

CON TSOUROUNAKIS TOWN PLANNING SERVICES



30 November 2023

Attention Austin Kurne
Town Planning Department
City of Wyndham Council
Po Box 197,
Werribee, Victoria 3030

Dear Austin,

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**RE: Application for Amendment to Town Planning Permit Number
WYP10001/17.03 – Section 72 Pursuant to the Planning and Environment Act 1987**

Proposed use and development of the subject properties for medical centre facility and reduction of the current car parking provisions of Clause 52.06

Property at 213-215 Princes Highway, Werribee Victoria 3030

Municipal Authority City of Wyndham Council

I would like to formerly respond to your most recent RFI letter dated 3 October 2023 regarding the current Section 72 Amendment application to Town Planning, Permit Number WYP10001/17.03 in relation to the above two mentioned properties and their respective current land uses as lawfully approved by the local Council on 7 May 2018.

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RFI Item 1 - A current copy of the subject properties certificate of titles and their respective plan of subdivision number 074689 are attached with this RFI resubmission to Council as requested.

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RFI Item 2 - A complete copy of the updated town planning development plans drawn to scale, depicting all signage and lighting, and all proposed building and works are also attached with this RFI resubmission to Council as requested.

RFI Item 3 – Details of all proposed signage are included in the attached development plans to Council.

The dimensions of each billboard sign is 2000mm by 2000mm and with elevation of 4000mm. There are also 2 by 50 watts floodlights facing downwards onto the sign controlled with a timer.

RFI Item 4 – A detailed car parking demand assessment report prepared by a qualified traffic engineer is attached as requested, outlining the potential impact of the proposal to the local area's amenity.

CHANGES TO CURRENT OPERATIONAL USE

The request for an amendment to the current permit is in response to a recent change in ownership and operational use of both properties.

Due to substantial changes in operational patterns and circumstances since the initial permit was issued on 7 May 2018, we are now requesting an amendment to reflect the current situation. Additionally, we ask for further consideration to split the existing planning permit into two separate permits, in order to accurately address the new operating environment.

Currently, there are two health and wellbeing businesses that operate autonomously and independently, offering unique services to the local community. Although they have separate property addresses, they share a common car park.

Given that each business operates independently and has distinct operating requirements, we kindly request that they be treated and assessed separately. This approach will provide each business with clarity and eliminate any potential ambiguity moving forward. We seek a separate town planning permit approval for property number 213, which permits up to 4 practitioners, and property number 215, which permits up to 3 practitioners. The car parking demand assessment further supports this, outlining that the additional car parking demands generated by the proposed change can be accommodated without exhausting the on-street parking availabilities.

We are also requesting for the operating hours to be amended. The need for extended operating hours has eventuated post COVID-19 as the healthcare environment has changed and the demands for these services has significantly increased. In addition, offering late appointments to patients helps alleviate the burden on the public system and other essential medical services that are currently experiencing significant strain.

In light of the new operational circumstances and to prevent any potential confusion in the future, we respectfully request that the Wyndham Council carefully consider issuing two distinct town planning permits or appropriately distinguishing each property to accurately represent the current operational circumstances.

For any further queries or comments please feel free to contact me. I look forward to hearing from you regarding the Section 72 Amendment to the above-mentioned town planning permit. For any further inquiries, please don't hesitate to reach me on my mobile [REDACTED]

Yours Sincerely



[REDACTED]
Certified Practising Town Planner CPP No.6544R
MPIA MVPELA

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Archer Consultants Pty Ltd

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ABN: 79 661 164 683

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213-215 Princes Highway, Werribee VIC

Parking Demand Assessment

Existing Medical Centre Changes

Client - [REDACTED]

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Revision - TC

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Prepared For - Wyndham City Council - Nov 2023

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INTRODUCTION

Archer Consultants Pty Ltd was engaged by Con Tsiourounakis to prepare a Parking Demand Assessment for the proposed changes to the existing medical centre at 213-215 Princes Highway, Werribee VIC. This report will assess the implications of the proposed changes on existing traffic and parking conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- ◆ public and active transport accessibility at the site;
- ◆ proposed and existing development summary;
- ◆ car parking demand assessment;
- ◆ expected traffic generation and impact; and
- ◆ conclusions of the above findings.

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During the course of preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.

BACKGROUND AND EXISTING CONDITIONS

Subject Site Location

The subject site is located on the northern side of the Princes Highway service road in the suburb of Werribee, which is approximately 32km southwest of Melbourne's CBD and falls within the City of Wyndham. The subject site location is shown in Figure 1.

The use of land surrounding the site is residential in nature with dwellings to the north, east and west of the site. An aerial view of the subject site showing the surrounding suburbs is shown in Figure 2.



Figure 1 Subject Site Location

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source:Nearmap

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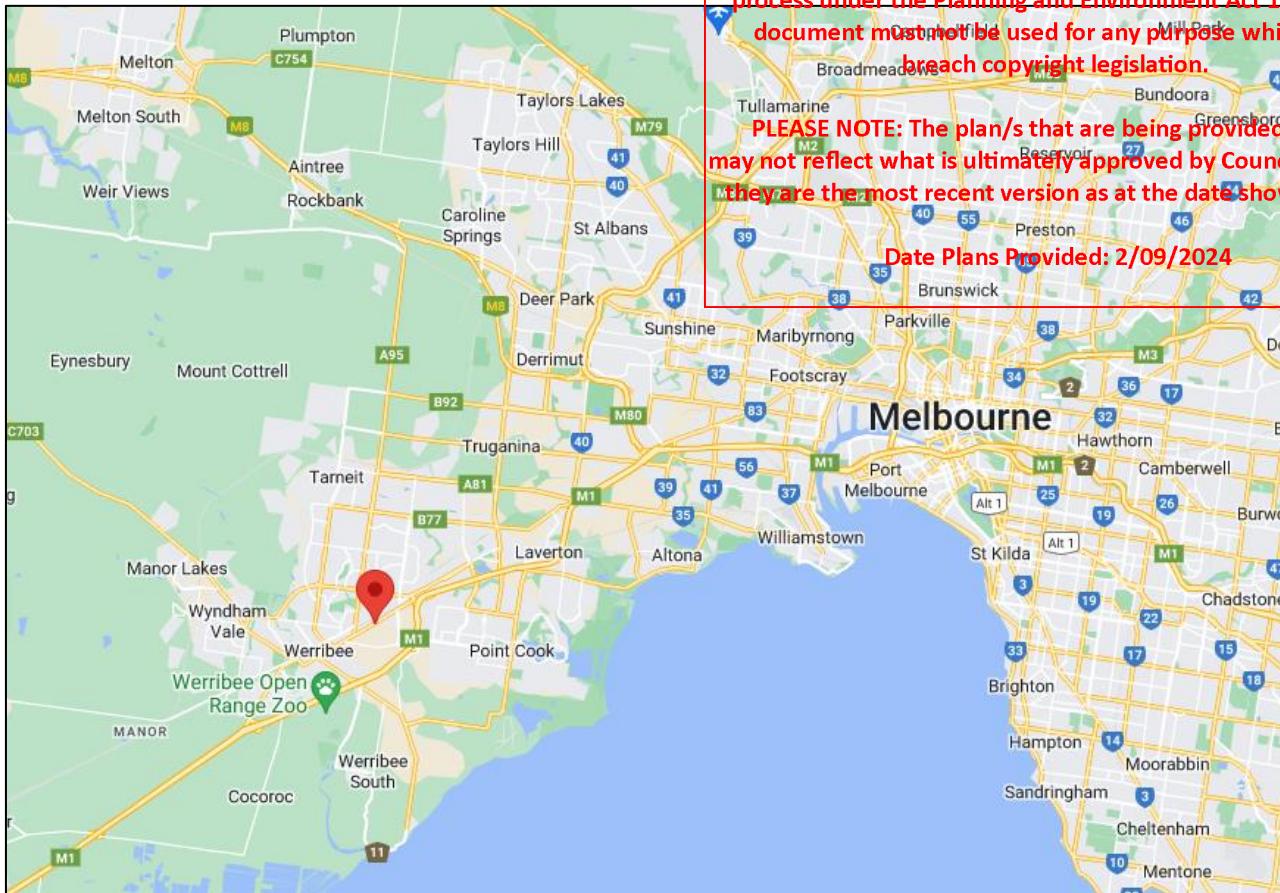


Figure 2

Surrounding Suburbs

source: Google Maps

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PLANNING ZONES & OVERLAY

The subject site is situated within an General Residential Zone 1 (GRZ1). An extract of the subject site's Planning Scheme Zones and Overlays is shown in Figure 3 below.

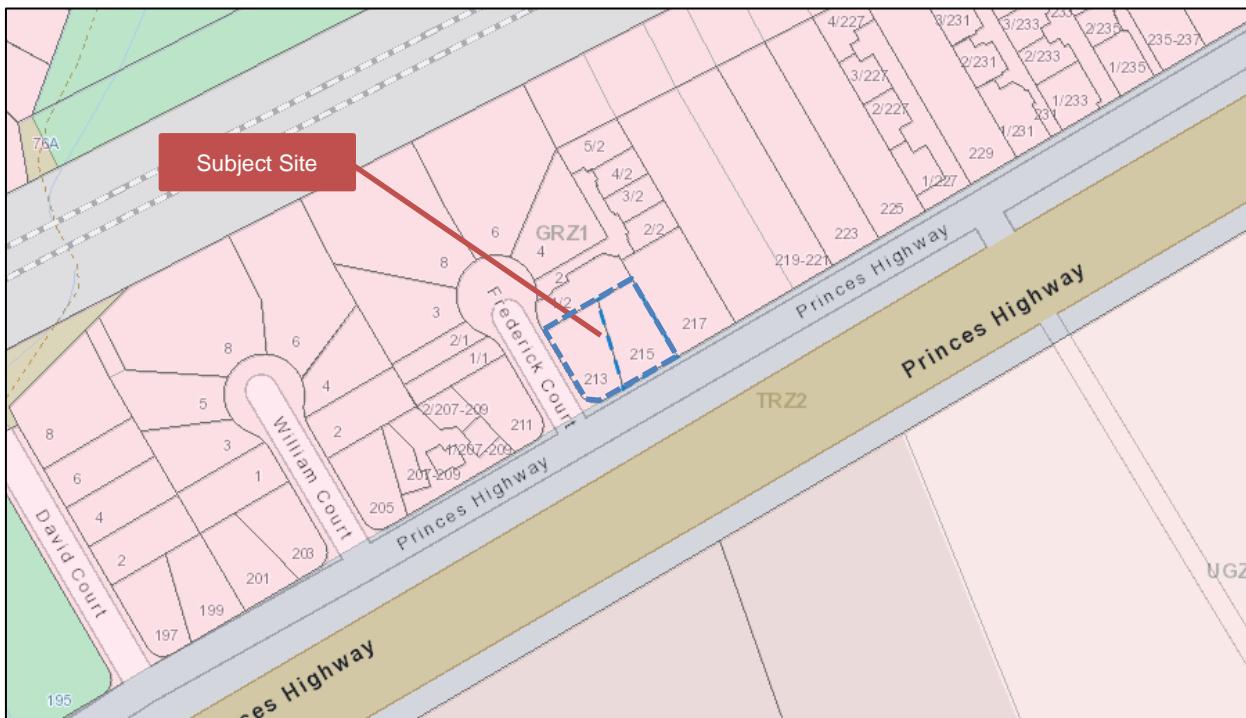


Figure 3

Subject Site Planning Zones & Overlay

source: VicPlan MapShare

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EXISTING ROAD NETWORK

Princes Highway Service Road

The Princes Highway Service Road is a local road that provides a single traffic lane in north-east direction facilitating one-way traffic movements. Unrestricted kerbside parking is available on the north side of the road.

A 50km/hr speed limit applies on Princes Highway Service Road at the access to the site.

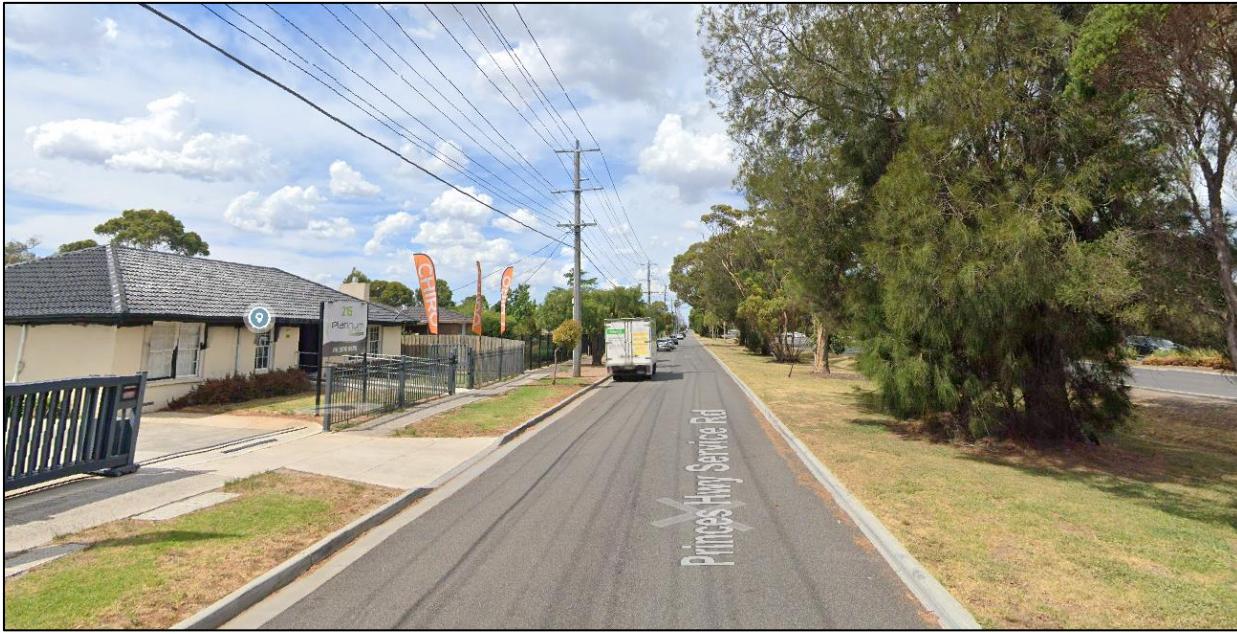


Figure 4

Princes Highway Service Road facing northeast

source: Google Maps

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PUBLIC TRANSPORT

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The subject site is in an area that has access to bus services that is within walking distance to the site. The closest public transport stop to the site, Frederick Court/Princes Highway bus stop to the south is approximately 80 metres away (1-minute walk) and provides the 153 bus route. It is noted that the 153 bus route provides connection to Werribee Railway Station and Hoppers Crossing Railway Station providing a wider network of public transport services for commuters.

The public transport map is shown in Figure 5 below which outlines the public transport services and routes available surrounding the subject site.

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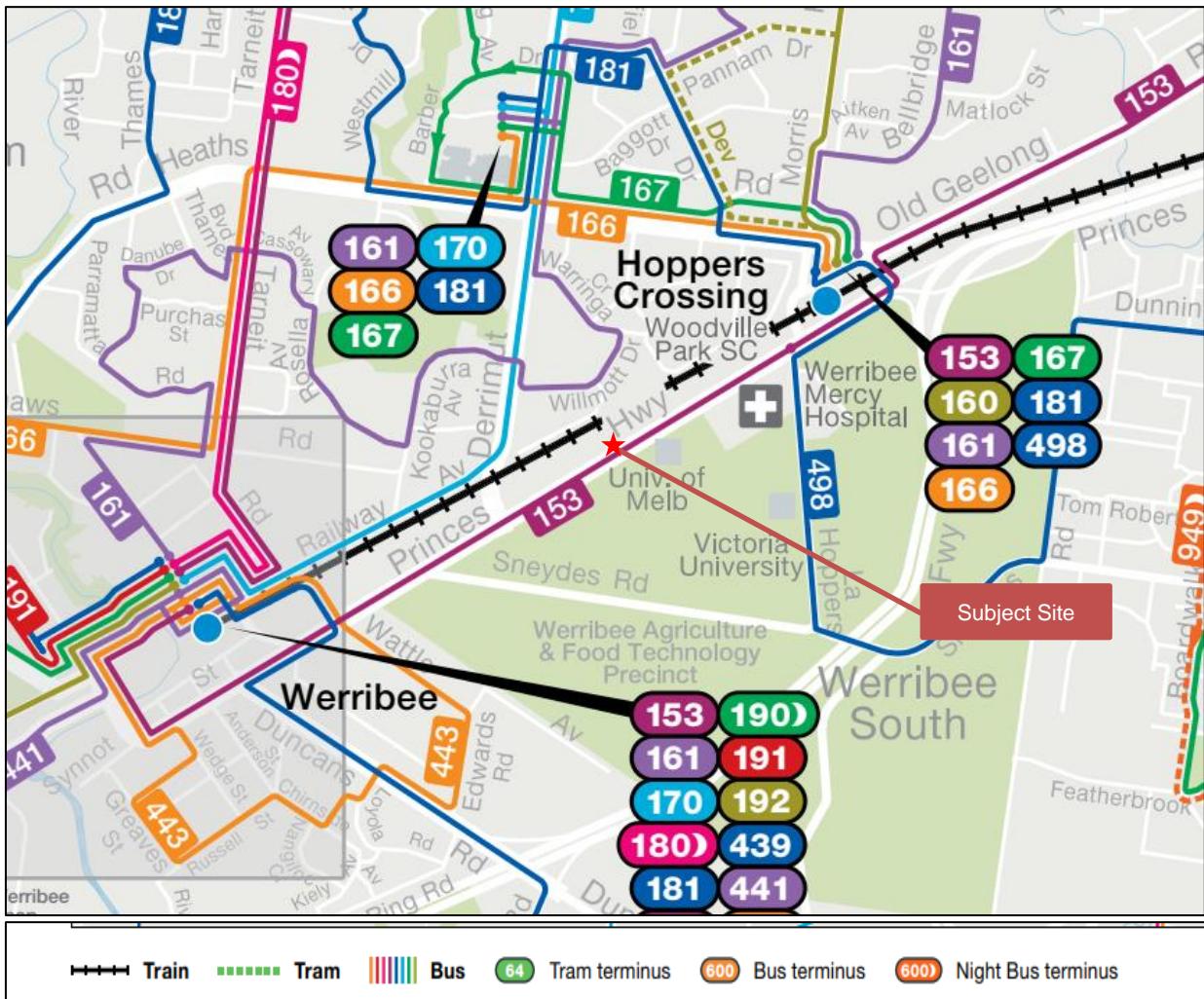


Figure 5

Wyndham PTV Map

source: PTV

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PROPOSED DEVELOPMENT

The proposed development for the site is for operational changes to the existing medical centre development at 213-215 Princes Highway, Werribee VIC. The current tenancy of the subject site is Evolution Creative Art Therapies (#213) and Platinum Spinal Centre (#215).

No changes to floor areas and the existing provision of 13 car parking spaces are proposed. An additional 2 bicycle parking spaces will be provided on-site in the form of a bicycle hoop.

The existing and proposed changes to the operation of the development will be as follows;

Evolution Creative Art Therapies

- Operating Hours.
 - o Existing = 9:00am – 6:00pm, Monday to Friday and 10:00am – 4:00pm, Saturday.
 - o Proposed = No change.
 - o Existing peak times are 9:00am – 6:00pm, Monday to Friday.
- Number of patients on-site at any time.
 - o Existing = Maximum of 4 patients.
 - o Proposed = No change.
- Number of staff on-site at any time.
 - o Existing = Maximum of 4 staff.
 - o Proposed = No change.
- Number of non-medical staff on-site at any time.
 - o Existing = 1 non-medical staff.
 - o Proposed = 4 non-medical staff.

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Platinum Spinal Centre

- Operating Hours.
 - o Existing = 8:30am – 9:00pm, Monday & Wednesday, 1:00pm – 9:00pm, Tuesday & Friday and 9:00am – 1:00pm, Saturday.
 - o Proposed = 8:00am – 9:30pm, Monday to Friday and 9:00am – 1:00pm, Saturday.
 - o Existing peak times are between 5:00pm – 8:00pm on operating days.
- Number of patients on-site at any time.
 - o Existing = Varies but maximum of 6 patients.
 - o Proposed = Anticipated up to 8 patients.
- Number of practitioners on-site at any time.
 - o Existing = 1 practitioner.
 - o Proposed = 3 practitioners.
- Number of non-medical staff on-site at any time.
 - o Existing = 3 non-medical staff.
 - o Proposed = 4 non-medical staff.

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CAR PARKING REQUIREMENTS

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The statutory car parking requirements for developments are specified under Clause 52.06 of the Wyndham Planning Scheme. Clause 52.06 of the Planning Scheme also states that “Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced”.

Therefore, as the proposal seeks an increase in medical practitioners with no reduction in on-site car parking spaces, the proposed development will require additional spaces in accordance with Table 1 below.

Land Use	Increase	Rate	Car Parking Requirement	Shortfall/Surplus
Medical Centre	+ 3 practitioners	5 to the first-person providing health services, plus 3 to every other person providing health services	Additional 9 spaces required	9 space shortfall.

Table 1 Proposed Development Parking Requirement – Clause 52.06

As shown in Table 2 above, the proposed changes to the development will require an additional 9 spaces to be provided on-site. With no additional spaces provided, there is a statutory shortfall of 9 spaces.

As such, a car parking waiver is sought with car parking demand assessment below.

Car Parking Demand Assessment

Alternate Modes of Transportation

As shown on Page 7 above, the site is within an area that is accessible via means of public transport. The subject site is located within walking distance of the 153 bus route which provide connection towards Werribee Station and Hoppers Crossing Station which provides a wider network of routes. As such, staff and patients are provided an alternate means of transportation when travelling to and from the site.

On-Street Car Parking Demand Surveys

To determine the availability of on-street car parking spaces in the vicinity, parking utilisation surveys were undertaken. The on-street surveys were undertaken on;

- Thursday 19th October (9:00am – 1:00pm)
- Friday 20th October (2:00pm – 6:00pm)
- Saturday 21st October (5:00pm – 9:00pm)

The survey area considered all suitable on-street parking spaces within 250m from the subject site with residential courts excluded from the survey area. The survey area is shown in Figure 6 below with results presented in Appendix A.

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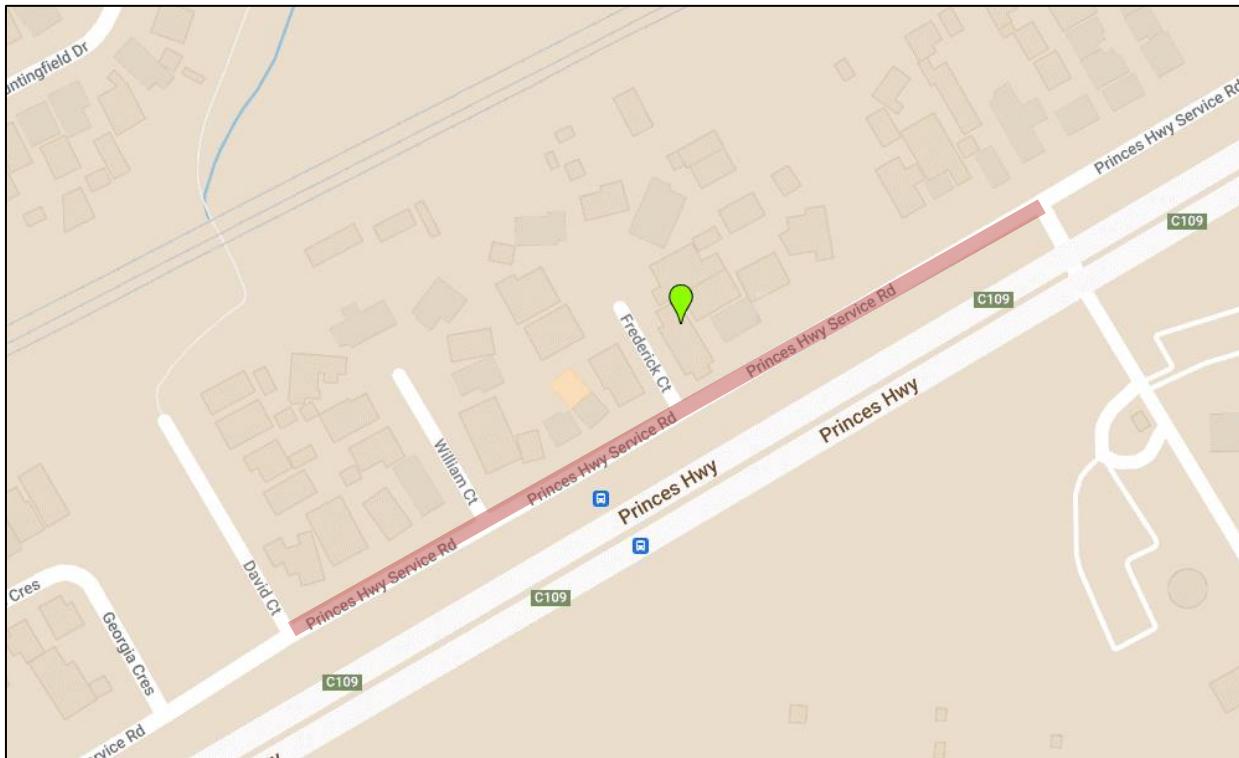


Figure 6

Survey Locations

source: Google Maps

On-Street Parking Survey Results

The parking observations showed that there are approximately 36 unrestricted on-street parking spaces within the surveyed area.

As observed, the occupancy of these spaces ranged from 3 – 8% throughout the survey period which indicate a very low occupancy. As such, it is expected that the additional car parking demands generated by the proposed development can be accommodated on-street without exhausting the on-street parking availabilities.

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TRAFFIC

As the proposal seeks no change in on-site car parking provision, it is expected that there will be little change in existing traffic generated from the subject site. Nonetheless, as the proposal seeks an additional 3 practitioners, it is expected that an additional 6 movements will be generated on the existing road network accommodating for inbound and outbound movements of practitioners.

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CONCLUSIONS

Based on the assessment presented in this report, it is considered that:

- ◆ The proposed changes to the existing medical centre development are for the purposes of 3 additional practitioners and a change in operating hours.
- ◆ The subject site is within walking distance to the 153-bus route that provide connection to Werribee Station and Hoppers Crossing Station further encouraging a travel mode shift and public transport use.
- ◆ The proposed development has an additional statutory car parking requirement of 9 spaces. With no additional spaces provided, there is a statutory shortfall of 9 spaces.
- ◆ To justify the car parking shortfall, car parking surveys of the immediate the area is undertaken. Results of the survey indicate that on-street spaces experience low occupancy throughout the day with a high number of spaces available for staff and patient use.
- ◆ The proposed development will generate additional, but lower levels of trips throughout the day. It is expected that these trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues.

In conclusion, this study indicates that the proposed development is not envisaged to have adverse impacts on the surrounding traffic conditions. Therefore, the proposed development should be supported on traffic grounds.

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APPENDIX A: ON-STREET SURVEYS

THURSDAY 19th OCTOBER 2023

LOCATION			PARKING		DEMAND					
Street	Between		Side	Restriction	Supply	9:00am	10:00am	11:00am	12:00pm	1:00pm
Princess Highway Service Road	David Court	-	150m east from subject site	N	No Restriction	36	1	1	1	2
					Occupancy (%)	3%	3%	3%	6%	6%

FRIDAY 20th OCTOBER 2023

LOCATION			PARKING		DEMAND					
Street	Between		Side	Restriction	Supply	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Princess Highway Service Road	David Court	-	150m east from subject site	N	No Restriction	36	3	3	2	3
					Occupancy (%)	8%	8%		8%	2

SATURDAY 21st OCTOBER 2023

LOCATION			PARKING		DEMAND					
Street	Between		Side	Restriction	Supply	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Princess Highway Service Road	David Court	-	150m east from subject site	N	No Restriction	36	2	2	1	1
					Occupancy (%)	6%	6%	3%	3%	3%

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