

# Mitcham DPA's

## Transport Review

### URPS

19 September 2019  
Ref: 20190558R001C



Building exceptional  
outcomes together



## Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft	AN	RB	RB	27/08/2019
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**Project: Mitcham DPA's | Transport Review**

**Client: URPS**

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# 1 Background

The State Government is implementing a planning reform agenda which will result in Council's Development Plan being replaced by the Planning and Design Code.

Prior to the implementation of the Planning and Design Code, City of Mitcham (Council) are proposing a number of Development Plan Amendments (DPAs) to promote growth in the following four key areas:

- Precinct 1: Daws Road / Goodwood Road
- Precinct 2: Blackwood Centre
- Precinct 3: Belair Road Centre
- Precinct 4: Goodwood Road / Cross Road

The location of these precincts is shown in Figure 1.1 below.



**Figure 1.1 Precinct Locations**

The development in these precincts will encourage an increase in both housing and commercial density with proposed multi-story buildings. As such there will be a traffic impact on these areas which will need to be considered and included in the DPAs.



Generally, the main changes proposed across the areas involve the introduction of Suburban Neighbourhood and Urban Corridor zones and the expansion of District Centre zones. These changes are generally focused around the areas directly adjacent to the arterial road network. These changes will increase housing density adjacent to the arterial road network. The proposed zone changes are shown in the section for each key area.

## **1.1 Review of Existing Information**

A draft integrated transport plan (ITP) was developed by infraPlan for Council in 2017. This details existing concerns with the road network, likely increases in traffic, pedestrian and cyclist volumes and recommended treatments at key areas.

The following are some of the key volume increases predicted to occur across the Council area in the year 2036 (as per ITP):

- Expected increase of 1,000 bike trips per day throughout Council area
- Expected increase of 6,000 pedestrian trips per day
- Expected increase of 3,500 public transport trips per day

Information specific to each precinct is documented individually under the section for the respective precinct.



## 2 Existing Conditions

### 2.1 Precinct 1: Daws Road / Goodwood Road

This precinct mainly consists of residential, industrial and institutional land uses. The current zones are shown in Figure 2.1 below.

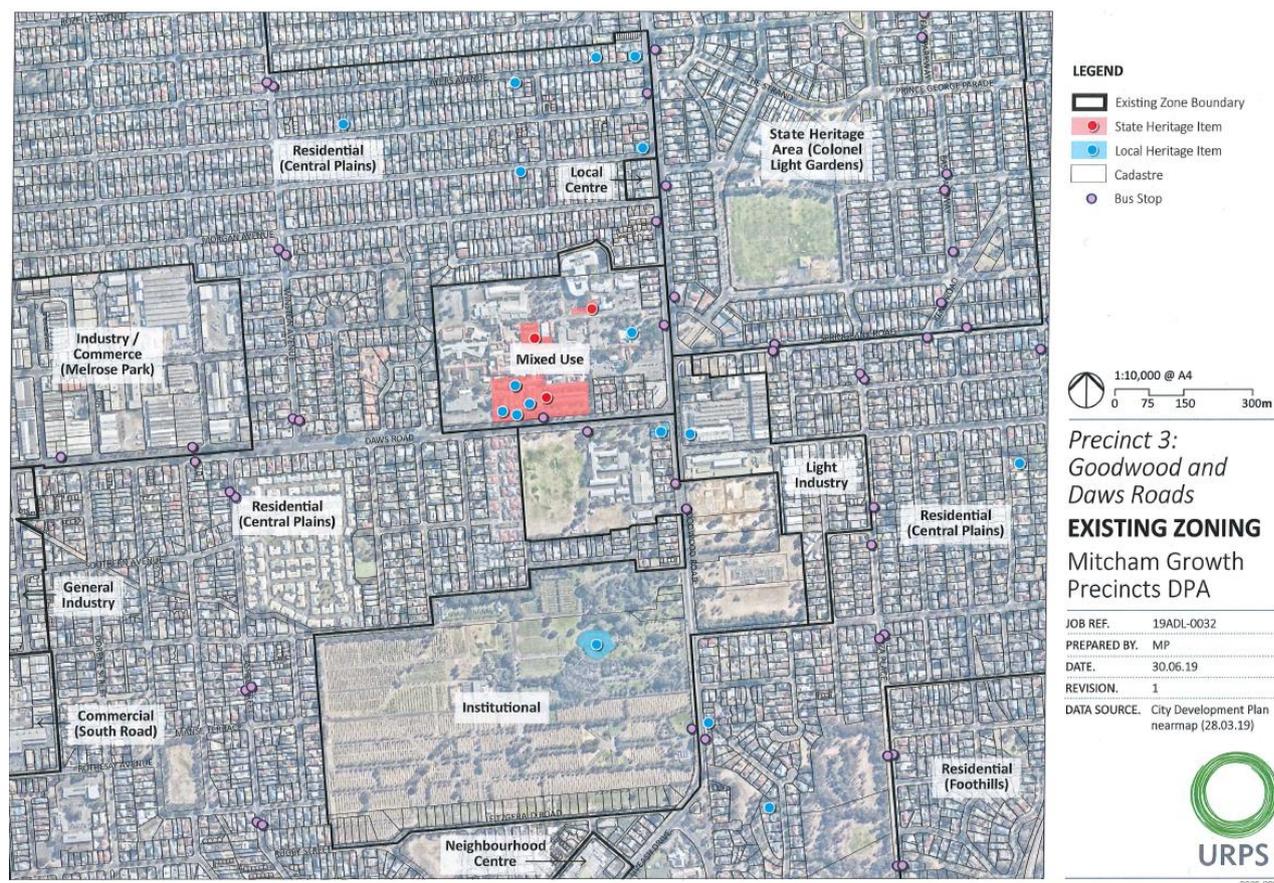


Figure 2.1 Daws Road/Goodwood Road Existing Zoning

#### 2.1.1 Characteristics

The following are key characteristics of the area:

- Springbank Secondary College on the south-western corner of the Daws / Goodwood Road intersection
- Repatriation General Hospital on the north-western corner of the Daws / Goodwood Road intersection
- Aged care / retirement villages located on both the northern and southern side of Daws Road
- Light industrial areas on the eastern side of Goodwood Road
- Mortlock Park, baseball club and Saint Therese School located to the north-east of the precinct area.
- The intersection of Winston Avenue with Daws Road is signalised. This is the only signalised intersection between a side road and Daws Road
- Daws Road has a central median island. All unsignalised side road intersections either have right turn bans or allow storage in the central median island, providing 2 stage crossing.
- Daws Road has an annual average daily traffic (AADT) volume of 17,400 vehicles with a commercial vehicle (CV) percentage of 3.5%. This is based on 2015 data.



- Goodwood Road between Daws Road and Springbank Road has an AADT of 52,900 vehicles with a CV percentage of 3%. South of Daws Road, Goodwood Road has an AADT of 39,900 vehicles with a CV percentage of 3.5%. Both of these locations are based on 2015 data.

Key roads in the area are as follows:

- Daws Road – Arterial Road under care and control of DPTI
- Goodwood Road – Arterial road under care and control of DPTI
- Springbank Road – Arterial road under care and control of DPTI
- Eliza Place – Distributor road under care and control of Council
- Winston Avenue – Collector road under care and control of Council
- Boothby Street – Collector road under care and control of Council

### 2.1.2 Traffic Operation

Given the land use in the area there is likely to be a larger volume of children and elderly pedestrians.

Traffic information suggests that the intersection of Goodwood Road and Daws Road experiences delays in both morning and evening peak times. The section of Goodwood Road north of Springbank Road experiences significant delays during the PM peak times. Delays are experienced along sections of Daws Road during the AM and PM peak periods.

Council have identified that the following roads exceed their level of service:

- Springbank Road
- Goodwood Road

It is noted that there are currently plans to upgrade the intersection of Goodwood Road with Daws Road and Springbank Road which will impact traffic in this precinct.

### 2.1.3 Crash History

**Table 2.1 Daws Road/Goodwood Road Crash History**

Location	Crashes	Injuries	Serious Injuries	Fatalities	Pedestrians/Cyclists
Daws Road / Goodwood Road	22	11	0	0	0
Daws Road / Winston Avenue	8	4	1	0	1
Daws Road / Cashel Street	11	6	0	0	1
Goodwood Road / Springbank Road	40	15	2	0	2
Springbank Road / Eliza Place	16	6	0	0	0

The Goodwood Road / Daws Road / Springbank Road intersection will be upgraded potentially addressing the crash statistics at this location. The other three intersections have shown a history of crashes and should be monitored following development to assess whether upgrade works are required.



## 2.2 Precinct 2: Blackwood Town Centre

This precinct includes the area of the town centre of Blackwood and mainly consists of residential, commercial and district centre land uses. The area surrounding the intersection of Shepherds Hill Road and Main Road is the main district centre with commercial areas either side of Main Road and Coromandel parade. Behind the commercial areas is residential zoning. The current zones are shown in Figure 2.2 below.

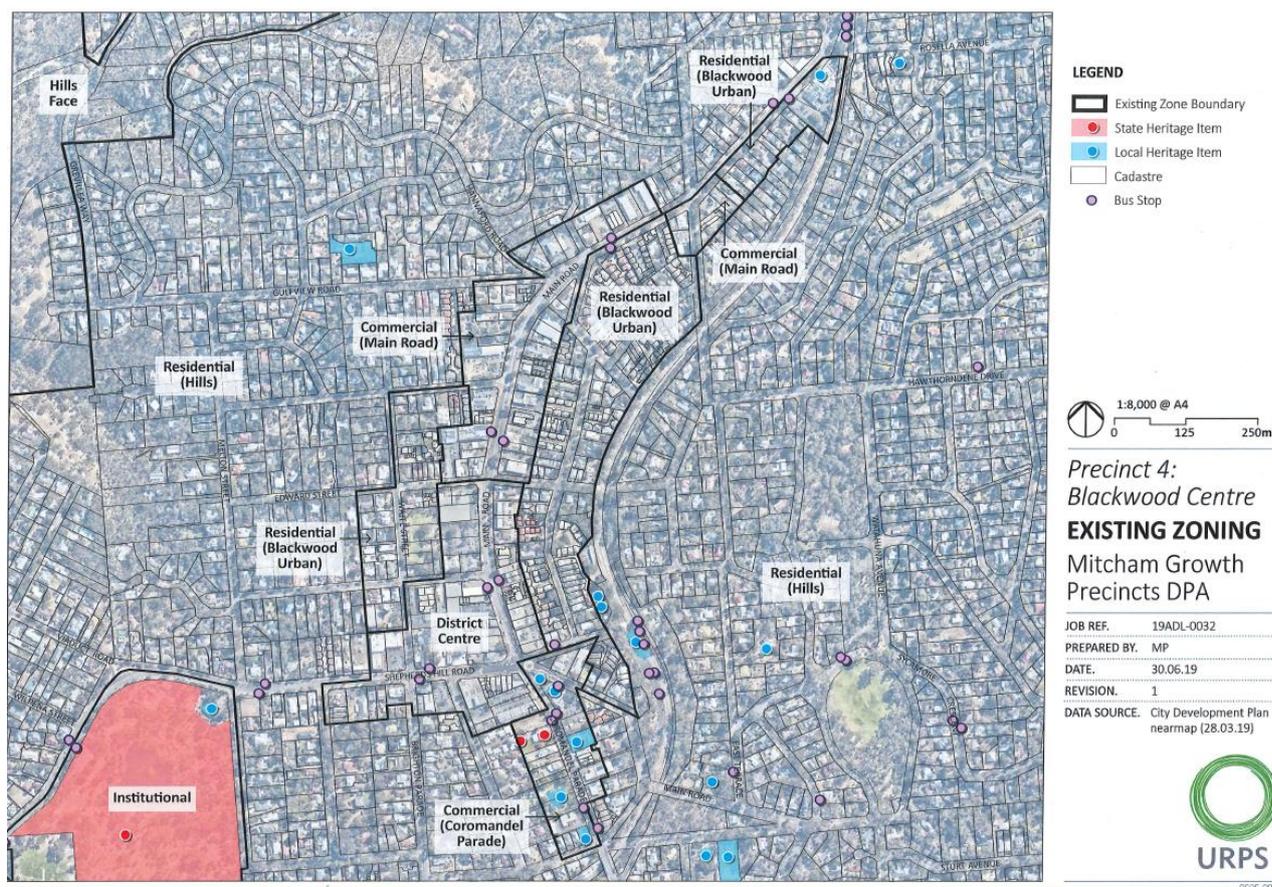


Figure 2.2 Blackwood Town Centre Existing Zoning

### 2.2.1 Characteristics

The following are the key characteristics:

- Commercial areas lining either side of Main Road, consisting of food outlets and various shops and entertainment facilities
- Train station to the north, east and south of the precinct (Blackwood station is less than 200m to the east of the district centre)
- Wittunga Botanic Garden and Blackwood High School to the south-west of the precinct.
- Roundabout intersection with Main Road / Shepherds Hill Road / Coromandel Parade / Station Road
- Shepherds Hill Road west of Brighton Parade has an AADT of 26,600 vehicles with a CV percentage of 2.5% (based on 2016 data)
- Shepherds Hill Road east of Brighton Parade has an AADT of 18,000 vehicles with a CV percentage of 3.5% (based on 2017 data)
- Main Road east of Coromandel Parade has an AADT of 14,900 vehicles with a CV percentage of 3% (based on 2015 data)



- Main Road between Shepherds Hill Road and Chapman Street has an AADT of 20,400 vehicles with a CV percentage of 2% (based on 2017 data)
- Main Road north of Chapman Street has an AADT of 19,400 vehicles with a CV percentage of 2% (based on 2017 data)

Key roads in the area are as follows:

- Shepherds Hill Road – Arterial road under care and control of DPTI
- Main Road – Arterial road under care and control of DPTI
- Coromandel Parade – Distributor road under care and control of Council
- Waite Street – Collector road under care and control of Council
- Brighton Parade – Collector road under care and control of Council
- Gulfview Road – Collector road under care and control of Council
- Gladstone Road – Collector road under care and control of Council
- Brigalow Avenue – Collector road under care and control of Council

### **2.2.2 Traffic Operation**

Traffic information suggests that there are delays along Main Road during both the AM and PM peak periods. Significant delays are experienced at the intersection of Main Road and Shepherds Hill Road southbound during the PM peak period and northbound during the AM peak period. This roundabout intersection had capacity concerns prior to upgrade works but these concerns may still exist.

Capacity concerns were not raised with side roads and the intersection with Main Road and Shepherds Hill Road. Issues at the intersections are likely to occur due to the delays along the main roads.

Council have identified that the following roads exceed their level of service:

- Main Road



## 2.2.3 Crash History

**Table 2.2** Blackwood Town Centre Crash History

Location	Crashes	Injuries	Serious Injuries	Fatalities	Pedestrians/Cyclists
Shepherds Hill Road / Brighton Parade	25	13	2	0	3
Shepherds Hill Road / Main Road / Coromandel Parade	29	10	2	0	4
Shepherds Hill Road – Sherbourne Road to Brighton Parade	12	4	0	0	2
Shepherds Hill Road – Brighton Parade to Coromandel Parade	6	1	0	0	1
Main Road – Start to Stirling Road	54	19	0	1	9



## 2.3 Precinct 3: Belair Road Centre

This precinct largely consists of residential zoning with a district centre zone at the intersection of Belair Road with Grange Road / Princes Road and mixed use zoning either side of Belair Road from the district centre to Cross Road. The current zones are shown in Figure 2.3 below.

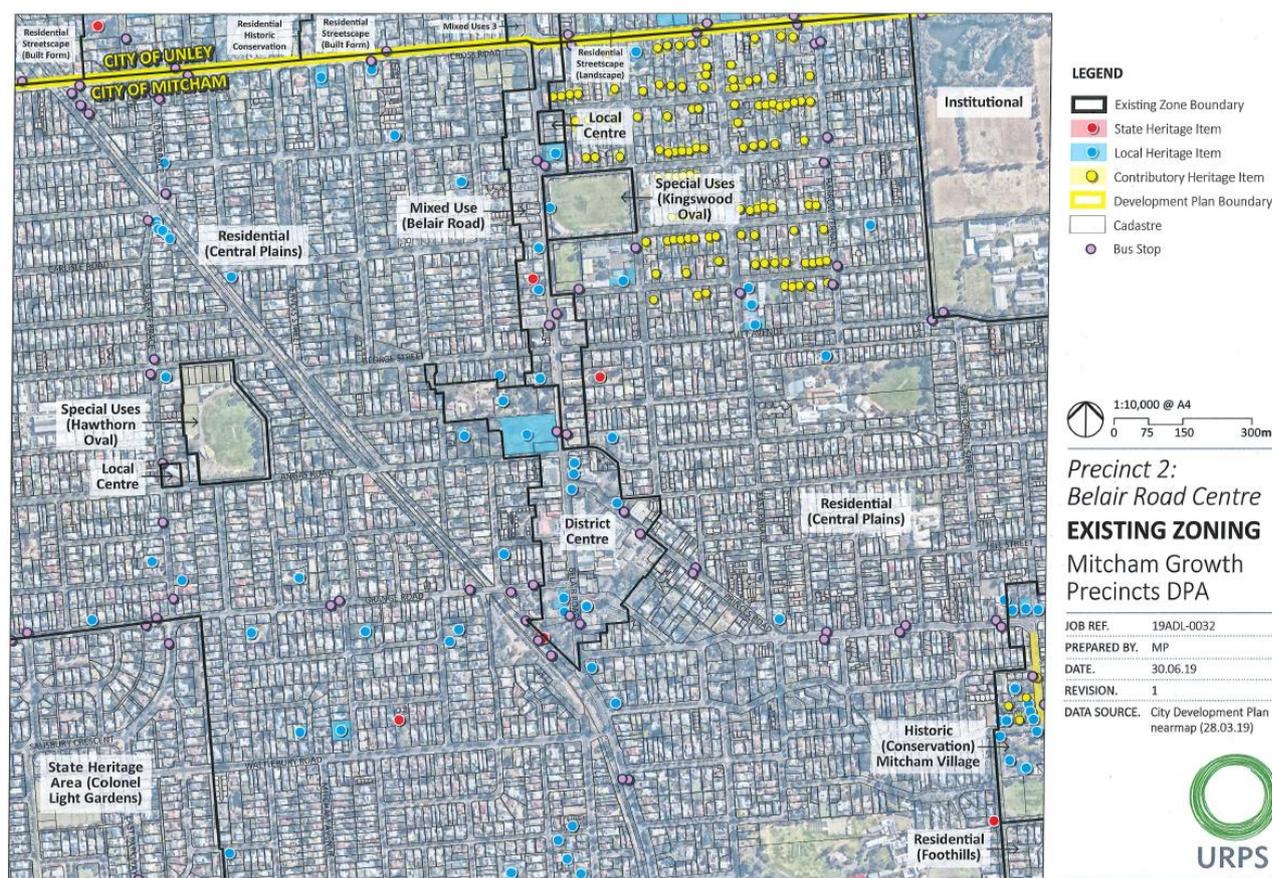


Figure 2.3 Belair Road Centre Existing Zoning

### 2.3.1 Characteristics

The following are the key characteristics:

- Mitcham Square Shopping Centre located in the district centre zone. This is a large shopping complex including a cinema
- Various food outlets, retail outlets and a hotel in the district centre zone
- Level rail crossing on Grange Road approximately 160m west of the intersection with Belair Road
- A number of side roads are blocked at the entrance to Belair Road creating dead end streets. This limits the number of access points with Belair Road
- Belair Road between Cross Road and Princes Road has an AADT of 28,400 vehicles with a CV percentage of 3% (based on 2017 data)
- Belair Road between Princes Road and Grange Road has an AADT of 23,800 vehicles with a CV percentage of 2.4 % (based on 2017 data)
- Belair Road south of Grange Road has an AADT of 24,100 vehicles with a CV percentage of 2% (based on 2019 data)

Key roads in the area are as follows:



- Cross Road – Arterial road under care and control of DPTI
- Belair Road – Arterial road under care and control of DPTI
- Grange Road – Distributor road under care and control of Council
- Tutt Avenue – Distributor road under care and control of Council
- Princes Road – Distributor road under care and control of Council
- Newark Road – Distributor road under care and control of Council
- Angas Road – Collector road under care and control of Council

### **2.3.2 Traffic Operation**

Delays are expected along the length of Belair Road in the study area in both AM and PM peak periods. Significant delays are expected at the northern end of Belair Road during the AM peak (northbound traffic) and adjacent the Mitcham Square Shopping Centre during the PM peak (southbound traffic).

Significant delays are expected west of the level crossing on Grange Road for eastbound traffic in the AM peak period.

Distributor and collector roads are used as supplements to the arterial roads in this network during times of congestion, with the arterial roads reaching saturation levels. This is acceptable by Council as long as the capacities of these supplementing roads do not exceed their capacity.

Council have identified that the following roads and intersections exceed their level of service:

- Belair Road
- Unley Road/Cross Road/Belair Road
- Belair Road/Grange Road
- Belair Road/Newark RoadCrash History



### 2.3.3 Crash History

**Table 2.3** Belair Road Centre Crash History

Location	Crashes	Injuries	Serious Injuries	Fatalities	Pedestrians/Cyclists
Belair Road / Cross Road	40	20	0	0	4
Belair Road / George Street	10	3	0	0	1
Belair Road / Eynesbury Avenue	8	4	0	0	0
Belair Road / Angas Road	6	1	0	0	2
Belair Road / Princes Road	9	3	1	0	1
Belair Road / Grange Road	16	5	0	0	1
Belair Road / Newark Road	11	3	0	0	0



## 2.4 Precinct 4: Goodwood Road / Cross Road

This precinct consists of mixed use zoning either side of Goodwood Road with residential area behind. On the western side of Goodwood Road at the intersection with Cross Road is a district centre zone. The current zones are shown in Figure 2.4 below.



Figure 2.4 Goodwood Road/Cross Road Existing Zoning

### 2.4.1 Characteristics

The following are the key characteristics:

- The district centre zone consists of a shopping centre complex with a large carpark
- The mixed use areas either side of Goodwood Road are a mix of various commercial businesses and residential properties
- Direct west of the district centre zone is Cabra Dominican College
- Between Avenue Road and Cumberland Avenue (west of Goodwood Road) is a park and sports field
- Goodwood Road between Cross Road and Grange Road has an AADT of 31,600 vehicles with a CV percentage of 2.5% (based on 2016 data)

Key roads in the area are as follows:

- Cross Road – Arterial road under care and control of DPTI
- Goodwood Road – Arterial road under care and control of DPTI
- Avenue Road – Collector road under care and control of Council



## 2.4.2 Traffic Operation

Traffic data suggests that the main delays are for northbound traffic in the AM peak period. This is focused at the northern end of Goodwood Road and is likely due to the signalised intersection with Cross Road. Southbound traffic experiences some delays adjacent the shopping centre during the PM peak, however no other significant delays were highlighted.

Distributor and collector roads are used as supplements to the arterial roads in this network during times of congestion, with the arterial roads reaching saturation levels. This is acceptable by Council as long as the capacities of these supplementing roads do not exceed their capacity.

Council have identified that the following roads and intersections exceed their level of service:

- Goodwood Road
- Goodwood Road/Cross Road

## 2.4.3 Crash History

**Table 2.4** Goodwood Road/Cross Road Crash History

Location	Crashes	Injuries	Serious Injuries	Fatalities	Pedestrians/Cyclists
Goodwood Road / Cross Road	53	15	0	0	2
Goodwood Road / Little Street	8	2	1	0	0
Goodwood Road / Carlisle Road	6	5	0	0	1



### 3 Daws Road / Goodwood Road

Figure 3.1 below shows the proposed zoning changes as part of the DPA. The changes involve the following rezoning:

- Residential zone adjacent Daws Road to Suburban Neighbourhood
- Institutional zone on the corner of Daws Road and Goodwood Road to Community
- Residential zone on Springbank Road to Mixed Use and Suburban Neighbourhood
- Light industrial on Goodwood Road to Mixed use
- Institutional zone on the east side of Goodwood Road to Mixed Use
- Institutional zone on the west side of Goodwood Road to Community
- Light Industry and Residential zone behind the Institutional zone on the east side of Goodwood Road to Suburban Neighbourhood
- Small section of Residential Zone west of Goodwood Road to Community
- Section of Residential Zone west of Goodwood Road o Neighbourhood Centre



**Figure 3.1 Daws Road/Goodwood Road Proposed Zone Changes**

Refer to URPS Mitcham (City) Growth Precincts Development Plan Amendment report for details of zoning changes.



### 3.1 Literature Review ITP

The literature review suggested that there is expected to be an additional 5,000 vehicle trips per day due to the proposed development. Due to the additional trips, it was recommended that the intersection of Springbank Road / Daws Road / Goodwood Road is to be upgraded. There are already plans for this upgrade work.

### 3.2 Considerations

There are a number of pedestrian movements that should be considered as development occurs and pedestrian movements increase. Of consideration is the likelihood of elderly pedestrians given the aged care facilities/retirement homes in the area. If these developments expand or if similar developments are constructed, then there is a likelihood of an increase in aged pedestrians.

Pedestrian considerations include the following:

- Pedestrian movements to/from Harvey Hayes Reserve should be considered. If large volumes are observed, desire lines should be noted, and pedestrian crossings may be warranted
- Pedestrian movements to/from Springbank Secondary College and Saint Therese School should be observed and if required additional crossings should be considered
- Pedestrian movements to/from various parks in the area such as Mortlock Park should be considered and if required additional crossings should be considered

Access from the proposed residential developments to Daws Road should be considered with the aim to limit the access points to Daws Road. Currently there are a number of local roads which intersect with Daws Road, providing multiple access points. As development increases these access point will experience additional traffic and may be a traffic concern. Consideration should be given to which local roads additional development faces, and consideration could be given to transport and parking plans including traffic control devices or closing access to Daws Road from some local roads.

Bus access to Bedford Industries will need to be considered and this may be impacted by the Daws Road / Goodwood Road / Springbank Road upgrade. The impacts of this upgrade and future traffic volumes will need to be considered.

Consideration should be given to the provision of parking to be on site for redeveloped areas, particularly for areas east of Goodwood Road. This will reduce congestion on the local road networks.

Consideration should be given to the role of Eliza Place with the proposed Goodwood Road / Daws Road / Springbank Road upgrade. Given there is crash history at this intersection and it is used by through traffic, consideration should be given to upgrade works or to transport and parking plans including traffic control devices to reduce through traffic.

Consideration should be given to the realignment of bus stops with the proposed Daws Road / Goodwood Road / Springbank Road upgrade.

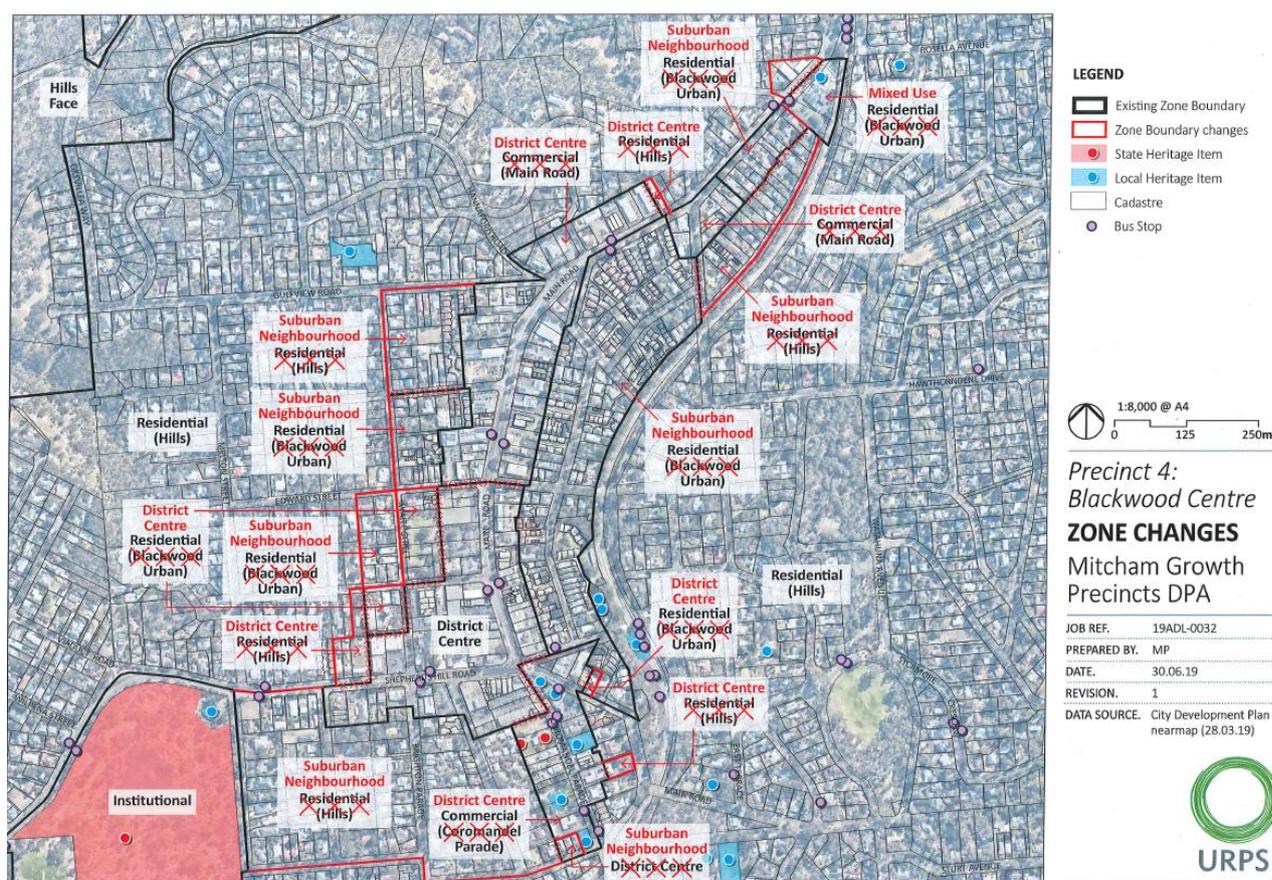
It is noted that the north-south corridor works are likely to impact traffic volumes along Goodwood Road and Daws Road. It is likely that the current annual traffic volume increases will reduce with more vehicles using the north-south corridor for longer trips. Whether the decrease in traffic volumes due to the north-south corridor will outweigh the increase in traffic due to the developments is known and difficult to determine. This would depend on the impacts on the north-south corridor upgrades, which should be monitored, and the extent of development that actually occurs. If traffic volumes do decrease, this will decrease the need to upgrade infrastructure. This should be monitored over the development of the north-south corridor and as development occurs.



## 4 Blackwood Town Centre

Figure 4.1 below shows the proposed zoning changes as part of the DPA. The changes involve the following rezoning:

- Extension of the District Centre zone to the west, south-east and north. This replaces existing Residential and Commercial zones
- Suburban Neighbourhood zoning surrounding the District Centre zoning. This replaces existing Residential, Commercial and a small section of District Centre zoning
- Mixed use zoning replacing Residential at the north-east extent of the area.



**Figure 4.1 Blackwood Town Centre Proposed Zone Changes**

Refer to URPS Mitcham (City) Growth Precincts Development Plan Amendment report for details of zoning changes.

### 4.1 Literature Review ITP

The literature review suggests that there is an expected increase of 4,000 vehicle trip per day with an increase of 400-800 peak hour trips. There is expected to be an increase in pedestrian trips with a recommendation to consider pedestrian actuated crossings (PACs) on arterial roads.

The following recommendations were suggested to address traffic:

- Roundabout at Main Road / Shepherd Hill Road. It is noted that this upgrade has been completed
- Grade separation at main road (or smart tech at level crossing)
- Grade separation at Glenalta (or smart tech at level crossing)



- Possible roundabout at Wait Street / Brighton Parade / Shepherds Hill Road intersection
- Review Main Road / East Terrace intersection (possible protected right turn lane)

In addition, there was a recommendation for an analysis into the requirement for new pedestrian crossings on Shepherds Hill Road. The locations of which will require further investigations.

## 4.2 Considerations

The crash history at the intersection of Shepherds Hill Road and Brighton Parade along with traffic delays along Shepherds Hill Road gives reason to prioritise the upgrade of this intersection. Development will increase the concerns in these areas and so it is recommended to upgrade the following roads as a priority:

- Intersection of Shepherds Hill Road / Brighton Parade
- Main Road

Given the exact impact of the development is unknown, these roads should be considered as traffic increases with the possibility of capacity issues.

Other intersections in the area should be monitored as development increases, with a focus on the intersections listed in section 4.1 (recommended upgrades in the ITP). Consideration should be given to upgrading Main Road to improve road safety given the high number of crashes.

Consideration should be given to upgrading the level crossings to improve traffic flow and road safety. If the frequency of train trips is to increase, then this should be a focus.

Given the high number of expected pedestrian traffic and the focus area being located in the centre of Blackwood, streetscape upgrades should be considered to introduce street characteristics and improve the environment of pedestrians. These upgrades should consider a balance between street characteristics, vehicle movements with Shepherds Hill Road and Main Road functioning as an arterial road and parking supply.

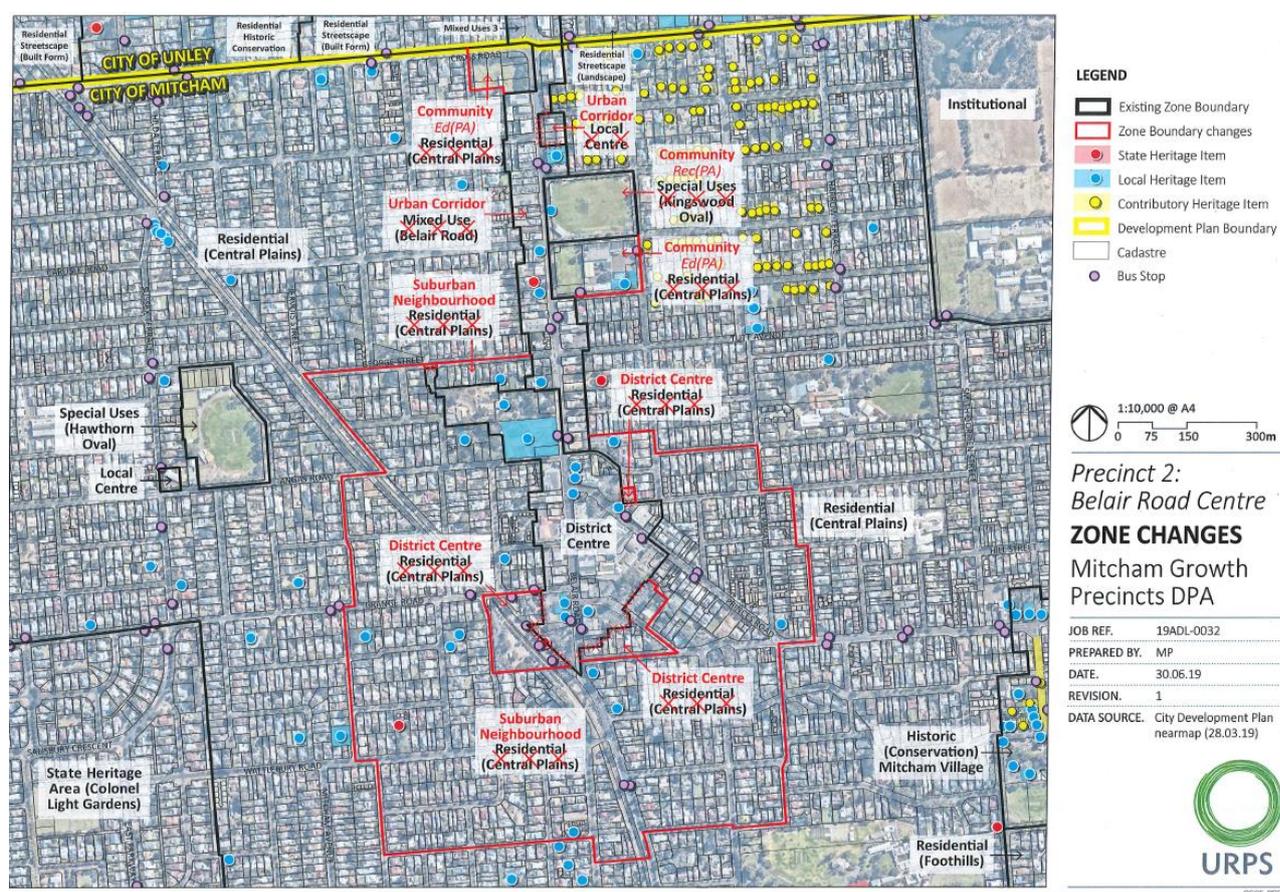
Adequate off-street parking should be provided for residents and workers to allow on-street parking for shoppers and visitors. The supply and availability of on-street parking should be monitored to ensure that there is adequate parking supply to supplement commercial land uses and service visitors to the area.



## 5 Belair Road Centre

Figure 5.1 below shows the proposed zoning changes as part of the DPA. The changes involve the following rezoning:

- Extension of the District Centre zone to the south and one block to the north-east. This replaces existing Residential zones
- Suburban Neighbourhood zone surrounding the District Centre zone. This replaces existing residential zoning
- Urban Corridor zone adjacent Belair Road from George Street to Cross Road. This replaces existing Mixed Use and Local Centre zoning
- Community zone replacing Residential at park on the corner of Belair Road and Cross Road
- Community zone replacing Special Use and Residential for the area of the Mitcham Girls High School and Kingswood Reserve



**Figure 5.1 Belair Road Centre Proposed Zone Changes**

Refer to URPS Mitcham (City) Growth Precincts Development Plan Amendment report for details of zoning changes.

### 5.1 Literature Review ITP

The literature review suggests that there is expected to be an increase of 5,000 vehicle trips per day by 2036. It was suggested that the key east-west routes (Angas Street, Grange Road and Princes Road) and minor streets to be considered for transport and parking plans including traffic control treatments.



It was also mentioned that these roads may need upgrades to increase capacity at key intersections. This would not be known until the extent of development and the actual traffic generation is known.

The following recommendations were suggested to address traffic:

- Reconfigure Grange Road / Newark Road / Belair Road Intersection
- Potential new pedestrian crossings at:
  - Belair Road
  - Princes Road
- Signalise Angas / Belair intersection (safe right turn from Hawthorn to Belair Road)

## 5.2 Considerations

Given the crash history, the intersections of Belair Road with Cross Road and Belair Road with Grange Road should be considered for upgrade works. There are existing road safety concerns at these locations and development will further raise these concerns.

Additional pedestrian crossings should be considered along Belair Road as pedestrian movements and volumes increase, to provide safe access for pedestrians.

Other intersections such as the intersection of Belair Road and Angas Road should be monitored to assess their performance as development occurs. This intersection is not a main transport route, however as mentioned in the ITP it should be considered to provide safe access from the local area of Hawthorn. Given the capacity issues at this site as highlighted by Council, signalisation of this intersection should be considered.

Given the arterial roads are at saturation levels and there is a large volume of rat running, consideration should be given to upgrading the arterial road network and the introduction of transport and parking plans to reduce rat running.

Given the expected pedestrian traffic and the focus area being located in a district centre area, streetscape upgrades should be considered to introduce street characteristics and improve the environment of pedestrians. These upgrades should consider a balance between street characteristics, vehicle movements with Belair Road functioning as an arterial road, public transport route and parking supply.



## 6 Goodwood Road / Cross Road

Figure 6.1 below shows the proposed zoning changes as part of the DPA. The changes involve the following rezoning:

- Urban Corridor zone adjacent Goodwood Road from Edward Street to Cross Road. This replaces Mixed Use, Residential and Local Centre zoning
- Community zone replacing Residential at the park on the corner of Goodwood Road and Avenue Road
- Community zone replacing Residential for the area of Cabra Dominican College
- Suburban Neighbourhood zone replacing Residential for the area surrounding Cabra Dominican College
- Community zone replacing residential at the location of Westbourne Primary School



Figure 6.1 Goodwood Road/Cross Road Proposed Zone Changes

Refer to URPS Mitcham (City) Growth Precincts Development Plan Amendment report for details of zoning changes.

### 6.1 Literature Review ITP

The literature review suggests that there is expected to be an increase of 5,000 vehicle trips per day by 2036. With additional vehicle and pedestrian trips, it was recommended that a pedestrian crossing be considered at Goodwood Road. It was mentioned that this area is likely to be impacted by the North-South Corridor works, which are likely to direct through traffic away from this area.



## 6.2 Considerations

With the increase in pedestrian and traffic volumes due to future development, pedestrian movements should be considered to provide safe pedestrian routes.

The following components should be considered regarding pedestrian safety and access:

- Pedestrian routes to the schools in the area (Westbourne Park Primary School and Cabra Dominican College) should be considered to provide safe road crossings as traffic increases. The nature of the pedestrians, consisting of children in large groups around school times, should be considered for any proposed treatments
- Consideration of elderly pedestrians with a focus on meeting DDA requirements and considering access to new developments
- The impact of residential growth on the access to schools in the area during peak school times. There have been issues raised with existing access to these schools during peak times, particularly with access to Cabra Dominican College via Little Street and Eaton Street. With further development consideration should be given to reducing congestion along these roads which could include alterations to the school access
- Developments in existing commercial areas should maintain existing parking provisions plus provide additional as per standard parking rates. If existing parking provisions are shown to not be used to capacity, discounts may be considered.

Given the arterial roads are at saturation levels and there is a large volume of rat running, consideration should be given to upgrading the arterial road network and the introduction of transport and parking plans to reduce rat running.



## 7 Review of Existing Development Plan Policies

The following is a review of the existing policies in Councils Development Plan which relate to the four focus areas.

### 7.1 General Policies

The following are a list of existing general policies relating to transport in the Development Plan:

- **Objective 16:** A comprehensive, integrated, and efficient, public and private transport system which will:
  - provide access to adequate transport services for all people, at an acceptable cost;
  - effectively support the economic development of metropolitan Adelaide and the State;
  - ensure a high level of safety; and
  - maintain the options for the introduction of suitable new transport technologies.
- **Objective 17:** A road hierarchy to form the basis of development controls and serve as a guide to the investment of road funds in order to ensure a safe and efficient traffic flow and to promote the saving of fuel and time. Arterial roads will provide for major traffic movements.
- **Objective 18:** A network of roads, paths and tracks, to accommodate satisfactorily a variety of vehicular, cycle and pedestrian, traffic.
- **Objective 19:** A compatible arrangement between land uses and the transport system which will:
  - ensure minimal noise and air pollution;
  - protect amenity of existing and future land uses;
  - provide adequate access; and
  - ensure maximum safety.
- **Objective 20:** A form of development adjoining main roads which will:
  - ensure traffic can move efficiently and safely;
  - discourage commercial ribbon development;
  - prevent large traffic-generating uses outside designated shopping/centre zones;
  - provide for adequate off-street parking; and
  - provide limited and safe points of access and egress.
- Development should conform with the following principles relating to traffic, parking and vehicles access, in addition to any relevant land use specific parking standards:
  - Development should provide safe and convenient access for private vehicles, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.
  - Development adjacent to arterial roads and outside centre or mixed use zones should be confined to land uses which generate low traffic volumes.
  - Access points onto public roads should be designed and located so as to minimise traffic hazards, queuing on public roads, and intrusion into adjacent residential areas.
  - The number, design and location of access points onto the arterial roads should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
  - Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility for drivers of motor vehicles entering arterial roads.
  - Development should provide sufficient off-street parking to accommodate resident, visitor, customer, employee, and service vehicles.
  - Where a development is required to provide car parking of 25 spaces or more, at least one car parking space should be provided in every 25 spaces for the disabled; and
  - Parking spaces for the disabled should be conveniently located in relation to building entrances, ramps, and other specialised access facilities required or necessary for use by the disabled.
  - Car parking areas should be designed and located so as to ensure safe and convenient pedestrian access from vehicles to facilities, and safe and convenient traffic circulation. Adequate provision should be made for manoeuvring into and out of parking bays, and, in the case of centre type development, parking areas and access ways should be designed to minimise conflict between customers and service vehicles.
  - The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads.



- Car parking areas should be sealed with material which will minimise any mud or dust hazard and provide an even, low maintenance pavement.
- Car parking areas should be:
  - line marked to indicate parking bays, movement aisles and direction of traffic flow;
  - graded and drained to efficiently remove surface water; and
- Individual car parking areas should, wherever possible, be designed and located so that:
  - vehicular movement between them does not require the use of public roads; and
  - the number of access points is minimised.
- Development should provide an opportunity for shared use of car parking facilities, and integration of car parking areas with adjacent development so as to reduce the total extent of car parking areas and reduce the number of access points.
- Where traffic control measures, public works and other relevant facilities are required as a direct result of a development being undertaken, the cost of such works or facilities should be borne by the developer.
- Residential development located within centre zones should have access and car parking facilities separate from any access and car parking areas serving centre facilities.

## 7.2 Residential Development

- Residential development specifically for aged or disabled persons should be located with adequate access to essential community services and facilities, including public transport, shops, health and welfare centres and meeting halls, and should not be located on sites where difficulties arise such as those caused by steep gradients.
- Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
- Within residential zones, open space should provide for recreational activities, pedestrian and bicycle links and the preservation of natural features.
- Residential development should:
  - not have a significant adverse effect on safety and amenity due to generation of through traffic;
  - provide for safe and efficient distribution of traffic;
  - provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons;
  - provide for easy access for emergency and essential service vehicles; and
  - be designed to minimise the adverse effects of adjacent traffic movement.
- Adequate on site parking should be provided to meet the needs of residents and visitors and not create a requirement for on-street parking that would create a danger to the free flow of traffic or cause nuisance to nearby properties. Accordingly, on site parking should be provided so as to satisfy the rate applicable to the kind of development as follows:
  - Multiple Dwelling, Boarding House, Residential Club. One car parking space is to be provided for each lodging room.
  - All Other Dwellings (excluding development which comprises a hostel or nursing home, or aged persons accommodation defined as housing subsidised under the Aged Persons Homes Act or subsequent legislation).Car parking spaces are to be provided on the site of a dwelling as follows:

Number of bedrooms or rooms able to be used as bedrooms	Number of car parking spaces
1	1
2 or more	2

- Multi-Dwelling Development (applicable to development containing three or more dwellings)
- Where development comprises three or more dwellings, visitor car parking is to be:
  - provided in association with the development at the rate of one visitor car parking space for every two dwellings in the development in addition to the requirements above; and



- located and/or screened so as to minimise impact on adjoining properties and not positioned between the building line and a public road unless screened from view from the road by fencing or landscaping.
- Driveways should provide safe and convenient access to and from the site, and be located so as create a low impact on adjoining residential properties. In particular, driveways should be in accord with the following requirements:
  - Driveway access to any building should have a maximum gradient of 1-in-5; a driveway with a gradient exceeding 1-in-5 should be considered only if designed by a chartered professional engineer.
  - Where an access driveway is designed to serve more than three dwellings on an allotment, the driveway is to be designed to have a minimum pavement width of:
    - 5.5 metres for the length of the driveway, or 5.5 metres for the first five metres of the driveway and at any other appropriate locations to allow two vehicles to pass; and
    - where access is to an arterial or collector road, not less than six metres for the first five metres of the driveway from the road boundary or otherwise designed to allow vehicles to exit the site in a forward direction.
  - Dimensions allowed for manoeuvring vehicles should accord with Australian Standard 2890.1 or subsequent amendment.
- The design of public road reserves should reflect the status of the residential roads as arterial, major collector, collector, local or minor local roads.
- The layout of local streets should achieve a speed environment of 40 kilometres per hour or less, unless the street serves as a collector road carrying through traffic.
- On minor local streets the shared use of the carriageway by vehicles, cyclists and pedestrians may be appropriate provided that the speed environment is such as to achieve traffic speeds of below 30 kilometres per hour.
- Local residential streets which do not provide for continuous parking along the carriageway should provide on-street parking, in indented bays or otherwise, at a rate of at least one space for every allotment in the street.

## 7.3 Centres and Retail Development

- Development within centres should:
  - allow for the multiple use of facilities and the sharing of utility spaces;
  - be integrated with public and community transport
- Development within centres should provide:
  - access for public and community transport and sheltered waiting areas for passengers;
  - lighting for pedestrian paths, buildings and associated areas;
  - safe and secure bicycle parking.
- Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- Centre development straddling an arterial road should:
  - concentrate on one side of the arterial road or one quadrant of the arterial road intersection;
  - minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.
- Development within centre zones should be located having regard to the following principles:
  - Within zones which straddle arterial roads or the intersection of arterial roads, the major shopping focus, defined by the gross leasable area and the associated car parking, should be restricted to one side of the road or one quadrant of the intersection;
  - Development should not generate pedestrian or vehicular traffic onto or across an arterial road in such a way as to materially impair the movement of traffic on that road or to cause safety hazards;
  - Development should not generate significant increases in traffic in adjacent residential areas;
  - Development, including required car parking and landscaping, should be accommodated on land which is not required for road widening.



- Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform to the following access, movement and car parking principles (except where otherwise stated in the zone):
  - development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;
  - except for traffic movement on major through roads, pedestrian movement within centres should be the movement mode of most importance and be given predominance in design of movement paths in the centre;
  - pedestrians should be channelled onto pedestrian paths by use of barriers to reduce the possibility of pedestrian and vehicular conflict within the centre;
  - pedestrian paths should be:
    - constructed with minimal grade changes or steps and require driveways to change level where they cross; and
    - paved with a material which contrasts with driveway and parking area paving;
  - areas and facilities should be provided for the parking and securing of bicycles, storage of shopping trolleys and hitching of dogs, provided that the facilities for the hitching of dogs are not within pedestrian movement areas;
  - access points onto public roads should be designed and located to minimise traffic hazards, queuing on public roads and intrusion into adjacent residential areas;
  - the number, location and design of access points onto the arterial roads should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions, and traffic control devices;
  - development in the form of retail showrooms trading in bulky goods merchandise, should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements. Access points for the development should be determined by the Department of Road Transport in consultation with the Planning Authority.
  - shopping development should provide for separate parking spaces for the disabled;
  - development should provide sufficient off-street parking to accommodate customer, employee and service vehicles;
  - car parking areas should be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe and convenient traffic circulation, minimal conflict between customer and service vehicles and should include adequate provision for manoeuvring into and out of parking bays;
  - the layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads;
  - individual parking areas should, wherever possible, be located and designed so that:
    - vehicular movement between them does not require the use of public roads; and
    - the number of access points is minimised;
  - access to car parking areas and the direction of traffic flow within them should be made obvious to motorists by legible signs at the entrance;
  - opportunities for the shared use of car parking between development should be exploited so as to reduce the total extent of car parking areas;
  - residential development located within centre zones should have access and car parking facilities separate from any access and car parking areas serving centre facilities;
  - development should provide car parking spaces for employees, customers, clients and visitors in accordance with the following standards:
    - for a shop excluding a retail showroom, in a:
      - local centre zone - five car parking spaces per 100 square metres of lettable area;
      - neighbourhood centre zone - six car parking spaces per 100 square metres of lettable area;
      - district centre zone - seven car parking spaces per 100 square metres of lettable area; and
      - shop outside centre zone - seven car parking spaces per 100 square metres of lettable area,provided that where the shop is a restaurant the development should provide, instead of the above requirements, one car parking space for every three seats provided or able to be provided and, where the restaurant also dispenses takeaway food, the car parking requirements for a shop as specified above should also be satisfied;



- for a bank or office, one car parking space for every 25 square metres of total floor area, provided that at least two car parking spaces are provided;
- for a consulting room, at least three car parking spaces for each part of the building used or capable of being used as a consulting room; and
- for a retail showroom one car parking space for every 30 square metres of net lettable area.
- Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform with the following design principles (except where otherwise stated in the zone):
  - Development should provide for the integration of existing and future facilities so as to promote ease of pedestrian movement and sharing of facilities, while retaining opportunities for future expansion within the zone;
  - Development should provide:
    - off-street loading, service areas and service vehicle manoeuvring areas.

## 7.4 Community Facilities

- Community facilities should provide car parking in accordance with the following standards:
  - primary school and educational establishment - one car parking space for each full time staff member, plus a minimum of five car parking spaces for visitors;
  - meeting hall or place of worship - one car parking space for every five seats provided, or able to be provided, in the development;
  - community centre - one car parking space for every ten square metres of total floor area;
  - hospital - one car parking space for every two beds in the development; and
  - nursing home, rest home, or hostel - one car parking space for every three beds in the development.
- Primary schools and educational establishments should provide an adequate area, within the facility site, for buses to pick up and set down passengers, and for day to day vehicular drop off and pick up of students.

## 7.5 Medium and High-Rise Development

- Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:
  - incorporating active uses such as shops or offices, prominent entry areas for multistorey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and/or Policy Area provisions;
  - minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.
- Entrances to multi-storey buildings should:
  - be oriented towards the street;
  - provide separate access for residential and non-residential land uses.
- Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.



## 7.6 Carparking Rates

**Table 7.1 Existing Development Plan Parking Rates**

Location of Development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
<b>Non-residential development excluding tourist accommodation</b>		
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metre
<b>Tourist accommodation</b>		
Regional Activity Zone Suburban Activity Node Zone	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms
<b>Residential development in the form of residential flat buildings and residential development in multi-storey buildings</b>		
Regional Activity Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling 0.25 per bed for student accommodation Plus 0.25 visitor parks per dwelling	
Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling Plus 0.25 visitor parks per dwelling	
<b>Row, semi-detached and detached dwellings</b>		
Regional Activity Zone Suburban Activity Node Zone	1 or 2 bedrooms – 1 3 + bedrooms - 2	
<b>Student accommodation</b>		
Regional Activity Zone Suburban Activity Node Zone	0.25 per bedroom per dwelling plus 0.03 visitor parks per bedroom per dwelling	



## **7.7 Summary**

### **7.7.1 General Policies**

The existing general policies appear to be suitable unless specific area policies apply. There are no recommended changes to the general policies.

### **7.7.2 Residential Developments**

The residential development policies appear to be adequate with the exception of additional policies or policy changes recommended for the Urban Corridor and Suburban Neighbourhood Zones in section 8 of this report.

### **7.7.3 Centres and Retail Development**

The centres and retail development policies appear to be suitable. Parking rates mostly match the Aurecon Parking Spaces for Urban Spaces report and are considered suitable for the respective zones.

### **7.7.4 Community Facilities**

Parking rates are as per the Aurecon report and are considered to be applicable.

### **7.7.5 Medium and High-Rise Development**

Policies are suitable and should be considered with policies recommended in section 8 of this report when development is in the respective zones.

### **7.7.6 Carparking Rates**

Carparking rates mostly match the Aurecon report. Some developments require less parking spaces than the report, however these are referenced with a certain zone and are to achieve a planning outcome. For developments not mentioned in the Development Plan, it is recommended that the Aurecon report is referred to for parking rates. Discounts as mentioned in the report should be considered where applicable, such as where adjacent transit corridors.

Lesser parking requirements can be considered where there is an availability of on-street parking or shared off-street parking or to achieve planning goals such as an increase in alternate transport means (public transport, walking and cycling).



## 8 New Zoning Discussion

As part of the DPAs there is the introduction of the following zoning categories which are not currently included in the City of Mitcham Development Plan:

- Urban Corridor Zone
- Suburban Neighbourhood Zone

DPTI have provided a technical information sheet for each of these zones with details on the policies.

A description of the key characteristics is below:

- Urban Corridor Zone
  - Consists of medium-high density development in close proximity to transit corridors
  - Introduced to increase the number of dwellings adjacent public transport and encourage public transport usage
  - Minimum building height of three stories
- Suburban Neighbourhood Zone
  - Provides a residential character however allows the development of other land usages allowing for response to changing markets
  - Building heights up to three stories

Below are recommended transport related policies for each area:

- Urban Corridor Zone
  - Vehicle access to Urban Corridor Zone allotments, where practical should be directed to rear and side of the site. Allotment amalgamation should be promoted to minimise the number of allotment access points onto arterial roads.
  - Sufficient residential off-street parking should be provided, to be located on the ground floor or basement. Recommended parking rates are 1 per one-bedroom dwelling, 1.2-1.75 per two-bedroom dwelling, 1.75-2 per three or more bedroom dwelling plus 0.25-0.5 per dwelling for visitors. This is based on Aurecon Parking Spaces for Urban Places report. This is the recommended provision however it should be assessed on a case by case basis. It is noted that these rates are lower than the City of Mitcham Development Plan rates for residential developments, however this is due to access to the urban corridor with the aim to increase reliance on public transport.
  - Off-street parking should be provided for commercial developments based on the requirements for that development type (note discounts can be applied due to the availability of public transport). It is preferable for this parking to be provided by external shared carparks such as multi-level parking structures in the vicinity of the area. Commercial parking should be separated from residential parking; however, it may be combined with visitor parking.
  - On-street parking should not be provided/relied on for the proposed developments.
  - Provision for bike storage should be provided for both residential and commercial developments. Refer to standard rates for each development type.
  - Pedestrian access to commercial developments should be provided via the front of the development (i.e. the urban corridor).
  - Pedestrian access for residential developments can be provided via any side of the building as long as safe and DDA compliant access is provided.
  - Safe and DDA compliant pedestrian access should be provided to each development.
  - Provide side/rear access for a medium rigid vehicle (MRV) to allow refuse collection.
  - Where possible driveway accesses should be positioned to maximise the availability of on-street parking. This includes shared driveway accesses where possible and practical.
- Suburban Neighbourhood Zone
  - Vehicle access not to be provided via main roads. Vehicles access can be provided via the front of the site as long as it is via a local road.
  - Sufficient residential off-street parking should be provided. Recommended parking rates are 1 per one-bedroom dwelling, 2 per two or more bedroom dwelling plus 0.5 per dwelling for visitors. This is consistent with Councils Development Plan rates.
  - Off-street parking for commercial and other non-residential land uses should be based on a case by case basis as per standard parking rates.
  - Where available, on-street parking can be used to supplement residential and non-residential development.



- Surrounding non-residential development, parking controls may be required to encourage turnover.
- Provision for bike storage should be provided for developments to encourage alternate modes of transport.
- Provide side/rear access for a MRV to allow refuse collection.
- Pedestrian access should be provided by any safe and DDA compliant means. Where a non-residential development faces a main road, pedestrian access should be provided via the main road if possible.
- Safe and DDA compliant pedestrian access should be provided from the developments to main roads and points of interest.
- Where possible driveway accesses should be positioned to maximise the availability of on-street parking. This includes shared driveway accesses where possible and practical.



## 9 Recommendations

The following are the recommendations based on the ITP and the assessment undertaken. These recommendations are separated into general recommendations for the area, specific recommendations for each zone, changes/considerations to the existing development plan and considerations for the new zones not in the current development plan.

### 9.1.1 General Recommendations

The following are general recommendations for the entire study area:

- Consider local transport plans given that the existing arterial road network is at capacity and concerns with rat running. This can involve the strategic placement of traffic control devices to discourage and reduce rat running in the local road network.
- Monitor pedestrian and cyclist movements with the increase in development. With a focus of increasing alternate modes of transport, these movements should be monitored to improve mobility and safety and encourage these modes of transport.
- Monitor the supply and availability of on-street parking to provide a supplement to commercial land uses and provide parking for visitors to the area. The supply of on-street parking can provide a benefit of shared use parking with the occupants able to park and access multiple developments.
- Provide adequate off-street parking for each development. This is important for residential developments. The supply of off-street parking will reduce the demand of on-street parking, free parks to be used as shared parking spaces.

### 9.1.2 Daws Road / Goodwood Road

- Consideration of the following pedestrian movements, with potential for pedestrian crossings:
  - Movements to/from Harvey Hayes Reserve.
  - Movements to/from Springbank Secondary College and Saint Therese School
  - Movements to/from various parks in the area such as Mortlock Park
- Consider bus access to Bedford Industries and impact of nearby works on this.
- Consideration should be given to the role of Eliza Place, with a transport and parking plan recommended
- Consideration should be given to the realignment of bus stops with the proposed Daws Road / Goodwood Road / Springbank Road upgrade.

### 9.1.3 Blackwood Town Centre

- It is recommended to upgrade the Shepherds Hill Road / Brighton Parade intersection as a priority
- Another intersection to consider as mentioned in the ITP is the Main Road / East Terrace intersection
- As mentioned in the ITP the following level crossings should be considered for upgrade works
  - Grade separation at main road (or smart tech at level crossing)
  - Grade separation at Glenalta (or smart tech at level crossing)
  - Grade separation at Grange Road (or smart tech at level crossing)

### 9.1.4 Belair Road Centre

- It is recommended to upgrade the intersections of Belair Road with Cross Road and Belair Road with Grange Road. There are existing road safety concerns at these locations and development will further raise these concerns.
- Additional pedestrian crossings should be considered along Belair Road as pedestrian movements and volumes increase, to provide safe access for pedestrians.
- Other intersections such as the intersection of Belair Road and Angas Road mentioned in the ITP should be monitored to assess their performance as development occurs.



### 9.1.5 Goodwood Road / Cross Road

- Consideration of the following pedestrian movements, with potential for pedestrian crossings:
  - Pedestrian routes to the schools in the area (Westbourne Park Primary School and Cabra Dominican College)
  - Consideration of elderly pedestrians with a focus on meeting DDA requirements and considering access to new developments
- Recommended that a transport and parking plan be developed for the area surrounding Cabra Dominican College and other schools in the area
- Developments in existing commercial areas should maintain existing parking provisions plus provide additional as per standard parking rates. If existing parking provisions are shown to not be used to capacity, discounts may be considered.

### 9.1.6 Existing Development Plan Policies

- Existing Development Plan policies appear to be adequate
- The Aurecon Parking Spaces for Urban Spaces report should be considered when assessing parking requirements for developments not in the current Development Plan. Discount rates should be considered and applied where there is an availability of public transport or shared carparking

### 9.1.7 New Zoning Recommendations

- Urban Corridor Zone
  - Vehicle access to Urban Corridor Zone allotments, where practical should be directed to rear and side of the site. Allotment amalgamation should be promoted to minimise the number of allotment access points onto arterial roads.
  - Sufficient residential off-street parking should be provided, to be located on the ground floor or basement. Recommended parking rates are 1 per one-bedroom dwelling, 1.2-1.75 per two-bedroom dwelling, 1.75-2 per three or more bedroom dwelling plus 0.25-0.5 per dwelling for visitors. This is based on Aurecon Parking Spaces for Urban Places report. This is the recommended provision however it should be assessed on a case by case basis. It is noted that these rates are lower than the City of Mitcham Development Plan rates for residential developments, however this is due to access to the urban corridor with the aim to increase reliance on public transport.
  - Off-street parking should be provided for commercial developments based on the requirements for that development type (note discounts can be applied due to the availability of public transport). It is preferable for this parking to be provided by external shared carparks such as multi-level parking structures in the vicinity of the area. Commercial parking should be separated from residential parking; however, it may be combined with visitor parking.
  - On-street parking should not be provided/relied on for the proposed developments.
  - Provision for bike storage should be provided for both residential and commercial developments. Refer to standard rates for each development type.
  - Pedestrian access to commercial developments should be provided via the front of the development (i.e. the urban corridor).
  - Pedestrian access for residential developments can be provided via any side of the building as long as safe and DDA compliant access is provided.
  - Safe and DDA compliant pedestrian access should be provided to each development.
  - Provide side/rear access for a medium rigid vehicle (MRV) to allow refuse collection.
  - Where possible driveway accesses should be positioned to maximise the availability of on-street parking. This includes shared driveway accesses where possible and practical.
- Suburban Neighbourhood Zone
  - Vehicle access not to be provided via main roads. Vehicle access can be provided via the front of the site as long as it is via a local road.
  - Sufficient residential off-street parking should be provided. Recommended parking rates are 1 per one-bedroom dwelling, 2 per two or more bedroom dwelling plus 0.5 per dwelling for visitors. This is consistent with Council's Development Plan rates.
  - Off-street parking for commercial and other non-residential land uses should be based on a case by case basis as per standard parking rates.
  - Where available, on-street parking can be used to supplement residential and non-residential development.
  - Surrounding non-residential development, parking controls may be required to encourage turnover.
  - Provision for bike storage should be provided for developments to encourage alternate modes of transport.



- Provide side/rear access for a MRV to allow refuse collection.
- Pedestrian access should be provided by any safe and DDA compliant means. Where a non-residential development faces a main road, pedestrian access should be provided via the main road if possible.
- Safe and DDA compliant pedestrian access should be provided from the developments to main roads and points of interest.
- Where possible driveway accesses should be positioned to maximise the availability of on-street parking. This includes shared driveway accesses where possible and practical.

