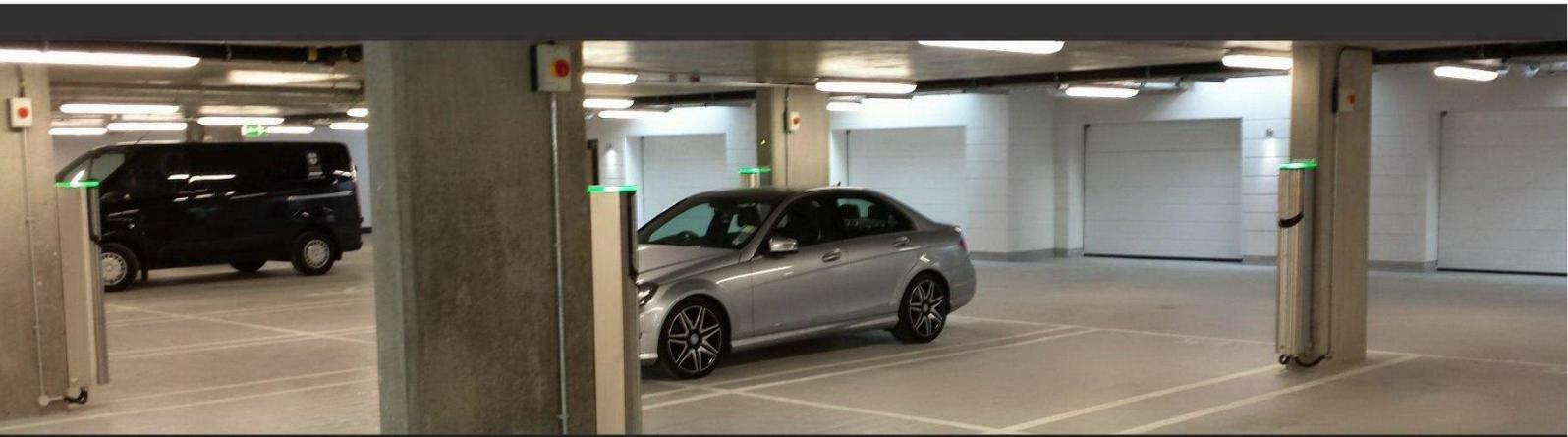




# ***Mulgrave Private Hospital***

## Car Parking Management Plan



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21 December 2023

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## CONTENTS

<b>1</b>	<b>INTRODUCTION.....</b>	<b>4</b>
<b>2</b>	<b>EXISTING CAR PARKING.....</b>	<b>4</b>
2.1.1	Existing Parking Provision.....	4
2.1.2	Existing Car Parking Occupancy.....	5
2.1.3	Future Car Parking Provision.....	6
<b>3</b>	<b>PROPOSAL.....</b>	<b>7</b>
<b>3.1</b>	<b>General.....</b>	<b>7</b>
<b>3.2</b>	<b>Car Parking.....</b>	<b>7</b>
<b>4</b>	<b>CAR PARKING MANAGEMENT – CONSTRUCTION STAGE.....</b>	<b>9</b>
<b>4.1</b>	<b>Temporary Car Parking Allocation.....</b>	<b>9</b>
<b>4.2</b>	<b>Access Control.....</b>	<b>10</b>
<b>4.3</b>	<b>Signage and Line Marking.....</b>	<b>10</b>
<b>5</b>	<b>CAR PARKING MANAGEMENT – COMPLETION OF STAGE 2B.....</b>	<b>11</b>
<b>5.1</b>	<b>Car Parking Allocation.....</b>	<b>11</b>
<b>5.2</b>	<b>Access Control.....</b>	<b>12</b>
<b>5.3</b>	<b>Signage and Line Marking.....</b>	<b>12</b>

## TABLES

Table 3	Existing Car Parking Inventory.....	4
Table 2	Summary of Car Parking Provision.....	6
Table 7	Changes to Car Parking Provision.....	8
Table 3	Temporary Car Parking Provision.....	9
Table 3	Completion of Stage 2B Car Parking Provision.....	11

## FIGURES

Figure 9	On-Site Car Parking Locations.....	5
Figure 10	Existing Car Parking Occupancy Profile.....	5
Figure 3	Proposed Works Area.....	7
Figure 9	Temporary On-Site Car Parking Allocation.....	9
Figure 9	Temporary On-Site Car Parking Allocation.....	12

# 1 INTRODUCTION

onemilegrid has been requested by Health Science Planning Consultants to undertake a Parking Management Plan for the proposed Stage 2B expansion works at the Mulgrave Private Hospital

This car parking management plan has been specifically prepared to outline the temporary car parking arrangements during the construction works and at the completion of Stage 2B at the hospital and to address Monash City Council's Request for Further Information dated 20 November 2023 which states:

*A revised Car Parking Management Plan required under Condition 5 of the existing Permit TPA/50096/A providing for adequate allocation of carparking to patrons and staff during each stage of construction and after completion of the development.*

## 2 EXISTING CAR PARKING

### 2.1.1 Existing Parking Provision

onemilegrid commissioned Trans Traffic Surveys to collect an inventory of on-site parking provision and undertake car parking occupancy surveys on Thursday 1<sup>st</sup> September 2022.

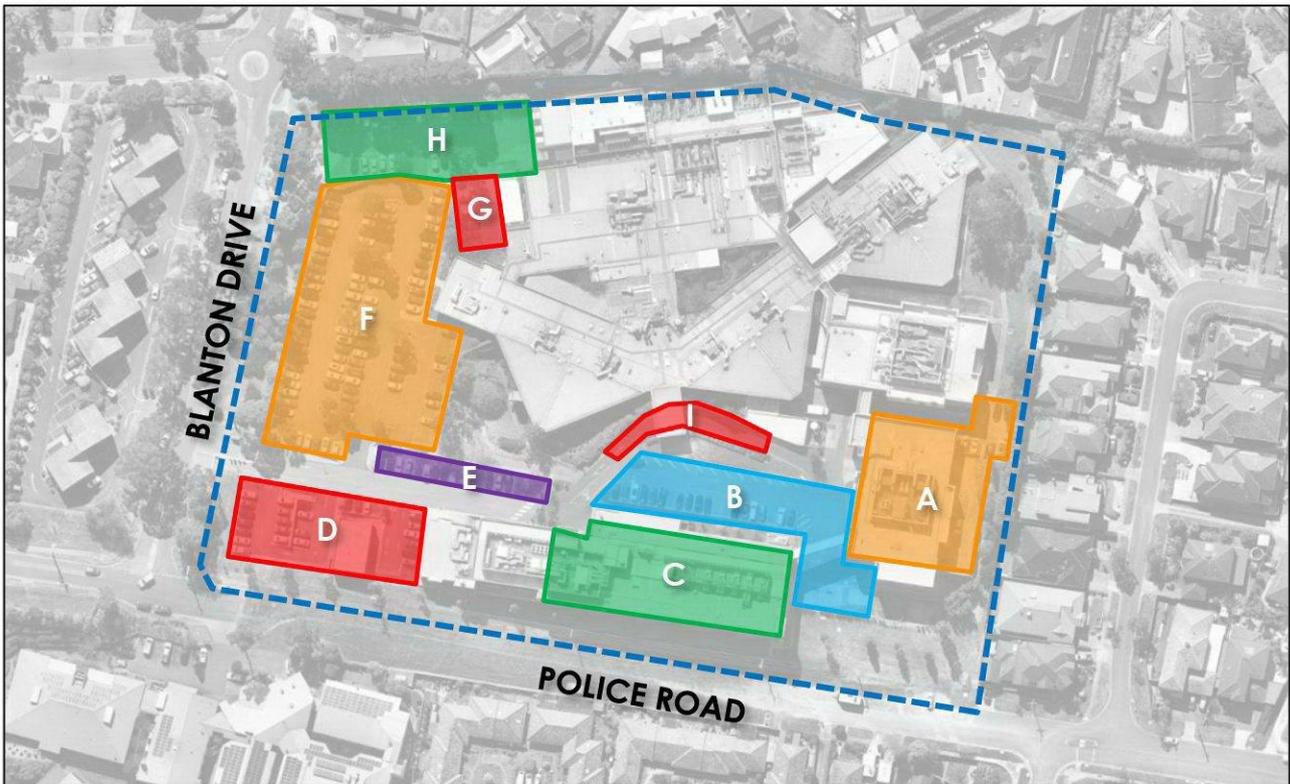
The surveys identified a total of 491 parking spaces on-site which includes parking at ground level and podium car parks. It is noted that this is a net reduction of three car parking spaces than what was previously accommodated on-site due to the formalisation of doctor parking along the site's northern boundary and the removal of car parking adjacent to the emergency department to accommodate a building portable.

A summary of the car parking provided on-site is provided in Table 1 and shown in Figure 1.

**Table 1 Existing Car Parking Inventory**

Area	Description	Capacity
Off-Street		
A	Reserved: Staff	135 spaces
B	2P: Ticket	22 spaces
	P: Ticket	4 spaces
	Accessible	1 space
C	P: Ticket	136 spaces
D	P: Ticket	28 spaces
E	P: Ticket	17 spaces
F	P: Ticket	86 spaces
	Seniors	23 spaces
G	P: Ticket	3 spaces
	Accessible	4 spaces
H	Reserved: Doctors	18 spaces
	Reserved: Hospital Only	2 spaces
	Reserved: Emergency Only	2 spaces
	P Ticket	5 spaces
I	Drop-off Only	5 spaces
<b>Total</b>		<b>491 spaces</b>

**Figure 1 On-Site Car Parking Locations**

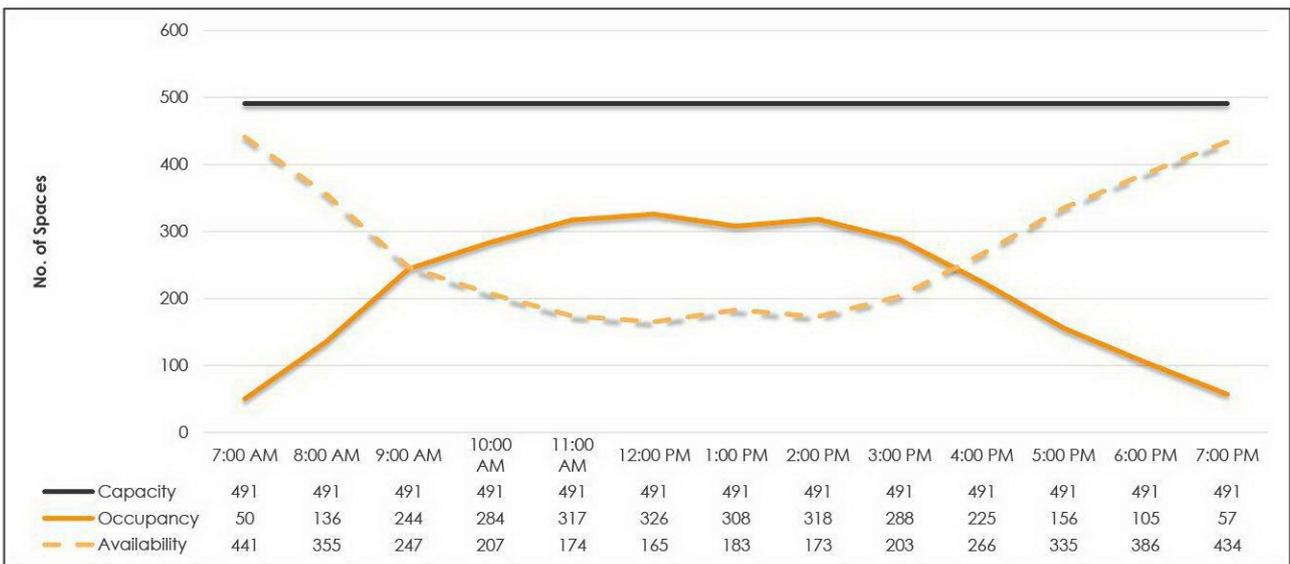


### 2.1.2 Existing Car Parking Occupancy

As shown in Figure 2 below, the surveys (shown in Figure 2 below) identified that peak car parking occupancy occurred at 12:00 PM when 326 spaces were occupied, leaving no fewer than 165 spaces available for use.

Furthermore, car parking occupancy was generally consistent between 10:00AM and 3:00PM where between 58% and 66% of parking was occupied.

**Figure 2 Existing Car Parking Occupancy Profile**



### 2.1.3 Future Car Parking Provision

Approval has been received for several expansions at the Mulgrave Private Hospital emergency department which includes changes to the existing car parking provision on-site.

A summary of the car parking changes proposed on site as part of the above approvals are shown below.

**Table 2 Summary of Car Parking Provision**

<i>Existing Parking</i>	<i>Additional Parking (Secondary Consent)</i>	<i>Additional Parking (DAAM1)</i>	<i>Parking After DAAM1</i>
491	-11	+34	514

## 3 PROPOSAL

### 3.1 General

It is proposed to expand the hospital building along the western boundary and provide additional services as part of Stage 2B.

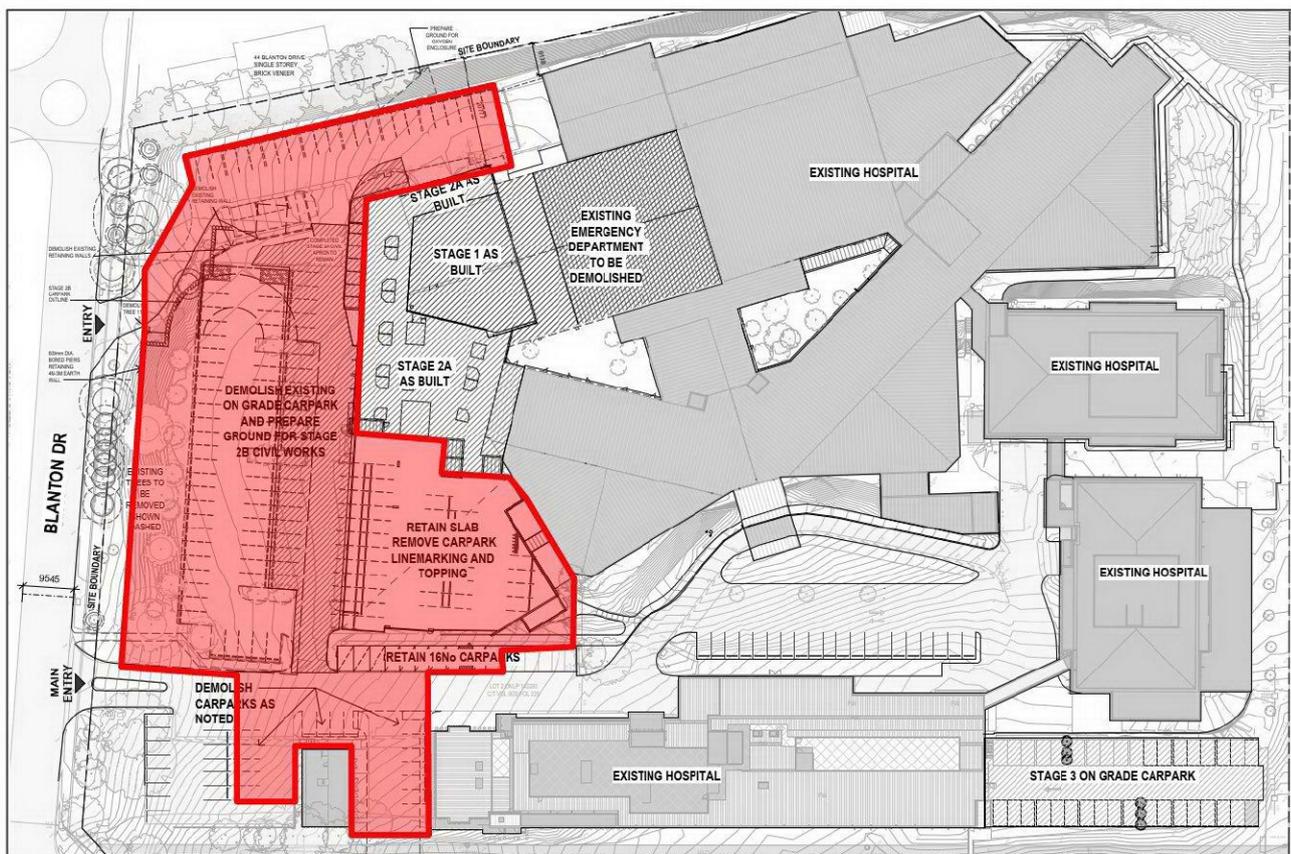
A Transport Impact Assessment was prepared for both DAAM1 (Stage 2A) and Stage 2B which determined there will be a car parking demand for 353 car parking spaces at the completion of DAAM1 and 464 car parking spaces at the completion of Stage 2B.

### 3.2 Car Parking

As part of Stage 2B, it is proposed to make several changes to the on-site car parking which will be provided at the completion of DAAM1.

For the duration of Stage 2B construction works, it is expected that all car parking in the works area (shown below in Figure 3) will be demolished with several car parking areas being reconfigured as part of the last stage of construction works.

**Figure 3 Proposed Works Area**



A summary of the car parking areas to be demolished after the DAAM1 works to enable the construction of Stage 2B is summarised below and in Table 3.

- Demolish the doctor car parking along the site's northern boundary - removal of 25 car parking spaces.

- Demolish the existing at-grade car parking along the site's western boundary - removal of 67 car parking spaces.
- Demolish 42 ground level car parking spaces provided as part of DAAM1.
- Demolish 11 car parking spaces along site's main accessway.
- Demolish 15 car parking spaces along the site's southern boundary.

**Table 3 Changes to Car Parking Provision**

<i>Car Parking after DAAM1</i>	<i>Parking Displacement</i>	<i>Net Total</i>
514	-160	354

The above car parking provision of 354 car parking spaces is in excess of the DAAM1 (Stage 2A) car parking demand of 353 car parking spaces which was calculated with the associated Transport Impact Assessment for DAAM1.

## 4 CAR PARKING MANAGEMENT – CONSTRUCTION STAGE

### 4.1 Temporary Car Parking Allocation

It is proposed to re-allocate the car parking within the existing multi-level car park in the eastern portion of the site to accommodate the displacement of visitor car parking along the site's western boundary during the Stage 2B construction works.

As a result of the above, all car parking on-site will be unallocated and therefore both visitors and staff will be able to utilise all the existing parking spaces that will be retained for the duration of Stage 2B works. A total of 354 car parking spaces will be provided which is in excess of the car parking demand of 353 car parking spaces for DAAM1.

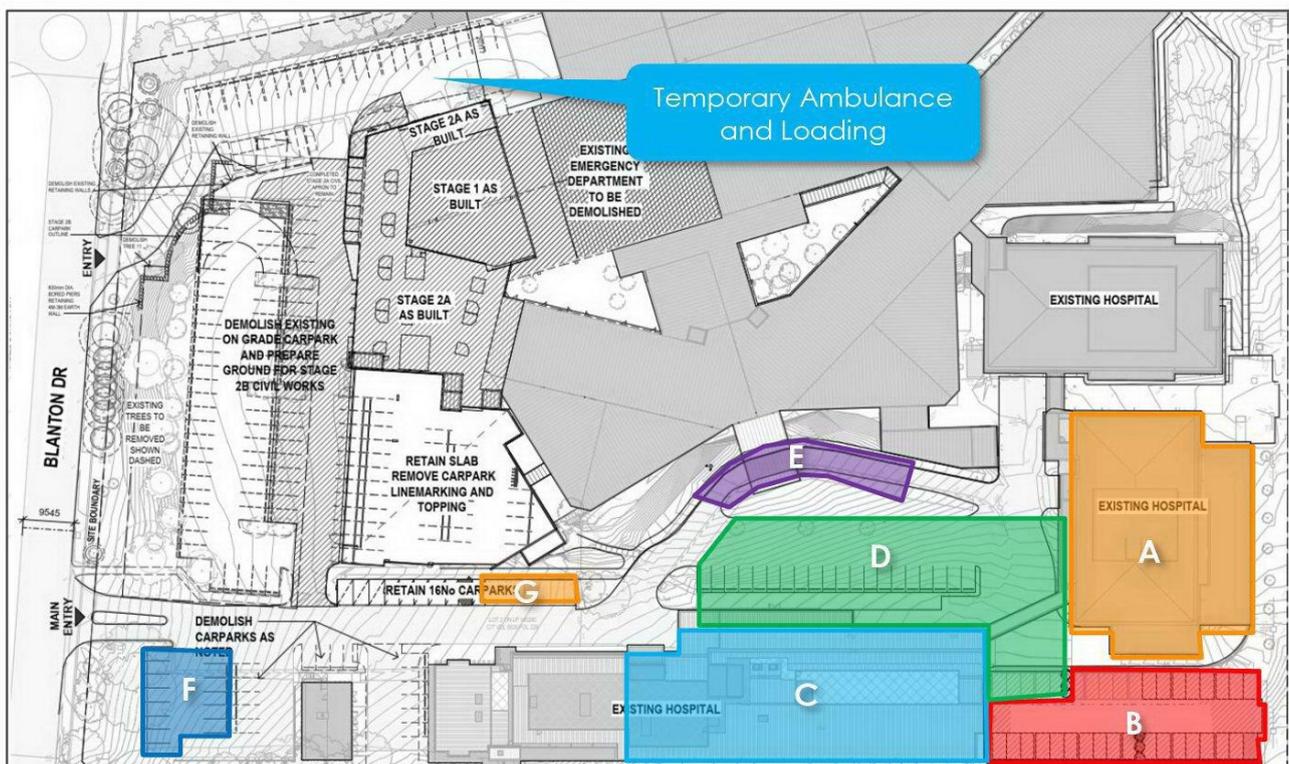
The existing accessway along the site's northern boundary will be used for temporary ambulance parking and loading requirements during the duration of the Stage 2B works.

A summary of the car parking provided on-site is provided in Table 4 and shown in Figure 4.

**Table 4 Temporary Car Parking Provision**

Area	Description	Capacity
A	Unallocated	135 spaces
B	Unallocated	30 spaces
C	Unallocated	136 spaces
D	Unallocated	26 spaces
	Accessible	1 space
E	Drop-off Only	5 spaces
F	Unallocated	13 spaces
G	Unallocated	8 spaces
<b>Total</b>		<b>354 spaces</b>

**Figure 4 Temporary On-Site Car Parking Allocation**



## 4.2 Access Control

Vehicle access to the site will be maintained as per existing conditions for the duration of the Stage 2B construction works. All visitors and staff will access the site using the southern Blanton Drive access with the existing boom gate system controlling access to the site.

The existing boom gate which provides access to the basement levels of the existing staff multi-deck car (shown as Area A on the above plans) will be reconfigured to have the boom gate raised at all times during the Stage 2B works to allow visitors to access the basement car park.

## 4.3 Signage and Line Marking

All existing car parking signage will be covered for the duration of the Stage 2B construction works to ensure that all parking spaces are able to be used by both visitors and staff.

It is noted that only the accessible parking spaces have line-marking and therefore, no changes are required to the existing line-marking on-site.

## 5 CAR PARKING MANAGEMENT – COMPLETION OF STAGE 2B

### 5.1 Car Parking Allocation

It is proposed to reinstate all car parking restrictions on-site at the completion of Stage 2B. In addition, all car parking within the multi-deck car park will be unallocated to allow for both staff and visitors to use this parking.

The site will have a total of 681 car parking spaces on-site at the completion of the Stage 2B works which is in excess of the Stage 2B car parking demand of 464 car parking spaces.

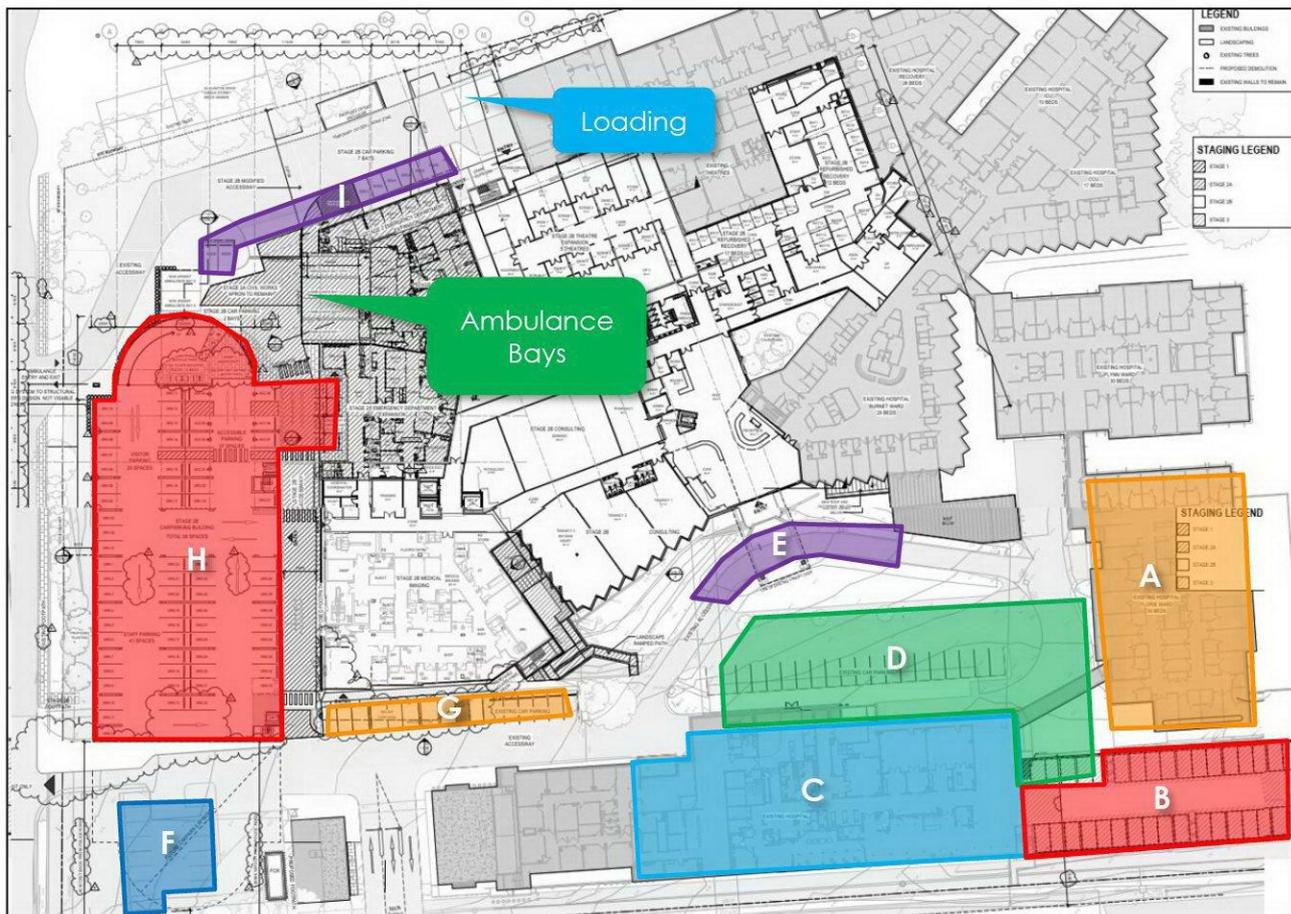
The existing accessway along the site's northern boundary will be reconfigured with loading the occur to the east of the accessway and ambulance parking to occur from adjacent to the ED building expansion.

A summary of the car parking provided on-site at the completion of Stage 2B is provided in Table 5 and shown in Figure 5.

**Table 5 Completion of Stage 2B Car Parking Provision**

<i>Area</i>	<i>Description</i>	<i>Capacity</i>
A	Reserved: Staff	135 spaces
B	Unallocated	30 spaces
C	P: Ticket	136 spaces
D	2P: Ticket	22 spaces
	P: Ticket	4 spaces
	Accessible	1 space
E	Drop-off Only	5 spaces
F	Unallocated	13 spaces
G	P: Ticket	15 spaces
	Accessible	2 spaces
H	Accessible	7 spaces
	Unallocated	302 spaces
I	Doctors	9 spaces
<b>Total</b>		<b>681 spaces</b>

**Figure 5 Completion of Stage 2B On-Site Car Parking Allocation**



## 5.2 Access Control

The primary vehicle access will be relocated to Police Road as part of the Stage 2B works. The new site access will comprise of a three-lane boom gate system, with the central lane accommodating inbound movements during the AM peak hour and outbound movements during the PM peak hour.

The southern Blanton Drive access will be restricted to exit-out movements only and the northern Blanton Drive access will be maintained, noting this access is generally only used by ambulances and doctors.

## 5.3 Signage and Line Marking

The accessible parking space will be designated by line marking in accordance with the Australian Standard for Off-Street Parking for People with Disabilities (AS2890.6), and will be bracketed on both sides by complementary signage.