

Client
Uniting Vic Tas Ltd

Date
26 March 2024

Planning

Transport

Urban Design

Waste

Transport Impact Assessment Report

Proposed Mixed-Use Development

24 Jessie Street, Coburg

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ratio:

ratio.com.au

Project
24 Jessie Street, Coburg

Prepared for
Uniting Vic Tas Ltd

Our reference
20249T

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

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1.1. Overview

Ratio Consultants (Ratio) has been engaged by Uniting Vic Tas Ltd to prepare a Transport Impact Assessment for the proposed mixed-use development located at 24 Jessie Street in Coburg.

The application proposes to demolish the existing structure occupying the site and construct two (2) new buildings, providing dwellings with a single office tenancy. Limited ground level parking is proposed via Jessie Street, as per existing site conditions.

1.2. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the following:

- Existing traffic and car parking conditions surrounding the site.
- Parking demand likely to be generated by the proposed development.
- Suitability of the proposed parking in terms of supply and layout.
- Traffic generating characteristics of the proposed development.
- Proposed site access arrangements.
- Transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by DKO Architects, provided in Appendix A for reference.
- Merri-Bek Planning Scheme.
- Australia/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1:2004).
- Australian Standard, Parking Facilities Part 3: Bicycle Parking (AS 2890.3:2015).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street parking for people with disabilities (AS/NZS 2890.6:2009).
- A desktop inspection of the subject site and its environs.
- Other documents as nominated.

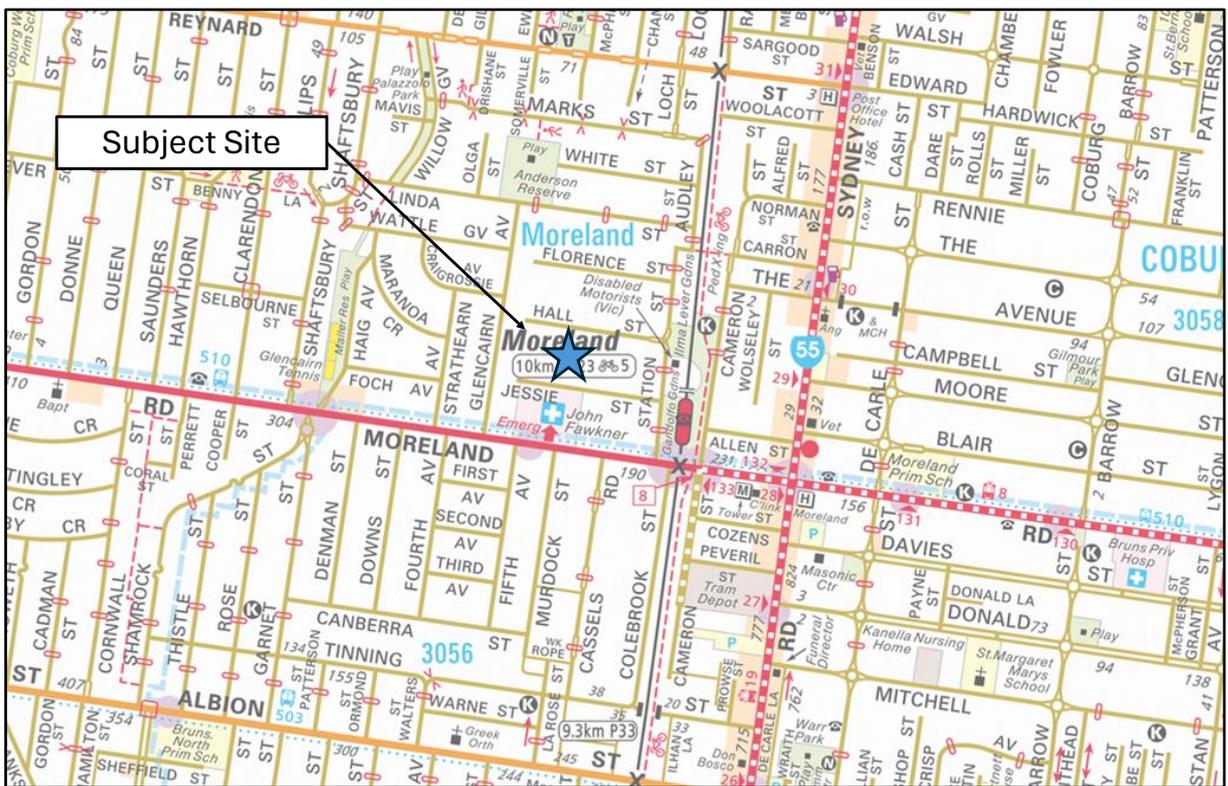
2. Existing Conditions

2.1. Site Location

The subject site is located in Coburg and comprises three properties: 24 Jessie Street, 19 Jessie Street and 21 Hall Street, though is addressed mononymously as 24 Jessie Street, Coburg.

The location of the site with respect to the surrounding road network is depicted in Figure 2.1. An aerial view of the site is provided in Figure 2.2.

Figure 2.1: Site Location



(Source: Melways Online)

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Figure 2.2: Site Aerial



(Aerial Source: Nearmap)

The site is irregular in shape and features a total area of approximately 6,038sqm with approximate frontages of 62.7m and 53m to Jessie Street and Hall Street, respectively. No significant slope has been observed across the land.

The site is currently occupied by an existing two-storey structure, operating under UnitingCare, and a single-storey dwelling.

Vehicle access is currently accommodated via three (3) crossovers; two (2) to Jessie Street at the southern site boundary and one (1) to Hall Street at the northern site boundary.

2.2. Zoning & Land Use

The site is located within a Neighbourhood Residential Zone – Schedule 1 (NRZ1) and is subject to the following Planning Scheme Overlays:

- Heritage Overlay (HO573).
- Development Contributions Plan Overlay – Schedule 1 (DCPO1).

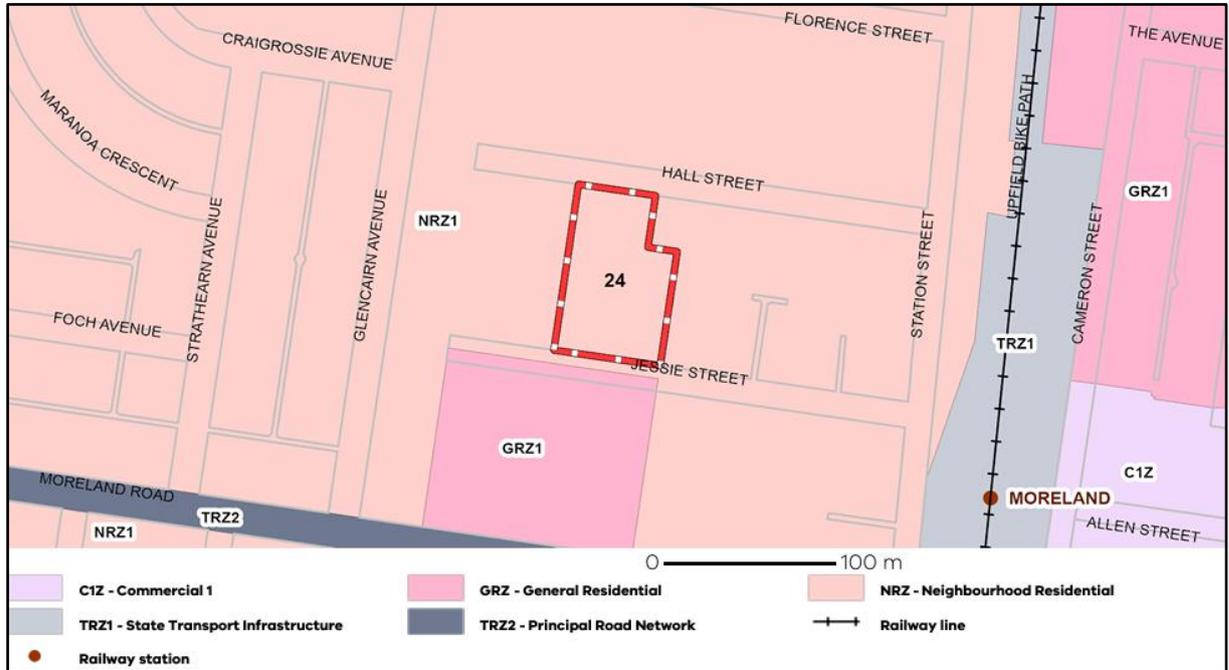
The site is not affected by any Parking Overlays (PO), though is situated within the Principal Public Transport Network (PPTN) area.

Land use proximate to the site is generally comprises residential however, some notable land uses located within the vicinity are listed as follows:

- John Fawkner Private Hospital (south side of Jessie Street/subject site).
- Moreland Railway Station (east of the site, fronting Moreland Road).

- Various industrial land uses (southeast of the site, adjacent the Upfield Rail Corridor).
 - Various commercial land uses (east of the site, fronting Sydney Road).
- The site's location and relevant planning zones are depicted in Figure 2.3.

Figure 2.3: Site Location & Planning Zones



(Source: VicPlan)

2.3. Road Network

Jessie Street is classified as a local road and is under the jurisdiction of Merri-Bek City Council. The road is aligned in an east-west orientation from Station Street in the east to its termination in the west.

Proximate to the site, Jessie Street is typically a 10m wide sealed pavement with kerb and channel on either side of the road. The carriageway supports two-way traffic flow (non-line marked lanes) and provides constructed footpaths on either side. On-street kerbside parking is permitted on both sides of the carriageway, generally subject to a 1/4P restriction on the north side while remaining unrestricted on the south side.

No posted speed limit has been observed on Jessie Street, hence the default urban limit of 50km/h applies.

Street views of Jessie Street are provided in Figure 2.4 and Figure 2.5.

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Figure 2.4: Jessie Street - Facing East



Figure 2.5: Jessie Street - Facing West



Hall Street is classified as a local road and is under the jurisdiction of Merri-Bek City Council. The road is aligned in an east-west orientation from Station Street in the east to its termination in the west.

Proximate to the site, Hall Street is typically a 9.3m (approx.) wide sealed pavement with kerb and channel on either side of the road. The carriageway supports two-way traffic flow (non-line marked lanes) and provides constructed footpaths on either side. Unrestricted kerbside parking is permitted on both sides of the carriageway.

No posted speed limit has been observed on Hall Street, hence the default urban limit of 50km/h applies.

Street views of Hall Street are provided in Figure 2.6 and Figure 2.7.

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Figure 2.6: Hall Street - Facing East



Figure 2.7: Hall Street - Facing West



2.4. Sustainable Transport

2.4.1 Public Transport

The site features excellent access to public transport with train, tram and bus services all operating within close proximity to the site.

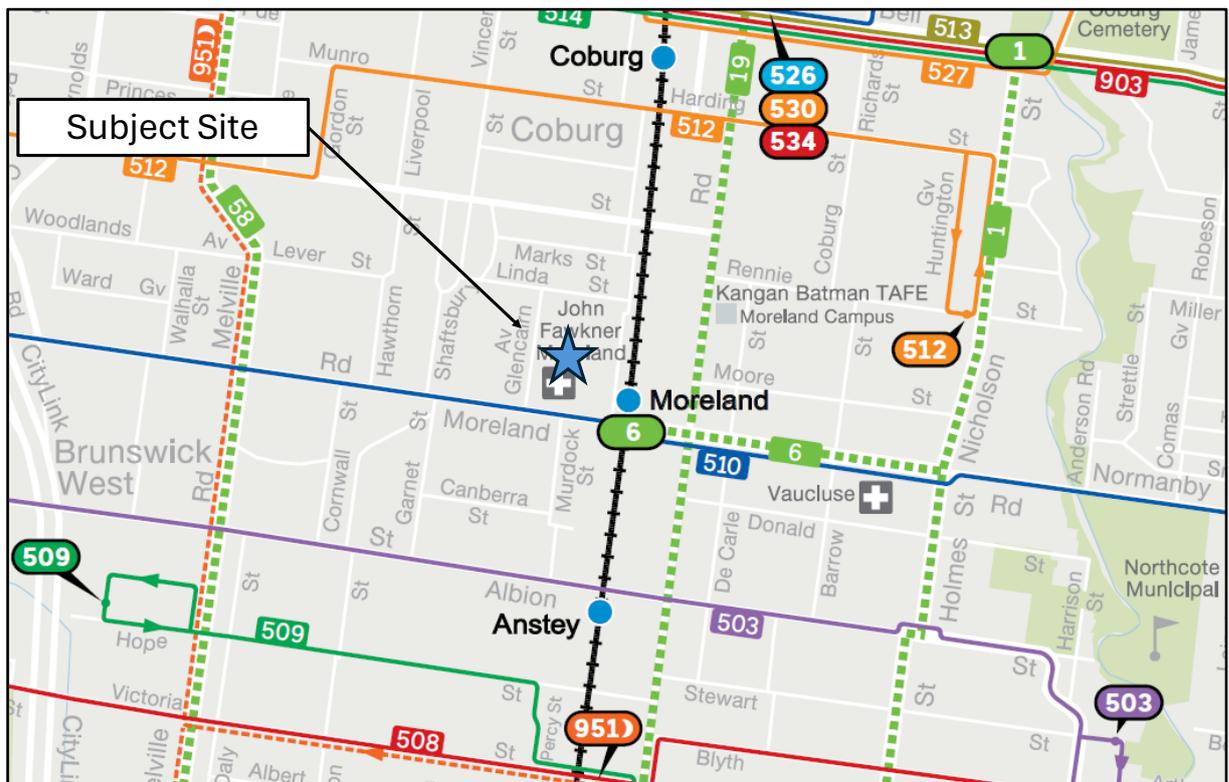
A summary of the public transport services in the vicinity of the site is provided in Table 2.1 and illustrated in Figure 2.8.

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Table 2.1: Public Transport Provision

Mode	Route No.	Route	Nearest Stop	Approx. Distance
Bus	510	Essendon Station – Ivanhoe Station via Brunswick & Northcote & Thornbury	Moreland Railway Station/Moreland Road	300m (4-minutes' walk)
Tram	6	Moreland – Glen Iris	Moreland Station/Cameron Street	400m (5-minutes' walk)
	19	North Coburg – Flinders Street Station & City	Moreland Road/Sydney Road	600m (8-minutes' walk)
Train	Upfield Line	Flinders Street Station – Upfield Station	Moreland Railway Station	190m (3-minutes' walk)

Figure 2.8: Merri-Bek Public Transport Map



(Source: PTV – Metropolitan Local Area Maps)

2.4.2 Bicycle Network

In 2011, Merri-Bek City Council (formerly Moreland) prepared the *Moreland Bicycle Strategy 2011-2021*. The strategy recognises that walking and cycling are primary and preferred travel

options for many Merri-Bek residents and states that Council encourages more residents to take advantage of healthy and environmentally friendly ways of getting around, including riding a bike.

The strategy identifies and prioritises actions for the next decade and beyond to create opportunities for all Merri-Bek residents to ride with confidence in the municipality.

The strategy notes that about 45,000 residents (one third of the Merri-Bek population) own a bike and regularly use it to go shopping, for visiting or for recreational riding, whilst about 7,500 Merri-Bek residents ride daily. Growth rates of about 10% have also been recorded, whilst growth rates in excess of 20% have been recorded in cycling 'hot spots'. Based on review of the surrounding area, cycling is anticipated to be high and is considered a cycling 'hot sport'.

There is significant bicycle infrastructure proximate the site, including bicycle routes (off-street paths and on-street bicycle lanes) and bike parking through the wider locality.

The key bicycle routes proximate the site are summarised as follows:

- The Upfield Shared Path which is located directly to the east of the site and is accessible via Station Street (approximately 160m east of the subject site). The Upfield Shared Path provides a north-south connection, following the Upfield railway line from near the Flemington Bridge (where it joins the Moonee Ponds Creek Trail) to Boundary Road in Merlynston.
- On-street bicycle lanes on Moreland Road provide a connection to the Upfield Shared Path/Sydney Road in the east and Brunswick West/Pascoe Vale South in the west.
- High permeability through surrounding local streets, offering a low speed traffic environment that is conducive to favourable cycling outcomes.

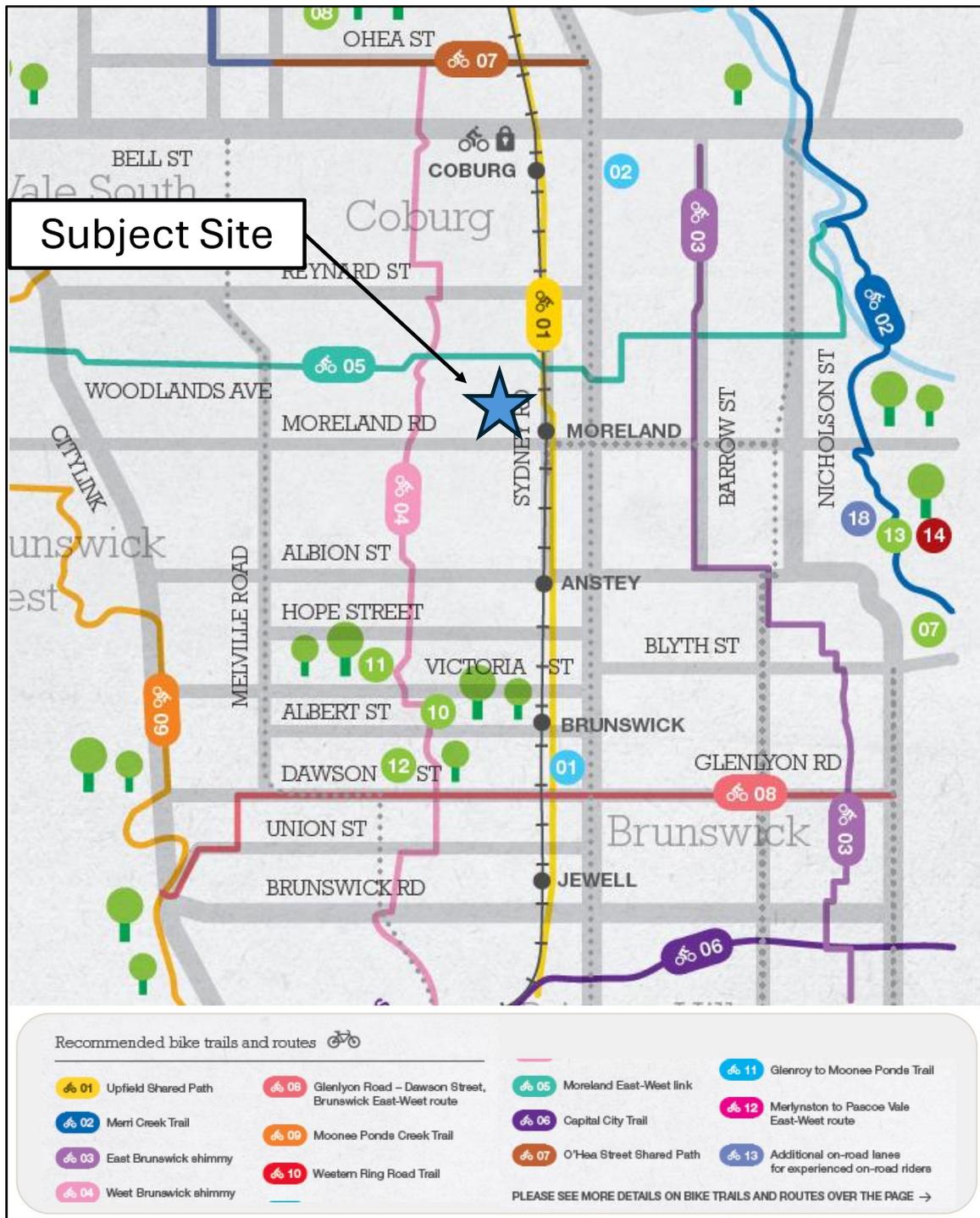
The above infrastructure subsequently connects to bicycle infrastructure across the wider bicycle network, providing further connections across Melbourne.

The bike routes recommended by the City of Merri-Bek in the vicinity of the site are shown in Figure 2.9.

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Figure 2.9: Key Bicycle Routes



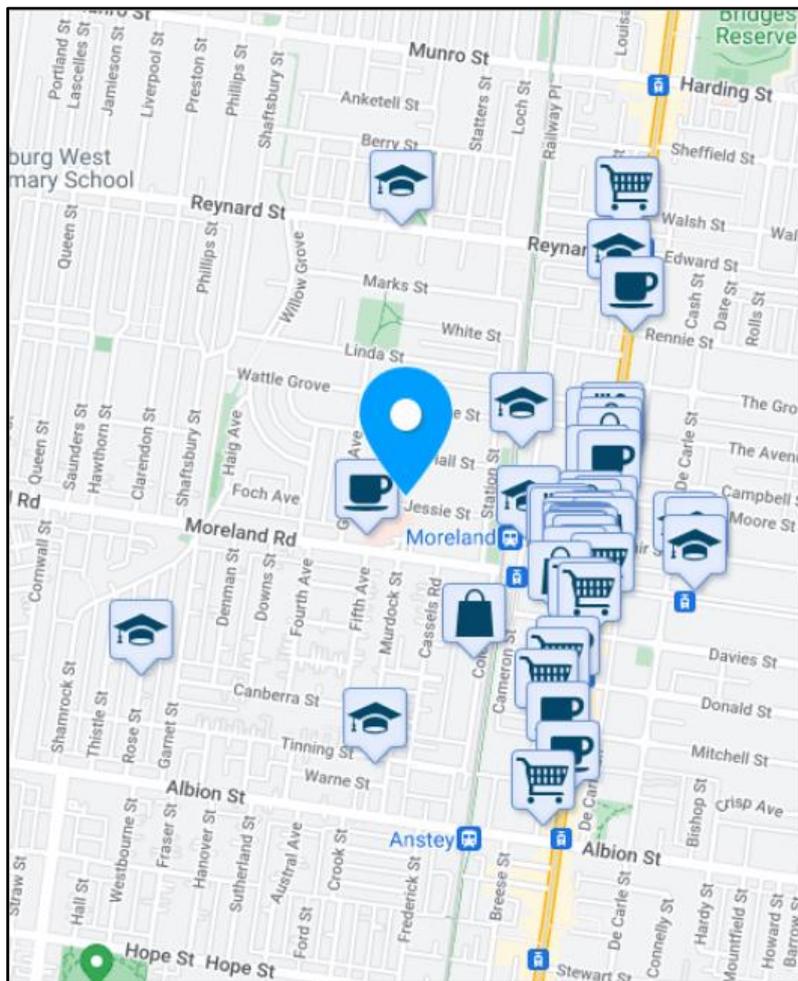
2.4.3 Pedestrian Network

Pedestrian movements are well facilitated with constructed footpaths provided on both sides of both Jessie Street and Hall Street, in addition to the surrounding streets.

The site achieves a ‘Walk Score’ of 86 points (out of a possible 100) and is described as “Very Walkable” on WalkScore.com, noting that *‘most errands can be accomplished on foot’*. A site’s walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc. WalkScore.com utilises data sources such as Google and road network data to calculate a ‘Walk Score’.

The convenient everyday services are illustrated on a map in Figure 2.10.

Figure 2.10: Walkable Services from the Subject Site



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2.4.4 Car Share

There is an abundance of car share schemes available for use in the area. Car share schemes offer a viable alternative to owning your own vehicle, with members able to book vehicles on an as needs basis either online or by phone. Ideal for transport to a meeting, work-related travel or for residents who do not own a car.

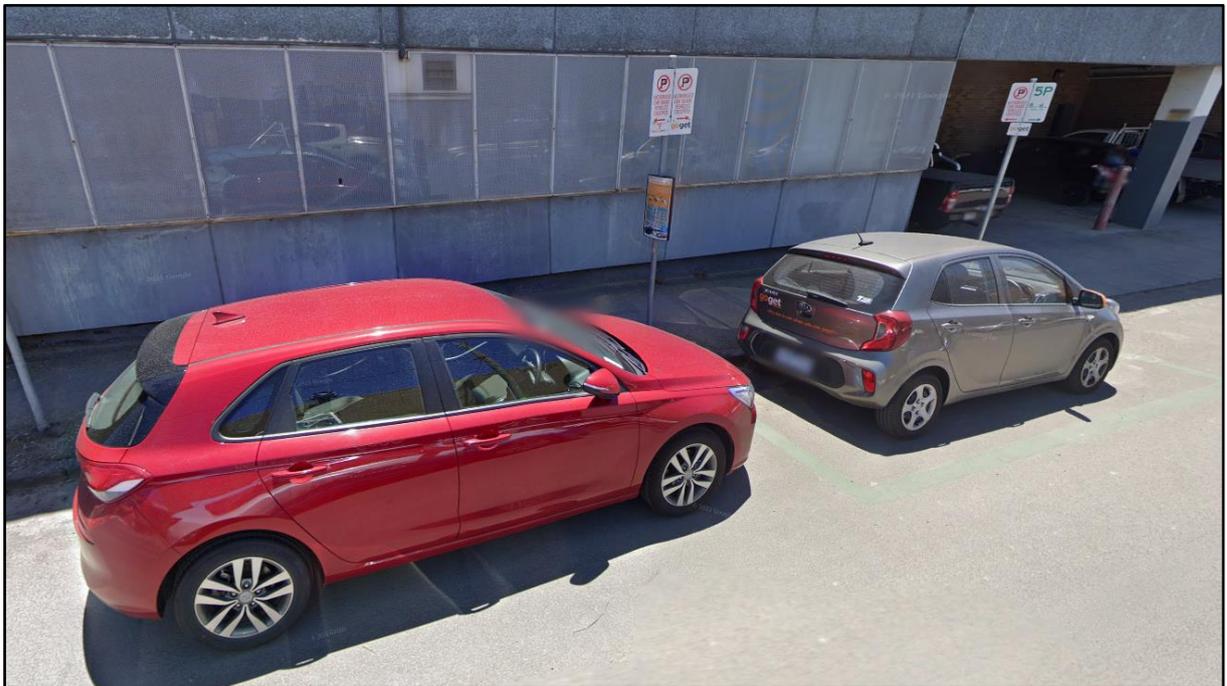
Car share schemes are a more cost effective and more environmentally friendly alternative transport option to the private motor vehicle. Even when driving three to four times per week, the cost of using a car share (approximately \$350 per month) is far less than the costs of owning and operating a car (approximately \$650 per month)¹. Car share schemes also result in less carbon emissions, with fewer vehicles being produced and less kilometres travelled per person compared to private car ownership, with car share members more likely to use car share only when necessary.

Car share operators have a number of share car pods conveniently located around Melbourne, with a number of pods operated by GoGet and Flexicar. The nearest car share pod is operated

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by both GoGet and Flexicar, and is located at Allen Street near Camera Street, adjacent to Moreland Station, as shown in Figure 2.11.

Figure 2.11: Location of Nearest Car Share Pod



Locations of the car share pods in the vicinity of the site is shown in Figure 2.12, and summarised below in Table 2.2.

Table 2.2: Car Share Pod Locations

Operator	Location	Number of Cars	Approximate Walking Distance
GoGet	Allen Street near Cameron Street	1	350 metres (5 minutes)
	Moreland Road near Sydney Road	1	650 metres (9 minute)
	Crook Street near Albion Street	1	1.1 kilometres (16 minutes)
	Sydney Road, opposite William Street	2	1.2 kilometres (17 minutes)
Flexicar	Allen Street near Cameron Street	1	350 metres (5 minutes)
	The Grove near Sydney Road	1	800 metres (11 minutes)

Operator	Location	Number of Cars	Approximate Walking Distance
	Sydney Road, opposite William Street	1	1.2 kilometres (17 minutes)

Figure 2.12: Location of Car Share Pods



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2.5. Relevant Planning Council Policies and Strategies

General

There is significant support within the Merri-Bek Planning Scheme and various Council strategies for new developments which encourage the use of sustainable transport alternatives from the private motor vehicle, including those listed and discussed hereunder.

2.5.1 Clause 15.01-4R – Healthy Neighbourhoods – Metropolitan Melbourne

The strategy of this clause is to:

“Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home”.

2.5.2 Clause 18 – Transport

Clause 18 of the Merri-Bek Planning Scheme is the State Planning Policy on Transport.

2.5.3 Clause 18.02-1S – Walking

The objective of this policy is to *“Facilitate an efficient and safe walking network and increase the proportion of trips made by walking”.*

The strategy to meet this objective includes:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

2.5.4 Clause 18.02-2S – Cycling

The objective of this policy is to *“facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling”.*

The strategy to meet this objective includes:

- Provide routes that are safe, comfortable, low-stress and well connected.
- Enable cycling as a part of everyday life.
- Enable people to meet more of their needs locally by cycling and to rely less on their cars.
- Accommodate emerging forms of low emission, low and moderate speed personal transport.

2.5.5 Clause 18.02-3S – Public Transport

The objective of this policy is to *“facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport”.*

The strategy to meet this objective includes planning and developing public transport to:

- Connect activity centres, job-rich areas and outer suburban areas.

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- Enable people to not have to rely on cars for personal transport.
- Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.
- Integrate with land use and development in outer suburban and growth areas.

2.5.6 Clause 18.02-3R – Principal Public Transport Network

The site is within the Principal Public Transport Network (PPTN) Area. This policy, amongst other things seeks to *“Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect”*.

2.5.7 Clause 18.02-4L of the Merri-Bek Planning Scheme

Clause 18.02-4L of the Merri-Bek Planning Scheme is Merri-Bek’s Local Planning Policy Framework in relation to car parking.

The policy seeks to promote the use of sustainable transport through car parking provision..

The strategy to deliver on this objective is to support reduced car parking rates in developments:

- Within and close to activity centres.
- With excellent access based on frequency and location to a range of public transport options.
- With increased provision of bicycle parking above the rates specified in Clause 52.34.

It is noted the site is well situated proximate to the Sydney Road Activity Centre, is readily accessible by public transport, walking and cycling and has a generous bicycle parking provision well in excess of the statutory bicycle parking requirements (as discussed further in Section 6 of this report). On this basis, the proposal and site is considered to be a strong candidate for reduced parking rates.

2.5.8 Moreland Integrated Transport Study

The Moreland Integrated Transport Strategy (MITS) was adopted by Council in March 2019. MITS seeks to, amongst other things, achieve a city-leading shift toward sustainable modes of travel through active transport and zero-emissions transport by 2040. MITS also encourages the development of travel demand management measures, such as restricting parking, to discourage private car use. Council also strongly supports car sharing to reduce the demand for car ownership and reduce overall traffic congestion. Of particular relevance to this assessment, the strategies under MITS state the following:

- “Strategy 4 – Prioritise access by walking, cycling and public transport over car-based travel”.
- “Strategy 5 – Establish high-quality pedestrian routes and places that are safe, comfortable and accessible”.
- “Strategy 9 – Make cycling safe, comfortable and a preferred mode of travel in Moreland”.
- “Strategy 11 – Encourage local trips to jobs, services and facilities by walking and cycling”.

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- “Strategy 20 – Collaborate with partners to deliver sustainable transport outcomes, provided they align with the vision and outcome for MITS”.
- “Strategy 21 – Encourage new development to incorporate sustainable transport into its design”.

The site is located within the Precinct 1 of the Brunswick Activity Centre Framework Plan, is readily accessible by public transport, walking and cycling (as demonstrated in Figure 2.14 through to Figure 2.16) and has a generous bicycle parking provision well in excess of the statutory bicycle parking requirements (as discussed further in Section 8) of this report).

The policies align strongly with the transport related targets for the development and aim to further shift the modal usage towards active and public transport. Of particular note, Strategy 21 shows Council are ready and waiting for developments such as proposed for the subject site, to promote sustainable transport.

It should be noted that the MITS remains its adopted status despite Council’s decision to abandon Amendment C183 on May 13, 2020 following a Panel Hearing ruling released on 1 April 2020. Amendment C183 related to the incorporation of parking overlays that introduced maximum and lower parking rates to developments in Activity Centres throughout the City of Moreland, which were one of the initiatives within MITS. The Panel report was expressly supportive of the underlying strategic basis of the MITS and noted that the Amendment itself was supported by state and local policy. The Panel did however take issue in some of the parking surveys and modelling work that underpinned the proposed amendment.

As of December 2020, Council has abandoned planned future MITS parking restrictions and changes in all activity and Neighbourhood centres. Instead, further MITS changes will be based on community support and/or high levels of parking demand on a street by street basis. Moreland Council at the December 2020 meeting reaffirmed the objective of mode shift to more sustainable transport options.

2.5.9 Merri-Bek Parking Management Strategy

The purpose of this policy is to outline tools that Council can use to manage parking in Merri-Bek, including restriction, permits and fees. It provides guidelines on the conditions under which Council will apply parking restrictions and provide information on eligibility, application requirements and other conditions relating to parking permits.

The objectives of the policy of relevant to this development are identified below:

- “Provide equitable access to on-street or public car parking areas for users, consistent with the user priority guidelines in this policy”.
- “Encourage residents and business operators to utilise sustainable transport modes”.
- “Manage traffic flow within the municipality”.
- “Support the objectives and actions of MITS 2019”.

For new developments within Merri-Bek, restrictions for residential on street parking permits are limited where a planning permit for subdivision results in an increase in the number of separate occupancies on the site post August 2011. Therefore, residents of the proposed development would not be eligible for on-street parking permits and would need to rely on alternative transport and off-street parking, where provided.

Similarly, for business parking permits for on-street parking, proof of permanent location of the business within the City of Merri-Bek is required and no more than two off-street parking spaces are to be available at the place of business to qualify for an on-street parking permit.

The eligible businesses may receive a maximum of one permit, or two permits if there are no off-street parking bays at the place of business.

Residents of the development would not be able to access permits, protecting existing residents access to on-street car parking if future parking demand levels lead to the introduction of permit restrictions. Similarly, business on-street parking permits will be restricted, regulating the level of parking demand for new commercial developments on-street.

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3. Development Proposal

The proposal seeks to demolish the existing structure located on land at 24 Jessie Street, Coburg (as well as the existing dwelling occupying 19 Hall Street), to construct two structures at heights of two-storeys and three-storeys, respectively.

With respect to land use, it is proposed to provide a total of 75 affordable dwellings. These will be provided in the following arrangement:

- 23 x 1-bedroom apartments.
- 52 x 2-bedroom apartments.

A ground floor office is to be provided within the southern Jessie Street building, providing a total floor area of 1,156 sqm (GLA) – it is understood this will operate as the head office for Uniting.

A total of 19 car parking spaces will be provided on-site, including 18 resident spaces within a secure undercroft and a single carshare space positioned at the car park entrance. All parking spaces are accessible via an existing crossover to Jessie Street, positioned at the southwest corner of the site.

A total of 121 bicycle parking spaces are proposed on-site, accommodated via secure storage areas and publicly accessible bicycle hoops.

Waste collection is to occur within the undercroft car park, with a bin room provided on the ground floor of the development. Loading demands associated with dwellings/offices are generally low/infrequent in nature and can be accommodated within the car park or on-street, as required.

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4. Car Parking Assessment

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4.1. Clause 52.06 – Car Parking Requirements

Statutory requirements for the provision of car parking are set out in Clause 52.06-5 of the Planning Scheme.

It is noted that the residential component of the development is intended to operate as affordable housing, as per Clause 53.23 to the Merri-Bek Planning Scheme – no statutory parking rates are specified within this clause, hence parking has been assessed against the Clause 52.06-5 requirements.

An assessment of the relevant statutory requirements for the proposal are set out in Table 4.1 below.

Table 4.1: Statutory Car Parking Requirements

Land Use	No. / Size	Statutory Parking Rate	Statutory Parking Requirement
Dwelling		1 space to each one or two bedroom dwelling, plus	75 Spaces
	23 one-bedroom apartments	2 spaces to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom) plus	0 Spaces
	52 two-bedroom apartments		
		0 spaces for visitors to every 5 dwellings.	0 Spaces
Office	1,156 sqm	3 spaces to each 100 sqm of net floor area	34 Spaces
Total			109 Spaces

Based on the preceding table, it can be seen the development has a statutory requirement to provide a total of 109 parking spaces.

As it is proposed to provide a total of 19 on-site parking spaces, a permit is sought for a reduction of 90 spaces against the statutory requirement.

4.2. Car Parking Demand Assessment

Pursuant to Clause 52.06 of the Merri-Bek Planning Scheme, a Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposal for instances where the statutory parking requirement is not met on-site.

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The assessment must consider various factors, including:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely proposed visitors to or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

The factors relevant in this instance to the site and proposed parking dispensation are discussed hereunder.

4.2.1 The availability of public transport in the locality of the land

As discussed in the preceding Section 2.4, the site is well positioned to take advantage of various public transport modes including bus, tram and train services which are all accessible in under a 10-minutes' walk.

This provides staff and residents with viable, convenient transport alternatives to private motor vehicles.

4.2.2 The convenience of pedestrian and cyclist access to the land / the provision of bicycle parking and end of trip facilities for cyclists in the locality of the land

Constructed footpaths are provided on both sides of both Jessie Street and Hall Street, as well as the surrounding roads proximate to the site, with various on- and off- street cycling opportunities provided proximate the site and throughout the wider locality.

The development features a significant provision of bicycle parking located on-site, including:

- 75 resident bicycle spaces.
- 36 commercial (office) bicycle spaces.
- 10 visitor bicycle spaces.

Furthermore, staff of the office component have access to End of Trip facilities with separate male, female and DDA amenities, comprising four (4) showers and employee lockers.

These facilities provide an attractive and convenient means of alternative sustainable transport that is expected to significantly reduce future reliance on private motor vehicles, an outcome which is consistent with Council's local policy objectives and strategy with respect to supporting reduced car parking rates.

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4.2.3 Access to Car Share Facilities

As discussed in Section 2.4.4, there is availability for car share conveniently located proximate to the subject site, including the proposed provision of a single carshare space located on-site. These can be utilised by employees who do not drive to work for day-to-day errands, such as attending meetings or site visits, or by residents who require infrequent motor vehicle use but do not own a car.

4.2.4 The anticipated car ownership rates of likely proposed visitors to or occupants (residents or employees) of the land

STAFF

Staff car parking demands are often a function of supply in locations where on-street parking is constrained by parking restrictions or typically suffer from poor availability, with staff typically electing to utilise alternate transport modes where available. Considering the location of the site and its proximity to multiple public transport options, the office staff car parking demand is expected to be minimal and restricted by the small amount of publicly available, unrestricted parking opportunities proximate to the site (primarily Jessie Street & Hall Street).

Furthermore, the presence of carshare vehicles both on-site and throughout the wider locality will be useful for staff who may be required to undertake site visits or other errands in remote locations off-site that may not be accessible by public transport.

While it is anticipated that staff parking demands will be low given the location of the site, it is noted that Council does have the mechanism to instate parking restrictions within the adjacent roads (Jessie Street & Hall Street), should the existing unrestricted parking be identified as an issue.

RESIDENT

It is understood that the residential component of the development is intended to operate as affordable housing. These types of dwellings typically experience lower rates of car ownership when compared to conventional dwellings, highlighted by the parking rates specified within Clause 53.20-6.9, which requires parking be provided at “*a minimum 0.6 car spaces should be provided to each dwelling*”. It is noted that application of this rate to the proposed development would yield a parking requirement of 45 spaces.

Within the private housing market there are a number of factors which contribute to whether an individual may decide to purchase a property, including the availability of on-site parking. Subsequently, this results a spectrum of car ownership rates for properties from zero car ownership through to cases with multiple owned cars. This results in developers for the private housing market tailoring developments for intended end users which includes zero parking developments (such as Nightingale Housing developments) through to high-end products offering significant surplus parking opportunities.

With due consideration to the fact a market exists for a demographic with no/low car ownership, this can also be applied to instances of affordable housing developments such as the dwellings proposed within this development.

Table 4.2 below details a number of similar affordable housing developments which have been constructed/approved, demonstrating the appropriateness of providing reduced parking rates (below the 0.6 rate specified) and in instances where available data is present, actual car ownership within such developments.

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Table 4.2: Low Provision Affordable Housing Developments

Location	Dwellings	Dwelling Type	Parking Spaces	Car Ownership	Parking Rate
229 Barkly Street, Footscray	35 dwellings	12 one-bedroom 23 two-bedroom	0 spaces	0 cars	0 spaces / dwelling
63 Hanmer Street, Williamstown	67 dwellings	63 one-bedroom 4 bedsits	9 spaces	1 car	0.01 spaces / dwelling
43 Station Street, Fairfield.	37 dwellings	6 studios 31 on-bedroom	6 spaces	-	0.16 spaces / dwelling
57-59 Showers Street, Preston	35 dwellings	18 one-bedroom 11 two-bedroom 3 three-bedroom	8 spaces	-	0.23 spaces / dwelling
435 Gaffney Street, Pascoe Vale	28 dwellings	19 one-bedroom 9 two-bedroom	28 spaces	8 cars	0.29 spaces / dwelling
51a Douglas Street, Noble Park	97 dwellings	61 one-bedroom 36 two-bedroom	38 spaces	-	0.39 spaces / dwelling
TOTAL	299 dwellings	-	61 spaces provided or cars owned	-	-
Average					0.2 spaces / dwelling

Noting the proposed development seeks to provide resident parking at a rate of 0.25 spaces / dwelling, the above case study data demonstrates that this would be an acceptable outcome for such a development. Most notably is the data presented for the 435 Gaffney Street, Pascoe Vale development which is located in a similar area and offers a single parking space to each dwelling, yet experiences a **total on-site** car ownership of 8 vehicles.

Given this data, and noting the site's location and high-degree of accessibility to both public transport services and cycling infrastructure, the proposed provision is deemed acceptable in this instance.

4.3. Green Travel Plan

A Green Travel Plan has been prepared part of this application which encourages the use of sustainable transport and discourages private vehicle use and ownership.

Green Travel Plans are an effective means of monitoring and encouraging positive travel behaviour change within the communities such as the proposed.

5. Bicycle Parking

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5.1. Planning Scheme Assessment

Clause 52.34 of the Merri-Bek Planning Scheme sets out the statutory requirement to provide bicycle parking for new developments. The statutory bicycle parking requirement for the proposed development is outlined in Table 5.1.

Table 5.1: Statutory Bicycle Parking Requirement

Land Use	Size/No.	User	Parking Rate	Requirement
Dwelling	75 Dwellings	Resident	In developments of four or more storeys, 1 to each 5 dwellings	15 spaces
		Visitor	In developments of four or more storeys, 1 to each 10 dwellings	8 spaces
Office	1,156 sqm	Employee	1 per 300sqm of net floor area if net floor area exceeds 1,000sqm	4 spaces
		Visitor	1 per 1,000sqm if net floor area exceeds 1,000sqm	1 space
Total				28 spaces

Based on the preceding table, the proposed development attracts a statutory requirement to provide 28 bicycle parking spaces on-site.

As 121 bicycle parking spaces are proposed, the relevant requirement has been significantly exceeded in this instance. It is noted that End of Trip facilities are proposed within the Office component of the development, offering a total of four (4) showers – this satisfies the statutory requirements based on the number of bicycle parking spaces provided, as per Table 5.2.

Table 5.2: Statutory Bicycle End of Trip Facilities

Land Use	Size/No.	User	Rate	Requirement
Office	36 spaces	Employee	1 shower to the first 5 employee spaces, plus 1 additional to each 10 employee spaces thereafter.	4 showers
	0 spaces	Visitor	None	0 showers
Total				4 showers

5.2. Bicycle Parking Layout

Two (2) separate bicycle storage rooms, nominated for exclusive resident and office use, are located on the ground level centrally between the proposed buildings.

The secure bicycle storage areas are as follows:

Resident storage area

- Total of 64 bicycle parking spaces, comprising:
 - 24 at-grade bicycle parking spaces.
 - 40 wall-mounted bicycle parking spaces.

Employee storage area

- Total of 24 wall-mounted bicycle parking spaces.

A minimum aisle width of 1.5m is accommodated within the secure storage area, with bicycle parking envelopes for the at-grade and wall-mounted spaces measuring 1.8m x 0.5m and 1.2m x 0.5m, respectively – this satisfies the relevant design requirements of AS2890.3:2009.

A further 11 resident bicycle parking spaces are distributed within individual dwellings, with the remaining 12 staff bicycle parking spaces provided via at-grade bicycle hoops oriented at the Jessie Street frontage.

With due consideration to the above, the AS2890.3:2009 requirement for 20% of bicycle parking to be provided in a horizontal or ‘at-grade’ format has been satisfied.

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6. Design Assessment

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6.1. Access Arrangements

Vehicle access to the site is proposed via a single, 6.4m wide crossover to Jessie Street at the site's southern boundary. As the accessway does not exceed 50 metres in length, nor does it connect to a road in a Transport Zone 2 or 3, there is no statutory requirement to provide the 6.1m wide x 7.0m long passing area – nonetheless, this has been satisfied in this instance.

A pedestrian visibility splay is nominated on the departure side of the crossover, measuring 2.0m along the property frontage and 2.5m along the access driveway. No landscaping shall exceed 0.9m in height through this area, with a minimum visibility of 50% to be achieved at all times.

An assessment of the accessibility to/from the site has been undertaken which demonstrates that a B99 design vehicle (the 99.8th percentile vehicle respectively, as defined by AS2890.1:2004) can achieve access to the site, with a 6.35m 'mini' rear loader waste collection vehicle able to both access and depart the site in a forward direction. The 'mini' rear loader waste collection vehicle would be the largest vehicle anticipated to access the site.

6.2. Car Parking Layout

The development proposes to provide car parking facilities on-site, summarised as follows:

- A single 2.6m wide x 4.9m long parking space fronting the car park entrance, allocated to the carshare vehicle.
- 18 spaces within the undercroft car park, each measuring 2.6m wide x 4.9m long and accessible from a 6.4m wide parking aisle.
- A 1.0m aisle extension is provided at the end of the car park, facilitating access to the end most parking space.
- Provision of a 3.2m wide turning bay for use by the 'mini' rear loader waste collection vehicle.
- A floor-to-ceiling height of 4.0m within the car park, well above the 2.1m minimum required under the Planning Scheme.

Vehicle swept paths are provided at Appendix A for reference.

6.3. Gradients

A minor 1:50 grade (max.) is proposed within the parking aisle – this is well within the acceptable grading requirements as stipulated within Design Standard 3 of the Planning Scheme.

7. Loading & Waste Collection

Clause 65.01 'Decision Guidelines' of the Port Phillip Planning Scheme outlines the provision of loading requirements and states the following:

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

Loading requirements associated with residential/office developments are typically infrequent and would generally occur via vans or small trucks. These activities can occur within the undercroft car park or on-street, as required.

With respect to waste collection, a 6.35m 'mini' waste collection vehicle will access the site, before undertaking a three-point turn manoeuvre and departing in a forward direction.

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8. Traffic Assessment

In consideration of the locality of the site, the level of accessibility to public transport and the parking provision, the development is conservatively estimated to generate traffic at a rate of 0.5 movements per dwelling during the peak hour (noting no on-site parking is proposed for the office component).

As an on-site parking supply of 19 spaces is proposed, traffic generation estimates for the proposed development have been based on this supply. Accordingly, a traffic generation of 10 vehicle movements during the peak hour is estimated, corresponding to one vehicle movement every 6 minutes, which is considered negligible from a traffic engineering perspective.

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9. Conclusion

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The development scheme proposes to construct two buildings within the land located at 24 Jessie Street, Coburg. The development will comprise 75 affordable housing dwellings and a ground floor office totalling 1,156 sqm to be utilised by Uniting.

It is proposed to provide 19 on-site car parking spaces, inclusive of a single carshare parking space.

Based on the foregoing assessment, it is concluded that:

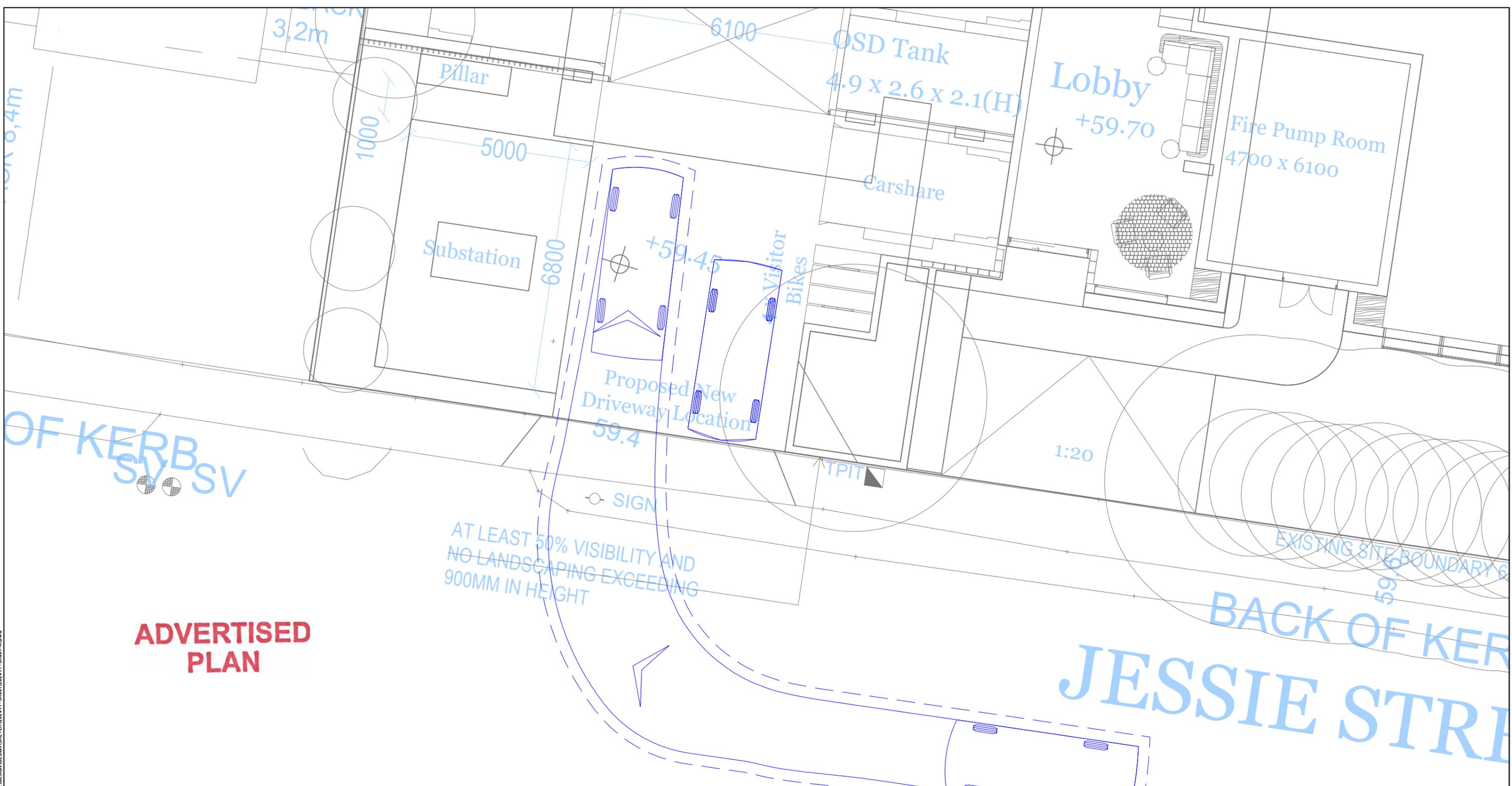
- The proposed development generates a statutory on-site parking requirement of 109 spaces.
- The proposed supply of 19 spaces is below the statutory requirement. The proposed car parking supply is considered acceptable on the basis that:
 - The development’s car parking provision aligns with the objectives sought by Council policies in seeking to reduce the dependence on private motor vehicle, while recognising the municipality features a high proportion of cyclist trips.
 - The site features excellent access to public transport opportunities and cycling infrastructure.
 - The site features an exception provision of bicycle parking, significantly exceeding the statutory requirements.
 - Unrestricted, on-street parking is available within Jessie Street & Hall Street however, it is anticipated that parking demands associated with the development will be minimal. Should the development negatively impact existing on-street parking, the instatement of parking restriction can be considered to mitigate this impact.
 - Car share vehicles provided both on-site and through the wider locality can be utilised by employees/residents, mitigating the requirement to drive to work/own a private motor vehicle.
 - The residential component of the development is intended to operate as affordable housing. An assessment of similar developments suggests a parking provision of 0.2 spaces / dwelling is an acceptable provision.
- The proposed car parking and site access arrangements have been suitable designed and are in accordance with the requirements of the Merri-Bek Planning Scheme and AS Series.
- The proposed bicycle parking provision significantly exceeds the Merri-Bek Planning Scheme statutory requirements.
- The traffic generation caused by the development will have a negligible impact on the surrounding road network.

Overall, the proposed development is not expected to result in adverse traffic or parking impacts in the precinct. Accordingly, it is determined there is no traffic engineering reason to preclude the granting of a Planning Permit in this instance.

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Appendix A Swept Path Assessment

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B99 Vehicle (AS/NZS2890.1:2004)	
	<p>VEHICLE ENVELOPE (FORWARD)</p> <p>300mm CLEARANCE (FORWARD)</p> <p>VEHICLE ENVELOPE (REVERSE)</p> <p>300mm CLEARANCE (REVERSE)</p>
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

B85 Vehicle (AS/NZS2890.1:2004)	
	<p>VEHICLE ENVELOPE (FORWARD)</p> <p>300mm CLEARANCE (FORWARD)</p> <p>VEHICLE ENVELOPE (REVERSE)</p> <p>300mm CLEARANCE (REVERSE)</p>
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Mixed-Use Development
 24 Jessie Street, Coburg
 Swept Path - B85/B99 PASSING

NOTE:
 1) Base Plan Supplied By DKO Architects, dated 25.03.2024
 2) Maximum Design Speed 5km/h

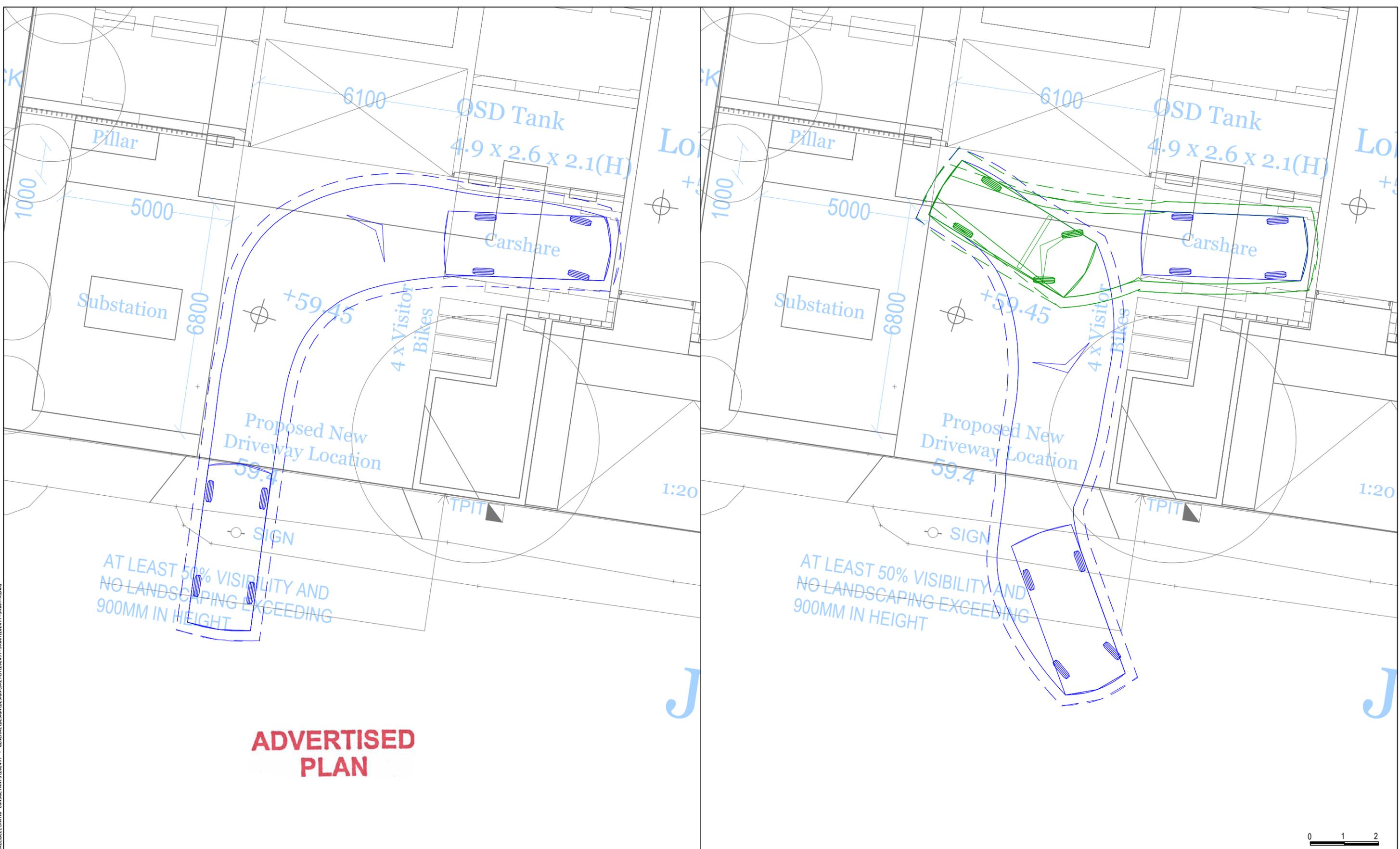


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B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)
 300mm CLEARANCE (FORWARD)
 VEHICLE ENVELOPE (REVERSE)
 300mm CLEARANCE (REVERSE)

Mixed-Use Development
 24 Jessie Street, Coburg
 Swept Path - B85

NOTE:
 1) Base Plan Supplied By DKO Architects, dated 25.03.2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE 20249T-SK001-A	SHEET No. 2 of 4	PREPARED BY M.B	SCALE 1:100@A3	DATE 26/03/2024
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B85 Vehicle (AS/NZS2890.1:2004)

VEHICLE ENVELOPE (FORWARD)
 300mm CLEARANCE (FORWARD)
 VEHICLE ENVELOPE (REVERSE)
 300mm CLEARANCE (REVERSE)

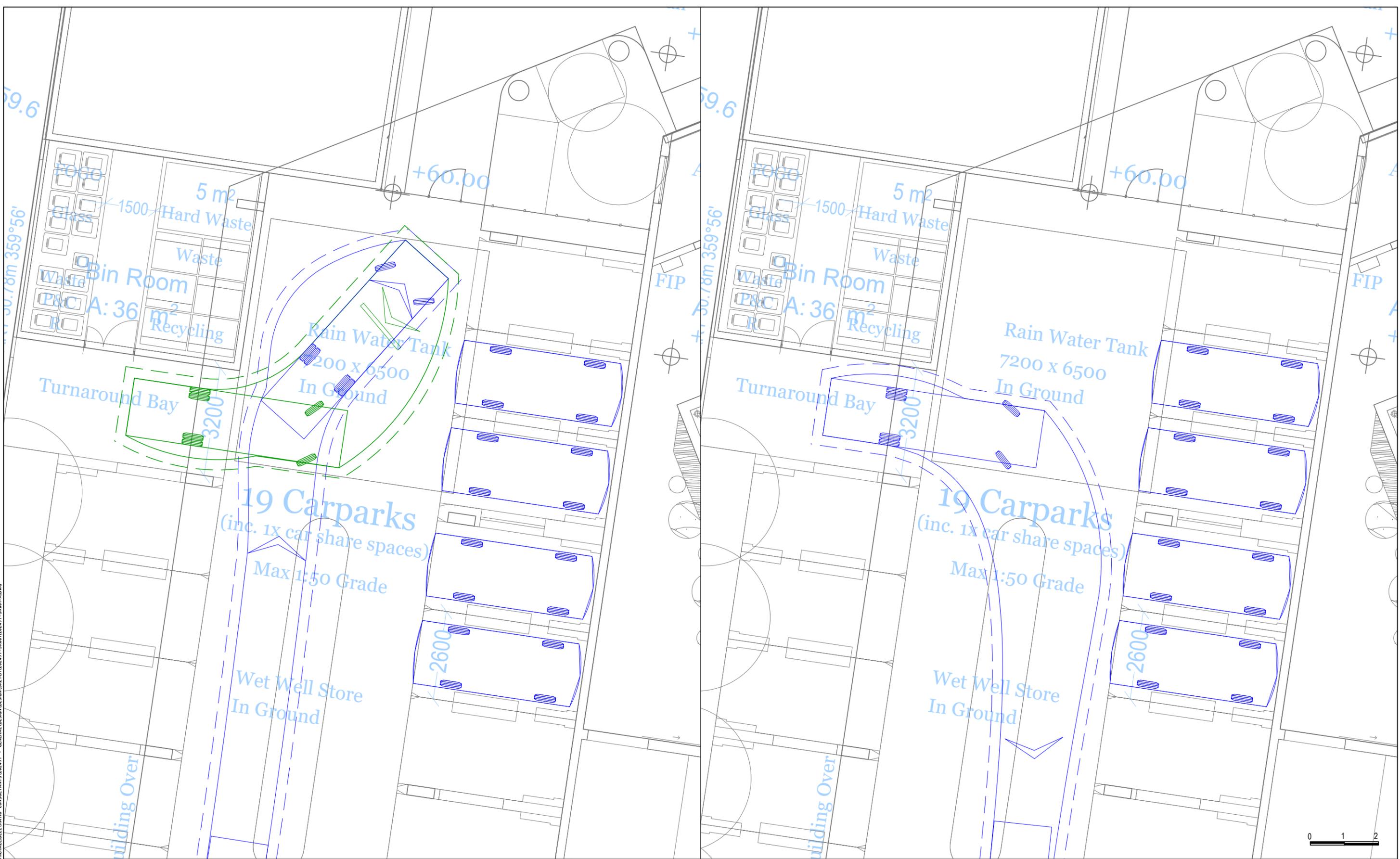
Mixed-Use Development
 24 Jessie Street, Coburg
 Swept Path - B85

NOTE:
 1) Base Plan Supplied By DKO Architects, dated 25.03.2024
 2) Maximum Design Speed 5km/h

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Mini-Rear Loader Waste Collection Vehicle

VEHICLE ENVELOPE (FORWARD)
 300mm CLEARANCE (FORWARD)
 VEHICLE ENVELOPE (REVERSE)
 300mm CLEARANCE (REVERSE)

Overall Length 6.345m
 Body Width 1.700m
 Overall Body Height 2.080m
 Min Body Ground Clearance 0.205m
 Track Width 1.670m
 Lock to Lock Time 4.00 sec
 Curb to Curb Turning Radius 6.450m

Mixed-Use Development
 24 Jessie Street, Coburg
 Swept Path - 6.35m 'MINI' REAR LOADER

NOTE:
 1) Base Plan Supplied By DKO Architects, dated 25.03.2024
 2) Maximum Design Speed 5km/h

ADVERTISED PLAN



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