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To	Tal Goldman Goldman Johnson Pty Ltd
From	[REDACTED]
Regarding	12 - 14 Johnson Street & 1 Mill Road, Oakleigh
Date	25 July 2023
Reference Number	TPA/51498/A
Document Number	18175T-MEM01-F01

Dear [REDACTED]

This Memorandum has been prepared to address the car parking implications as a result of the amendments to the approved mixed-use development (Planning Application No. TPA/51498/A) located on land at 12 - 14 Johnson Street and 1 Mill Road, in Oakleigh.

1. Background

1.1 VCAT Decision

A proposed mixed-use development on land at 12 - 14 Johnson Street in Oakleigh was approved by VCAT on 12 May 2021 (Permit No. TPA/51498 VCAT Directed). The proposal sought to construct a mixed-use development comprising office, retail and residential uses across six-storeys, with a reduction in on-site car parking.

As part of its findings, the Tribunal considered the proposal enjoyed strong strategic support under the Planning Scheme that the level of on-site car parking provided for each of the proposed uses was appropriate, and it would not result in any traffic impacts.

1.2 Site Location and Surrounding

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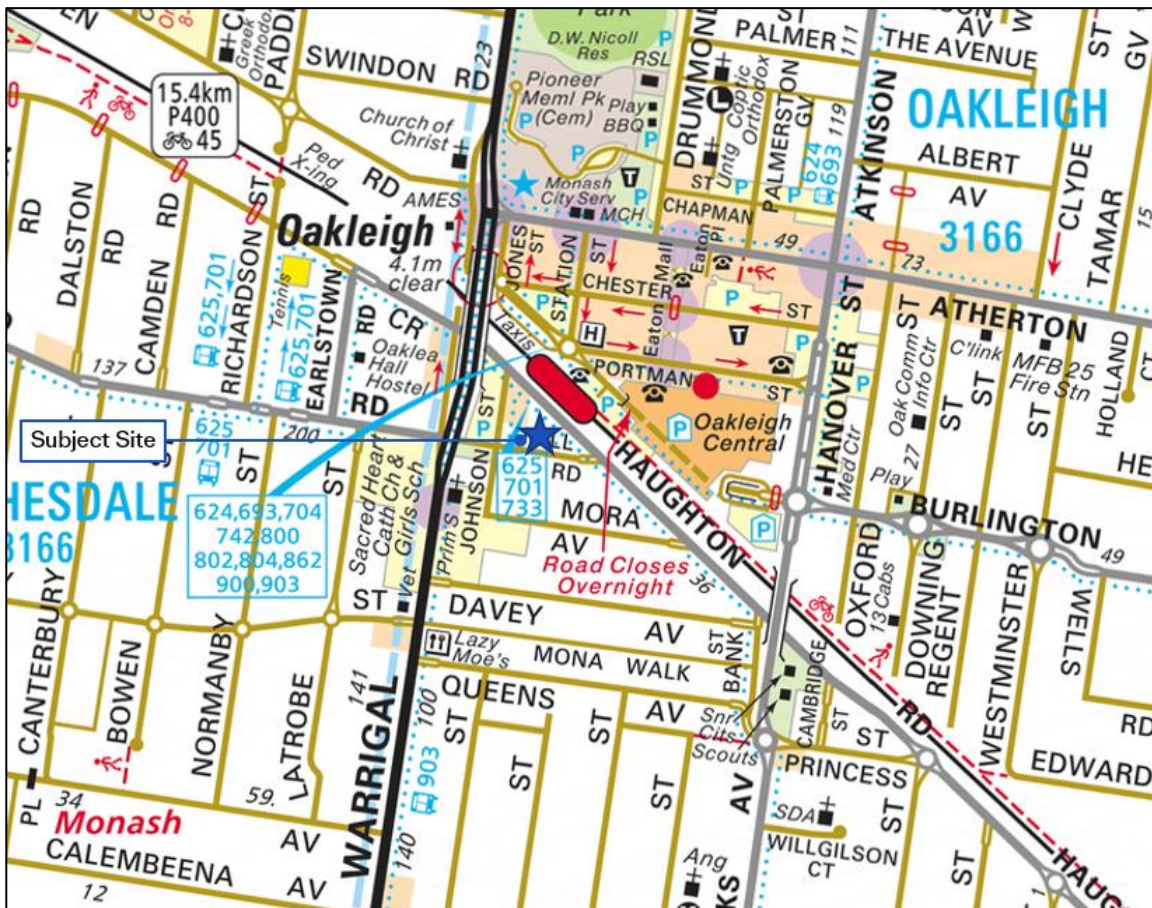
The subject site for the proposed redevelopment comprises two adjacent properties, being 12-14 Johnson Street and 1 Mill Road, in Oakleigh.

The subject site is located in a Commercial 1 Zone (C1Z) and is subject to a Design and Development Overlay - Schedule 11 (DDO11). Land use within the immediate vicinity of the subject site is residential to the south and commercial to the north and east, in addition to land for public use.

The subject site is located within the Oakleigh Activity Centre and is situated in close proximity to the Oakleigh Railway Station, which is located directly opposite the subject site.

The location of the site relative to the surrounding road network is shown in Figure 1.

Figure 1: Site Location and Surrounds



Source: Melways

1.3 Road Network

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Johnson Street is a Council managed Local Road that essentially runs in a north-south alignment between Haughton Road and Mora Avenue. North of Mill Road, Johnson Street has an approximate carriageway width of 14.2 metres, accommodating one traffic lane in each direction, and a mix of kerbside parallel parking and 60-degree angled parking along the eastern side of the road. A bus stop is located along the western side of the road within this section.

Johnson Street has a default speed limit of 50 km/hr applicable to a built-up area. Concrete footpaths are provided along both sides of the road.

Mill Road is a Council managed Local Road that runs essentially in an east-west alignment between Haughton Road and Warrigal Road. Mill Road has an approximate carriageway width of 9.3 metres accommodating one traffic lane in each direction. East of Johnson Street kerbside parallel parking is permitted on both sides of Mill Road. Mill Road has a default speed limit of 50 km/hr and footpaths are provided on both sides of the road.

Haughton Road is a Council managed Collector Road that runs in a northwest-southeast alignment between Warrigal Road and Coora Road. In the vicinity of the subject site, Haughton Road has a carriageway width of approximately 9.0 metres accommodating one traffic lane in each direction along with kerbside parallel parking along the southern side of the road. Haughton Road has a posted speed limit of 50 km/hr with footpaths provided on both sides of the road.

1.4 Parking Conditions

Ratio Consultants previously conducted parking occupancy surveys in the vicinity of the site on Thursday 7 November 2019 from 8:00am to 8:00pm prior to the COVID-19 Pandemic.

The parking survey inventory demonstrated a supply of 263 on-street car parking spaces in close proximity to the site. Typical of commercial zones and Activity Centres, on-street parking in the survey area is predominantly time restricted (1/2P, 1P, 2P & 4P) during weekday business hours and during the day on Saturdays, thereby encouraging a good turnover of parking.

The surveys demonstrated the following results:

- Overall, the demand for parking was low to moderate with parking occupancy levels varying between 37% and 59%.
- The peak demand for parking occurred at 3:00pm, when a total of 145 parking spaces were recorded occupied out of the available supply of 247 spaces, representing a parking occupancy of 59%. There were a minimum of 102 spaces available for parking at this time.

1.5 Sustainable Transport

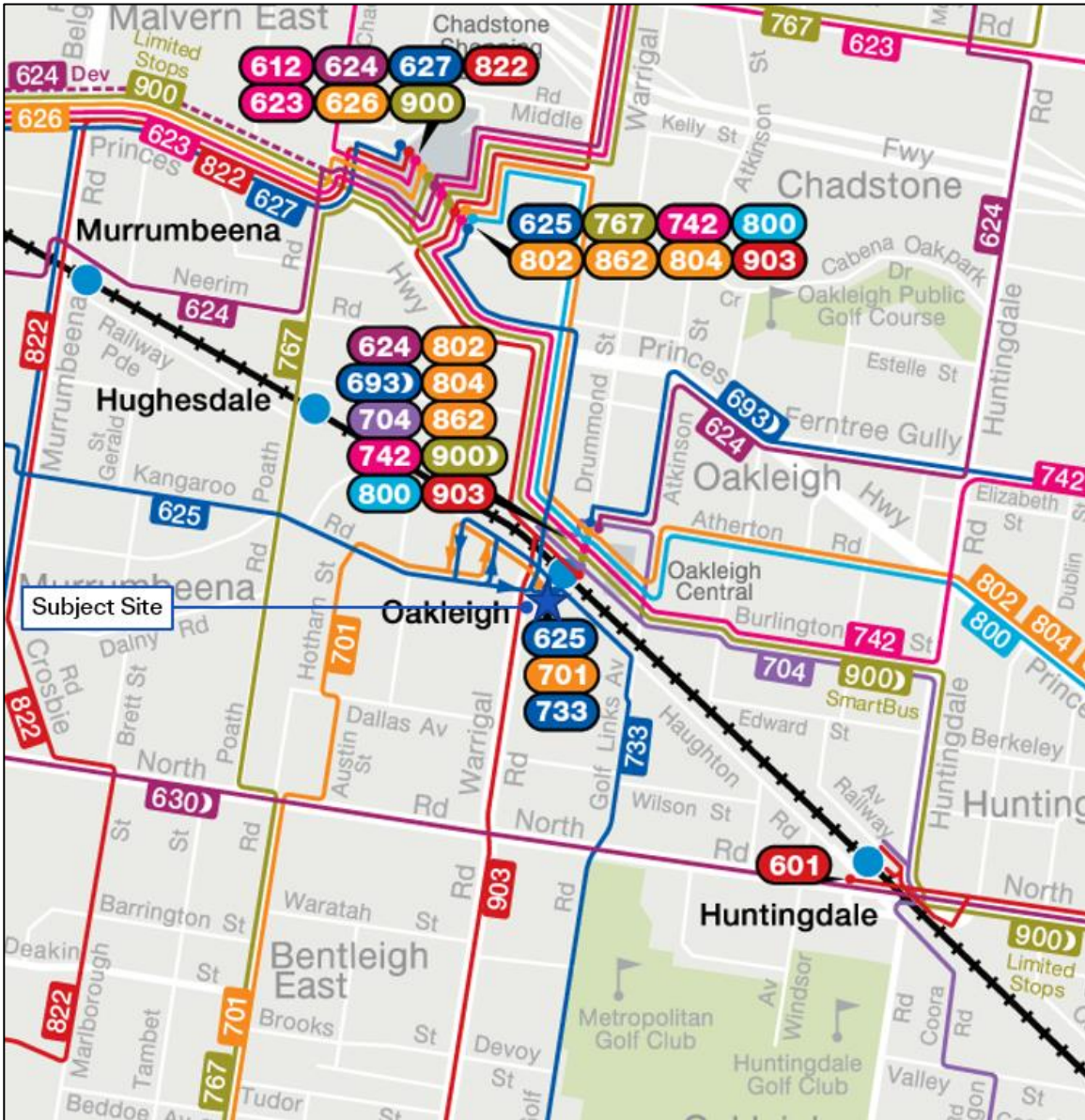
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The subject site is located within the heart of the Principal Public Transport Network (PPTN) area and has excellent access to the public transport services primarily via the Oakleigh Railway Station. The public transport services in close proximity of the subject site are summarised in Table and Figure 2.

Table 1: Public Transport Routes Proximate to the Subject Site

Mode	Route	Route	Nearest Stop	Distance
Bus	625	Elsternwick - Chadstone via Ormond & Oakleigh		
	701	Oakleigh - Bentleigh via Mackie Road & Brady Road	Oakleigh Railway Station / Johnson Street	Site Frontage 1 minute
	733	Oakleigh - Box Hill via Clayton & Monash University & Mt Waverley		
	624	Kew - Oakleigh via Caulfield & Carnegie & Darling and Chadstone		
	693	Belgrave - Oakleigh via Ferntree Gully & Brandon Park		
	704	East Clayton - Oakleigh via Clayton & Huntingdale		
	742	Eastland - Chadstone via Vermont South & Glen Waverley & Oakleigh		
	800	Dandenong - Chadstone via Princes Highway & Oakleigh		
	802	Dandenong - Chadstone via Mulgrave & Oakleigh	Oakleigh Railway Station	350 metres 5 minutes
	804	Dandenong - Chadstone via Wheelers Hill & Oakleigh		
	862	Chadstone via North Dandenong & Oakleigh		
	900	Stud Park SC (Rowville) - Caulfield via Monash University & Chadstone (SMARTBUS Service)		
	903	Altona - Mordialloc (SMARTBUS Service)		

Figure 2: Public Transport Network Proximate to the Subject Site



Source: Public Transport Victoria

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Bicycle Network

The site also has very good bicycle accessibility, primarily via the Djerring Trail which runs approximately 100 metres to the north of the subject site under the elevated railway line. Other bicycle facilities include:

- Off-road shared paths along the Djerring Trail, Belgrave Road, Golf Road, and North Road.
- On-road bicycle lanes along Atkinson Street, Atherton Road, Kangaroo Road, Murrumbeena Road, and Neerim Road.
- Informal bicycle routes running along Paddington Road, Golf Links Avenue, Westminster Street, Murrumbeena Crescent, Ferntree Gully Road, and Princes Highway (Dandenong Road).

Pedestrian Network

Pedestrian movements are well facilitated with footpaths provided on both sides of the road on Johnson Street and Mill Road. Pedestrian ‘Zebra Crossings’ are located across Johnson Street and Haughton Road approximately 30 metres to the north of the subject site. In addition, pedestrians are well facilitated by the nearby Djerring Trail shared path which provides connectivity to several activity centres.

The site achieves a ‘Walk Score’ of 95 points (out of a possible 100) and is described as a ‘Walkers Paradise’ on WalkScore.com, noting that daily errands do not require a car.

Car Share Pods & Taxi Services

Car share offers a viable mode of travel for those that require the use of a private motor vehicle from time to time. There are some car share pods operated by GoGet near the subject site which have been summarised in Table 2.

Table 2: Car Share Pod Locations near the Subject Site

Operator	Location	Number of Cars	Approximate Walking Distance
GoGet	Bletchley Road near Euston Road	1	1.0 kilometres (11 minutes)
	Drummond Street near Dalgety Street	1	1.2 kilometres (15 minutes)








Source: GoGet

Taxis and ride sharing schemes are a convenient way for people to make trips to a range of facilities. Uber and other ride share schemes are a popular way to commute when travelling and can be booked through their respective applications.

Table 3 shows some of the popular taxi and ride share services around Oakleigh and Melbourne.

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Table 3: Taxi and Rideshare Services

Service	How to order
 Silver Top Taxis	<p>Call 8413 7202 Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>
 13Cabs	<p>Call 13 22 27 Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>
 Silver Cabs	<p>Call 1300 183338 Maxi Taxis available on request.</p>
 Uber	
 DiDi	<p>Get a reliable ride in minutes with the Mobile App for each service. No reservations are required</p>
 Ola	
 InDrive	<p>InDrive offers peer-to-peer carpooling services for city and intercity travel. Planning your journey has never been simpler with their Mobile App.</p>

2. Amendments to the Proposal

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The proposed minor amendments to the approved development involve the conversion of a three-bedroom apartment to a two-bedroom apartment (Apartment 605), and the addition of 2 two-bedroom apartments on the sixth level (Apartments 606 and 607). The car parking layout and access arrangements are to remain the same as per the approved development.

With this in consideration, the changes to the development have been summarised in Table 4:

Table 4: Summary of Changes to Proposal

Land Use	Type		Size/Number	
	Dwelling	Approved Proposal	Amended Proposal	Difference
Residential	One-bedroom	13	13	None
	Two-bedroom	51	54	+3
	Three-bedroom	4	3	-1
	Total	68	70	+2

3. Car Parking Demand Assessment

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3.1 Clause 52.06-5 – Car Parking Requirements

Table 5 assesses the statutory car parking requirements as per Clause 52.06-5 of the Monash Planning Scheme, for the proposed development in consideration of the amendments.

Table 5: Statutory Car Parking Requirements

Land Use	Type	Size/Number	Statutory Car Parking Rate (Column B)	Statutory Requirement
Commercial	Office	749.4 sqm	3.0 spaces to each 100 sqm of net floor area	22 spaces
Retail	Shop	219.3 sqm	3.5 spaces to each 100 sqm of leasable floor area	7 spaces
Dwelling	One bedroom	13	1.0 spaces per dwelling	13 spaces
	Two bedroom	54		54 spaces
	Three bedroom	3		6 spaces
Total Statutory Requirement				102 spaces

Accordingly, the amended proposal has a statutory requirement to provide a total of 102 spaces, which represents an increase of one resident space in comparison to the approved development (total statutory parking requirement of 101 spaces).

3.2 Car Parking Provision and Allocation

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A total of 84 on-site car parking spaces are proposed, with the allocation to each land use summarised in Table 6.

Table 6: Allocation of Car Parking Spaces

Land Use	Type	Size/ Number	Statutory Requirement	Provision	Dispensation
Commercial	Office	Four tenancies 749.4 sqm	22 spaces	8 spaces	14 spaces
Retail	Shop	Two tenancies 219.3 sqm	7 spaces	2 spaces	5 spaces
Dwelling	One bedroom	13	13 spaces	13 spaces	None
	Two bedroom	54	54 spaces	54 spaces	None
	Three Bedroom	3	6 spaces	6 spaces	None
All	EV Charging	1	-	1 space	-1 space
Total			102 spaces	84 spaces	18 spaces

On the basis of the above, car parking for each land use is provided at the following rates:

- **2** spaces allocated to staff of the two retail tenancies (one space per tenancy).
- **8** spaces allocated to the office use, at a provision rate of 1.07 spaces per 100 sqm (inclusive of the DDA parking space).
- **13** spaces allocated to the 13 one-bedroom apartments (1 space per apartment).
- **54** spaces allocated to the 54 two-bedroom apartments (1 space per apartment).
- **6** spaces allocated to the 3 three-bedroom apartments (2 spaces per apartment).
- **1** car parking space shared amongst all land uses dedicated for EV charging.

It should be noted that the car parking provision rates for the retail and office use are maintained as per the approved development. In addition, the approved scheme included a surplus of one space for the residential component, presumably for one of the two bedroom apartments. The proposed amended scheme will not include any surplus residential parking. Accordingly, there is sufficient car parking provided for the apartments in accordance with the statutory requirements of Clause 52.06 of the Monash Planning Scheme.

4. Conclusion

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It is proposed to amend the approved mixed-use development at 12 - 14 Johnson Street and 1 Mill Road in Oakleigh, to convert a three-bedroom apartment into a two-bedroom apartment and provide two additional two-bedroom apartments, on the sixth level. No changes to the car parking layout and access arrangements are proposed.

Based on the foregoing assessment, the level of car parking provided for the residential component of the proposal satisfies the statutory car parking requirements, as per Clause 52.06 of the Monash Planning Scheme and is considered appropriate.

We trust that the foregoing assessment resolves the concerns raised. Should you wish to discuss anything further, please contact [REDACTED]

Yours sincerely

