SITE FEATURES AND LEVELS SHOWN ARE INDICATIVE AS AT TIME OF SITE INSPECTION AND SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF ANY WORKS.

NO TITLE PEGS WERE LOCATED ON ANY SITES.

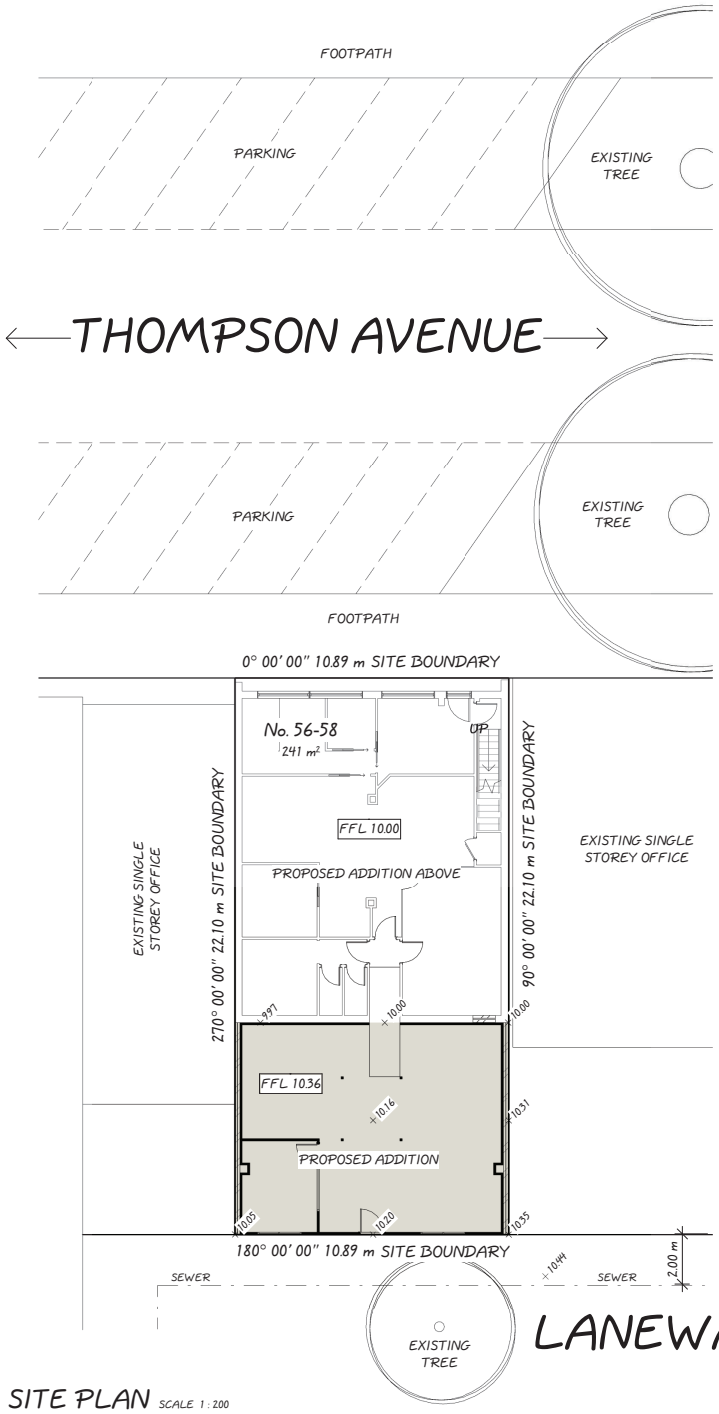
TITLE OUTLINES AND SETBACKS ARE APPROXIMATE ONLY BASED ON ASSUMED BOUNDARY OR EXISTING FENCE AND BUILDING LOCATIONS




PERSPECTIVE 1 NOT TO SCALE



PERSPECTIVE 2 NOT TO SCALE

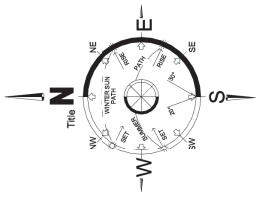



SITE PLAN SCALE 1 : 200

2 0 2 4 6

SCALE BAR: 1: 200 (1cm = 2m)

PRELIMINARY ONLY
NOT FOR CONSTRUCTION




| | | | |
|---|---|---|---|
| PD4 | Planners Requests | 30-09-19 | jm |
| PD3 | Planning Additions | 19-08-19 | jm |
| PD2 | Preliminary Drawings | 24-05-18 | jm |
| PD1 | Design Concept | 23-04-18 | jm |

REVISIONS:

(C) - COPYRIGHT : THESE DRAWINGS ARE SUBJECT TO COPYRIGHT AND REMAIN THE PROPERTY OF DARREN BROWN DESIGN. THEY ARE NOT TO BE ALTERED OR REPRODUCED IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

TITLE:
PRELIMINARY DRAWINGS

PROJECT:
OFFICE ADDITIONS

ADDRESS:
56-58 THOMPSON AVE
COWES

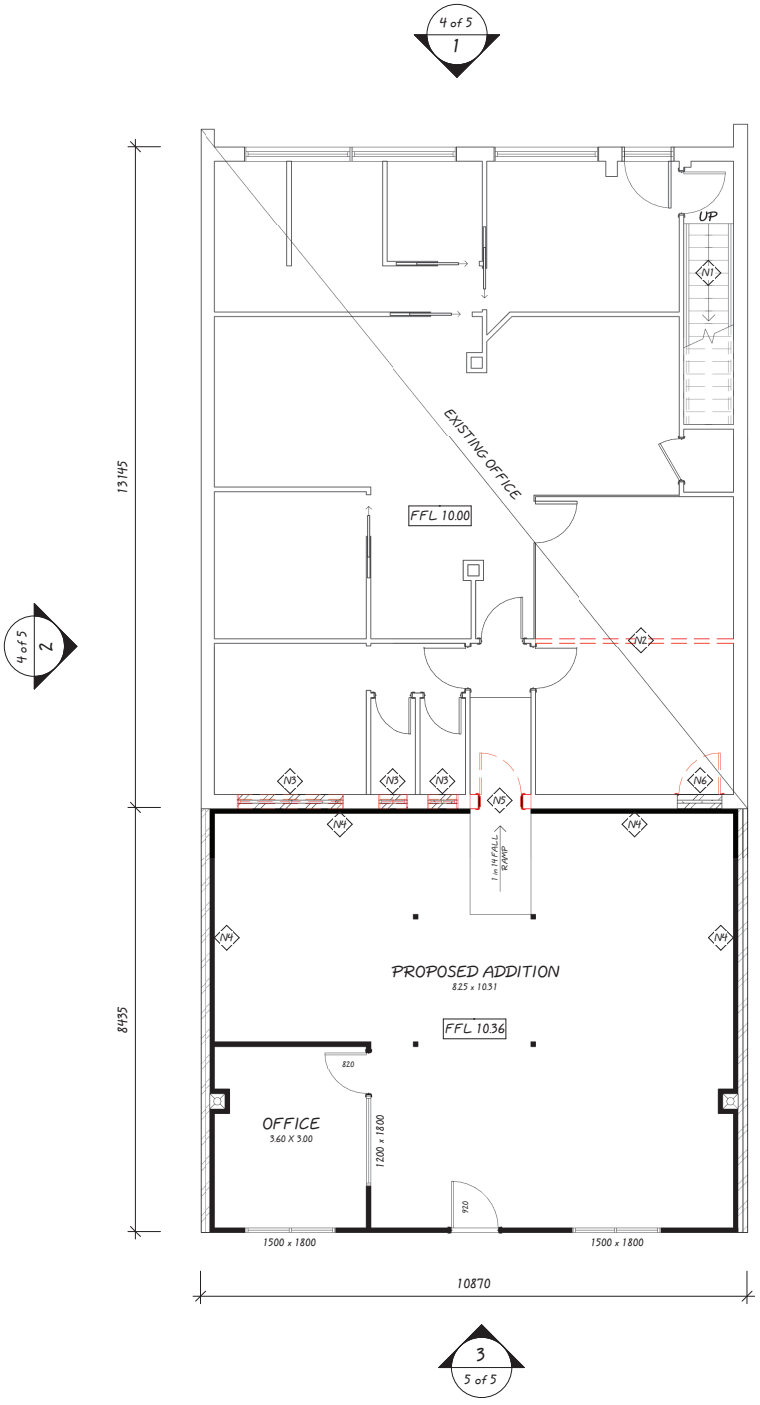
CLIENT:
K & L FORMOSA

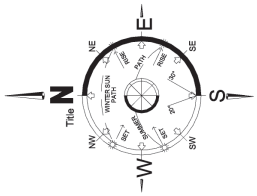
db design
building design & drafting
Registered Building Practitioner No. DP-AD 43
(03) 5672 1144
47 Graham Street Wonthaggi Vic 3995
www.dbdesign.com.au

| | | | |
|---|---|---|---|
| DRAWN: | jm | CHECKED: | -- |
| SHEET SIZE: | A3 | SHEET No. | 1 of 5 |
| REF No: | D18031 | ISSUE: | PD4 |

## KEY NOTES

- N1 TIMBER STAIRS. 190mm (MAX) RISER. 240mm (MIN) TREAD.
- N2 REMOVE SECTION OF EXISTING WALL AND MAKE GOOD
- N3 REMOVE EXISTING WINDOW AND FILL OPENING TO MATCH EXISTING
- N4 FRAME INFRONT OF EXISTING / PROPOSED WALL FOR PLUMBING DUCT / INSULATION
- N5 REMOVE EXISTING DOOR AND SECTION OF WALL TO ALLOW FOR RAMP TO NEW ADDITION
- N6 REMOVE EXISTING DOOR AND FILL OPENING TO MATCH EXISTING




## LOWER FLOOR PLAN SCALE 1 : 100

**NOTES:**
- WINDOW SIZES SHOWN ON PLAN ARE HEIGHT x WIDTH
- ROOM SIZES SHOWN ON PLAN ARE UP/ DOWN SHEET x ACROSS SHEET

| AREAS | | |
|---|---|---|
| NAME | AREA | SQUARE |
| PROPOSED UPPER OFFICE | 192.29 m² | 20.70 |
| PROPOSED LOWER OFFICE | 93.21 m² | 10.03 |
| EXISTING LOWER OFFICE | 141.36 m² | 15.22 |
| TOTAL OFFICE: | 426.86 m² | 45.95 |
| PROPOSED BALCONY | 42.28 m² | 4.55 |
| | 42.28 m² | 4.55 |
| GRAND TOTAL: | 469.15 m² | 50.50 |

**PRELIMINARY ONLY**
**NOT FOR CONSTRUCTION**

| | | | |
|---|---|---|---|
| PD4 | Planners Requests | 30-09-19 | jm |
| PD3 | Planning Additions | 19-08-19 | jm |
| PD2 | Preliminary Drawings | 24-05-18 | jm |
| PD1 | Design Concept | 23-04-18 | jm |

REVISIONS:

(C) - COPYRIGHT : THESE DRAWINGS ARE SUBJECT TO COPYRIGHT AND REMAIN THE PROPERTY OF DARREN BROWN DESIGN. THEY ARE NOT TO BE ALTERED OR REPRODUCED IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

TITLE:
PRELIMINARY DRAWINGS

PROJECT:
OFFICE ADDITIONS

ADDRESS:
56-58 THOMPSON AVE
COWES

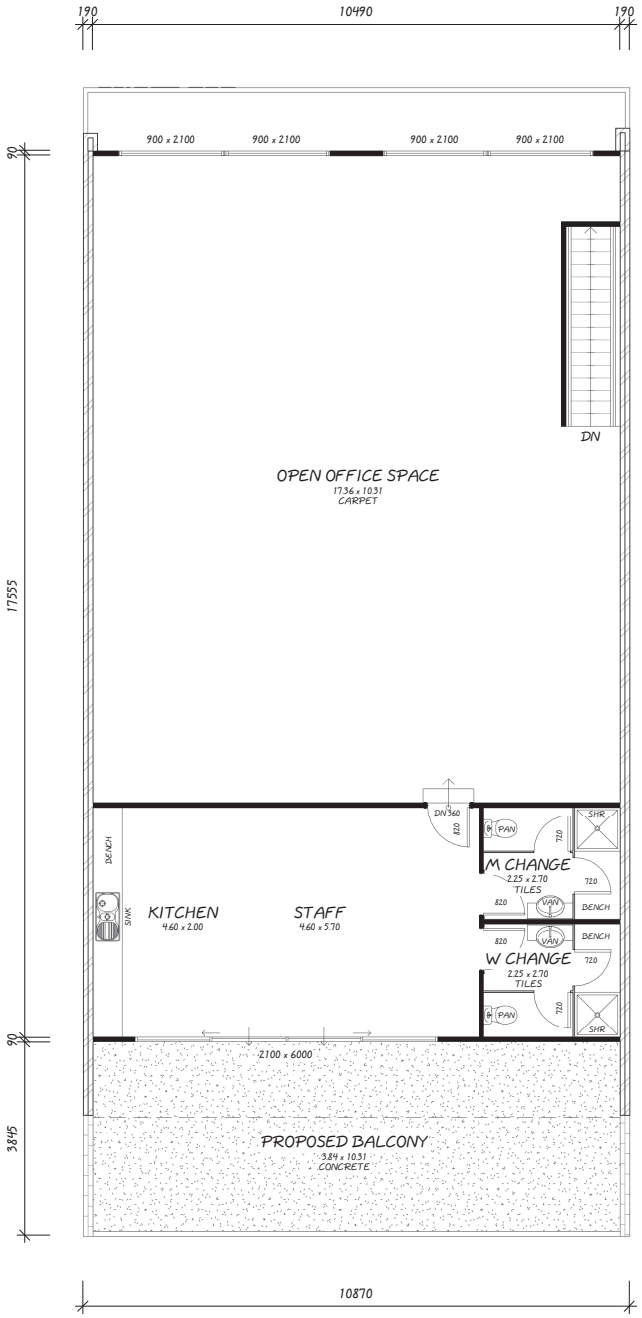
CLIENT:
K & L FORMOSA

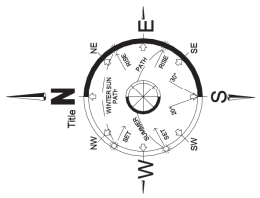
db design
building design & drafting
Registered Building Practitioner No. DP-AD 43
(03) 5672 1144
47 Graham Street Wonthaggi Vic 3995
www.dbdesign.com.au

| | | | |
|---|---|---|---|
| DRAWN: | jm | CHECKED: | -- |
| SHEET SIZE: | A3 | SHEET No. | 2 of 5 |
| REF No: | D18031 | ISSUE: | PD4 |

## KEY NOTES

(N1) TIMBER STAIRS. 190mm (MAX) RISER. 240mm (MIN) TREAD.




# UPPER FLOOR PLAN SCALE 1 : 100

**NOTES:**
- WINDOW SIZES SHOWN ON PLAN ARE HEIGHT x WIDTH
- ROOM SIZES SHOWN ON PLAN ARE UP/ DOWN SHEET x ACROSS SHEET

| AREAS | | |
|---|---|---|
| NAME | AREA | SQUARE |
| PROPOSED UPPER OFFICE | 192.29 m² | 20.70 |
| PROPOSED LOWER OFFICE | 93.21 m² | 10.03 |
| EXISTING LOWER OFFICE | 141.36 m² | 15.22 |
| TOTAL OFFICE: | 426.86 m² | 45.95 |
| PROPOSED BALCONY | 42.28 m² | 4.55 |
| | 42.28 m² | 4.55 |
| GRAND TOTAL: | 469.15 m² | 50.50 |

**PRELIMINARY ONLY**
**NOT FOR CONSTRUCTION**

| | | | |
|---|---|---|---|
| PD4 | Planners Requests | 30-09-19 | jm |
| PD3 | Planning Additions | 19-08-19 | jm |
| PD2 | Preliminary Drawings | 24-05-18 | jm |
| PD1 | Design Concept | 23-04-18 | jm |

REVISIONS:

(C) - COPYRIGHT : THESE DRAWINGS ARE SUBJECT TO COPYRIGHT AND REMAIN THE PROPERTY OF DARREN BROWN DESIGN. THEY ARE NOT TO BE ALTERED OR REPRODUCED IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

TITLE:
PRELIMINARY DRAWINGS

PROJECT:
OFFICE ADDITIONS

ADDRESS:
56-58 THOMPSON AVE
COWES

CLIENT:
K & L FORMOSA

db design
building design & drafting
Registered Building Practitioner No. DP-AD 43
(03) 5672 1144
47 Graham Street Wonthaggi Vic 3995
www.dbdesign.com.au

| | | | |
|---|---|---|---|
| DRAWN: | jm | CHECKED: | -- |
| SHEET SIZE: | A3 | SHEET No. | 3 of 5 |
| REF No: | D18031 | ISSUE: | PD4 |

| COLOURS & MATERIALS SCHEDULE | | |
|---|---|---|
| ELEMENT | MATERIAL | COLOUR |
| WINDOW FRAMES | POWDERCOATED ALUMINIUM | WHITE |
| EXTERNAL WALLS | SELECTED BLOCKWORK | CHARCOAL |
| | RENDERED BLOCKWORK | COLORBOND IRONSTONE |
| | JAMES HARDIE'S SCYON MATRIX | WHITE |
| | JAMES HARDIES SCYON AXON | COLORBOND IRONSTONE |

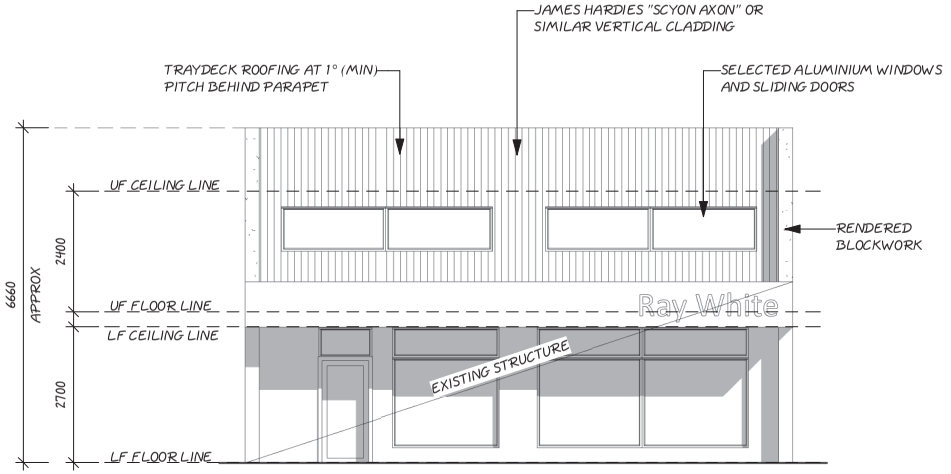
COLORS & FINISHES ARE INDICATIVE AND MAY CHANGE DUE TO AVAILABILTY OF PRODUCTS AND FINAL APPROVAL BY OWNER



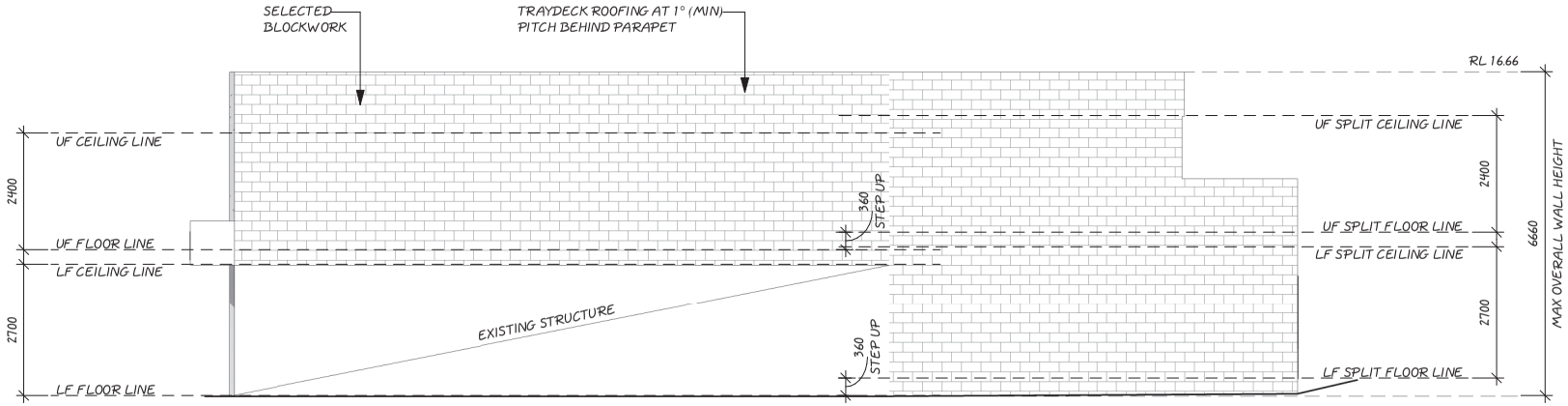
CHARCOAL BLOCKWORK



COLORBOND IRONSTONE




ELEVATION 1 - EAST SCALE 1 : 100




ELEVATION 2 - NORTH SCALE 1 : 100

**PRELIMINARY ONLY**
**NOT FOR CONSTRUCTION**

| | | | |
|---|---|---|---|
| PD4 | Planners Requests | 30-09-19 | jm |
| PD3 | Planning Additions | 19-08-19 | jm |
| PD2 | Preliminary Drawings | 24-05-18 | jm |
| PD1 | Design Concept | 23-04-18 | jm |

REVISIONS:

(C) - COPYRIGHT : THESE DRAWINGS ARE SUBJECT TO COPYRIGHT AND REMAIN THE PROPERTY OF DARREN BROWN DESIGN. THEY ARE NOT TO BE ALTERED OR REPRODUCED IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

TITLE:
PRELIMINARY DRAWINGS

PROJECT:
OFFICE ADDITIONS

ADDRESS:
56-58 THOMPSON AVE
COWES

CLIENT:
K & L FORMOSA

db design
building design & drafting
Registered Building Practitioner No. DP-AD 43
(03) 5672 1144
47 Graham Street Wonthaggi Vic 3995
www.dbdesign.com.au

| | | | |
|---|---|---|---|
| DRAWN: | jm | CHECKED: | -- |
| SHEET SIZE: | A3 | SHEET No: | 4 of 5 |
| REF No: | D18031 | ISSUE: | PD4 |

| COLOURS & MATERIALS SCHEDULE | | |
|---|---|---|
| ELEMENT | MATERIAL | COLOUR |
| WINDOW FRAMES | POWDERCOATED ALUMINIUM | WHITE |
| EXTERNAL WALLS | SELECTED BLOCKWORK | CHARCOAL |
| | RENDERED BLOCKWORK | COLORBOND IRONSTONE |
| | JAMES HARDIE'S SCYON MATRIX | WHITE |
| | JAMES HARDIES SCYON AXON | COLORBOND IRONSTONE |

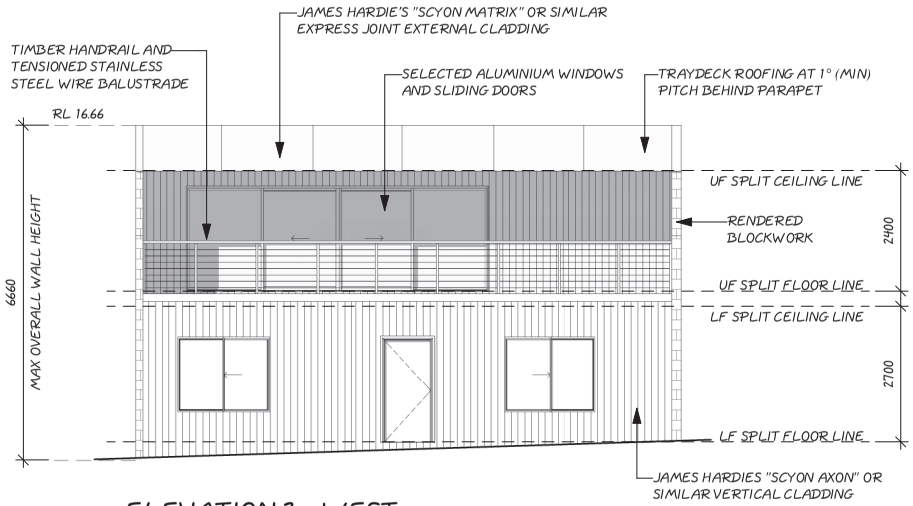
COLORS & FINISHES ARE INDICATIVE AND MAY CHANGE DUE TO AVAILABILTY OF PRODUCTS AND FINAL APPROVAL BY OWNER



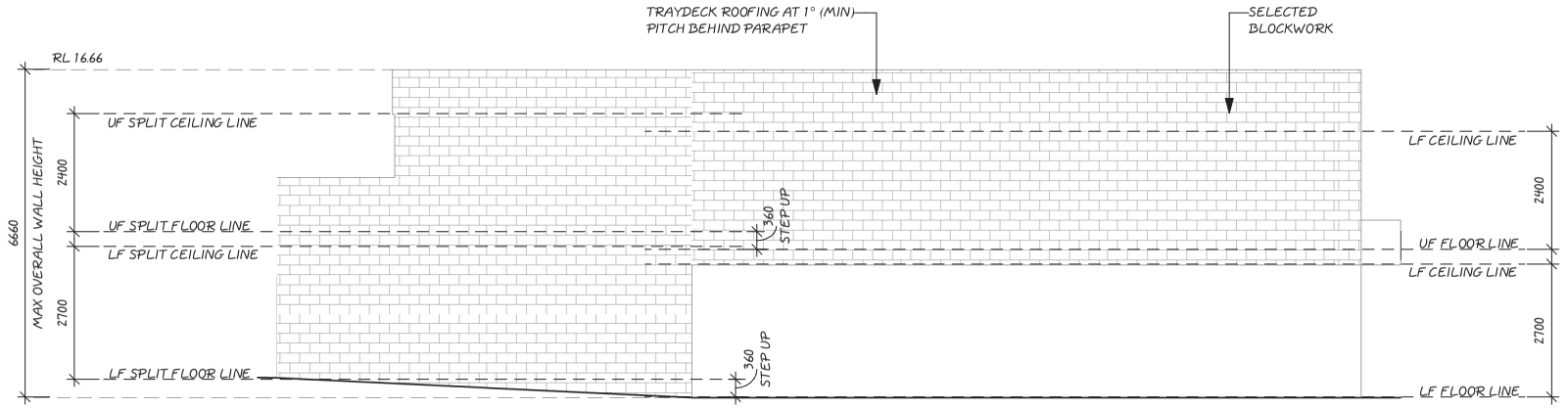
CHARCOAL BLOCKWORK



COLORBOND IRONSTONE




ELEVATION 3 - WEST SCALE 1 : 100




ELEVATION 4 - SOUTH SCALE 1 : 100

**PRELIMINARY ONLY**
**NOT FOR CONSTRUCTION**

| | | | |
|---|---|---|---|
| PD4 | Planners Requests | 30-09-19 | jm |
| PD3 | Planning Additions | 19-08-19 | jm |
| PD2 | Preliminary Drawings | 24-05-18 | jm |
| PD1 | Design Concept | 23-04-18 | jm |

REVISIONS:

(C) - COPYRIGHT : THESE DRAWINGS ARE SUBJECT TO COPYRIGHT AND REMAIN THE PROPERTY OF DARREN BROWN DESIGN. THEY ARE NOT TO BE ALTERED OR REPRODUCED IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER.

TITLE:
PRELIMINARY DRAWINGS

PROJECT:
OFFICE ADDITIONS

ADDRESS:
56-58 THOMPSON AVE
COWES

CLIENT:
K & L FORMOSA

db design
building design & drafting
Registered Building Practitioner No. DP-AD 43
(03) 5672 1144
41 Graham Street Wonthaggi Vic 3995
www.dbdesign.com.au

| | | | |
|---|---|---|---|
| DRAWN: | jm | CHECKED: | -- |
| SHEET SIZE: | A3 | SHEET No: | 5 of 5 |
| REF No: | D18031 | ISSUE: | PD4 |

# Car Parking Assessment

# For a proposed office extension development

# at 56-58 Thompson Avenue, Cowes

**July, 2019.**


**Jeff Bennett**

***Planning & Development Services***

*8 Halcyon Avenue*
*San Remo, Vic. 3925*

mobile: 0418 147 975
phone: (03) 5678 5214
e-mail: jbpds@bigpond.com

# 1 Introduction

This report makes an assessment of the car parking needs for an extension of an existing office at 56-58 Thompson Avenue, Cowes.

The report is supplementary to an application for planning permit for such a development and assesses the provisions of Clause 52.06 of the Bass Coast Planning Scheme in relation to it.

# 2 The subject land and area

The subject land comprises a building that has been used as a real estate office for many years. It is located in the northern part of Thompson Avenue, which is the main street of the Cowes commercial area. This section of Thompson Avenue is the main commercial and tourism precinct of Cowes and contains a wide variety of retail outlets and food and drink premises.

Photos of the site and area are shown in appendix 1.

# 3 The Proposed Development

It is proposed to extend the existing office by an extension to the rear and the development of an upper floor as shown in the plans of DB Design. The extension to the rear will occupy an area currently being used for 4 car parking spaces which are accessed off a narrow laneway.

The combined area of the proposed extensions is 285.5 sq.m.

The purpose of the extensions is primarily to accommodate the existing staff, which currently occupy the premises in an intense fashion. Some scope will also be available for additional staff in the longer term

# 4 Planning Scheme provisions

The subject land is included within the Commercial 1 Zone of the Bass Coast Planning Scheme and the proposed development requires a permit under the zone provisions. The provisions of Clause 52.06 in relation to the provision of car parking are also required to be met.

These provisions apply to:

- A new use.
- An increase in floor area or site area of an existing use; or,
- An increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use

Clause 52.06-2 requires that prior to:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use,

the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

- on the land; or
- in accordance with a permit issued under Clause 52.06-3; or
- in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay.

In this case, an extension of an existing use is proposed which will require the provision of parking in accordance with the requirements of the clause.

## 5 Provision of parking in the area

The area of the subject land is the main commercial area or Central Activity District (CAD) of Cowes and Phillip Island. It has provision for parking, both in the streets and the central public parking areas between Warley Avenue and Bass Avenue. Some of the premises in the precinct have dedicated private parking, however most of the parking is provided on a precinct-wide basis to serve to commercial establishments in the area.

The area is known to experience extreme peak usage periods, particularly over the summer holiday period. This leads to localised traffic and parking congestion.

The parking in the immediate vicinity of the subject premises has been assessed and includes the following;

- Approximately 30 off-street spaces in Olive Justice Place. These spaces are unmarked and the area is not fully utilised parking. It is understood that this parking is temporary in nature as the Council's "*Active Bass Coast 2018-2028"* plan proposes to upgrade this area as a local park in the short term.
- 31 on-street spaces in Thompson Avenue in front of the premises. This is approximately 50% of the parking available in the northern part of Thompson Avenue.
- 72 off-street spaces in the southern portion of the public car park area off Warley Avenue. This is approximately 60% of the parking available in this area

This parking is shown enclosed in red in the plan in appendix 1.

Most of the street parking has a one hour time limit between 9-5, which assists in the turnover of parking in the area. The spaces in the off-street parking areas near the subject land are unrestricted, other than Olive Justice Place which has a 2 hour limit.

Many other parking spaces are available in the main commercial area that are located within convenient walking distance of the subject premises. A loading zone is conveniently located in Thompson Avenue approximately 50 metres from the subject land.

The Cowes Transit Centre is currently under construction and is conveniently located within 150 to 200 metres of the subject land. This project will provide 103 parking spaces for all day parking, which will be a significant addition to the parking provision in the CAD.

A bus stop is located in Chapel Street in front of Olive Justice Place. It is understood that this facility will be relocated to the new Transit Centre when completed.

Photos of the subject land and area are shown in appendix 1.

## 6 Clause 52.06 – Car Parking

Clause 52.06 sets out the car parking requirements in the Planning Scheme. Its objectives are:

- 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 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.

Table 1 at Clause 52.06-5 sets out the number of car spaces required for various specified uses. The table sets out two types of requirements for parking comprising a standard rate and a rate which applies where specified in a schedule to the Parking Overlay. No Parking Overlay control affects the subject land.

The Table sets out a statutory requirement for 3.5 parking spaces per 100 sq.m. of net floor area for an "office". The additional floor area is 285.5 sq.m. which results in a statutory requirement of 9 spaces. The 4 existing spaces at the rear of the premises are also proposed to be removed, resulting in a total statutory shortfall of 13 parking spaces.

Clause 52.06-3 provides that a permit can be granted to reduce (including reduce to zero) the number of car parking spaces required.

Clause 52.06-7 requires that an application to reduce the number of car parking spaces required must be accompanied by a Car Parking Demand Assessment. The Car Parking Demand Assessment must address certain matters, to the satisfaction of the responsible authority. These are outlined and discussed below.

- **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.**

  As the premises are located within the Cowes commercial area, it is likely that some of the parking demand is likely to be part of a multipurpose trip to the precinct, which includes the foreshore area.

- **The variation of car parking demand likely to be generated by the proposed use over time.**

  The activity periods for the proposed use are likely to be normal business hours between 9am and 5pm. It is likely that parking demand will be intermittent over this period.

- **The short-stay and long-stay car parking demand likely to be generated by the proposed use.**

  The customer parking demand for the proposed use is likely to be mainly short stay of less than an hour, which will assist traffic turnover in the area. The nature of the business being conducted on the premises means that customer demand is likely to be relatively light, with much of the business being conducted by phone or internet. The demand from employees will be for all day parking which is accommodated by the existing all day parking in the off-street areas, which will be enhanced by the new Transit Centre parking.

- **The availability of public transport in the locality of the land.**

  The proposed development is part of the Cowes CAD which is served by the Bass Coast inter-town bus service which will utilise the new Transit Centre.

- **The convenience of pedestrian and cyclist access to the land.**

  Being located in the Cowes CAD, the site is easily accessible by bicycle and by pedestrians.

- **The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.**

  Provision for bicycle parking will be provided on the site for staff. Provision for public bicycle racks has been made in Thompson Avenue.

- **The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.**

  The car ownership rates of visitors and staff are likely to be consistent with Cowes as a whole.

- **Any empirical assessment or case study.**

The customer parking demand for the proposed office use is likely to be in the range of 1-2 spaces and the demand for employee parking will be in the range of 8-12 spaces.

In determining the number of spaces to be provided, the responsible authority must also consider the following, as appropriate:

- **The Car Parking Demand Assessment.**

  The Car Parking Demand Assessment indicates a likely customer demand of approximately 1-2 parking spaces and a long term parking demand for staff of 8-12 spaces.

- **Any relevant local planning policy or incorporated plan.**

  Clause 21.08-5 sets out the local policy for Cowes and comments that;

  > Thompson Avenue is the location for the majority of commercial, retail, community, tourism, and health services.

  Implementation strategies include;

  - Reinforce the role of Cowes generally, and Thompson Avenue specifically, as the major commercial centre for Phillip Island and provide for projected growth for business uses in this area.
  - Encourage the concentration of major retail, commercial, administrative, entertainment, and cultural developments into an extended Central Cowes Activity Centre, which provides a variety of land uses which are highly accessible to the community
  - Concentrate mixed use and tourism friendly developments within the northern section of Thompson Avenue and along The Esplanade from Warley Avenue to Steele Street

  The area of the subject premises has clear planning policy support to be developed as the main commercial and tourist precinct of Phillip Island.

- **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.**

133 car parking spaces are available in close proximity to the site as described earlier in this report. Additional car parking spaces are generally available in the CAD.

It is likely that the approximate 30 car parking spaces currently available in Olive Justice Place will not be available in the longer term, however 103 long-term parking spaces are currently being constructed as part of the Transit Centre project. This project is part of the Council's strategic planning for the CAD and will significantly underpin its viable operation.

Spot parking surveys were undertaken in July 2019. A copy of the surveys are shown in appendix 2 of this report.

The spot parking surveys indicated that parking was available in the immediate vicinity of the subject land at all times. The surveys included part of a school holiday period, which likely represents a "shoulder season" demand for the CAD.

The parking demand was in the order of 48 – 65% of the available spaces, which resulted in 47-69 parking spaces being available for parking in the immediate vicinity of the subject premises. This provision easily met both the likely parking demand of 9-14 spaces and the statutory shortfall of 13 spaces.

It needs to be recognised that the use operates as a part of the Cowes CAD and that the precinct-wide provision of parking assists in efficiencies of accommodating fluctuating demand. The local planning policy framework and the recent strategic work undertaken for the CAD is supportive of this approach.

VCAT has adopted the principle of a "centre based" approach to the provision of parking in activity centres. Given that this development is part of a major activity centre, it is likely that existing and future uses will function as a commercial/tourist precinct consistent with this approach.

This approach was tested before the Supreme Court in *Sansmark Pty Ltd and Ors v Boroondara CC*. In his decision, His Honour Mandie J cited the description of the "centre based" approach as set out by the tribunal as follows:

> *The basic approach in these decisions is that in important activity centres car parking considerations should not be determinative, instead the land use mix in a centre should arise from a combination of strategic planning and economic forces at work in the centre, car parking issues have a part to play in this but should not dominate. At the level of the individual site where there is a change of use or an extension to an existing building in most circumstances car parking shortfalls should be waived if it is consistent with the strategic plan for the centre, firstly because the most equitable solution is to deal with car parking on a centre wide basis, and secondly because even in saturated car parking conditions a balance will occur between the level of activity and the car parking supply.*

This approach was specifically supported by a decision of VCAT in relation to the waiver of car parking associated with a restaurant known as "Gullivers" on the corner of Thompson Avenue and Chapel Street, Cowes, which is located close to the subject land. In the decision of *Dixon v Bass Coast Shire Council [2006] VCAT 2396* at Para 81, Member Cimino commented that;

> *"I have also decided to set aside the council's decision to refuse a permit for the waiver of car parking. The use of the site for a restaurant and take away food is supported by the purpose of the zone and is entirely consistent with the council's local policies and strategies for this tourist precinct. It is inappropriate to reject a*

*proposal that accords with the zoning and land use strategies in a major centre like this on car parking grounds."*

In this case, the proposed use is consistent with the purpose of the zone and the local planning policy for the Cowes CAD and is therefore consistent with the above commentary.

- **On street parking in residential zones in the locality of the land that is intended to be for residential use.**

  Parking in residential streets in the central Cowes area is generally unrestricted. It is unlikely that overflow demand from the proposed development will significantly affect these areas considering the availability of parking in the CAD.

- **The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.**

  Parking for 4 cars is currently provided on the site, however this is only accessible by a narrow laneway and will not be suitable in the longer term for the site.

- **Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.**

  The section of Thompson Ave which includes the subject land has been designated as the main commercial area of Phillip Island and significant parking provision has been made in this area. Given that parking was available in the area at all times during the spot surveys and the relatively small scale nature of the proposed use, it is unlikely to have any adverse economic impact on the operation of the Cowes CAD.

- **The future growth and development of any nearby activity centre.**

  Given that parking was available in the area at all times during the spot surveys and the relatively small scale nature of the proposed use, it is unlikely to have any adverse impact on the future growth and development of the Cowes CAD.

- **Any car parking deficiency associated with the existing use of the land.**

  Car parking has been provided on site for the existing development.

- **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.**

  Not applicable.

- **Local traffic management in the locality of the land.**

  There is no formal arrangement for 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 subject premises are remote from nearby residentially zoned land and no adverse amenity impacts are anticipated.

- **The need to create safe, functional and attractive parking areas.**

  The centre-wide provision of parking in safe and landscaped settings is preferable to small parking areas on individual sites with difficult access.

- **Access to or provision of alternative transport modes to and from the land.**

  The Cowes CAD is served by the inter-Island bus service which has a stop near the subject land.

- **The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.**

It is understood that properties in the area have made contributions to common parking, however this was many years ago and the details are uncertain.

- **The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.**

  Although it is physically possible to obtain current vehicular access to the existing parking spaces from Olive Justice Place, this area is legally accessed only via a narrow rear laneway, which has no through access. When Olive Justice Place becomes a park, this laneway will be totally inadequate as it will require vehicles to exit into Chapel St. in an area with limited visibility.

  The communal parking that has been provided by the Council in the street and off-street parking areas is a far more appropriate, efficient and accessible means of providing parking for premises in the area.

- **Any other matter specified in a schedule to the Parking Overlay.**

  Not applicable

- **Any other relevant consideration.**

## 7 Conclusion

The proposed use has a statutory requirement of 9 car parking spaces for the extension and a further 4 spaces for the existing office that are proposed to be removed resulting in a total of 13 car parking spaces.

The total parking demand for the proposed extended use has been assessed at 9-14 spaces which approximates the statutory shortfall. The spot parking surveys undertaken indicated that public parking sufficient to meet this demand was available in the immediate vicinity of the subject premises at all times.

The loss of the 4 existing parking spaces will not have an adverse impact on the operation of the Cowes CAD as evidenced by the parking surveys. The centre-wide provision of parking in safe and landscaped settings is preferable to small, discrete parking areas on individual sites with difficult access.

Other parking opportunities are available in the general area to satisfy peak and longer-term demand. The Council planning policy framework and previous VCAT decisions are supportive of the precinct-wide provision of parking in commercial areas.

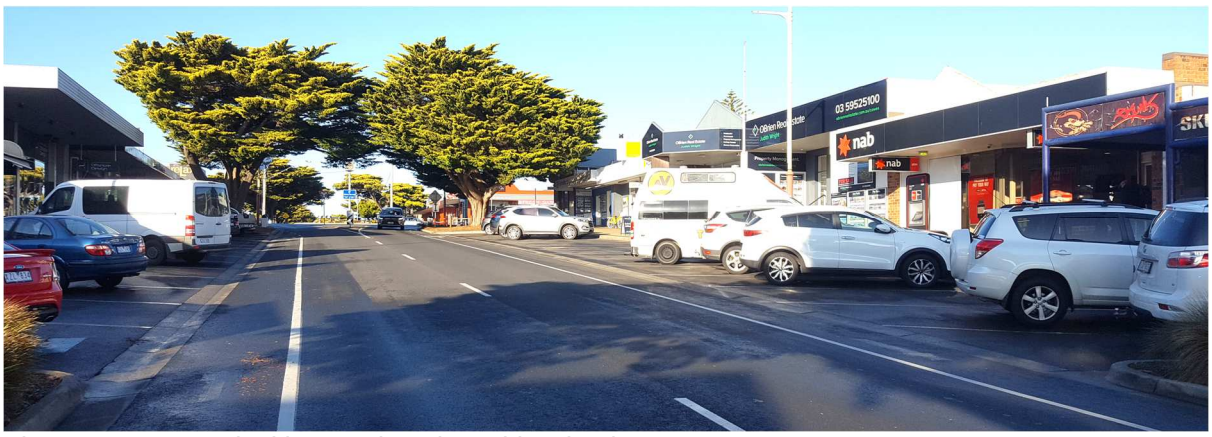
The extended use will operate as a part of the mix of services that are available, and indeed encouraged in the Cowes CAD in a manner that can be accommodated by the existing parking availability in the area. It has been recognised that in such cases the land use mix in an activity centre should arise from a combination of strategic planning and economic forces at work in the centre. In an activity centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

At the level of the individual site where there is an extension of a use, car parking shortfalls should be waived if it is consistent with the strategic plan for the centre, firstly because the most equitable and appropriate solution is to deal with car parking on a centre wide basis, and secondly because even in saturated car parking conditions a balance will occur between the level of activity and the car parking supply.

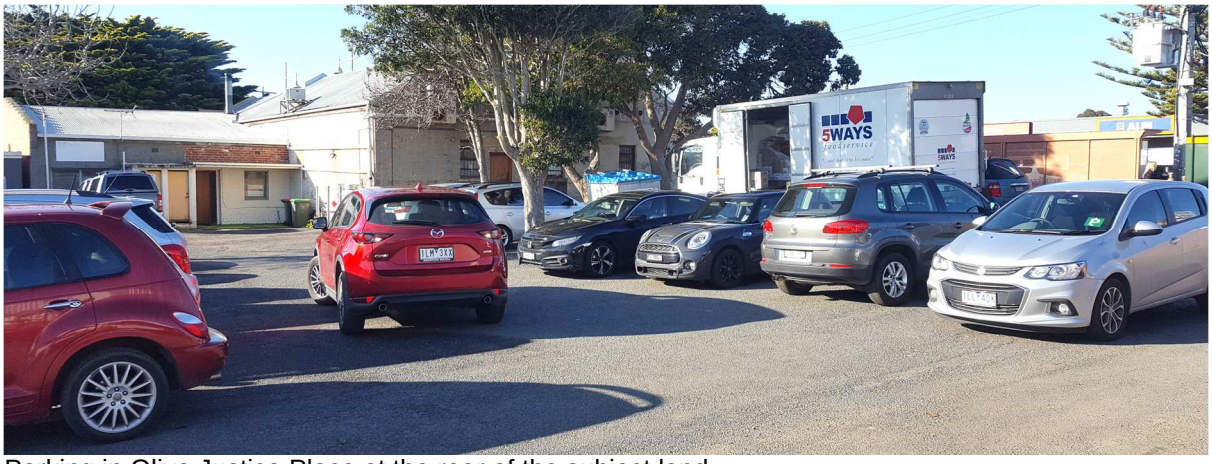
Jeff Bennett *CE*, *Dip CE, P.Eng.*

July, 2019

# appendix 1.



Thompson Avenue looking south to the subject land.

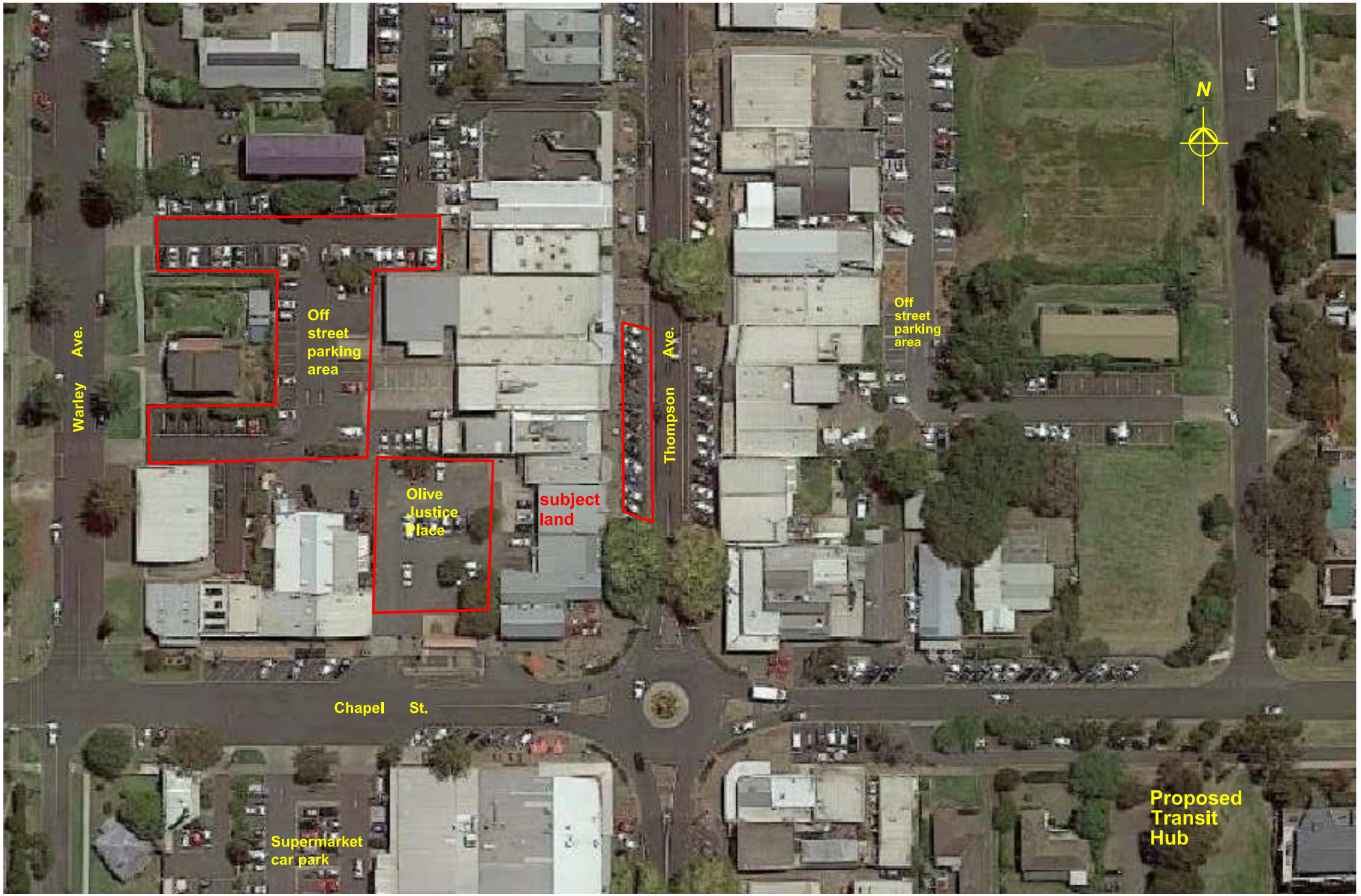


Parking in Olive Justice Place at the rear of the subject land.


Public off-street parking off Warley Ave.



Public off-street parking off Warley Ave.


N
Off street parking area
Warley Ave.
Olive Justice Place
subject land
Thompson Ave.
Off street parking area
Chapel St.
Supermarket car park
Proposed Transit Hub

# appendix 2.

**Proposed Office Extension. 56-58 Thompson Ave. Cowes.**
**Spot Parking Surveys**

**Jul-19**

***Parking in locality***

| Location | No. of spaces available | type | parking restrictions | Fri 05 Jul 10:00am | Mon 08 Jul 2:00pm | Mon 15 Jul 3:00pm | |
|---|---|---|---|---|---|---|---|
| Parking area at rear of premisis off Chapel St. | 30 | unformed | 2H 9-5 | 29 | 24 | 18 | |
| Thompson Avenue directly in front of premises | 31 | 60$^{o}$ | 1H 9-5 | 21 | 31 | 25 | |
| Rear public car parking area near subject land | 72 | 90$^{o}$ | Unrestricted | 32 | 31 | 21 | |
| | | | | | | | |
| | | | | | | | |
| TOTAL | 133 | | | 82 | 86 | 64 | 0 |
| | | | Percentage used | 62% | 65% | 48% | |
| | | | No of vacant spaces | 51 | 47 | 69 | |

**Notes:**
The first two surveys were undertaken over a school holiday period, which likely represents a "shoulder demand" for the CAD