

Dear Spencer,

9 June 2021

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Project Manager
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Upper Level 3 GPO Building
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Melbourne VIC 3000

Work Package 3 and 4 – Caulfield Racecourse Car Parking Assessment

1 Introduction

Ratio Consultants have undertaken a car parking assessment associated with Work Package 3 and 4 (WP3 and WP4) of the proposed upgrades to the Caulfield Racecourse.

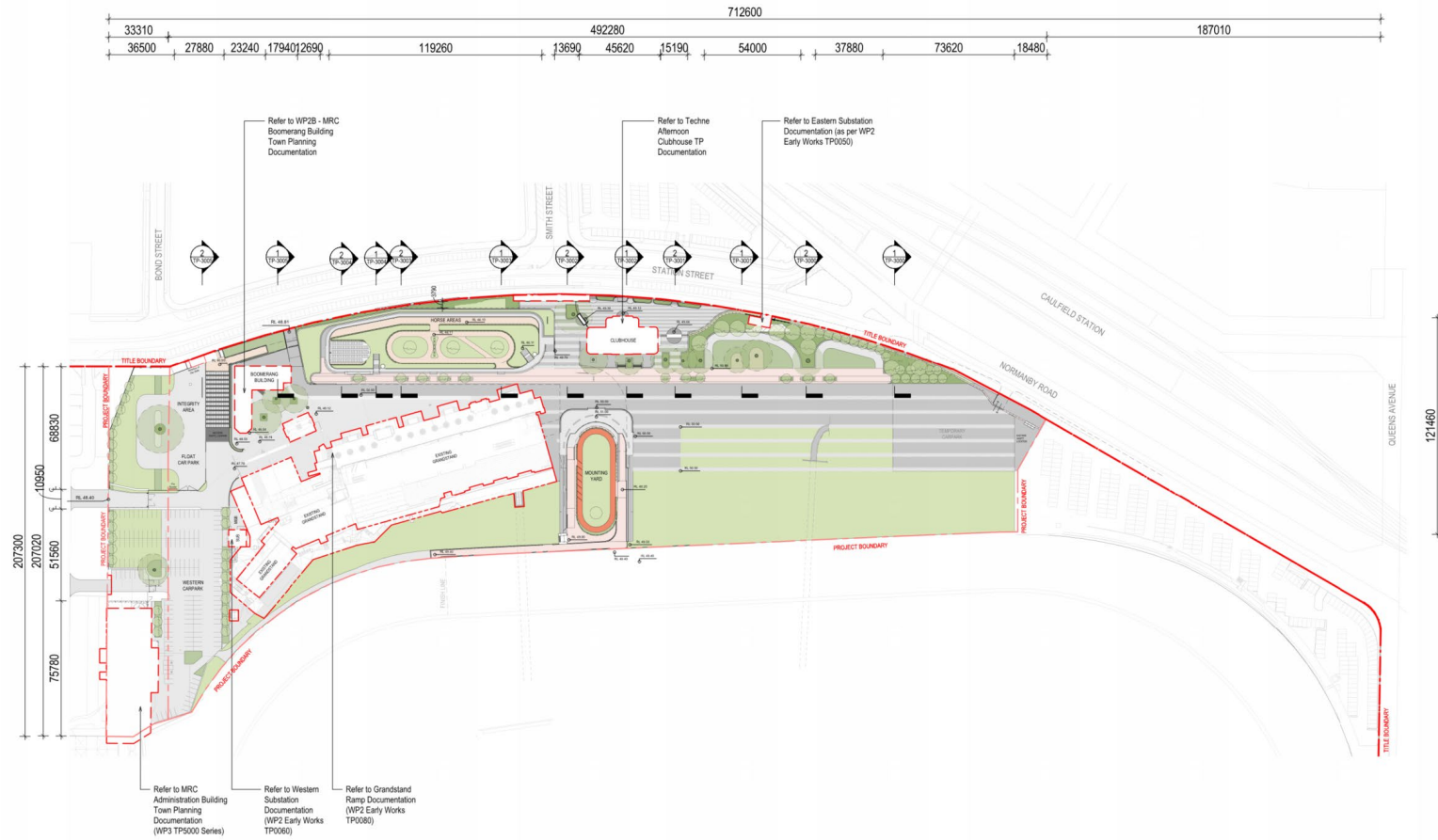
The proposal (Public Realm & Administration Building Project) comprises of extensive work to the northern precinct of the racecourse and provides for major new public and operational areas. Buildings and works within WP3 and WP4 project primarily seek to reposition the site experience for patrons, owners, racing industry participants, the public and staff rather than seek to extend existing permitted use of the land or introduce new uses.

More specifically, the proposed planning permit application will comprise of the following:

- A new Main Gate area with public forecourt and off-street patron arrival areas on Station Street.
- Restoration of existing Clubhouse building as a major customer service and hospitality facility.
- Subterranean day stall complex including integrity areas.
- Mounting yard at the eastern end of the existing grandstand with lower-level jockey/industry amenities.
- Multi-storey administration building at the western end of the precinct.
- Establishment of an operational zone at the western end of the site incorporating parking, loading and float parking areas.
- Landscaping, vegetation, and hardscaping throughout.
- Upgraded fence line and external interface.

Modern safety, access, and environmental elements throughout.

Figure 1 – WP3 and WP4 Proposed Site Plan



1 WP3 PROPOSED SITE PLAN - UPPER
1:100

	CONSULTANT Hassell LDT ABN 607 711 435 111 Lake Collins Street Melbourne VIC 3000 Australia T +61 3 9420 3000 F +61 3 9420 1422 info@hassell.com.au Mark Lougheed VIC Peter Lee VIC	REFERENCE	NORTH 	NOTES 1. Do not scale drawing. Written dimensions govern. 2. All dimensions are in millimetres unless noted otherwise. 3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies. 4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings. This drawing is an uncontrolled copy. Unless noted otherwise. © Copyright of this drawing is vested in Hassell Ltd.	REV DESCRIPTION 01 Issued for Comment 02 Issued for Comment 03 Issued for Review 04 Issued for Review 05 For Town Planning 06 For Town Planning 07 For Town Planning 08 For Town Planning	DATE 01 11/12/20 02 11/12/20 03 18/12/20 04 20/12/21 05 05/02/21 06 10/05/21 07 01/06/21 08 10/06/21	CLIENT MELBOURNE RACING CLUB PROJECT MRC NORTHERN PRECINCT_TP STATION STREET, CAULFIELD EAST VIC 3145	STATUS DRAWING TITLE Site Plan - Upper	REVIEWED CH APPROVED EM DRAWING NO. TP-1200	SCALE @ A1 1:100 PROJECT NO. 014264 REV NO. 08
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The WP3 and WP4 works package removes the existing Glasshouse club facility. MRC have advised that this use will be reinstated as part of a future works package.

The new administration building provides improved facilities for MRC administrative activity and consolidates existing administration facilities currently spread across the Racecourse and in building to be demolished to a single location.

As advised by MRC, the new administration building replaces:

- 1595 sqm of office space across existing admin buildings to be removed; and
- The 490 sqm Maple Building also currently used for MRC administration purposes.

This letter addresses the car parking operation of the racecourse and its relation to the statutory requirements associated with the additional structures.

2 Caulfield Racecourse Car Parking and Access

2.1 Current Car Parking Provision

Over 2,800 car parking spaces are provided for the Racecourse across various car parks as follows:

- Maple Carpark: 698 spaces
- Infield Carpark: 1,402 spaces
- Glasshouse Carpark: 177 spaces
- Glasshouse Service Yard Carpark: 8 spaces
- Guineas Carpark: 528 spaces

The full use of the infield car park is limited to major race events, with lesser car parking occurring in this area at other times. During major race events, access to the Guineas car park is typically unavailable.

We note that the infield car park is outside of the WP3 and WP4 works area, and no changes are proposed to this car park as part of this application.

2.2 Proposed Change in Car Parking Provision

As part of Work Package 3 and 4 (WP3 and WP4) it is proposed to construct a new administration building serviced by a new car park, towards the southwest corner of the site. The new car park will comprise 156 employee car parking spaces within a secure car park, with 7 visitor car parks along the northern frontage of the proposed building. These works will result in the loss of approximately 20 spaces from the Maple car park.

The eastern extent of the WP3 and WP4 area extends over part of the existing Guineas car park. Works in this area will remove 273 car parking spaces within the Guineas car park, with part of this loss off-set by a new 173 space temporary car parking area.

Works around the existing Glasshouse building will also result in the loss of 8 at grade car parking spaces to the immediate east of the current building.

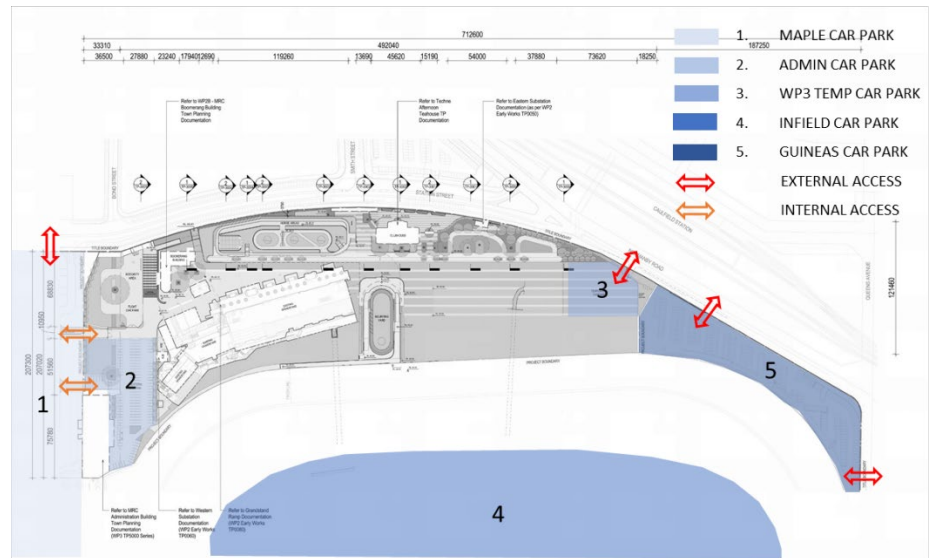
As such the net change Racecourse car parking provision, excluding the infield car parking area, as a result of WP3 and WP4 works is gain of 35 car spaces.

The change in car parking across the Racecourse as a result of WP3 and WP4 is outlined in Table 2.1. The location of car parking across the Racecourse post the WP3 and WP4 works is shown on Figure 2.

Table 2.1: Change in Total Car Parking Provision

Car Park	Change in Parking Provision
Maple Carpark	-20 spaces
Glasshouse Service Yard Carpark	-8 spaces
Admin Building Carpark	+163 spaces
Guineas Carpark (existing)	-273 spaces
WP3 and WP4 Temporary Carpark (proposed)	+173 spaces
Overall Change in WP3 and WP4	+35 spaces

Figure 2 WP3 and WP4 Car Park Areas



2.3 Racecourse Access

The WP3 and WP4 works do not seek to make substantive changes to the current Racecourse access regime and by-in-large rely on existing Racecourse access points to surrounding roads.

Access to the western interface of the WP3 and WP4 area will be through the Maples car park and existing gates to Station Street and Kambrook Road. Consistent with the current Racecourse access regime, post the WP3 and WP4 works, these gates will continue to service:

- The days stalls and horse mounting yard;
- The western end of the Racecourse operation areas incorporating parking, loading and float parking areas; and
- Service and emergency vehicle access to the Grandstand and Racecourse operations area.

These gates will also provide access to the new administration building and associated car park, noting that the Maple Car Park has historically been used as car parking for existing administration uses.

Access to the Guineas Car Park will remain from Normanby Street and Queens Avenue. The current vehicle access to the Racecourse from Station Street to the east of the existing Glasshouse building will be removed.

A new access to the temporary car park is proposed from Normanby Road to the east of the Station Street intersection.

3 WP3 and WP4 Works Statutory Car Parking Requirement

Parking requirements for new developments are set out under Clause 52.06 of the Glen Eira Planning Scheme.

Car parking rates and the applicable measure for land uses are provided in Table 1 of Clause 52.06-5. The car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure in Column C. Column B applies if:

- Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or
- A schedule to the Parking Overlay or another provision of the Planning Scheme specifies that Column B applies.

Caulfield Racecourse is located within the Principle Public Transport Network. Parking Overlay – Precinct 2-1 Schedule (PO2-1) applies to the site and outlines specific car parking rates for student housing only.

As such applicable land use car parking rates are those outlined in Column B rates from Table 1 of Clause 52.06.

As discussed above, the WP3 and WP4 buildings and works do not seek to change the permitted use of the Racecourse and, with the exception of the administration building, do not increase the permitted use of the land by the measures applicable to land use car parking requirements.

The administration building increases floor area across the Racecourse dedicated to office and administration activities by 7 square metres. This increase does not generate an additional car parking requirement for this use as outlined in Table 3.1.

Table 3.1: Clause 52.06 Car Parking Requirement

Use	Net Floor Area	Statutory Parking Rate	Statutory Requirement
Administration Building (office)	+7 sqm	3 to each 100 sqm of net floor area	0 spaces

The proposed WP3 and WP4 works do not generate any additional car parking requirement and will increase the total car parking supply across the Racecourse by 35 spaces.

As such there is no permit trigger associated with car parking.

4 Design Standards Assessment

The proposed access arrangements and car parking layouts have been designed in accordance with Clause 52.06-9 of the Glen Eira Planning Scheme and the relevant sections of AS/NZS 2890.1:2004.

An assessment of the application plans for WP3 and WP4 against the relevant design standards is provided below.

4.1 Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The proposal considers two access points from the project boundaries western frontage (Maple Carpark) and one from the eastern end which provides access to the Temporary Carpark. The requirements of Design Standard 1 are outlined in Table 4.1.

Table 4.1: Design Standard 1 Assessment - Accessways

Requirement	Comments
Must be at least 3 metres wide.	<u>Satisfied</u> – Minimum accessway width of 6.4m.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied</u> – A minimum width of 6.4 metres provided.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	<u>Satisfied</u> – Vehicles parked in the end spaces can exit in a forward direction and one manoeuvre.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	<u>Satisfied</u> - New Western Carpark and Temporary Carpark.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	<u>N/A</u> – Access is not from a Road Zone.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.	<u>Satisfied</u> – Minimum accessway width is 6.4m.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	<u>Satisfied</u>
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	<u>N/A</u> – Access is not from a Road Zone.

If entry to the car space is from a road, the width of the accessway may include the road.

N/A – Access is not from a road.

4.2 Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 4.2.

Table 4.2: Design Standard 2 Assessment - Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	<u>Satisfied</u> – All car parking spaces provided with 2.6m width and 4.9m length accessed from a 6.4m aisle.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: - A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1m above the space.	<u>Satisfied</u> – All spaces located next to walls or obstructions that impact on the car parking envelope have been provided with 300mm clearance to that structure.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	<u>N/A</u> - There are no garages or carports proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>N/A</u> – No tandem spaces proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	<u>N/A</u> – No dwellings are proposed.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	<u>Satisfied</u> – The two disabled car parking spaces are provided in accordance with AS2890.6-2009.

5 Summary

From the preceding discussion and analysis, it is our view that:

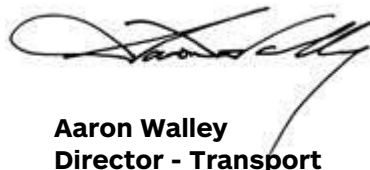
- The proposed WP3 and WP4 Caulfield Racecourse buildings and works will not increase parking demand across the Racecourse or materially change the Racecourse vehicle access regime; and
- The arrangement of new car parking areas to be provided accord with the design requirements of Clause 52.06-9 of the Glen Eira Scheme. Changes to existing parking areas to be modified are also in accordance with these design requirements.

The WP3 and WP4 buildings and works do not generate any additional statutory car parking requirement, but nonetheless will result in the provision of an additional 35 car parking spaces over and above the current Racecourse parking provision.

We trust that the above addresses all relevant parking provision matters.

Should anything further be required, please contact the undersigned.

Kind regards,



Aaron Walley
Director - Transport