

CITY OF MARIBYRNONG

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URBAN PLANNING



CITY OF MARIBYRNONG
ADVERTISED PLAN

Jacks Magazine Maribyrnong

Traffic Impact Assessment

Client: Working Heritage

Prepared by

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31 January 2023
Rev B

1. INTRODUCTION

1.1 Purpose of this report

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

- The existing conditions and a description of the proposed use;
- An assessment of the development's car and bicycle parking requirements in accordance with the requirements of the Maribyrnong Planning Scheme;
- Adequacy of the off-street car parking supply to accommodate both the statutory car parking requirements of the Maribyrnong Planning Scheme and the car parking demands anticipated to be generated by the proposal; and
- An assessment of the traffic impact of the proposal.

1.2 Referenced documents

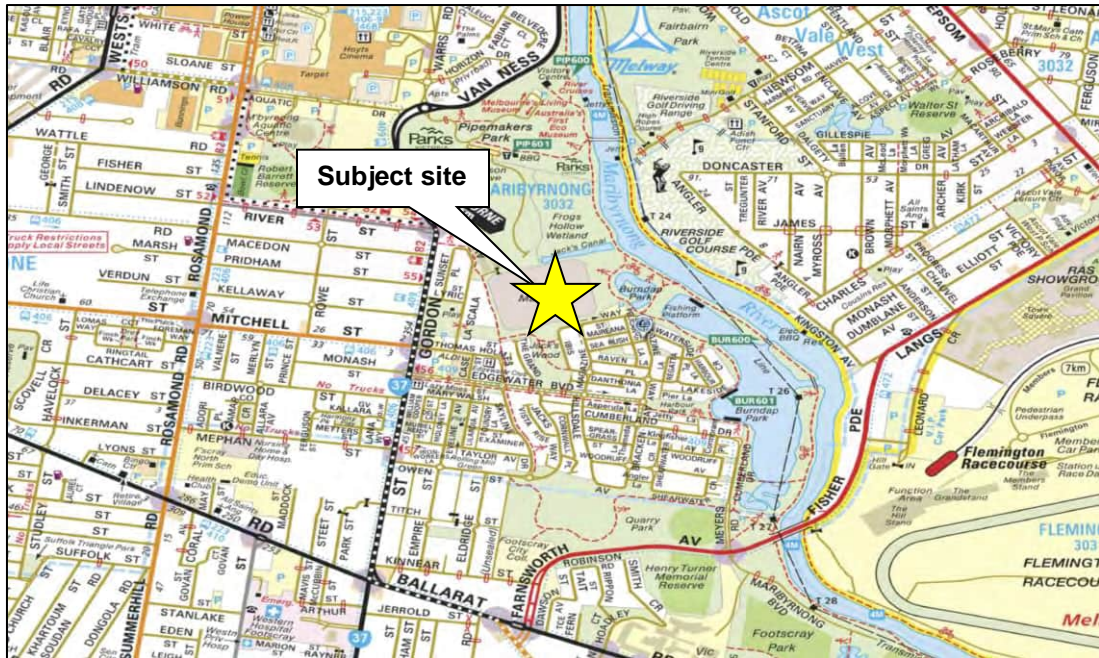
This report has been based upon a number of sources. These include:

- Site observations and information provided by the applicant;
- Melways maps, Nearmap online and Google maps;
- Building Code of Australia, Maribyrnong Planning Scheme, Maribyrnong Public Transport and PPTN maps;
- Parking surveys undertaken on Friday 17 November 2022 and Saturday 19 November 2022 between 11 am and 9 pm;
- Australian Standards AS 2890.1:2004, AS 2890.6:2009, AS 2890.3:2015 and AS 2890.2:2018 and RTA "Guide to Traffic Generating Developments", October 2002;
- Layout plans prepared by T.C.L, Job M2104, dated 28 October 2022; and
- Layout plans prepared by RBA Architects, Job 2018.55, dated December 2018.

2. EXISTING CONDITIONS

2.1 Location and Land Use

Jacks Magazine is located at 12 Van Ness Avenue and is bound by the Maribyrnong River to the east, Magazine Way to the south, Thompson Reserve to the north and La Scala Avenue to the west, as shown in Figure 2.1.



Source: Copyright Melways Publishing Pty, Ltd. Reproduced from Melways online with permission
 Figure 2.1: Location of subject site

The subject site is occupied by a vacant storage facility which was historically used to store munitions. The surrounding area is typically residential and recreational in nature. The nature of the subject site and the surrounding area is shown in Figure 2.2.



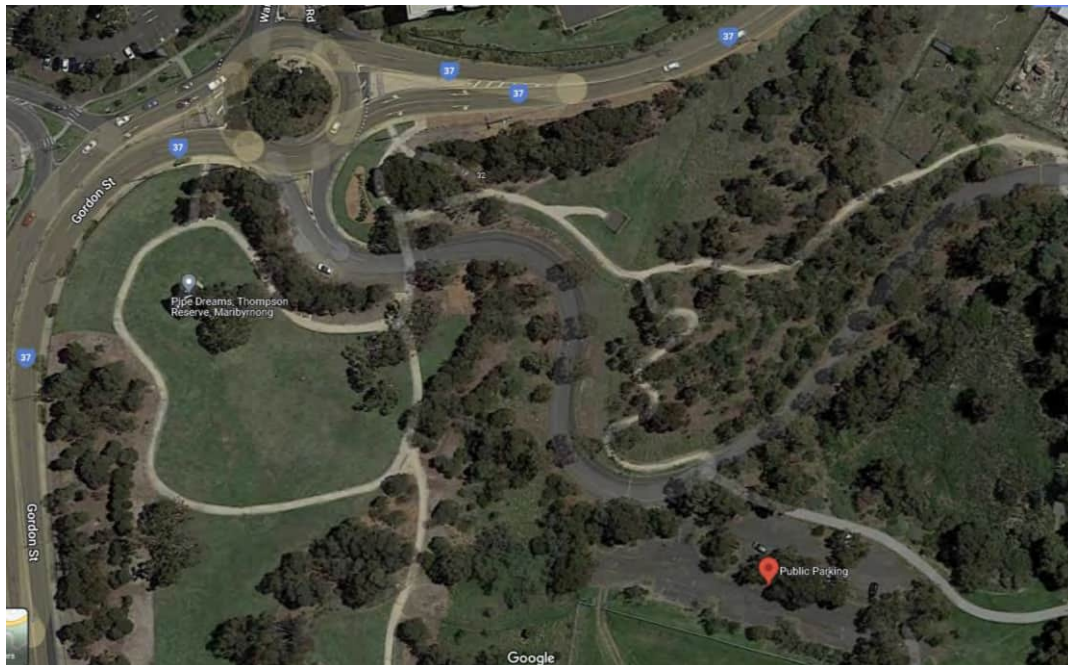
Source: google maps
 Figure 2.2: Aerial view of subject site and surrounding area

2.2 Road Network

There are two public car parking areas located in the immediate vicinity of the site. They include:

Pipemakers Park Car Park

Access to the Pipemakers Park car park is provided by a two lane roadway extending south from the intersection of Gordon Street and Warrs Road. The location of the Pipe makers car park is shown in Figure 2.3.



Source: google maps

Figure 2.3: Off-street car park to the north of the site

The Pipemakers Park car park is open during daylight hours and contains a total of 66 spaces. A gate is located on the south-east corner of the car park which provides access to Jacks Magazine forecourt area.

Car Park on south side of Jacks Magazine

Access to the Jacks Magazine car park on the south-east side of Jacks Magazine is provided by Magazine Way which has a shared traffic and parking lane in each direction. The car park has a total of 43 spaces.

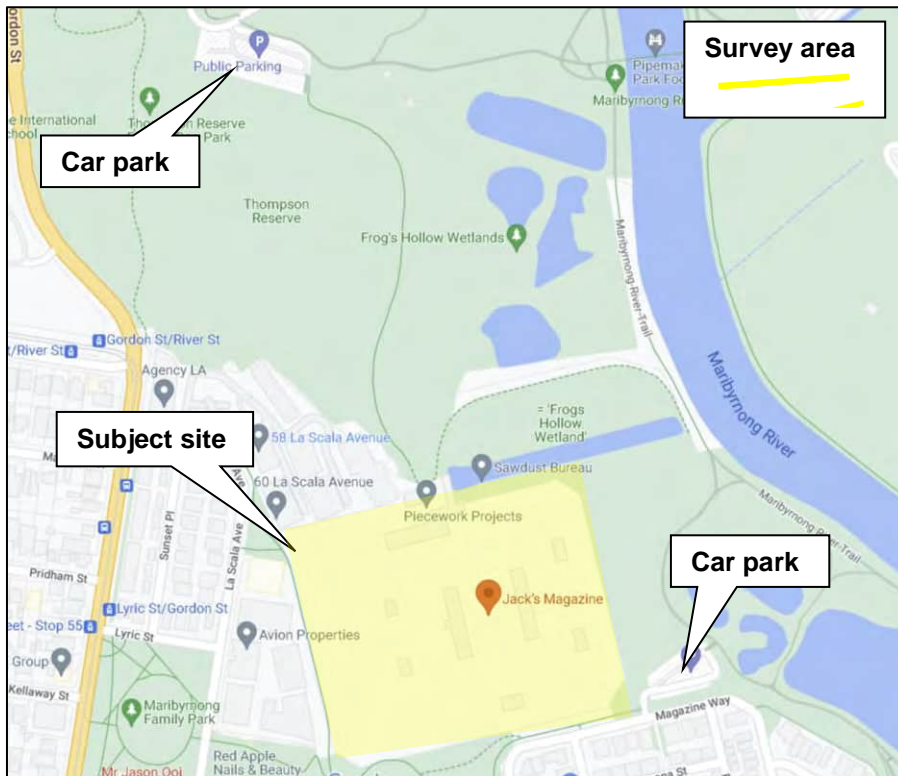
The location of the car park is shown in Figure 2.4.



Source: google maps
Figure 2.4: Off-street car park to the south of the site

2.3 Existing Parking Supply and Demand

There are up to 109 off-street parking spaces which are available within close proximity to the site. The area adopted for the parking surveys is shown in Figure 2.5.



Source: google maps
Figure 2.5: Survey area adopted for the parking surveys

To establish the existing parking demands in the nearby off-street car parking areas, parking surveys were undertaken within this defined study area on Friday 17 November 2022 between 10 am and 4 pm and on Saturday 19 November 2022 between 2 pm and 8 pm.

The key findings from the parking surveys are summarised in Attachment A and indicate that during the:

Friday survey period

- Friday daytime survey period, the peak car parking demand at 12 noon corresponded to 17 cars or 16 % of the available parking supply (109 spaces).

Saturday survey period

- Saturday midday survey period, the peak car parking demand at 2 pm corresponded to 23 cars or 21 % of the available parking supply (109 spaces); and
- Saturday evening survey period, the peak car parking demand at 6 pm corresponded to 16 cars or 15 % of the available parking supply (109 spaces).

2.4 Public Transport

The site is well served by public transport services. This includes a tram route and two bus routes which operate in the vicinity of the site. The services include;

- Tram route 82 operates between Footscray and Moonee Ponds;
- Bus route 409 operates between Yarraville and Highpoint Shopping Centre; and
- Bus route 952 Bus route 952 is a Nightrider service which operates between the city and Broadmeadows via Footscray, Maribyrnong, Airport West and Gladstone Park.

Tram and bus stops are located along Gordon Street, approximately 600 m west of the site.

The tram and bus stops are shown in Figure 2.6.

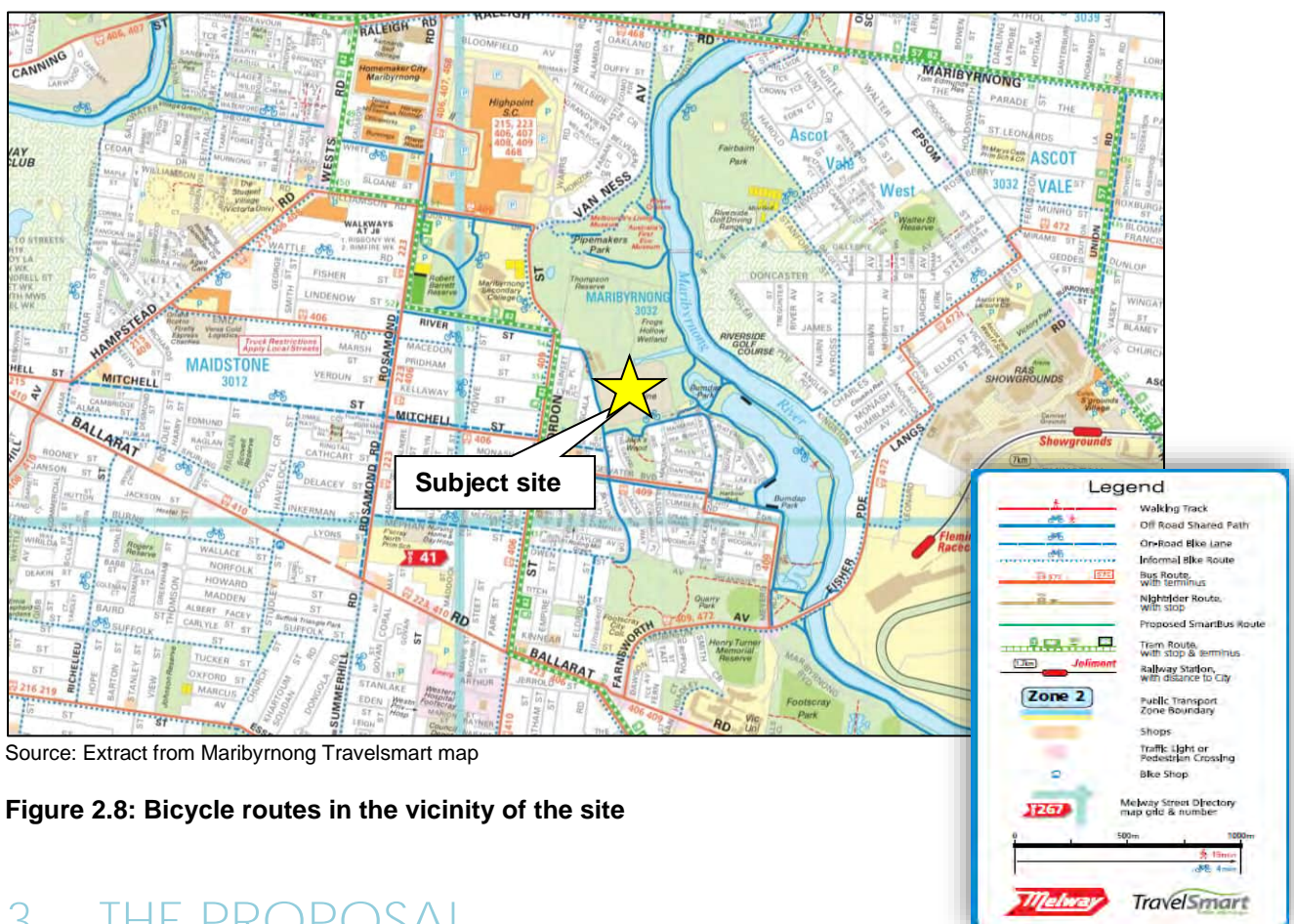
Reference to the tram and bus timetables indicates that the services operate on both weekdays and weekends which could be utilised by staff and customers associated with the proposed development.

2.4.2 Bicycle Facilities

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

These include off-road shared pathways along the alignment of the Maribyrnong River, within Pipemakers Park, along River Street, west side of Jacks Magazine, Magazine Way and Edgewater Boulevard and on-road bicycle lanes along Thomas Holmes Drive, Mitchell Street and Mephan Street and informal bicycle routes along Gordon Street and Van Ness Avenue in close proximity to the site.

The bike network in the vicinity of the site is shown in an extract from the Maribyrnong Travelsmart map in Figure 2.8.



Source: Extract from Maribyrnong Travelsmart map

Figure 2.8: Bicycle routes in the vicinity of the site

3. THE PROPOSAL

The proposal involves refurbishing Jacks Magazine and the associated outbuildings for weddings and private functions, reduction of car parking and selling/consumption of liquor in accordance with the relevant clauses. Information provided by the applicant indicates that the area of the function hall is 880 sqm.

Information provided by the applicant indicates that the activities/events will accommodate up to a maximum of 200 people at any one time. In addition, there will be a maximum of 12 staff at any time.

Clause 18.01-15 of the Maribyrnong Planning Scheme – Transport System seeks to support urban development that makes jobs and services more accessible by taking advantage of all available modes of transport.

Clause 18.01- 35 of the Maribyrnong Planning Scheme Sustainable and Safe Transport seeks to facilitate an environmentally sustainable transport system that is safe and supports health and well-being. It supports forms of transport and energy use that have the greatest benefit for, and least negative impact on health and well-being. It seeks to design developments to promote walking, cycling and the use of public transport, in that order and minimise car dependency.

With a suppressed provision of car parking proposed, excellent access to public transport, bicycle infrastructure and a generous provision of bicycle parking, it is expected that a significant portion of users of the development will seek to utilise alternative transport modes such as coach and public transport and bicycle, in line with the above objectives and strategies.

It is recommended that a Green Travel Plan be prepared as part of the permit issued for the proposed development to encourage the take up of alternative transport modes by staff and visitors.

5. CAR PARKING

5.1 Car Parking Considerations

5.1.1 Statutory Car Parking Requirements

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

Further, consideration needs to be given to Amendment VC148 which was gazetted on 31 July 2018 and, amongst other changes, reduces car parking requirements for uses in commercial areas and for land within walking distance of high-quality public transport.

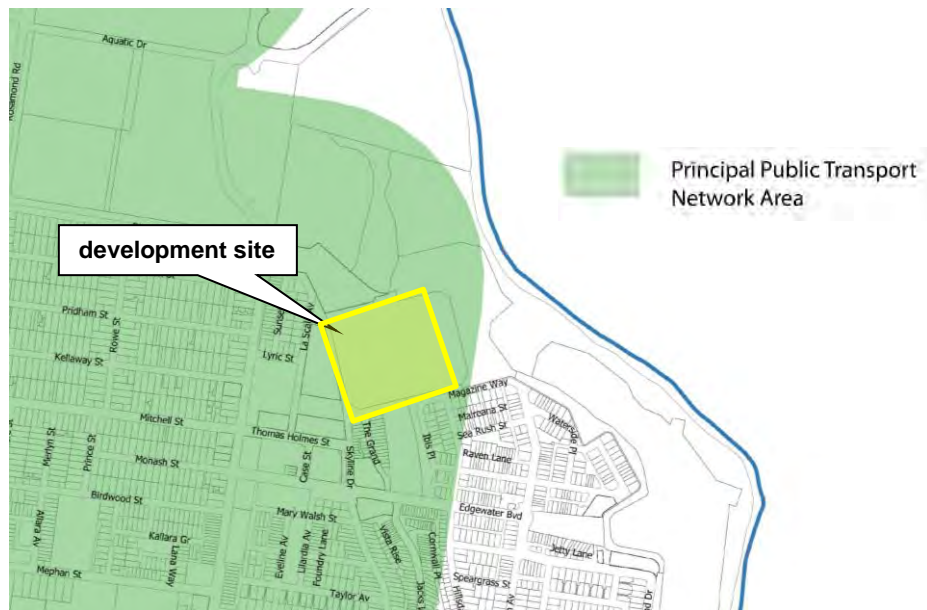
The Clause 52.06 Column B parking rates now apply automatically to a site if any part of the land is “*within the Principal Public Transport Network*”.

The Principal Public Transport Network (PPTN) reflects the routes where high-quality public transport services are or will be provided. An extract of the PPTN map for the Maribyrnong municipality is shown in Figure 5.1.

Specifically, the Clause 52.06 Column B car parking requirement applies if:

- *any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*

- a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.



Source: Department of Environment, Land Water and Planning

Figure 5.1: PPTN routes in vicinity of the proposed development

Reference to Figure 5.1 indicates that the proposed development is within the boundary of the Principal Public Transport Network (PPTN).

Reference to Clause 52.06, Column B indicates that the parking requirement for a Place of Assembly corresponds to '0.3 spaces to each patron permitted'. Application of the parking requirements to the proposal results in statutory car parking demand of 60 parking spaces.

Further, reference to the Building Code of Australia indicates that there is a car parking requirement to provide 'one disabled space for every 100 parking spaces or part thereof'.

Application of this parking requirement to the proposed use results in a requirement to provide one disabled parking space, which has been satisfied.

5.1.2 Empirical Assessment of Car Parking Demand

Information provided by the applicant, based upon their experience at managing similar places of assembly in other locations, has been used to estimate the anticipated peak parking demands for the proposed function hall during the peak Friday and Saturday time periods.

It is anticipated that around 30 % of staff will arrive as a car driver with the balance of staff arriving by public transport, cycling, walking, as a car passenger and dropped off/picked up. Based upon a maximum of 12 staff at one time, it is anticipated that there will be around four staff cars generated by the proposed Place of Assembly.

Experience at other similar locations indicate that around 20 % of all guests will arrive as a car driver, 60 % of guests will arrive as a car passenger or are dropped off/picked up by taxi/uber and 20 % will arrive by public transport.

Therefore, the number of cars generated within the off-car parking areas corresponds to 20 % of all guests or 40 guest vehicles.

The total staff and guest peak parking demands generated by the proposed Place of Assembly is therefore 44 spaces.

5.1.3 Availability of Car Parking Supply

The results of the car parking surveys, which are summarised in Section 2.3, indicate that the peak off-street car parking demands correspond to peak occupancy rates of:

Friday survey period

- 16 % (92 vacancies) at 12 noon during the daytime period

Saturday survey period

- 21 % (86 vacancies) at 2 pm during the afternoon period
- 15 % (93 vacancies) at 6 pm during the evening period

The assessment undertaken in Section 4.1 indicates that the proposed development will have a statutory parking demand of 60 visitor spaces and an anticipated peak staff and visitor peak parking demand for up to 44 spaces.

The following assessment has been undertaken to determine the adequacy of the available off-street spaces to accommodate the development's statutory parking demand and anticipated peak parking demands for the peak time periods recorded during each of the respective survey periods.

Based upon statutory parking demand

Friday daytime

Statutory parking demand	60 spaces
Available off-street parking	92 spaces
Surplus parking	32 spaces

Saturday daytime

Statutory parking demand	60 spaces
Available off-street parking	86 spaces
Surplus parking	26 spaces

Saturday evening

Statutory parking demand	60 spaces
Available off-street parking	93 spaces
Surplus parking	33 spaces

Based upon anticipated peak parking demands

Friday daytime

Anticipated car parking demand	44 spaces
Available off-street parking	92 spaces
Surplus parking	48 spaces

Saturday daytime

Anticipated car parking demand	44 spaces
Available off-street parking	86 spaces
Surplus parking	42 spaces

Saturday evening

Anticipated car parking demand	44 spaces
Available off-street parking	93 spaces
Surplus parking	49 spaces

The results of the assessment indicate that the available off-street parking supply located in close proximity to the proposal is considered to accommodate the **proposal's statutory parking** demand of 60 spaces and anticipated peak parking demands (44 spaces) during the peak Friday and Saturday time periods.

Overall, it is concluded that the parking demands generated by the proposed development can be comfortably and adequately accommodated in the available off-street car parking spaces with no considerable unfavorable impacts anticipated in a parking context.

5.1.4 Statutory Bicycle Parking Requirements

Clause 52.34 of the Maribyrnong 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 Maribyrnong Planning Scheme) of the proposal are set out in Table 5.1.

Table 5.1: Assessment of statutory bicycle parking requirements

Description	Size	Bicycle Parking Rate		Bicycle Parking Requirement	
		Staff	Visitor	Staff	Visitor
Place of Assembly	Approx. 880 m ² net floor area	1 to each 1,500 sq m of net floor area	2 plus 1 to each 1,500 sq m of net floor area	1 space	3 spaces

Application of the rates to the proposed development results in a requirement to provide four bicycle spaces for the proposal.

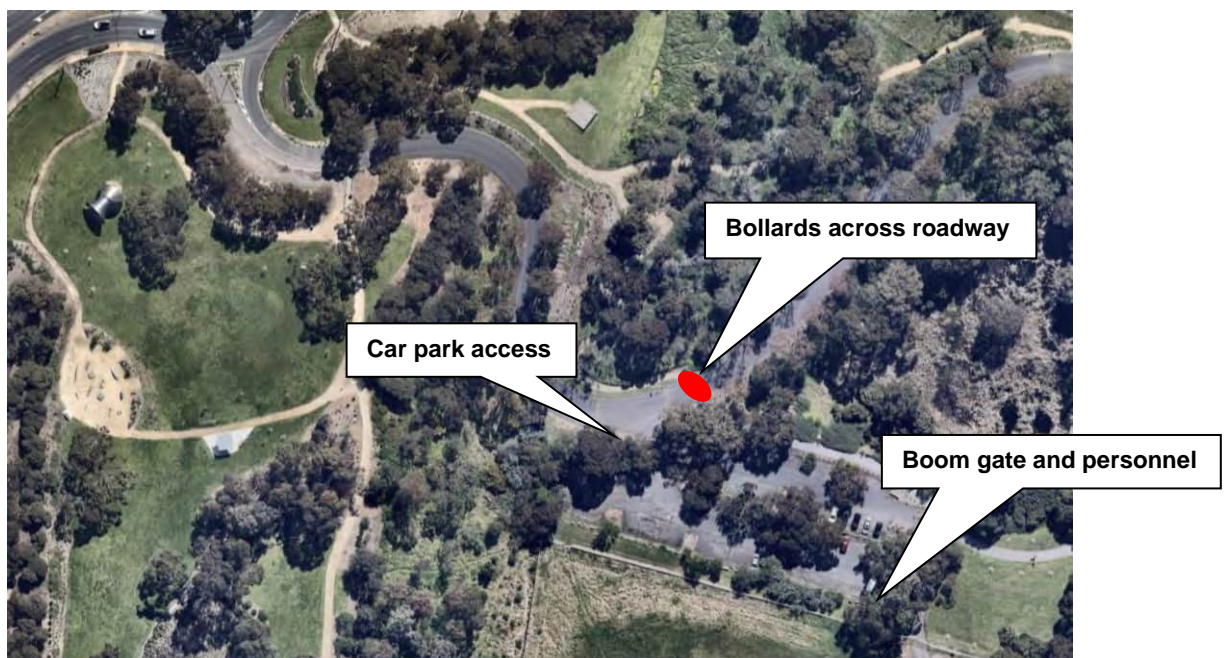
Reference to the layout plans indicate that six bicycle spaces are proposed to be provided immediately west of the loading bay area. The bicycle spaces are required to be provided in accordance with AS 2890.3:2015.

5.2 Car Park Layout

The disabled bay and shared space have been provided at an overall width of 4.8 m and a length of 7.8 m which meets the objectives set out in the AS 2890.6:2009. In addition, 'disabled bay' signage is required to be installed at the disabled bay.

An electric minibus will be used to transport staff/guests between Jacks Magazine and both the Jacks Magazine car park and the Pipemakers Park car park.

During an event, the gate located in the south-eastern corner of the Pipemakers Park car park will be manned and be subject to boom gate control. In addition, 'witches' cones will be placed on the roadway immediately east of the entrance to the Pipe makers car park, as shown in Figure 5.2.



Source: google maps

Figure 5.2: Traffic management controls at Pipemakers Park car park

The witches' cones will be installed by the traffic management personnel associated with the proposed Place of Assembly on a Friday and Saturday evening at 5 pm to regulate vehicle movements beyond the Pipemakers Park car park.

During the functions, vehicular access to the forecourt area will only be provided for disabled motorists/passengers, delivery vehicles, electric minibus, uber/taxis and staff/guest drop off/pickups.

All other stakeholders (staff/guests) will be required to utilise the electric minibus for access to and from the venue.

6. TRAFFIC IMPACT

An assessment of traffic impact can be undertaken by estimating the level of traffic generated by the proposed Place of Assembly, the likely directional distribution of the attendees travelling to and from the centre and the ability for this traffic to safely enter and exit the respective car parking areas during the peak arrival and departure periods.

Reference to the proposed activities at the proposed Place of Assembly indicates that the venue will generate up to 12 staff and 200 guests at any one time. The events which will generate patronage at close to the venue's capacity will typically be expected to occur during the weekend periods.

Conservatively assuming that the peak traffic flows generated by the development occurs in the hour preceeding and proceeding the peak parking demand, and assuming a peak attendance of four staff and 40 guest vehicles (refer section 4.1.2).

The staff would be expected to arrive well before the commencement of the event to assist with preparation/setup and similarly, would leave after all visitors have left to assist with clean up and preparation for the next event etc.

The capacity of a minibus is 14 persons (or 28 persons for two minibuses) and, based upon a cycle frequency of 15 minutes between drop of/pick up at Jacks Magazine car park, there will be a total of four mini bus movements per hour.

An example of the electric minibus proposed to be used as a shuttle transport vehicle is shown in Attachment C. The electric minibus will be stored within building 249.

This level of traffic by guest drop offs/pickups by passenger car, uber and taxis will be staggered and will occur at non-critical times on the surrounding road network, that is, typically during the Friday and weekend mid afternoon and late evening periods.

The balance of the vehicular movements will be by two shuttle e-buses, typically operating at 15 minute cycles between the two nearby off-street car parks and the proposed Place of Assembly.

6.2 Refuse

Discussions with the applicant indicates that the bins will be stored within the site and would be serviced by a private contractor in accordance with the development's Waste Management Plan.

6.3 Deliveries

It is understood that the largest commercial vehicle undertaking deliveries will be an 8.8 m rigid truck.

The ability for an 8.8 m rigid truck to safely enter the site, manoeuvre into and out of the loading bay and then exit from the site in a forward manner was assessed with the use of the AutoTURN computer software.

The swept path assessment indicates that an 8.8 m truck can safely manoeuvre adjacent to the forecourt area, reverse back to the loading bay area and exit from the forecourt area in a forward manner.

It is understood that delivered goods will be unloaded from the truck parked in the external loading bay given the height limitations of the building 249.

As a result, all delivery vehicles will be required to prop in the forecourt area adjacent to the building where goods would be unloaded and transported by hand trolley into the venue.

8. CONCLUSIONS AND RECOMMENDATIONS

Having regard to the above, it is considered that:

- The available off-street parking supply in close proximity to the proposal is considered to accommodate the proposal's statutory parking demand (60 spaces) and anticipated peak parking demands (44 spaces) during the peak Friday and Saturday time periods;
- Guests and staff will be directed to utilise Jacks Magazine car park in the first instance when car parking is required. Overflow car parking will utilise Pipemakers Park car park only when required; and
- The anticipated peak traffic flows generated by the proposal is considered to be adequately accommodated on the surrounding road network during the peak arrival and departure periods.

Further, it is recommended that:

- a Green Travel Plan be prepared as part of the permit issued for the proposed development to encourage the take up of alternative transport modes by staff and visitors;

- the gate located in the south-eastern corner of the Pipemakers Park car park be manned and be subject to boom gate control;
- 'disabled bay' signage be installed for the disabled bay;
- bicycle spaces be provided in accordance with AS 2890.3:2015; and
- the refuse vehicle service the refuse bins at times when there are no events held at the venue, as per the Waste Management Plan.



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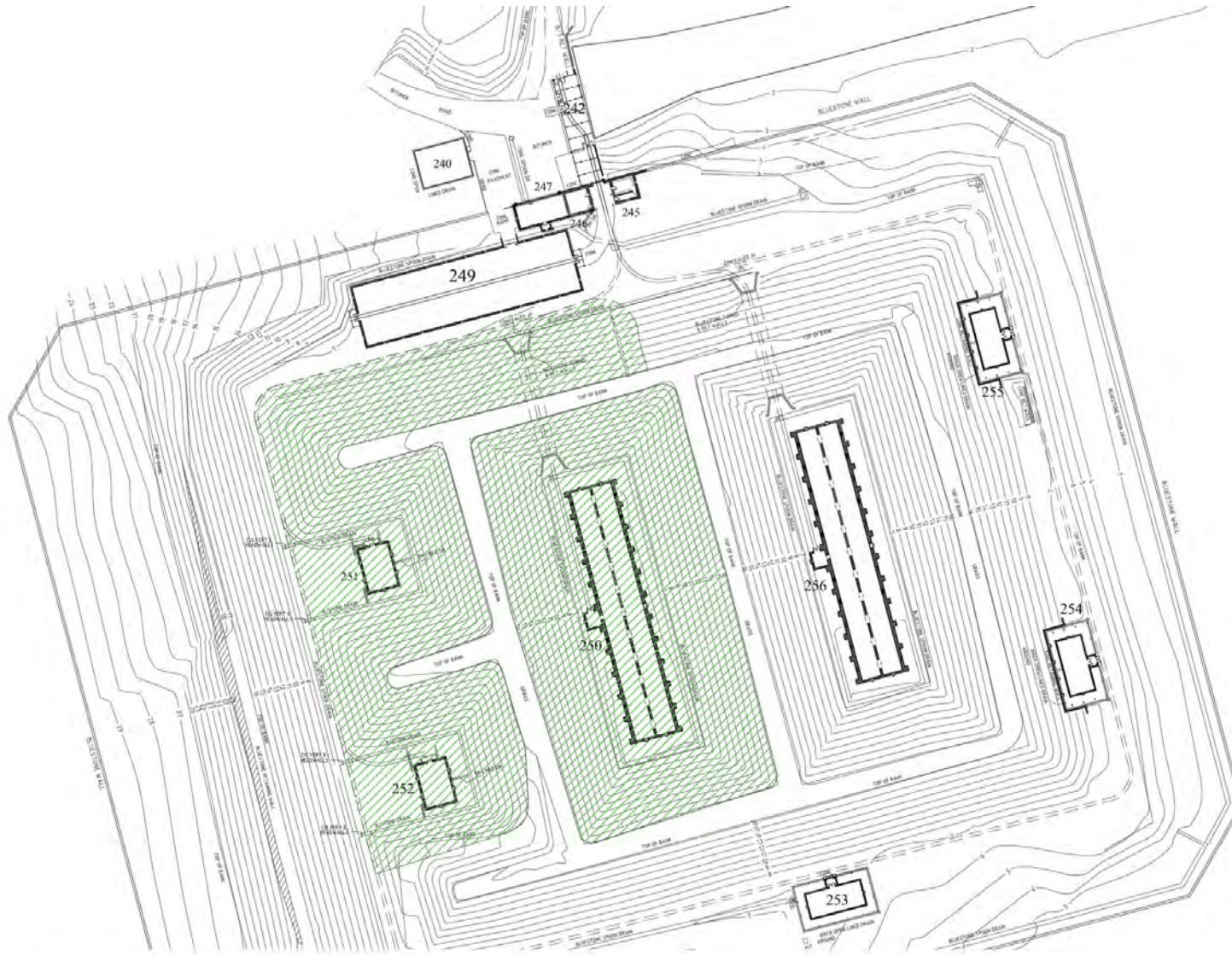
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ATTACHMENT A
RESULTS OF PARKING SURVEYS

ROAD LENGTH	NUMBER OF PARKED VEHICLES								
	Max Spots	Friday 18 November 2022				Saturday 19 November 2022			
		10 am	12 noon	2 pm	4 pm	2 pm	4 pm	6 pm	8 pm
OFF-STREET									
Jacks Magazine car park unrestricted	43	5	6	4	4	8	6	5	3
Pipemakers Car Park unrestricted	66	9	11	8	7	15	14	11	0
TOTAL	109	14	17	12	11	23	20	16	3

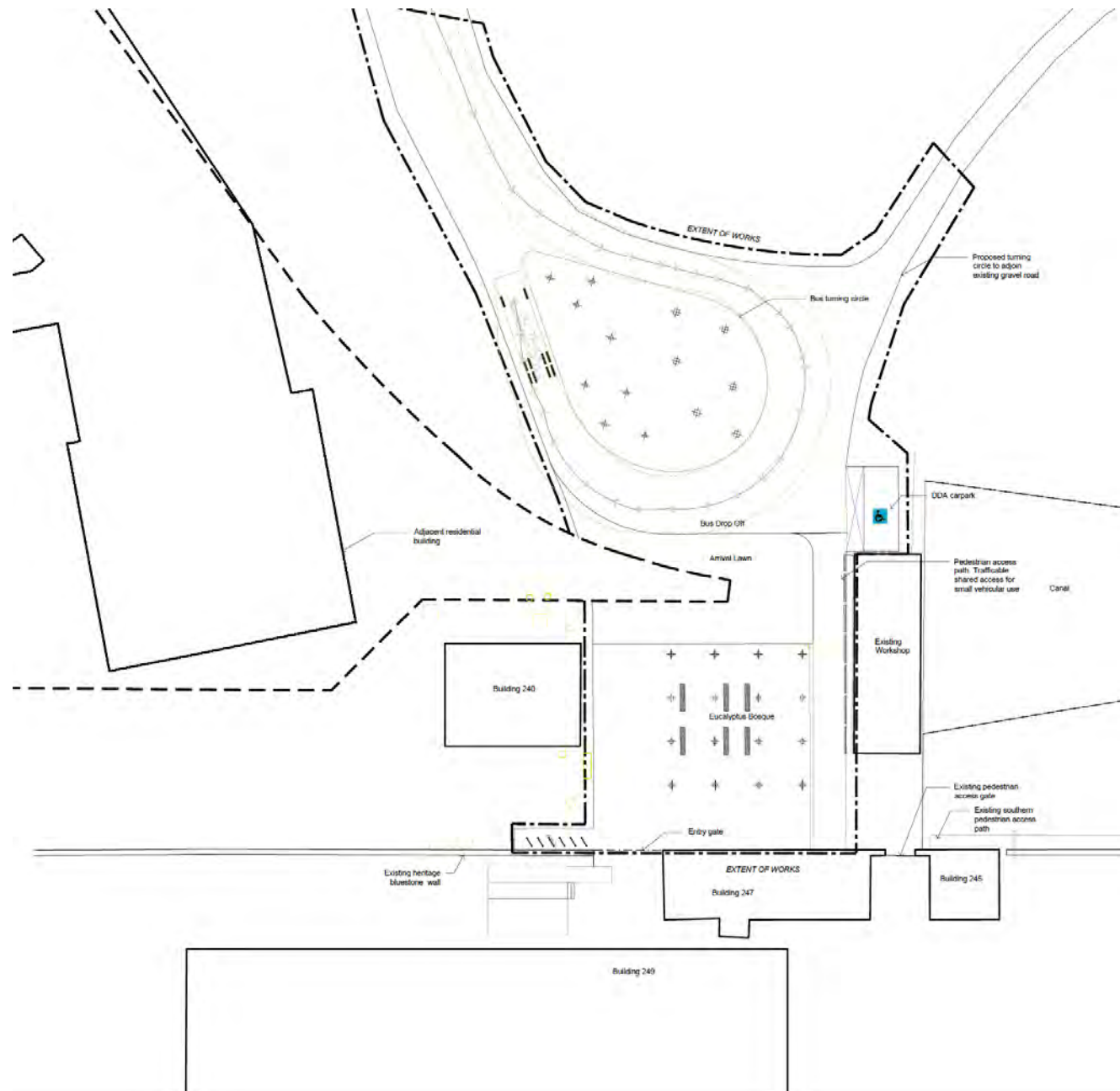
ATTACHMENT B
DEVELOPMENT LAYOUT PLAN

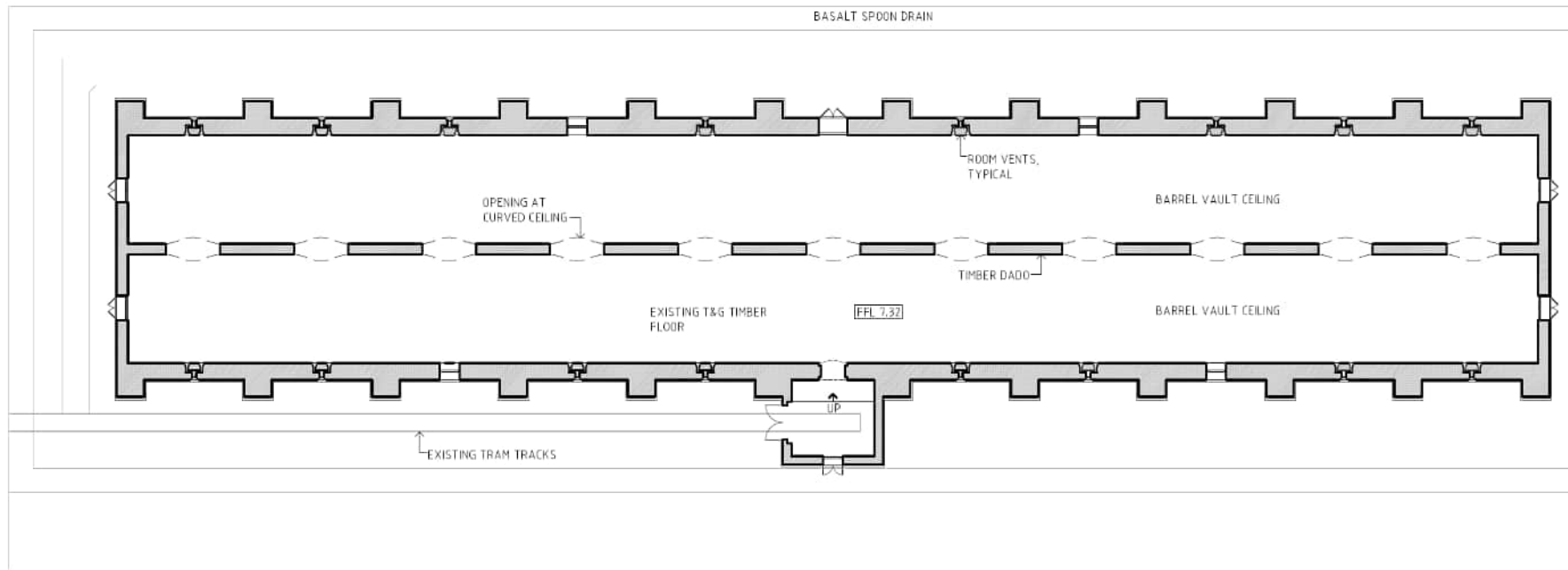




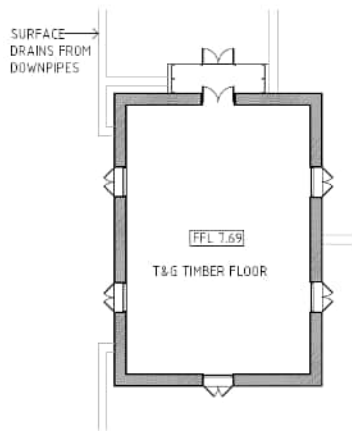
01 SITE PLAN
SCALE 1:1000

PROPOSED EXTENT OF
LEASED LAND + BUILDINGS

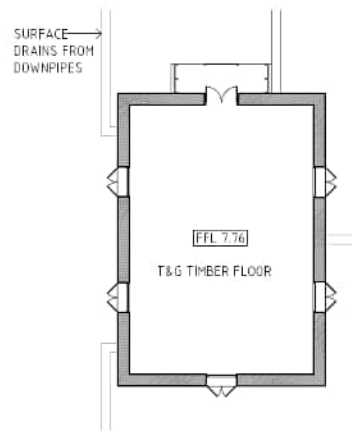




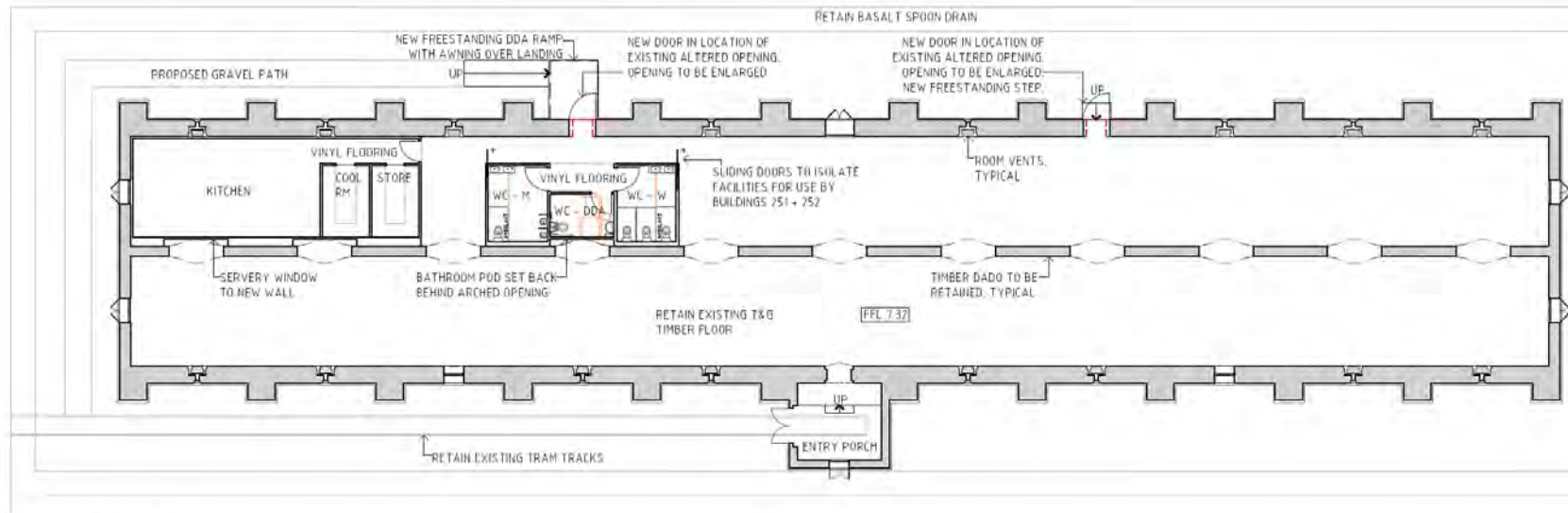
01 BUILDING 250 PLAN
1:200



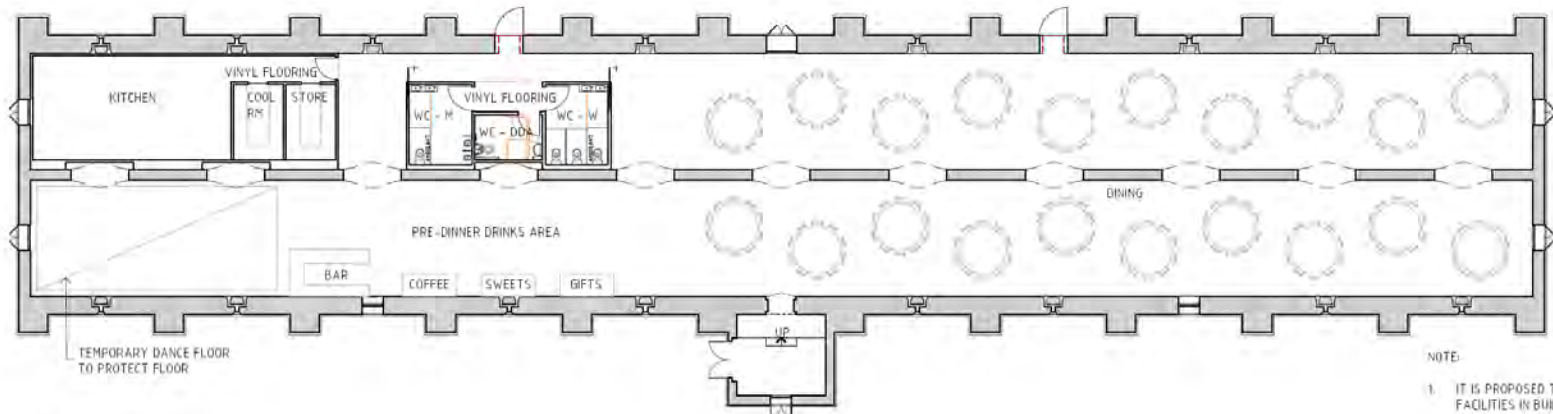
02 BUILDING 251 PLAN
1:200



03 BUILDING 252 PLAN
1:200



01 BUILDING 250 FLOOR PLAN
1/200



02 BUILDING 250 FURNITURE PLAN
1/200

NOTE:

1. IT IS PROPOSED TO SHARE THE TOILET FACILITIES IN BUILDING 250 WITH BUILDINGS 251-252. THESE COULD BE ISOLATED FROM THE REMAINDER OF BUILDING 250 WITH LOCKABLE DOORS.
2. NUMBER OF TOILETS ARE IN ACCORDANCE WITH THE BCA FOR 200 GUÉS.

ATTACHMENT C

EXAMPLE OF ELECTRIC MINI BUS





Featuring
Revolutionary
Premium eCAR
Controller™



LT-S14.F

14 Seat People Mover - 72 Volt AC Motor

Designed for resorts, theme parks, nature parks and gardens, hotels and airports. In fact anywhere a quiet, stylish, convenient and efficient form of people transporter is required. The eCar S Series 14 Seat Sightseeing Cart accommodates up to fourteen in comfort and a range of up to 100km. Fitted standard with a full lighting kit, hydraulic brakes, indicators & horn, windscreen and wiper, U.V. resistant metallic paint finish and two large side mounted rear view mirrors.

**This is not a road vehicle. It has been designed principally for non-public road use. Compliant for conditional or limited access registration only.*

Outstanding Specifications & Exceptional Warranty

Based on advanced German engineering and design all e-car models feature the industry's leading U.S.A. and European brand electrical and mechanical components and are backed by an exceptional warranty.

2 YEARS on electrical and mechanical components

2 YEARS on batteries

Choice of Six Standard Colours



Metallic Green



Metallic Champagne



Arctic White



Metallic Dark Blue



Metallic Burgundy



Metallic Black

* Other Colours available by Special Order (Minimum Quantities may apply)



Address:
7/42 Export Dr,
Molendinar QLD 4214

Website:
www.ecargolf.com.au

Enquiries:
info@ecargolf.com.au



LT-S14.F

SPECIFICATIONS: LT-S14

Key Components

Battery	12x ECAR 6V Maintenance Free Gel Batteries
Motor	72V 7.5 kw AC Motor
Controller	Premium ECAR Controller
Charger	Premium ECAR 25 AMP On-Board Charger & State of Charge Indicator
Transaxle	Less than 12 Hours at 80% Discharge

Performance

Passenger Capacity	14 - Person
Range	80 - 100km
Max. Speed	24km/h
Min. Turning Radius	5 m
Max. Climbing ability (Loaded)	20%
Brake Distance	=<6 m



Dimensions

Overall Dimensions: LWH (mm)	5100 x 1560 x 2010
Min. Ground Clearance (mm)	170 mm
Net Weight	1240 kgs

Electrical System

Lighting System	Headlights, Taillights, Brake Lights and Turn Signals
Reversing Alarm	Reversing Buzzer & Horn

Steering and Suspension

Steering System	Dual Automotive style strut and self-adjust rack and pinion steering
Service Brake	4 Wheel Hydraulic Disk Brakes
Park Brake	Hand Brake
Front Suspension System	Independent suspension helical spring + cylinder hydraulic shock absorber
Rear Suspension System	Semi-independent transaxle, spring + cylinder hydraulic

Body & Frame

Windshield and Roof	Laminated Glass, Sunroof and Fibreglass Roof
Body	"P.P" Alloy Automatic Industrial Special Plastic
Seating	Black Vinyl Seats
Mirrors	Hand Operated Wing Mirrors
Dashboard	Fibreglass Dash with Voltage indicator, tamper proof key switch and USB Port

Other Inclusions

Speedometer, State of Charge Meter and Odometer
Retractable Lap Seat Belts
Roof Mounted Rotating Amber Light
Radio System
Wheel Cover/Hubcaps

Optional Extras (Additional Costs Apply)

Locally Made Custom All Weather Enclosures
Electric Side Steps
P.A System

