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10 April 2019

Robert Davey  
c/o Paul Rotthier  
Survey Tech P/L  
35 Commercial Street  
Korumburra VIC 3950

Dear Robert

## 85 COMMERCIAL STREET, KORUMBURRA PROPOSED PLACE OF WORSHIP

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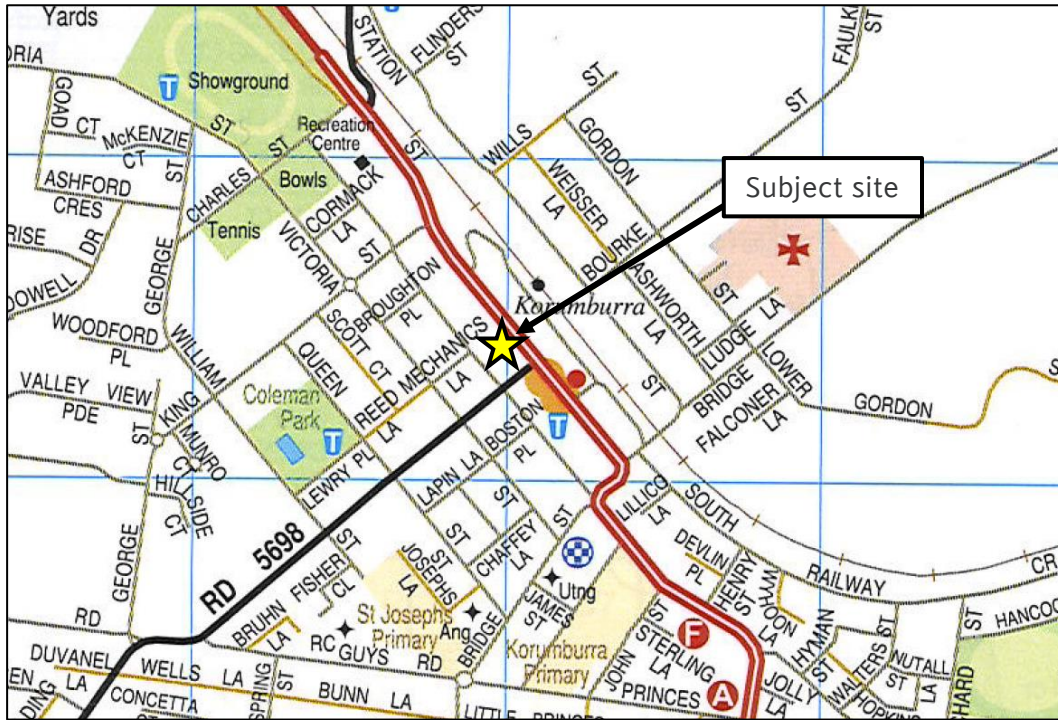
I refer to your request for a Car Parking Demand Assessment addressing Council's Request for Further Information (RFI) dated 11 February 2019. In the course of preparing this letter:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected;
- Parking surveys have been undertaken and the results analysed; and
- The traffic and parking implications of the proposal have been assessed.

## EXISTING CONDITIONS

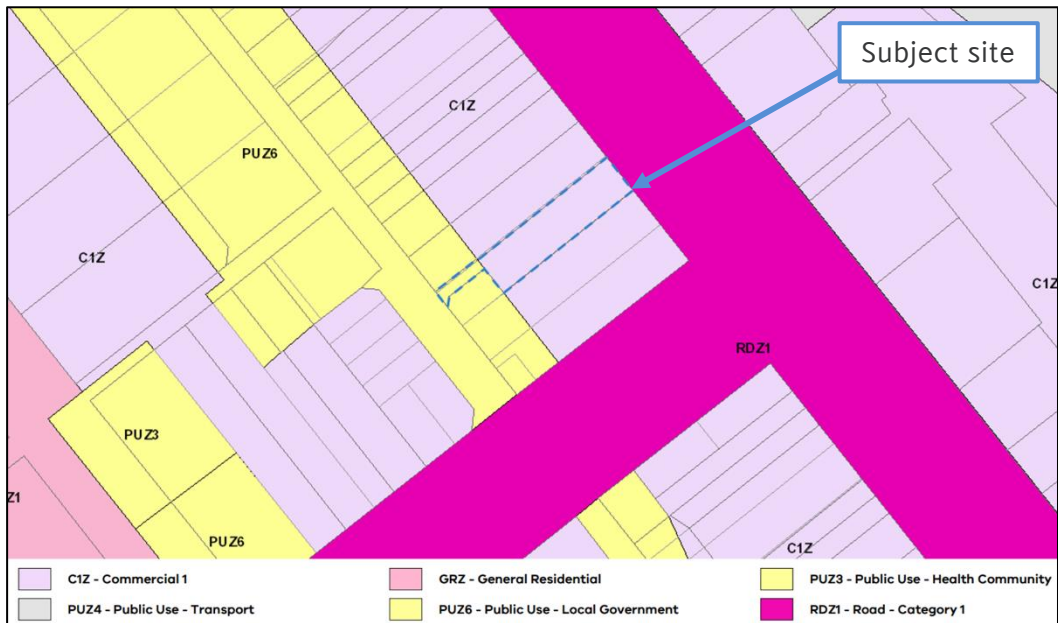
### Location and Land Use

The subject site is located on the southwestern side of Commercial Street, approximately 40m northwest of Radovick Street. The location of the subject site and surrounding area is shown in **Figure 1**. A zoning map of the area is shown in **Figure 2**.



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FIGURE 1: LOCATION OF SUBJECT SITE



SOURCE: SOUTH GIPPSLAND PLANNING SCHEME

FIGURE 2: ZONING MAP

The site, which is zoned *Commercial 1 Zone (C1Z)* and *Public Use Zone (PUZ6)* as shown in **Figure 2**, has a frontage of 9m to Commercial Street and a depth of 48.6m comprising an area of approximately 430m<sup>2</sup>. The site is currently unoccupied and was used as a bank. There are three informal parking spaces at the rear of the site accessed from Little Commercial Street.

## Surrounding Land Use

Surrounding land use is commercial in nature with various retail premises fronting Commercial Street. The nearest residential area is located approximately 100m southwest of the subject site characterised by detached dwellings with off-street parking.

## Road Network

**Commercial Street** is an arterial road and zoned *Road – Category 1 (RDZ1)* under the management of VicRoads. It comprises two lanes of traffic in each direction with kerbside parking separated by a median. Commercial Street is subject to a posted speed limit of 50km/h.

**Little Commercial Street** is a local road under the management of Council. It provides access to the public parking spaces located west of the site.

## Availability of Car Parking

O'Brien Traffic prepared an inventory of on-street parking within a 150m walk from the site revealing a total of 155 spaces comprising 88 unrestricted spaces (including one disabled space) and 67 spaces subject to a '2P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat' restriction.

A parking occupancy survey was undertaken on Sunday 24<sup>th</sup> March 2019 between 8:30am and 12:30pm. This period was selected on the basis that it corresponds to the peak hours of parking occupancy likely to be generated by the proposed Place of Worship.

Detailed results are provided in **Attachment A** and summarised in **Figure 3**. The survey results indicate that there was minimum of 111 spaces on the surveyed Sunday at 11:30am. It is noted that the 2P restrictions do not apply on Sunday, therefore the 111 vacant spaces are unrestricted. It is also noted that a minimum of 57 vacant spaces were available in the rear off-street public car parking areas.

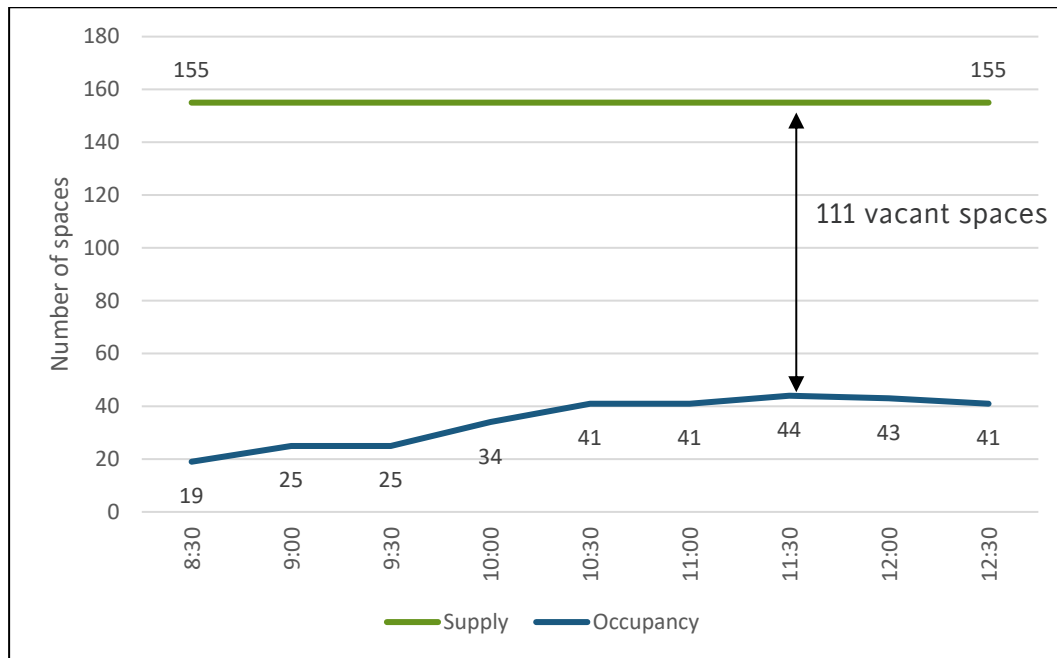


FIGURE 3: PARKING OCCUPANCY SURVEY RESULTS (SUNDAY 24<sup>TH</sup> MARCH 2019)

## THE PROPOSAL

It is proposed to use the site as a Place of Worship to accommodate 114 people. The three spaces within the open rear of site will be retained.

## CAR PARKING

### Planning Scheme Car Parking Requirement

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.

- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The Planning Scheme parking requirement for the proposal is shown in **Table 1**.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Place of Worship	114 patrons	0.3 to each patron permitted	34 spaces
<b>TOTAL</b>			<b>34 SPACES</b>

**TABLE 1: PLANNING SCHEME CAR PARKING REQUIREMENT**

The proposed development has a Planning Scheme car parking requirement of 34 spaces. As the three spaces on-site spaces will be retained, a reduction of 31 spaces is sought.

### Car Parking Demand Assessment

Before a requirement for car parking is reduced, Clause 52.06-7 of the Planning Scheme requires a Car Parking Demand Assessment, which must assess the parking demand likely to be generated by the proposed use.

The Car Parking Demand Assessment must address a number of specified matters to the satisfaction of the responsible authority. These are discussed as follows.

CRITERIA	RESPONSE
<i>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</i>	Given the subject site is located within a commercial area, some multi-purpose trips will be generated.
<i>The variation of car parking demand likely to be generated by the proposed use over time</i>	The proposal is anticipated to generate a peak parking demand on Sunday mornings. Significantly lesser parking demands will be generated during weekdays and on Friday and Saturday evenings.
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use</i>	The majority of the parking demand would be short-stay in nature (i.e. 2 hours).
<i>The availability of public transport in the locality of the land</i>	The subject site has limited access to public transport services.
<i>The convenience of pedestrian and cyclist access to the land</i>	The existing footpath network provides convenient access to the site for pedestrians.
<i>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land</i>	There are no public bicycle facilities in the locality of the land.

CRITERIA	RESPONSE
<i>The anticipated car ownership rates of likely or proposed visitors to or occupants of the land</i>	It is anticipated that most patrons will own a car, however, that does not necessarily mean that they will use them to access the site.
<i>Any empirical assessment or case study</i>	<p><u>Sunday Mornings</u></p> <p>The peak parking demand will be generated on Sunday Mornings. The Planning Scheme parking rate is considered to be an appropriate estimate of the parking demand (i.e. up to 34 spaces).</p> <p><u>Friday/Saturday Evenings</u></p> <p>Some smaller scale events (i.e. Youth Group etc.) may occur on Friday and Saturday evenings. Assuming up to 20 people on-site, a parking demand of up to 6 spaces would be expected. It is noted that this would be short-term parking (i.e. parents dropping/picking-up children)</p> <p><u>Weekdays</u></p> <p>The parking demand generated during the week will be typically associated with staff. The 3 on-site spaces will readily accommodate this demand.</p>

TABLE 2: CAR PARKING DEMAND ASSESSMENT

Based on the above assessment, it is estimated that the proposed development would generate a peak parking demand of up to 34 parking spaces with the vast majority being relatively short-stay in nature and occurring on a Sunday morning.

### Adequacy of Parking Supply

Clause 52.06-7 of the Planning Scheme states that before granting a permit to reduce the number of spaces, the responsible authority must consider a number of issues which include:

CRITERIA	RESPONSE
<i>The Car Parking Demand Assessment</i>	The Car Parking Demand Assessment indicates that the proposal will generate an off-site parking demand of 31 spaces on a Sunday morning and 3 spaces on a Friday/Saturday evening.

CRITERIA	RESPONSE
<p>The availability of alternative car parking in the locality of the land, including:</p> <ul style="list-style-type: none"> <li>• Efficiencies gained from the consolidation of shared car parking spaces</li> <li>• Public car parks intended to serve the land.</li> <li>• On street parking in non residential zones.</li> <li>• Streets in residential zones specifically managed for non-residential parking</li> </ul>	<p>The parking occupancy survey results indicate that there was minimum of 111 vacant spaces on the surveyed Sunday. These spaces will readily cater for the parking demand likely to be generated by the proposal (i.e. 31 spaces).</p> <p>In addition, a response prepared by Surveytech was submitted to Council on 29<sup>th</sup> January 2019 making reference to the Korumburra Car Parking Strategy. The strategy states that the parking spaces at the rear of the site along Little Commercial Street are underutilised with a maximum occupancy of 33% at the peak time.</p> <p>Aerial photography of the area has also been reviewed which confirms the low utilisation of the rear car park throughout the day and week. The small parking demand estimated on Friday/Saturday evening and during weekdays can readily be accommodated.</p>

TABLE 3: ADEQUACY OF CAR PARKING SUPPLY

The proposal will generate a peak parking demand of 34 spaces. The provision of 3 on-site spaces will require 31 vehicles to be accommodated on-street. The availability of at least 111 vacant on-street spaces will readily accommodate these 31 vehicles.

Based on the above, we find that there is sufficient justification to support a reduction of the Planning Scheme car parking requirement in this case.

## BICYCLE PARKING

Bicycle parking requirements applicable to the proposed development are specified under Clause 52.34 of the Planning Scheme. As the floor area of the site does not exceed 1,000m<sup>2</sup>, the proposed Place of Assembly does not require any bicycle parking.

## TRAFFIC IMPACT

As the proposed development will operate outside of normal business hours, traffic generated will have no significant impact on the surrounding road network.



## CONCLUSION

Based on the above assessment, we find that there are no parking or traffic related grounds to prevent the proposed development proceeding.

Should you have any queries, please do not hesitate to contact me on 9804-3610.

Yours sincerely

**O'BRIEN TRAFFIC**

A handwritten signature in black ink, appearing to read 'MH' followed by a stylized flourish.

Matt Harridge  
Director



## PARKING SURVEY RESULTS

Location	Map Ref	Side of Street	Parking Restriction	Supply	Occupancy Sun 24/03/2019								
					8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30
<b>Commercial St</b>													
No. 82 to opp. Radovick St	A1	N	2P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	8	1	1	1	2	3	4	4	3	2
Opp Radovick St	A1	N	Loading Zone	3	0	0	0	0	0	0	0	0	0
No 34. to No. 28	A2	N	2P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	4	0	1	2	3	3	2	2	3	2
No. 34 to No. 59	A3	S		5	3	4	2	5	5	5	5	5	5
No. 69 to Radovick St	A4	S	1/4P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	2	2	2	2	2	2	2	2	2	2
			Taxi Zone	1	0	0	0	0	0	0	0	0	0
Radovick St to No. 127	A5	S	2P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	18	2	2	2	6	8	5	6	6	6
No. 127 to No. 137	A6	S	Unrestricted	6	3	3	4	4	5	3	3	2	2
<b>Little Commercial Street</b>													
Rear of No. 109 to 99 Commercial St	B1	N	Unrestricted	9	0	0	0	0	0	0	0	0	0
Radovick St to rear of 55 Commercial St	B2	N		21	5	5	6	6	9	9	8	8	8
Mechanics Ln to Broughton Pl	B3	S	Unrestricted	32	3	3	3	3	3	3	3	3	3
	B4	S		19	0	0	0	0	0	0	0	0	0
<b>Radovick St</b>													
Commercial St to Little Commercial St	C1	E	2P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	4	1	2	2	2	2	3	4	3	3
Little Commercial Street to Victoria St	C2	E		9	0	3	0	0	0	1	1	1	1
Victoria St to Little Commercial St	C3	W		11	0	0	0	0	0	0	1	2	2
Little Commercial St to Commercial St	C4	W		8	1	1	3	3	3	6	7	7	7
<b>Summary</b>													
Supply (excl Loading Zone, 1/4P and Taxi Zone)				155	155	155	155	155	155	155	155	155	155
Occupancy					19	25	25	34	41	41	44	43	41
Vacancy					136	130	130	121	114	114	111	112	114

FIGURE A1: PARKING OCCUPANCY SURVEY

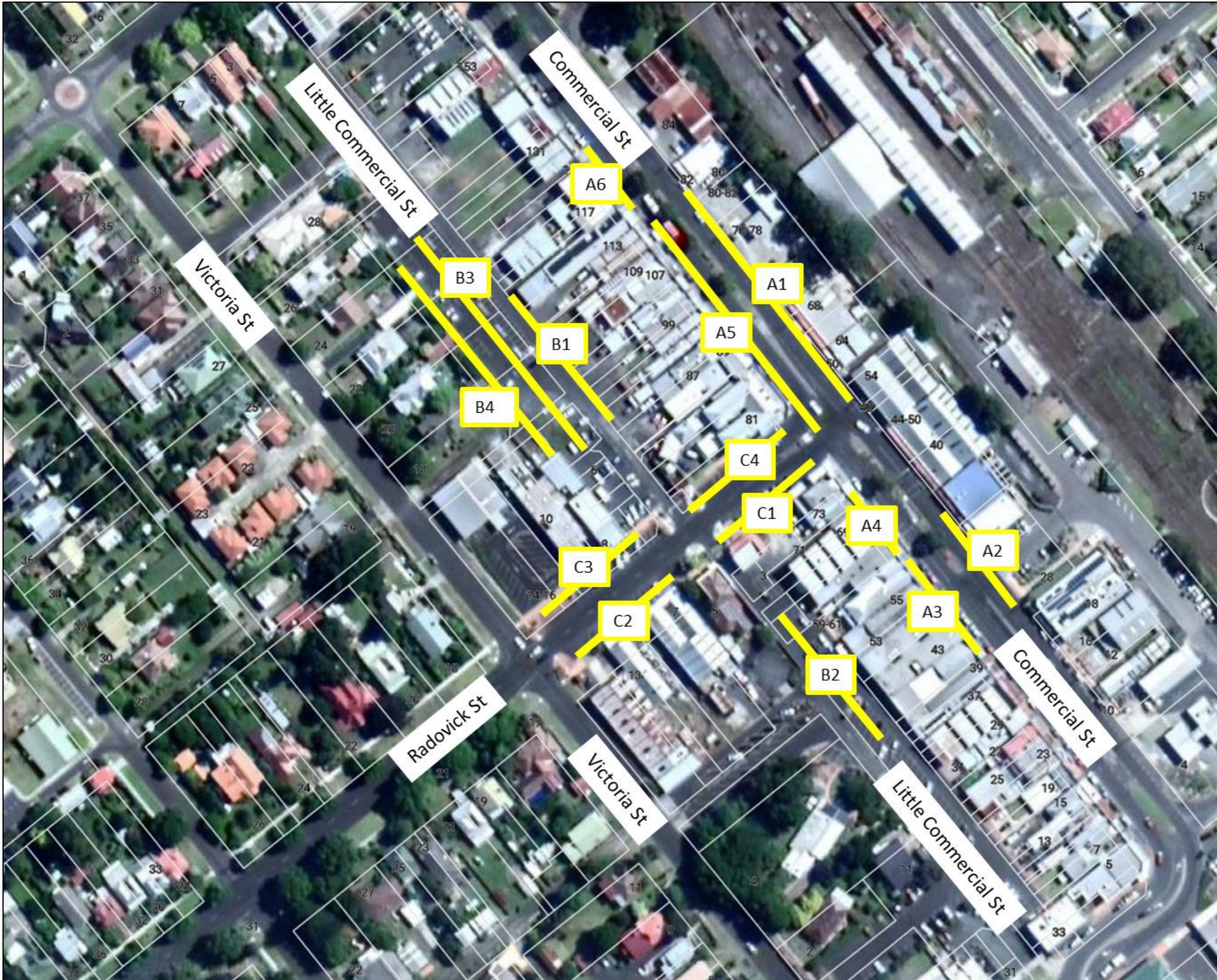


FIGURE A2: SURVEY MAP