Traffic & Parking Assessment

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Community Cultural Centre
4 Margaret Street, Oakleigh South

Prepared by Movendo Pty Ltd 16 December 2024

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1 INTRODUCTION

This Traffic and Parking Impact Assessment report has been prepared by *Movendo Pty Ltd* in support of an application to amend an existing planning permit for 'place-of-assembly' use at 4 Margaret Street, Oakleigh South (the subject site). The subject site is currently vacant and intended for use by the Sankat Michan Indian Community Centre (SMICC). SMICC currently operate from a site at 1289 North Road in Huntingdale (approximately 800 metres north-west of the subject site) which is used by the Sankat Mochan Kendra (SMK). Both SMICC and SMK are part of Sankat Mochan Samiti (SMS). SMS is a not for profit organisation which provides spiritual, social welfare and educational facilities to the wider Indian community. The existing operations at the North Road site will be split between the two venues, with a greater proportion relocating to the Margaret Street site and lower patronage numbers remaining at the North Road site (in the event that an amended planning permit is issued at the Margaret Street location). Some patronage growth has also been allowed.

Under the existing planning permit, the 'place-of-assembly' use at the subject site may operate only between certain hours / days and with maximum patron numbers varying between 20 to 50 patrons at any one time. The amendment proposal involves an increase in the patron numbers, on certain days and times, as detailed in subsequent sections of this report. The amendment seeks to ensure that adequate provision is made for the busiest patronage times: namely for the recurring 'Holy Tuesday' celebrations each week and for the 10 Festival Days that take place each year (likely held on weekends – but possibly on weekdays). The dates of up to 10 festival days per year are to be communicated in advance to Monash City Council at the start of each calendar year. The analysis presented in the following sections provides an assessment of the traffic and parking implications of the proposed amendment application. More specifically, this report includes an assessment of the following:

- The provisions of the Monash Planning Scheme in so far as they relate to carparking; and
- Likely traffic impacts.

This report concludes that there are no traffic engineering reasons why the application to amend the existing planning permit for 'place-of-assembly' use, at the subject site, should not proceed. In particular:

- There is ample evidence to recognise the **appropriateness of the proposed parking waiver** under the Monash Planning Scheme – once the legitimate Planning Scheme process to reduce the statutory car parking requirement is taken into consideration. In particular, it is concluded that **the proposed development is well placed to operate with the carparking waiver** that is being sought by virtue of:
  - The **limited duration, modest intensity and predictability of the car parking demand**
  - The **abundance of spare on -street parking capacity** in the Study Area
  - Ease of **access by alternative transport modes** including **public transport and walking**
  - Presence of **parking credits under the existing planning permit**
- Of specific relevance are the findings obtained from **recent comprehensive parking surveys** which show that there is **exceptionally generous availability of on-street parking**. Furthermore, the distinct feature of the **maximum car parking demand** is that, on a typical week, it is primarily **limited a couple of hours, between 6.30am and 8.30pm on Tuesdays**. **Outside of those Tuesday evening hours** and on **other weekdays and on weekends, the parking demand** is expected to be **much lower and insignificant at most times**.
- Traffic **capacity analysis on surrounding streets and intersections** near the Margaret Street site indicates that they are capable of easily **satisfying the peak traffic demands generated by the SMICC use**. The forecast new traffic on streets surrounding the Margaret Street site will be very low (based on traffic generation at the existing North Road site) and will likely result in around 30 vehicles per hour arriving from each of three access directions (east, west and north). These **additional traffic volumes are insignificant** and can be **readily accommodated** on an existing baseline of **exceptionally low traffic** – during the proposed peak events on Holy Tuesday evenings and on Festival Days.

2 EXISTING CONDITIONS

2.1 LOCATION & EXISTING USE

The subject site is located near the south-east corner of the Margaret St / Price St intersection in Oakleigh South, as shown in Figure 1. Surrounding land uses are predominantly commercial and industrial to the south, east, west and north-west. The nearest residential land uses are found approximately 80 metres east of the subject site on Margaret St and on Colin Rd (the closest homes on this road being around 130 metres east of the subject site).

Figure 1: Subject Site at 4 Margaret St – Locality Plan

2.2 EXISTING PLANNING PERMIT & PROPOSED AMENDMENT

Under the existing planning permit, the 'place-of-assembly' use at the Margaret Street site, can only operate between the hours shown below – with the stated maximum patron numbers at any one time. Also shown below is the proposed amendment.

Margaret Street – Existing Permit (issued on 3 May 2021)

- 10.30am – 6.30pm Monday to Friday: 20 patrons.
- 10.30am – 4.30pm Saturday and Sunday: 20 patrons.
- 6.30pm – 8.30pm Monday to Friday: 50 patrons.
- 4.30pm – 8pm Saturday and Sunday: 50 patrons.

Margaret Street – Proposed Amendment

Non-Festival Days

- 10.30am – 6.30pm Monday to Friday: 100 patrons (an increase from the current permit cap of 20 patrons). This includes normal weekdays as well as potentially festival days.
- 6.30pm – 8.30pm Monday and Wednesday to Friday: 200 patrons (increased from 50 patron limit on existing permit).
- 6:30pm – 8:30pm Tuesdays: 375 patrons (new limit specific to Tuesday evenings).
- 10.30am – 4.30pm Saturday and Sunday: 100 patrons. (an increase from the current permit cap of 20 patrons).
- 4.30pm – 8.00pm Saturday and Sunday: 100 patrons. (an increase from the current permit cap of 50 patrons).

In summary, other than festival days, the use may operate only between the following hours with the stated maximum patron numbers at any one time:

- 10.30am – 6.30pm – Monday to Friday – 100 patrons.
- 10.30am – 8pm – Saturday and Sunday – 100 patrons.
- 6.30pm- 8.30pm – Monday and Wednesday to Friday – 200 patrons.
- 6:30pm – 8:30pm Tuesday – 375 patrons

Festival Days

The dates of up to 10 festival days per year are to be communicated in advance to Monash City Council at the start of each calendar year. Festival days are to be held on the weekend where possible but can take place on weekdays. On these festival days, the use may operate only between the hours shown below with the following maximum patron numbers at any one time:

- On festival days celebrated on a Saturday or Sunday – 375 patrons, between 10am and 8.30pm (new limit specific to festival days)
- On festival days celebrated Monday to Friday
    - between 10.30am – 6.30pm – 100 patrons
    - between 6.30pm – 8:30pm – 375 patrons

Festival days are to be observed on weekends wherever possible.

Under the existing planning permit, there are 6 on-site car parking spaces provided. The standard parking rate requirement, under the Monash Planning Scheme, at the time when the existing planning permit was issued for the 'place-of-assembly' use was 0.3 parking spaces per patron permitted. Thus, the total standard parking requirement at the time the planning permit application was made would have been 15 parking spaces (for 50 patrons). The number of parking spaces allowed under the current permit is 6. Thus, under the existing planning permit, there is a parking waiver of 9 spaces.

2.3 PEDESTRIAN & CYCLING CONDITIONS

The subject site is easily accessible by a complete, continuous and well-maintained footpath networks linking to surrounding residential and commercial areas, and to a network of train and bus services as described in the section that follows.

Cycling conditions are equally as convenient, given the flat topography in the subject site's catchment and ability to choose lowly-trafficked local streets to/from the subject site. These conditions are conducive to cycling.

2.4 PUBLIC TRANSPORT ACCESSIBILITY

The subject site is readily accessed by public transport, principally via train and bus services, as shown in Figure 2. It is on the edge of the Principal Public Transport Network Area (PPTNA) as shown on the Principal Public Transport Network Area Map for Monash (see extract in Figure 3). The Principal Public Transport Network (PPTN) reflects the routes where high-quality public transport services are or will be provided. The closest bus services run along North Road, approximately 550 metres north of the subject site (stopping at the intersection of North Road and Milgate Street). Huntingdale Station and other bus services are located approximately 800 metres north-west of the site. The multiple bus services that use the bus interchange at the Station, include routes 630, 704 and 900. These bus routes offer extensive coverage into the surrounding residential, commercial and institutional catchments and connect to the all-important transport hub at Huntingdale Station – thereby providing realistic options for people to travel to/from the subject site by means other than private vehicles.

Details of the bus routes that are available and most relevant, for future patrons of the subject site, are:

- Route 630 Elwood to Monash University, via Gardenvale, Ormond & Huntingdale. The service runs frequencies of 15-minutes during 'Holy Tuesday' celebrations from 6pm to 9pm. On Saturdays (when 'Festival Days' typically take place) frequencies are typically around 30 minutes in the 'Festival' period between 10am – 8pm.
- Route 704 Oakleigh Station to Westall Station via Clayton & Huntingdale. The service offers frequencies of around 30-minutes during the hours of the recurring 'Holy Tuesday' celebrations as well as on 'Festival Days'.
- Route 900 Stud Park Shopping Centre (Rowville) to Caulfield via Monash University & Chadstone (SMARTBUS Service). The service offers a 10-minute frequency during the hours of the recurring 'Holy Tuesday' celebrations (from 6pm to 9pm). On weekends (when 'Festival Days' typically take place) frequencies are typically around 20-30 minutes in the 'Festival' period between 10am – 8pm.

Figure 2: Public Transport Services in vicinity of the Subject Site

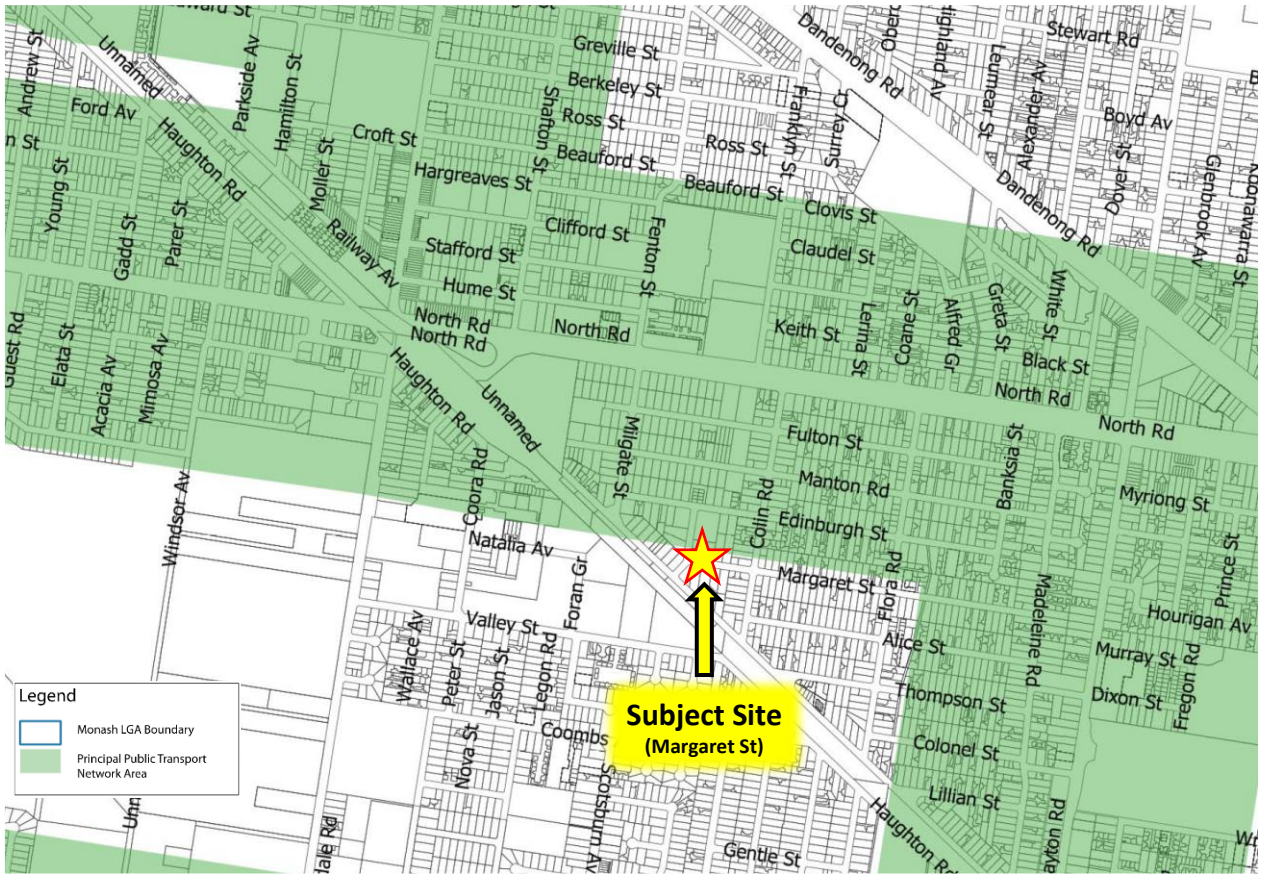

Figure 3: Principal Public Transport Network Area near the two subject sites (extract from Government of Victoria, PPTNA Maps)

2.5 PARKING INVENTORY

A 'Study Area' has been defined within a short walking distance of the subject site – for the purposes of conducting parking surveys. There are 202 publicly-available parking spaces in this area, comprising primarily unrestricted parking spaces (201 spaces) the remaining single space being a half-hour limit parking space. The operating hours for the single half-hour limit space on Carinish Road apply Monday to Friday between 8.00am and 6.00pm. No operating hours apply to the 201 unrestricted parking spaces. Table 1 summarises the number of parking spaces in each of the street segments covered within the study area.

Table 1: Parking Inventory in the Margaret Street Study Area (Capacity = 202 publicly-available parking spaces)

Street Segment	Number of Parking Spaces	
	Unrestricted	Half-hour
Margaret Street (between Price St & Colin Rd)	22	
Colin Road (between Carinish Rd & Edinburgh St)	44	
Price Street (between Carinish Rd & Edinburgh St)	34	
Edinburgh Street (between Milgate St & Colin Rd)	44	
Milgate Street (between Manton Rd & Carinish Rd)	23	
Carinish Road (between Milgate St & Colin Rd)	34	1
Number of Parking Spaces	**201**	**1**

2.6 PARKING SURVEYS

2.6.1 APPROACH

As indicated in the previous section, the extent of the study area was selected based on a reasonable walking distance to the subject site (maximum distance of around 250-300 metres – around 2-3 minutes' walk). In addition, the choice of study area takes into consideration the land use characteristics – it primarily consists of street sections with industrially zoned land except Colin Road which is predominantly residential (though surveys have revealed that most residents park within their properties). In addition to surveying the streets around the subject site, comprehensive parking surveys were also conducted around the North Road site, at critical times when events were held at that location. The reason for these surveys has been to establish reliable forecasts for the Margaret Street site – given that its future patronage will be largely drawn from the North Road site (and thus is expected to feature similar travel behaviour and parking / traffic generation characteristics). The areas subject to parking surveys are shown in Figure 4 (Margaret St Study Area) and Figure 5 (North Rd Study Area).

Figure 4: Margaret Street Study Area Covered by Parking Surveys (shaded yellow)
The green shaded area was surveyed but not included in the analysis of parking availability

As shown in Figure 4, the Margaret Street Study Area covered the following parking several nearby street sections:

- Margaret St – between Flora Rd and Price St
- Price St – between Carinish Rd and Edinburgh St
- Edinburgh St – between Colin Rd and Milgate St
- Carinish Rd – between Colin Rd and Milgate St
- Colin Rd – between Carinish Rd and Edinburgh St
- Milgate St – between Carinish Rd and Manton St

As previously indicated, in the 'Parking Inventory' section of this report, there are a total of 202 spaces available to the public in the study area, excluding 70 spaces in the residential section of Margaret Street (between Colin Road and Flora Road). The on-street parking spaces on the residential sector of Margaret Street (whilst surveyed) are not included in the analysis presented in this report as they service the residents of that street section. Thus, conservatively, no reliance has been placed on the availability of on-street parking spaces on the residential section of Margaret Street (east of Colin Road) for future patrons of the proposed place of assembly.

Figure 5: North Road Study Area Covered by Parking Surveys (shaded yellow)
The green shaded area was surveyed but not included in the analysis of parking availability

As shown in Figure 5, the North Road Study Area covered the following parking several nearby street sections and a public off-street carpark:

- North Rd service road – between Huntingdale Rd and Shafton St (36 spaces)
- Shafton St – between North Rd service road and Stafford St (14 spaces)
- Hume St – between Huntingdale Rd and Shafton St (47 spaces)
- Railway Ave – between Huntingdale Rd and Moller St (30 spaces)
- Stafford St – between Huntingdale Rd and Shafton St (42 spaces)
- No.1277 North Road – Council Carpark (17 spaces)
- Huntingdale Rd – between North Rd service road and Clifford St (53 spaces – NOT UTILISED IN ANALYSIS)

There are a total of 186 spaces available to the public in the North Road study area, excluding 53 spaces in the Huntingdale Rd shopping strip. The 186 spaces include 17 spaces located in the off-street carpark on the corner of the North Rd service road and Huntingdale Rd. The on-street parking spaces on Huntingdale Rd (whilst surveyed) are not included in the analysis presented in this report as they service a vibrant retail precinct. Thus, conservatively, no reliance has been placed on the availability of on-street parking spaces on Huntingdale Rd for future patrons of the proposed place of assembly.

2.6.2 TIMING OF PARKING SURVEYS

The parking surveys were undertaken over 4 separate days in the North Road Study area and for 4 days in the Margaret Street Study Area, as follows:

- Saturday 3 August between 9am to 9pm (both North Road and Margaret Street Study Areas) this represents a normal weekend day.
- Tuesday 6 August between 5pm to 10pm (both North Road and Margaret Street Study Areas) this represents a Holy Day event.
- Saturday 24 August between 9am to 9pm (North Road Study Area only) this represents a Festival Day.
- Thursday 29 August between 9am to 5pm (both North Road and Margaret Street Study Areas) this represents a normal weekday.
- Thursday 12 December between 11am and 2pm (Margaret Street Study Area only) this survey was done to validate parking conditions (against the 29 August survey) at the busiest time

The range of days chosen for the parking surveys has provided a unique opportunity to observe differences in parking demand with and without events at the existing SMK at the North Road site. The surveys were deliberately scheduled to start and finish an hour before and after the scheduled times for the respective celebrations at the North Road site; in order to accurately capture the baseline parking demand that is associated with the surrounding land uses and which is separate to the SMK activities.

Whilst no events are currently held at the Margaret Street site, the surveys at that location have enabled accurate measurements to be taken of the baseline parking demands around the Margaret Street site.

2.6.3 PARKING OCCUPANCY RESULTS OVERVIEW

The matter of most interest in conducting the parking surveys has been to establish spare on-street parking capacity particularly along non-residential frontages. In addition, the parking surveys around the North Road site (which is currently used by SMK / SMICC) provides a powerful empirical insight into parking generation characteristics when SMICC activities will transfer to the Margaret Street site. Table 2 summarises the key findings around the Margaret Street site. At that location there are no activities at present and thus the survey findings represent the normal background baseline demand that is associated with all other nearby existing land uses.

Table 2: Spare On-street Parking Capacity around Margaret Street Site

Survey Date	Future Proposed Patrons and Hours of Operation	Time of Peak Parking Demand	Unoccupied Parking Spaces in Study Area at Time of Peak Parking Demand
Tuesday 6 August	375 patrons Future Holy Day 6.30pm-8.30pm Tues	7.00pm	154
Tuesday 6 August	200 patrons 6.30pm – 8.30pm Mon & Wed to Fri	7.00pm	154
Thursday 29 August	100 patrons 10.30am – 6.30pm Mon to Fri	12.00noon	85
Thursday 12 December	100 patrons 10.30am – 6.30pm Mon to Fri	1.00pm	90
Saturday 3 August	100 patrons Non-Festival Day 10.30am – 8.00pm Sat and Sun	12.00noon	126
Saturday 3 August	375 patrons Future Festival Day 10.00am – 8.30pm Sat and Sun	12.00noon	126

A summary of key findings around the North Road site is provided in Table 3 (which reflects parking demand on ordinary weekdays and weekends as well as a Holy Tuesday and a Festival Day).

Table 3: Parking Demand & Patrons Visting Cultural Centre at North Road & Spare On-street Parking Capacity

Survey Date	Time of Peak Parking Demand	Observed Number of Patrons at Cultural Centre	Unoccupied Parking Spaces in Study Area at Time of Peak Parking Demand
Tuesday 6 August (Holy Tuesday)	7.00 pm	450	51
Saturday 3 August (Normal Weekend)	12.00 noon	100	102
Saturday 24 August (Festival Day)	7.00 pm	320	54
Thursday 29 August (Normal Weekday)	1.00pm	25	72

More detail on the parking dynamics in each street within the Margaret Street Study Area, on each of the survey days, is provided in the images on the following pages.

The overall fluctuating parking occupancy of the 202 parking spaces in the full Margaret Street Study Area (where parking is unaffected by any activity on the subject site) is shown in Figure 6 (normal Tuesday), Figure 13 (normal weekday – Thursday) and Figure 20 (normal Saturday). A comparison has also been made between the weekday parking utilisation on Thursday 29 August and Thursday 12 December (Figure 27). The figure highlights the similarity in parking occupancy – though the December parking demand was slightly lower and there were 90 unoccupied parking spaces at the busiest time compared with 85 unoccupied parking spaces in the August survey. Other figures show fluctuating occupancy by individual streets.

The fluctuating parking occupancy of the 186 parking spaces in the North Road Study Area is shown in Figure 28 (Holy Tuesday), Figure 29 (normal weekday), Figure 30 (normal Saturday) and Figure 31 (Festival Saturday).

2.6.4 PARKING OCCUPANCY GRAPHS – MARGARET STREET AREA

Spaces (number)	Occupancy - 202 Spaces Available to the Public in Study Area on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	116	132	153	155	154	158	160	160	164	168	173
Occupied	86	70	49	47	48	44	42	42	38	34	29

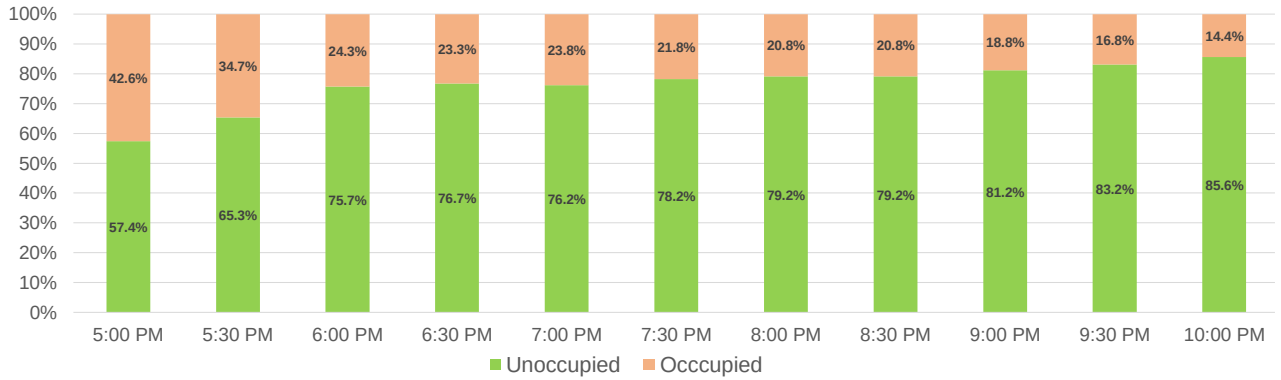

Figure 6: NORMAL WEEKDAY: Parking Occupancy Fluctuation in Margaret St study area on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 22 Spaces Available to the Public on Margaret Street on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	10	12	16	16	16	16	16	16	16	16	20
Occupied	12	10	6	6	6	6	6	6	6	6	2

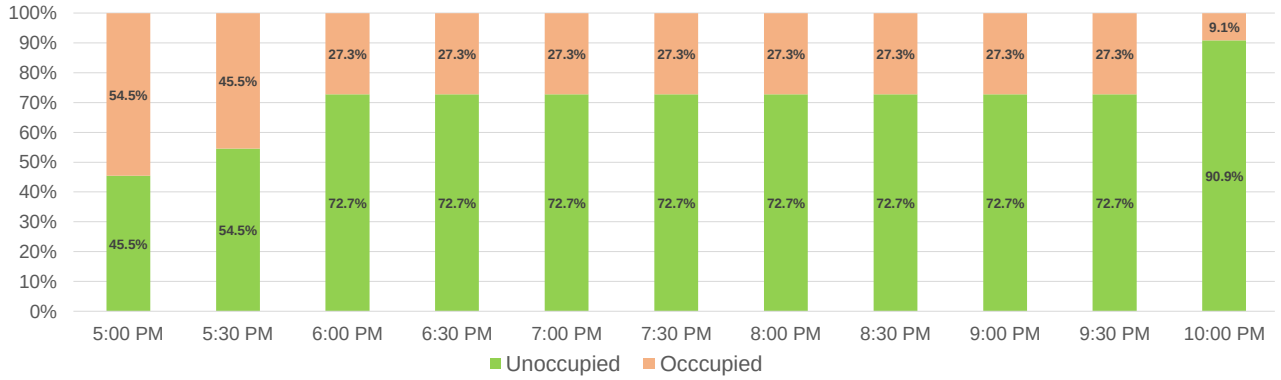

Figure 7: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Margaret Street on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 44 Spaces Available to the Public on Colin Road on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	32	35	38	38	38	40	39	37	37	37	37
Occupied	12	9	6	6	6	4	5	7	7	7	7

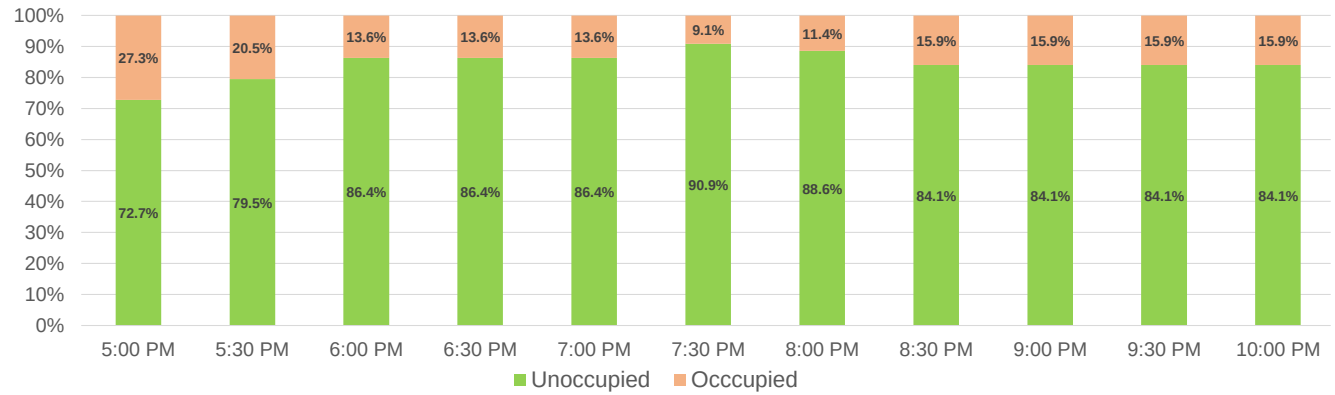

Figure 8: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Colin Road on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 34 Spaces Available to the Public on Price Street on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	12	17	25	27	27	27	28	29	30	32	32
Occupied	22	17	9	7	7	7	6	5	4	2	2

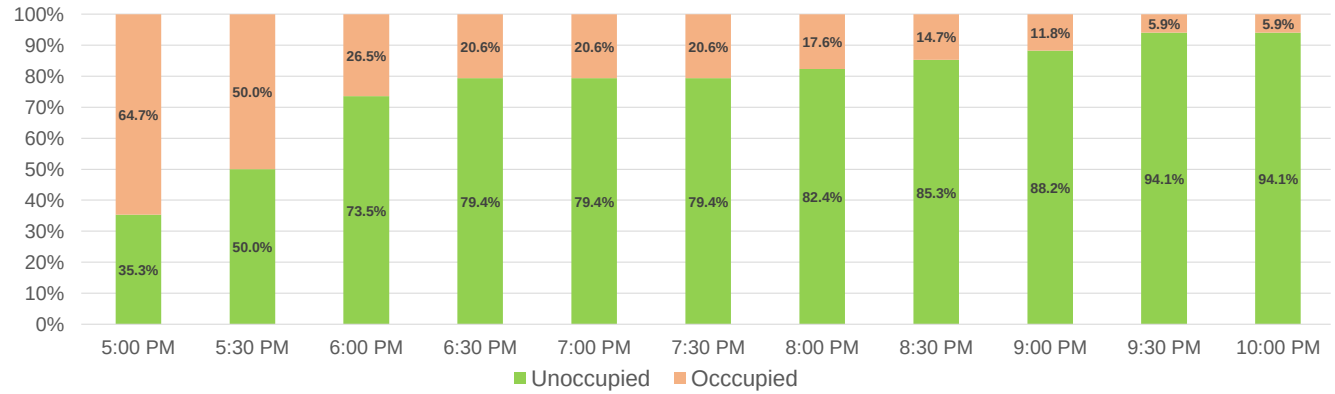

Figure 9: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Price Street on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 44 Spaces Available to the Public on Edinburgh Street on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	20	25	30	30	31	31	33	33	33	34	34
Occupied	24	19	14	14	13	13	11	11	11	10	10

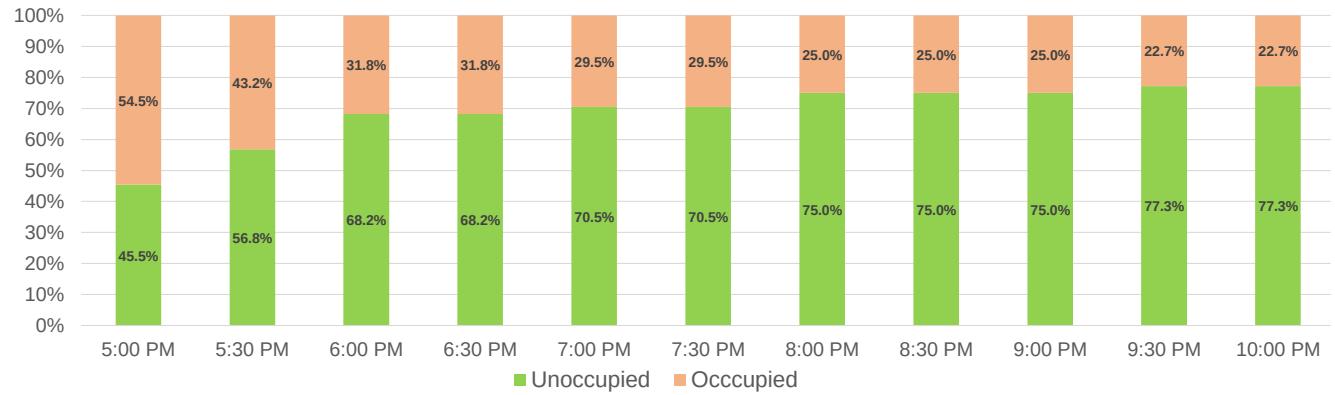

Figure 10: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Edinburgh Street on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 23 Spaces Available to the Public on Milgate Street on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	19	19	20	19	17	17	16	16	16	16	16
Occupied	4	4	3	4	6	6	7	7	7	7	7

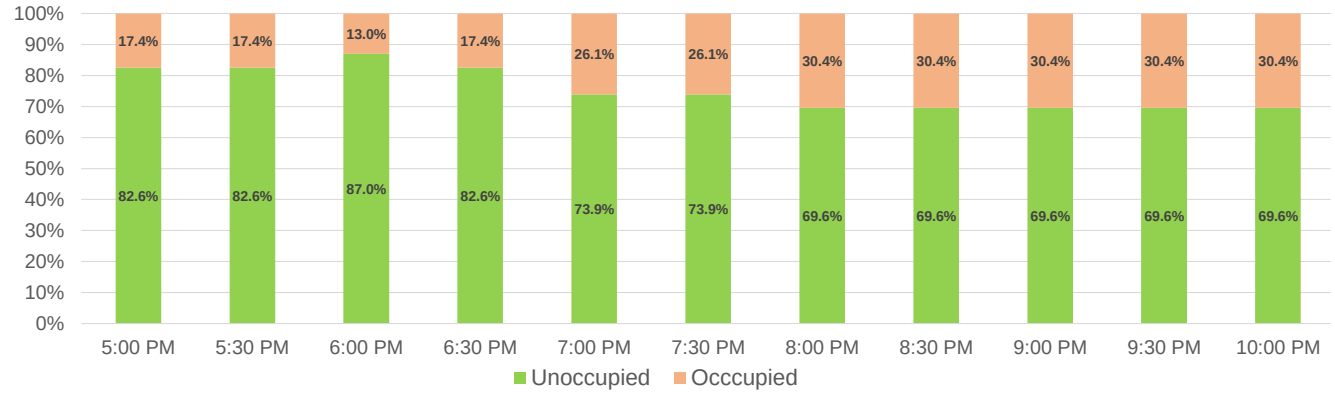

Figure 11: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Milgate Street on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 35 Spaces Available to the Public on Carinish Road on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	23	24	24	25	25	27	28	29	32	33	34
Occupied	12	11	11	10	10	8	7	6	3	2	1

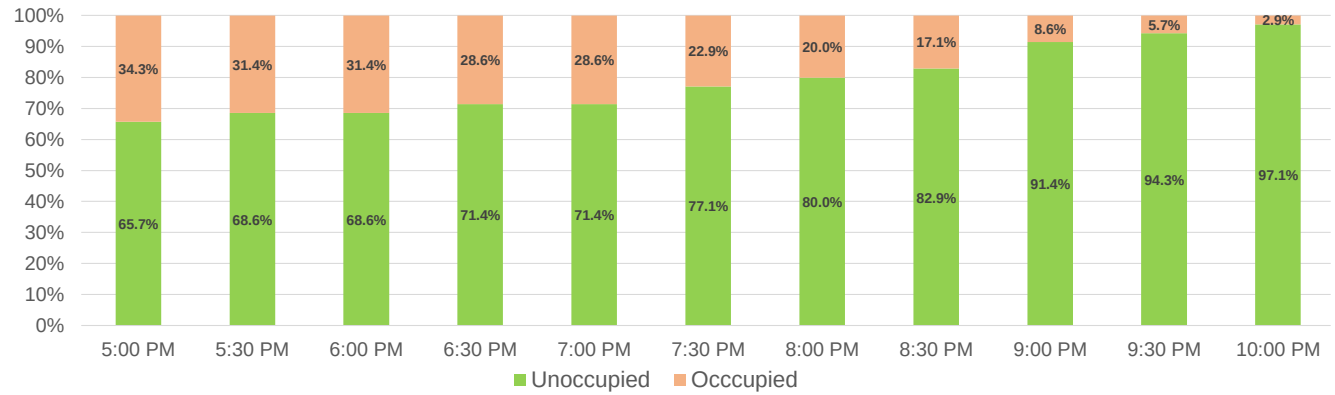

Figure 12: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Carinish Road on Tuesday 6 August 2024 (5.00pm-10.00pm)
(concurrently – Holy Tuesday celebrations occurring at nearby North Rd venue)

Spaces (number)	Occupancy - 202 Spaces Available to the Public in Study Area on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	87	89	91	85	88	90	99	109	120
Occupied	115	113	111	117	114	112	103	93	82

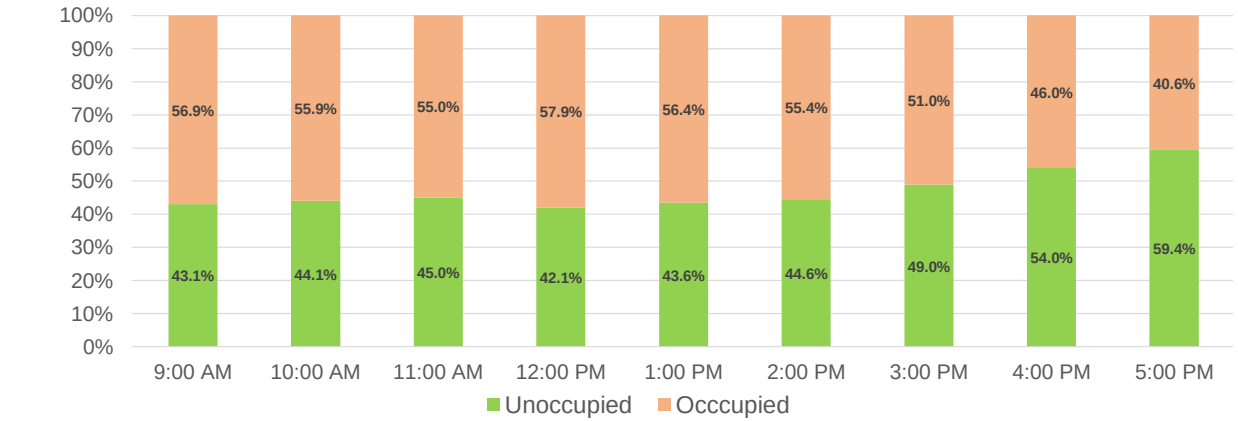

Figure 13: NORMAL WEEKDAY: Parking Occupancy Fluctuation in Margaret St study area on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 22 Spaces Available to the Public on Margaret Street on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	7	8	9	9	10	9	9	10	10
Occupied	15	14	13	13	12	13	13	12	12

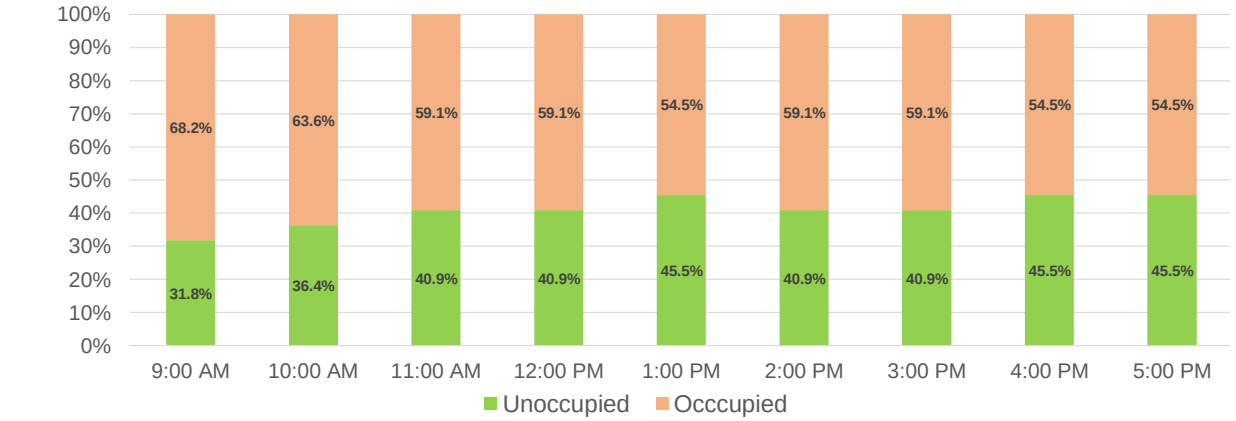

Figure 14: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Margaret Street on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 44 Spaces Available to the Public on Colin Road on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	34	37	37	38	38	37	35	34	32
Occupied	10	7	7	6	6	7	9	10	12

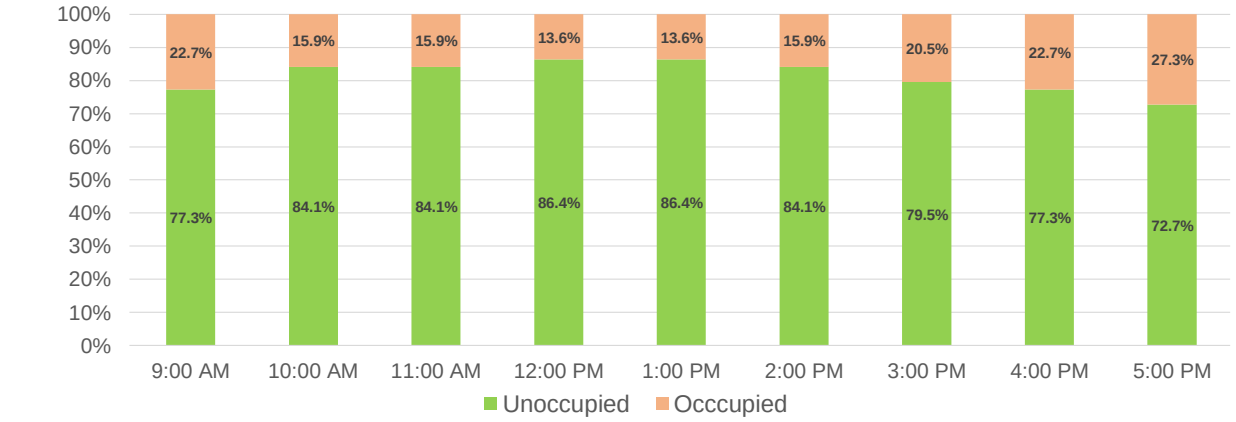

Figure 15: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Colin Road on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 34 Spaces Available to the Public on Price Street on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	12	10	11	9	10	11	12	12	13
Occupied	22	24	23	25	24	23	22	22	21

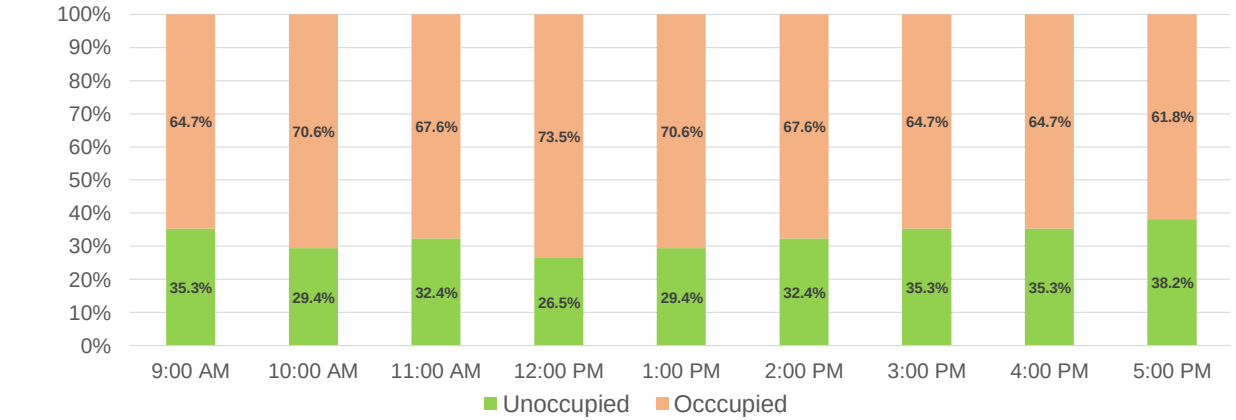

Figure 16: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Price Street on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 44 Spaces Available to the Public on Edinburgh Street on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	10	9	7	2	3	4	11	16	22
Occupied	34	35	37	42	41	40	33	28	22

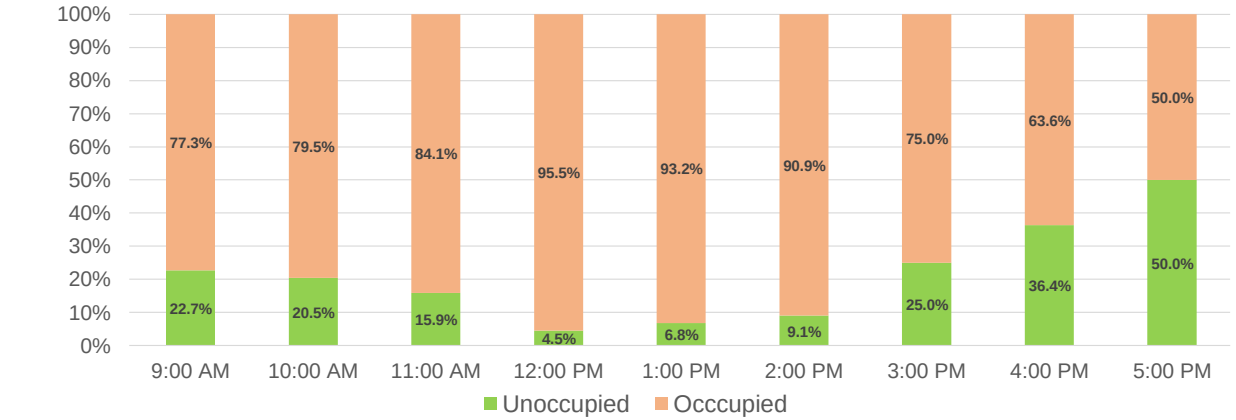

Figure 17: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Edinburgh Street on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 23 Spaces Available to the Public on Milgate Street on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	10	10	9	8	9	9	11	15	19
Occupied	13	13	14	15	14	14	12	8	4

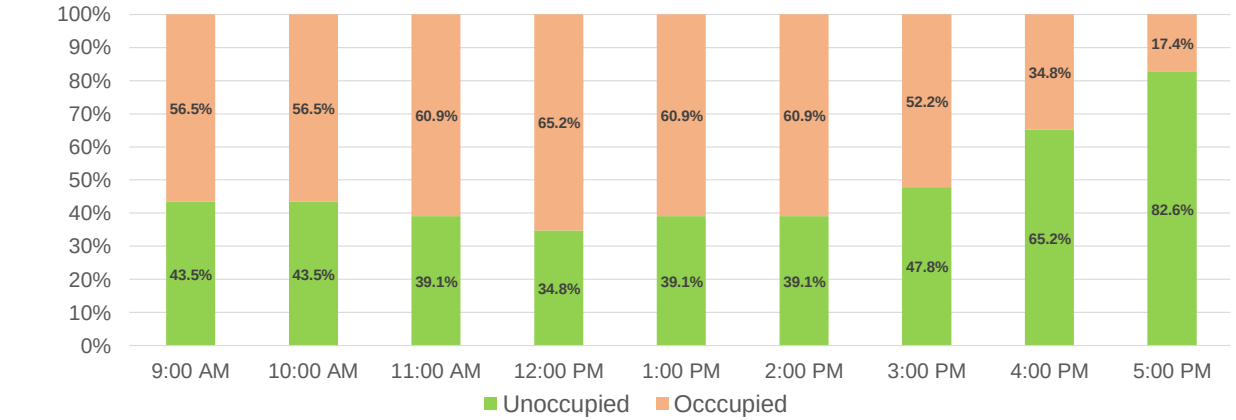

Figure 18: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Milgate Street on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 35 Spaces Available to the Public on Carinish Road on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	14	15	18	19	18	20	21	22	24
Occupied	21	20	17	16	17	15	14	13	11

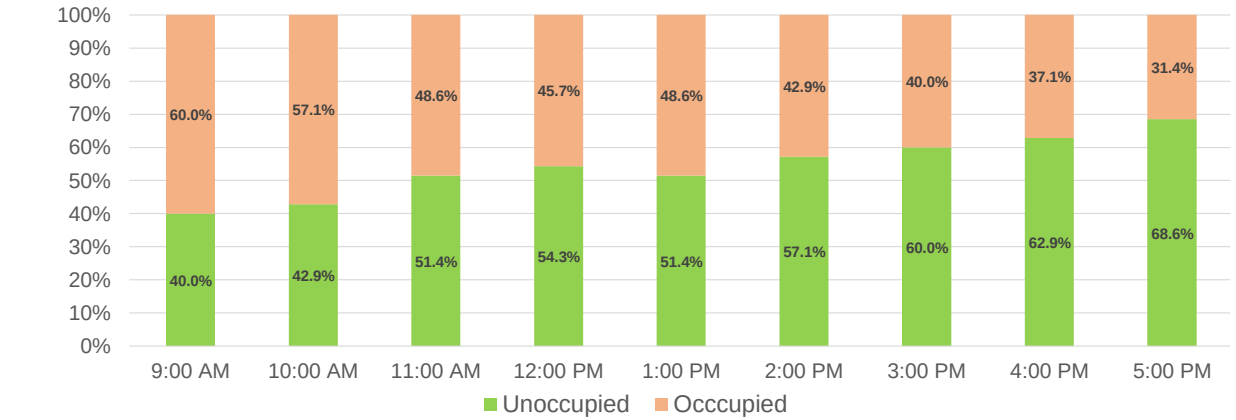

Figure 19: NORMAL WEEKDAY: Parking Occupancy Fluctuation on Carinish Road on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 202 Spaces Available to the Public in Study Area on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	133	132	131	126	128	131	140	148	157	169	174	176	178
Occupied	69	70	71	76	74	71	62	54	45	33	28	26	24

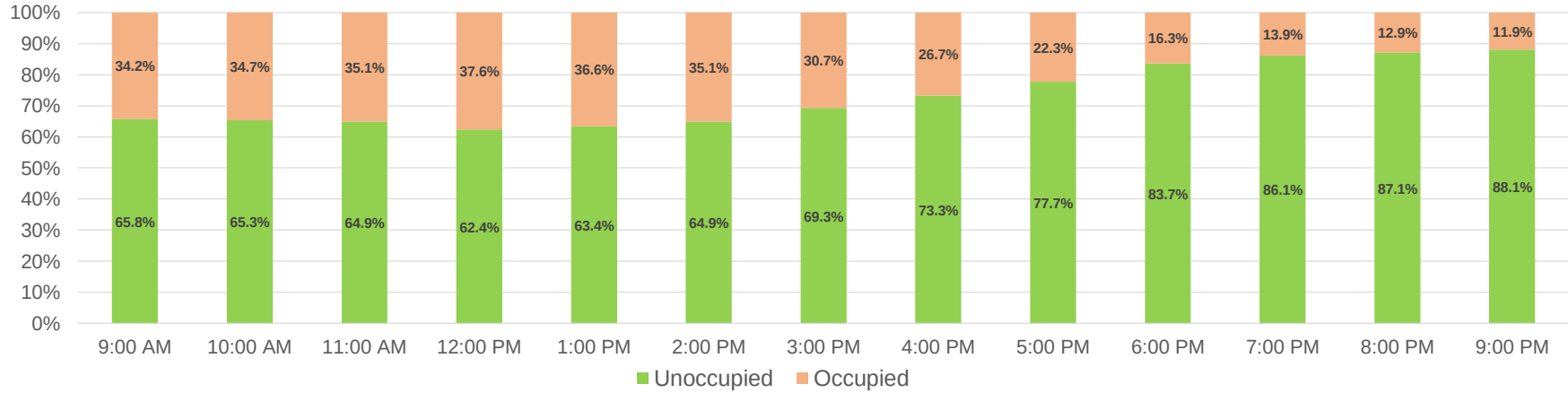

Figure 20: NORMAL SATURDAY: Parking Occupancy Fluctuation in Margaret St study area on Saturday 3 August 2024 (9.00am-9.00pm)

Spaces (number)	Occupancy - 22 Spaces Available to the Public on Margaret Street on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	13	13	12	11	12	14	14	15	15	16	16	16	16
Occupied	9	9	10	11	10	8	8	7	7	6	6	6	6

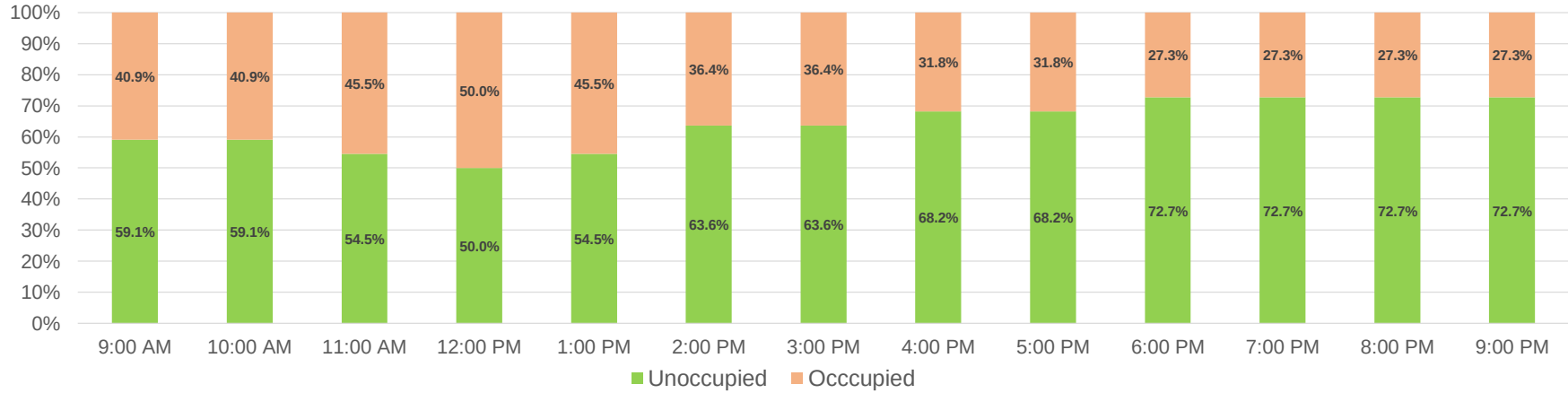

Figure 21: NORMAL SATURDAY: Parking Occupancy Fluctuation on Margaret Street on Saturday 3 August 2024 (9.00am-9.00pm)

Spaces (number)	Occupancy - 44 Spaces Available to the Public on Colin Road on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	38	38	37	37	37	36	37	38	38	39	40	40	40
Occupied	6	6	7	7	7	8	7	6	6	5	4	4	4

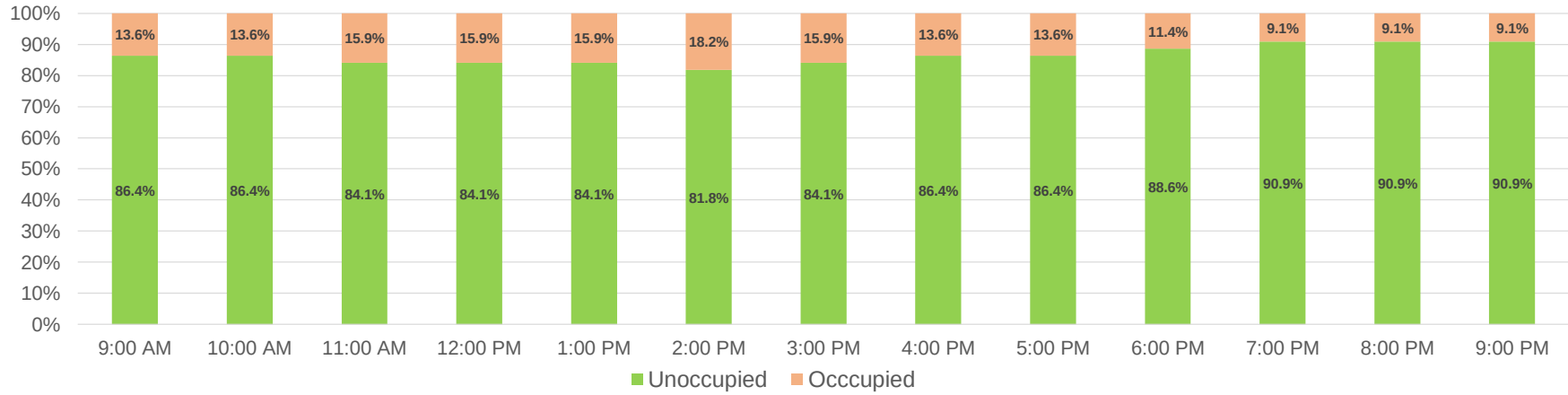

Figure 22: NORMAL SATURDAY: Parking Occupancy Fluctuation on Colin Road on Saturday 3 August 2024 (9.00am-9.00pm)

Spaces (number)	Occupancy - 34 Spaces Available to the Public on Price Street on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	21	20	19	17	17	13	17	19	25	32	32	32	31
Occupied	13	14	15	17	17	21	17	15	9	2	2	2	3

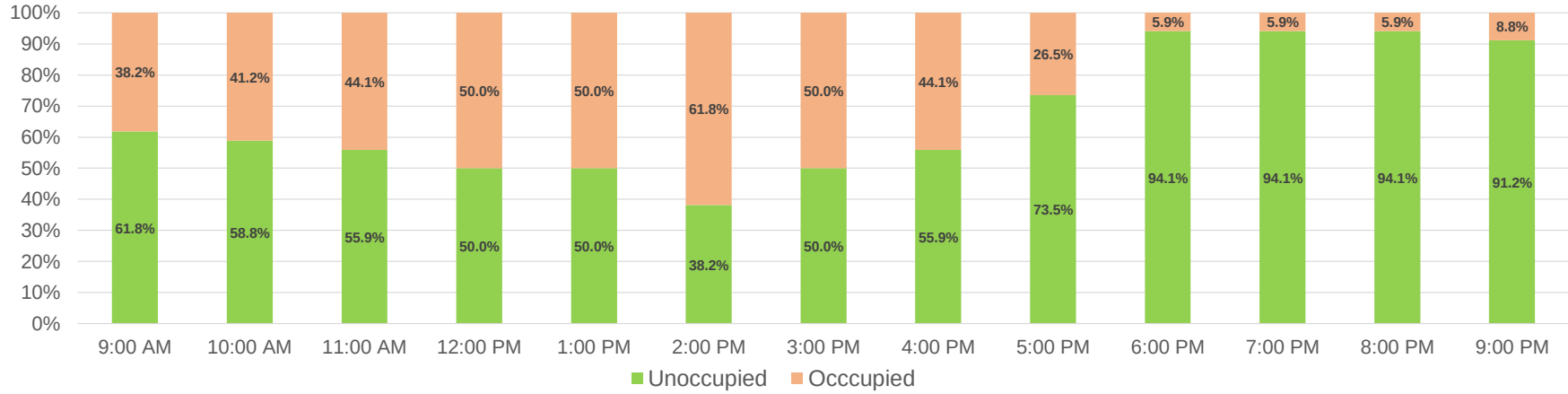

Figure 23: NORMAL SATURDAY: Parking Occupancy Fluctuation on Price Street on Saturday 3 August 2024 (9.00am-9.00pm)

Occupancy - 44 Spaces Available to the Public on Edinburgh Street on Saturday 3 August													
Spaces (number)	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	20	20	22	19	19	20	23	27	29	32	34	35	37
Occupied	24	24	22	25	25	24	21	17	15	12	10	9	7

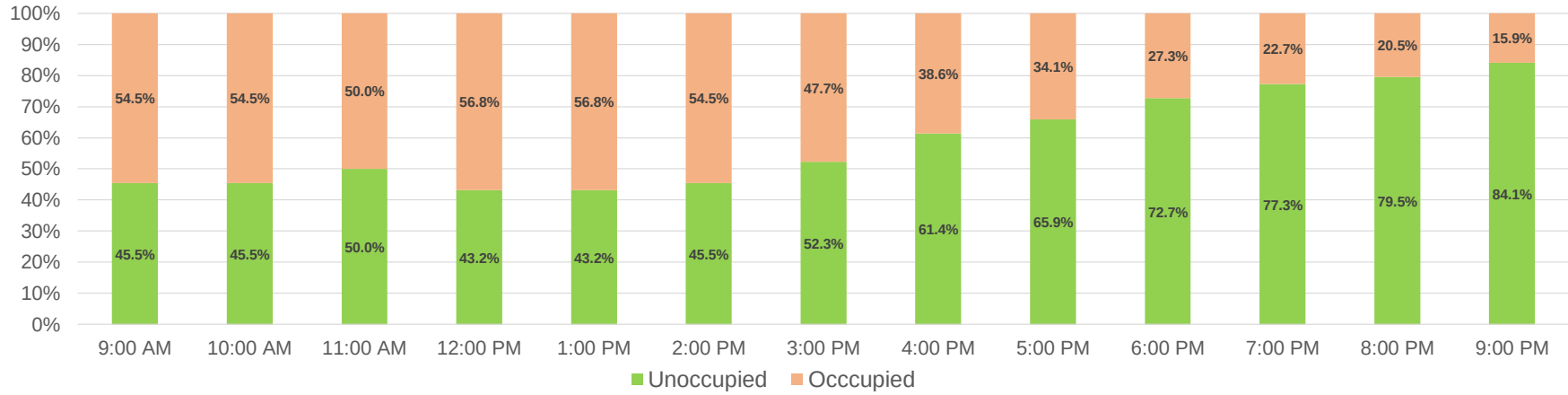

Figure 24: NORMAL SATURDAY: Parking Occupancy Fluctuation on Edinburgh Street on Saturday 3 August 2024 (9.00am-9.00pm)

Occupancy - 23 Spaces Available to the Public on Milgate Street on Saturday 3 August													
Spaces (number)	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	20	20	19	19	19	20	20	20	21	21	21	21	21
Occupied	3	3	4	4	4	3	3	3	2	2	2	2	2

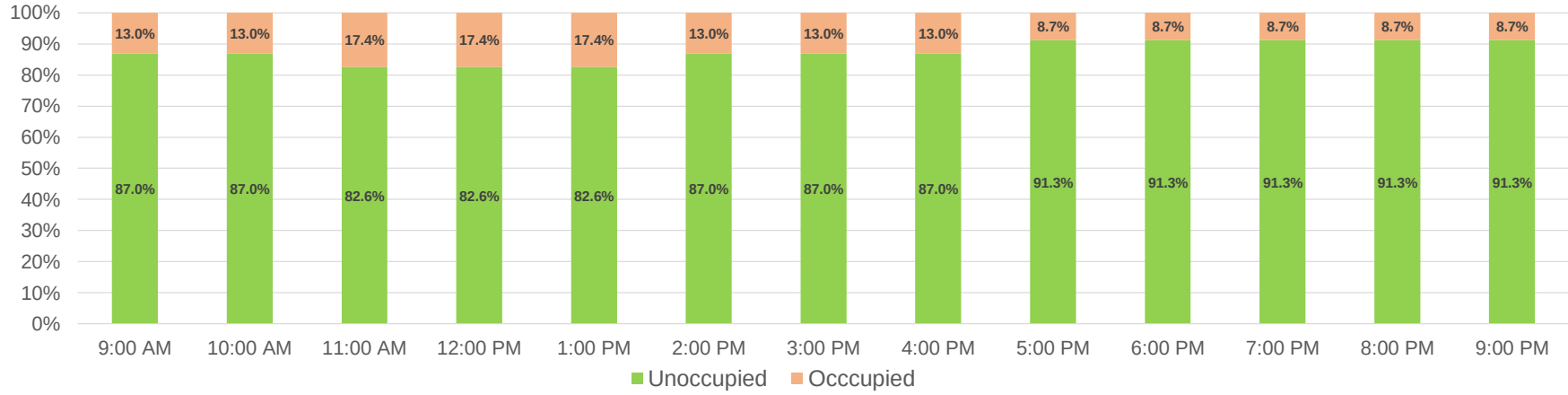

Figure 25: NORMAL SATURDAY: Parking Occupancy Fluctuation on Milgate Street on Saturday 3 August 2024 (9.00am-9.00pm)

Spaces (number)	Occupancy - 35 Spaces Available to the Public on Carinish Road on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	21	21	22	23	24	28	29	29	29	29	31	32	33
Occupied	14	14	13	12	11	7	6	6	6	6	4	3	2

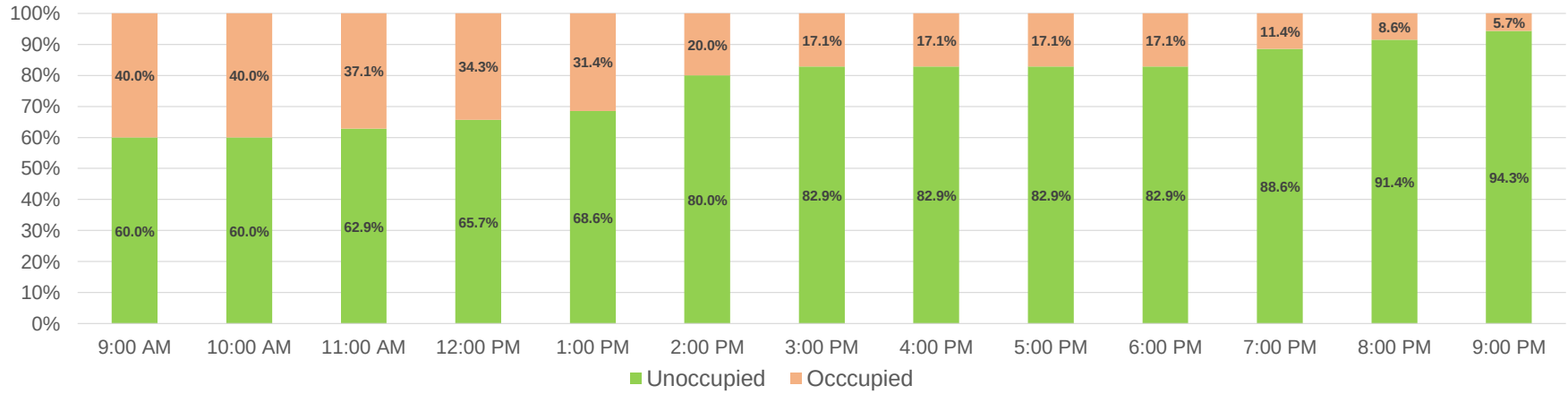

Figure 26: NORMAL SATURDAY: Parking Occupancy Fluctuation on Carinish Road on Saturday 3 August 2024 (9.00am-9.00pm)

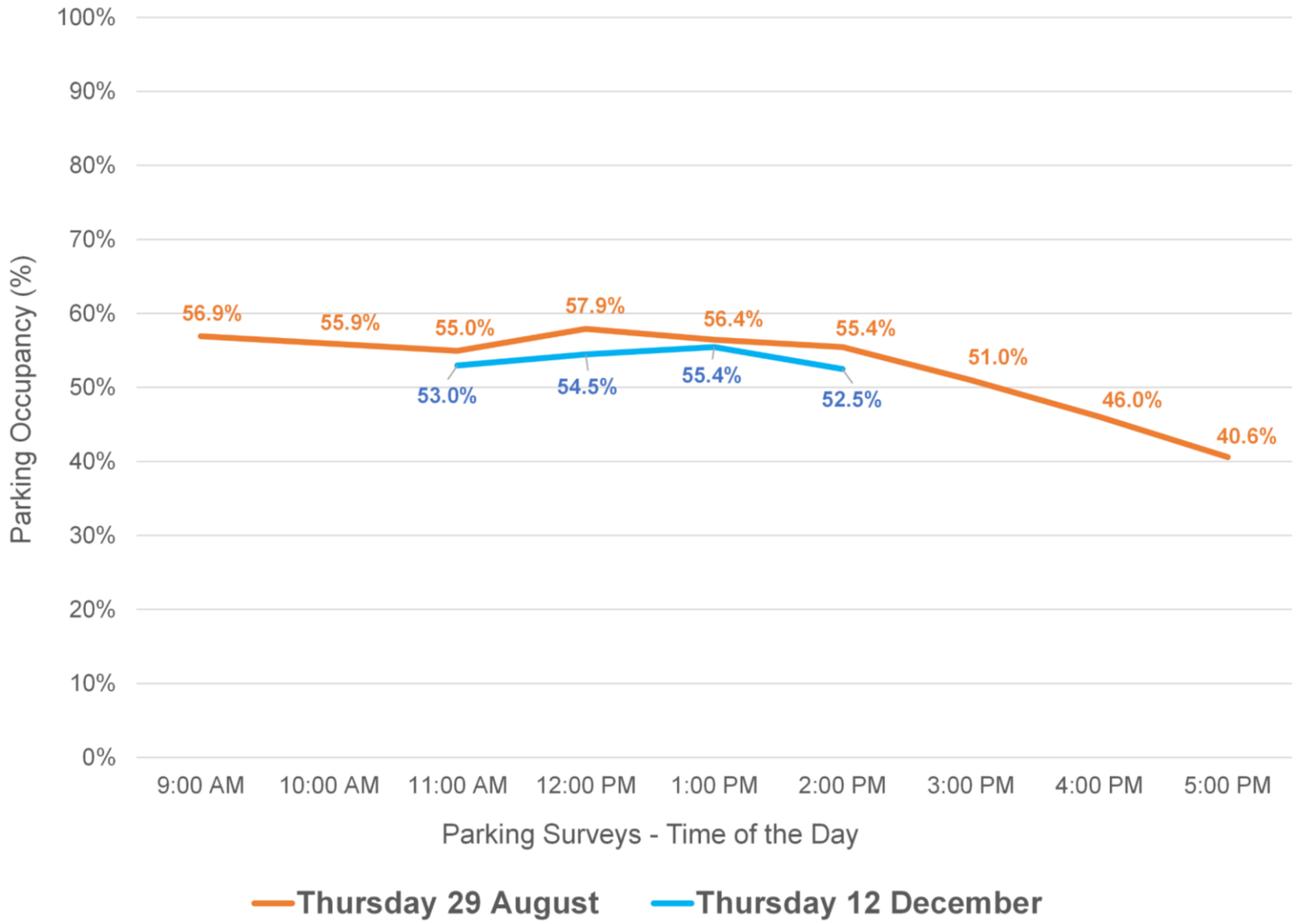

Figure 27: NORMAL WEEKDAY: Comparison of Parking Occupancy Fluctuation in Margaret St study area on Thursday 29 August 2024 (9.00am-5.00pm) and Thursday 12 December 2024 (11.00am-2.00pm)

2.6.5 PARKING OCCUPANCY GRAPHS – NORTH ROAD AREA

Spaces (number)	Occupancy - 186 Spaces Available to the Public in Study Area on Tuesday 6 August										
	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
Unoccupied	118	108	64	54	44	45	48	59	76	140	149
Occupied	68	78	122	132	142	141	138	127	110	46	37

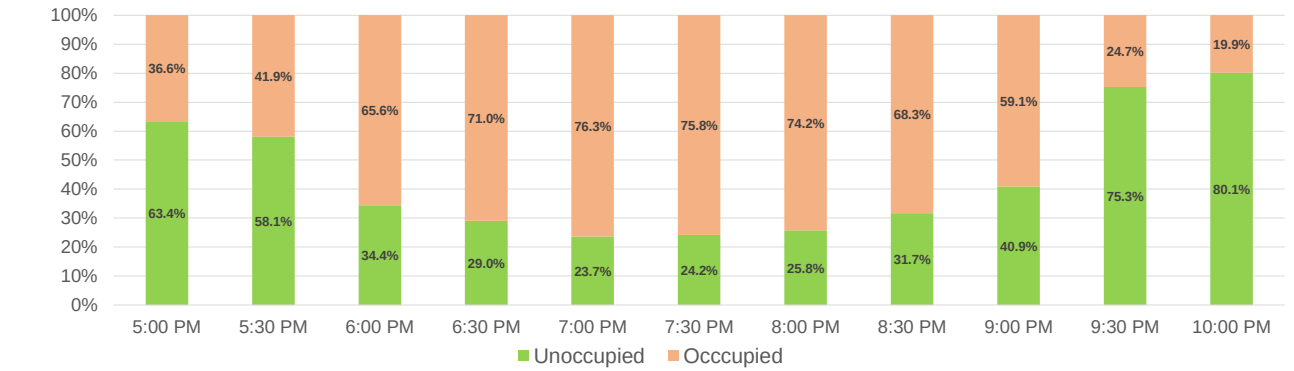

Figure 28: HOLY TUESDAY CELEBRATION DAY: Parking Occupancy Fluctuation in North Rd study area on Tuesday 6 August 2024 (5.00pm-10.00pm)

Spaces (number)	Occupancy - 186 Spaces Available to the Public in Study Area on Thursday 29 August								
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Unoccupied	91	84	75	71	65	73	78	95	114
Occupied	95	102	111	115	121	113	108	91	72

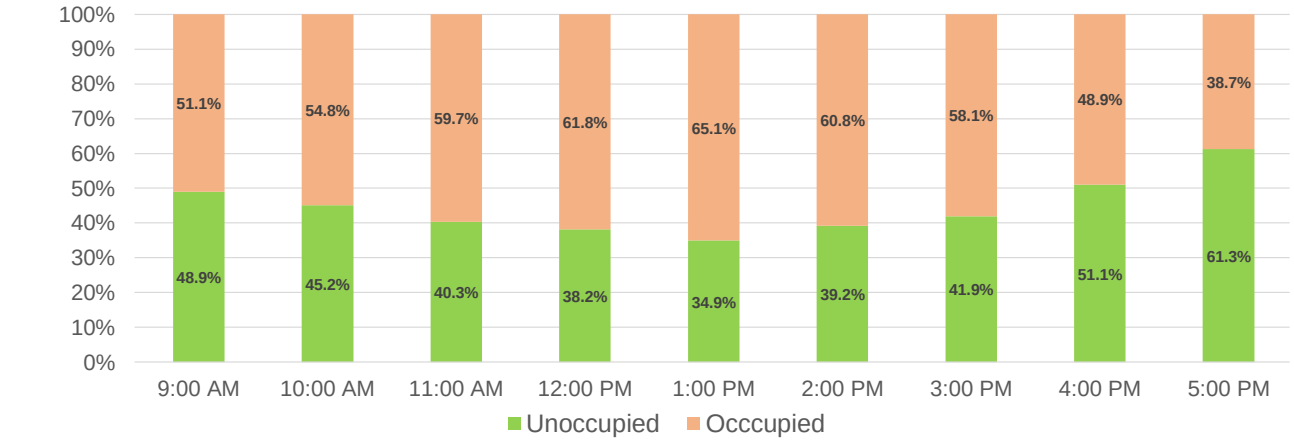

Figure 29: NORMAL WEEKDAY: Parking Occupancy Fluctuation in North Rd study area on Thursday 29 August 2024 (9.00am-5.00pm)

Spaces (number)	Occupancy - 186 Spaces Available to the Public in Study Area on Saturday 3 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	154	141	112	95	102	121	116	123	127	120	109	122	145
Occupied	32	45	74	91	84	65	70	63	59	66	77	64	41

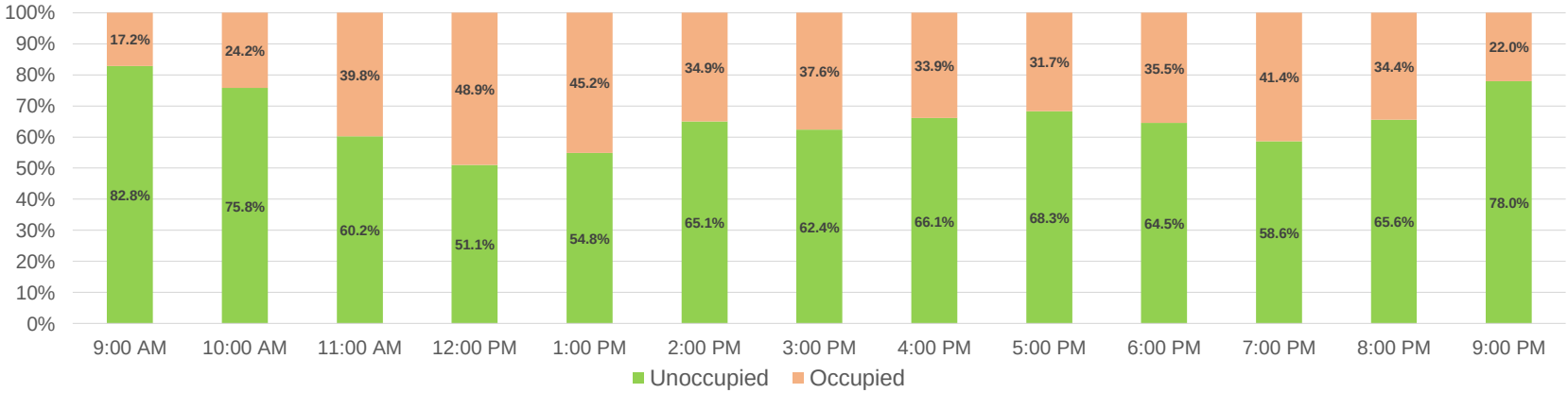

Figure 30: NORMAL SATURDAY: Parking Occupancy Fluctuation in North Rd study area on Saturday 3 August 2024 (9.00am-9.00pm)

Spaces (number)	Occupancy - 186 Spaces Available to the Public in Study Area on Saturday 24 August												
	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Unoccupied	152	136	117	96	90	103	106	111	90	50	47	54	125
Occupied	34	50	69	90	96	83	80	75	96	136	139	132	61

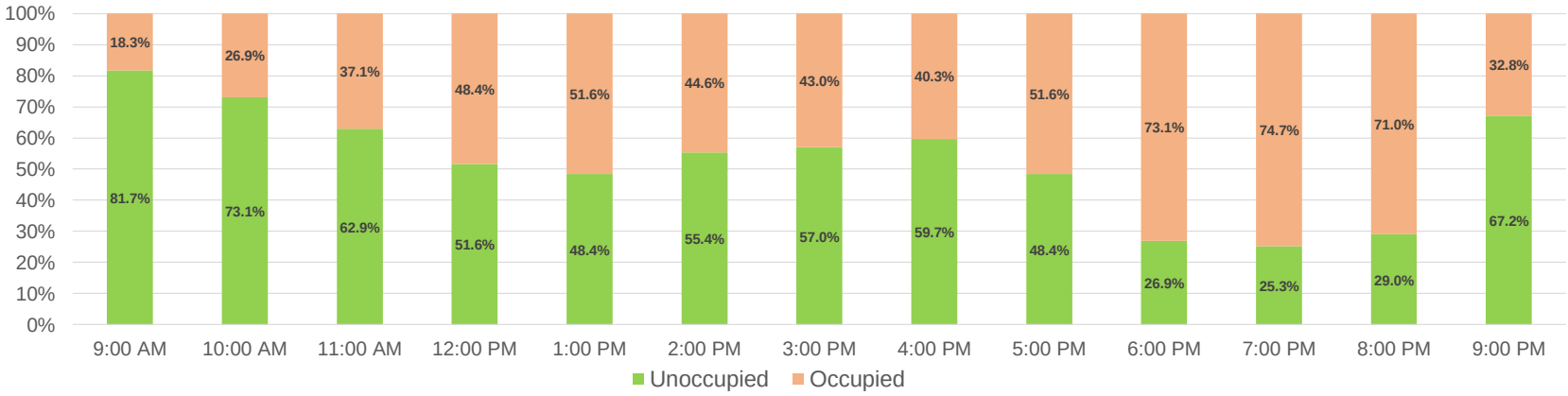

Figure 31: FESTIVAL CELEBRATION DAY: Parking Occupancy Fluctuation in North Rd study area on Saturday 24 August 2024 (9.00am-9.00pm)

Images that are representative of on-street parking demands, on all of the surveyed days, are shown in section 2.7 (Margaret Street) and section 2.8 (North Road).

2.7 PARKING IMAGES – MARGARET STREET

Typical parking conditions around the study area surrounding 4 Margaret Street, Oakleigh South (as observed in August 2024 on a Tuesday, Thursday and Saturday) are shown in the images that follow. Emphasis was placed on showing parking conditions in the study area at the times with peak parking demand – namely, 5.00pm on Tuesday 6 August, 12 noon on Thursday 29 August and 12 noon on Saturday 3 August. Additional photos of other times are also shown.

2.7.1 TUESDAY 6 AUGUST

Figure 32: Tuesday 6 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Margaret St between Price St & Colin Rd (looking east from Price St) circa 5.05pm
Right image: Price St between Carinish Rd & Margaret St (looking north from Carinish Rd) circa 5.10pm

Figure 33: Tuesday 6 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Milgate St between Edinburgh St & Manton Rd (looking north from Edinburgh St) circa 5.15pm
Right image: Edinburgh St between Price St & Milgate St (looking west from Price St) circa 5.20pm

Figure 34: Tuesday 6 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Carinish Rd north side between Milgate St & Price St (looking northwest from Price St) circa 5.35pm
Right image: Margaret St between Price St & Colin Rd (looking west from Colin Rd) circa 5.40pm

Figure 35: Tuesday 6 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Colin Rd between Margaret St & Edinburgh St (looking north from Margaret St) circa 5.45pm
Right image: Edinburgh St between Colin Rd & Milgate St (looking west from Colin Rd) circa 5.50pm

2.7.2 THURSDAY 29 AUGUST

Figure 36: Thursday 29 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Margaret St between Colin Rd & Price St (looking west from Colin Rd) circa 12.50pm
Right image: Margaret St between Colin Rd & Price St (looking west from Colin Rd) circa 1.00pm

Figure 37: Thursday 29 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Colin Rd between Margaret St & Carinish Rd (looking south from Margaret St) circa 12.55pm
Right image: Colin Rd between Edinburgh St & Margaret St (looking south from Edinburgh St) circa 11.05am

Figure 38: Thursday 29 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Edinburgh St between Colin Rd & Price St (looking west from Colin Rd) circa 11.10am
Right image: Margaret St between Colin Rd & Price St (looking east from Price St) circa 11.55am

Figure 39: Thursday 29 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Milgate St between Edinburgh St & Carnish Rd (looking south from Edinburgh St) circa 12.05pm
Right image: Colin Rd between Edinburgh St & Margaret St (looking south from Edinburgh St) circa 1.15pm

2.7.3 SATURDAY 3 AUGUST

Figure 40: Saturday 3 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Margaret St between Price St & Colin Rd (looking east from Price St) circa 11.05am
Right image: Margaret St between Price St & Colin Rd (looking west from Colin Rd) circa 11.15am

Figure 41: Saturday 3 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Price St between Edinburgh St & Margaret St (looking south from Edinburgh St) circa 10.40am
Right image: Milgate St between Manton Rd & Carinish Rd (looking south from Manton Rd) circa 10.50am

Figure 42: Saturday 3 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Colin Rd between Alice St & Margaret St (looking north from Alice St) circa 10.55am
Right image: Carinish Rd between Price St & Colin Rd (looking east from Price St) circa 11.05am

Figure 43: Saturday 3 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Edinburgh St between Milgate St & Colin Rd (looking east from Milgate St) circa 2.10pm
Right image: Margaret St between Price St & Colin Rd (looking east from Price St) circa 5.30pm

Figure 44: Saturday 3 August 2024 – Parking Occupancy around 4 Margaret Street
Left image: Milgate St between Manton Rd & Edinburgh St (looking south from Manton Rd) circa 10.20am
Right image: Colind Rd between Margaret St & Carinish Rd (looking south from Margaret St) circa 10.55am

2.8 PARKING IMAGES – NORTH ROAD

Typical parking conditions around the Study Area surrounding 1289 North Road, Huntingdale (as observed in August 2024 on a Tuesday, Thursday and two Saturdays) are shown in the images that follow. Emphasis was placed on showing parking conditions in the study area at the times with peak parking demand – namely, 7.00pm on Tuesday 6 August, 1.00pm on Thursday 29 August, 12 noon on Saturday 3 August and 7.00pm on Saturday 24 August. Additional photos of other times are also shown.

2.8.1 TUESDAY 6 AUGUST

Figure 45: Tuesday 6 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 7.05pm
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 7.15pm

Figure 46: Tuesday 6 August 2024 – Parking Occupancy around 1289 North Road
Left image: Shafton St between North Rd Service Rd & Hume St (looking south from Hume St) circa 6.40pm
Right image: Hume St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 6.20pm

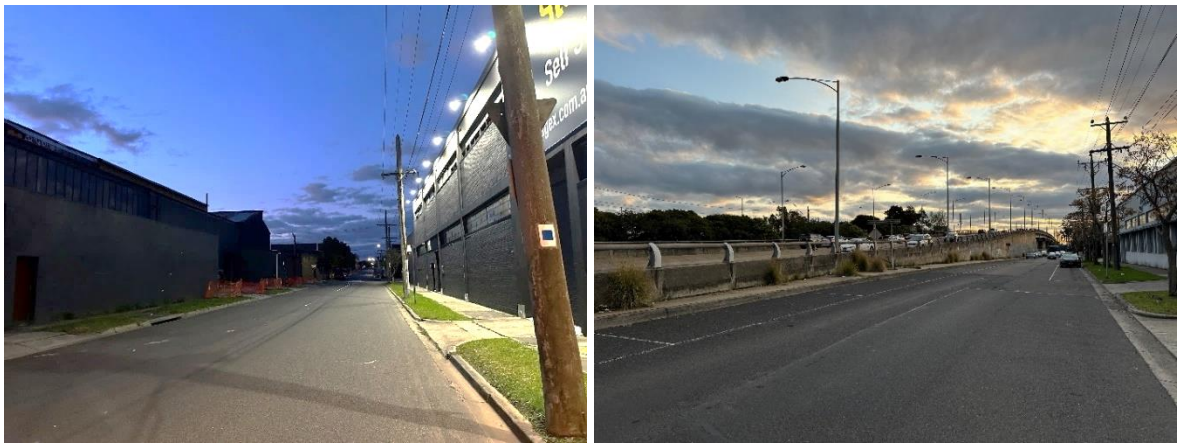

Figure 47: Tuesday 6 August 2024 – Parking Occupancy around 1289 North Road
Left image: Shafton St between North Rd Service Rd & Hume St (looking north from North Rd Service Rd) circa 6.00pm
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 5.00pm

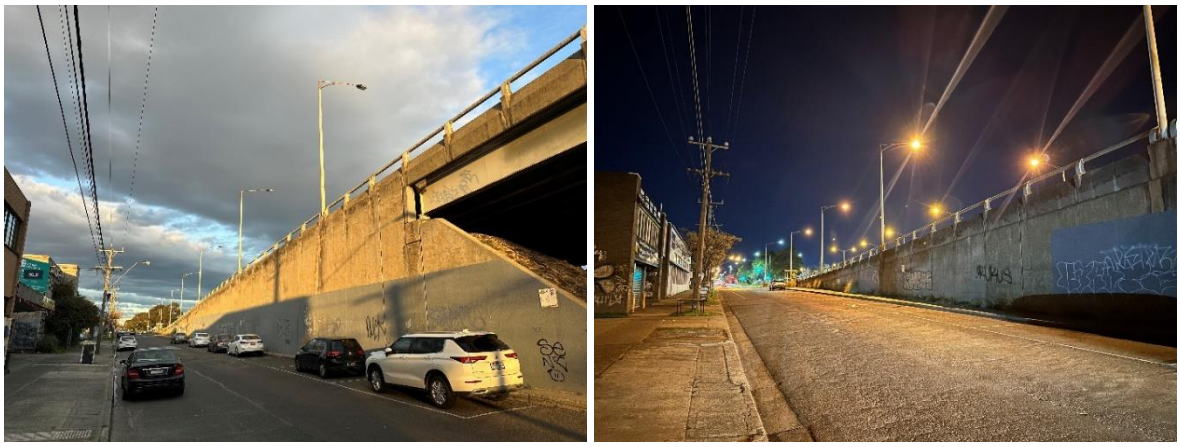

Figure 48: Tuesday 6 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 5.20pm
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 10.00pm

2.8.2 THURSDAY 29 AUGUST

Figure 49: Thursday 29 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 11.45am
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 12.10pm

Figure 50: Thursday 29 August 2024 – Parking Occupancy around 1289 North Road
Left image: Hume St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 12.10pm
Right image: Stafford St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 12.15pm

Figure 51: Thursday 29 August 2024 – Parking Occupancy around 1289 North Road
Left image: Council Carpark at Huntingdale Rd circa 12.35pm
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 12.40pm

Figure 52: Thursday 29 August 2024 – Parking Occupancy around 1289 North Road
Left image: Hume St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 11.05am
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 11.20am

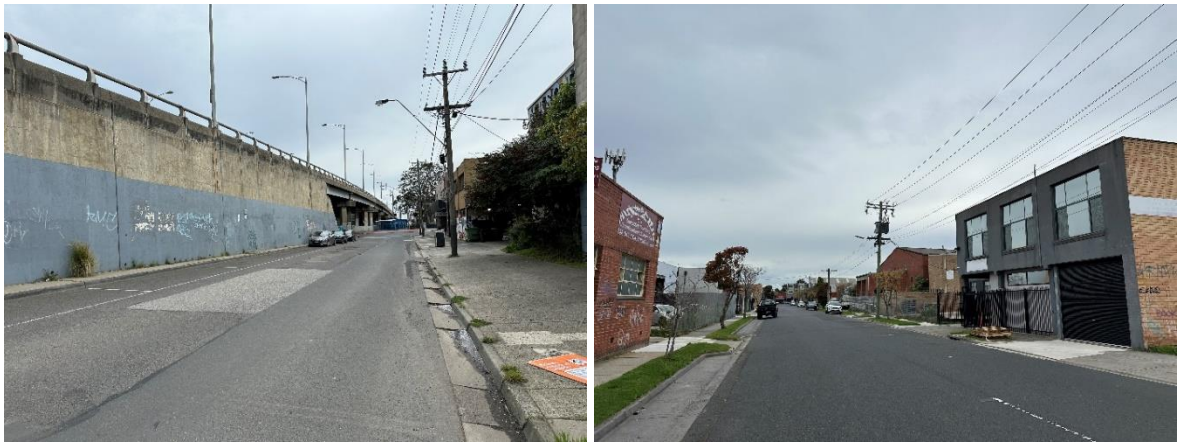

Figure 53: Thursday 29 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 2.30pm
Right image: Stafford St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 3.10pm

2.8.3 SATURDAY 3 AUGUST

Figure 54: Saturday 3 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 11.45am
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 11.50am

Figure 55: Saturday 3 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 11.55am
Right image: Council Carpark at Huntingdale Rd circa 11.55am

Figure 56: Saturday 3 August 2024 – Parking Occupancy around 1289 North Road
Left image: Shafton St between North Rd Service Rd & Stafford St (looking north from North Rd Service Rd) circa 12.00pm
Right image: Hume St between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 12.00pm

Figure 57: Saturday 3 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 1.40pm
Right image: Stafford St between Shafton St & Huntingdale Rd (looking west from Shafton St) circa 2.15pm

2.8.4 SATURDAY 24 AUGUST

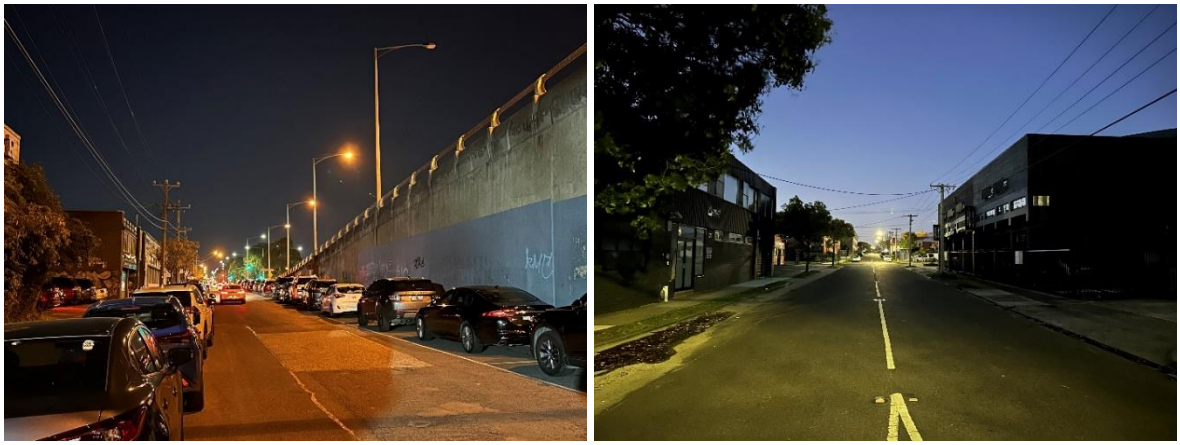

Figure 58: Saturday 24 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 6.55pm
Right image: Shafton St between Hume St & Stafford St (looking north from Hume St) circa 7.00pm

Figure 59: Saturday 24 August 2024 – Parking Occupancy around 1289 North Road
Left image: Stafford St between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 6.40pm
Right image: Hume St between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 6.45pm

Figure 60: Saturday 24 August 2024 – Parking Occupancy around 1289 North Road
Left image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 12.05pm
Right image: Hume St between Huntingdale Rd & Shafton St (looking east from Huntingdale Rd) circa 2.20pm

Figure 61: Saturday 24 August 2024 – Parking Occupancy around 1289 North Road
Left image: Stafford St between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 2.30pm
Right image: North Rd Service Rd between Huntingdale Rd & Shafton St (looking west from Shafton St) circa 8.35pm

3 PARKING CONSIDERATIONS

3.1 STATUTORY CAR PARKING REQUIREMENT

The standard Monash Planning Scheme statutory parking rate is found under Table 1 in Clause 52.06-5 of the Planning Scheme, which sets out a rate of 0.3 parking spaces to each patron for 'Place of Assembly' (which is the most relevant category for the SMS).

However, as previously indicated, the existing planning permit allows for use the land as a place of assembly and a reduction in the parking requirement pursuant to Clause 52.06 of the Monash Planning Scheme. Under the existing planning permit, 6 parking spaces are provided on site and there is a parking waiver of 9 spaces (under a maximum attendance scenario of 50 patrons). Effectively, the existing planning permit acknowledges the adequacy of a parking rate of 0.12 car spaces per patron permitted – a significant reduction on the statutory rate. The 0.12 car spaces per patron permitted is effectively a de-facto statutory rate.

The amendment proposal involves an increase in the patron numbers on certain days as follows:

Non-Festival Days

- 10.30am – 6.30pm Monday to Friday: 100 patrons (an increase from the current permit cap of 20 patrons). This includes normal weekdays as well as potentially festival days.
- 6.30pm – 8.30pm Monday and Wednesday to Friday: 200 patrons (increased from 50 patron limit on existing permit).
- 6:30pm – 8:30pm Tuesdays: 375 patrons (new limit specific to Tuesday evenings).
- 10.30am – 4.30pm Saturday and Sunday: 100 patrons. (an increase from the current permit cap of 20 patrons).
- 4.30pm – 8.00pm Saturday and Sunday: 100 patrons. (an increase from the current permit cap of 50 patrons).

In summary, other than festival days, the use may operate only between the following hours with the stated maximum patron numbers at any one time:

- 10.30am – 6.30pm – Monday to Friday – 100 patrons.
- 10.30am – 8pm – Saturday and Sunday – 100 patrons.
- 6.30pm- 8.30pm – Monday and Wednesday to Friday – 200 patrons.
- 6:30pm – 8:30pm Tuesday – 375 patrons

Festival Days

The dates of up to 10 festival days per year are to be communicated in advance to Monash City Council at the start of each calendar year. Festival days are to be held on the weekend where possible but can take place on weekdays. On these festival days, the use may operate only between the hours shown below with the following maximum patron numbers at any one time:

- On festival days celebrated on a Saturday or Sunday – 375 patrons, between 10am and 8.30pm (new limit specific to festival days)
- On festival days celebrated Monday to Friday
    - between 10.30am – 6.30pm – 100 patrons
    - between 6.30pm – 8:30pm – 375 patrons

Within this context, the starting point in examining the carparking matters under this amendment application to is to consider the standard planning permit requirement, which for a Place of Assembly is a rate of 0.3 car spaces per patron permitted. Accordingly, the application of this statutory parking rate to the proposed maximum 375 patrons (on Tuesdays and Festival Days) yields a total parking requirement of 112 parking spaces. Whilst, under the existing planning permit, there is an allocation of six on-site parking spaces – the proposed amendment reduces the number of on-site parking spaces to 5 (in order to accommodate a bin store). Thus, there is a theoretical 107-space shortfall against the statutory parking requirement. In turn, this triggers the need to justify the car parking reduction (waiver) of 107 spaces – as outlined under Clause 52.06-7 of the Monash Planning Scheme.

It is relevant to note that the maximum patronage of 375 people is only proposed to occur on the following days/times:

- Monday to Friday 6.30pm to 8.30pm (either a Holy Day on Tuesday or Festival Day)
  the parking surveys have revealed 154 unoccupied parking spaces at the busiest time during this timeslot
- Saturday and Sunday 10.00am and 8.30pm (Festival Days only)
  the parking surveys have revealed 126 unoccupied parking spaces at the busiest time during this timeslot

At all other times on weekdays, before 6.30pm, the maximum patronage will be 100 people irrespective of whether it is a normal day, Holy Tuesday or Festival Day. The parking surveys have revealed 85 unoccupied parking spaces at the busiest time before 6.30pm (which happened to be 12noon).

3.2 REDUCING THE REQUIREMENT FOR CAR PARKING

Planning Practice Note 22 (August 2023) issued by the State Government's Department of Transport and Planning provides guidance about the use of the car parking provisions in Clause 52.06. Clause 52.06-7 draws a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration. Accordingly, the determination of whether the provision of car parking for the proposed development is appropriate will be made on the basis of a two-step assessment process, which has regard to:

- The car parking demand likely to be generated by the proposed uses
- Whether it is appropriate to allow fewer spaces to be provided

This two-step assessment process is set out in the sections that follow.

3.3 CAR PARKING DEMAND ASSESSMENT

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero) subject to an application being accompanied by a Car Parking Demand Assessment. Furthermore, Clause 52.06-7 sets out that a Car Parking Demand Assessment must address the following key factors (those that are not applicable are shown):

- 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.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use. (*Not Applicable*)
- 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. (*Not Applicable*)
- The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land. (*Not Applicable*)
- Any empirical assessment or case study.

A summary of the 'response' to each of these factors has been provided, for ease of reference, in Table 4.

Table 4: Summary of Car Parking Demand Assessment Criteria

Criteria	Response
Variation of car parking demand likely to be generated by the proposed use over time.	The parking demand associated with the existing SMK at the nearby North Road site is highest on Tuesday evening (when 87 cars at the busiest time were associated with the SMK – whilst on the Festival Saturday there were 60 cars associated with the SMK). Under the proposed split of Cultural Centre activities between the North Road and Margaret Street sites – this pattern is expected to continue. Thus, the peak parking demand will occur between 6:30pm – 8:30pm on Tuesdays (the hours proposed under this amendment application). Parking demand will be much lower at all other times, including on Festival Days, as the parking surveys at the nearby North Road site have shown that demand is diluted over many hours and lower in intensity. Even if 87 cars will park in the Margaret Street Study Area (despite maximum patronage of 375 which is lower than the 450 observed at the North Road SMK venue) at the busiest time on Tuesday evening, there are still 154 unoccupied parking spaces, as well as 6 on-site spaces available. These spaces are well in excess of both the statutory parking requirement of 112 spaces (associated with a 375 patron-size attendance) and the empirically measured 87 spaces at the nearby North Road site (associated with a 450 patron-size attendance). A parking waiver is thus considered entirely appropriate.
Availability of public transport in the locality of the land.	Bus & train services are located close to the subject site. Whilst proximity to public transport is not, in itself, a sufficient reason for reducing a car parking requirement, the fact that the availability of the train and bus services is convenient – justifies a parking reduction. Public transport provides staff/patrons a viable and attractive option to travel to/from the subject site. In conclusion, the overall parking demand associated with the place of assembly is likely to be much lower due to the availability of public transport. A parking waiver is thus considered appropriate.
Convenience of pedestrian & cyclist access to the land.	The well-maintained existing local footpath network provides convenient pedestrian access to the subject site from Huntingdale Station, nearby bus routes and residential areas to the east and north. Thus, pedestrian access is realistic, either as part of a public transport trip or as a stand-alone travel option for visitors living within a reasonable catchment. These conditions support a parking waiver. This analysis ignores cyclist access options, to provide a more robust and conservative assessment framework.
Empirical assessment or case study.	Surveys of over 500 existing patrons at the North Road site during the two event days (Holy Tuesday and the Festival Day on Saturday) have shown that 78% arrive by car (and park in the area) with an occupancy of 3.9 persons/car reflective of many families attending events. The remaining use a mix of other modes. This travel choice behaviour is likely to be similar at the Margaret Street site and would generate a maximum parking demand of 75 spaces with 375 patrons. The generous spare on-street parking capacity available in the vicinity (154 unoccupied parking spaces at the busiest demand time) as well as the 6 on-site parking spaces will adequately cater for the parking demand associated with the place of assembly. It is noted that if a Festival Day occurs on a weekday, the patron number will be capped at 100 patrons between 10.30am – 6.30pm Monday to Friday. The same travel choice behaviour (as described above) would generate a maximum parking demand of 20 spaces with 100 patrons. Importantly, during these hours, there are between 85 (at 12 noon) to 120 at (5pm) unoccupied parking spaces in the study area. In summary, the empirical data and the findings from the associated parking surveys strongly support a parking waiver.

3.4 APPROPRIATENESS OF PROVIDING FEWER SPACES THAN THE NUMBER LIKELY TO BE GENERATED

The second step (when reflecting on the merit of waiving carparking requirements) is to consider whether it is 'strategically' appropriate to allow fewer parking spaces to be provided on site – as determined by the Car Parking Demand Assessment previously presented. In this respect, Clause 52.06-7 of the Monash Planning Scheme sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site. The car parking provision factors are as follows:

- 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.
- 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.

The four factors highlighted above are discussed in the sections that follow.

3.4.1 CAR PARKING DEMAND ASSESSMENT

The previous 'Car Parking Demand Assessment' section identified that the Place of Assembly is well placed to operate as proposed with six on-site carparking spaces – particularly as the proposed use at the Margaret Street site is effectively identical, in nature, to the current SMK use at the North Road site and will experience a predictable and steady parking demand that exhibits very little fluctuation – with a definite peak occurring over a couple of hours on Tuesday evenings only. There will be no surprise or unexpected parking demand peaks. The distinct feature of the peak car parking demand is that it will be limited to 2 hours, between 6.30am and 8.30pm on Tuesdays. The parking demand will be much lower at all other times, including on Festival Days, as the parking surveys (at the nearby North Road site) have shown that demand is diluted over many hours and lower in intensity.

Even if 87 cars will park in the Margaret Street Study Area (despite maximum patronage of 375 which is lower than the 450 observed at the North Road SMK venue) at the busiest time on Tuesday evening, there are still 154 unoccupied on-street parking spaces in the Study Area, as well as 6 on-site spaces available. These spaces are well in excess of both the statutory parking requirement of 112 spaces (associated with a 375 patron-size attendance) and the empirically measured 87 spaces (associated with a 450 patron-size attendance). A parking waiver is thus considered entirely appropriate. Accordingly, no significant parking impact is anticipated due to the proposed place of assembly activity – given the comparatively short duration of peak activities and abundance of alternative parking.

Furthermore, the subject site is easy to access by public transport and on foot.

Empirical data has also revealed that there is high car occupancy rates for patrons of the existing SMK venue at nearby North Road – which is expected to continue at the Margaret Street site – resulting in the use of even fewer on-street car parking spaces compared to the North Road site, as maximum patrons numbers will reduce from around 450 to 375.

Furthermore, it is noted that if a Festival Day occurs on a weekday, the patron number will be capped at 100 patrons between 10.30am – 6.30pm Monday to Friday. The same travel choice behaviour (as described above) would generate a maximum parking demand of 20 spaces with 100 patrons. Importantly, during these hours, there are between 85 (at 12 noon) to 120 at (5pm) unoccupied parking spaces in the study area.

Within this context, it is reasonable to conclude that the proposed parking waiver is appropriate and reasonable given the realistic parking demand identified under the 'Car Parking Demand Assessment'.

3.4.2 AVAILABILITY OF ALTERNATIVE CAR PARKING IN THE LOCALITY OF THE LAND

Comprehensive parking surveys have been undertaken in the vicinity of the subject site. A total of 202 spaces parking spaces were formally surveyed, within a short walking distance of the subject site. The surveys have highlighted that there is exceptionally generous parking availability in the study area at all times including the peak period during the future proposed Holy Tuesday events. At 7pm on a Holy Tuesday evening (with a maximum attendance of 375 patrons at a single point in time) there are 154 unoccupied parking spaces in the Study Area. This abundant on-street spare parking capacity can easily cater for the proposed future maximum patronage of 375 on Holy Tuesdays. The 154 spaces are well in excess of both the statutory parking requirement of 112 spaces (associated with a 375 patron-size attendance) and the empirically measured 87 spaces at the nearby North Road site (associated with a 450 patron-size attendance). Importantly, the parking demand on Tuesday evenings and on Festival Day weekends can be overwhelmingly accommodated on the non-residential frontages immediately adjacent to the subject site – which the parking surveys have shown to be virtually empty outside weekday business hours. While the nearby residential streets may potentially be attractive for patrons of the Place of Assembly, it is unlikely that they would walk further to/from the subject site when there are empty spaces immediately adjacent to the proposed cultural centre venue. In any event, measures could be taken to discourage patrons parking in residential areas through the introduction of parking restrictions.

3.4.3 CAR PARKING DEFICIENCY ASSOCIATED WITH THE EXISTING USE OF THE LAND

The existing approval for the Place of Assembly use of the land features six on-site carparking spaces. Thus, as described in section 2.2 of this report, there is a parking waiver of 9 spaces under the existing planning permit.

It is generally accepted that a car parking credit for a past use is limited to the actual extent of parking shortfall exercised by the site in the two years prior to an application. These circumstances apply to the land at 4 Margaret Street, Oakleigh South. It is thus appropriate, in the context of this planning permit application, to claim a 'car parking credit' of 9 spaces.

3.4.4 ALTERNATIVE TRANSPORT MODES TO AND FROM THE LAND

The subject site is reasonably accessible by alternative transport modes including public transport and walking, as described in both sections 2.3 and 2.4, as well as section 3.3 of this report. In addition to public transport services, a short distance away, there is also an established comprehensive footpath network, linking surrounding catchments to the subject site (including residential neighbourhoods to the east and north), offering high levels of convenience for pedestrians to access to the land.

The fact that the locality is well served by public transport and pedestrian networks supports the appropriateness of not having a car parking supply on the subject site.

3.5 STATUTORY BICYCLE PARKING REQUIREMENT

The existing planning permit has no requirement for bicycle parking. No bicycle parking is proposed as part of this amendment application at the Margaret Street site. This is considered reasonable, particularly in view of the fact that the forecast peak patronage will occur on Tuesday evenings when bike riding is less attractive and safe.

In any event, it is useful to consider the bicycle parking requirements that are found in Clause 52.34-3 of the Monash Planning Scheme. The relevant rates are reproduced below.

- Place of Assembly –1,028m^2 (floor area of existing tenancy)
  1 to each 1,500 sq m of net floor area for employees
  2 plus 1 to each 1,500 sq m of net floor area for visitors

Application of the above rates yields a total requirement for 4 bicycle parking spaces (1 for employees and 3 for visitors). However, as indicated above, no bicycle parking is proposed.

The proposed lack of bicycle parking is consistent with the existing planning permit requirement and sensible in the context of the proposed place of assembly use.

4 TRAFFIC IMPLICATIONS

Traffic volumes were measured not only near the subject site at Margaret Street but also around the North Road site, on both a Holy Tuesday and Saturday Festival Day. The intersections surveyed around the two sites, include:

1 Price St / Carinish Rd
2 Margaret St / Colin Rd
3 North Rd service road / Huntingdale Rd
4 North Rd service road / Shafton St

The respective traffic volumes and analysis are presented below. The analysis begins with a discussion of the data collected around North Road – as it provides an empirical measure of traffic generated in association with a Holy Tuesday and Saturday Festival Day (which can then be applied to the subject site at Margaret Street).

4.1 TRAFFIC GENERATION NEAR NORTH ROAD

Traffic turning movement surveys were undertaken at both the North Rd service road / Huntingdale Rd and the North Rd service road / Shafton St intersections to coincide with the busiest SMK activity times on the four survey days (Tuesday 6 August, Thursday 29 August, Saturday 3 August and Saturday 24 August). The busiest single hour, in terms of movement of vehicles on North Road (associated with the cultural centre) was found to be 6.30-7.30pm on Tuesday 6 August (when there was a Holy Tuesday event at the cultural centre). No other hours on any other day were busier.

Table 5 and Table 6 show the traffic movements at the two intersections during the busiest hour. It is relevant to note that these traffic movements include all of the traffic generated by the SMK which ends up using the North Road service road, as well as other traffic that is not associated with the SMK.

Table 5: Traffic Movements at the Intersection of Huntingdale Road and North Road service road 6.30-7.30pm on Tuesday 6 August

Traffic Movement	Number of Hourly Vehicle Movements
Left In (from Huntingdale Rd)	137
Right In (from Huntingdale Rd)	41
Total (Eastbound on North Road service road)	178

Table 6: Traffic Movements at the Intersection of Shafton Street and North Road service road 6.30-7.30pm on Tuesday 6 August

Traffic Movement	Number of Hourly Vehicle Movements
Left In (from North Rd service road)	28
Left Out (from Shafton St)	13
Through East (North Rd service road)	148
Total	189

The tables highlight that the hourly traffic volumes at the two intersections are very low. Traffic is composed primarily of motorists parking to visit SMK. Given that the North Road service road is one-way eastbound motorists need to enter the section of the service road adjacent to the SMK via left or right turns at Huntingdale Road. The number of vehicles entering from Huntingdale Road and subsequently observed as being associated with the SMK (at the absolute busiest time when the Holy Tuesday celebrations were occurring) was estimated to be 100 vehicles per hour – out of the 178 vehicles per hour that entered.

The traffic volumes recorded at the absolute busiest time, when the holy Tuesday celebrations were occurring, are exceptionally low and have no material impact on the operation of the North Road service road or any of the nearby intersections. No queuing or congestion was observed.

4.2 MARGARET STREET IMPACTS

Traffic turning movement surveys were undertaken at the same times as the North Road site at both the Margaret Street / Colin Road and the Carinish Road / Price Street intersections.

The behaviour of patrons to the proposed cultural centre at Margaret Street are expected to be similar to those at the current cultural centre at the North Road site. As such, it is expected that the busiest single hour, in terms of movements associated with the proposal cultural centre at Margaret Street will also be 6.30-7.30pm on Tuesdays.

At the intersection of Margaret Street and Colin Road, a total of only 29 vehicles were observed performing the 12 possible traffic movements at that location – equivalent to less than one vehicle every two minutes. These traffic movements are insignificant.

The intersection of Carinish Road and Price Street was a little busier. Table 7 shows the traffic movements at the intersection of Carinish Road and Price Street during the busiest hour for a future Holy Tuesday event. The volumes shown in the table are the existing baseline traffic volumes – to which any future cultural centre traffic will be added.

Table 7: Traffic Movements at the Intersection of Carinish Road and Price Street (6.30-7.30pm)

Traffic Movement	Number of Hourly Vehicle Movements
Left In (from Carinish Rd)	2
Left Out (from Price St)	5
Right Out (from Price St)	4
Right In (from Carinish Rd)	1
Through West (on Carinish Rd)	32
Through East (on Carinish Rd)	49
Total	**93**

As noted under the surveys undertaken near the North Road site, the number of vehicles recorded as being associated with the SMK (with an attendance of 450 patrons on a Holy Tuesday) was identified as 100 vehicles per hour.

The proposed maximum number of patrons at the Margaret Street cultural centre is 375; a little lower than at the existing North Road SMK. Accordingly, it is estimated that the maximum traffic volume associated with the proposed cultural centre at the Margaret Street site will be a little lower at around 90 vehicles per hour (applying a proportional relationship on the assumption that travel behaviour will be similar, as many of the existing patrons of the North Road site will transfer to the Margaret Street site).

When assessing the potential traffic impacts, it is relevant to note that the proposed Margaret Street cultural centre can be accessed via routes to the north, east and west, primarily using Carinish Road, Clayton Road and North Road. As there are residential catchments in all direction, it is reasonable to expect an equal distribution of the future traffic volume associated with proposed cultural centre. In other words, the forecast 90 vehicles per hour are likely to be split in 30 vehicles per hour coming from each of the three directions (north, east and west). This is equivalent to only one additional vehicle every two minutes, which would have an inconsequential impact on any street along the access routes, as well as on any nearby intersections.

4.3 TRAFFIC ANALYSIS SUMMARY

In view of the preceding considerations, the traffic impacts associated with the amendment application for the Place of Assembly at 4 Margaret Street are expected to be insignificant. The analysis has revealed that the traffic movements associated with the Place of Assembly use will likely be modest (based on empirical traffic data collected at the existing SMK North Road site during a Holy Tuesday event with peak attendance of 450 patrons).

Furthermore, the baseline traffic that is not associated with the proposed Place of Assembly use at 4 Margaret Street is very low at the times when the maximum number of patrons is proposed (Tuesday evening and 10 weekend Festival Days per year). There is substantial spare traffic capacity on all streets and intersections surrounding the subject site.

Accordingly, it is concluded that future traffic can be readily and safely accommodated near the subject site, as traffic volumes associated with the proposed cultural centre are forecast to be only around 30 vehicles per hour from any of the three main access directions – which will be added to existing baseline traffic volumes that are exceptionally low on Tuesday evenings and on weekends.

5 CONCLUSIONS

This report concludes that there are no traffic engineering reasons why the application to amend the existing planning permit for 'place-of-assembly' use at 4 Margaret Street, Oakleigh South, should not proceed.

In particular, the analysis presented in this report has revealed that:

- There is ample evidence to recognise the **appropriateness of the proposed parking waiver** under the Monash Planning Scheme – once the legitimate Planning Scheme process to reduce the statutory car parking requirement is taken into consideration. In particular, it is concluded that **the proposed development is well placed to operate with the carparking waiver** that is being sought by virtue of:
  - The **limited duration, modest intensity and predictability of the car parking demand**
  - The **abundance of spare on -street parking capacity** in the Study Area
  - Ease of **access by alternative transport modes** including **public transport and walking**
  - Presence of **parking credits under the existing planning permit**
- Of specific relevance are the findings obtained from **recent comprehensive parking surveys** which show that there is **exceptionally generous availability of on-street parking**. Furthermore, the distinct feature of the **maximum car parking demand** is that, on a typical week, it is primarily **limited a couple of hours, between 6.30am and 8.30pm on Tuesdays**. **Outside of those Tuesday evening hours** and on **other weekdays and on weekends, the parking demand** is expected to be **much lower and insignificant at most times**.
- Traffic **capacity analysis on surrounding streets and intersections** near the Margaret Street site indicates that they are capable of easily **satisfying the peak traffic demands generated by the SMICC use**. The forecast new traffic on streets surrounding the Margaret Street site will be very low (based on traffic generation at the existing North Road site) and will likely result in around 30 vehicles per hour arriving from each of three access directions (east, west and north). These **additional traffic volumes are insignificant** and can be **readily accommodated** on an existing baseline of **exceptionally low traffic** – during the proposed peak events on Holy Tuesday evenings and on Festival Days.