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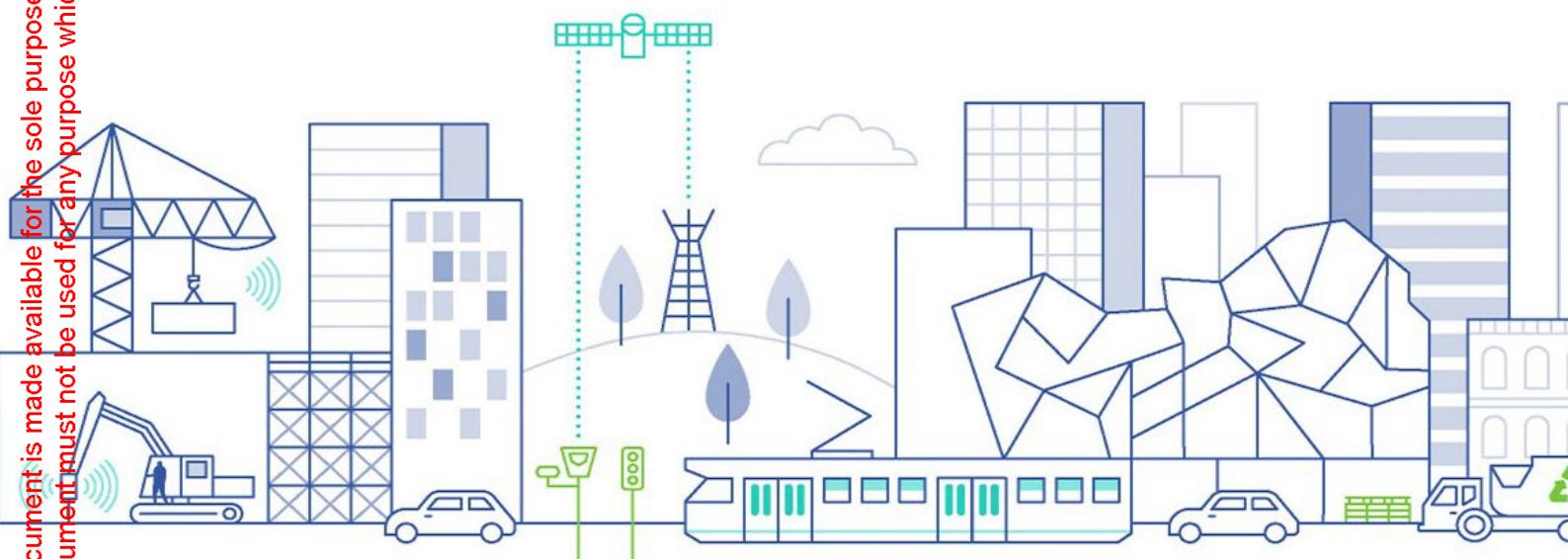


Traffic Engineering

Proposed Extension to Existing Industrial Development

29 Anderson Road, Thornbury

Traffic Impact Assessment



1 Introduction and Scope

TTM Consulting (Vic) Pty Ltd has been engaged by the Applicant to prepare a traffic engineering report for the proposed extension to the existing industrial development at 29 Anderson Road, Thornbury.

This report includes an assessment of the traffic and parking implications for the Planning Application, including:

- The existing conditions of the site and surrounding road network.
- The appropriateness of the on-site car parking provision and impacts to existing parking conditions.
- The compliance of the parking layout and access.

The report concludes the extension to the existing industrial development from a traffic engineering perspective.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	A. Sahin	D. Hancox	Original Issue	08/04/2024

2 Existing Conditions

2.1 Site Locality

The subject site is located at 29 Anderson Road, Thornbury. The land area is approximately 1,301 square metres with approximately 27.5 metres frontage to Anderson Road and 5 metres frontage to Fyffe Street. The figure below shows the location of the site and existing surroundings.

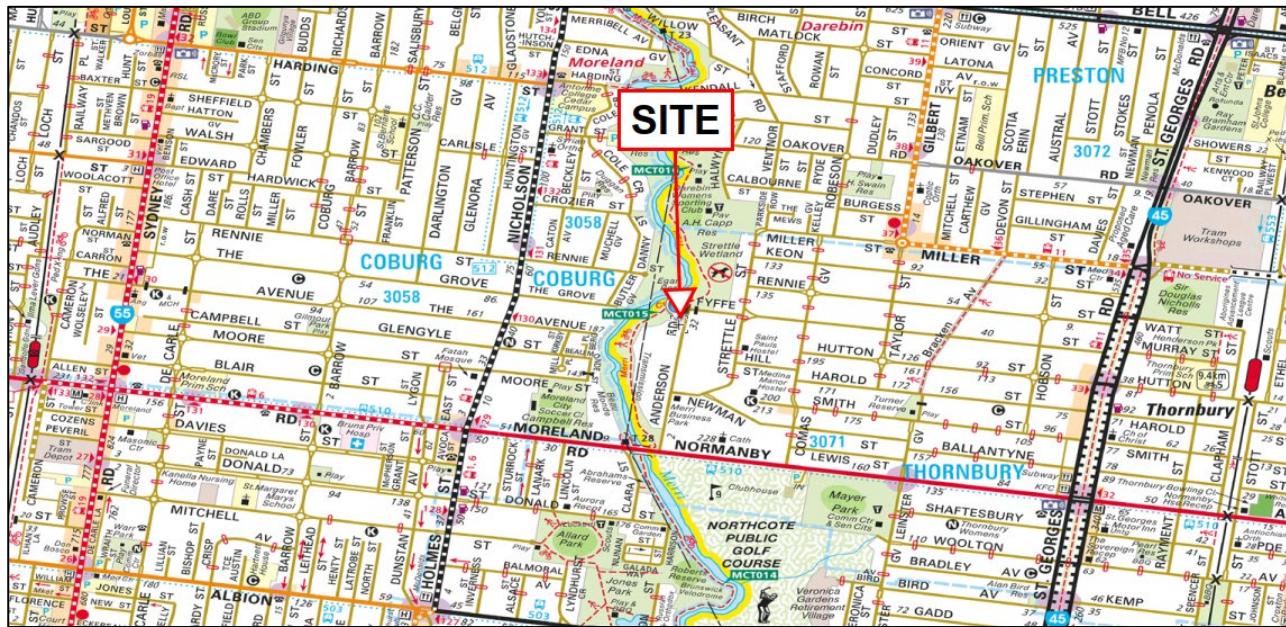


Figure 1: Site Locality Plan (Source: Street-Directory, 2024)

The site is located within an Industrial 3 Zone (IN3Z) in the Darebin Planning Scheme as shown in the figure below.

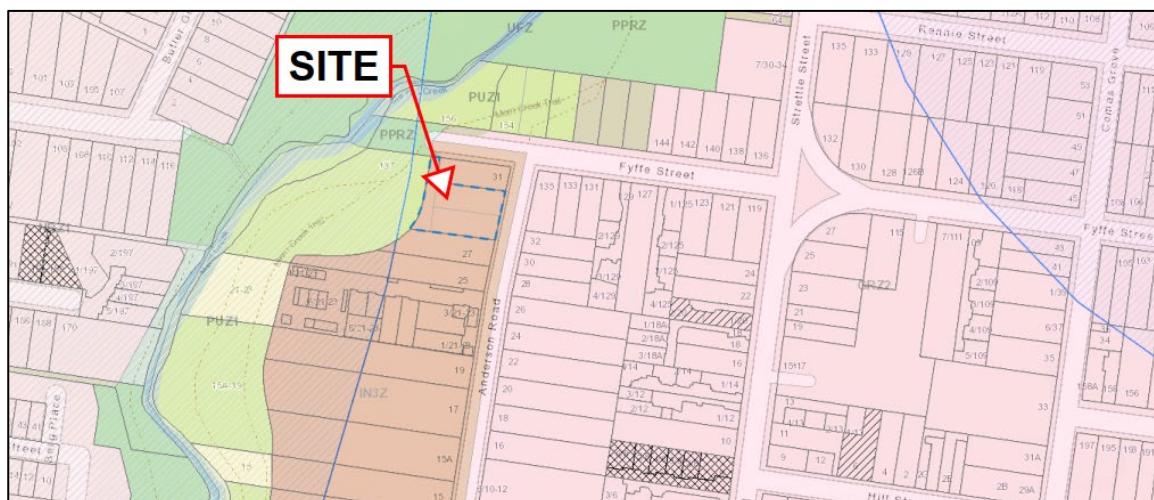


Figure 2: Zoning Plan (Source: VicPlan, 2024)

To the east side of Anderson Road is a General Residential Zone 2 (GRZ2). The site is just outside the PPTN. An aerial view of the site is shown in the figure below.

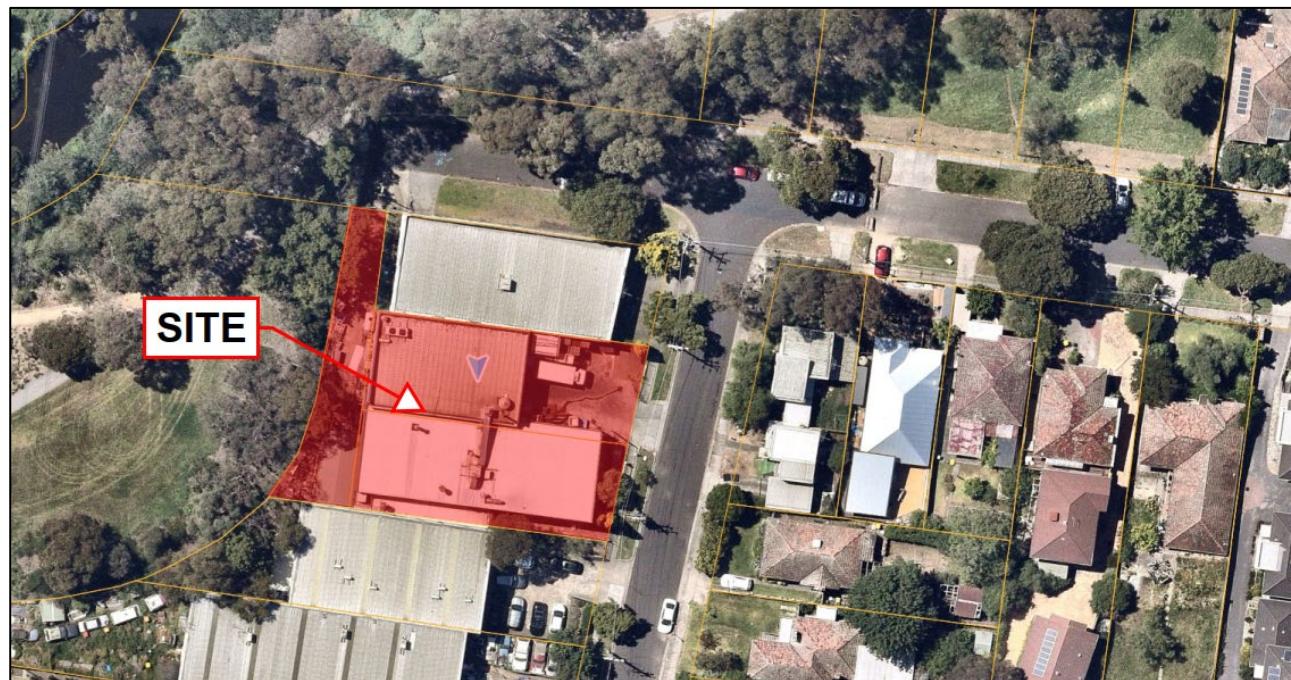


Figure 3: Aerial View of Subject Site (Source: NearMap, November 2023)

The subject site currently comprises of the following inventory as summarised in the table below.

Table 1: Existing Use Inventory

Land Use	Net Floor Area	Car Parking Spaces
Factory	670 m ²	5 no.

2.2 Roads

2.2.1 Anderson Road

Anderson Road is a local road and comprises an approximately 7.3 metres wide two-way carriageway. Parking controls consist of No Stopping signage along the east side of the carriageway and 2-hour parking during business hours Monday to Friday along the west side of the carriageway. The posted speed limit along the road is the 40 km/h. The figure below shows the configuration of the carriageway.



Figure 4: Anderson Road – Facing South (Source: Street View, March 2021)

2.3 Sustainable Transport

The table and figures below summarise the public transport routes proximate to the site.

Table 2: Nearby Public Transport Services

Mode	Route #	Route Description	Nearest Stop	Distance to Stop
Train	Upfield Line	Melbourne – Upfield	Moreland Station	2.20 km
Train	Mernda Line	Melbourne – Mernda	Thornbury Station	1.55 km
Tram	#1	South Melbourne Beach – East Coburg	Moreland Rd/Nicholson St	970 m
Tram	#6	Moreland – Glen Iris	Moreland Rd/Holmes St	970 m
Tram	#11	West Preston – Victoria Harbour Docklands	Miller St/Gilbert Rd	890 m
Bus	#510	Ivanhoe Station – Essendon Station	Merri Business Park/Normanby Ave	470 m
Bus	#512	East Coburg – Strathmore Station	Nicholson St/Harding St	1.15 km

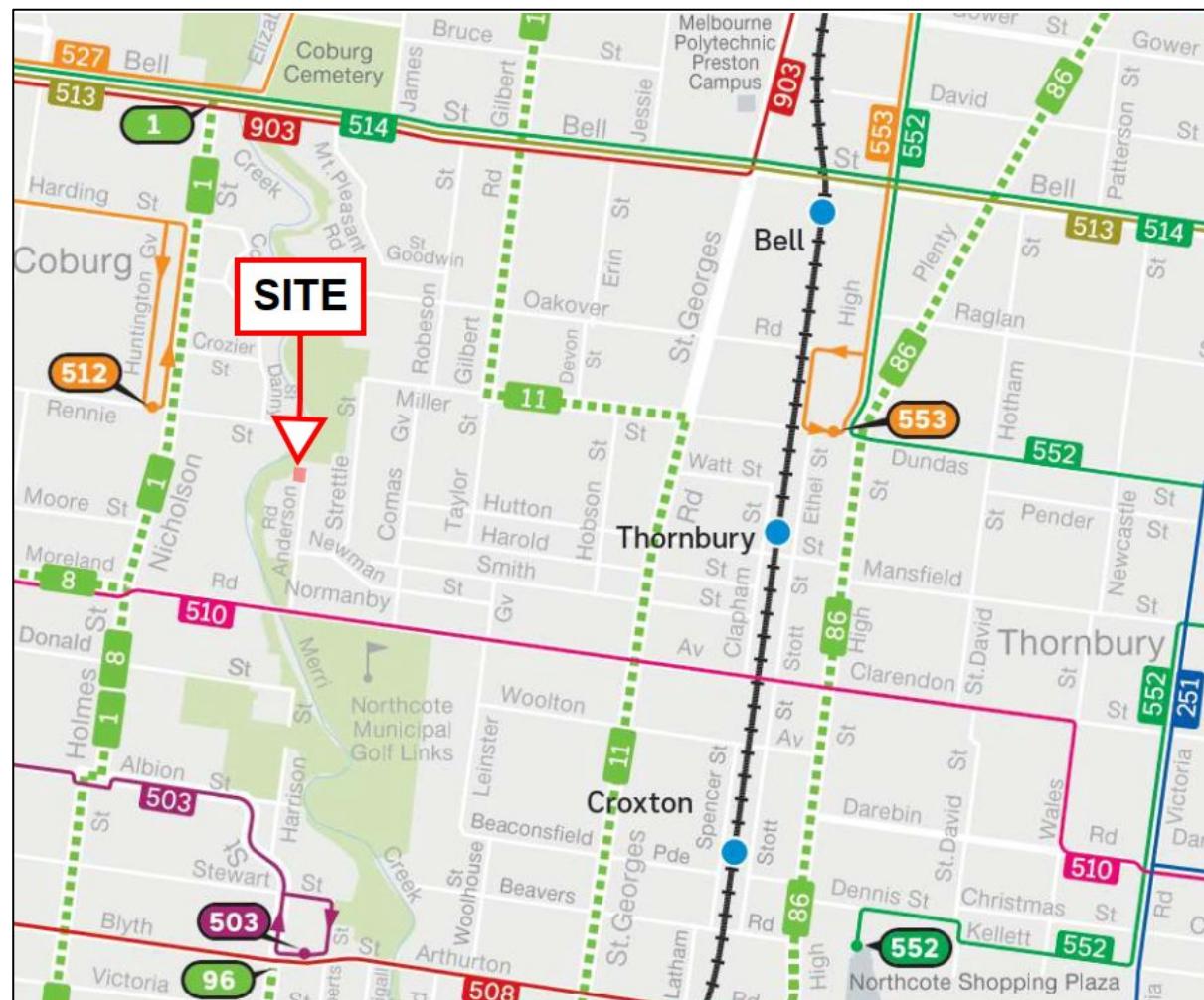


Figure 5: PTV Routes – Darebin (Source: Public Transport Victoria, November 2023)



Figure 6: PTV Routes – Merri-bek (Source: Public Transport Victoria, July 2022)

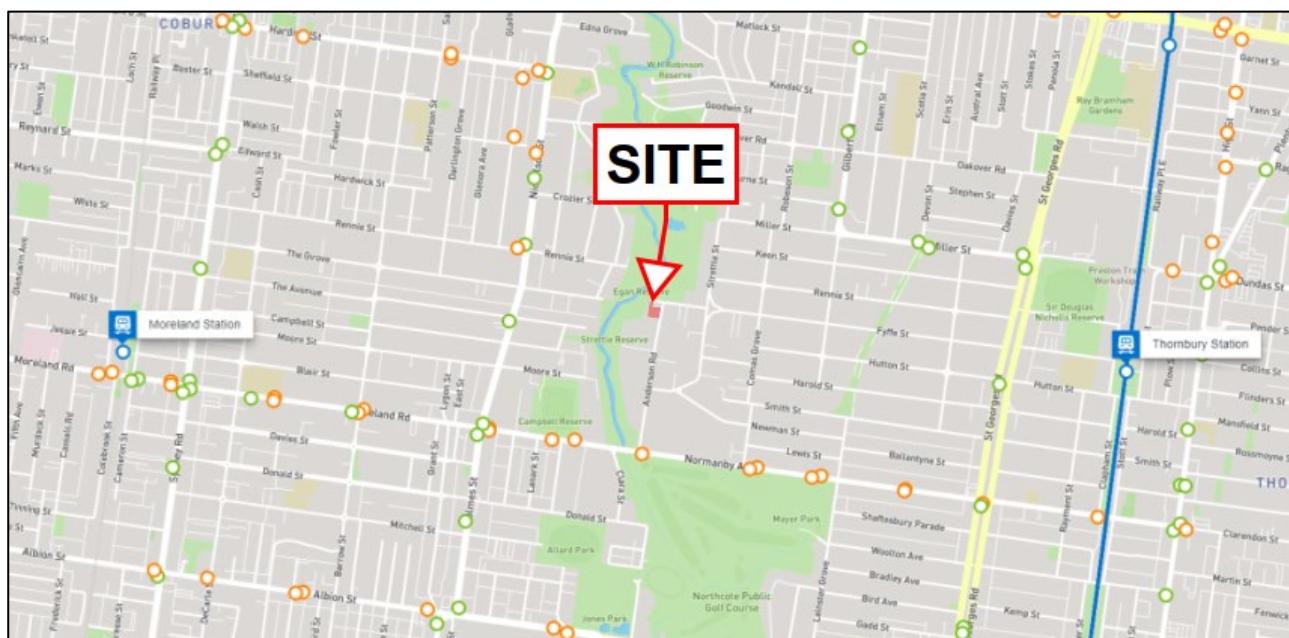


Figure 7: PTV Stops (Source: Public Transport Victoria, 2024)

2.4 On-Street Parking Demand

Parking utilisation surveys have been obtained within close proximity of the site using NearMap to determine the existing demand in the area. The parking area surveyed is depicted in the figure below.

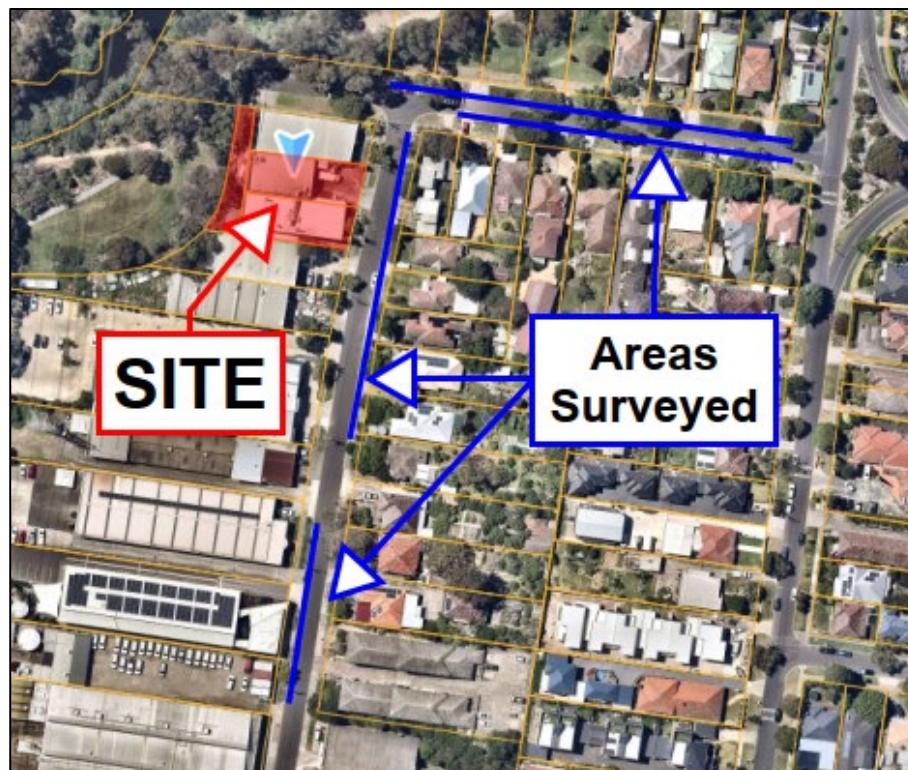


Figure 8: Parking Survey Area (Source: NearMap, November 2023)

The table below summarises the existing parking inventory, controls, utilisation, and availability at the times of the surveys. The surveys indicate that there are available on-street parking spaces within close proximity of the subject site.

Table 3: Parking Demand Survey

Location	Area	Control	Inventory	Mon 13/11/23 3:02pm	Sun 03/09/23 11:55am	Wed 14/09/22 8:36am	Wed 27/11/21 12:06pm
Anderson Road – From Fylfe St to Strettle St	East	2P	11	1	3	7	8
	West	Nil	6	4	2	5	6
Fylfe Street	North	Nil	12	5	5	4	3
	South	Nil	10	3	1	1	3
Total Utilisation			39	13	11	17	20
Available Parking Spaces				26	28	22	19

Throughout the survey there have been at least 19 on-street parking spaces observed to be available nearby the site.

3 The Proposal

3.1 The Development Summary

The Applicant proposes to expand the existing factory upon the subject land with the following parking provision as summarised in the table below. The change in inventory is shown in brackets.

Table 4: Proposed Post-Development Inventory

Land Use	Net Floor Area	Car Parking Spaces
Factory	772 m ²	5 no.
	(+102 m ²)	(±0 no.)

The introduction of the storage room and shed adds a net floor area of 102 square metres to the development. No changes are being made to the parking provision.

3.2 Business Operation

The Applicant has provided the following details that relate to the proposed operation of the site:

- Hours of operation: Monday-Friday: 6:00am-5:00pm
- Maximum Staff Onsite at a time: 6 staff

This is unchanged from the current planning permit.

The current tenant has confirmed that the primary purpose of the building extension is to provide more modern facilities on the site including better operating conditions for staff.

There is no proposal to increase staffing on the site other than what might naturally occur from growth overtime.

Visitors (clients) attending the site is minimal with no more than 2-3 per month, which is not likely to change.

4 Car Parking Requirements

4.1 Planning Scheme Parking Requirement

The Planning Scheme sets out car parking requirements for developments under Clause 52.06. The car parking requirements and land uses outlined in Table 1 of Clause 52.06-5 is to be calculated using the Column A rate, shown in the table below. Note that the car parking requirements apply to the increase in floor area only.

Table 5: Car Parking Requirement for the Proposed Development

Planning Scheme Use	No. / Area	Column A, Table 1, Clause 52.06-5 Rate	Parking Required
Industrial (Factory)	+102 m ²	2.9 Car Spaces per 100 m ² of net floor area	+2 no.
Total			+2 no.

The Applicant has no additional provision for on-site car parking spaces, thus the proposal is seeking a 2-car parking space reduction against the statutory car parking requirements.

4.2 Assessment of Car Parking Reduction

The Planning Scheme allows for the car parking provision of a proposed development to be less than the statutory car parking requirement. Clause 52.06-3 states:

A permit is required to: Reduce (include reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.

A two-step assessment is required in order to justify the car parking reduction sought. The first step is to assess the likely car parking requirement or demand generated by the proposed development, which is to undertake a Car Parking Demand Assessment. If the Car Parking Demand Assessment determines the likely demand will not be met on-site, the second step is to determine whether or not it is appropriate to reduce the number of car spaces provided.

4.3 Likely Car Parking Demand

The factory would have a maximum of 6 staff at any one time and is unchanged from the existing conditions. The additional floor area is to provide additional storage area for equipment and machinery parts, indicating the change in operation of the factory would be minimal. Therefore, is expected that the staff and visitor demand would be unchanged from previous conditions.

4.4 Car Parking Demand Assessment

Clause 52.06-6 sets out that the Car Parking Demand Assessment must have regard to the following key factors listed in the table below.

Table 6: Car Parking Demand Assessment

Car Parking Demand Assessment - Clause 52.06-7 item	TTM Response
<i>The car parking demand is assessed on the basis of the following matters, as appropriate:</i>	
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	Not Applicable.
The variation of car parking demand likely to be generated by the proposed use over time	Not Applicable.
The short-stay and long-stay car parking demand likely to be generated by the proposed use	Parking on site is typically long-term parking for employees and short-term parking for visitors.
The availability of public transport in the locality of the land	As per Section 2.3, the site is within reasonable walking distance to several train, tram, and bus lines.
The convenience of pedestrian and cyclist access to the land	Not Applicable.
The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land	Not Applicable.
The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land	Not Applicable.
Any empirical assessment or case study	As per the existing on-street parking survey in Section 2.4, there were at least 19 spaces observed to be available nearby the site.

4.5 Justification of Sought Parking Reduction

Considering the Clause 52.06 decision guidelines, a parking reduction is justified as follows in the table below.

Table 7: Justification of Sought Parking Reduction

Appropriateness to reduce the car parking requirement - Clause 52.06-7 item	TTM Response
<i>Thus, the sought parking reduction is considered with regard to the following, as appropriate</i>	
The Car Parking Demand Assessment	As per Section 4.4 above, on-street parking can absorb the spillover as on-street parking surveys observed at least 19 parking spaces available nearby the site, significantly greater than the 2 space shortfall.
Any relevant local planning policy or incorporated plan	Not Applicable.
The availability of alternative car parking in the locality of the land, including: <ul style="list-style-type: none"> 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 	As seen in Section 2.4, the majority of available car parks are from Fyffe Street, which is in a residential zone nearby the site with no parking restrictions in place. This allows site staff to park on-street for long-stay durations. Along Anderson Road, parking restrictions are placed at the east side limiting to a 2-hour duration except for permit holders. This allows for non-residential visitors to park for a short duration.
On street parking in residential zones in the locality of the land that is intended to be for residential use	Not Applicable.
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres	Not Applicable.
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre	No Impact.
The future growth and development of any nearby activity centre	Not Applicable.
Any car parking deficiency associated with the existing use of the land	Not Applicable.
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	Not Applicable.
Local traffic management in the locality of the land	Not Applicable.

Appropriateness to reduce the car parking requirement - Clause 52.06-7 item	TTM Response
The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas	Not Applicable.
The need to create safe, functional, and attractive parking areas	Not Applicable.
Access to or provision of alternative transport modes to and from the land	A wide variety of convenient public transport modes can be used to access the site.
The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses	Not Applicable.
The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome	Not Applicable.
Any other matter specified in a schedule to the Parking Overlay	Not Applicable.
Any other relevant consideration	The factory operation changes is minimal and there is no changes to the maximum number of staff on site, thus it is expected the car parking demand to remain as per existing conditions.

TTM Consulting are satisfied that the sought parking reduction is appropriate based on the objectives outlined for Clause 52.06.

5 Conclusions

The Applicant is proposing an extension to the existing factory development at 29 Anderson Road, Thornbury. The analysis of the development is summarised as follows:

- The Applicant has no provision for any additional car parking spaces, thus is seeking a reduction of 2 car parking spaces against Clause 52.06-5 of the Planning Scheme. The parking reduction is considered appropriate on the following grounds:
 - An empirical assessment of the use confirms that a maximum of 6 staff will be on the site at any time which is unchanged from the existing conditions and is close to the 5-space parking provision.
 - There is no change in operation of the development beyond providing modern facilities to the current development. Thus, the parking demand is expected to be unchanged.
 - At least 19 on-street parking spaces were observed to be available nearby the site.
 - A variety of public transport modes are available within walking distance, including trains, trams, and buses.

With consideration made to the above, the development is considered appropriate from a traffic perspective.

TTM Consulting (Vic) Pty Ltd



Adem Sahin