

3 September 2021

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COLLINGWOOD, VIC 3066

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Clarke Hopkins Clarke Architects

Via email: james.kelly@chc.com.au

Attention: James Kelly

Baptcare Affordable Housing - Lalor

Transport Impact Assessment

Dear James,

Introduction

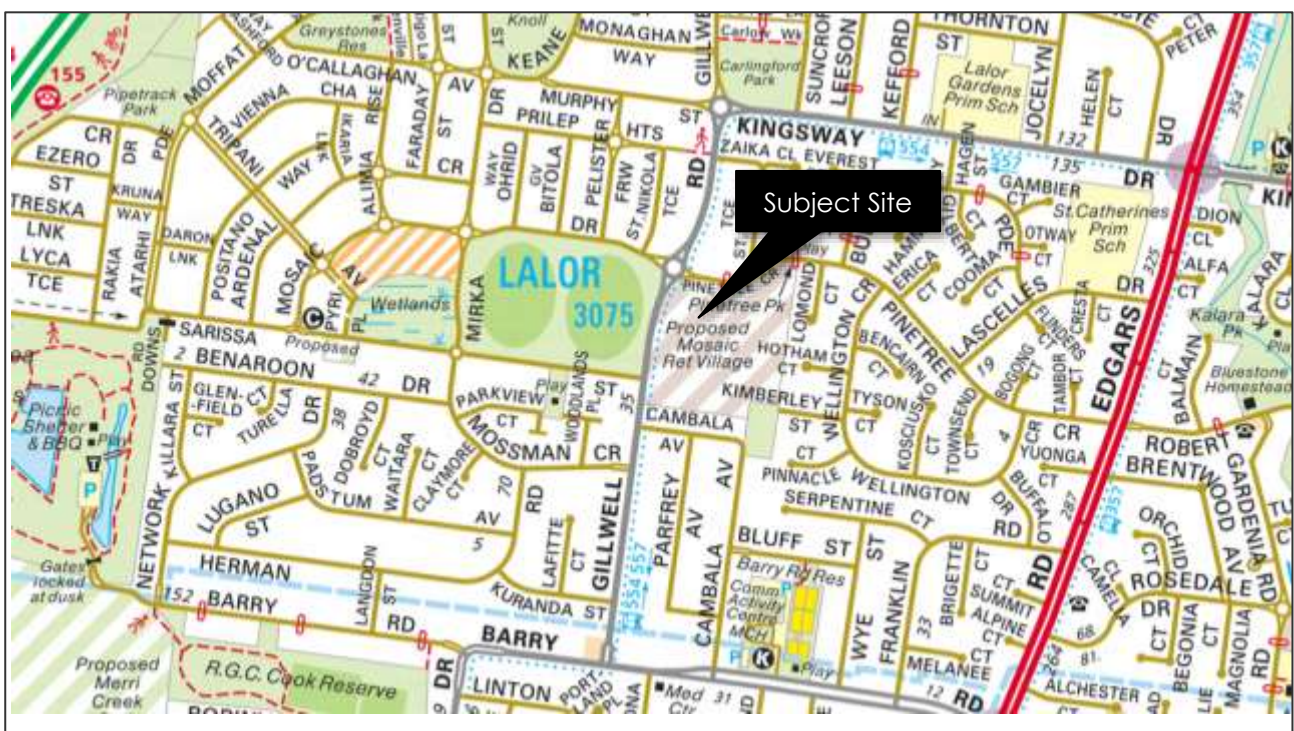
onemilegrid has been requested by Clarke Hopkins Clarke Architects to undertake a feasibility study of the proposed Baptcare Affordable Housing development at 50S Gillwell Road, Lalor.

Existing Conditions

Site Location

The subject site is located on the south-eastern corner of the intersection between Gillwell Road and Pinetree, as shown in Figure 1.

Figure 1 Site Location

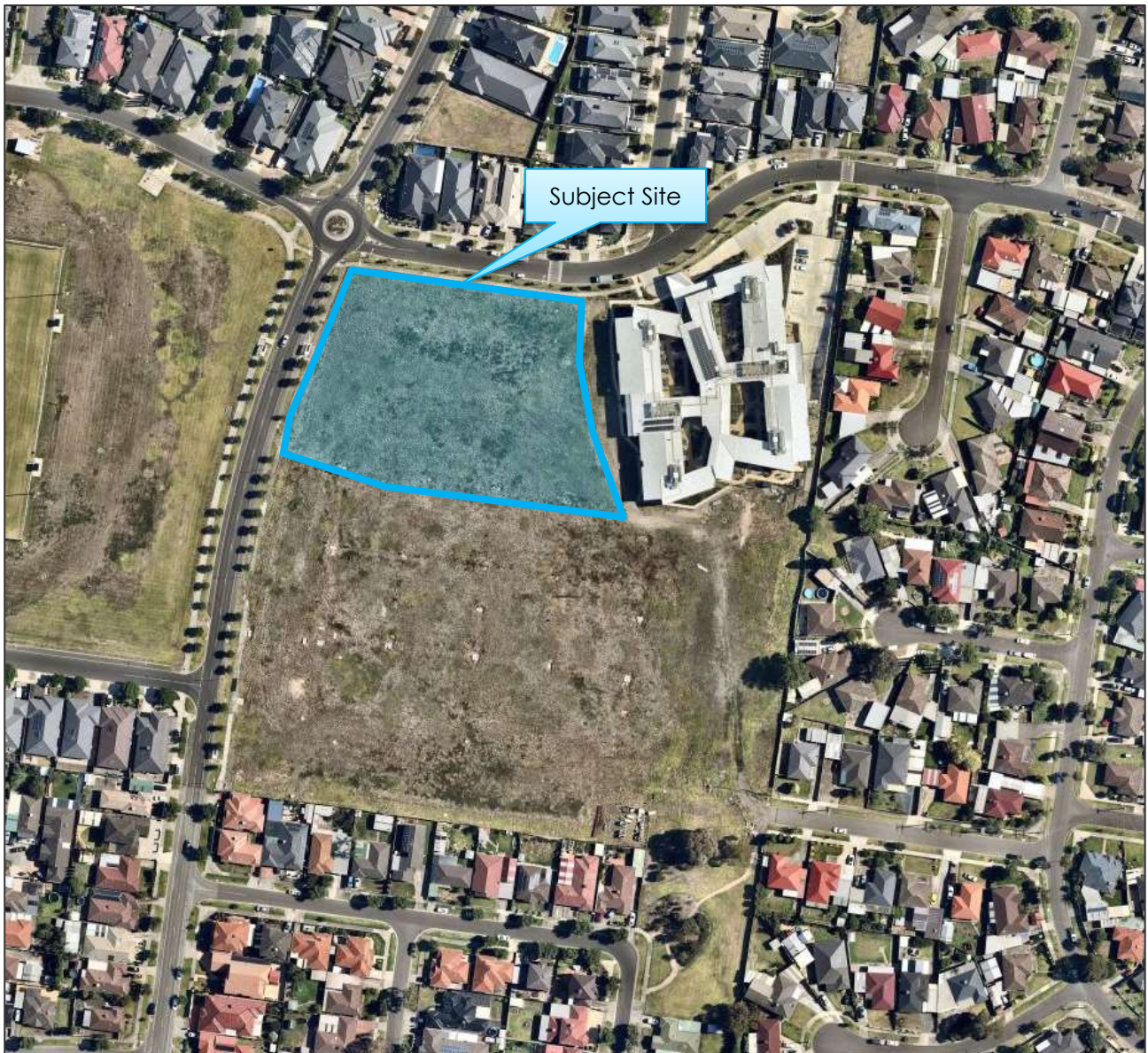


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Land use in the immediate vicinity of the site is largely residential in nature, and is located directly opposite from Gillwell Park.

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

Figure 2 Site Context (24 January 2021)



Copyright Nearmap

Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1). In addition, the site is subject to the Development Plan Overlay – Schedule 20 (DPO20)

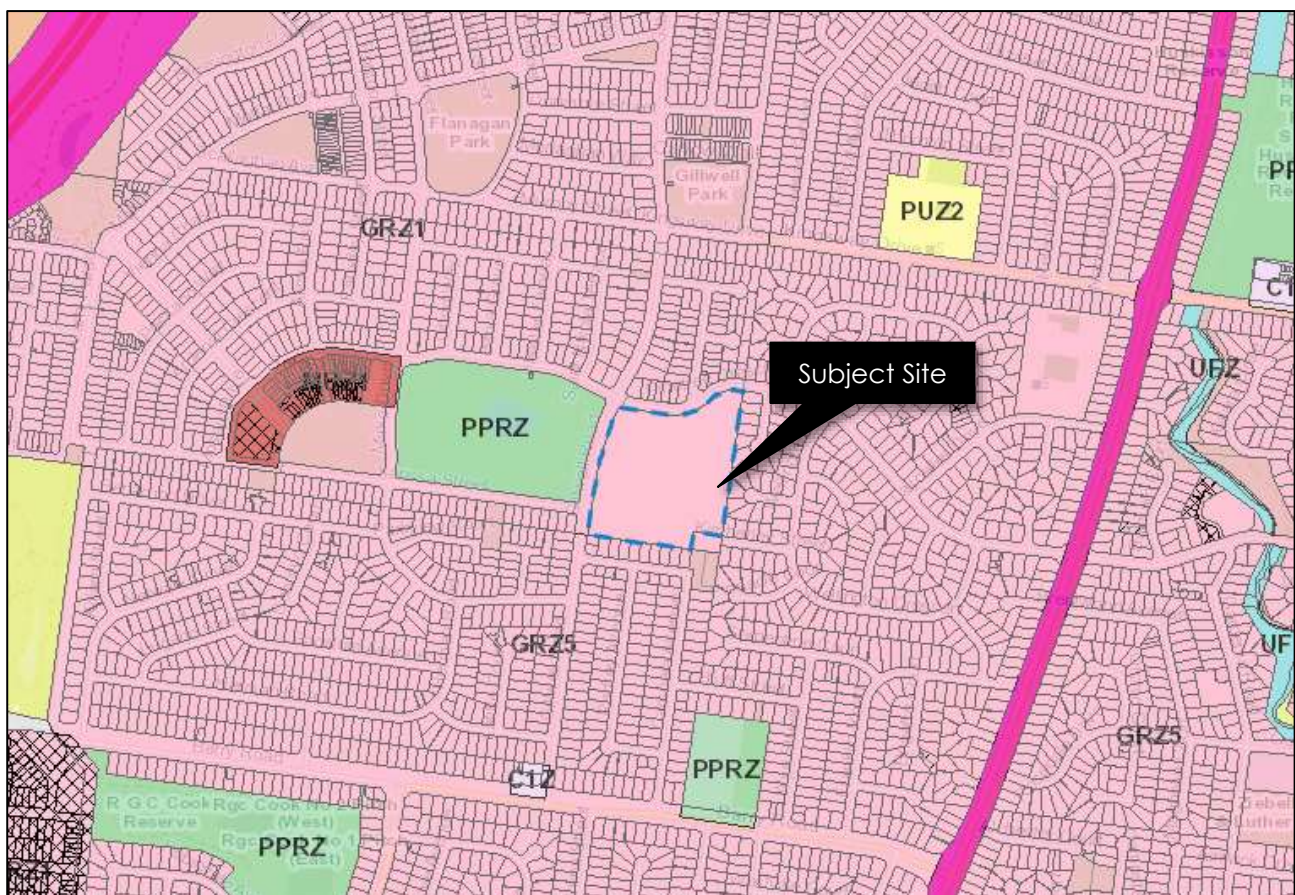
Schedule 20 to the DPO specifies that the development plan must show the following, amongst other things:

"The proposed road network, which should show:

- *A high degree of connectivity and internal permeability*
- *Typical road cross-sections*
- *A method of integration with the existing and proposed surrounding road network*
- *Bus routes for public transport access on collector roads*
- *A bicycle and pedestrian network*
- *Any features necessary to give effect to the traffic management plan."*

It is noted that the proposed development is exempt from the above, given that the application is subject to the Clause 52.20 approval process. Notwithstanding, the proposed development has sought to align with the outcomes listed as part of the Development Plan Overlay.

Figure 3 Planning Scheme Zones



Road Network

Pinetree Crescent is a local road generally aligned east-west, running from Edgars Road in the east and continuing as Mosaic Drive in the west.

Pinetree Crescent provides a pavement width of 7.3 metres, accommodating two-way traffic flow and kerbside parking. Unrestricted kerbside parking is permitted on both sides of the road.

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

Public Transport

The public transport provision in the vicinity of the site is shown in Figure 4 and detailed in Table 1.

Figure 4 Public Transport Provision

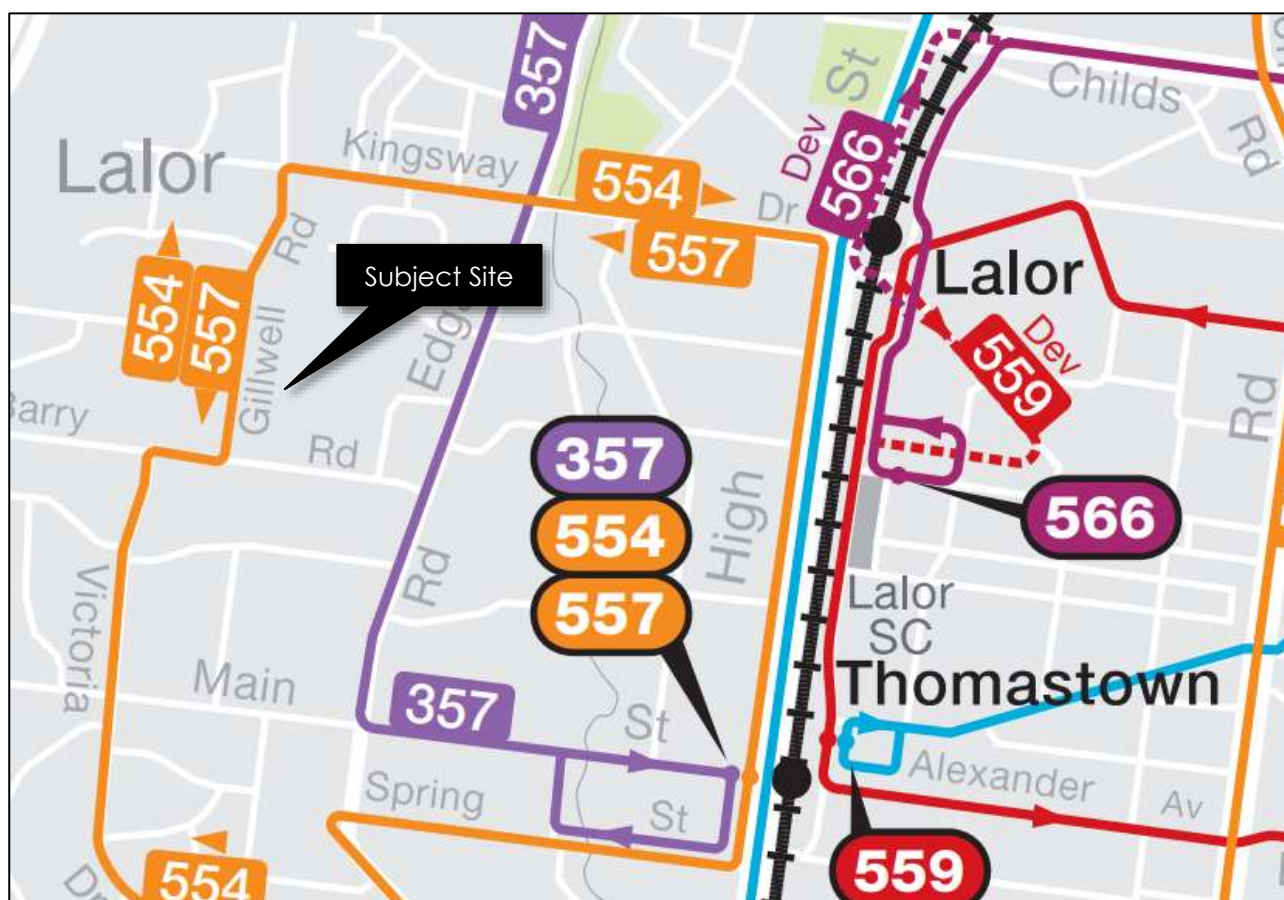


Table 1 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Train		Mernda Line	Lalor Railway Station
Bus	554	Thomastown via West Lalor (clockwise loop)	Gillwell Road
	557	Thomastown via West Lalor (anti clockwise loop)	

Public transport in the immediate vicinity of the subject site is limited to bus services. With the Route 554 and Route 557 located on Gillwell Road, along the sites western boundary.

Additionally, the site is within approximately 2.3km walking distance from Lalor Railway Station and connecting through to the Melbourne CBD.

Development Proposal

It is proposed to develop the site for the purposes of social housing, associated with Baptcare Affordable Housing.

The proposed development provides two access points to Pinetree Crescent along the northern boundary of the site and includes a total of 48 units, 48 car parking spaces for residents and 3 visitor spaces.

The site plan is shown below in Figure 5 and a summary of the development is provided in Table 2.

Figure 5 Affordable Housing Development – Keilor Downs



Table 2 Development Summary

No. Bedrooms	No.
1-Bedroom Dwelling	38 dwellings
2-Bedroom Dwelling	6 dwellings
3 & 4-Bedroom Dwelling	4 dwelling
Total	48 dwellings

Design Assessment

Clause 52.20-6.7

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.20-6.7 of the Planning Scheme. A review of those relevant standards is provided in the following section.

Accessway Design

A summary of the assessment for the accessway is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide	Satisfied – internal access streets have a 7.3 metre carriageway
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Satisfied
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	N/a – private parking
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	N/a – no overhead obstructions
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	Satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	Satisfied – 7.3 metre carriageway provided throughout the internal access street
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	N/a – Pinetree Crescent is not a Road Zone

Car Parking Spaces

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 metres, in accordance with the Planning Scheme. It is noted that the majority of parking spaces provide additional width and length over and above the minimum requirements, for ease of access for residents.

The parallel parking spaces have been designed in accordance with the Planning Scheme requirements, specifically; they're provided with a length of 6.7 metres and a width of 2.3 metres.

Swept Paths

Swept paths have been prepared and are attached to this letter, demonstrating circulation throughout the internal road network for Whittlesea City Council's 12.5 metre waste collection truck. Additionally, swept paths have been shown throughout the site for the 10.5 metre FRV truck, which is also capable of circulating through the site.

Swept paths have also been prepared for circulation through the site and access to the unit's allocated parking spaces using a B85 design vehicle. The swept path analysis has been attached to this letter, demonstrating the movements detailed above.

Road Hierarchy

The internal road network will consist of Council roads, and has therefore been designed in accordance with the requirements of Clause 56 of the Whittlesea Planning Scheme and the Growth Area Authority requirements.

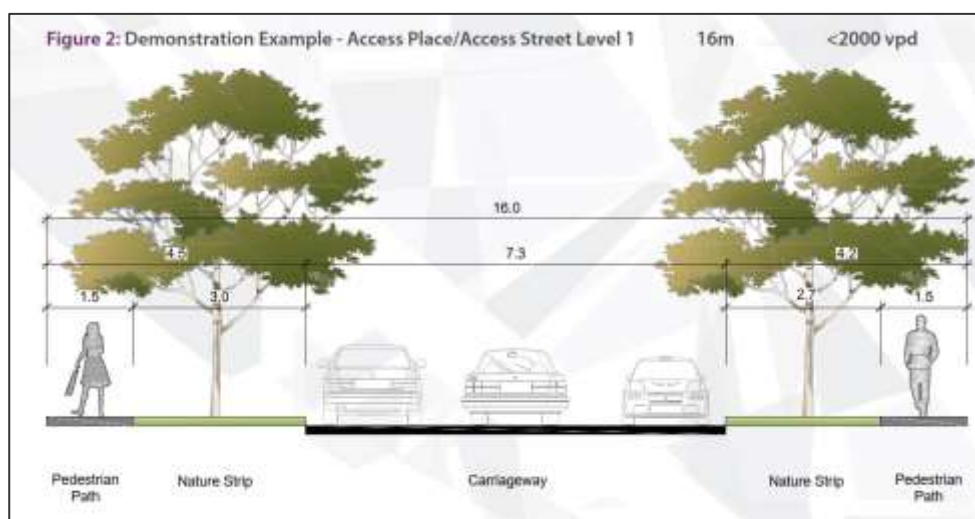
The internal road network predominantly includes 16 metre Access Streets (Level a), which includes a 7.3 metre carriageway and 4.5 metre / 4.2 metre verges inclusive of a 1.5 metre footpath on both sides of the road.

A summary of the Access Street – Level 1 cross-section requirements are detailed below in Table 4, and shown in Figure 6.

Table 4 Road Cross Sections

Element	Access Street 1
Traffic Volume	1,000-2,000 vpd
Target Operating Speed	30 km/h
Carriageway Width	7.3m
Parking Within Street	Unmarked
Verge Width	4.5 / 4.2m
Footpath Provision	2 x 1.5m
Cycle Path/Lane Provision	None
Road Reserve	16m

Figure 6 Access Street – Level 1 (16m)



The laneway through the site servicing the rear loaded units has been designed as an Access Lane and exceeds the minimum road reserve of 7 metres.

The shared driveways towards the south-eastern and south-western corners of the site have also been designed with a road reserve exceeding the minimum 7 metres.

Car Parking

Car Parking Planning Controls

It is understood that the proposed development will be funded by Victoria's Big Housing Build program, therefore the requirements detailed within Clause 52.20 – Victoria's Big House Build apply.

VC187 and VC190, gazetted on 1 December 2020, introduced changes to the Victoria Planning Provisions and all planning schemes to streamline the planning process and support economic recovery through the creation of thousands of jobs, and the rapid delivery of much needed social and affordable housing.

The amendment makes changes to the Victoria Planning Provisions and all planning schemes by introducing a new particular provision, Victoria's Big Housing Build at Clause 52.20. The Minister for Energy, Environment and Climate Change is the responsible authority for assessing all proposals made under this new provision (Clause 72.01). Clause 52.20 removes the need for a planning permit or scheme amendment with a streamlined development approval process where the Minister approves the project and plans.

The proposed development will pursue the requirements of Clause 52.20.

The requirements for Clause 52.20 are summarised in the following sections.

Car Parking Requirements – Clause 52.20

As noted above, the site will be funded under Victoria's Big Housing Build and will pursue car parking provisions under Clause 52.20.

The car parking requirements for the subject site are summarised below in Table 5.

Table 5 Clause 52.20 – Car Parking Requirements

Use	Car Parking Measure
Dwelling	A minimum 0.6 spaces to each dwelling

Based on Clause 73.03 Land Use Terms, the development will be assessed as 'dwellings', therefore the rate of 0.6 spaces to each dwelling will be used to determine car parking requirements.

The car parking requirements for each building have been assessed in Table 6.

Table 6 Clause 52.20 – Car Parking Requirements

Use	No.	Car Parking Measure	Total
Private and affordable housing	48 dwellings	A minimum 0.6 spaces to each dwelling	28 spaces
Total Spaces Required			28 spaces

Based on the above calculations, Clause 52.20 requires to provide a total of 28 spaces for the development.

The plans show that 1 car parking space is provided to each dwelling, resulting in 48 car parking spaces across the site, furthermore there are 3 visitor spaces also provided on the site.

The provision of car parking is therefore well in excess of the Clause 52.20 requirement.

Traffic

It is generally accepted that single dwellings on a lot in outer suburban areas may generate traffic at up to 10 vehicle trips per day, whilst in areas with good public transport, and for higher density dwellings, lower traffic generation rates are often recorded.

Considering the size of the dwellings proposed, the proximity of the site to public transport, and the provision of parking proposed, it is anticipated that the proposed dwellings may generate up to 6 vehicle trips per apartment per day, or 0.6 trips per unit during the peak periods.

This equates to approximately 288 vehicle trips per day, or 29 trips during the peak periods. It is noted that this assessment is conservatively high given that the specific social housing use, which may see a reduction in vehicle trips during peak periods compared to standard residential dwellings.

Reviewing the volumes above, it is noted that a maximum of 29 vehicle movements per hour are expected, equivalent to less than 1 movement every 2 minutes and split between two separate access points to Pinetree Crescent. The traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

Please do not hesitate to contact me should you wish to discuss the above.

Yours sincerely,

Jamie Spratt

Director

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