

11 May 2026

7 Milford Street, East Victoria Park

Transport Impact Assessment

Dear David,

Introduction

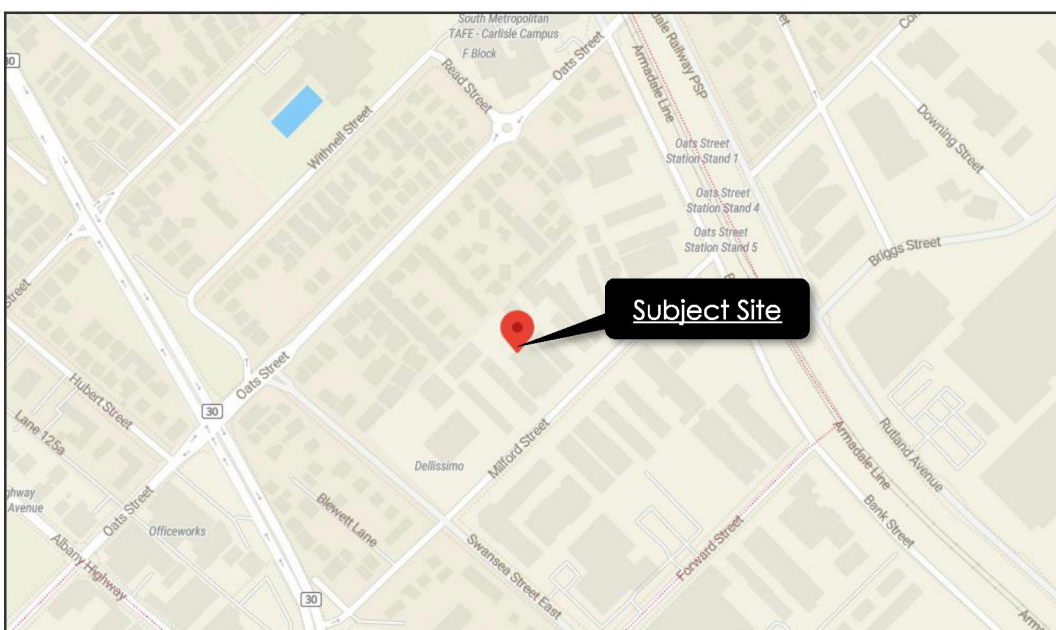
onemilegrid has been requested by Parkd to undertake a Transport Impact Assessment of the proposed expansion of the existing church at 7 Milford Street, East Victoria Park.

Existing Conditions

Site Location

The [subject site](#) is located on the northwestern side of Milford Street and is addressed as 7 Milford Street, East Victoria Park, as shown in Figure 1.

Figure 1 Site Location



Source: OpenStreetMap

The site is rectangular in shape and contains a road frontage of approximately 40 metres to Milford Street, and a site depth of approximately 100 metres.

The site is currently occupied by an existing church building, which currently operates on Thursdays, Saturdays, and Sundays, as follows:

- Thursday:
 - + Seniors Program (25 people): 9:30am – 11:30am;
- Saturday:
 - + Youth Fellowship (20 people): 2:00pm – 4:30pm;
- Sunday:
 - + Sunday School (50-60 people): 8:30am – 10:00am;
 - + Worship (140 people): 10:15am – 1:30pm;
 - + Special Events such as Easter, Christmas, Anniversaries (Up to 200 people): 10:30am to 1:00pm.

The site is provided vehicle access via two double width crossovers to Milford Street, which provides access to an internal driveway, Porte Cochere at the front of the site, and a rear car park. Both access points are secured by sliding gates.

The existing rear car park provides a total of 56 at-grade parking spaces which is usable by all staff and visitors to the site. We have been advised that during the Sunday worship services, the on-site car parking does not cater for all car parking demands and accordingly parishioners park on-street along Milford Street.

Land use in the immediate vicinity of the site is light industrial in nature, and is largely surrounded by residential uses to the north, west, and south. It is notable that many of the surrounding uses are not in operation on the weekend when services and fellowship are being held at the subject site.

The site is located within a Light Industry Zone of the Victoria Park Local Planning Scheme.

Road Network

Milford Street is a local road generally aligned northeast-southwest, running between Bank Street in northeast, and Swansea Street in southwest.

Milford Street provides a single traffic lane in each direction adjacent to the site. A kerbside parking lane is only provided on the southeastern side of the road, and is generally unrestricted.

Proposal

In order to meet the needs of parishioners and remove the reliance on car parking on Milford Street, it is proposed to modify and redesign the existing car park as well as construct a new three-level car parking structure to the rear of the site.

Specifically, it is proposed to remove the 56 existing spaces on-site, and provide 99 new spaces within the new car parking structure, and an additional 2 accessible spaces at the front of the site, resulting in a net gain of 45 parking spaces.

Of the 101 new spaces, 58 spaces are proposed as tandem bays, and 2 are proposed as accessible spaces.

In addition to the car park works, some minor works are proposed for the purposes of improving the existing facilities for the existing parishioners through the introduction of an outdoor alfresco area.

No changes are proposed to the existing operation of the church, and there is no proposed increase to the number of parishioners permitted.

Design Assessment

Car Parking Dimensions

Standard car spaces have been designed with a length of 5.4 metres, a minimum width of 2.4 metres and are accessed from aisles of no less than 6.0 metres in accordance with the Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004).

The accessible bays are provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022). Furthermore, a height clearance in excess of 2.5 metres is provided above the centre of the accessible bays and adjacent shared area, in accordance with the Australian Standard.

Furthermore, dead-end access aisles greater than 6 car spaces in length have been provided with an aisle extension of at least 1 metre and a dedicated turn around bay in accordance with the Australian Standard for Off-street Parking.

Ramp Grades

A summary of the assessment for the design of the ramps against the requirements of the Australian Standard is provided below in Table 1.

Table 1 AS/NZS 2890.1:2004 – Design of Circulation Roadways and Ramp Grades

Limiting Requirement	Comments
Two-way straight roadways or ramps to be minimum 5.5 metres in width between kerbs.	Satisfied
Straight ramps for private car parks less than 20m in length must be designed at a maximum grade of 1:4 (25%).	Satisfied – a maximum grade of 1:4.5 is proposed
A stepped ramp comprising a series of lengths each exceeding 1:5 (20%) grade shall have each two lengths separated by a grade of not more than 1:8 (12.5%) and at least 10 metres long.	Satisfied
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Satisfied – a maximum change in grade of 12.5 % is proposed

Car Parking

Noting there are no changes to the existing operation and no increase to the number of existing parishioners, an assessment of the car parking provisions is not considered necessary. The proposed increase in on-site car parking is rather expected to reduce the existing reliance on on-street car parking spaces along Milford Street.

As such, the proposed increase in car parking provisions is considered appropriate.

Traffic

The proposal contemplates modifications to increase the number of car spaces across the site by 45. Importantly, the proposal does not involve any increase in the patron capacity and the intensity or frequency of church operations. As such the development does not generate additional traffic demand beyond the existing baseline conditions.

The church currently operates with 56 existing on-site car parking bays, which has historically resulted in a proportion of attendees parking on surrounding streets, particularly along Milford Street.

While the existing traffic generation associated with the church is periodic and concentrated around service times, the limited on-site parking supply has contributed to a dispersal of vehicles into the surrounding local road network. This has created a flow-on effect, where on-street parking demand temporarily increases during these periods. Whilst the impact of parking occurring on-street is limited noting the surrounding businesses are not in peak operation on weekends.

As the proposal does not seek to increase patron numbers or operational intensity, the traffic generation characteristics of the site will remain unchanged. Vehicle trip generation rates during peak periods are expected to be consistent with the existing conditions.

The increased on-site supply is solely expected to result in a redistribution of parking patterns rather than the creation of new parking demands. The redistribution is considered a positive outcome from a traffic perspective, as it consolidates parking demand within the site and reduces external impacts on the local road network.

No adverse impacts on traffic flow or safety along Milford Street are anticipated as a result of this proposal. On the contrary, a minor improvement in local traffic conditions may occur due to reduced parking-related friction.

Conclusions

It is proposed provide additional car parking on-site, with the reconfiguration yielding 45 additional spaces. No changes are proposed to the existing operation of the church, and there is no proposed increase to the number of parishioners.

Considering the analysis presented above, it is concluded that:

- The proposed car park has been designed generally in accordance with the requirements of the Australian Standard and are considered appropriate;
- Noting that there is no increase to patrons or assembly floor area, the proposed increase in on-site car parking provision is considered appropriate;
- The proposal works is not expected to generate additional traffic demand beyond the existing baseline conditions; and
- The redistribution of parking demands is considered a positive outcome from a traffic perspective, as it consolidates parking demand within the site and reduces external impacts on the local road network.

Please do not hesitate to contact the undersigned, or Heshan Somaratne on (03) 9982 9747 or at heshan.somaratne@onemilegrid.com.au, should you wish to discuss the above.

Yours sincerely

