KUSTOM KOMMUNE

8 Duke Street Abbotsford Car Park Assessment

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1 Introduction

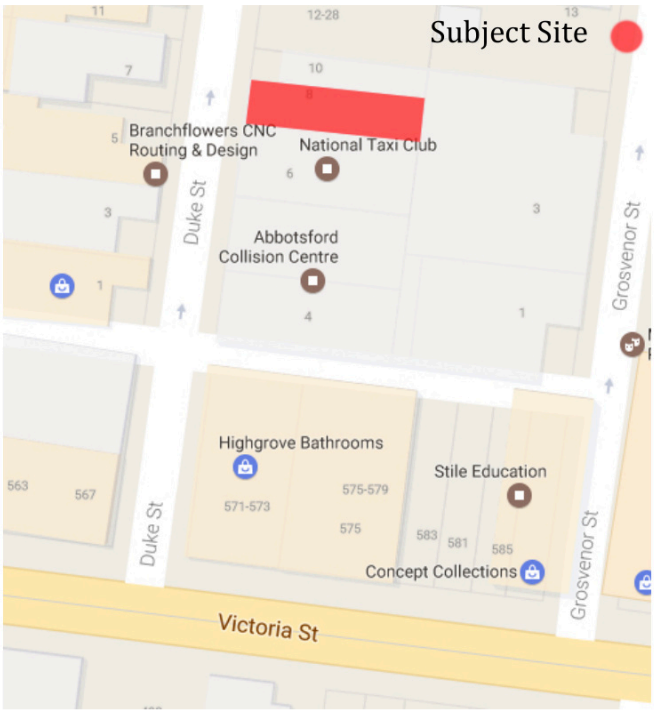
In accordance with Clause 52.06-5 this document seeks to address requirements of 'The Car Parking Demand Assessment' for the purpose of the 'Kustom Kommune' to occupy 8 Duke Street Abbotsford.

2 Existing Conditions

2.1 Location and Land use

The subject site is located at 8 Duke Street, Abbotsford. The site is bounded by adjacent buildings on Duke & Grosvenor Streets as shown in Figure 2-1.

Figure 2-1 Site location



The subject site is occupied by a 1 level warehouse building. A total of 2 car parking spaces are currently provided on-site positioned at the front accessed via Duke Street. Land use surrounding the site is generally commercial premises.

2.2 Road Network

2.2.1 Duke Street

Duke Street is a local road aligned north-south that provides access between Victoria Street to the south and Southampton Crescent to the north. Duke Street comprises one lane of traffic only travelling north in direction, with intended parking provided on both sides of the Street.

Parking is generally restricted 1hr from 7.00am – 7.00pm however towards the north end of Duke Street this changes to 2hr and also has a designated 30min loading zone Monday to Friday 5.00am – 5.00pm

A sign-posted limit of 40 km applies on Duke Street. Duke Street is illustrated in Figure 2-2.

Figure 2-2 Duke Street, looking north towards the subject site on the right side of the road



2.3 Public Transport

The subject site has excellent access to public transport services, with tram services located approximately 100m giving access to trams 12 and 109 in east-west directions. 1200m west on Victoria Street from the site is North Richmond Train station. The Melbourne bus network can be accessed on Hoddle Street approximately 1300m from the site.

Figure 2-5 Public Transport Map



Table 2-1 Public Transport Provision

Service	Route No's	Route Description	Nearest Stop
Train	Hurstbridge Line		North Richmond Station
Train	South Morang Line		North Richmond Station
Tram	12	Kew – Melbourne CBD	Victoria Street
Tram	109	Balwyn – Melbourne CBD	Victoria Street
Tram	78	Richmond – Windsor	Church Street
Bus	302-4-9 & 905-907	Doncaster – Melbourne CBD	Hoddle Street
Bus	961	Doncaster – Melbourne CBD night bus	Hoddle Street

2.4 Existing Parking Conditions

2.4.1 Publicly Accessible Parking

Sign posted car parking is available on Duke Street and surrounding Victoria Street, Grosvenor Street, Bond Street and Southampton Crescent.

3 Proposed development

It is proposed to redevelop the ground floor tenancy of 8 Duke Street Abbotsford into the Kustom Kommune motorcycle workshop. The proposed floor plan is illustrated in Figure 3-1 prepared by our architect, Akshay Rajan.

Figure 3-1 Proposed Floor plan

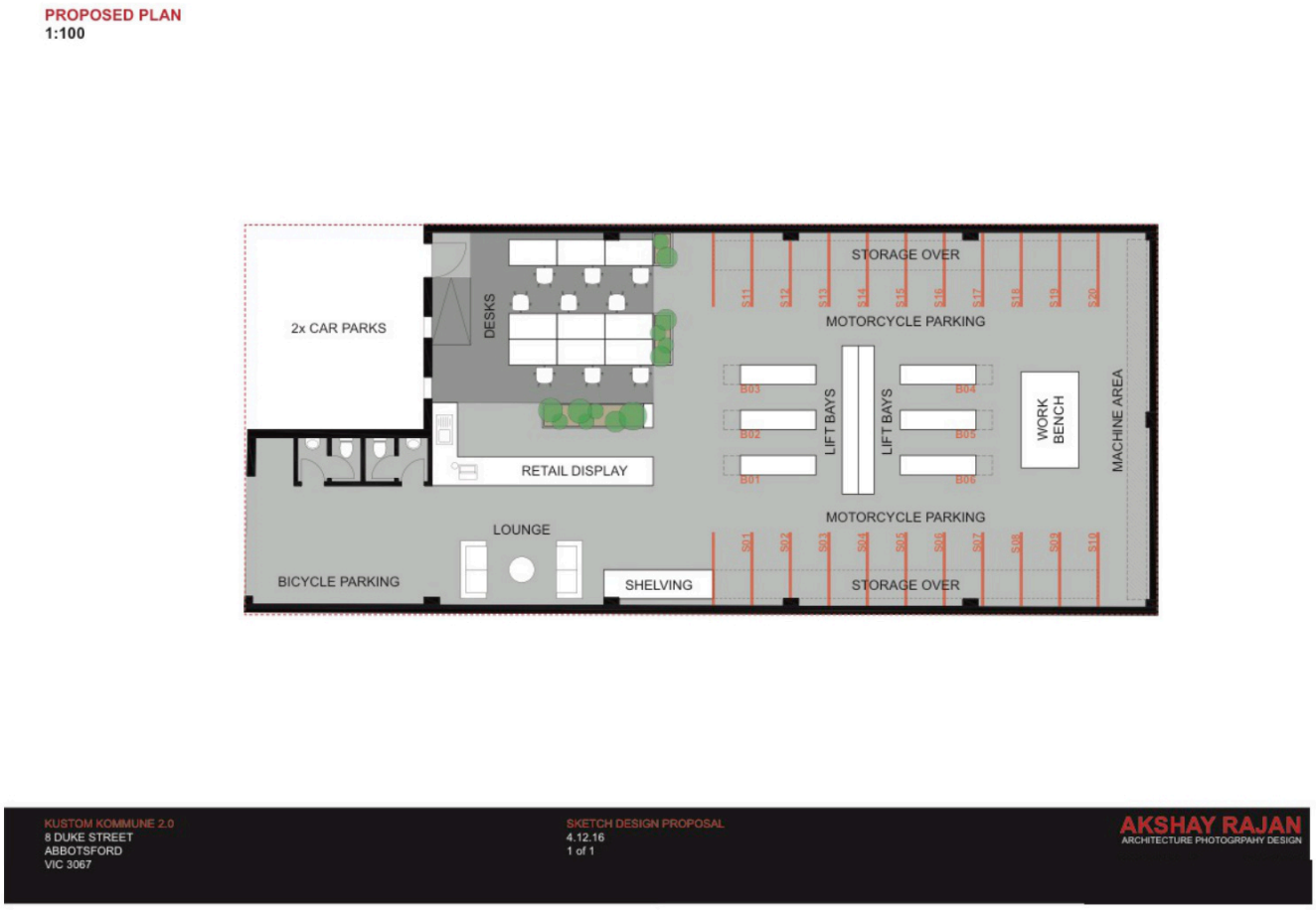


Figure 3-2 Proposed Floor plan render



It is understood that there will be 2 full time equivalent (FTE) staff employed at the site managing general operations. The Kustom Kommune will operate from 6pm – 1030pm Mondays, Tuesday – Sunday from 10.00am – 9.00pm with our peak periods from 6.00pm – 9.00pm Tuesday – Friday and 10.00am – 9.00pm Saturday and Sunday.

Two car parking spaces are located at the front of the site with temporary loading possible through the roller door all accessed by Duke Street.

4 Bicycle Parking Considerations

As displayed in figure 3-1 above there will be provision for bicycle parking accommodating up to 10 bicycles on the site in the form of wall hangers.

5 Motorcycle Parking Considerations

As displayed in figure 3-1 above there will be provision for motorcycle parking with 20 designated parking areas and 6 designated work stations.

6 Car Parking Considerations – Clause 52.06

6.2 Purpose

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local 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 **motorcar.**
- 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.

6.2.1 Provision Requirements

To satisfy the above purpose, Clause 52.06 of the City of Yarra Planning Scheme specifies requirements relating to

the provision of car parking as follows

6.2.2 Clause 52.06-5: Number of Car Parking Spaces Required

Clause 52.06 of the Yarra City Scheme specifies parking provision requirements with regard to the proposed development. Table 5-1 outlines the statutory requirements associated with a motor vehicle repair business.

Use	Rate	Car Parking Measure	Total
Motor vehicle repairs	3 spaces	Floor-area-based planning calculation	8.58

Given the above, the development has a statutory requirement for 8.58 car parking spaces.

6.2.3 Proposed Provision

The proposal seeks to reduce the existing spaces to 2. As such, a shortfall of 6.58 spaces will result against the statutory requirements outlined above.

Accordingly, the proposal seeks approval to reduce the number of parking spaces required under Clause 52.06-5.

Clause 52.06-6 of the Yarra Planning Scheme states that an application to reduce or waive the requirement for car spaces must be accompanied by a Car Parking Demand Assessment, which includes an assessment of the following:

- 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.

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- 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.
- The practicality of providing car parking on the site, particularly where the available space is limited.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.

- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Considering the foregoing, we have not undertaken a car parking demand assessment, as there is no listed provision of a **motorcycle workshop** within table 1 of Clause 52.06-5 of the Yarra Planning Scheme

7 Conclusions

7.2 Access to Alternative Transport Modes

As discussed in Section 2.3, the subject site has excellent access to public transport services, Trams located just 100 m away from the site on Victoria Street and North Richmond Railway Station located approximately 1200 m west of the site as well as numerous bus services mentioned in 2.3

It is proposed to redevelop the ground floor tenancy of 8 Duke St Abbotsford to establish the Kustom Kommune Motor cycle workshop, with the capacity to accommodate 2 FTE staff.

- The site has 2 existing car parking space provisions
- **We do not repair motor cars, and have no need to store motor cars on site.**
- The development has provisions for more than 20 motorcycle parks
- The development has provisions for up to 10 bicycle spaces for visitors
- The development has a statutory requirement for 8.58 car parking spaces under the use of ‘Motor repairs’.
- The proposed on site 2 car park provision will be allocated for the use of the staff and visitors, additional visitor demand is expected to be mostly via motorcycle and can utilize interior parking, or multiple motorcycles can be parked in existing on-site car spaces.
- Additionally, publically available parking opportunities in the locality of the subject site are commonly available
- We’ll also work towards changing travel behavior in favor of sustainable transport modes, such as public transport and bicycle by listing all local public transport details on our website.
- In this regard, is it considered that a satisfactory number of parking spaces are provided and with reference to the purpose of Clause 52.06, the proposed development delivers an outcome that:

    - Ensures 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;
    - Support sustainable transport alternatives to the motor car; and
    - Ensures that car parking does not adversely affect the amenity of the locality
    - Introduction of the Kustom Kommune will supports means of travel than motor cars

Please note that we do not offer any mechanical services to cars and this will greatly reduce our workshops requirements of clause 52.06-5. The space required for motorcycle parking is significantly smaller than for cars. Four to six motorcycles, or up to 10 scooters, can be parked in the space required for a single car. (Taken from page 22 of City of Melbourne Motorcycle Plan 2015-2018 and attached for reference). The term ‘car space’ or ‘car parking’ is not accurate for our business when looking at works happening on site.