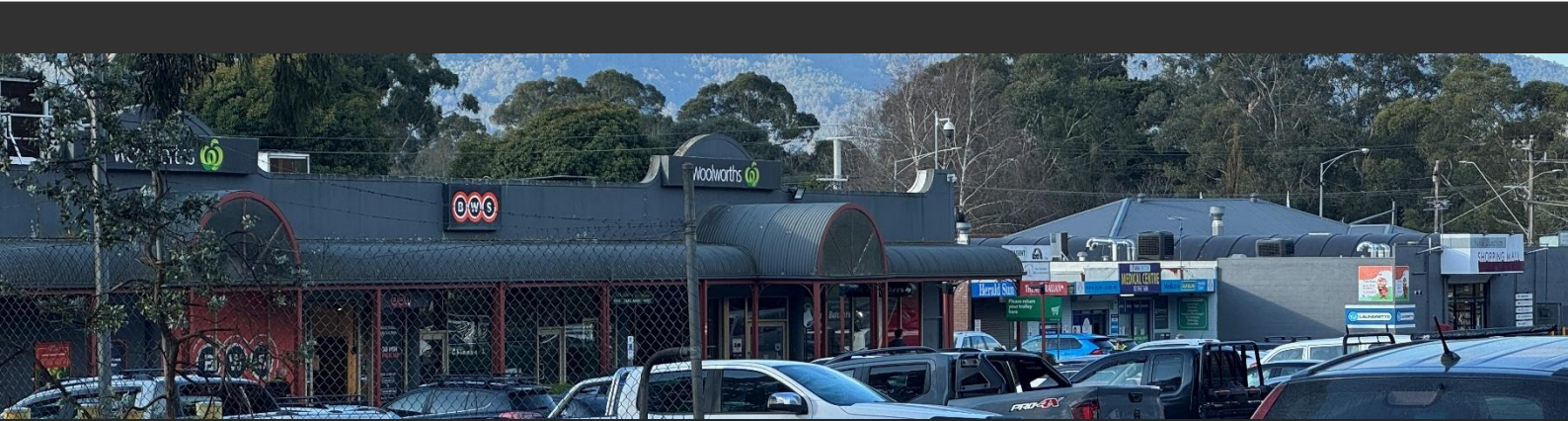


2450 & 2452 Warburton Highway, Yarra Junction

Transport Impact Assessment



240490TIA001D-F.docx

2 September 2025

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APPENDICES

APPENDIX A CAR PARKING SURVEY DATA

1 INTRODUCTION

onemilegrid has been requested by ADD Development Management to undertake a Transport Impact Assessment of the proposed expansion of the Woolworths supermarket, and addition/relocation of speciality retail shops at 2450 & 2452 Warburton Highway, Yarra Junction.

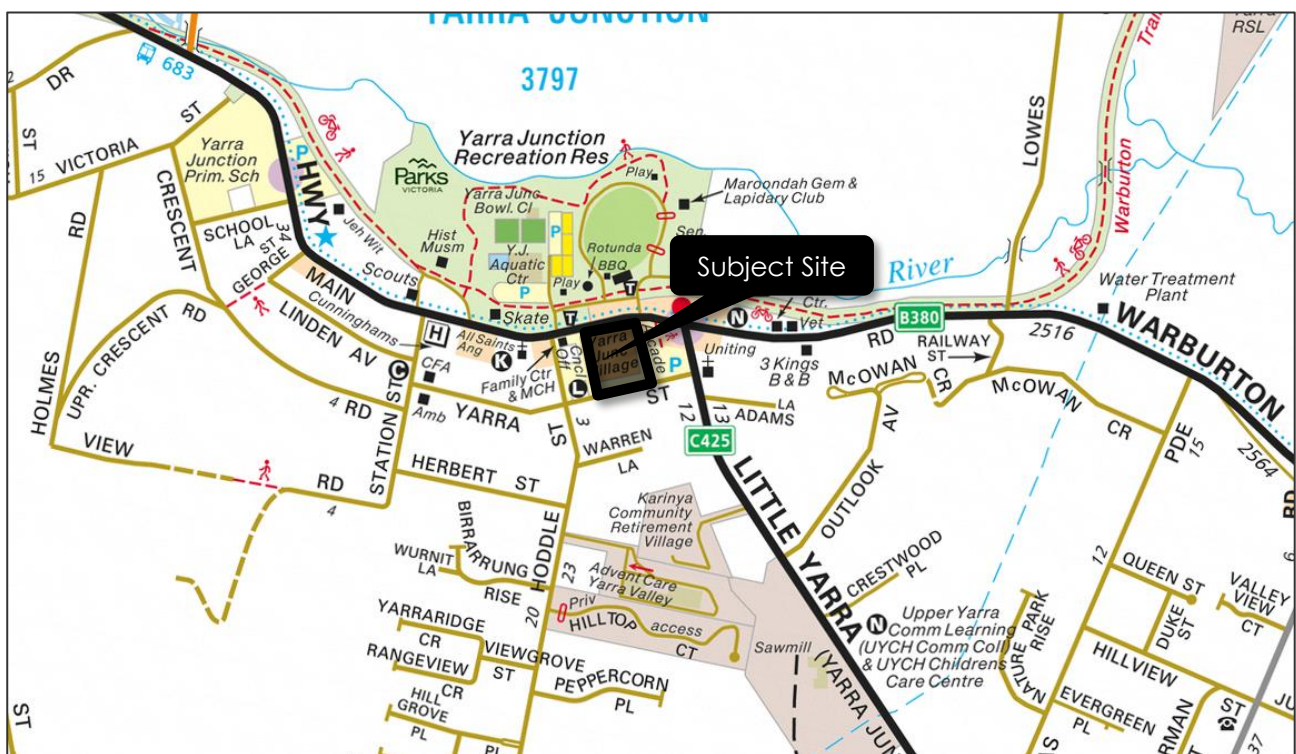
As part of this assessment, the subject site has been inspected with consideration of the development proposal, traffic and parking data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is addressed as 2450 & 2452 Warburton Highway, Yarra Junction, and is located near the southwestern corner of the signalised intersection between Warburton Highway and Little Yarra Road, as shown in Figure 1.

Figure 1 Site Location



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The site is currently operating as a shopping arcade associated within Yarra Junction Village Shopping Centre, which comprises of the existing Woolworths supermarket and BWS liquor store. The arcade also includes a number of specialty retail shops, including a bakery, café, chemist, hair salon, optical, tobacconist, variety store, and various vacant tenancies, encompassing an overall retail area of approximately 3,280 m².

The subject site includes road frontages to Warburton Highway along the northern boundary and Yarra Street along the southern boundary of the site for approximately 81 m, whilst occupying a total site area of approximately 8,200 m².

Vehicular access is currently provided via two crossovers from Yarra Street directly into the site, and a third crossover via Yarra Street and the neighbouring sites to the east. Car parking is provided on the southern portion of the site, and is generally shared with the other commercial uses within the vicinity of the site. The on-site car park contains a total of up to 113 spaces (including 4 accessible bays and 1 Emergency Bay), though noting that 16 of the spaces are informal bays within a gravel car park, and observations and aerial photo reviews suggest that the actual capacity of the informal car park is less than the 16 spaces shown on existing conditions plans.

Land use in the immediate vicinity of the site is commercial in nature, and includes the Yarra Ranges Council and the Yarra Junction Library to the immediate west of the site, and the Yarra Junction Community Reserve and associated uses to the north of the site.

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

Figure 2 Site Context (15 April 2024)

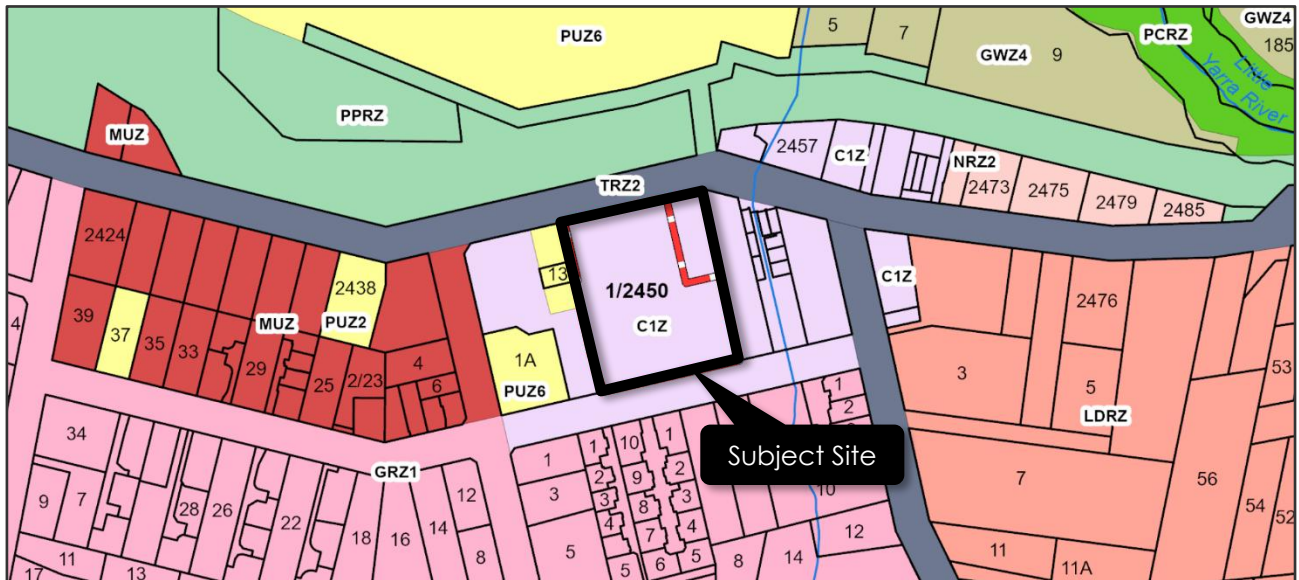


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z), and abuts Warburton Highway, which is within a Transport Zone (TRZ2), designating the Principal Road Network.

Figure 3 Planning Scheme Zones



2.3 Road Network

2.3.1 Warburton Highway

Warburton Highway is an arterial road generally aligned east-west, running between Donna Buang Road in the east, and Maroondah Highway in the west. Adjacent to the site, Warburton Highway provides a single traffic lane in each direction.

Indented kerbside parking is provided on both sides of the road adjacent to the site. On the southern side of the road, parking is generally restricted to 2-hour parking between 8:30 am and 5:30 pm, Monday to Friday, and 8:30 am to 12:00 pm, on Saturdays. On the northern side, parking is generally restricted to 1-hour parking between 8:30 am and 6:00 pm, Monday to Friday, and 8:30 am to 1:00 pm, on Saturdays.

A bus stop is situated on the northern side of Warburton Highway, adjacent the subject site. Additionally, a taxi zone is located just east of the bus zone.

A 50 km/h speed limit applies to Warburton Highway in the vicinity of the site.

The cross-section of Warburton Highway at the frontage of the site is shown in Figure 4.

Figure 4 Warburton Highway, looking east adjacent the subject site



Image date: August 2024

2.3.2 Yarra Street

Yarra Street is a local road generally aligned east-west, running between Little Yarra Road in the east, and Station Street the west. Yarra Street provides a single traffic lane in each direction adjacent to the site.

Indented kerbside parking is provided on the southern side of the road, generally unrestricted, with exception of a number of spaces on the western portion of the road being restricted to 'No Stopping' between 6:00 am and 4:00 pm on Thursdays.

On the northern side of the road, on-street parking is provided in the form of 45-degree angled parking spaces, which are generally unrestricted adjacent to the subject site.

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

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

Figure 5 Yarra Street, looking west adjacent to the subject site



Image date: August 2024

2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** on Friday 23rd of August 2024, between 12:30 pm and 7:30 pm, and Saturday 24th August 2024, between 10:00 am and 6:00 pm at the following intersections:

- Warburton Highway / Little Yarra Road;
- Warburton Highway / Hoddle Street, and
- Little Yarra Road / Yarra Street.

The Friday (PM) and Saturday peak hour results of the surveys are shown in Figure 6 and Figure 7.

Figure 6 Existing Traffic Volumes – Friday 23rd August 2024 (3:30pm – 4:30pm)



Figure 7 Existing Traffic Volumes – Saturday 24th August 2024 (11:15am – 12:15pm)



As shown above, relatively low traffic volumes are currently experienced at each of the intersections surrounding the site, with traffic volumes of less than 400 vehicles per hour for any one movement on Warburton Highway, and less than 200 vehicles per hour for any one movement on any side road.

2.5 Sustainable Transport

Public transport in the area is limited to the Route 683 bus service, which provides a connection between Chirnside Park Shopping Centre and Warburton via Yarra Junction.

An off-road shared path is provided to the north of the site as the Warburton Rail Trail, providing bicycle connections to the east and west.

2.6 Car Parking

2.6.1 Overview

The rear of the subject site and the adjacent sites (2452-2460 Warburton Highway, Yarra Junction) comprises a mix of sealed and unsealed car parking, which forms a large shared parking area for the adjoining shopping centre, as shown in Figure 8.

Figure 8 2450 – 2460 Warburton Highway, Yarra Junction Off-Street Parking



Existing parking signage is consistent at the 3 existing entrance points to the car parking area (including 2 to the subject site, and 1 to the adjacent site to the east); indicating that the car park area is for Shopping Centre Patrons Only.

Figure 9 Shopping Centre Parking Signage



Whilst some spaces within the car parking area have additional parking limitation signage (suggesting that parking is for patrons of particular stores only), and there are some signs indicating sections of the parking area are a private car park, in general, the car parking area operates as a shared public parking area for the surrounding shopping centre.

Additionally, the on-site car parking is supported by on-street car parking on Yarra Street, which includes unrestricted 45-degree angle parking along the north side, noting that Yarra Street itself is within a Commercial 1 Zone, as shown in Figure 3. Further time-restricted parking is provided along Warburton Highway adjacent the centre.

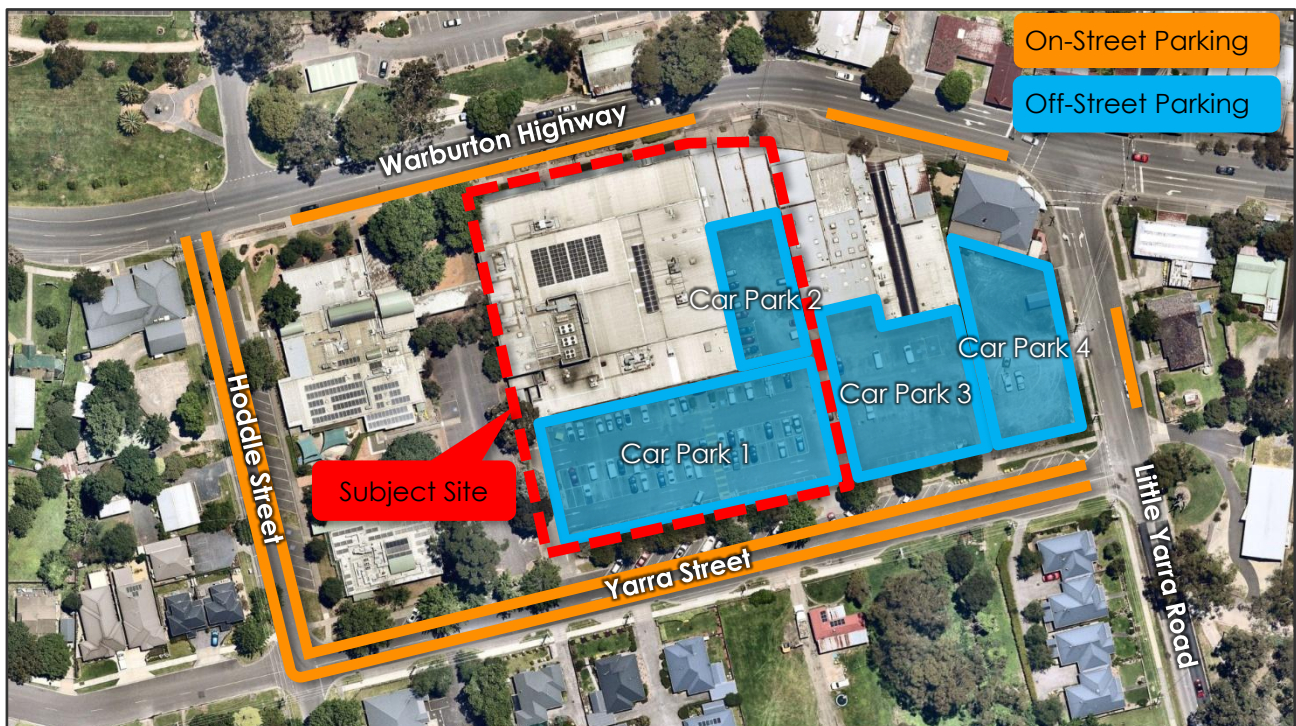
2.6.2 Car Parking Surveys

On-site and on-street car parking occupancy surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** of the on-site rear car park and adjacent off-street and on-street kerbside parking in order to establish the existing car parking demands in the vicinity of the subject site.

The surveys were undertaken on Friday 23rd August 2024, and Saturday 24th August 2024, both between 10am – 6pm in the areas shown in Figure 10.

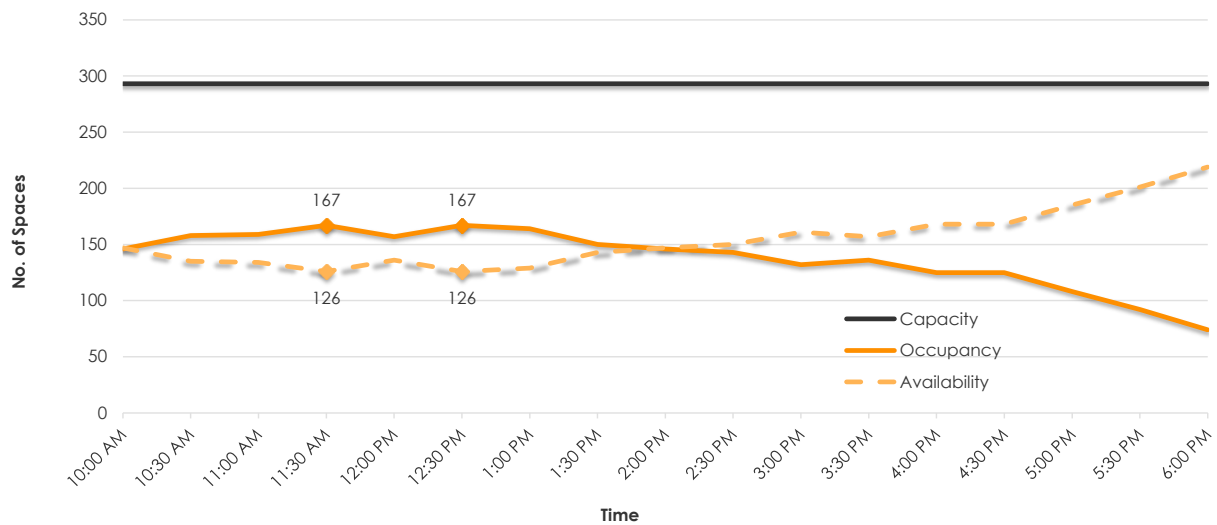
Within Figure 10, whilst all off-street car parking forms an effective shared parking area for customers of the retail precinct in general, Car Parks 1 and 2 are located within the subject sites, whilst Car Parks 3 and 4 are situated within adjacent private land.

Figure 10 Survey Area



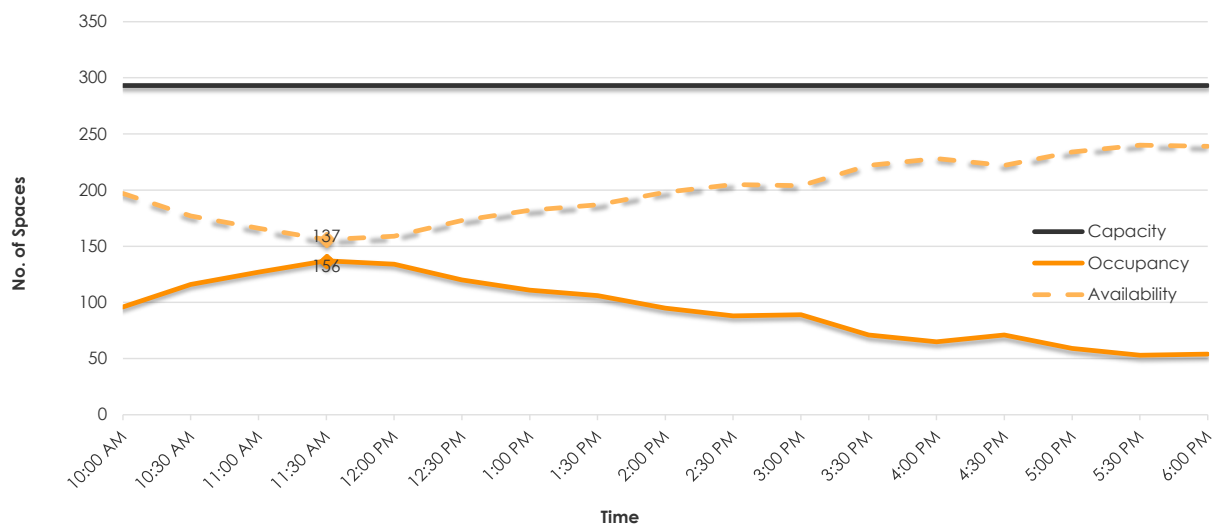
A summary of the survey results, showing the car parking occupancy profile on the Friday and Saturday, for both the entire survey area, and just the on-site car park, is shown in the figures below.

Figure 11 Car Parking Occupancy Profile: Survey Area – Friday



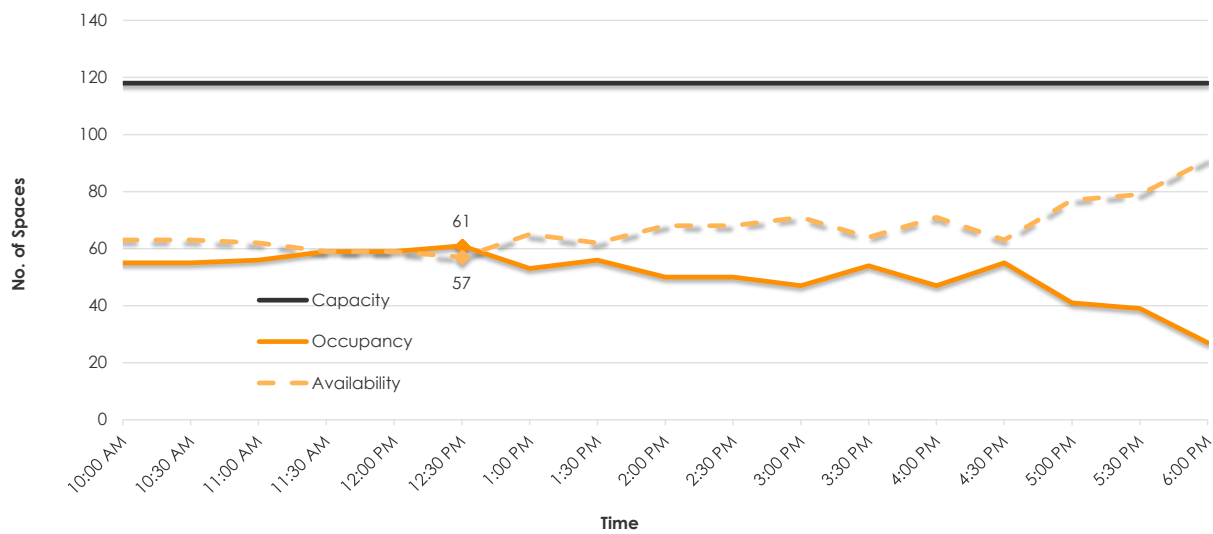
On the Friday, the surveys identified a constant supply of 293 parking spaces throughout the survey period. Peak occupancy occurred at 11:30 AM when 167 spaces were occupied, leaving at least 126 spaces available for use. Parking utilisation varied between 57% and 25% of capacity...

Figure 12 Car Parking Occupancy Profile: Survey Area – Saturday



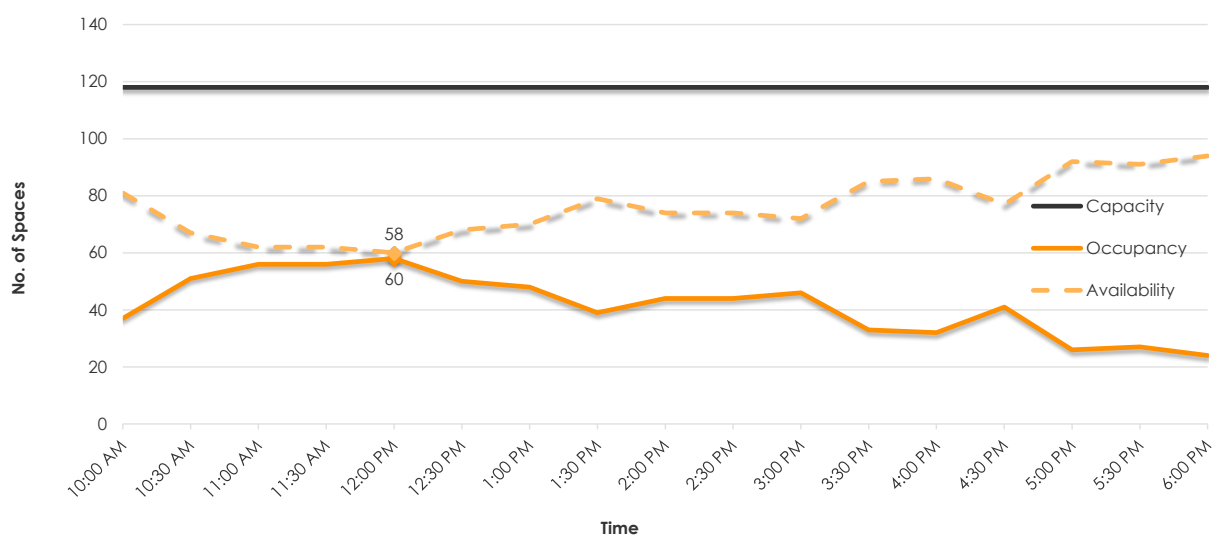
On the Saturday, the surveys identified a constant supply of 293 parking spaces throughout the survey period. Peak occupancy occurred at 11:30 AM when 137 spaces were occupied, leaving at least 156 spaces available for use. Parking utilisation varied between 47% and 18% of capacity.

Figure 13 Car Parking Occupancy Profile: On-Site Parking – Friday



On the Friday, the surveys identified a constant supply of 118 parking spaces within the on-site car park, throughout the survey period. It should be noted that the supply of parking is based on an assumed parking supply within the informal car park at 2452 Warburton Highway, hence results in a different supply to that indicated previously. Peak occupancy occurred at 12:30 PM when 61 spaces were occupied, leaving at least 57 spaces available for use. Parking utilisation varied between 52% and 23% of capacity.

Figure 14 Car Parking Occupancy Profile: On-Site Parking – Saturday



On the Saturday, the surveys identified a constant supply of 118 parking spaces throughout the survey period. Peak occupancy occurred at 12:00 PM when 58 spaces were occupied, leaving at least 60 spaces available for use. Parking utilisation varied between 49% and 20% of capacity.

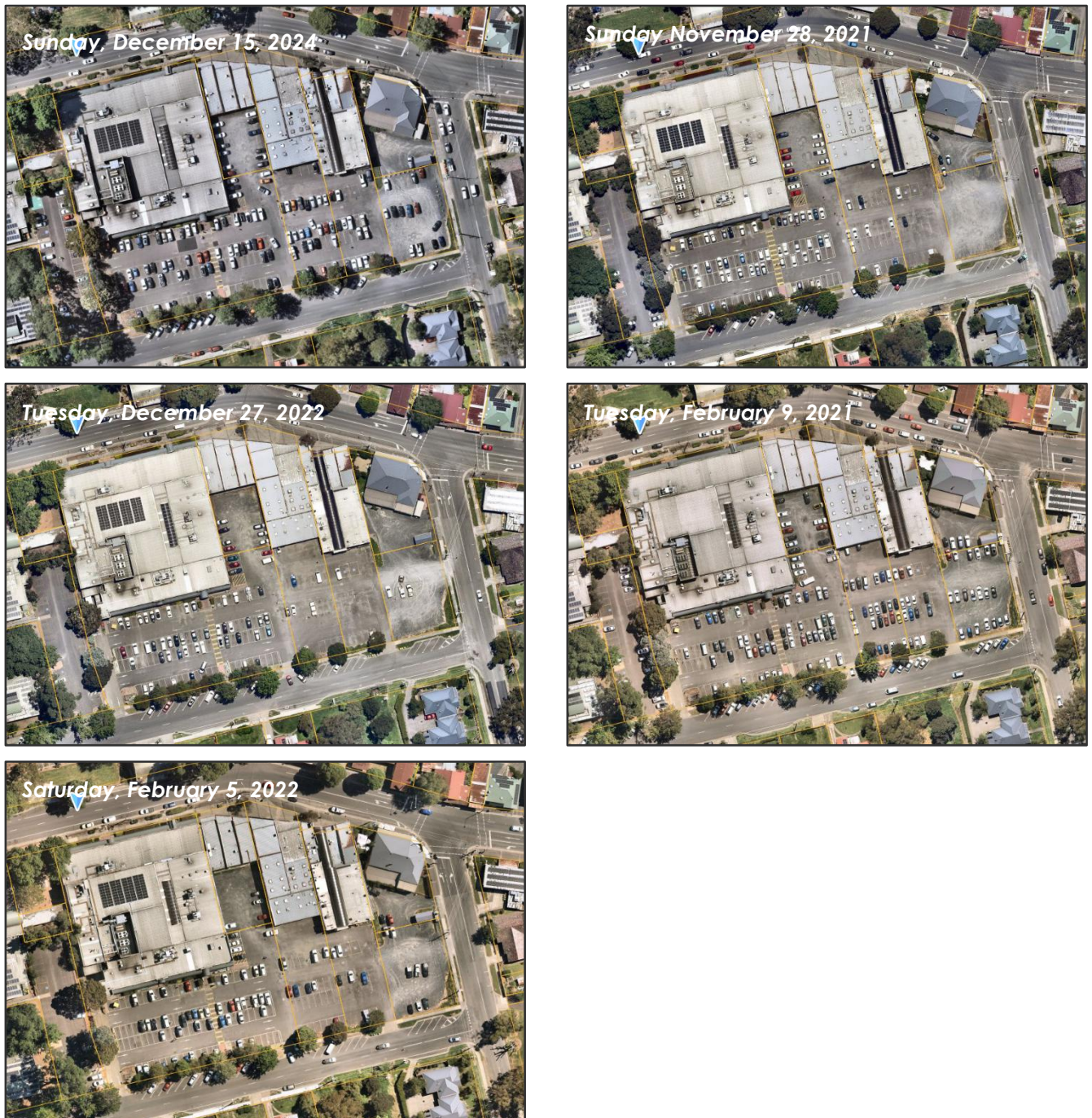
It should be noted that at no time during the survey period did the parking occupancy exceed 57% of the car parking supply, including over the full survey area, or the on-site car park along.

In terms of the on-site car park, a minimum of 57 spaces were available for use at all times during the surveys. This suggests a significant over-supply of parking in the area, and considerable parking availability.

The full set of the car parking survey data is included in Appendix A.

Further to the above, a review of Nearmap imagery has been undertaken to confirm the suitability of the parking surveys. As shown in Figure 15, Nearmap imagery suggests similar levels of occupancy within the surrounding car parking areas, demonstrating significant parking availability, including on weekend days, and close to the Christmas peak period.

Figure 15 Nearmap Imagery



3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed retrofit to the existing shopping arcade (on the land addressed 2450 Warburton Highway) to facilitate an expansion of the existing Woolworths supermarket and existing speciality retail tenancies.

As part of the proposed expansion, the car park for the adjoining commercial building (on the land addressed 2452 Warburton Highway) is to be modified, but is noted no changes is proposed to the existing floor area.

A summary of the proposed changes to the gross leasable area (GLA) schedule for the overall site is detailed in Table 1.

Table 1 Proposed Development Schedule Summary

Component (Cl. 52.06 Land Use)		Existing GLA	Net Change	Future GLA
2450 Warburton Highway				
Woolworths	(Supermarket)	1,889 m ²	+ 804 m ²	2,693 m ²
BWS	(Shop)	182 m ²	0 m ²	182 m ²
Vacant Retail	(Shop)	92 m ²	- 92 m ²	0 m ²
Pharmacy	(Shop)	248 m ²	+ 2 m ²	250 m ²
Café	(F&D Premise)	55 m ²	+ 48 m ²	103 m ²
Bakery	(Shop)	92 m ²	- 27 m ²	65 m ²
Tobacconist	(Shop)	94 m ²	- 94 m ²	0 m ²
Variety Store	(Shop)	93 m ²	- 93 m ²	0 m ²
Optical	(Shop)	56 m ²	- 6 m ²	50 m ²
Salon	(Shop)	36 m ²	+ 14 m ²	50 m ²
Vacant Retail	(Shop)	93 m ²	- 93 m ²	0 m ²
Sub-Total		2,930 m²	+ 463 m²	3,393 m²
2452 Warburton Highway				
Bank	(Office)	130 m ²	0 m ²	130 m ²
Office	(Office)	118 m ²	0 m ²	118 m ²
Salon	(Shop)	100 m ²	0 m ²	100 m ²
Sub-Total		348 m²	0 m²	348 m²
Total*	Overall	3,278 m²	+ 463 m²	3,741 m²
	Supermarket	1,899 m ²	+ 804 m ²	2,693 m ²
	Shop	1,086* m ²	- 389* m ²	697 m ²
	Office	248 m ²	0 m ²	248 m ²
	F&D Premise	55 m ²	+ 48 m ²	103 m ²

* Includes vacant retail tenancy floor areas

3.2 Pedestrian Accessibility

The reconfigured layout will modify the internal arcade, with pedestrian access ultimately provided to the supermarket and 'adjacent building' via both the Warburton Highway frontage and the rear car park, whilst access to the remaining tenancies provided via the rear car park only. The pedestrian link between the rear car park and the Warburton Highway frontage will remain generally as per existing conditions.

3.3 Vehicular Access, Parking and Loading

No changes are proposed to the existing Yarra Street vehicle access arrangements, though the proposed modifications will partially alter the existing on-site rear car park.

The existing overall on-site shared parking provision of up to 113 spaces (noting that the practical capacity is less than this due to the informal parking) is to be reduced by 17 parking spaces, with the resultant overall parking provision equating to 96 parking spaces, as detailed in Table 2.

Table 2 Proposed Parking Provision

Space Type	Existing No.	Net Change No.	Future No.
Standard	109	-20	89
DDA	4	-1	3
Direct-to-Boot	0	+4	4
Total	113	-17	96

The reduction of on-site parking spaces is a result of the shopping centre expansion, the conversion of six existing standard parking spaces in lieu of four direct-to-boot parking bays, the implementation of design-compliant accessible parking spaces (shared areas provided), and the provision of a loading bay for the specialty retail.

No changes are proposed to the existing supermarket loading arrangement, though as above, a loading bay is to be designated for the specialty retail.

Four additional horizontal bicycle parking spaces, which can accommodate at up to eight bicycles, are proposed along the retail frontage.

A comparison of the existing and proposed site layout is illustrated Figure 16.

Figure 16 Existing / Proposed Site Layout



4 DESIGN ASSESSMENT

4.1 Yarra Ranges Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the modified car parking layout and access for the proposed development with consideration of the Design Standards detailed within Clause 52.06-9 of the Yarra Ranges Planning Scheme.

A review of those relevant Design Standards is provided in the following sections.

4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

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

Requirement	Comments
Be at least 3 m wide.	Satisfied – minimum width of accessway is 6 m
Have an internal radius of at least 4 m at changes of direction or intersection or be at least 4.2 m wide.	Satisfied – changes of direction are accessways are in excess of 4.2 m
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.	Satisfied
Provide at least 2.1 m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 m.	N/A – height clearance beneath proposed canopy is in excess of 2.1 m, and designed to accommodate large loading vehicles
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, 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 m wide and 7 m long if the accessway serves ten or more car parking spaces and is either more than 50 m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A – no modifications are proposed to the site accesses
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 m along the frontage road from the edge of an exit lane and 2.5 m 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 900 mm in height.	N/A – no modifications are proposed to the site accesses
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 m from the road carriageway.	N/A – does not connect to a Transport Zone

4.1.2 Design Standard 2: Car Parking Spaces

The proposed on-site car parking spaces are to be provided as follows:

- The new standard car spaces on-site are proposed with a minimum width of 2.6 m, length of 4.9 m and are accessed from aisles of no less than 6.4 m, in accordance with the design requirements of Design Standard 2 of the Planning Scheme;
- The 4 direct-to-boot parking spaces are proposed with a minimum width of 3.0 m wide and length of 5.0 m, with additional width provided between bays to assist access;
- The loading bay is proposed with a width of 2.7 m and length of 5.4 m;
- The existing accessible bays are to be modified with a length of 5.4 m and a width of 2.4 m, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

Owing to the implementation of the direct-to-boot parking spaces, the aisle widths of the adjacent existing standard parking spaces will be reduced marginally to 6.2 m.

The existing car parking spaces opposite the proposed direct-to-boot spaces are currently measured with a width and length of approximately 2.5 m and 5.2 m respectively, which owing to the historical design of the car park, do not comply with current design standards.

Whilst the aisle is reduced to 6.2 m, the total length of the parking space and aisle of 11.4 m exceeds current standards of 11.3 m (4.9 + 6.4 m). Therefore, it is expected that the existing standard parking spaces will largely function similar to that of current standard parking spaces, and are considered acceptable from a design and function perspective.

4.1.3 Pedestrian Accessibility

It is proposed to maintain the existing pedestrian accessibility into the proposed development, including:

- Pedestrian access to the Woolworths (and through to the car park and specialty shops via an airlock and pedestrian link) from Warburton Highway, generally as existing;
- Direct pedestrian access to the existing tenancies a 2452 Warburton Highway from Warburton Highway, as existing;
- Direct pedestrian access to the rear of the existing tenancies a 2452 Warburton Highway from the car park area, as existing;
- Pedestrian access across the car park, to the Woolworths and to the retail frontage (and to Warburton Highway) via a pedestrian path through the car park, generally as existing.

It is noted that the internal pedestrian link connecting the Warburton Highway frontage with the rear car park is proposed to be shifted slightly (i.e. less than 10 metres) to the east. Whilst the pedestrian link no longer aligns with the pedestrian path across the car park, the minimal separation is not expected to detract from the pedestrian accessibility through the site.

Additionally, with the introduction of the new specialty retail frontage along the northern boundary of the car park, a proportion of pedestrian traffic from the car park will not be destined for the Woolworths or internal pedestrian link, and the alignment is of no consequence. Given the above, it is not considered necessary to modify the location of the car park pedestrian path to align with the new location.

Furthermore, a realignment of the pedestrian path across the car park may result in the loss of vegetation along the Yarra Street site boundary, where a realigned path would connect to the Yarra Street footpath.

4.2 Bicycle Parking

Bicycle parking is proposed to be provided in the form of on-ground bicycle hoops, and have been designed in accordance with the Australian Standard; specifically, they are provided at 1.0 m centres, with an envelope of 1.8 m provided for bicycles and a 1.5 m access aisle.

In addition, the bicycle parking spaces have all been provided as on-ground hoops, exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

4.3 Clause 52.29 – Land Adjacent to the Principal Road Network

The development proposal is subject to the requirements of Clause 52.29 of the Yarra Ranges Planning Scheme which applies to land adjacent to the Principal Road Network (Warburton Highway) and aims to ensure appropriate access is provided to identified roads.

Relevant to the proposed development, the Clause states that a permit is required to create or alter access to, or subdivide land adjacent to, a road in a Transport Zone 2, and that the proposal is to be referred to the relevant referral authority (in this case the Department of Transport and Planning (VicRoads)).

The proposed development does not propose direct access to Warburton Highway, and therefore there is no need for a permit under Clause 52.29 of the Planning Scheme, and no need for referral to Department of Transport and Planning.

In light of the above, it is considered that the proposed development will satisfy the requirements of Clause 52.29.

5 LOADING

Clause 65 (Decision Guidelines) of the Yarra Ranges Planning Scheme identifies that:

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

No changes are proposed to the existing loading arrangements for the supermarket component of the subject site, with the existing loading dock on the western side of the site to be retained.

To ensure convenient loading is available for the specialty retail, a single loading bay is proposed to the east of the retail frontage to the main car park. This is considered to be an improvement on existing conditions, where loading activity must occur from the standard car parking spaces.

Additionally, four direct-to-boot parking bays will be provided for customer loading, which will improve the ease and convenience of customer loading. It is recommended that vehicles are requested to reverse into the direct-to-boot bays, consistent with Woolworths recommendations.

The provision for loading is therefore considered appropriate for the proposed use, and an improvement on existing conditions.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Ranges Planning Scheme. Clause 52.34 states:

"Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use."

The bicycle parking requirements therefore only apply to the proposed increase in floor area, and are summarised in Table 4.

Table 4 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Retail Premises (café)	+ 48 m ²	1 space per 300 m ² for employees 1 space per 500 m ² for visitors	- -
Shop (supermarket and shop)	+ 415 m ²	1 space per 600 m ² for employees 1 space per 500 m ² for visitors	- -
Total			-

Due to the additional shop area not exceeding 1,000 m², no bicycle parking is required.

Regardless, additional bicycle parking is proposed (8 spaces) in excess of the Planning Scheme requirements, and therefore the supply of bicycle parking is considered to be appropriate.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

7.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Ranges Planning Scheme. Furthermore, Clause 52.06 also specifies 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”.

Acknowledging the existing number of car parking spaces will be reduced following the proposed development, the resultant car parking requirement for the site therefore applies to the future resultant floor areas, as calculated in Table 5.

Table 5 Clause 52.06 – Car Parking Requirements

Use	No./Area	Rate	Car Parking Measure	Total
Food & Drink Premises	103 m ²	4	to each 100 m ² of leasable floor area	4
Office	248 m ²	3.5	to each 100 m ² of net floor area	8
Shop	697 m ²	4	to each 100 m ² of leasable floor area	27
Supermarket	2,693 m ²	5	to each 100 m ² of leasable floor area	134
Total				173

Based on the above calculations, a total of 173 parking spaces are required for the proposed development.

7.1.2 Proposed Car Parking Provision

The future car parking provision is to comprise 96 spaces on-site, which equates to a shortfall of 77 spaces when compared to the Planning Scheme requirements.

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

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

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

7.2 Car Parking Demand Assessment

7.2.1 Car Parking Surveys

The car park occupancy surveys presented in Section 2.6 can be used to estimate the car parking demands generated by the existing shopping centre, though noting that the parking area on-site and adjacent parking areas are shared by all the uses in the vicinity.

In order to estimate the existing parking demands, it is therefore considered appropriate to analyse for different potential scenarios, as described below:

- It is expected that the minimum parking demands generated by the existing development on the site include only those cars parked within the on-site car park. This assumes that all site generated parking does not park on-street, or within the adjacent off-street car park. It is noted that the on-site car park never exceeded 57% of the capacity, therefore, there was always car parking available on-site, and the on-site car park is the most conveniently located for the existing retail on-site;
- It is expected that the maximum parking demands generated by the existing development would include all cars parked within the on-site car park, in addition to approximately half of the cars parked on the south side of Warburton Highway (along the site frontage), and approximately half of the cars parked on the north side of Yarra Street. Given that the car park on-site never exceeded 57% of the capacity, it is not expected that any customers or staff would park in more remote locations (such as Hoddle Street).

It is noted that some parking within the subject site may occur as a result of demands generated by adjacent retail developments, though similarly, some parking demands generated by the existing development may occur on adjacent sites, given the nature of the shared parking to the south of the retail buildings. Similarly, a number of customers are expected to visit multiple shops as part of their trip, without moving their vehicle. This is typical of a shopping precinct, though given the high existing parking availability, and therefore the ability for shoppers to simply park in close proximity to their desired retail destination, the 'cross-demand' for parking is expected to be limited.

Based on the above scenarios, the following car parking demands are expected to be generated by the existing shopping centre on the subject site.

Table 6 Anticipated Peak Car Parking Demand Rate

<i>Period</i>	<i>Range</i>	<i>Surveyed Parking Demand</i>	<i>Parking Demand Rate</i>
Friday	Minimum	61	1.86 spaces / 100 m ²
	Maximum	75	2.29 spaces / 100 m ²
Saturday	Minimum	58	1.77 spaces / 100 m ²
	Maximum	67	2.04 spaces / 100 m ²

Application of the above rates to the proposed floor area results in the following minimum and maximum expected peak parking demands.

Table 7 Anticipated Peak Car Parking Demand

<i>Period</i>	<i>Range</i>	<i>Parking Demand</i>	<i>Minimum Availability</i>
Friday	Minimum	70	26
	Maximum	86	10
Saturday	Minimum	66	30
	Maximum	76	20

7.2.2 Bicycle Parking

It is proposed to provide bicycle parking in excess of the Planning Scheme requirements, and consequently, staff and customers will be encouraged to utilise bicycles, with a resultant reduction in the need for private motor vehicles.

A small reduction in both staff and visitor car parking demand can therefore be expected.

7.2.3 Anticipated Parking Demand

Whilst typically a car parking demand rate diminishes as the size of the shopping centre increases, it is expected that the proposed revitalisation of the shopping centre may attract additional patronage, and therefore, it is assumed that the existing parking demand rates discussed above may apply to the proposed expanded centre.

Consequently, and based on the Friday survey results, it is anticipated that the proposed centre may generate a peak parking demand of between 70 and 86 spaces, based on the proposed floor area of 3,741 m², and utilising the higher Friday demands above.

With a proposed provision of 96 parking spaces on-site, **sufficient car parking is provided on the subject site alone (without a reliance upon on-site car parking on adjacent sites, or on-street parking on Yarra Street)**, to accommodate the expected peak demands, with a minimum of between 26 and 10 car parking spaces available at all times.

7.3 Review of Car Parking Provision

7.3.1 Car Parking Credit

It is understood the current site and associated on-site parking provision results in a shortfall of car parking when compared to the current Planning Scheme requirements (though it is noted the current at-grade car park was constructed prior to the currently imposed car parking requirements).

Based on the existing development schedule of the subject site (refer to Table 1) and the current Planning Scheme requirements, the existing development currently generates the minimum car parking requirement detailed in Table 8.

Table 8 Clause 52.06 – Existing Car Parking Requirements

Use	No./Area	Rate	Car Parking Measure	Total
Food & Drink Premises	55 m ²	4	to each 100 m ² of leasable floor area	2
Office	248 m ²	3.5	to each 100 m ² of net floor area	8
Shop	1,086 m ²	4	to each 100 m ² of leasable floor area	43
Supermarket	1,899 m ²	5	to each 100 m ² of leasable floor area	94
Total				147

With the subject site currently providing an on-site car parking provision of 113 spaces, the existing development includes a shortfall of 34 spaces, and subsequently, providing an applicable car parking credit of 34 spaces.

In this regard, it is understood that cash-in-lieu payments have been previously made to Council for the provision of car parking in Yarra Street, and based on Condition 5 of Planning Permit YR-2000/1283, 22 car spaces were provided in Yarra Street for the subject site. Whilst the specific details of the location of these parking spaces is unknown, there are 22 spaces currently provided along the north side of Yarra Street, adjacent to the car parking area for the shopping centre.

7.3.2 Shared Parking

The subject site is located within the Yarra Junction shopping centre, which includes a number of retail, commercial and service uses, with all customer and patron car parking served by a supply of on-street and off-street parking. As is typical for a shopping precinct, customers often visit multiple shops as part of a single trip, and it is considered appropriate that parking be accommodated in a shared arrangement for the precinct as a whole, rather than providing car parking for each individual use.

Whilst the Car Parking Demand Assessment indicates that sufficient parking is available on the subject site alone to accommodate the anticipated parking demands, the parking surveys discussed in Section 2.6.2 demonstrate that there is significant additional parking availability in the surrounding shared parking areas, with peak occupancy not exceeding 57% of the parking supply.

7.3.3 Direct-To-Boot (DTB) Parking

The overall parking supply includes four Direct-To-Boot (DTB) parking spaces, which are utilised by customers to pick-up online orders.

The efficiency of the service means that vehicles parked in the DTB parking spaces are typically parked for less than 5 minutes, whilst their online order is packed into the boot of the car. In comparison, car parking durations of stay for typical supermarket trips often exceed 30 minutes for even a small list of groceries, and can exceed 1 hour for longer trips.

Each Direct-To-Boot car parking space therefore provides capacity for between 5 to 10 standard supermarket trips. The provision of 4 DTB car parking spaces is therefore expected to provide the equivalent of in excess of 20 standard car parking spaces.

Furthermore, the peak period for the DTB parking typically coincides with the peak period for the supermarket, therefore, the additional capacity provided by the DTB parking assists in reducing the peak car parking demands for the centre.

Considering the above, the peak car parking demands experienced by the shopping centre are expected to reduce as a result of the provision of Direct-To-Boot parking.

7.3.4 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- The Car Parking Demand Assessment indicates that sufficient car parking is provided on the subject site alone (without a reliance upon on-site car parking on adjacent sites, or on-street parking on Yarra Street);
- Cash-in-lieu payments have been previously made to Council for the provision of 22 car parking in Yarra Street, which consequently further improves car parking availability.
- The proposed development provides bicycle parking in excess of the Planning Scheme requirements, therefore providing an alternate means of transportation;
- There is significant additional parking availability in the surrounding shared parking areas, with peak occupancy not exceeding 57% of the parking supply;
- A car parking credit applies to the subject site, based on the existing land use and current Planning Scheme requirements; and
- The peak car parking demands experienced by the shopping centre are expected to reduce as a result of the provision of Direct-To-Boot parking.

8 TRAFFIC

8.1 Traffic Generation

The New South Wales Roads and Traffic Authority (now Transport for NSW) produced the document "Guide to Transport Impact Assessment" dated 2024, which aims to assist with the assessment and preparation of development applications. The guide identifies peak traffic rates for a variety of land uses based on surveys of existing facilities.

The guide suggests the following trip generation for *small suburban shopping centres* are based on a mix of metropolitan and regional small shopping centres surveys (undertaken in 2018) for Wednesday / Thursday and weekend peak periods for shopping centres with a gross leasable floor area between 1,000 – 6,000 m² (future gross floor area of 3,629 m²).

Table 9 Small Suburban Shopping Centre Trip Generation

Period	Wednesday / Thursday	Weekend
AM Peak	0.066A + 126	0.097A + 186
PM Peak	0.089A + 170	

A: Gross Leasable Floor Area

It is generally accepted that supermarkets and commercial developments experience peak traffic movements during weekday evenings and weekends. Therefore, the Wednesday / Thursday PM peak and weekend peak period traffic generation rates will be adopted, with the traffic expected to be split 50:50 for inbound and outbound trips.

It is noted that the above formulas are divided into two components; a base traffic generation (i.e. 126, 170, and 186) for the shopping centre, and an additional rate based on the floor area (i.e. 0.066A, 0.089A, and 0.097A).

In relation to a proposed shopping centre expansion, it is considered appropriate to apply only the floor area rate to the proposed expansion, noting that the existing shopping centre would already include the base traffic generation.

Subsequently, based on the rates above, and the proposed expansion of the shopping centre (where A = 463 m²), the following additional traffic is expected to be generated.

Table 10 Anticipated Traffic Generation

Period	Inbound	Outbound	Total
PM Peak Hour	21	20	41
Weekend Peak	23	22	45

8.2 Traffic Impact

Reviewing the volumes above, it is projected that up to 41 and 45 additional vehicle movements will be generated during the weekday PM and weekend peak periods respectively, which equates to in the order of approximately one additional vehicle movement every 1 – 1.5 minutes.

Furthermore, the generated traffic will be further split between the various car park access points, and then further distributed between Warburton Highway, Hoddle Street, and Little Yarra Road.

The level of traffic is considered relatively low, and is anticipated not to impose a discernible impact to the surrounding road network when compared to the existing traffic generated by the subject site.

Consistent with similar small shopping centres / arcades to that of the subject site, on occasion customers are likely to combine their trip to the supermarket by visiting the other land uses within the subject site, and therefore, the traffic generation will likely be less than that estimated above.

9 RESPONSE TO COUNCIL RFI

A planning application (Application Number YR-2925/110) was submitted to Council, and a Request for Further Information dated the 27th of March 2025 was subsequently received, requesting the following additional traffic and car parking items.

1. Application amended to include:

Permit application under Clause 52.06-3 to provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site and all car spaces relied upon for Lot 7 Sec 2 PS004348 & Lot 2 PS436477 clearly delineated. Amended traffic report is also required addressing this issue. Alternatively the subject land consolidated as part of the application.

The subject site comprises 2 titles, and it is understood that consolidation of land is not required. This traffic report assesses the subject site as a whole, and it is not proposed to provide car parking on another site.

Application amended to include the land to the west where CP3 and CP4 are shown on the traffic report under Clause 52.06-3 to provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.

Whilst the parking surveys detailed in Section 2.6.2 include parking on adjacent sites, the Car Parking Demand Assessment concludes that sufficient car parking is provided on the subject site alone, **without a reliance upon car parking on adjacent sites**.

9. Having regard to Clause 52.06-7:

- *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.*

Whilst the subject site comprises 2 titles, the existing car park effectively acts as shared parking currently.

There is no reliance upon public car parking intended to serve the land.

There is no reliance upon on-street parking.

The car parking report to:

- a) *identify CP1, CP2, CP3 and CP4. Where these are private car parks or are not car parks provided on the subject site the summary tables should be amended to identify these. It is recommended that these be excluded as the justification can only rely upon publicly available car parking as such is only appropriate to consider under Clause 52.06-7 – alternatively amend the permit application to include this land and advise the land owner of such.*
- b) *address the appropriateness of relying on available car parking in Yarra Street having regards to its zoning and residential nature.*

CP3 and CP4 have been shown to be outside the subject site, though there is no reliance upon private car parking on land outside of the subject site.

There is no reliance upon car parking in Yarra Street, though noting that cash-in-lieu payments have been previously made to Council for the provision of 22 car parking in Yarra Street, which further improves car parking availability.

Further comments were also received through the internal traffic referral, as discussed below:

Provide details of any parking and wayfinding signage, including any timed parking restrictions as this can give an indication of expected turnover.

No additional parking and wayfinding signage is proposed, and no parking restrictions are proposed, other than associated with the Direct to Boot and accessible parking bays.

Is there data from other Woolworths sites on the uptake of the DTB service? For example, how many customers typically use the service per weekday? Are there peak periods of demand, and if so, what is the demand?

Information provided by Woolworths for a comparable store indicates the following average daily Direct to Boot volumes:

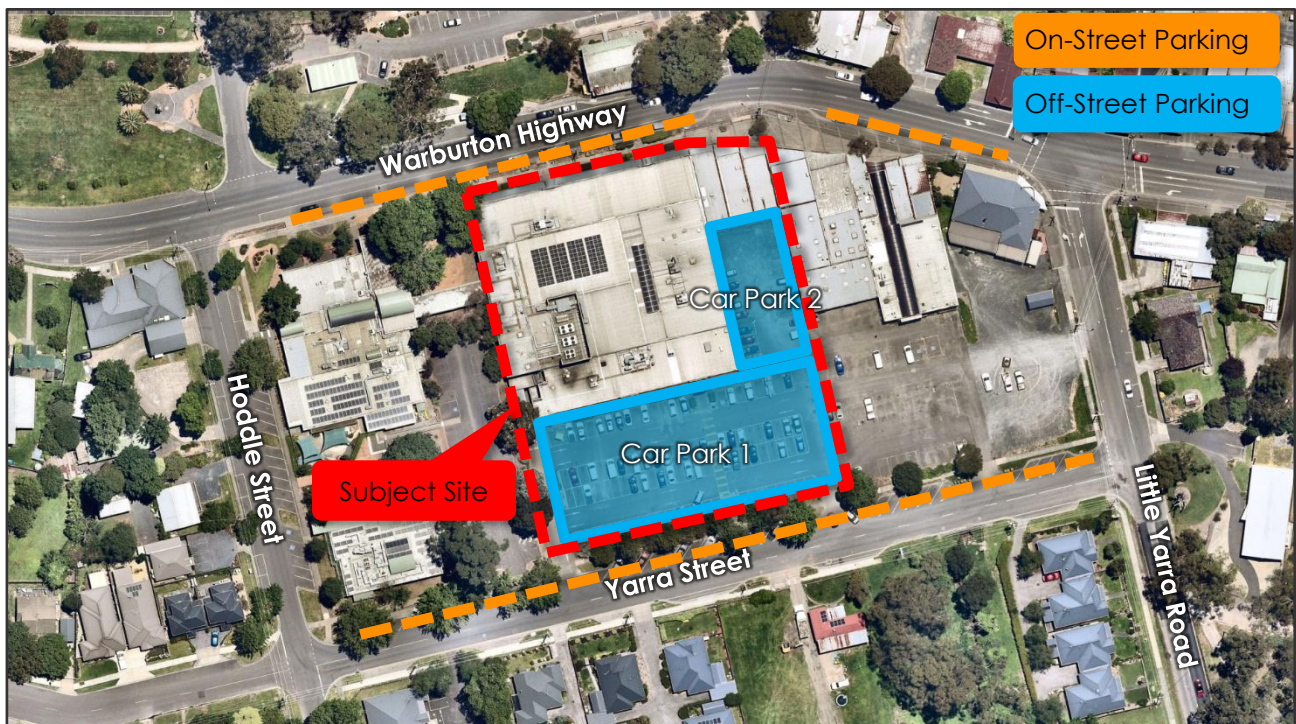
- 7am to 9am: 4 Orders
- 9am to Midday: 20 Orders
- Midday to 2pm: 16 Orders
- 2pm to 4pm: 18 Orders
- 4pm to 6pm: 16 Orders
- 6pm to 8pm: 8 Orders

Obviously, the demand for Direct to Boot parking spaces is dependent on the arrival times for DTB customers, and the time taken to load.

Car Parking Demand Assessment – the maximum parking demand assessment refers to on-street parking on Warburton Highway and Yarra Street. It is not clear exactly which on-street parking spaces were included in this assessment, their quantities and why Hoddle Street was omitted. Please update the report accordingly. Furthermore, does the site benefit from any car parking credits? It is also worth highlighting the likelihood of multi-purpose trips and dynamics with adjacent land uses in favour of the dispensation sought.

Whilst the on-site car park never exceeded 57% occupancy (and therefore overflow parking is expected to be minimal), to provide a conservative assessment, the 'maximum' demand calculations included half of all on-street parking demands occurring along the north side of Yarra Street and the south side of Warburton Highway, between Little Yarra Street and Hoddle Street, as shown in Figure 17.

Figure 17 Maximum Parking Demand Calculation Area



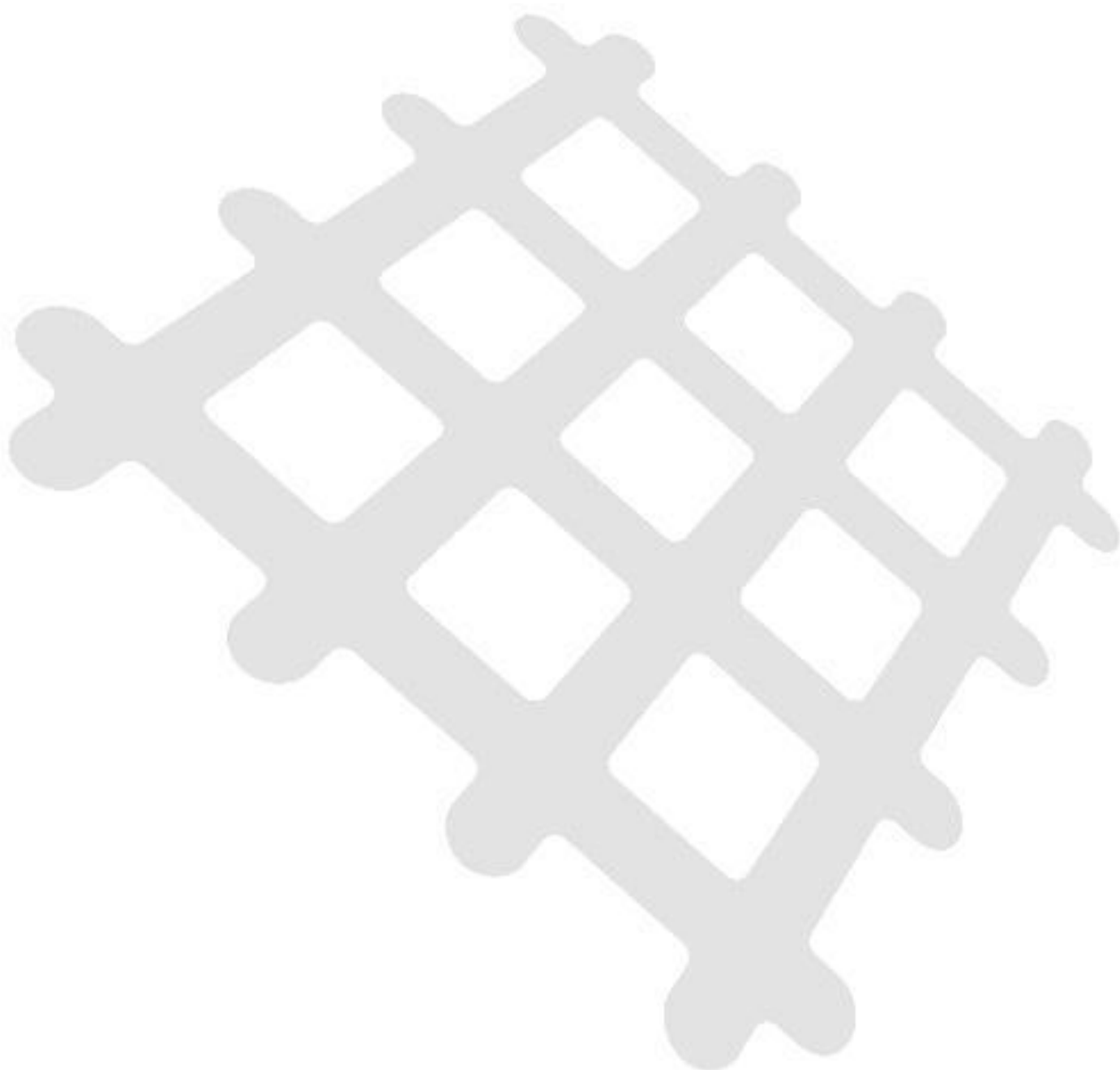
10 CONCLUSIONS

It is proposed retrofit to the existing shopping arcade to facilitate an expansion of the existing Woolworths supermarket, and the relocation or removal of the existing speciality retail tenancies and modifications of the on-site car park.

Considering the analysis presented above, it is concluded that:

- Car parking surveys of the area surrounding the subject site and within the existing on-site car park indicate that car parking occupancy did not exceed 57% of the supply, suggesting considerable parking availability;
- The proposed car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The bicycle parking proposed have been designed in accordance with the Australian Standards;
- The existing parking spaces will largely function similar to that of modern standard parking spaces, and therefore are considered acceptable from a design and function perspective;
- The provision for loading is considered appropriate for the proposed use, and an improvement on existing conditions;
- Additional bicycle parking is proposed in excess of the Planning Scheme requirements, and therefore the supply of bicycle parking is considered to be appropriate.
- Sufficient car parking is provided on-site to accommodate the expected peak demands, with a minimum of between 26 and 10 car parking spaces available at all times. The on-site car park is therefore expected to adequately accommodate the additional car parking demand generated by the proposed redevelopment, with no overflow parking expected into adjacent parking areas; and
- The level of traffic expected to be generated by the proposed expansion is considered relatively low, and is anticipated not to impose a discernible impact to the surrounding road network when compared to the existing traffic generated by the subject site.

Appendix A Car Parking Survey Data



Car Parking Occupancy

[v3.0]: 19-Jul-24

240490 - Woolworths Yarra Junction

Project Details

Project Number:	240490
Project Name:	Woolworths Yarra Junction

Survey Details

Location:	2450 Warburton Highway			Melway Ref:		Surv
Suburb:	Yarra Junction	State:	VIC	Survey Date:	Fri 23/08/2024	Surv
Comments:				Weather:		GPS:

Parking Survey Results

Area	Street	Section	Side	Restriction 1		Supply	Parking Occupancy																		Avg	Max.
				Type	Times		10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM			
Warburton Hwy	Little Yarra Rd to Hoddle St	N	No Stopping		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	3	3	3	0	2	2	2	2	2	2	2	2	2	3	2	2	1	2	2	3		
			No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	3	2	3	3	2	2	3	3	3	3	2	2	3	1	2	2	2	1	2.3	3		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	2	2	1	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0.4	2		
			Taxi Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone		1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.1	1		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P	8:30am-5:30pm Mon-Fri, 8:30am-12:30pr	7	5	5	5	6	6	6	7	4	5	5	4	6	4	4	5	4	4	5	7		
Little Yarra Rd	Warburton Hwy to Yarra St	W	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	8:30am-5:30pm Mon-Fri, 8:30am-12noor	15	1	2	4	3	3	1	1	1	1	0	0	0	0	0	0	0	0	1	4		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping		5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.1	1		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Unrestricted		3	0	0	3	2	3	1	0	1	2	0	0	0	2	0	0	1	1	0.9	3		
			No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Unrestricted		28	20	19	21	22	22	21	22	22	20	18	19	19	19	19	14	12	9	18.7	22		
			Loading Zone 8am-10am Mon-Fri		2	0	1	0	1	1	1	1	1	1	0	0	1	0	1	0	0	0	0.5	1		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Yarra St	Little Yarra Rd to Hoddle St	N	Unrestricted		1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.1	1			
			No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Unrestricted		2	0	1	1	1	1	0	0	0	0	1	1	1	1	2	0	0	0.6	2			
			No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping	6am-4pm Thu	2	2	2	2	2	1	2	0	1	1	0	1	1	1	1	0	0	0	1	2		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping	6am-4pm Thu	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0.3	1		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping	6am-4pm Thu	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hoddle St	Yarra St to Warburton Hwy	W	Unrestricted		2	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0.3	2	
			1P	9am-5pm Mon-Fri	6	0	1	1	0	2	2	1	2	1	3	2	1	1	1	1	1	1	1.2	3		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P	9am-5pm Mon-Fri	3	0	0	0	1	0	0	1	1	2	1	0	0	1	1	1	0	0	0.5	2		
			P Disabled		2	0	0	0	0	0	1	2	2	2	2	2	2	2	2	2	0	0	1.1	2		
			2P	9am-5pm Mon-Fri	6	1	1	2	3	2	2	4	1	2	3	3	0	1	0	0	0	1	1.5	4		
			2P	9am-5pm Mon-Fri, Council Visitor Only	6	3	4	5	5	3	4	5	2	2	1	3	0	0	0	0	0	0	2.2	5		
			P Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Unrestricted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Unrestricted		91	45	43	46	49	49	50	44	45	42	41	39	44	39	48	34	35	23	42.1	50		
CP1		P Disabled		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Unrestricted		6	2	4	3	2	3	3	2	3	1	2	2	3	2	2	1	0	1	2.1	4			
CP2		Reserved Parking		17	8	8	7	8	7	8	7	8	7	7	6	7	6	5	6	4	3	6.6	8			
		Staff & Loading Zone Only		2	1	1	2	2	0	2	2	2	2	2	2	2	1	1	2	2	2	1.6	2			
CP3		P Disabled		3	2	2	1	1	2	2	0	2	0	1	1	1	1	1	1	1	0	1.1	2			
		No Stopping Ambulances Excepted		2	2	2	2	2	2	1	1	1	1	2	2	2	2	2	2	1	0	1.6	2			
CP4		Unrestricted		49	28	33	30	32	27	31	41	30	29	32	28	27	28	24	29	25	22	29.2	41			
		Unrestricted		23	21	22	20	21	19	23	18	16	21	21	15	15	11	10	6	4	4	15.7	23			
Total Occupied Spaces					324	148	160	161	169	160	168	165	151	147	146	134	138	127	127	110	93	74	139.8	203		
Max. Occupancy					169	#N/A	#N/A	#N/A	169	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Available Spaces						176	164	163	155	164	156	159	173	177	178	190	186	197	197	214	231	250	184.2	121		
Min. Available					155	#N/A	#N/A	#N/A	155	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Capacity						324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324		
Utilisation						46%	49%	50%	52%	49%	52%	51%	47%	45%	45%	41%	43%	39%	39%	34%	29%	23%	43%	52%		

Car Parking Occupancy

[v3.0]: 19-Jul-24

240490 - Woolworths Yarra Junction

Project Details

Project Number:	240490
Project Name:	Woolworths Yarra Junction

Survey Details

Location:	2450 Warburton Highway			Melway Ref:		Surv
Suburb:	Yarra Junction	State:	VIC	Survey Date:	Sat 24/08/2024	Surv
Comments:				Weather:		GPS:

Parking Survey Results

Area	Street	Section	Side	Restriction 1		Supply	Parking Occupancy																		Avg	Max.	
				Type	Times		10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM				
Warburton Hwy	Little Yarra Rd to Hoddle St	N	No Stopping		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	3	2	3	3	3	3	2	2	3	2	2	2	2	1	1	2	1	2	2.1	3			
			No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	3	2	2	2	2	1	1	2	3	2	2	2	2	1	2	2	0	2	1.8	3			
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P	8:30am-6pm Mon-Fri, 8:30am-1pm Sat	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	1		
			Taxi Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			S	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				1P	8:30am-5:30pm Mon-Fri, 8:30am-12:30pr	7	4	5	7	7	7	7	5	6	5	3	2	2	2	3	4	2	5	4.5	7		
Little Yarra Rd	Warburton Hwy to Yarra St	W	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	8:30am-5:30pm Mon-Fri, 8:30am-12noon	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			E	No Stopping		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				No Stopping		3	0	0	0	0	2	1	1	2	0	0	1	0	0	1	1	0	0	0.5	2		
				No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Yarra St	Little Yarra Rd to Hoddle St	N	Unrestricted		28	11	13	15	11	9	9	10	9	7	8	6	7	8	6	5	7	3	8.5	15
						Loading Zone 8am-10am Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					S	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unrestricted		1				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Stopping		2				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Unrestricted		2				0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0.2	1			
No Stopping		2				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Stopping	6am-4pm Thu	2				1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1.1	2			
No Stopping		1				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Stopping	6am-4pm Thu	1				0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0.7	1			
No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
No Stopping	6am-4pm Thu	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	1					
Hoddle St	Yarra St to Warburton Hwy	W	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Unrestricted		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			E	1P	9am-5pm Mon-Fri	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.2	1		
				No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				1P	9am-5pm Mon-Fri	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	2		
				P Disabled		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	1		
				2P	9am-5pm Mon-Fri	6	0	1	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0.3	2		
				2P	9am-5pm Mon-Fri, Council Visitor Only	6	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.3	1		
				P Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CP1					91	30	43	49	47	50	43	41	31	37	38	38	27	25	37	24	25	20	35.6	50			
						4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CP2																											