

272 Maroondah Highway Healesville

Traffic and Parking Assessment Report



Prepared for

SLHA

Prepared by

**Evan Boloutis
Director**

B.Eng (Civil), MEng Sc (Traffic), MBA

EB Traffic Solutions Pty Ltd
evan@ebtraffic.com.au
www.ebtraffic.com.au
0408 395 729

26 January 2022

Rev B

1. INTRODUCTION

1.1 Purpose of this report

This report sets out an assessment of the parking implications of the proposed development, with specific consideration of the following:

- the existing conditions and a description of the proposal;
- an assessment of the development's car parking requirements; and
- adequacy of the on-site and on-street car parking supply to accommodate both the statutory car parking requirements of the Yarra Ranges Planning Scheme and the car parking demands anticipated to be generated by the proposal;
- statutory bicycle parking requirements of the proposed development; and
- an assessment of the traffic impact of the proposed development.

1.2 Referenced documents

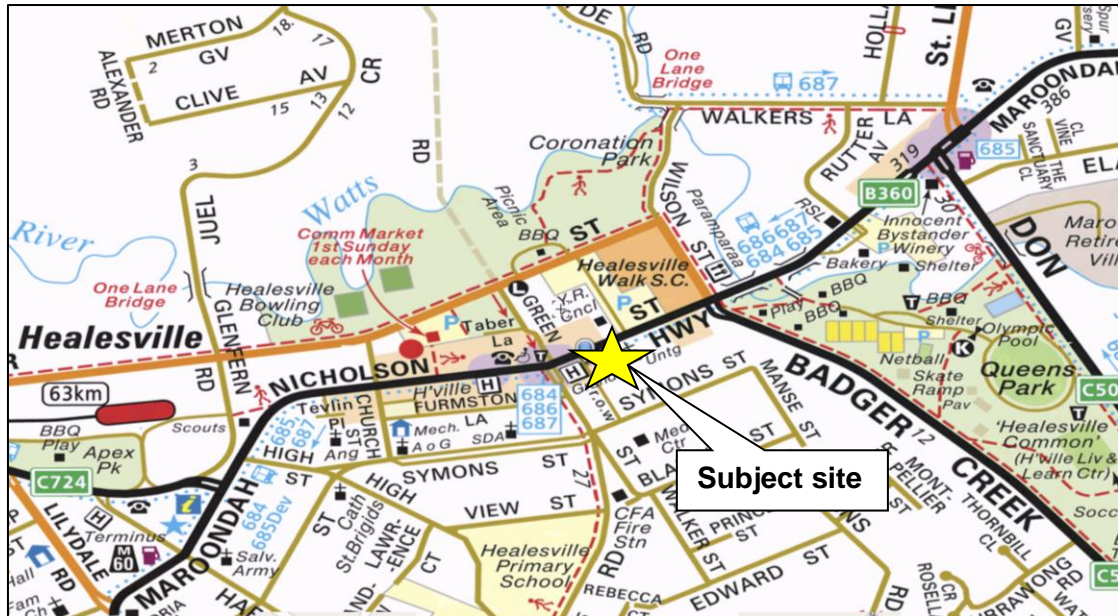
This report has been based upon a number of sources. These include:

- Site observations and information provided by the applicant;
- Melways maps, nearmap and Google maps;
- Building Code of Australia and Yarra Ranges Planning Scheme;
- AutoTURN computer software for the swept path analysis and AS 2890.1:2004;
- Yarra Ranges Planning Scheme, Yarra Ranges Travelsmart and PPTN maps and Public Transport Victoria web site;
- Parking surveys undertaken on Friday 10 December 2021 between 9 am and 9 pm and on Saturday 11 December 2021 between 9 am and 9 pm;
- Approved plan and layout for 274 Maroondah Hwy Healesville, prepared by LETAC Drafting Services, Sheet SITE, dated 18/07/05; and
- Layout plans of the proposed development prepared by soft loud house architects, Sheets A00 – A10, dated Jan 2022.

2. EXISTING CONDITIONS

2.1 Location and Land use

The site is located on the south side of Maroondah Highway approximately 25 m east of Green Street. The location of the subject site is shown in **Figure 2.1**.



Source: Copyright Melways Publishing Pty, Ltd. Reproduced from Melways online with permission

Figure 2.1: Location of the subject site

The subject site is occupied by a single storey office. The is located within a neighbourhood activity centre. The nature of the subject site and the surrounding land uses are shown in **Figure 2.2.**



Source: google maps

Figure 2.2: Nature of the subject site and the immediately surrounding land uses

The rear of the site contains a gravel car parking area, as shown in **Figure 2.3**.



Figure 2.3: Informal car parking area at rear of the site

2.2 Road Network

Maroondah Highway is a declared arterial road with an undivided cross section typically containing a traffic and parking lane in each direction.

Photos showing the cross section of Maroondah Highway looking to the east and west are shown in **Figures 2.4** and **2.5**, respectively.



Figure 2.4: Maroondah Highway looking east



Figure 2.5: Maroondah Highway looking west

A laneway (Furmston Lane) abuts the site's southern site boundary. The laneway extends approximately 80 m east of Green Street and provides vehicular and pedestrian access to the rear of the properties abutting the south side of Maroondah Highway.

The cross section of the laneway is demonstrated through a photo shown in **Figure 2.6**.



Figure 2.6: Laneway looking east from rear of site

A laneway abuts the site's western boundary and provides vehicular access to the rear car park. This laneway also provides a pedestrian connection between Furmston Lane and Maroondah Highway. The cross section of the laneway is demonstrated through a photo shown in **Figure 2.7**.

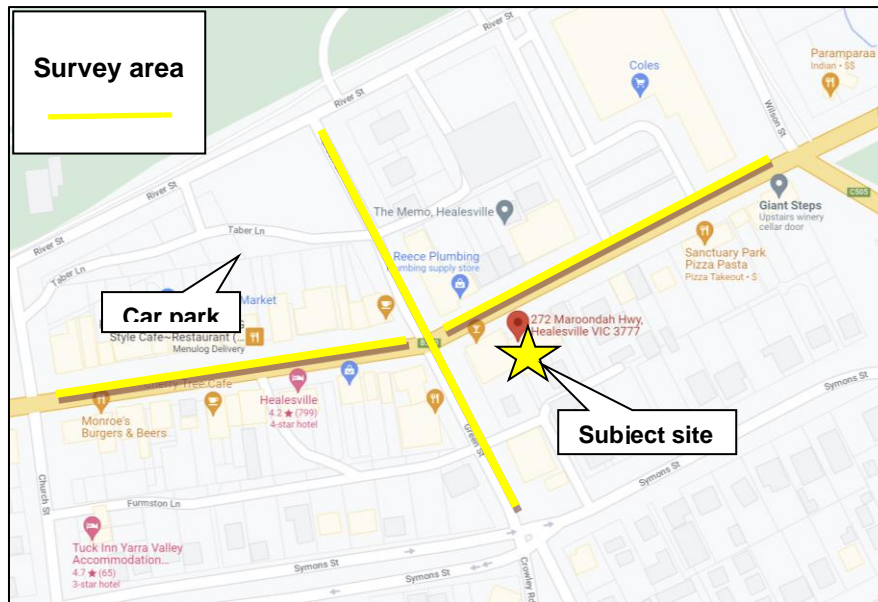


Figure 2.7: Laneway looking north from Furmston Lane

2.3 Existing Parking Supply and Demand

To establish the existing parking demands in the nearby on-street car parking areas, parking observations were undertaken in the immediately surrounding area on Friday 10 December 2021 between 9 am and 9 pm and on Saturday 11 December 2021 between 9 am and 9 pm.

Having regard to the above, the area included for the parking observations correspond to a distance of up to around 175 m from the subject site, as shown in **Figure 2.8**.



Source: google maps

Figure 2.8: Survey area adopted for the parking survey

The results of the surveys, which are summarised in **Attachment A**, indicated that the peak car parking demand during the:

- Friday daytime period occurred at 2 pm and corresponded to 92 cars (in a maximum of 169 spaces) or 54 % of the available parking supply;
- Friday evening period occurred at 7 pm and corresponded to 52 cars (in a maximum of 169 spaces) or 31 % of the available parking supply;
- Saturday daytime period occurred at 11 am and corresponded to 94 cars (in a maximum of 169 spaces) or 56 % of the available parking supply; and
- Saturday evening period occurred at 7 pm and corresponded to 57 cars (in a maximum of 169 spaces) or 34 % of the available parking supply.

2.4 Sustainable Transport Modes

2.4.1 Public Transport

There is a good provision of public transport services which operate adjacent to or in close proximity to the site. The various public transport services within close proximity to the site include:

Train

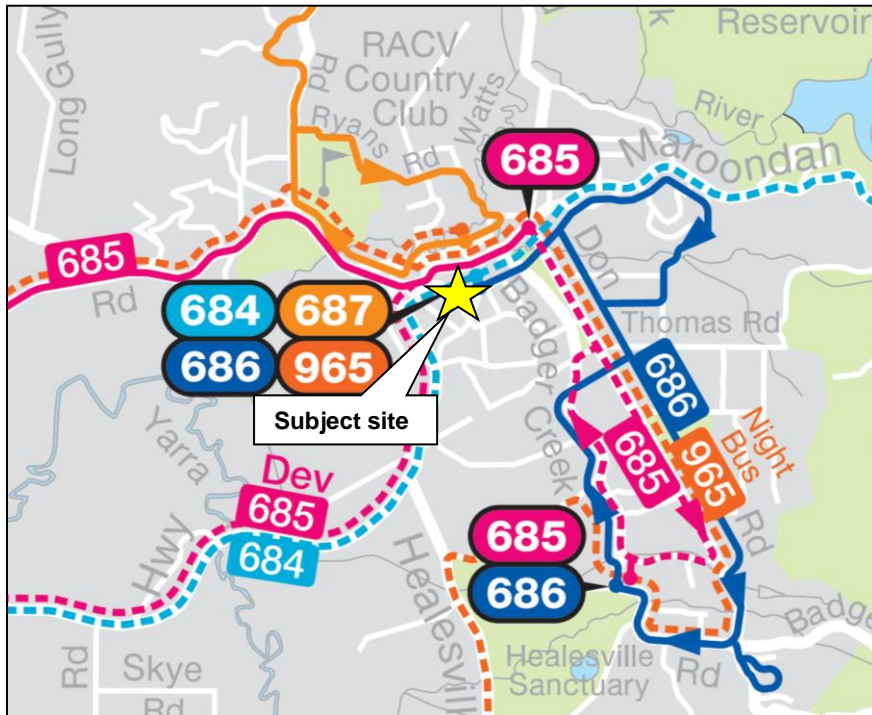
Healesville railway station is located 800 m west of the site

Bus

- Bus route 684 operates between Melbourne and Eildon;
- Bus route 685 operates between Lilydale and Healesville;
- Bus route 686 operates between Healesville and Badger Creek;
- Bus route 687 operates between Chum Creek and Healesville; and

- Bus route 965 is a night bus which operates between Lilydale and Yarra Glen loop via Woori Yallock and Healesville.

The public transport services in close proximity to the subject site are shown in **Figure 2.9**.



Source: Public Transport Victoria

Figure 2.9: Public transport services in the vicinity of the site

2.4.2 Bicycle Facilities

The Shire of Yarra Ranges is well serviced by an extensive network of on- and off-road bicycle routes linking the municipality with the surrounding municipalities.

The bike network in the vicinity of the site comprises of exclusive bicycle lanes along Maroondah Highway as shown in **Figure 2.10**.

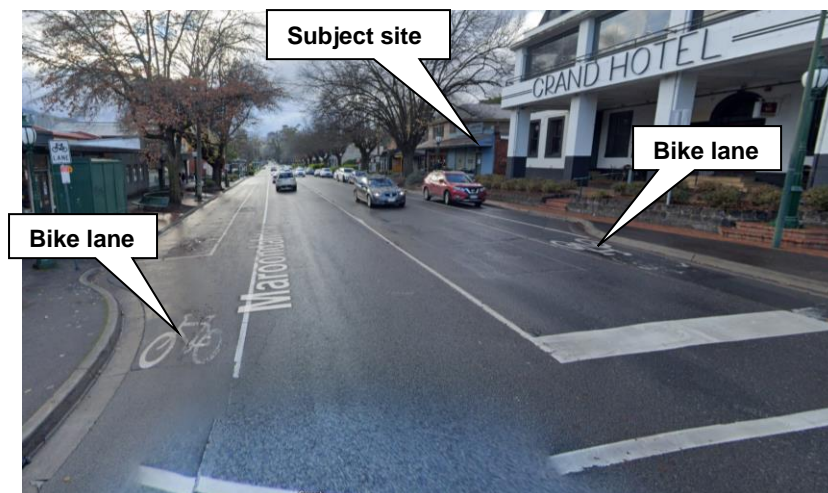


Figure 2.10: Bicycle lanes in the vicinity of the site

3. THE PROPOSAL

It is proposed to demolish the existing structures and construct a three level mixed use development with the following breakdown of land use components:

- Retail shop: (96.3 sqm)
- Bar (53.2 sqm) maximum of 20 persons at one time
- 3 x two bedroom dwellings

It is understood from discussions with the applicant that the proposed hours of operation for the shop will be between daytime hours on weekdays and on Saturdays and the operating hours of the bar will be between 4 pm and 11 pm.

Information provided by the applicant indicate that the proposed shop will have one staff member and the bar will have two staff at any one time.

A total of five spaces will be allocated to the proposed land uses on the site from within an approved car park layout to the rear of Nos. 272 and 274 Maroondah Highway, as shown in **Attachment B**.

One space will be allocated to each of the two bedroom dwellings and one space will be allocated for staff of the shop and one space for staff of the bar. Customers of the retail shop and bar will be required to park in the on-street spaces.

Access to the rear car parking area will be provided via the rear laneway.

The layout of the proposed car parking area is shown in **Attachment C**.

4. CAR PARKING

4.1 Statutory Car Parking Requirements

The statutory requirements for car parking are set out in Clause 52.06 of the Yarra Ranges Planning Scheme, with parking rates stipulated in the table to Clause 52.06-5.

The development's Column A statutory parking requirements for the proposed development is summarised as follows

- | | |
|---------------|--|
| • Residential | <i>One space to each one or two bedroom dwelling</i> |
| • Shop | <i>4 spaces to each 100 sqm leasable floor area</i> |
| • Bar | <i>0.4 spaces per patron permitted</i> |

In addition, reference to the Building Code of Australia indicates that, for retail use, there is a requirement to provide one disabled parking space.

The Building Code of Australia further states that a disabled bay can be provided as a conventional parking bay within the car park containing up to five spaces.

Application of the statutory parking requirements to the development's proposed land uses indicates a car parking requirement of 14 spaces, in accordance with the following breakdown.

- *Residential* $3 \times 1 = 3 \text{ spaces}$
- *Shop* $4 \times 96.3/100 = 3 \text{ spaces}$
- *Bar* $0.4 \times 20 = 8 \text{ spaces}$

Given that five on-site spaces are provided, the proposed development has a statutory parking deficiency of nine spaces. Consent is therefore required for the waiver of nine parking spaces.

In instances where the statutory requirements are not being met, a planning permit can be granted to reduce the car parking requirement, subject to Clause 52.06-6 of the Yarra Ranges Planning Scheme. The requirement can be reduced to zero where appropriate.

The provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These two separate considerations and their respective factors considered relevant to this planning permit application are listed in Section 4.2.

4.2 Car Parking Considerations

4.2.1 The car parking demand likely to be generated by the use

(a) Multi-purpose trips within an area

It is considered that a proportion of customers to the proposed shop/bar are likely to have arrived into the area as workers of the nearby businesses or to shop within the nearby shops located within the Local Neighbourhood Activity Centre.

(b) Short-stay and long-stay parking demand

Shop

An assessment of the car parking requirements was undertaken based upon surveys undertaken of shops by consultants.

Typically, shops can be expected to generate around 1 to 2 staff members per 100 sqm shop with an additional peak of two customers per 100 sqm shop.

On the basis of the above, it is expected that the proposed shop will generate up to four staff and five customers at any one time during the peak weekday and Saturday daytime periods.

During the weekday evening and Sunday periods, the shops are unlikely to trade and if this is the case, no parking demands will occur during these periods.

Bar

During the peak periods, that is during the Friday and Saturday evening periods, it is expected that customers will stay longer due to the consumption of alcohol, and as such, will more likely arrive at the site via alternative transport methods than a private motor vehicle, such as cycling, walking, taxi, uber or public transport.

The peak parking demands anticipated to be generated by the proposed bar have been assessed based upon the parking demand characteristics of the Barton Fink (bar/ /lounge/café)

Barton Fink is located at 816 High Street Thornbury and is permitted to have up to 100 patrons at any one time. The premises trades between 4 pm and 12 midnight (Sunday), 11 pm (Tuesday, Wednesday) and 1 am (Thursday to Saturday) and is closed on Mondays.

Interview surveys were undertaken of both staff and patrons on Friday 9 February 2018 between 6 pm and 10 pm, the results of which indicate that:

- There are four staff at the premises, of which three staff drove and parked in on-site spaces to the rear of the site and one staff arriving by public transport/walking.
- During the survey period, there were 88 customers who arrived at the site using the following modes of travel:
 - 22 car driver
 - 45 walked/dropped off/car passenger
 - 11 public transport
 - 9 taxi/uber
 - 1 bike
- The number of customers who arrived as a car driver represent 25 % of all customers or a ratio of 0.22 spaces per patron permitted.
- There was a peak person accumulation of 74 customers at the premises between 9 pm and 9.30 pm.

On the basis of the above, application of the surveyed rates to the proposed bar results in an anticipated peak staff parking demand of two staff spaces and a customer parking demand of four spaces.

(c) Availability of public transport in the locality

As detailed in section 2.4.1, the development site is well served by public transport services with a railway station and five bus routes operating in close proximity to the proposal. The bus stop is located along Green Street in close proximity to the proposed development, as shown in **Figure 4.1**.



Source: Google maps

Figure 4.1: Location of nearby bus stops

An assessment of the timetables of the various public transport services indicate that each service operates during the time periods which coincide with the proposed uses during the weekday and weekend daytime and evening periods.

(d) The convenience of pedestrian and cyclist access to the site

The site benefits from pedestrian and cycle infrastructure and facilities in the area as detailed in section 2.4.2.

Footpaths are provided along both sides of Maroondah Highway and in the nearby local roads within the immediately adjacent area to provide convenient access for pedestrians between the front of the site and the on-street car parking supply within the surrounding area.

Similarly, an excellent network of on- and off-road bike lanes are provided adjacent to and within the surrounding area to provide convenient access for cyclists to and from the site.

(e) The provision of bicycle and end of trip facilities for cyclists

Clause 52.34 of the Yarra Ranges Planning Scheme seeks to encourage cycling as a mode of transport with the provision of secure, accessible and convenient bicycle parking spaces.

The statutory bicycle parking requirements (Clause 52.34 of the Yarra Ranges Planning Scheme) of the proposal are set out in **Table 4.1**.

Table 4.1: Assessment of Statutory Bicycle Parking Requirements

Description	Size	Bicycle Parking Rate		Bicycle Parking Requirement	
		Staff	Customers	Staff	Customers
Shop	96.3 sqm	1 to each 600 sqm LFA if LFA > 1,000 sqm	1 to each 500 sqm LFA if LFA > 1,000 sqm	0 space	0 space
Bar #	53.2 sqm	1 to each 600 sqm LFA if LFA > 1,000 sqm	1 to each 500 sqm LFA if LFA > 1,000 sqm	0 space	0 space

Note: LFA = leasable floor area # rate assumed for shop for purpose of analysis

Application of the statutory bicycle parking requirements to the proposed shop/bar indicate that there are no bicycle requirements for staff or customers of the shop/bar.

Given that the dwellings are less than four storeys, there are no bicycle statutory bicycle parking requirements for the proposed dwellings.

Notwithstanding the above, it is noted that a bicycle storage area is located at the rear of the development to accommodate any staff bikes.

4.2.2 Assessing whether fewer spaces should be provided

(a) Car Parking Availability

The results of the car parking surveys, which are summarised in Section 2.4, indicate that the peak on-street car parking demands in the vicinity of the proposal equate to an occupancy rate of:

- Friday daytime period, a peak occupancy rate of 54 % (77 vacancies) at 2 pm;
- Friday evening period, a peak occupancy rate of 31 % (117 vacancies) at 7 pm;
- Saturday daytime survey period, a peak occupancy rate of 56 % (75 vacancies).at 11 am; and
- Saturday evening survey period, a peak occupancy rate of 34 % (112 vacancies); at 7 pm.

The assessment undertaken in Sections 4.1 and 4.2.1 (b) indicates that the development has a statutory parking deficiency of nine spaces.

The assessment indicates that the proposed development's statutory parking deficiency of nine spaces is able to be accommodated within the available on-street spaces.

As a result, the development is not anticipated to adversely impact upon the amenity of the surrounding residential area.

(b) Any adverse economic impact a shortfall of parking may have on the economic viability of an activity centre

The results of the parking surveys (section 2.3) indicate that there are an adequate number of available on-street parking spaces to accommodate the statutory parking deficiency for the proposed development.

Further, as stated in section 4.2.1 (a), it is considered that a proportion of customers to the proposed shop/bar are also likely to have arrived into the area as workers of the nearby businesses or to shop within the nearby shops located within the local neighbourhood activity centre.

On this basis, it is considered that the proposed development is not considered to represent an adverse impact to the economic viability of the local neighbourhood activity centre, but rather compliment and support the viability of the adjacent local neighbourhood activity centre.

(c) The impact of fewer spaces on local amenity

The assessment undertaken in Section 4.1 indicates that the proposed development will have a statutory parking deficiency of nine spaces.

The results of the parking surveys and subsequent assessment indicates that there is an abundance of available parking spaces in the nearby on-street parking areas in close proximity to the proposal to accommodate the proposal's statutory parking deficiency during the peak Friday and Saturday daytime periods.

On this basis, it is considered that the proposal would not represent any adverse impact upon the amenity of the surrounding area.

(d) Access to the provision of alternative transport modes

The proposed development has convenient access to a railway station, five bus routes, a network of on-street and off-road shared pathways for cyclists, cyclist infrastructure, footpaths provided along both sides of the roads within the surrounding area for pedestrians which

provide a range of alternatives to private car travel for staff of the proposed development, as well as their customers.

4.3 Adequacy of Parking Provision

The proposed development is considered to represent a minimal impact on the surrounding road network having regard to the following characteristics:

- The proposed development will have a statutory parking deficiency of nine spaces;
- The results of the parking surveys (section 2.3) indicate that there are an adequate number of available on-street parking spaces to accommodate the statutory parking deficiency for the proposed development;
- The likelihood of customers to the proposed development arriving to the area as part of a multi-purpose trip, that is, arriving principally (and parking) in the area to visit an existing retail or commercial uses within the area and also visiting the proposed shop;
- The availability of public transport in the immediate area, namely a railway station and five bus routes which operate adjacent to and in close proximity to the proposal;
- The availability of a network of shared pathways for cyclists and pedestrians, on- and off- road bicycle routes for cyclists, bicycle infrastructure and pedestrian pathways in the immediate area which provide a range of alternatives to private car travel for staff of the proposed development as well as their customers, if desired; and
- The convenience of cyclist and pedestrian access to the site.

Based upon the above, it is considered that sufficient basis exists to grant dispensation to waive the development's statutory parking deficiency of nine parking spaces.

5. COMMERCIAL VEHICLE CONSIDERATIONS

5.1 Refuse

Bins used to store waste would be stored in a bin area at the rear of the site and would be serviced by a private contractor from the rear laneway.

5.2 Deliveries

Deliveries to the shop/bar are expected to be typically undertaken by small vans in the parking bays located within the local neighbourhood activity centre.

6.3 Loading Bay Requirements

The adequacy of loading facilities for new developments can be assessed having regard to Clause 93.04-2 of the Yarra Ranges Planning Scheme.

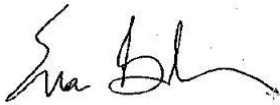
Specifically, the responsible authority must consider, amongst other things '*whether the movement of pedestrians and cyclists, and vehicles providing for supplies and waste removal are appropriately accommodated*'.

Reference to the layout plan indicates that while a loading dock facility has not been provided, any deliveries will be required to make use of the existing parking bays located within the local neighbourhood activity centre, as currently occurs for the majority of the shops/commercial premises located within the local neighbourhood activity centre.

7. CONCLUSIONS AND RECOMMENDATION

Having regard to the above, it is considered that:

- The proposed development has a statutory parking deficiency of nine spaces;
- The results of the parking surveys (section 2.3) indicate that there are an adequate number of available on-street parking spaces to accommodate the statutory parking deficiency for the proposed development; and
- Sufficient basis exists to grant dispensation to waive the development's statutory parking deficiency of nine spaces.

A handwritten signature in black ink, appearing to read 'Evan Boloutis'.

Evan Boloutis
Director
EB Traffic Solutions Pty Ltd

B.Eng (Civil), MEng Sc (Traffic), MBA

Copyright

The information contained in this report is confidential and intended for the use of the client specified on the front of the report. No representation is made or is implied to be made to any third party. No part of this report may be reproduced or used without the written permission of EB Traffic Solutions Pty Ltd. Any unauthorised use of this report will constitute an infringement of copyright.

Disclaimer

EB Traffic Solutions Pty Ltd takes no responsibility in any way to any person or organisation, other than that for which the report has been prepared, in respect of the information contained in this report, including any omissions or errors.

ATTACHMENT A
RESULTS OF CAR PARKING SURVEYS

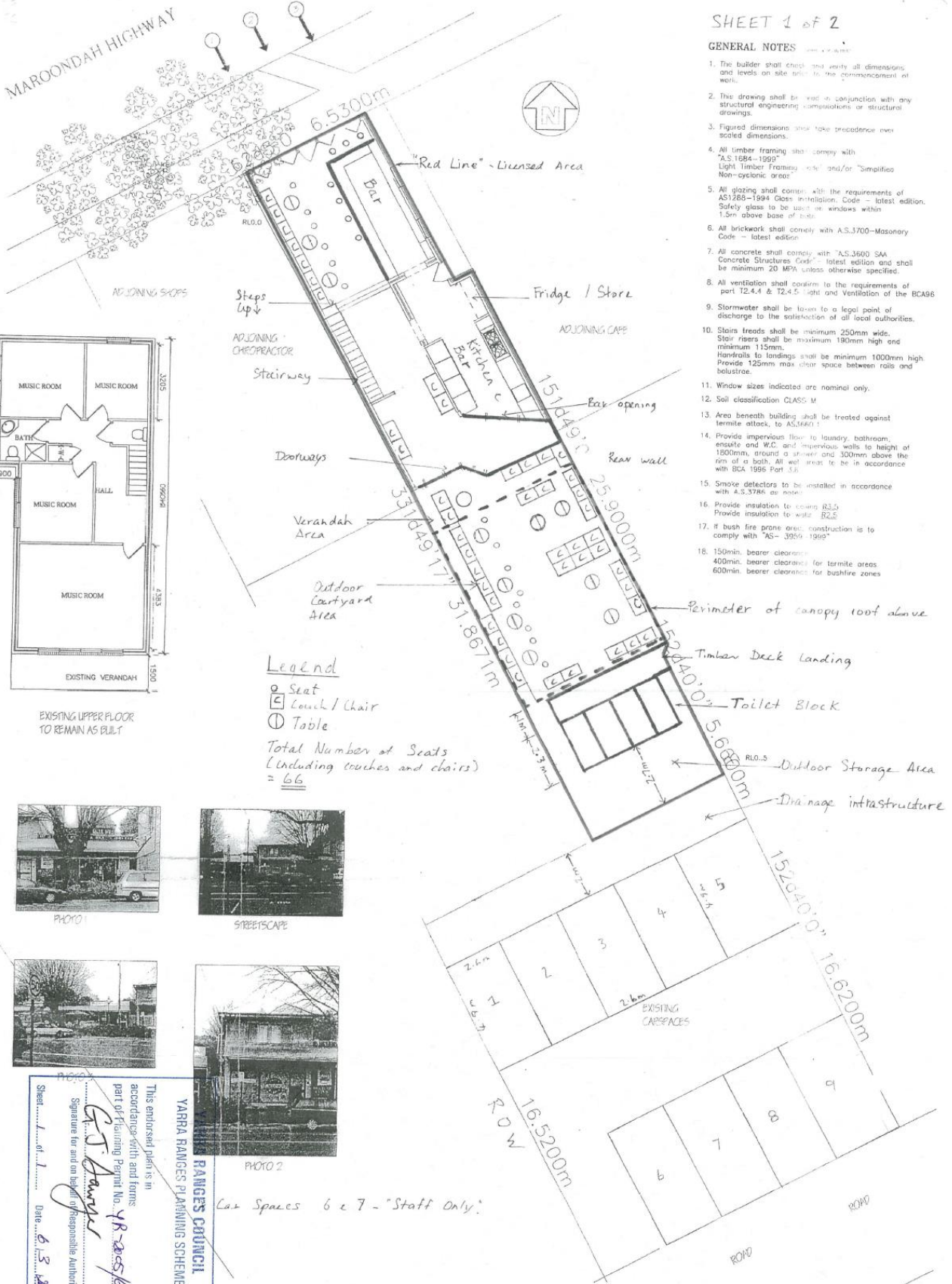
ROAD LENGTH	Max Spots	NUMBER OF PARKED VEHICLES												
		Friday 10 December 2021						Saturday 11 December 21						
		9 am	11 am	2 pm	5 pm	7 pm	9 pm	9 am	11 am	2 pm	5 pm	7 pm	9 pm	
ON-STREET														
MAROONDAH HIGHWAY														
Between Sophia Gve and Winscombe Ave														
<i>north side</i>														
1 hour, 8.30 am - 5.30 pm Mon-Fri, 8.30 am - 12.30 pm Sat	26	8	17	14	11	9	7	10	19	22	14	16	18	
P disabled	2	0	1	1	0	0	0	0	1	1	0	0	0	
<i>south side</i>														
1 hour, 8.30 am - 5.30 pm Mon-Fri, 8.30 am - 12.30 pm Sat	50	16	23	32	27	23	19	21	37	34	25	29	18	
P disabled	1	1	1	0	0	0	0	0	1	1	0	0	0	
GREEN STREET														
Between Symons St and River St														
<i>west side</i>														
2 hour, 8.30 am - 5.30 pm Mon-Sat	23	9	14	15	11	6	4	7	12	11	8	5	6	
<i>east side</i>														
2 hour, 8.30 am - 5.30 pm Mon-Fri, 8.30 am - 12.30 pm Sat	19	8	16	15	13	12	9	7	14	10	6	7	12	
OFF-STREET														
River Street Car Park														
<i>unrestricted parking</i>	48	14	16	15	9	2	0	8	10	6	2	0	0	
TOTAL (on-street and off-street)	169	56	88	92	71	52	39	53	94	85	55	57	54	

ATTACHMENT B
APPROVED CAR PARK LAYOUT

SHEET 1 of 2

GENERAL NOTES

- The builder shall check and verify all dimensions and levels on site prior to the commencement of work.
- This drawing shall be read in conjunction with any structural engineering computations or structural drawings.
- Figured dimensions shall take precedence over scaled dimensions.
- All timber framing shall comply with "AS 1684-1999" Light Timber Framing suitable for "Temperate Non-cyclonic areas".
- All glazing shall comply with the requirements of AS 1288-1994 Glass Installation Code - latest edition. Safety glass to be used in windows within 1.5m above base of hole.
- All brickwork shall comply with AS 3700-Masonry Code - latest edition.
- All concrete shall comply with "AS 3600 SAA Concrete Structures Code" - latest edition and shall be minimum 20 MPa unless otherwise specified.
- All ventilation shall conform to the requirements of part 12.4.4 & 12.4.5 Light and Ventilation of the BCA96.
- Stormwater shall be taken to a legal point of discharge to the satisfaction of all local authorities.
- Stairs treads shall be minimum 250mm wide. Stair risers shall be maximum 190mm high and minimum 115mm. Handrails to landings shall be minimum 1000mm high. Provide 125mm max clear space between rails and balustrade.
- Window sizes indicated are nominal only.
- Soil classification CLASS M.
- Area beneath building shall be treated against termite attack, to AS 4600.
- Provide impervious floor to laundry, bathroom, ensuite and W.C. and impervious walls to height of 1800mm, around a shower and 300mm above the rim of a bath. All wet areas to be in accordance with BCA 1996 Part 3.6.
- Smoke detectors to be installed in accordance with AS 3786 as noted.
- Provide insulation to ceiling B2.5. Provide insulation to walls B2.2.
- If bush fire prone area, construction is to comply with "AS-3958-1998".
- 150mm bearer clearance for termite areas. 400mm bearer clearance for bushfire zones. 600mm bearer clearance for bushfire zones.



This endorsed plan is in accordance with and forms part of Planning Permit No. YR 2005/1651

Signature for and on behalf of Responsible Authority

G.S. Ranger

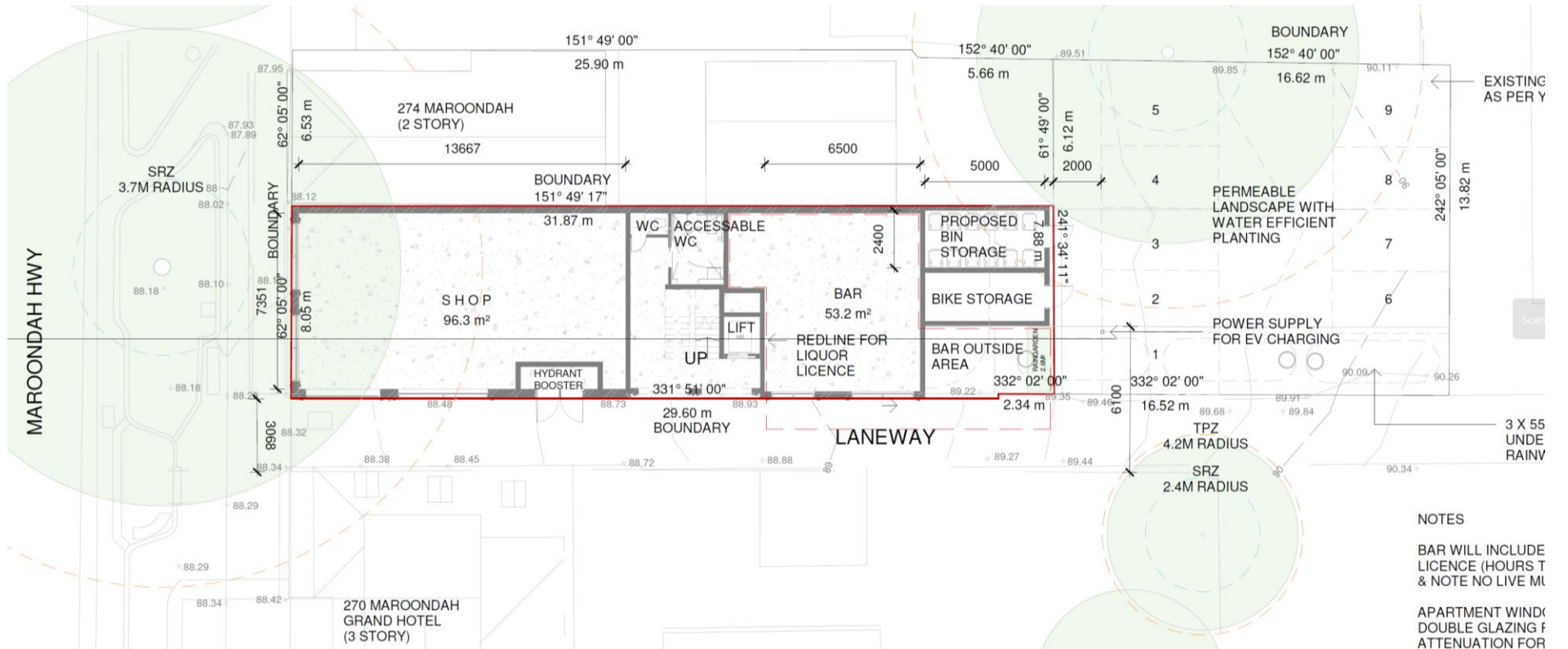
YARRA RANGES PLANNING SCHEME

RANGES COUNCIL

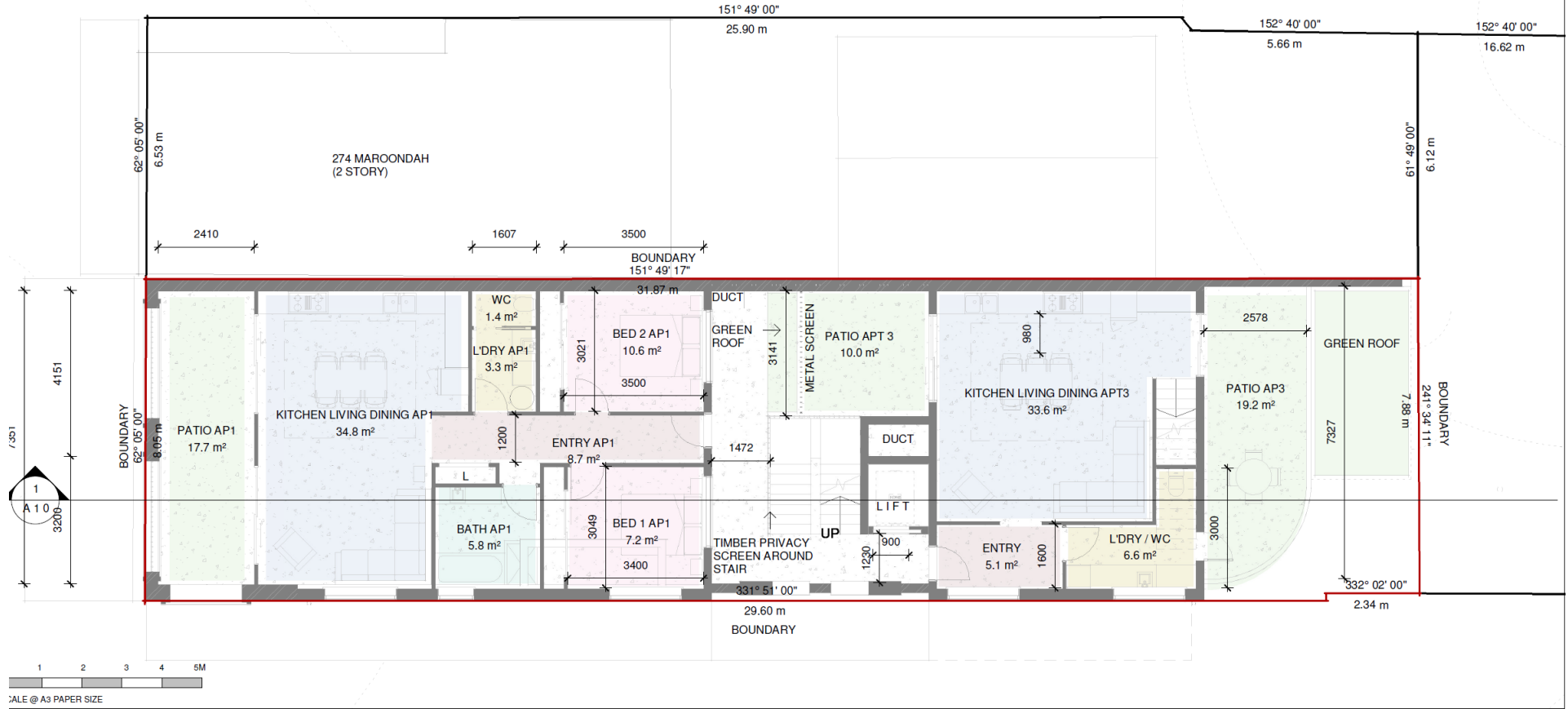
Sheet 1 of 1 Date 6.1.5.2005

2006 LETAC DRAFTING SERVICES - May only be used with the permission of the Officer of Letac Drafting Services		Checker	Builder	Proposed SHOP	
DIMENSIONS, DETAILS TO BE VERIFIED BEFORE PROCEEDING WITH ANY WORKS. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALING FROM DRAWING.		Drawn	Letac Drafting Services	Ph: 9735 3989	Registration No. 01-071944
File Location: F:\Drawings\Plan\Copy\274 MAROONDAH HIGHWAY 18-07-05.dwg, SITE, 07/11/2005 09:03:10 AM		Drawn	At: 274 MAROONDAH HIGHWAY, HEALESVILLE	Date: 18/07/05	Sheet: SITE
		Drawn		Scale: 1:100	Conf. No.

ATTACHMENT C
PROPOSED DEVELOPMENT



ACCOUNT FOR LIVE MUSIC NOISE FROM ADJACENT VENUES AS PER ACOUSTIC ENGINEER'S REPORT

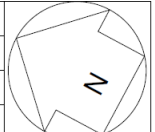


soft loud house architects
 19 PARKVIEW AVENUE OCEAN GROVE
 ph: 1300 732 050 email: info@softloud.com.au
 organic architecture for environment, community and spirit

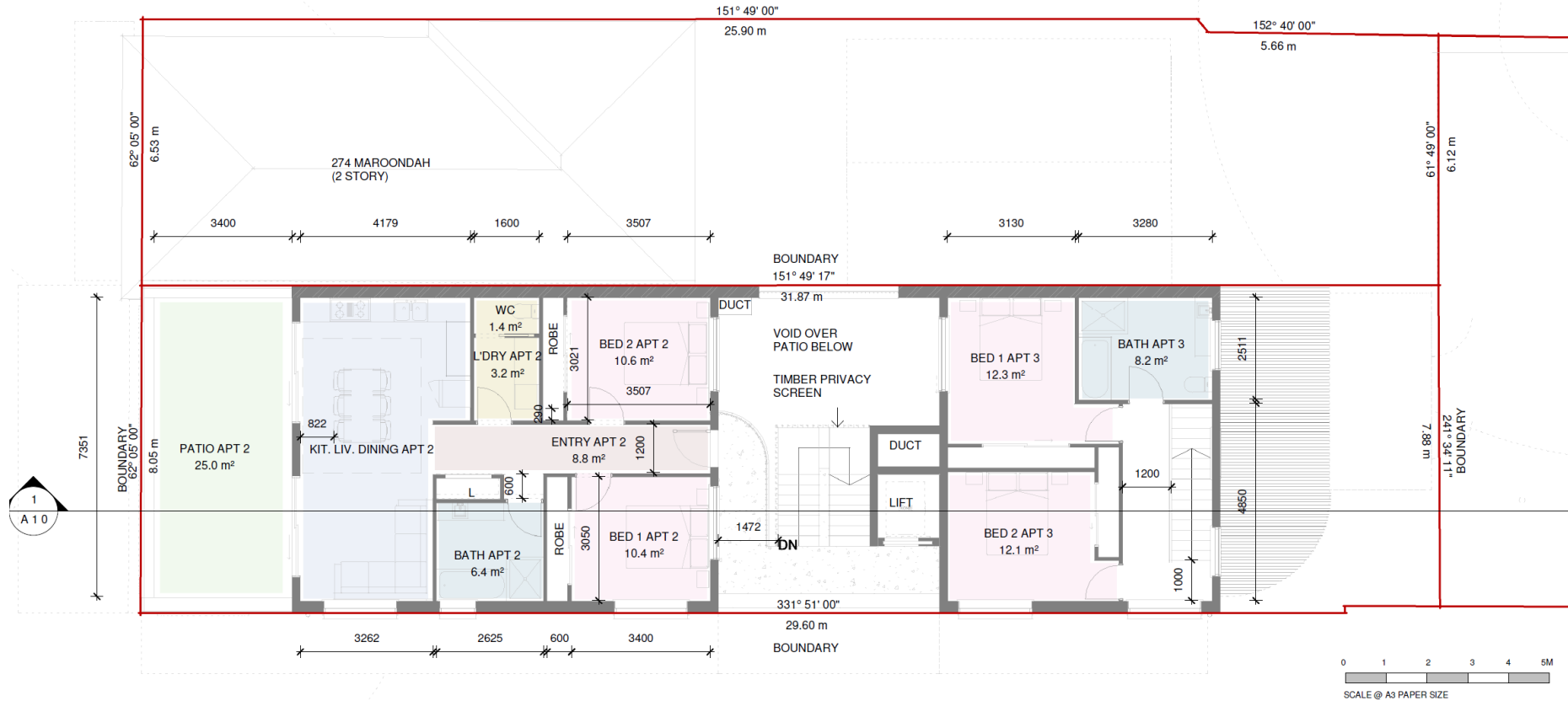
issued
 PLANNING APPLN 19/01/2022
NOT FOR CONSTRUCTION

DBF - SHOP
 272 MAROONDAH HWY HEALESVILLE
 PROPOSED LEVEL 1

sheet A 0 3
 scale @ A3 1 : 100
 date JAN 2022
 drawn J N



ACOUSTIC SOUND ATTENUATION TO ACCOUNT FOR LIVE MUSIC NOISE FROM ADJACENT VENUES AS PER ACOUSTIC ENGINEER'S REPORT



soft loud house architects
 PARKVIEW AVENUE OCEAN GROVE
 1300 732 050 email: info@softloud.com.au
 anic architecture for environment, community and spirit

issued	DBF - SHOP
PLANNING APPLN 19/01/2022	272 MAROONDAH HWY HEALESVILLE
NOT FOR CONSTRUCTION	PROPOSED LEVEL 2

sheet	A 0 4
scale @ A3	1 : 100
date	JAN 2022
drawn	JN

