

Report
Prepared for
Norlane Community Initiatives

June 2022

Norlane Community Initiatives
Community Centre

4-8 Spruhan Avenue, Norlane

ratio: transport:impact

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1 Introduction:

Ratio Consultants was commissioned by Norlane Community Initiatives to assess the transport engineering implication of the proposed development refurbishment on the subject site located at 4-8 Spruhan Avenue, Norlane.

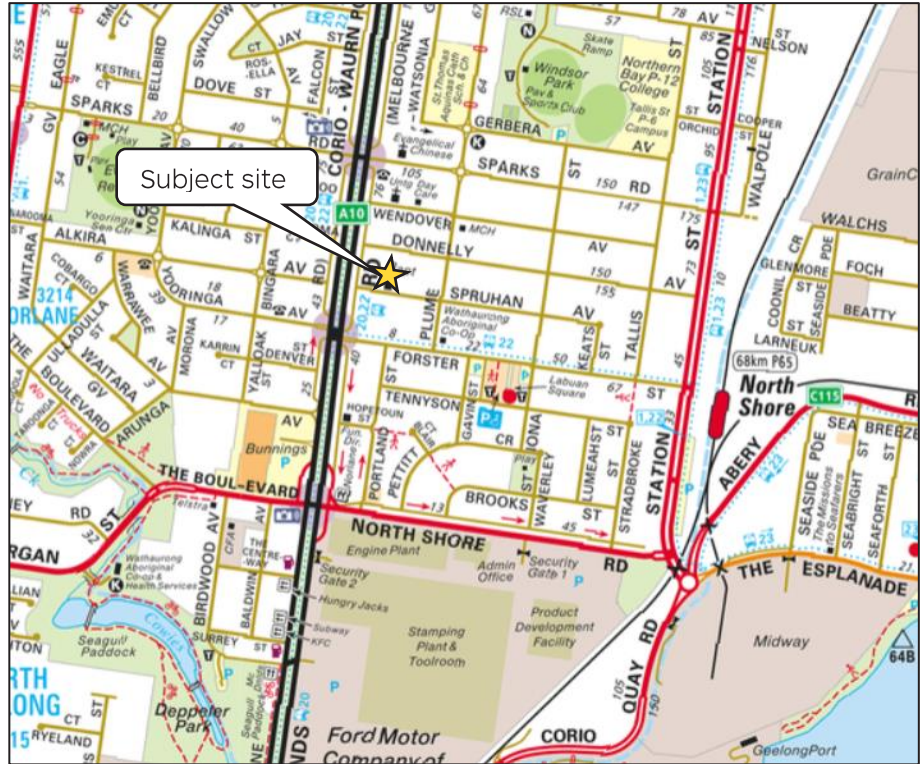
This report has been prepared to address the car parking considerations of the proposal and is based on observations in the vicinity of the subject site and on previous studies of similar developments elsewhere.

2 Existing Conditions:

2.1 Location and Environment

The subject site is located on the northern side of Spruhan Avenue between Princes Highway in the west and Plume Street in the east, in Norlane. The sites' location relative to the surrounding area is shown in Figure 2.1.

Figure 2.1: Site Location and Surroundings



Source: Melways Online

The site is rectangular in shape with a southern frontage to Spruhan Avenue, all remaining frontages face residential dwelling property boundaries. The site has an overall area of approximately 1,951 square metres.

The site is located within a General Residential Zone – Schedule 1 (GRZ1), there are no overlays in the vicinity of the subject site.

The land uses surrounding the subject site are residential in nature.

An aerial image of the subject site relative to its immediate surroundings is shown below in Figure 2.2.

Figure 2.2: Aerial View of Site and Surrounds



Source: Nearmap (dated 10/04/2022)

2.2 Existing Use

The site is currently used as a Place of Worship for the Norlane Baptist Church. We understand that the Church holds Sunday congregation services and allows for other ceremonial activities, such as weddings. We are not aware that there is any patronage limits or restrictions on hours of operation.

Car parking on the site has historically been accommodated on an informal basis in the area between the Church building and Spruhan Avenue.

We are aware that a planning permit that approved a dwelling on part of the land (PP 1508-2018) includes the provision of a formal 10 space car park on the land for the benefit of the Church use.

2.3 Road Network

Spruhan Avenue is a local street under the control of local council and runs in an east-west alignment between Princes Highway in the west and Plume Street in the east.

In the vicinity of the subject site Spruhan Avenue has a carriageway width of approximately 7 metres and operates with a single lane of traffic in each direction, with a default speed limit of 50km/h. Parallel parking is permitted and constructed footpaths are on both sides of the road.

An image of Spruhan Avenue in the vicinity of the subject site is shown below in Figure 2.3.

Figure 2.3: Spruhan Avenue in the vicinity of the subject site



Princes Highway Service Road is local street under the control of local council and runs in a north-south alignment between the Princes Highway near Wendover Avenue in the north and Princes Highway near Spruhan Avenue in the south.

In the vicinity of the subject site Princes Highway Service Road has a carriageway width of approximately 6 metres and operates with a single lane of traffic in a south direction, with a default speed limit of 50km/h. Parallel parking is permitted and constructed footpaths are on the eastern side of the road.

An image of Princes Highway Service Road in the vicinity of the subject site is shown below in Figure 2.4.

Figure 2.4: Princes Highway Service Road in the vicinity of the subject site



2.4 On-Street Car Parking

In order to determine the supply of car parking provided on-street, a desktop review of Spruhan Avenue was conducted.

This review is based on standard parallel on-street car parking spaces dimensions as per Australian Standard AS2890.5-2020, and acknowledged standard statutory no-stopping requirements as per the Victorian Road Rules.

This review is presented in Figure 2.5

Figure 2.5: Spruhan Avenue Car Parking Supply



In the preceding figure there is shown to be a supply of 51 on-street car parking spaces on Spruhan Avenue.

To understand how the current use of the car parking supply a desktop assessment, analysing how many vehicles were parked on the street over the last 5 years was undertaken. Over the last 5 years there are 25 aerial images available on Nearmap. The results of the assessment are as follows:

- There was an average of 2 vehicles parked on street;
- The greatest number of vehicles parked on street at any one time was 6; and
- On 10 occasions there were 0 vehicles parked on street.

Therefore, showing that on average there is a supply of 49 on-street parking spaces on Spruhan Avenue over the last 5 years. Additionally, at a minimum there on 45 on-street parking spaces available on Spruhan Avenue

3 The Proposal:

The proposal seeks to renovate and extend the existing structure for use as a community centre. The application will change the permitted land use from a Place of Worship to a Place of Assembly.

Ten (10) car parking spaces will be provided on the land within a formal car park area accessed from Spruhan Avenue.

The proposal will facilitate the following activities:

- Neighbourhood meal;
- Gardening group;
- Craft groups;
- Cooking groups;
- Leadership workshop;
- Food cooperative;
- Meditation space;
- Café; and
- Office for volunteers and staff.

Typical hours of operation and associated patron numbers proposed below in Table 3-1.

Table 3-1 Proposed Community Centre Activities and Expected Patronage

| Activity | Day of Week | Time of Day | Number of Participants |
|---------------------------------|--------------------|---------------|--------------------------|
| Neighbourhood Meal | Monday | 4pm-6pm | 50 people |
| Gardening Group | Tuesday & Thursday | 9am-11am | 10 people |
| Craft Group | Wednesday & Friday | 10am-11am | 10 people |
| Cooking Group | Tuesday & Thursday | 1pm-3pm | 5 people |
| Leadership Workshop | Wednesday | 2pm-3pm | 10 people |
| Food Cooperative | Monday | 1pm-3pm | 20 people |
| Meditation Space | Tuesday & Thursday | 5:30pm-6:30pm | 10 people |
| Café | Monday – Friday | 9am-2pm | 30 people across the day |
| Office for Volunteers and Staff | Monday – Friday | 9am -5pm | 10 people across the day |

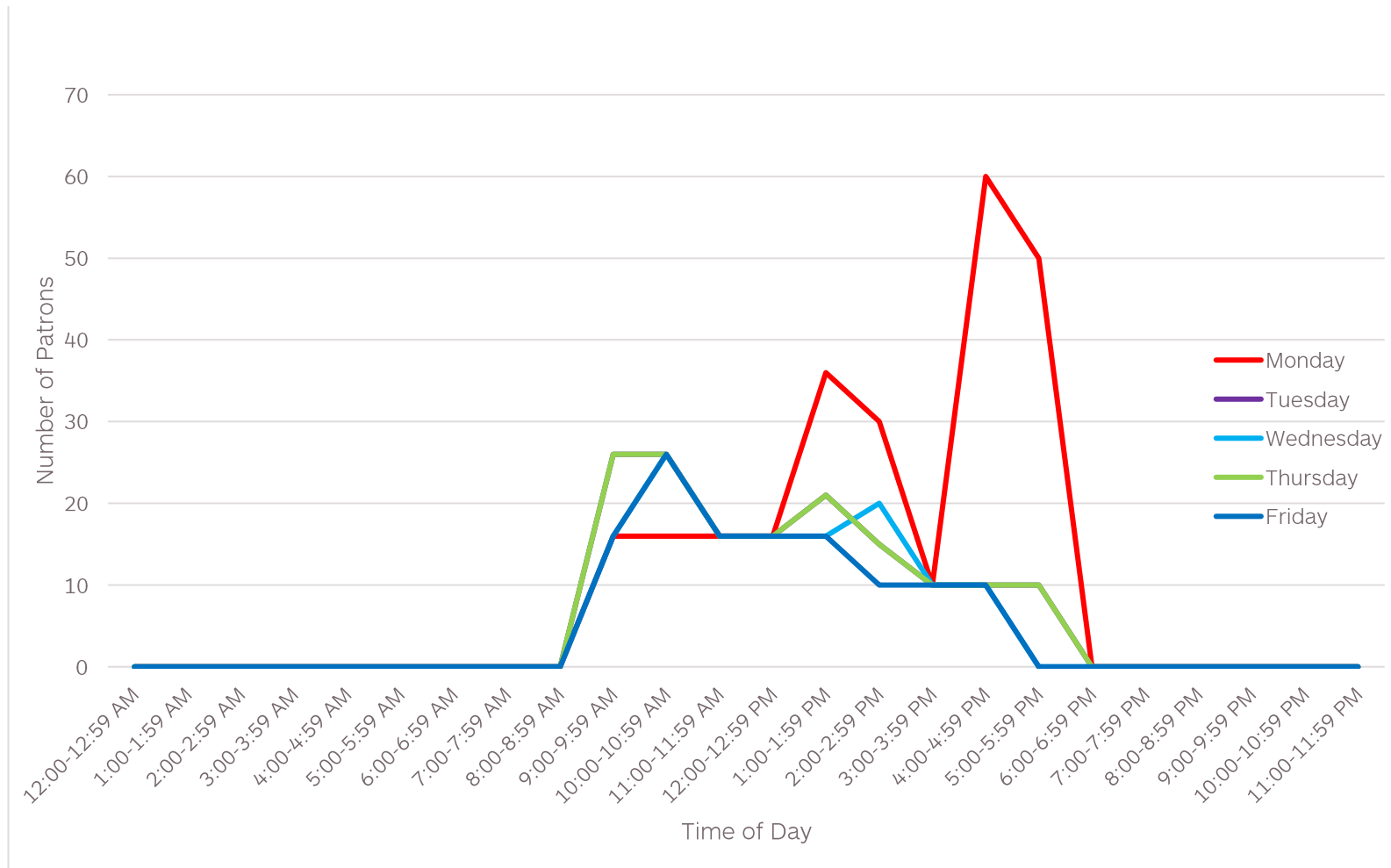
Use of the centre on weekends is expected to be limited.

From the above, a temporal profile of on-site activity proposed has been created and is presented in Figure 3.1.

This profile shows:

- Use will peak on Monday evenings, with up to 60 persons at the centre; and
- Activity at other times on weekdays will typically be less than 35 persons, with activity limited to between 8am and 8pm.

Figure 3.1: Patron Temporal Profiles – Anticipated Daily Average following Renovations



4 Car Parking Demand Assessment:

4.1 Statutory Car Parking Requirements

Parking requirements for the proposed renovations are set out under Clause 52.06 of the Greater Geelong Planning Scheme. The purpose of Clause 52.06, amongst other items, 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 number of car parking spaces required for specific uses listed in Table 1 of the Greater Geelong Planning Scheme. The car parking requirement specified for use as listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme; or
- A schedule to the Parking Overlay specified the number of car parking spaces required for the use.

Where a land use car parking requirement is not provided, car parking must be to the satisfaction of the responsible authority.

The proposal seeks to introduce community activity uses within the churches existing site. Based on the maximum number of persons expected at the centre at any one time, the relevant car parking requirements are outlined in Table 4-1.

Table 4-1: Statutory Car Parking Requirement

| Land Use | Size / Number | Column A Rate | Statutory Requirement |
|-------------------|---------------|---------------------|-----------------------|
| Place of Assembly | 60 people* | 0.3 spaces / person | 18 Spaces |

* maximum at any one time

From the above, the proposal has a statutory car parking requirement for 18 spaces, 8 spaces less than to be provided on the site.

We note that this requirement is based on the peak expected patronage of 60 persons that is only expected on-site between 4pm and 5pm on a Monday. At other times patronage is not expected to exceed 35 persons.

Under the provisions of Clause 52.06, the responsible authority is able to reduce the parking requirements (including reduced to zero), provided the applicant satisfies the responsible authority that the provision of car parking is justified on the basis of:

- The car parking demand likely to be generated by the use;
- Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the use.

An assessment of the expected parking demand and the appropriateness of allowing a reduction of on-site parking for the proposed development is discussed below.



4.2 Car Parking Demand Assessment

Clause 52.06-7 states that an application to reduce the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment which must address the following matters:

- 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.

The statutory car parking rate shown in Section 4.1 used the upper limit of anticipated patrons to the subject site. Table 4-2 outlines the statutory car parking rates with regard to the anticipated patron numbers.

Table 4-2: Statutory Car Parking Requirement Across the Week

| Day of Week | Time of Day | Number of Patrons | Parking Demand |
|-------------|-------------|---------------------|------------------|
| Monday | 9am-12pm | 16 people | 5 spaces |
| | 1pm-3pm | 30-36 people | 11 spaces |
| | 4pm-6pm | 50-60 people | 18 spaces |
| Tuesday | 9am-11am | 26 people | 8 spaces |
| | 11am-6pm | 10-21 people | 3-7 spaces |
| Wednesday | 10am-11am | 26 people | 8 spaces |
| | 11am-2pm | 16 people | 5 spaces |
| | 2pm-3pm | 20 people | 6 spaces |
| | After 3pm | 10 people | 3 spaces |
| Thursday | 9am-11am | 26 people | 8 spaces |
| | 11am-1pm | 16 people | 5 spaces |
| | 1pm-2pm | 21 people | 7 spaces |
| | After 2pm | Less than 15 people | 5 or less spaces |
| Friday | 10am-11am | 26 people | 8 spaces |
| | 11am-2pm | 16 people | 5 spaces |
| | After 2pm | 10 people | 3 spaces |

Ten (10) car parking spaces will be provided on-site for the centre.

From the above table, this provision will be sufficient to accommodate all expected car parking demands other than across a four (4) hour window on Monday afternoons where there would be a shortfall of:

- 1 space between 1pm and 3pm; and
- 8 spaces between 4pm and 6pm.

4.3 Allowing Fewer Spaces to be Provided

Clause 52.06-7 outlines a range of factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided. Some of the relevant factors are:

- A car parking demand assessment;
- The availability of alternative car parking in the locality of the land;
- The practicality of providing car parking on-site;
- Any car parking deficiencies associated with the existing use; and
- Any relevant considerations.

From the car parking demand assessment above, we expect that the proposal will cater for all car parking demands on-site with the exception of a 4 hour period on Monday afternoons where demand would likely exceed supply by 8 spaces.

As discussed in Section 2.4, up to 51 cars can be accommodated within Spruhan Avenue between Princes Highway and Plume Street, with observations identifying a maximum occupancy of 6 spaces and an average occupancy of 2 spaces.

As such, in our view, the limited reliance of some on-street car parking by the subject proposal is reasonable and will not have any material impact on the availability of on-street car parking for residents within the Street.

In addition to the above, we note that the proposed community centre is inherently directed towards people who live locally. As such it is likely that many patrons would live within walking or cycling distance and chose these modes to access the site in preference to driving.

We also note that the current use of the site as a Place of Worship does not have a limit on the number of patrons that could attend the site and, historically, is likely to have relied on on-street car parking within Spruhan Avenue on occasions.

In our view there are no parking grounds that would limit the granting of planning permit for the subject site as a Place of Assembly.

5 Bicycle Parking:

5.1 Clause 52.34 – Bicycle Parking Requirement

Clause 52.34 of the Greater Geelong Planning Scheme sets out the statutory requirement to provide bicycle parking for new developments.

The statutory bicycle parking requirements for a Place of Assembly use are set out in Table 5-1 below.

Table 5-1: Statutory Bicycle Parking Requirement

| Use | Description | Size / No. | Parking Rate | Requirement |
|-------------------|---------------------|---------------------------|---|-----------------|
| Place of Assembly | Employee / Resident | 346 sqm of net floor area | 1 to each 1,500sqm of net floor area | 1 space |
| | Visitor | | 2 plus 1 to each 1,500sqm of net floor area | 3 spaces |
| Total | | | | 4 spaces |

Based on the above table, the proposed development has a statutory requirement to provide 1 bicycle parking spaces on-site for employees, in addition to 3 spaces for visitors.

The development plans show a bicycle parking rack adjacent to the car park. We recommend that this bicycle rack be configured to accommodate a minimum of 4 spaces, as per the statutory requirement.

6 Conclusion:

The proposal seeks to renovate the existing buildings on-site and for a change of use from a Place of Worship to a Place of Assembly.

Based on the foregoing assessment, it is our view that:

- The proposed community centre has statutory car parking requirement for 18 parking spaces.
- 10 car parking spaces will be provided on-site, 8 spaces fewer than this requirement.
- Against the proposed use and patronage, we expect the centre to generate an on-street car parking demand 8 spaces between 4pm and 6pm on Mondays and for 1 space between 1pm and 3pm on Mondays. At all other times parking demands can be accommodated on-site.
- These shortfalls can be accommodated within Spruhan Avenue between Princes Highway and Plume Street without impacting parking availability for existing residents.
- The proposal has a statutory bicycle parking requirement of 4 spaces. We recommend that the bicycle rack to be provided is configured to provide at least 4 bicycle parking spaces.