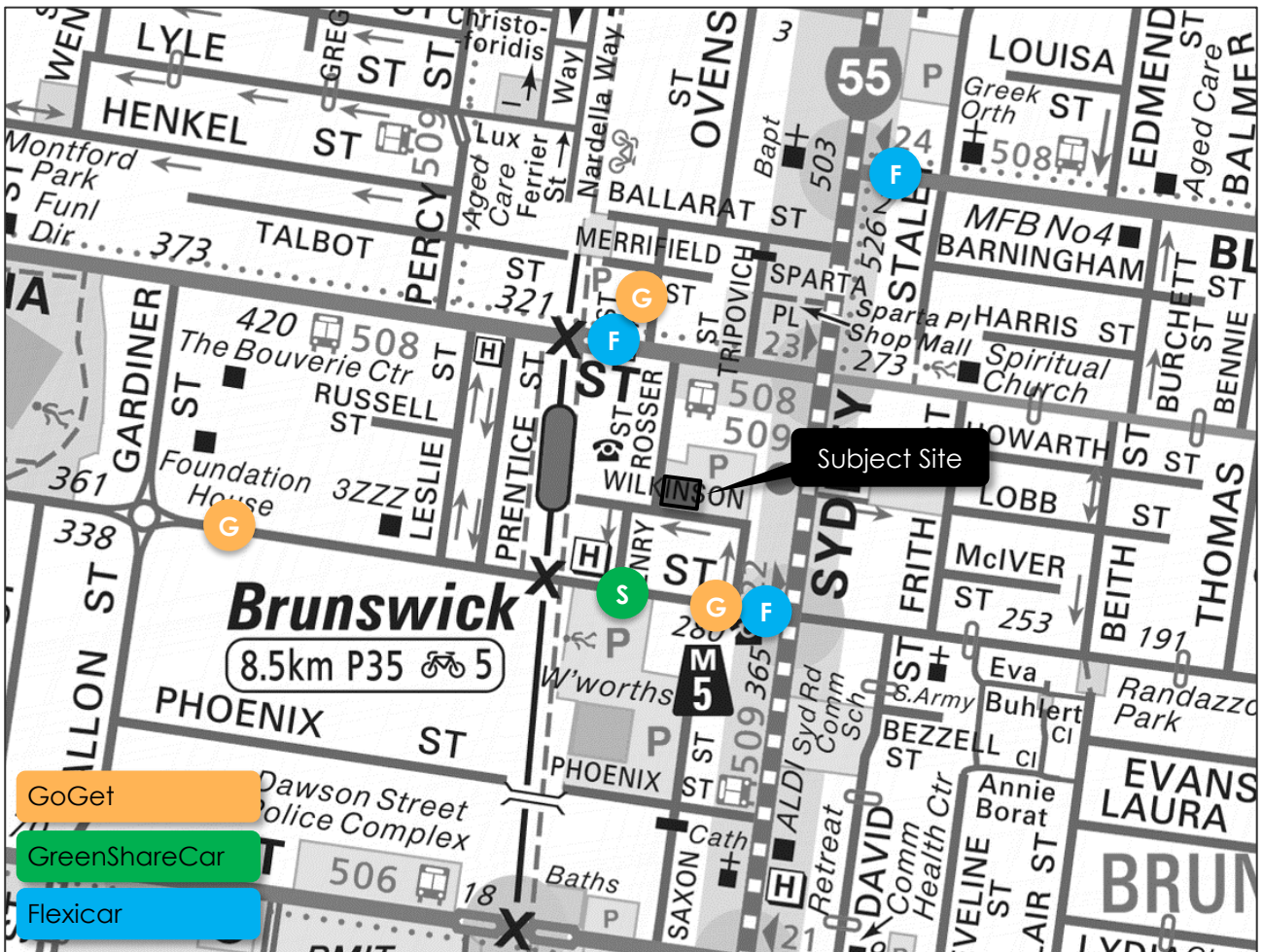
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### 2.5.4 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 15.

**Figure 15 Share Car Locations**



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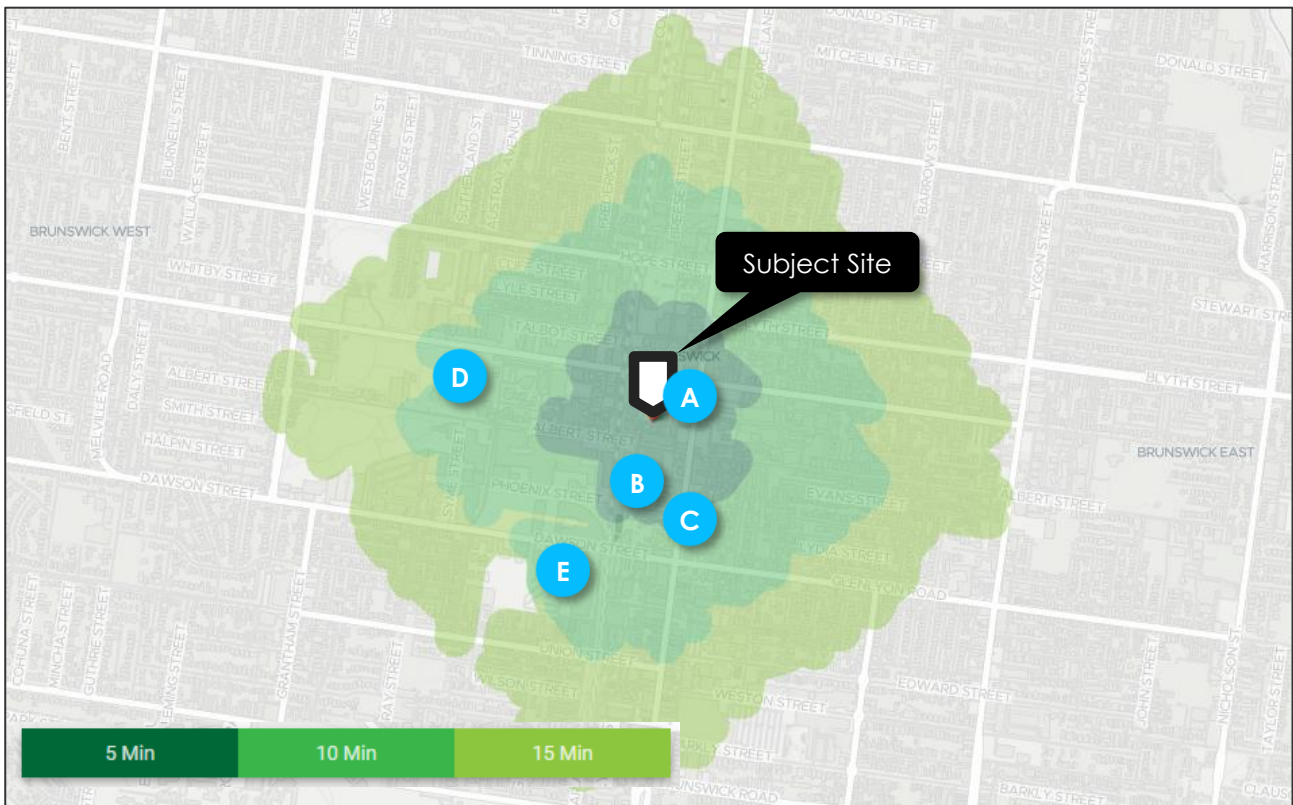


## 2.5.5 Pedestrian Accessibility

In addition to having good access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 16 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 2.

**Figure 16 Pedestrian Walk Time Map**



Courtesy of [Targomo](#)

**Table 2 Site Facilities**

Ref	Facility	Approx. Distance
A	Bunnings	100m
B	Woolworths	200m
C	Savers	260m
D	Clifton Park	500m
E	RMIT University Brunswick Campus	500m

## 2.5.6 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety. The site has a Walk Score rating of 98/100 and is a walker's paradise, with daily errands not requiring a car.

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### 3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development, containing both affordable housing and shop uses, as shown in Table 3 below.

**Table 3 Proposed Development**

<b>Component</b>	<b>No/Area</b>
1-Bedroom Apartment	23
2-Bedroom Apartment	16
<b>Total Apartments</b>	<b>39</b>
Shop (4 tenancies)	120.9 m <sup>2</sup>

A total of four shop tenancies are proposed on the ground level. Residential apartments will occupy all floors up to level six.

As part of the development, the existing 32 spaces on-site are proposed to be removed. No vehicular parking is proposed to be provided on-site.

Main pedestrian access to the building is proposed on the south side of the building from Wilkinson Street. The four shop tenancies will each have their own separate access points from either Wilkinson Street or Rosser Street.

A total of 46 bicycle spaces are proposed within a secure compound and the foyer on the ground level, including 40 spaces in a bicycle room, and 6 spaces in the foyer. Bicycle spaces are proposed to be provided in the form of wall-mounted racks and on-ground hoops.

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## 4 BICYCLE PARKING

### 4.1 Bike Parking Provision

#### 4.1.1 Statutory Requirements

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Moreland Planning Scheme, which specifies the following requirements for the different components of the proposed development.

**Table 4 Clause 52.34 – Bicycle Parking Requirements**

Component	No/Area	Requirement	Total
Dwelling (four or more storeys)	39 dwellings	1 space per 5 dwellings for residents	8
		1 space per 10 dwellings for visitors	4
Shop (greater than 1000m <sup>2</sup> )	120.9 m <sup>2</sup>	1 space per 600m <sup>2</sup> for employees	0
		1 space per 500m <sup>2</sup> for visitors	0
<b>Total</b>			<b>12</b>

Based on the above, the development triggers a requirement to provide 12 spaces, including 8 residential spaces and 4 residential visitor spaces.

#### 4.1.2 Sustainability in Design Assessment

The Sustainability in Design Assessment in the Planning Process (SDAPP) guide includes initiatives for reducing the reliance on cars and how alternative transport forms can be incorporated into developments. The guide recommends the following bicycle parking provision rates for residential uses.

**Table 5 SDAPP Bicycle Parking Calculations**

Component	No.	Rate	Calculation
Dwellings	39 dwellings	1 space per dwelling for residents	39
		1 space per 4 dwellings for visitors	10
<b>Total</b>			<b>49</b>

Based on the above calculations, a total of 49 bicycle parking spaces are required for the residential component of the proposed development, including 39 residential spaces and 10 visitor spaces.

Furthermore, the SDAPP guide recommends that non-residential uses should provide spaces for at least 10% of building occupants, which may equate to 1-2 staff spaces.

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### 4.1.3 Proposed Bicycle Parking Provision

It is proposed to provide a total of 40 bicycle parking spaces for residents and 6 bicycle parking spaces for visitors within the proposed development.

The bicycle parking provision therefore exceeds the full Planning Scheme requirements and the SDAPP requirements for residents which is considered appropriate. The provision for visitor parking spaces exceeds the Planning Scheme requirement, however, falls just 3 spaces short of the SDAPP requirement, which is considered appropriate given that the development provides parking somewhere in between the two sets of requirements, given that the SDAPP is considered an objective rather than a requirement.

Furthermore, it is considered appropriate for visitor bicycle parking to be provided outside of the building, whilst residents spaces are located in a secure compound within the building.

## 4.2 Bike Parking Design

Bicycle parking is proposed to be provided in a mixture of vertically mounted and staggered bicycle racks and on-ground bicycle hoops.

The vertical mounted racks are located at 0.5 metre centres, with an envelope of 1.2 metres provided for bicycles.

The bicycle hoops are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles.

All bicycle spaces are provided with a minimum 1.5 metre wide access aisle, which is in accordance with the Australian Standard.

In addition, 16 of the 46 bicycle parking spaces proposed have been provided as on-ground hoops (35%), exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

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## 5 CAR PARKING

### 5.1 Statutory Car Parking Requirements

#### 5.1.1 Car Parking Requirements – Clause 52.06

Parking Overlay (PO1) applies to the subject site which states the following:

*For all uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a use is calculated using the Rate in Column B of that Table.*

Therefore, the Column B rates apply to the proposed development, as shown below.

**Table 6 Clause 52.06 – Car Parking Requirements**

Use	No/Area	Rate	Car Parking Measure	Total
Dwelling	39	1	to each one or two-bedroom dwelling, plus	39
	0	2	to each three or more-bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus	0
	39	0	for visitors to every 5 dwellings for developments of 5 or more dwellings	0
Shop	120.9 m <sup>2</sup>	3.5	to each 100m <sup>2</sup> of leasable floor area	4
<b>Total</b>				<b>43</b>

Based on the above calculations, a total of 43 parking spaces are required for the proposed development.

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#### 5.1.2 Proposed Car Parking Provision

It is proposed to provide no car parking spaces on-site, which equates to a shortfall of 43 spaces when compared to the Planning Scheme requirements.

Clause 52.06-7 of the Moreland Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- The likelihood of multi-purpose 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 demand 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 for cyclists 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 case study or case study.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

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## 5.2 Car Parking Demand Assessment

### 5.2.1 2016 Census Data – Australian Bureau of Statistics

Car ownership data from the 2016 Census for the City of Moreland was sourced from the Australian Bureau of Statistics (ABS).

For development types similar to that proposed, the data is outlined in Table 7 below.

**Table 7 2016 Census Car Ownership – City of Moreland**

Dwelling Type	No of Bedrooms	Car Ownership				Average Car Ownership
		0	1	2	≥3	
Apartment	1	32.2%	60.5%	6.5%	0.8%	0.76
	2	20.5%	60.7%	17.1%	1.7%	1.01

Application of the above rates to the proposed apartment mix gives an estimated average parking demand for 33 spaces in unconstrained circumstances.

Furthermore, the ABS data provides the proportion of dwellings where residents do not own or otherwise have the need to park a vehicle at their place of residence. The data identifies that residents of 32.2% of one-bedroom dwellings and 20.5% of two-bedroom dwellings do not own or otherwise park a vehicle at their place of residence.

The ABS data clearly indicates that there is a market for dwellings that do not provide, and therefore do not attract the price premium associated with a car parking space. Given the site's location with respect to public transport services and retail uses, it is expected that dwellings within the subject site would be particularly appealing to potential owners/tenants who do not have the need to park a vehicle at their place of residence.

Furthermore, it should be recognised that resident parking demands are, in part, dependent on car parking provisions, insofar as an owner/tenant with the need to park a vehicle is unlikely to occupy a dwelling that does not provide a car parking space. This is particularly true in areas where on-street parking is restricted to short durations, meaning on-street parking is not a viable alternative to on-site parking for residents.

With the site's location to public transport and other amenities, and on-street parking in the area generally being restricted, it is considered reasonable to assume that resident parking demands generated by the proposed dwellings will be limited by the supply of parking.

Notwithstanding the above, it is clear that without car parking on-site, there is a possibility that the development may generate a shortfall in demand. Noting that the development is proposed to offer affordable housing, it is conservatively assumed that 25% of the residential component may generate a parking demand, equating to 10 spaces.

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## 5.2.2 Shops

Typically, the car parking demand of a shop tenancies are broken up into two components: staff demand and customer demand.

In relation to staff, in unconstrained circumstances, a demand for up to 1 space per 100 square metres is expected. Notwithstanding, where car parking is not readily available on-site and parking in the area is restricted, staff are encouraged to change their behaviour and utilise the other modes of transport to the site. The subject site is well located in this regard and as such with the provision of no parking for the shop tenancies, staff will be forced to utilise alternate modes of transport thus no demand will be generated. Furthermore, it is understood that the shop tenancies will potentially hire residents of the site as staff.

In relation to customers, it should also be noted that a large portion of customers to these tenancies will consist of residents that live in the vicinity, those already within the active commercial precinct, and staff of commercial tenancies in the vicinity of the site who would walk to the site and will not generate parking demand.

Based on the above, the shop tenancies are not expected to generate a demand for parking in their own right.

## 5.2.3 Removal of Existing On-Site Spaces

As previously outlined, the construction of the proposed development will result in the removal of the existing at-grade car park which currently provides for a total of 32 spaces. During the peak occupancy of the existing on-site car park, it was observed that a total of 30 spaces were occupied, leaving 2 spaces available for use.

As such, the development will result in the displacement of up 30 parking spaces which will need to be catered for elsewhere.

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## 5.2.4 Anticipated Parking Demand

Based on the above, it is anticipated the proposed development may typically generate a demand for approximately 40 parking spaces, with 10 spaces associated with resident parking demands and 30 spaces associated with the displacement of parking from the existing on-site car park.

It is proposed to provide no parking spaces on-site, which equates to a shortfall of 40 spaces when compared to the anticipated parking demand outlined above.

Clause 52.06-7 of the Moreland Planning Scheme further indicates that a permit may be granted to reduce the number of parking spaces, in consideration of the following:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
  - ✦ Efficiencies gained from the consolidation of shared car parking spaces.
  - ✦ Public car parks intended to serve the land.
  - ✦ On street parking in non-residential zones.
  - ✦ Streets in residential zones specifically managed for non-residential parking.
  - ✦ On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.

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- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- 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.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

## 5.3 Review of Car Parking Provision

### 5.3.1 Parking Survey

As presented in Section 2.4, **onemilegrid** undertook car parking surveys on a typical weekday and weekend in June 2022 of all on-street parking spaces and off-street Council owned car parks within a 400-metre radius of the site to better understand the existing parking occupancy in the area surrounding the subject site.

The car parking surveys revealed that on a typical Wednesday and Saturday, taking into consideration the removal of the existing car park on-site, a minimum of 80 spaces and 147 spaces respectively were available for use within 400 metres walking distance of the site. Both peak periods occurred at 1pm.

These parking spaces included a mixture of 1-hour or greater time restricted spaces and unrestricted spaces which demonstrates that the anticipated demand for 40 spaces can be catered for within the local on-street and off-street parking provision.

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### 5.3.2 Impact of Parking Supply on Traffic Congestion

A previous VCAT decision (Ronge v Moreland CC [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing parking to comply with Clause 52.06, as below:

*"Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

*A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] when there is an intention to provide less car parking than that required by Clause 52.06-5. However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*

*Policy tells us the future must be different.*

*Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling."*

*"One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements . . ."*

### 5.3.3 Moreland Integrated Transport Strategy (2019)

The Moreland Integrated Transport Strategy is a document prepared by Moreland City Council and adopted in 2019, which articulated the Council's direction for transport planning for the following 10 years, focusing on a shift towards sustainable transport modes.

With regard to parking in the municipality, the report acknowledges that the availability of car parking where people live, and at their end travel destinations, will influence travel choice. Further noting that reducing the provision of car parking to suit demand can contribute to better transport, land use, economic and community outcomes.

It was recommended that Council should advocate for more frequent bus services, more reliable bus and tram services, and public transport that is accessible for people of all abilities.

Amongst the actions identified in the report were:

- Implementation of maximum car parking rates instead of minimum parking requirements for new developments in Activity Centres and reduced minimum parking requirements in Neighbourhood Centres; and
- Make cycling safe, comfortable and a preferred mode of travel in Moreland.

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### 5.3.4 Recent VCAT Decisions

There have been recent VCAT decisions where reduced parking rates for residential developments have been supported, including cases where the provision of zero parking spaces were accepted. These cases include [Dinopolous v Darebin](#) and [Vincent v Moreland](#).

The tribunal indicated some key criteria for when considering a waiver in residential parking, including:

- Access to public transport with consideration to time of travel, diversity in routes and frequency of services;
- Walkability of the surrounding area; and
- Access to alternative transport.

As noted in Section 2.5, the subject site has excellent public transport accessibility, with a wide variety of transport modes and services operating in the immediate vicinity of the site, including Brunswick Station located approximately 100 metres from the site, tram services along Sydney Road and numerous bus services in the vicinity.

Additionally, as noted in Section 2.5.6, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within walking distance of the site. The site has a Walk Score rating of 98/100 and is very walkable, with most errands able to be accomplished on foot.

In light of the above, the site is considered to meet all the key criteria points for a waiver in residential parking provision.

### 5.3.5 Alternative Modes of Transport

As indicated in Section 2.5.2, the site has excellent access to Public Transport, with numerous train, tram and bus services in the immediate vicinity. The provision of excellent public transport ensures that residents with no parking will have good access to alternate transportation modes.

Similarly, staff and visitors to the retail components will also have access to a variety of public transport options for site access.

Additionally, there are a number of share cars located in the vicinity of the site as shown in Section 2.5.3, providing access to cars for staff who do not drive into work.

Furthermore, the development proposes to provide bicycle parking in excess of the Planning Scheme requirements.

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### 5.3.6 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of no car parking is appropriate for the proposed development, considering the following:

- 2016 Census data identifies that a market exists for apartments without a parking space;
- The proposed development provides bicycle parking in excess of the Planning Scheme and meets SDAPP requirements for residents, therefore providing an alternate means of transportation;
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
- The site has excellent access to public transport, with numerous train, tram and bus services in the immediate vicinity, providing access options for residents and employees with no on-site parking space; and
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

## 6 CONCLUSIONS

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It is proposed to develop the subject site for the purposes of a mixed-use development containing 39 affordable dwellings and 4 shop tenancies.

Considering the analysis presented above, it is concluded that:

- The proposed bicycle parking and pedestrian access design is considered appropriate;
- The proposed provision of resident and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate
- Bicycle parking provision exceeds the recommended rates for resident parking in Council's SDAPP documentation;
- Based on the car parking surveys there is more than sufficient car parking available in the vicinity of the site to accommodate parking demands generated by the development if they eventuate; and
- The proposed supply of no car parking is appropriate for the proposed development given the proximity to sustainable transport modes and amenities.

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