

# Traffic and parking

Dunlop Avenue, Ascot Vale

## Traffic and parking

During our engagement with the community in late 2017 and early 2018, we heard that residents living on Francis Street had concerns that people will use the laneway to the north of the site to access the estate. As a result of these concerns we have allowed for vehicle access to the site to be provided in three places. Two access points will be from Dunlop Avenue, and the other will be from Rothwell Street.

We are proposing that car parking areas will be located underneath the buildings in the basements and semi-basements. The location of the basements has been chosen so that we do not affect the root systems of mature trees. This means that the trees do not have to be removed. The design will also make sure that large areas of 'deep-soil' will remain, so that new trees can be planted as part of the redevelopment.

There are currently only 35 car parking spaces on site. The site is close to the Ascot Vale train station and a number of other public transport options. It is understood that residents who live in more built up areas make choices not to drive and to use other forms of transport such as cycling, walking and catching public transport. With this in mind, we are proposing a lower number of car parks to encourage people to use more sustainable forms of transport. We will provide more secure bicycle parking than is required in the planning scheme<sup>1</sup>. This means that every property that does not have an allocated car space will have space to park a bike.

We are proposing to upgrade Dunlop Avenue to improve traffic movement and to manage any additional traffic that may be caused by the redevelopment. This includes providing additional parking for visitors along Dunlop Avenue.

**Table 1: Summary of the existing and proposed car parking spaces per home**

	Number of homes	Number of parking spaces	Proposed car parking ratio
<b>Existing</b>			
Public housing	80	35	0.4 spaces/home
<b>Proposed</b>			
Public housing	88	53	0.6 spaces/home
Private (including first home buyers)	112	90	0.8 spaces/home
Visitor	n/a	26 indented bays on Dunlop Avenue	0.1 spaces/home

<sup>1</sup> Clause 52.34 of the Moonee Valley Planning Scheme

## Frequently asked questions

### Why is the rate of car parking less for public housing?

The Department of Health and Human Services previously commissioned two reports by GTA Consultants to understand this issue. Car ownership data from the Australian Bureau of Statistics (ABS) tells us that public housing properties have lower rates of car ownership than private properties. The independent Social Housing Renewal Standing Advisory Committee has accepted a lower ratio of parking per home to be provided. They have accepted similar proposals for other sites in the renewal program in 2017.

### When will the traffic engineering report be made public?

We are relying on advice from a traffic engineer as we develop the plans. At the end of this round of engagement we will confirm the details of the design and ask the traffic engineer to prepare a traffic engineering report. We will make the report public as part of the planning permit application to Moonee Valley City Council.

### Will the existing street trees on Dunlop Avenue be retained?

We will need to widen Dunlop Avenue to allow for better traffic flow along the road. As a result of this most of the existing street trees on Dunlop Avenue will need to be replaced. We will work closely with Moonee Valley City Council to make sure we plant new trees in Dunlop Avenue in accordance with their *Street Planting Strategy*, 16 October 2017.

### Will public transport be upgraded as part of the renewal?

Upgrades to train, tram and bus services and infrastructure is the responsibility of Transport for Victoria. During the planning permit process, Moonee Valley City Council will formally refer the application to Transport for Victoria as a referral body.

## Related reports and plans

- GTA Consultants 6 October 2009, *Review of Social Housing Car Parking Demands*
- GTA Consultants November 2017, *Review of Social Housing Car Parking Demands*
- Plan 11: Vehicle access and parking
- Plan 12: Vehicle movement

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