

**12-14 Nelson Road, Box Hill
Car Park Management Plan**

1 December 2020 | Prepared for H&F Property | MGA17020

mga.

Project Information:

12-14 Nelson Road, Box Hill

Car Park Management Plan

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1 Introduction

1.1 Background

MGA Traffic Pty Ltd was retained by H&F Property to prepare a Parking Management Plan (the Plan) for the proposed mixed-use development at 12-14 Nelson Road, Box Hill.

The Plan responded to Condition 23 of the planning permit which has been reproduced below.

“Prior to the commencement of buildings or works on the land, except works detailed in the Early Works Plan, a Parking Management Plan, detailing how car and bicycle parking areas, accessways and loading bays will be allocated and managed, must be submitted to and approved by Council.

This plan is to be to the satisfaction of the Responsible Authority and must include, but is not limited to, the following:

- *Provision of 14 car spaces dedicated to visitors.*
- *Allocation of all parking spaces (except visitor and disabled spaces) to individual dwellings and tenancies. Each space within the tandem parking bays must be allocated to the same dwelling / tenancy.*
- *Allocation of bicycle spaces.*
- *Signing of car and bicycle spaces.*
- *Location and face of bicycle parking signs in accordance with Clause 52.34-5*
- *Line marking of parking spaces.*
- *Details of how access to car spaces, disabled car spaces and bicycle spaces will be achieved by visitors (i.e. an intercom) and how parking will be secured.*
- *Details of any access controls to the parking area, such as boom gates, which must take into account the required queue length as per section 3.4 of Australian Standard AS2890.1.*
- *Details of how access to the loading bay and waste collection area will be achieved by delivery vehicles and waste collection vehicles (i.e. an intercom) and how these areas will be secured.*
- *Details of signage or alternate measures to require that delivery and waste vehicles reverse into the loading area and exit the site in a forwards direction.*

Once submitted to and approved by the Responsible Authority the Parking Management Plan will form part of the documents endorsed as part of this planning permit.

When approved the Parking Management Plan will form part of this permit and must be implemented to the satisfaction of the Responsible Authority.”

Subsequently, the development has been amended to replace the office land uses with additional restaurant floor area and a lower ground floor café.

1.2 Development Proposal Summary

The development consists of the following land uses (divided into two separate development schemes) as nominated below:

- 166 dwellings
 - 73 x one-bedroom dwellings
 - 91 x two-bedroom dwellings
 - 2 x three-bedroom dwellings

- 349sqm of office area
- 618sqm of medical centre
- 143sqm of cafe area

It is noted that up to 119 dwellings may be utilised as serviced apartments.

11 References

In preparing this report, the following references have been made:

- Updated plans for the proposed development prepared by SJB Architects
- Planning Permit (WH2015/715)
- Australian Standard for Off-Street Parking Facilities (AS2890.1:2004)
- Other documents as nominated

2. Car Parking Accessibility and Allocation

2.1 Car Parking Provision

Car parking is provided within 9 levels of parking totalling 175 car spaces (including 12 spaces in tandem – 6 pairs), as follows:

- Basement Level 4: 34 spaces (incl. 4 spaces in tandem – 2 pairs)
- Basement Level 3: 31 spaces
- Basement Level 2: 31 spaces
- Basement Level 1: 31 spaces (incl. 8 spaces in tandem – 4 pairs)
- Lower Ground: 5 spaces
- Ground Level: 9 spaces
- Level 1: 11 spaces
- Level 2: 11 spaces
- Level 3: 12 spaces

2.2 Car Parking Accessibility

Vehicle access to the site is proposed via Shipley Street. The site access connects to the lower ground level with separate internal ramps connecting to podium and basement levels.

The car park has been designed to facilitate entry and exit by all vehicles in a forwards direction.

In addition, the available sight distance along the exit lane to Shipley Street is in accordance with requirements of Clause 52.06 of the Whitehorse Planning Scheme.

2.3 Car Parking Allocation

The car parking is proposed to be allocated as follows:

- Dwellings
 - 0.5 (minimum) per 1-bedroom dwellings
 - 0.75 (minimum) per 2-bedroom dwellings
 - 1.0 (minimum) per 3-bedroom dwellings
- Serviced Apartments: 0.5 per apartment (minimum)
- Office Staff: 7 spaces
- Medical Centre: 21 spaces
- Cafe Staff: 2 spaces (including 1 tandem space)
- Visitors: 14 spaces

It is noted that the balance of residential car parking (associated with dwellings and/or serviced apartments) to be located on an as needs basis.

Appendix A provides a visual indication of the on-site parking allocation while the subsequent sections provide further detail on the management / allocation of these spaces per use.

2.3.1 Residents & Serviced Apartments

The maximum amount of parking required for this component would be if assessed as dwellings which equates to 107 car spaces for the 166 dwellings.

A total of 131 car parking spaces are provided over all car parking levels for permanent residents and serviced apartments which exceeds the above requirements.

This parking provision includes 13 small car parking bays and 10 tandem spaces – 5 pairs). Tandem spaces will be allocated to the same dwelling.

232 Visitors

The car parking for 14 visitors is provided on the Basement Level 2 (3 spaces), Basement Level 3 (11 spaces).

233 Café (Staff)

The car parking for the cafe use is provided on Basement Level 1 (two tandem spaces – 1 pair).

234 Office (Staff)

The car parking for the office component is provided over 2 parking levels including:

- Level B1: 1 space
- Level 3: 6 spaces

These spaces will be utilised by staff and managed accordingly.

235 Medical Centre (Staff and Patients)

The car parking for the office component is provided over 2 parking levels including:

- Level B1: 2 spaces
- Level 2: 10 spaces
- Level B3: 9 spaces

These spaces will be managed for staff and patients accordingly.

24 Motorcycles

Two (2) motorcycle bays are provided on Ground Level. These spaces will remain unallocated and for the use of residents and staff / visitors equally.

25 Management of Spaces

The allocated spaces are to be managed by the site manager and site tenants to ensure that parking discipline is adhered to and if not, action can be made accordingly.

3. Bicycle Parking and Allocation

3.1 Bicycle Parking Provision

66 bicycle spaces are proposed to support the development, including 26 visitor spaces on the lower ground level.

3.2 Bicycle Parking Accessibility

On-site bicycle access is proposed via the connection to Shipley Street with visitor parking provided on the lower ground (26 spaces) with an additional 40 resident and employee bicycle spaces provided on basement level 1.

3.3 Bicycle Parking Allocation

The proposed 66 bicycle spaces exceed the bicycle parking requirement for the development proposal. It is noted that the surplus of bicycle parking also supports any reduced parking rates adopted for the development with additional residential spaces available (through the body corporate). Furthermore, despite not generating a statutory requirement, the surplus of bicycle parking will also provide opportunity for café staff.

The bicycle parking assessment above is considered appropriate for the development regardless of the number of dwellings that will be utilised as serviced apartments given that no specific statutory bicycle parking rate is nominated for this land use.

3.3.1 Residents & Serviced Apartments

A minimum of 33 spaces will be allocated for the use by residents. The overall on-site provision exceeds the statutory requirements of Clause 52.34 of the Whitehorse Planning Scheme. Assignment of bicycle spaces will be managed by the body corporate. Upon request of the resident, a specific bicycle parking space will be assigned to a resident. This space will then be signed accordingly and available for regular use by the resident.

3.3.2 Staff

A minimum of 3 spaces will be allocated for the use by office staff. As per above, the overall on-site provision exceeds the statutory requirements, as such, requests for additional bicycle parking for staff (including that of the café which does not generate a statutory bicycle parking demand) may be accommodated. Assignment of bicycle spaces will be managed by the body corporate. Allocated spaces will be signed accordingly and available for regular use by the allotted tenant.

3.3.3 Visitors

Twenty-six (26) bicycle parking spaces will be allocated for visitors provided on the lower ground level. Directional signage will guide visitors (non-regular users) to the location of these spaces.

4. Pedestrian Accessibility

4.1 General

Pedestrian access to the site is provided via Nelson Road which provides direct access to the café, common lobby and lift cores. Pedestrian access is also provided via Shipley Street for abutting residential dwellings.

Within the car park, pedestrians will share the space with vehicles however the design incorporates kerbing and/or bollards adjacent to lift cores and stairwells to provide pedestrians adequate areas to exit / enter the car park and prevent the unsolicited parking of motor vehicles in these key pedestrian areas.

The car park will also be well lit to ensure a high level of visibility to and for all users.

5. Security & Access

5.1 Access

The main car park entrance via Shipley Street is proposed to be secured with remote control access for residents and staff. Visitors are expected to phone or buzz the residents or the medical centre for entry. Visitors arriving by bicycle will also need to utilise the intercom or phone residents or staff for after-hours access. Signage is provided to direct visitors all parking areas.

The loading access has a separate secured gate for both private use and for use by the waste contractor. The proposed location of the site access points is included in the plans provided in Appendix A.

The car park access is proposed to operate as follows:

- The car park access is provided with a dual roller door system.
- Roller doors are proposed to be open during peak times (between the hours of 7:30am and 9:30am and 4:30pm and 6:30pm) to avoid the potential for excessive queuing. Outside of these times, access to the car park will be restricted with access available via swipe card.
Section 3.4 of the Australian Standard (AS2890.1:2004) considers a number of factors in determining the required queuing areas. Given the free flow conditions during the peak hours, the one vehicle queue provided externally before the site control point is considered adequate and appropriate.
- The car park is accessible via swipe cards which will be assigned to all residents and staff assigned car parking / bicycle parking spaces.
- An intercom system is available for visitors, loading and waste collection vehicles at the lower ground floor access.
- Signage indicating reverse entry (and subsequent forward exit) into the loading is proposed.
- During waste collection activities, the loading dock will be opened and attended by representatives of the body corporate / loading dock manager to facilitate waste collection.
- Detector loops will trigger the automatic opening of the access (boom gate and /or roller door to facilitate egress from the car park.

5.2 Lighting

Internal car park lighting will be installed to ensure safety within the car park and loading areas. Lighting will also be available along the internal ramps, access points and controls.

6. Signage & Linemarking

6.1 Signage

6.1.1 Directional / Wayfinding Signage

Wayfinding signage is proposed to assist drivers and cyclists in navigating internally throughout the on-site parking and loading areas. Appendix A provides a plan outlining the proposed directional signage throughout the various car parking levels.

6.1.2 Parking Allocation Signage

Resident (including Service Apartment) Parking

The resident parking spaces shall be signed as 'Reserved Parking – Resident Only'. Additional information such as the apartment number (or the serviced apartment company) may also be provided to ensure enforcement of any allocation. Signage is to be located on the end wall at the end of each space or mounted from the ceiling where walls are not available. This signage should be clearly visible and of an appropriate size.

Visitor Parking

Visitor parking spaces are signed with way finding signage provided to guide visitors to the parking areas, and to the exiting location.

Staff Parking

The staff parking spaces shall be signed as 'Reserved Parking – Staff Only'. Additional information such as a company name, logo and number plate may also be provided to ensure enforcement of any allocation. Signage is to be located on the end wall at the end of each space or mounted from the ceiling where walls are not available. This signage should be clearly visible and of an appropriate size.

Motorcycle Parking

The motorcycle parking within the car park should be signed and supplemented by appropriate line marking.

Small Parking Bays

The small parking bays should be adequately signed to indicate their limited accessibility.

6.1.3 Bicycle Allocation Signage

Assignment of bicycle spaces will be managed by the body corporate. Allocated spaces will be signed / marked either on the frame of the bicycle rack or on the end wall to which the rack is attached. An example of bicycle allocation marking is provided in Appendix A.

6.2 Linemarking

Proposed line marking is shown on the attached development plans provided in Appendix A.

6.2.1 General

All car parking bays should be line marked according to their dimensional requirements clearly numbered for management and security purposes.

622 Motorcycle Parking

The motorcycle parking within the car park should also be linemarked to delineate spaces and alert car park users to their existence.

7. Other Considerations

7.1 Loading & Waste

The lower ground level (with access from Shipley Street) provides for a loading area capable of accommodating vehicles up to and including 8.8m medium rigid vehicles. Access is proposed via reverse entry and forward exit manoeuvres.

This loading area will accommodate waste collection associated with the development and loading for the commercial tenancies. Access will also be provided for deliveries associated with the residential components (i.e. large furniture deliveries etc.)

Waste collection activities are expected to occur in the early morning hours and not conflict with peak site access activity. Deliveries for the commercial components are expected to be from vans or smaller trucks which can utilise the loading area. These deliveries are expected to be effectively managed by the site operators.

An intercom system is available at the lower ground level to facilitate access for vehicles to the loading / waste collection areas without swipe cards.

8. Conclusion

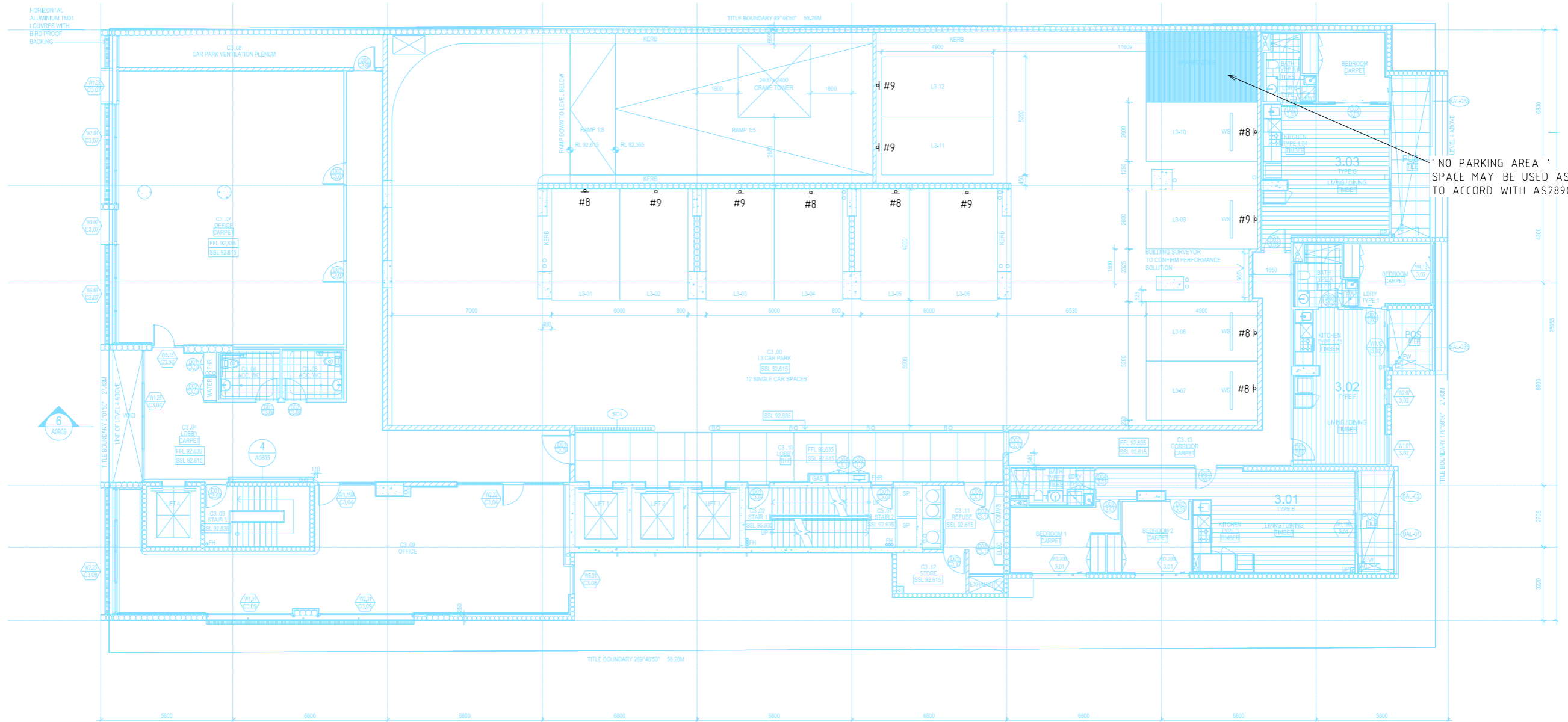
Based on the information presented within this report, the following table provides a check against the requirements of the permit condition.

Table 8.1: Permit Condition Checklist

Condition	Met	Comments
Provision of 14 car spaces dedicated to visitors.	Yes	Parking for 14 spaces is provided on Basement Levels 2 and 3.
Allocation of all parking spaces (except visitor and disabled spaces) to individual dwellings and tenancies. Each space within the tandem parking bays must be allocated to the same dwelling / tenancy.	Yes	All parking will be signed and allocated. Tandem bays will be allocated to the same dwelling / tenancy.
Allocation of bicycle spaces.	Yes	Bicycle allocation and provision outlined in Section 3.
Signing of car and bicycle spaces.	Yes	Signage of spaces discussed in Section 6 with a signage plan attached as Appendix A.
Location and face of bicycle parking signs in accordance with Clause 52.34-5	Yes	Signage of spaces discussed in Section 6 with a signage plan attached as Appendix A.
Line marking of parking spaces	Yes	As per plans attached as Appendix A
Details of how access to car spaces, disabled car spaces and bicycle spaces will be achieved by visitors (i.e. an intercom) and how parking will be secured.	Yes	Details provided in Section 5.
Details of any access controls to the parking area, such as boom gates, which must take into account the required queue length as per section 3.4 of Australian Standard AS2890.1.	Yes	Details on access discussed in Section 5.
Details of how access to the loading bay and waste collection area will be achieved by delivery vehicles and waste collection vehicles (i.e. an intercom) and how these areas will be secured.	Yes	Details on loading and waste provided in Section 7 with access discussed in Section 5.
Details of signage or alternate measures to require that delivery and waste vehicles reverse into the loading area and exit the site in a forwards direction.	Yes	Proposed signage outlined in Appendix A.

Appendix A

Car Park Signage & Linemarking Plans

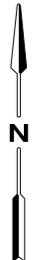
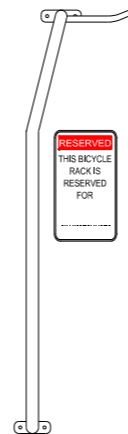


NO PARKING AREA SPACE MAY BE USED AS A SHARED TO ACCORD WITH AS2890.6-2009

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TYPICAL BICYCLE SIGNAGE SET-OUT



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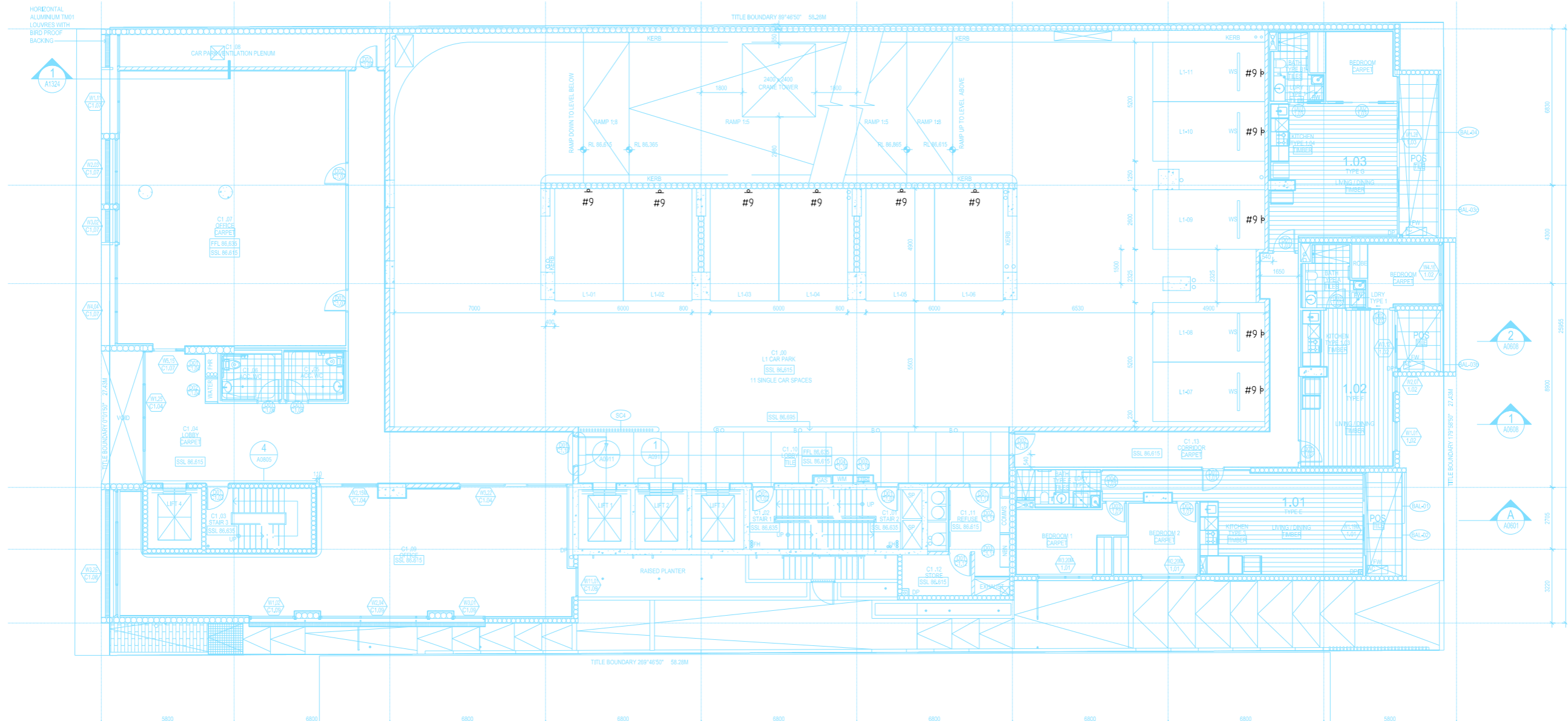


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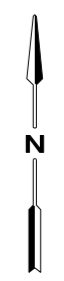
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CAR PARK SIGNAGE



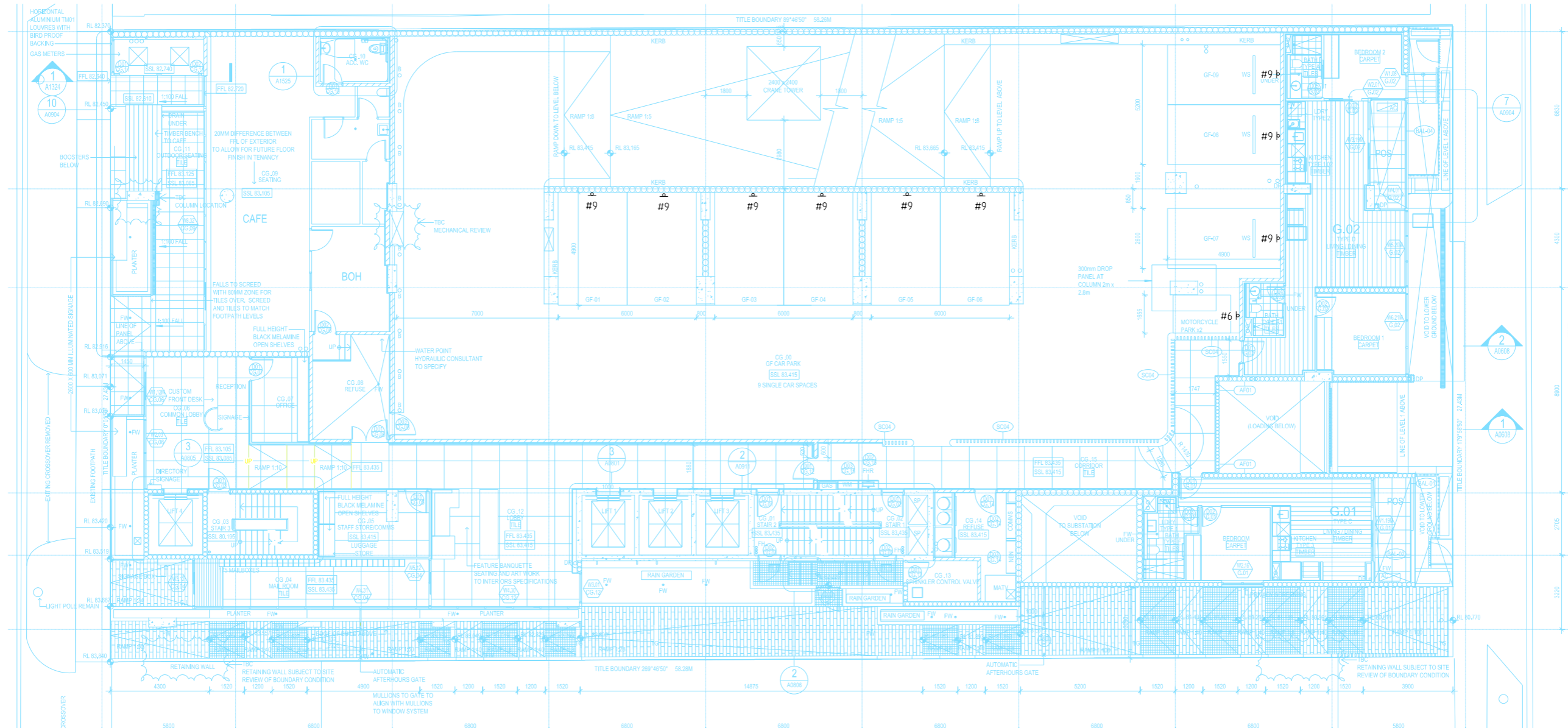
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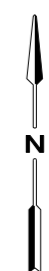
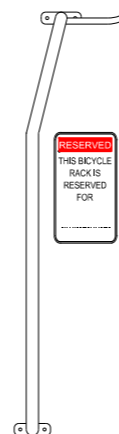
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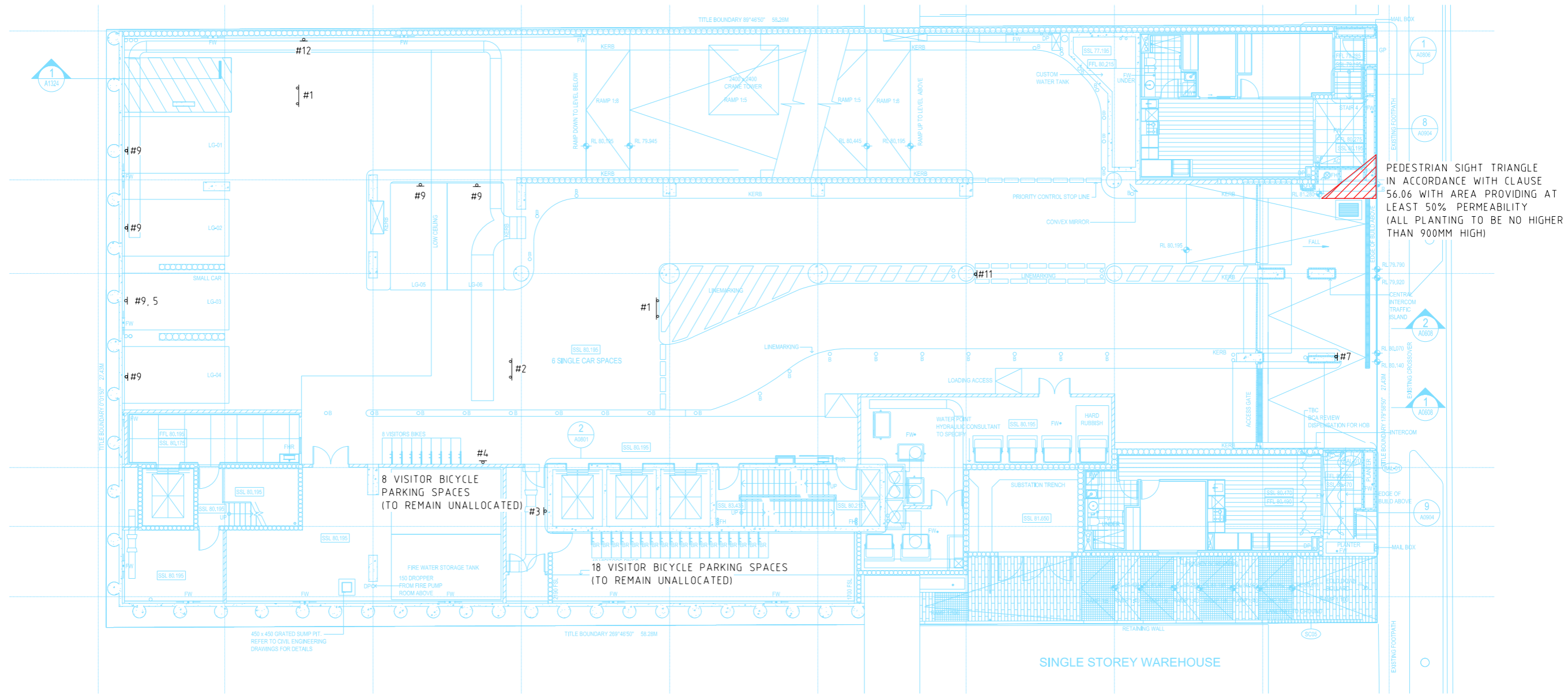
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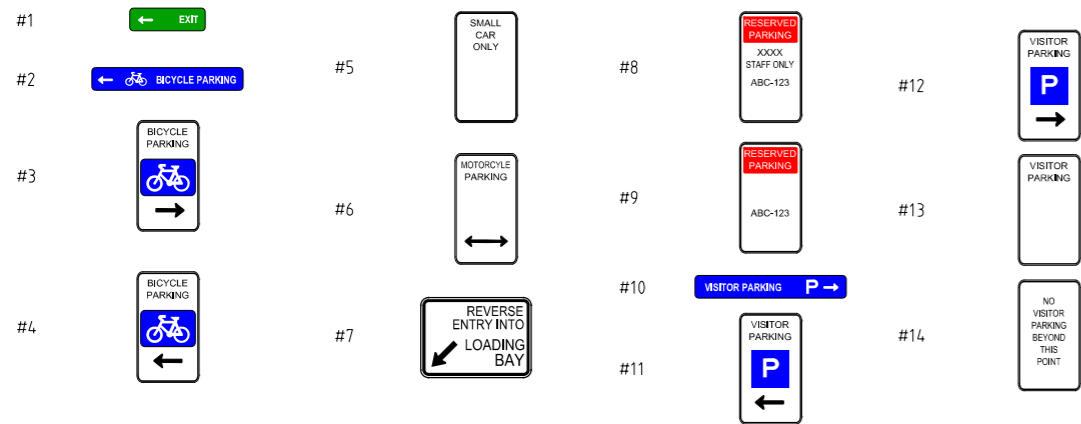
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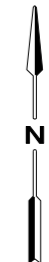
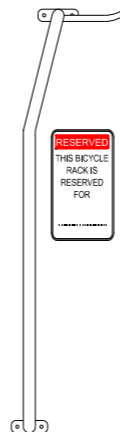
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TYPICAL BICYCLE SIGNAGE SET-OUT



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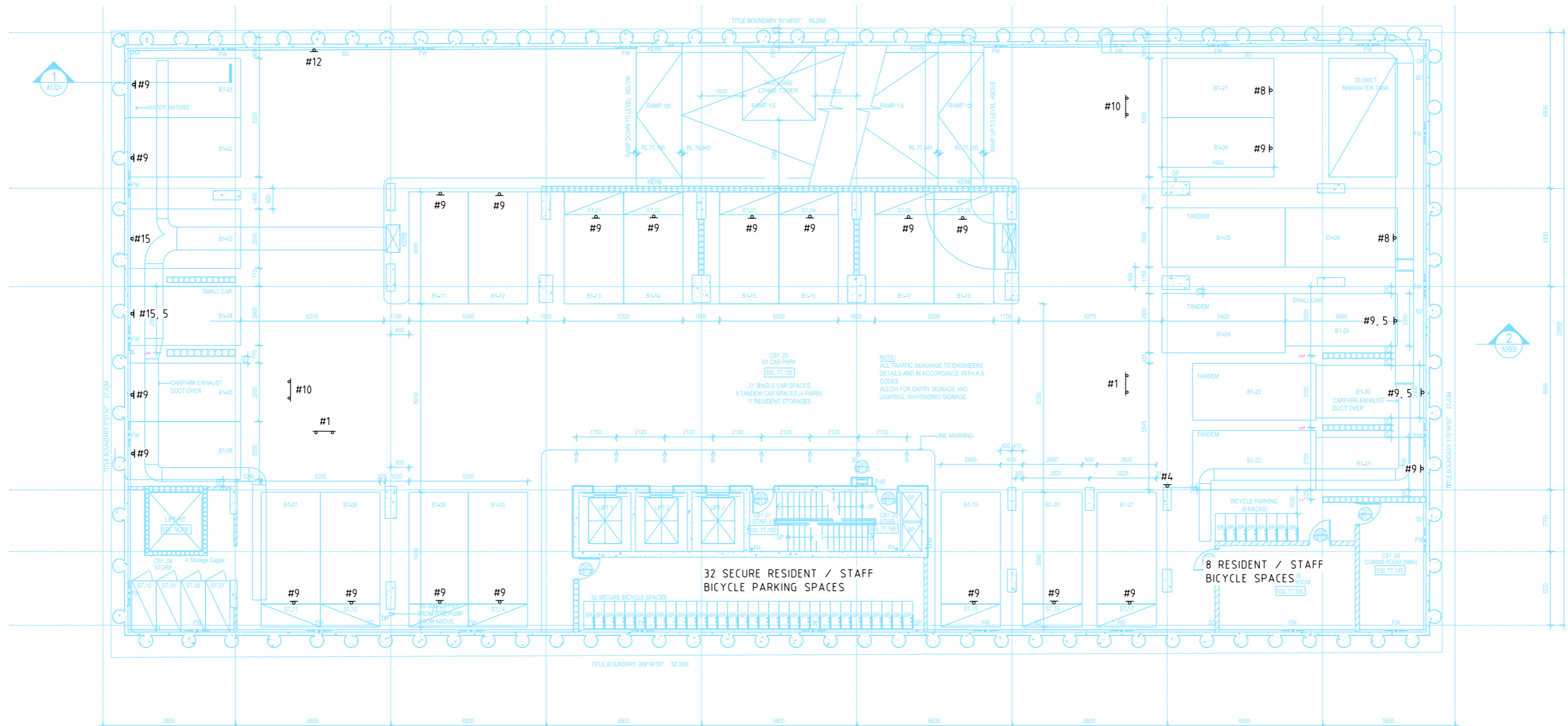


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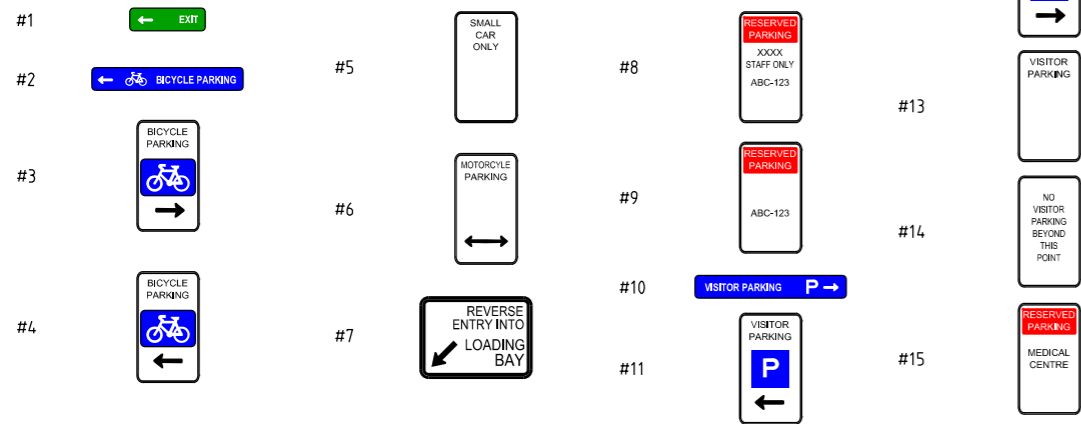
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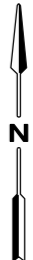
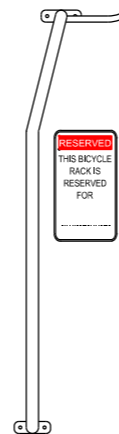
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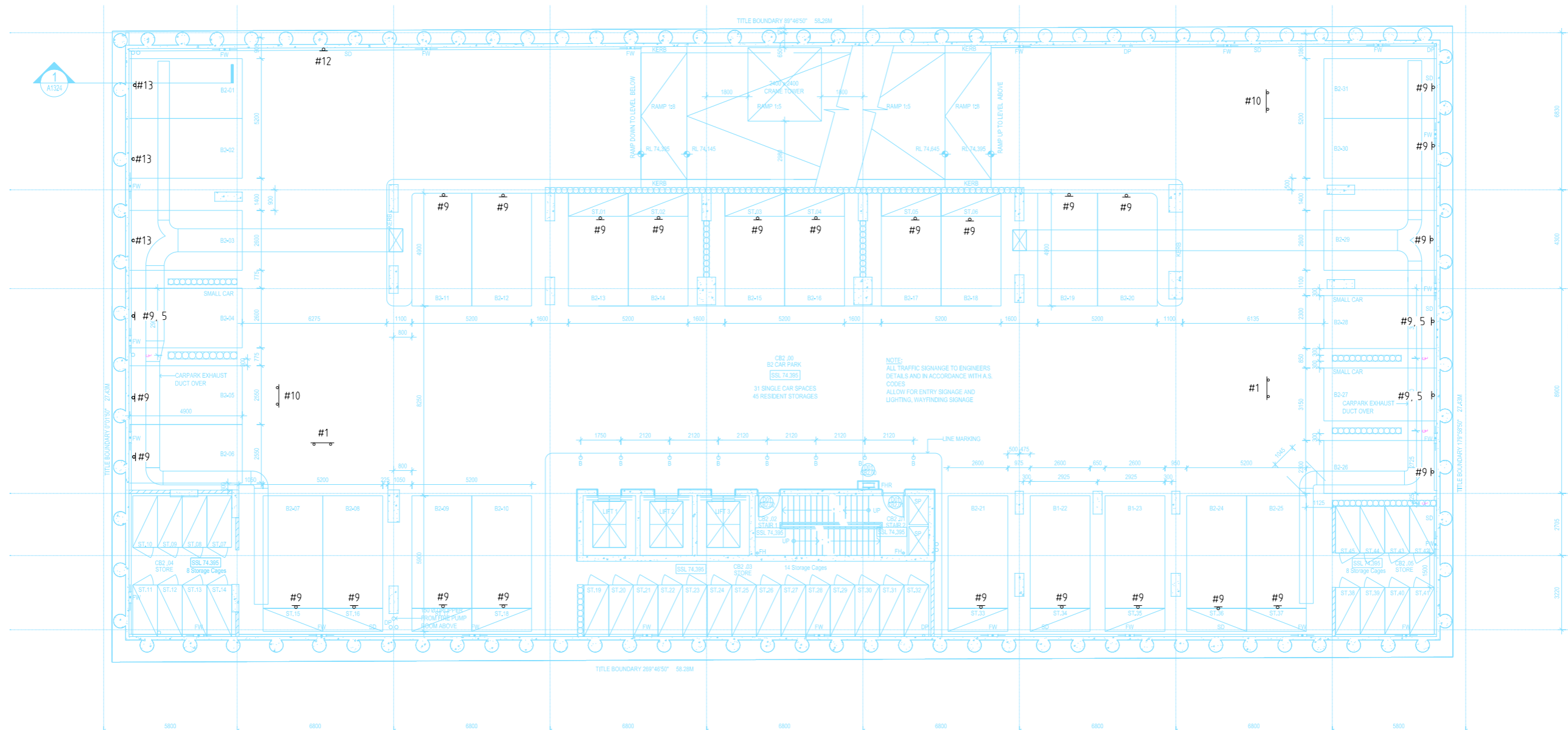


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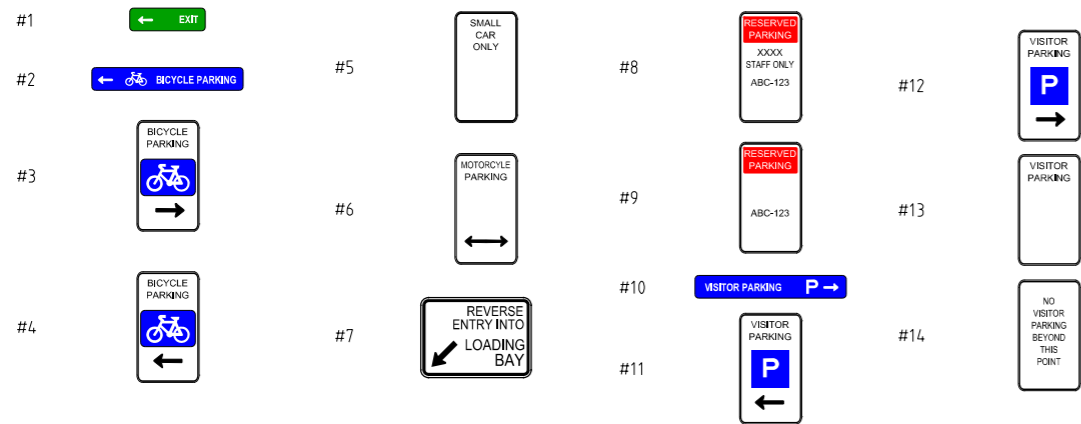
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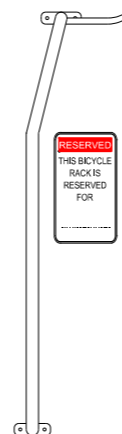
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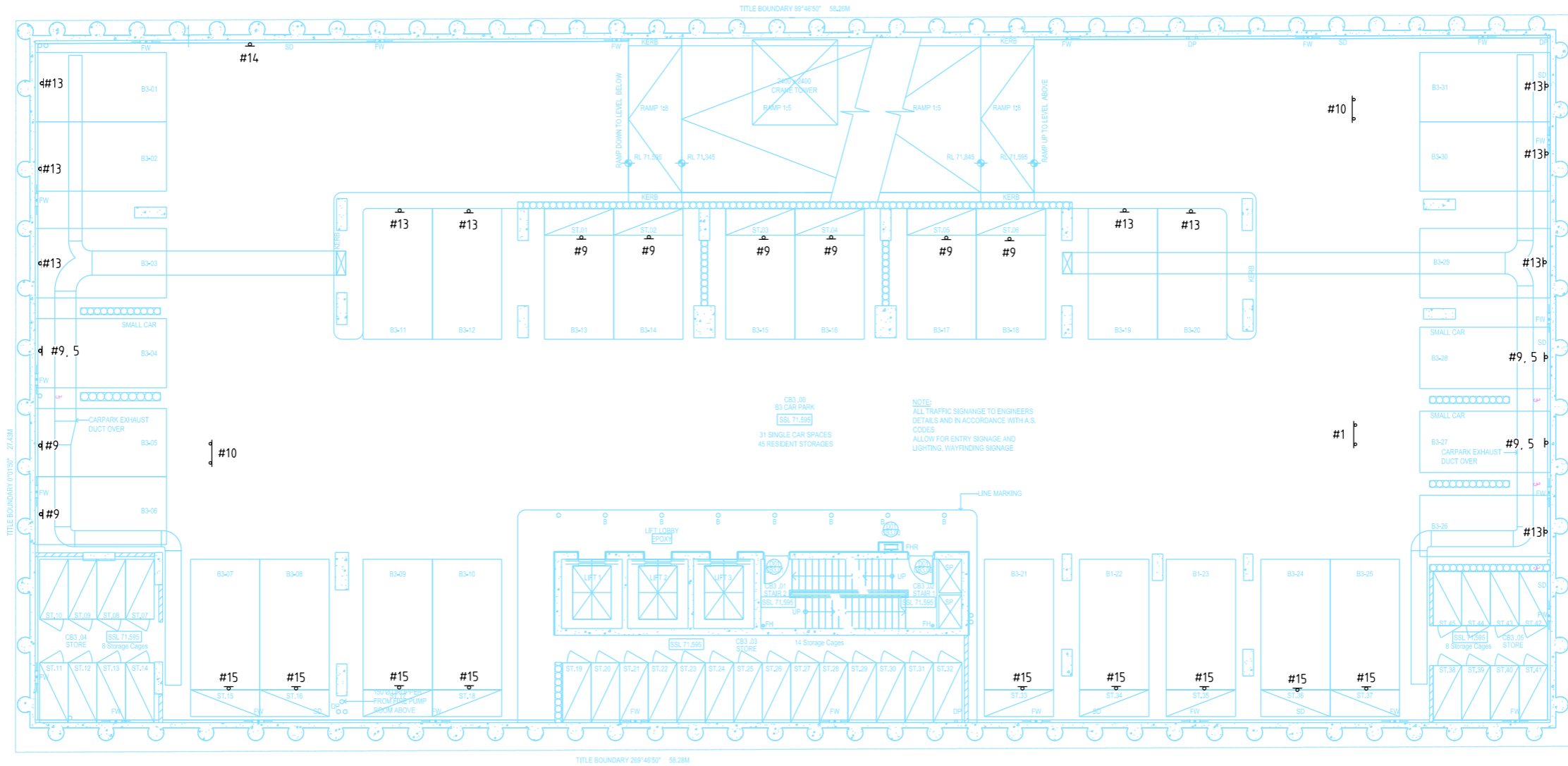


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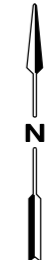
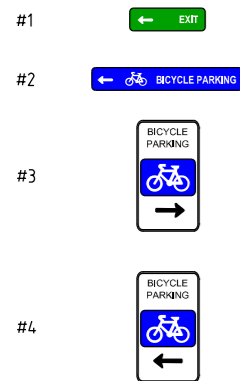
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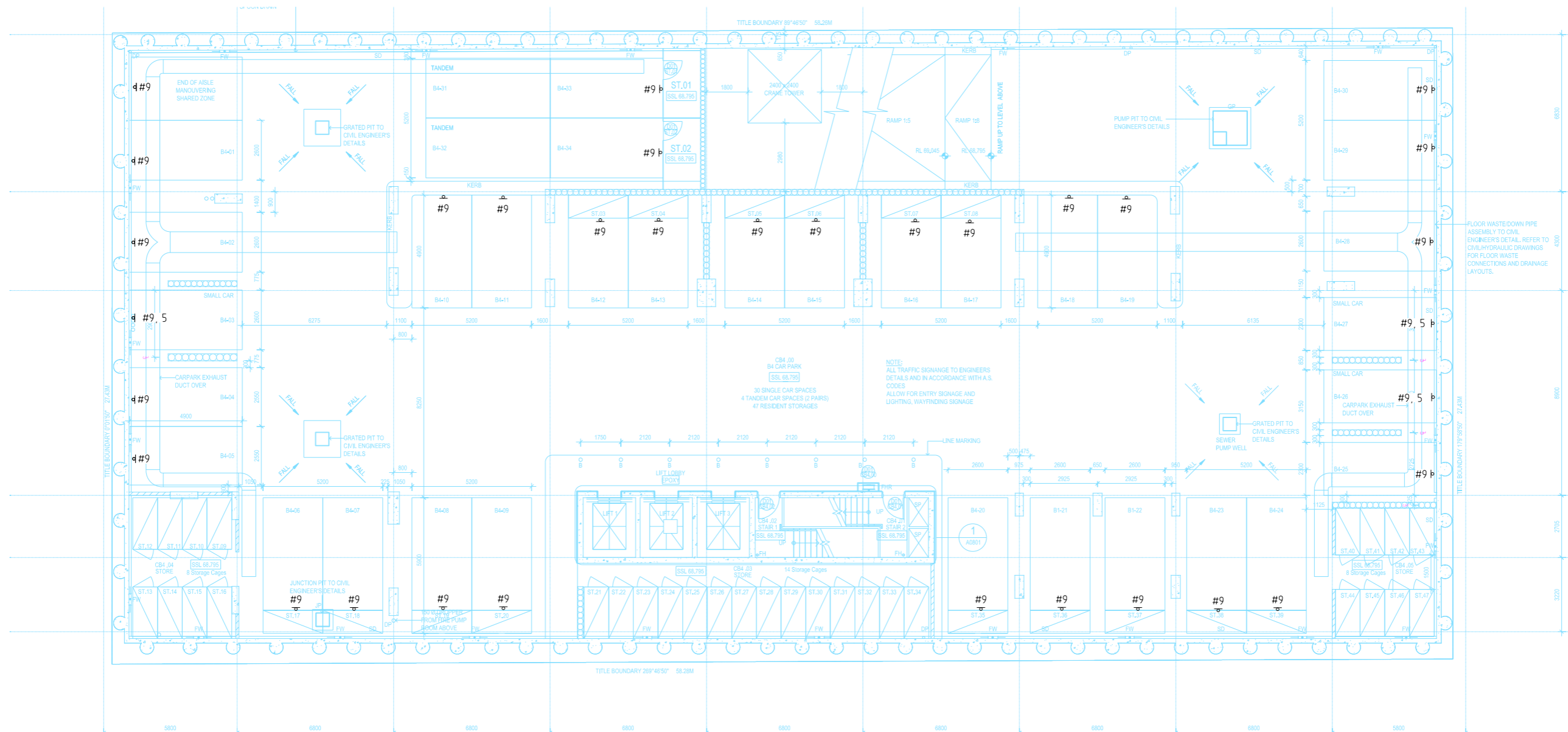
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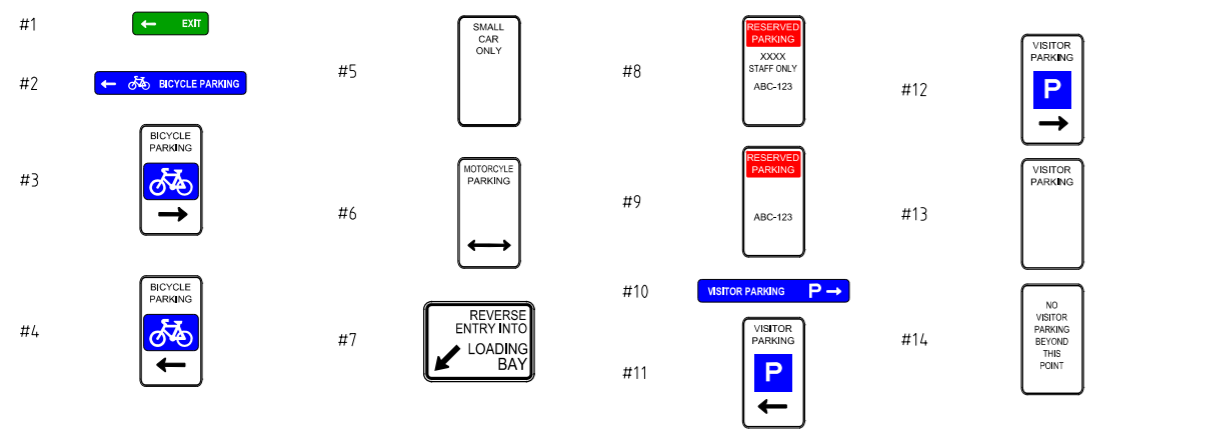
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 CITY OF WHITEHORSE
 TITLE: CAR PARK MANAGEMENT PLAN
 CAR PARK SIGNAGE



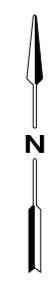
FLOOR WASTE/DOWN PIPE ASSEMBLY TO CIVIL ENGINEER'S DETAIL, REFER TO CIVIL HYDRAULIC DRAWINGS FOR FLOOR WASTE CONNECTIONS AND DRAINAGE LAYOUTS.

NOTE: ALL TRAFFIC SIGNAGE TO ENGINEER'S DETAILS AND IN ACCORDANCE WITH A.S. CODES ALLOW FOR ENTRY SIGNAGE AND LIGHTING, WAYFINDING SIGNAGE

SIGN SCHEDULE



TYPICAL BICYCLE SIGNAGE SET-OUT



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: _____



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