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# Traffix Group

## ADVERTISED PLAN

Our Reference: G28846L-01C

14 December 2023

Glen Iris Devco Pty Ltd  
Level 26, 35 Collins Street  
MELBOURNE VIC 3000

### 28 Hope Street, Glen Iris – Proposed Affordable Housing Development Traffic Engineering Assessment

Further to your instructions, please find following our review of the plans prepared by Cera Stribley (dated December, 2023) as part of the town planning application for the proposed social house development at 28 Hope Street, Glen Iris.

This Traffic Engineering Assessment (TEA) is provided in conjunction with the TEA relating to the proposed mixed use development at 173 Burke Road, Glen Iris, noting that they have different site locations, access arrangements, frontages and land uses.

### Proposal & Background

The proposal is for an affordable housing development on the site as set out in the table below.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Affordable housing			
1 bedroom	4 apartments	3 car spaces	Located in at-grade carpark
2 bedroom	2 apartments		
Total	6 apartments		
Other	Notes		
Vehicle Access	Access is provided to the site's at-grade carpark via a Right-Of-Way (ROW) located at the site's southern frontage. The ROW connects to and from Irymple Avenue, as well as extends in a westerly direct to past the site.		
Bicycle Parking	12 bicycle spaces are proposed; 6 resident and 6 visitor		
Changes to on-street parking	None		

A copy of the relevant development plans prepared by Cera Stribley is attached at Appendix A.

A Planning Permit (No. 0989/21, dated 12<sup>th</sup> May, 2023) exists for 28 Hope Street relating to a townhouse scheme accommodating 2 dwellings, which provided for vehicle access

to 3 car spaces in total from the rear ROW. The proposed vehicle access location is consistent with the approved scheme.

### Existing conditions

The subject site is 28 Hope Street, Glen Iris. The table below summarises the key characteristics of the subject site.

*Table 2: Subject Site Description*

Characteristic	Description
Address	28 Hope Street, Glen Iris
Area	450m <sup>2</sup>
Frontages	10.6m to Hope Street 9.15m to ROW along southern boundary
Activity Centre	Located adjacent to Central Park Village and 1km south-west Glen Iris Village
Zoning	General Residential Schedule 10 - GRZ10
Current use of site	Single dwelling
Vehicle access	Single width crossover to abutting ROW along southern boundary
On-street parking along site frontage	2 unrestricted car spaces on Hope Street

A locality plan, aerial photograph and land use zoning map is provided at Figure 1 to Figure 3.

In addition to the Central Park Village Neighbourhood Activity Centre, other significant non-residential land uses in the nearby area include:

- **Sacre Coeur Catholic Girls School**, located approximately 100m north of the site,
- **Central Park**, located approximately 150m south of the site,
- **Caulfield Grammar (Malvern Campus)**, located approximately 200m east of the site,
- **Korowa Anglican Girls School**, located approximately 550m north-east of the site,
- **St. Roch’s Catholic School**, located approximately 650m north of the site, and
- **Glen Iris Railway Station**, located approximately 1km north-east of the site.



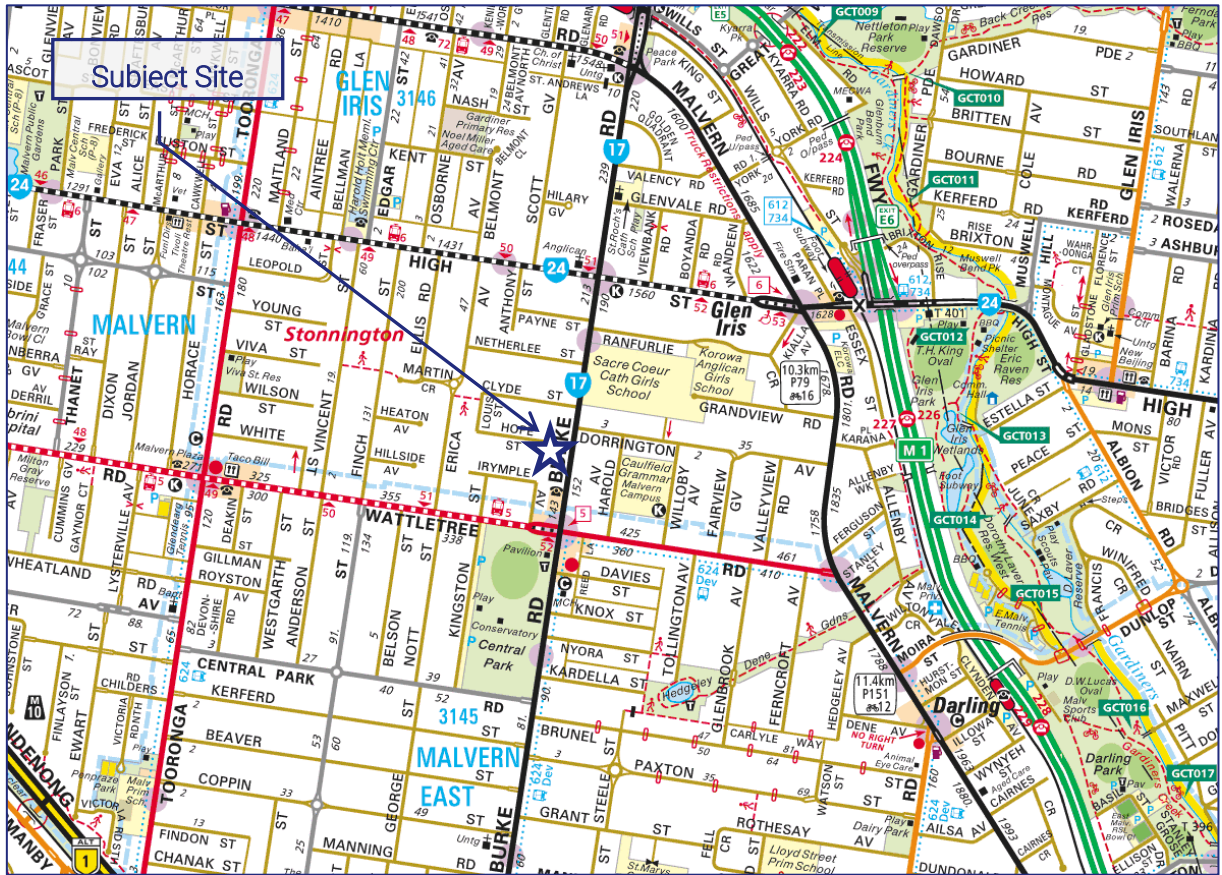


Figure 1: Locality Plan (Source: Melway)



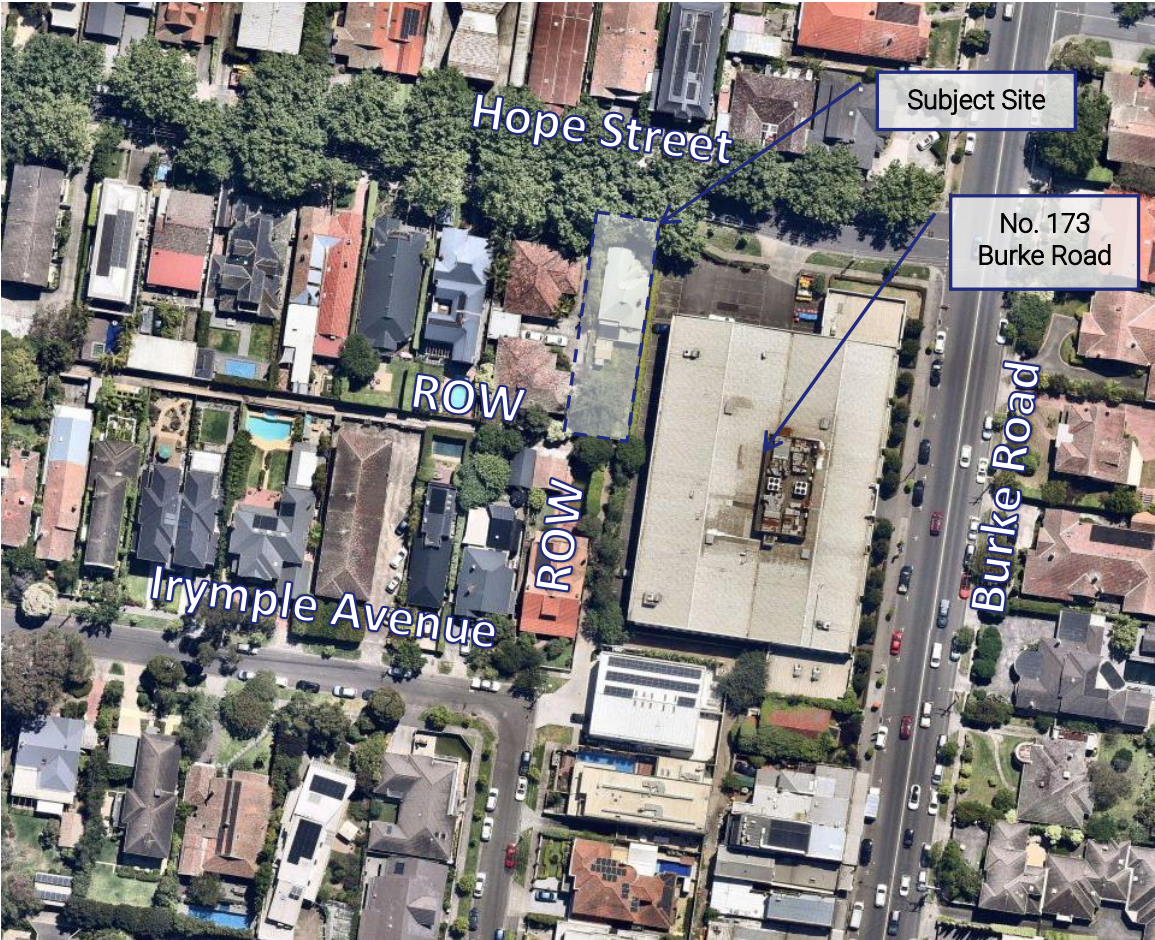


Figure 2: Aerial Photograph (Source: Nearmap)



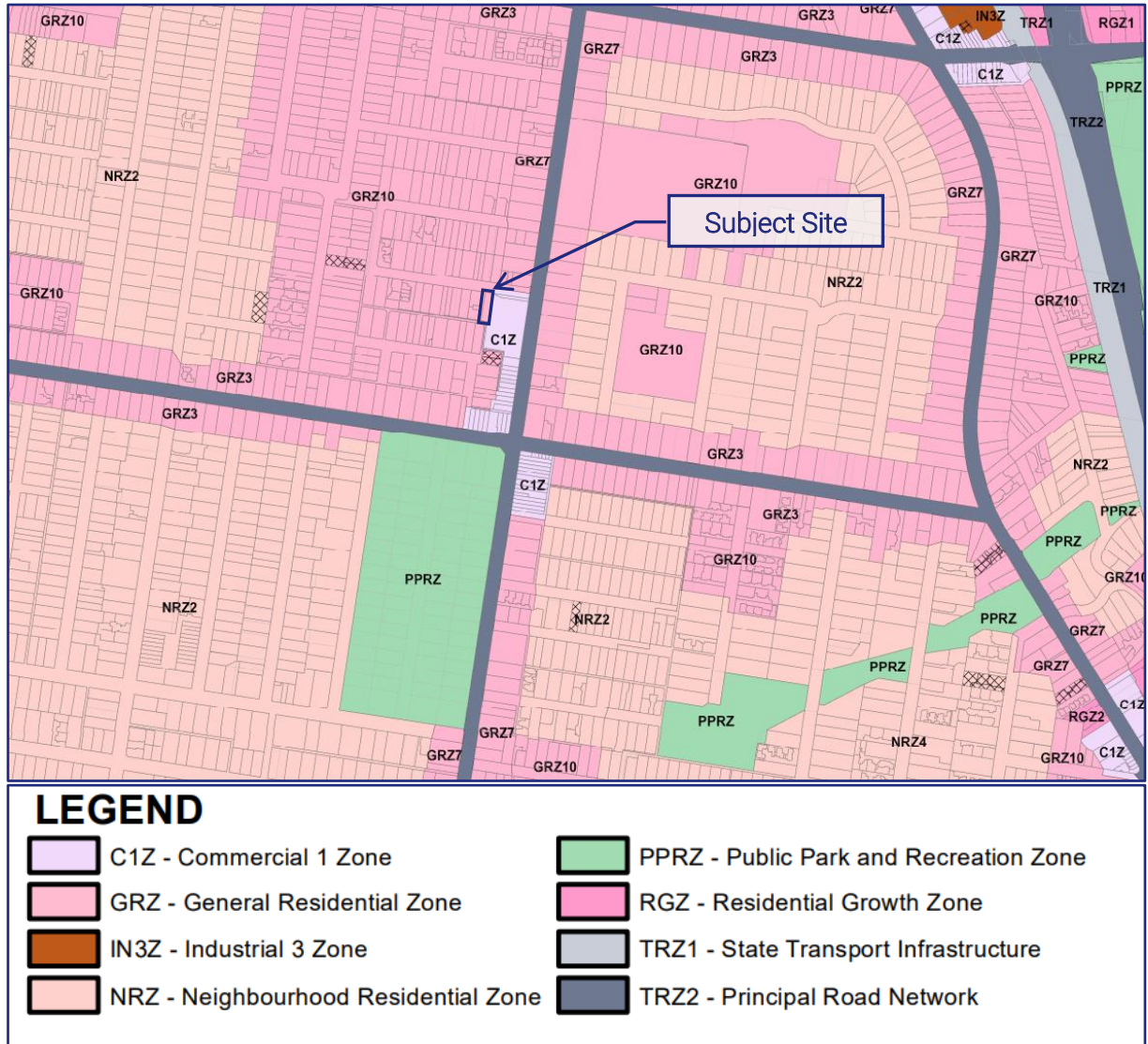


Figure 3: Land Use Zoning Map (Source: Planning Schemes Online)



## Transport Network

### Road Network

**Hope Street** is a Council operated 'Local Road'<sup>1</sup>, aligned in an east-west direction from Burke Road to the east and Louis Street to the west.

Hope Street, Louis Street and Clyde Street form a loop to and from Burke Road.

A posted speed limit of 50km/h typically applies to Hope Street, however there is also a 40km/h speed limit between 8am-9:30am and 2:30pm-4pm on school days which applies upon approach to Burke Road from the midpoint of the site.

A **ROW** network is located partially along the site's southern boundary. The ROW extends northerly from Irymple Avenue to the south-west of the site, before branching towards both the east and north.

The ROW is typically 3m in width and constructed of concrete.

**Irymple Avenue** is a Council operated 'Local Road'<sup>2</sup> accessed via Wattletree Road to the south and Kingston Street to the west. Several ROWs can be accessed via Irymple Avenue.

Irymple Avenue typically provides a 7.3m wide carriageway. Two-way simultaneous movements are possible when parking occurs on one side only. If parking occurs on both sides simultaneously, one shared lane is provided for two-way traffic flow.

Pedestrian footpaths are provided on both sides of the carriageway.

An urban default speed limit of 50km/h applies to Irymple Avenue. Parking along Irymple Avenue is unrestricted along the west and south sides of the carriageway and time restricted between 9am-6pm Monday to Friday along the north and east sides of the carriageway.

Photographs depicting the surrounding road network are presented in Figure 4 to Figure 9.

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<sup>1</sup> According to the Stonnington City Council – Register of Public Roads – dated 2021

<sup>2</sup> According to the Stonnington City Council – Register of Public Roads – dated 2021





Figure 4: Hope Street – view west



Figure 5: Hope Street – view east



Figure 6: ROW – view north, from Irymple Avenue



Figure 7: ROW – view south in the vicinity of the subject site



Figure 8: Irymple Avenue – view north, from Wattletree Road



Figure 9: Irymple Avenue – view west in the vicinity of ROW



### Alternative Transport Modes

#### Public Transport

The site is located within the PPTN area as shown in Figure 10. Two tram routes and a bus route are located in close proximity to the site. The nearest railway station is Glen Iris Railway Station, which is located approximately 950m north-east of the site. Gardiner Railway Station is also located 1.1km north of the site.

A summary of the public transport services is provided in Table 3. The available public transport services within close proximity of the site are shown at Figure 11.

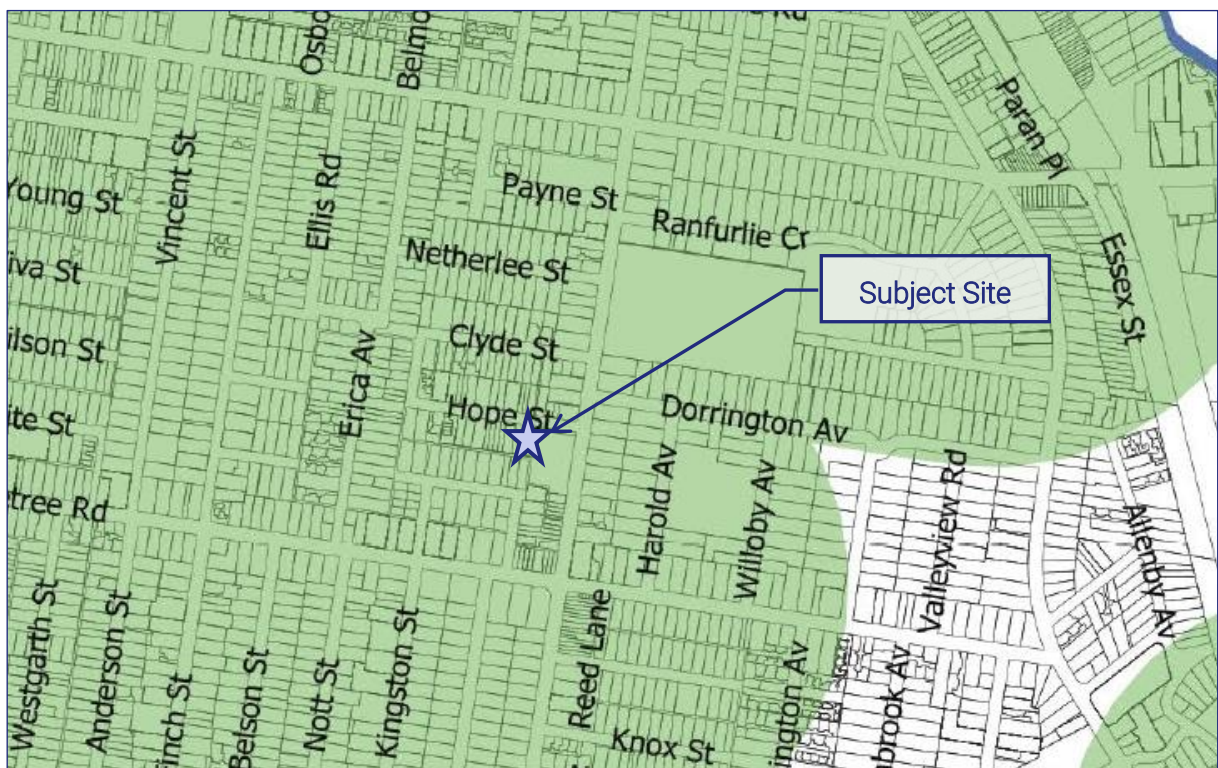


Figure 10: Principal Public Transport Network Map (source: [planning.vic.gov.au](http://planning.vic.gov.au))







Figure 11: Public Transport Map (source: [ptv.vic.gov.au](http://ptv.vic.gov.au))



Table 3: Summary of Public Transport Services

Service	Between	Via
<b>Wattletree Road – located approximately 300m south of the site</b>		
Tram Route 5	Melbourne University & Malvern	St Kilda Road
<b>Wattletree Road – located approximately 400m south-east of the site</b>		
Bus Route 624	Kew & Oakleigh	Caulfield, Carnegie, Darling & Chadstone
<b>High Street – located approximately 500m north of the site</b>		
Tram Route 6	Moreland & Glen Iris	St Kilda Road
<b>Glen Iris Railway Station – located approximately 1.1km walking distance north-east of the site</b>		
Glen Waverley Line	Glen Waverley & City	East Malvern, Kooyong & Burnley
Bus Route 612	Box Hill & Chadstone	Surrey Hills, Camberwell & Glen Iris
Bus Route 734	Glen Iris & Glen Waverley	High Street
<b>Malvern Road – located approximately 1.1km walking distance north of the site</b>		
Tram Route 72	Melbourne University & Camberwell	St Kilda Road & Burke Road
<b>Gardiner Railway Station – located approximately 1.2km walking distance north of the site</b>		
Glen Waverley Line	Glen Waverley & City	East Malvern, Kooyong & Burnley



## Review of Car Parking Provision

### Statutory Car Parking Assessment

We understand that at the current point in time, the proposed development technically falls under the land-use category of 'dwelling' under Clause 73.03 of the Planning Scheme.

Whilst the proposal is currently categorised as 'dwellings', the proposal is for affordable housing units.

Typically, either Clause 52.20 or Clause 53.20 of the Stonnington Planning Scheme apply to affordable housing developments. We understand that whilst these Clauses are not strictly applicable to the proposal, but rather subject to a separate Application Pathway, we will refer to these clauses for guidance throughout this section as the Pathway guidance has not yet been formalised.

#### Clause 52.06 Assessment – Dwellings

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-5 states:

*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, August 2018); or*
- *a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.*

The site is located within the Principal Public Transport Network area and accordingly, Column B rates apply to the site.

The assessment of the statutory car parking requirements of the development is set out in Table 4.



Table 4: Statutory Car Parking Assessment – Clause 52.06 (Column B)

Proposed Use	Size/No.	Statutory Car Parking Requirement (Column B)	Car Parking Req. <sup>(Note 1)</sup>	Car Parking Provision	Shortfall (-) /Surplus (+)
One-bedroom dwelling	4	1 space per one or two bedroom dwelling	4	1	-3
Two-bedroom dwelling	2		2	2	0
Residential Visitors	6 (dwellings)	None required	0	0	0
<b>TOTAL</b>			<b>6</b>	<b>3</b>	<b>-3</b>

Note 1: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, the number of spaces should be rounded down to the nearest whole number.

The proposed development has a statutory car parking requirement of 6 car spaces for residents when assessed as dwellings.

The provision and allocation of 3 car spaces results in a shortfall of 3 spaces from the statutory requirements of Clause 52.06 and accordingly, a car parking reduction is required under the decision guidelines of Clause 52.06-7. The reduction relates to 3 of the one-bedroom dwellings being provided without a car space.

**Reducing the Requirement for Car Parking**

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- 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 or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

### ***Car Parking Demand Assessment***

#### **Resident Demands**

The development provides resident car parking at a rate of 0.5 car spaces per dwelling. A total of 3 of the one-bedroom apartments will not have a car space.

Our assessment therefore primarily focusses on the dwellings which seek a car parking reduction, being 3 of the one-bedroom apartments. The dwellings with car parking are in accordance with the rates set out at Clause 52.06-5.

It is recognised that car ownership is influenced by several factors and that in inner city areas many households do not own a car / have a reduced demand for parking for a range of reasons. While the reasons may vary from household to household, they are likely to include one or more of the following:

- affordability issues – some residents may not be able to afford to own, insure, register, and maintain a car, or may not travel sufficient distances over the year to make car ownership worthwhile,
- public transport and service access – residents may live within close proximity to daily services such as shops, banks, activity centre etc, and can conveniently access these by public transport or via non car-based modes (walking, cycling, etc),
- public transport and employment/study access – residents may have convenient access (via public transport, bicycle, or walking) to their place of work, study, recreation, etc,
- disability or unlicensed – some residents may be unable to drive due to disability, age or being unlicensed, and therefore are more reliant on alternative transport modes, and



- environmental concerns – some residents may actively minimise their car usage for environmental reasons, preferring to use more sustainable transport modes to meet their daily travel needs.

The second, third, and fifth dot points are particularly relevant to this site, which is walkable, has access to public transport services, and is only a short distance to commercial uses within the Central Park Village Neighbourhood Activity Centre.

The site is also located within an area well serviced by public transport, provides an appropriate level of bicycle parking, given the car parking reduction, and is located in close proximity to a number of shops, potential future supermarket and everyday services. Accordingly, we are satisfied that residents do not necessarily require a private vehicle for day-to-day activities.

Residents will not be eligible for parking permits, including in the event that further parking restrictions are introduced.

Based on the above, we are satisfied that the resident car parking demand will be adequately accommodated on the site.

#### ***Appropriateness of Providing Fewer Car Spaces than the Demand Assessment***

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

The Car Parking Demand Assessment outline above indicates that the resident demand is likely to be met, however in order to undertake a robust assessment, the decision factors when seeking a car parking reduction will be reviewed.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The relevant car parking provision factors are as follows:

- ***The Car Parking Demand Assessment.***
- ***Any relevant local planning policy or incorporated plan.***
- ***The availability of alternative car parking in the locality of the land, including:***
  - *Efficiencies gained from the consolidation of shared car spaces.*
  - *Public car parks intended to serve the land.*
  - *On street parking in non residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- ***On street parking in residential zones in the locality of the land that is intended to be for residential use.***
- ***The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.***



- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- **Local traffic management in the locality of the land.**
- **The impact of fewer car spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.**
- *The need to create safe, functional and attractive parking areas.*
- **Access to or provision of alternative transport modes to and from the land.**
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- **Any other relevant consideration.**

The highlighted factors are considered below.

### **Car Parking Demand Assessment**

The Car Parking Demand Assessment concludes that:

- The provision of car parking for residents is likely to meet the empirical demand and there is strong policy support for the provision of dwellings with reduced car parking in this location.
- Residents will not be eligible for parking permits.
- The provision of a reduced number of on-site car spaces for the residents is appropriate in this site context, given the level of access to alternative modes of transport including bicycle parking.
- Visitor parking demands will be accommodated within the on-street parking supply which is the consistent approach for site's within the PPTN.

### **Availability of Alternative Transport Modes**

The site is well served by public transport, including tram, bus and train services all within walking distance of the site.

There is also bicycle infrastructure in the nearby area including off-street bicycle paths, on-street bicycle lanes, and informal bicycle routes, that connect to the subject site. An appropriate level of bicycle parking, in excess of the minimum requirements of Clause 52.34, is also provided.



Accordingly, the site is one where travel via private car is not essential and the car parking reduction for dwellings in particular is supported.

### **Local Traffic Management**

The lower provision of car parking for residents assists in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.

### **Other Considerations – Plan Melbourne 2017-2050**

Plan Melbourne is a long-term vision to ensure that Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. It is a long-term plan designed to respond to the statewide, regional and local challenges and opportunities Victoria faces between now and 2050.

Direction 5.1 states that a 20-minute neighbourhood must:

- *be safe, accessible and well connected for pedestrians and cyclists to optimise active transport.*
- *offer high-quality public realm and open space.*
- *provide services and destinations that support local living.*
- *facilitate access to quality public transport that connects people to jobs and higher-order services.*
- *deliver housing/population at densities that make local services and transport viable.*
- *facilitate thriving local economies.*

The creation of new dwellings nearby to Activity Centres which are well connected via quality public transport and bicycle facilities accords with the vision of Plan Melbourne 2017-2050 in terms of creating a '20-minute neighbourhood'. The low provision of car parking also aims to reduce congestion by promoting alternative sustainable modes of transport to and from the site.

### **Other Considerations – Affordable housing – Clauses 52.20 and 53.20**

Whilst the proposal is currently categorised as 'dwellings', the proposal is for affordable housing units.

Typically, either Clause 52.20 or Clause 53.20 of the Stonnington Planning Scheme apply to affordable housing developments. We understand that whilst these Clauses are not strictly applicable to the proposal, but rather subject to a separate Application Pathway, we will refer to these clauses for guidance throughout this section as the Pathway guidance has not yet been formalised.

Both Clause 52.20-7 and 53.20-6.9 specify the car parking requirements for social/affordable housing under these parts of the Scheme as follows:

*A minimum of 0.6 car spaces should be provided to each dwelling. Car spaces may be covered or uncovered.*

Application of the preceding rate to the 6 dwellings proposed equates to 3 parking spaces required (noting the requirement rounds down).





The current proposal includes 3 parking spaces for the affordable housing apartments which is in line with the parking requirements for social/affordable housing.

As per above, the dwellings without car spaces (i.e. 3 of the apartments) will have convenient access to alternative modes of transport, including nearby public transport services, bicycle spaces provided on-site, and an activity centre located within close walking distance. The proposal at 173 Burke Road is also for a supermarket, which will provide a convenient shopping location for groceries.

We are satisfied that an appropriate level of car parking is provided on the site and those without a car space will not be in a situation of transport disadvantage.

In any event, the site is located approximately within the PPTN, is located adjacent to the Central Park Village and within 1km walking distance of Glen Iris Village<sup>3</sup>. Accordingly, residents have access to alternative modes of transport, and are in a location where a private vehicle travel is not a necessity to undertake day-to-day activities.

### **Bicycle Parking Provision**

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use.

A residential development of less than four storeys has no statutory requirement to provide bicycle parking under Clause 52.34.

The proposal therefore does not have a statutory bicycle requirement. In any event, the provision of 12 bicycle spaces is provided.

The application proposes the provision of 12 bicycle spaces provided as follows:

- 6 secure spaces for residents provided via wall hanging 'Ned Kelly' rails.
- 6 bicycle spaces for visitors provided via horizontal 'Flat Top' rails.

All bicycle spaces comply with the design requirements of Clause 52.34 and AS2890.3-2015.

We are satisfied with the provision of bicycle parking for this proposal.

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<sup>3</sup> According to the Stonnington City Council – Stonnington Activity Centres Strategy – dated June 2016



## **Loading and Waste Collection**

### **Loading**

Clause 65.01 of the Planning Scheme specifies that:

*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.*

The dwellings will require minor loading activities; however a dedicated loading bay is not necessary.

Residential loading for minor loading activities can occur via residents' own car spaces, with occasional furniture removalist trucks loading on-street in the nearby area, including in proximity to the site along Hope Street.

Based on the above, we are satisfied that a dedicated loading bay is not necessary for this development.

### **Waste Collection**

A Waste Management Plan has been prepared by WSP Australia.

Waste collection is to occur on-street using Council's existing waste services.

It will require residents to wheel relevant bins from the bin refuse (located at the site's frontage to Hope Street) and place them kerbside along Hope Street. Waste bins will be collected along the site's frontage via Council's kerbside waste collection services, similar to other dwellings within Hope Street.

The proposed waste collection arrangements are appropriate from a traffic engineering perspective.

## **Review of Carpark Layout and Vehicle Access Arrangements**

The car park layout and access arrangements are considered to meet the relevant requirements of the Stonnington Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004). A review of the car park layout is outlined below:

### **Access**

- The development proposes access via the abutting ROW, measured to be approximately 3.3 metres (measured at the property boundary).
- A single-width access is acceptable given only 3 car spaces are proposed.
- The plans illustrate a maximum grade of 1 in 10 between the site boundary and start of the car spaces, satisfying the requirements of the Planning Scheme.
- The site does not propose an obstruction with a height greater than 900mm within 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from



the frontage along the western side of the accessway. The accessway abuts a building along the eastern side, therefore no pedestrians can be east of the accessway, and we do not consider that a pedestrian sight triangle is necessary on the eastern side.

### **General Car Parking Layout**

- Car spaces have generally been designated with minimum dimensions of 3 metres width and 4.9 metres length, accessible from minimum 5.4 metre wide aisles, exceeding the Planning Scheme requirements.
- Car spaces adjacent to walls have been provided with appropriate clearances to allow for satisfactory car door opening.
- No overhead obstructions are proposed.
- Gradients across car spaces comply with AS2890.1-2004.
- Swept path diagrams are attached at Appendix B. These diagrams demonstrate access to all car spaces by the B85 design car, as required by AS2890.1-2004. Corrective manoeuvres are required for certain car spaces due to the location of the car spaces and the narrow nature of the site. This is acceptable for long-term, resident car parking, accords with AS2890.1-2004 and residents will be aware of how to access their car space as required.

### **Traffic Generation**

In consideration of the location of the site and accessibility to alternate modes of transport, it is expected that each residential car space will generate between 3 to 5 movements per day, with 10% of movements occurring during peak hours (i.e. 0.3 to 0.5 movements per space). Application of these rates to the proposed 3 car parking spaces equate to a projected traffic generation of between 9 to 15 movements per day, or 1 to 2 movements per peak hour (i.e. 1 vehicle every 30 to 60 minutes at peak times).

Currently there is a 3-bedroom dwelling on the site, with car parking located at the rear of the site, accessed via the ROW. Accordingly, the proposal represents an increase over existing/historical conditions of only 2 dwellings with car parking, rather than 3, and the increase in traffic generation is lower than forecast above over previous conditions.

Vehicle movement conflicts relating to the site traffic are highly unlikely, with only 1 to 2 movements anticipated in peak hours. Any unlikely conflicts can be managed within the site carpark or near Irymple Avenue, as required.

The approved scheme also allows for 2 dwellings with a total of 3 car spaces on the site. The proposal is also only for 3 resident car spaces.

We are satisfied that the proposal's additional traffic will not have detrimental impact on the ROW and the nearby local network.



## Summary

Having undertaken a traffic engineering assessment of the proposed affordable housing development at 28 Hope Street, Glen Iris, we are of the opinion that:

- a) When assessed as dwellings, the proposed development has a statutory car parking requirement of 6 car spaces for residents under Clause 52.06-5. There is no requirement for visitor car parking as the site is located within the Principal Public Transport Area (PPTN),
- b) the provision of 3 car spaces results in a shortfall of 3 car spaces and a reduction in the car parking requirement is sought under Clause 52.06-7 of the Planning Scheme,
- c) the required reduction in parking under Clause 52.06-7 is supported on the following grounds:
  - i. the Car Parking Demand Assessment indicates that the likely resident demand will be met on the site as there is a desire for dwellings without parking in well-supported locations,
  - ii. if assessed as affordable housing units under Clause 52.20 or 53.20, the development would comply with its car parking requirements.
  - iii. there is strong policy support for the provision of dwellings with reduced car parking in this location,
  - iv. residents will not be eligible for parking permits including in the event of future parking restrictions,
  - v. the provision of a reduced number of on-site car spaces for the residents is appropriate in this site context, given the level of access to alternative modes of transport, including by bicycle, tram and other modes,
  - vi. the availability of on-street car parking in the nearby area for use by visitors, which is consistent with the approach for visitor parking for sites within the PPTN,
  - vii. the reduced traffic impacts on the local and broader road network due to the lower car parking provision,
  - viii. the provision of bicycle parking, notwithstanding that none is required under Clause 52.34, and
  - ix. the transport strategy set out in Plan Melbourne 2017-2050, which seeks to create new dwellings nearby to Activity Centres that are well connected via public transport and bicycle facilities creating a '20-minute neighbourhood'.
- d) bicycle parking is provided in excess of the requirements under Clause 52.34,
- e) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1-2004 (where relevant) and current practice, and the access location is consistent with the approval,
- f) traffic associated with the development will be minimal and can be accommodated by the adjacent ROW along the site's southern boundary and the provision of 3 car spaces is consistent with the townhouse approval for 3 car spaces on the site,



- g) a dedicated loading bay is not warranted for this scale development,
- h) waste collection can be collected from the site's frontage by Council's existing services,  
and
- i) there are no traffic engineering reasons why a planning permit for the proposed  
affordable housing development at 28 Hope Street, Glen Iris, should be refused.

Please contact the undersigned at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Jason Stone

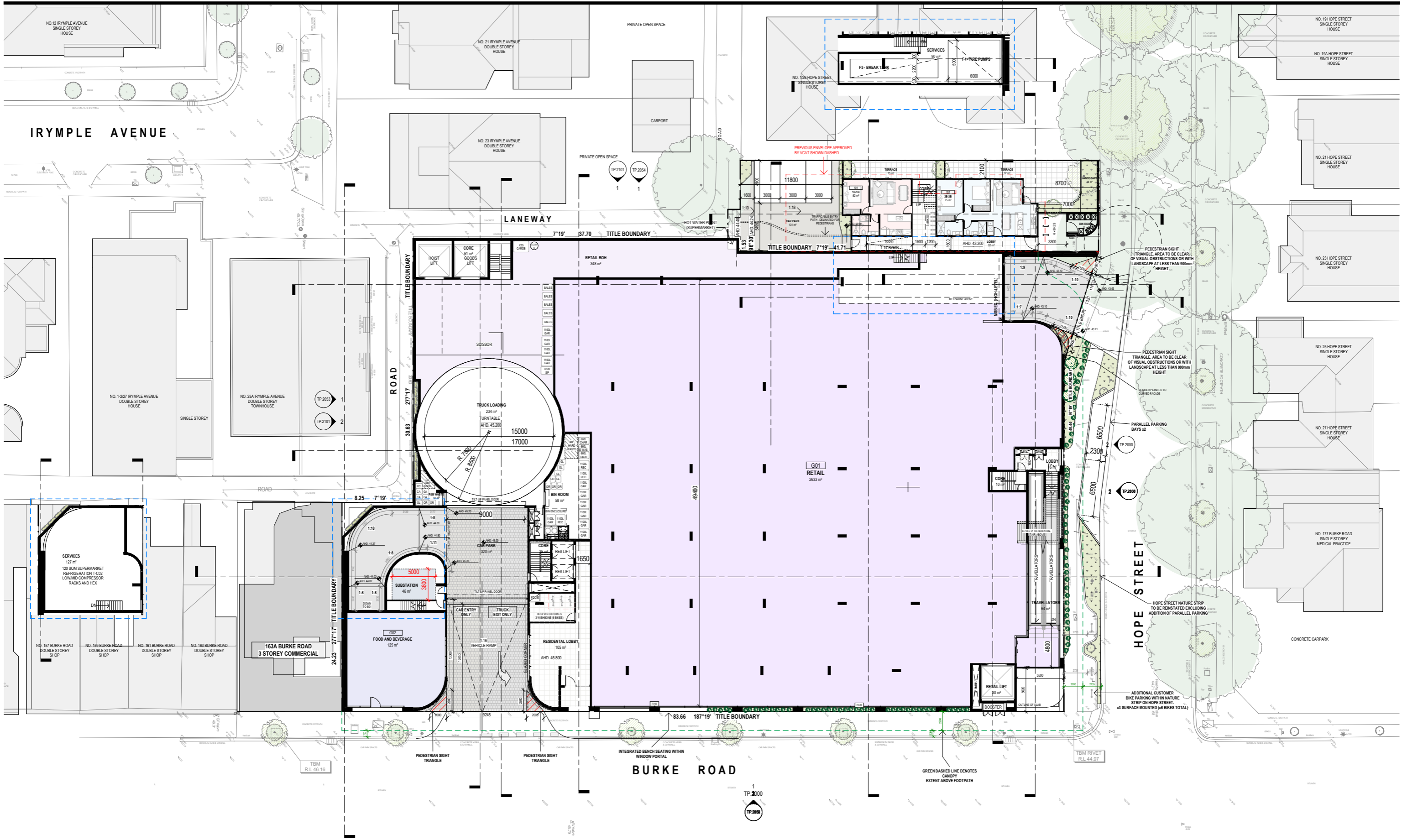
Senior Associate





# **Appendix A**

## **Development Plans**



REV DATE	REVISION	BY	CHK

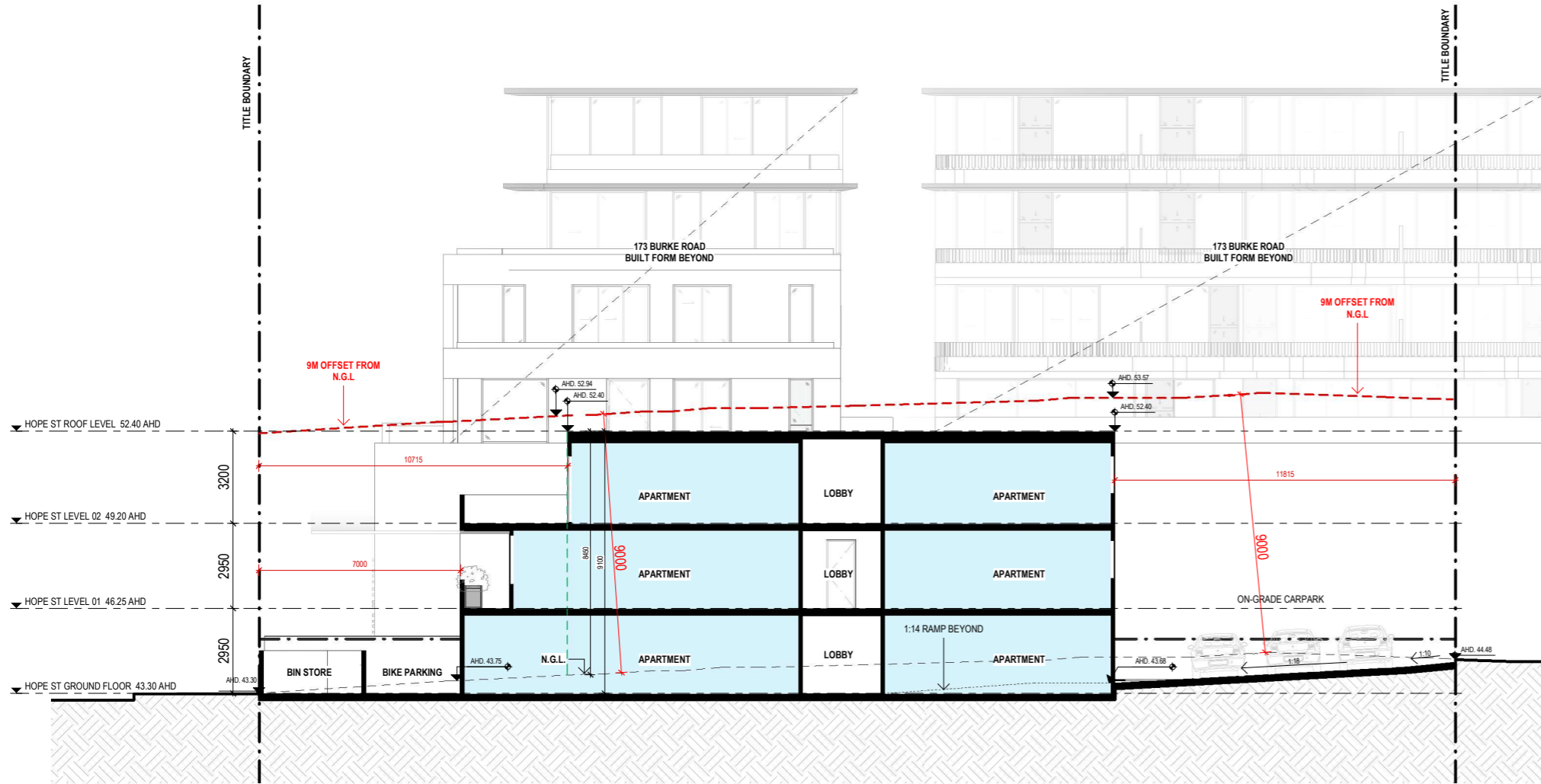
REV DATE	REVISION	BY	CHK

PROJECT  
**BURKE ROAD**  
173 BURKE ROAD GLEN IRIS  
MIXED-USE DEVELOPMENT

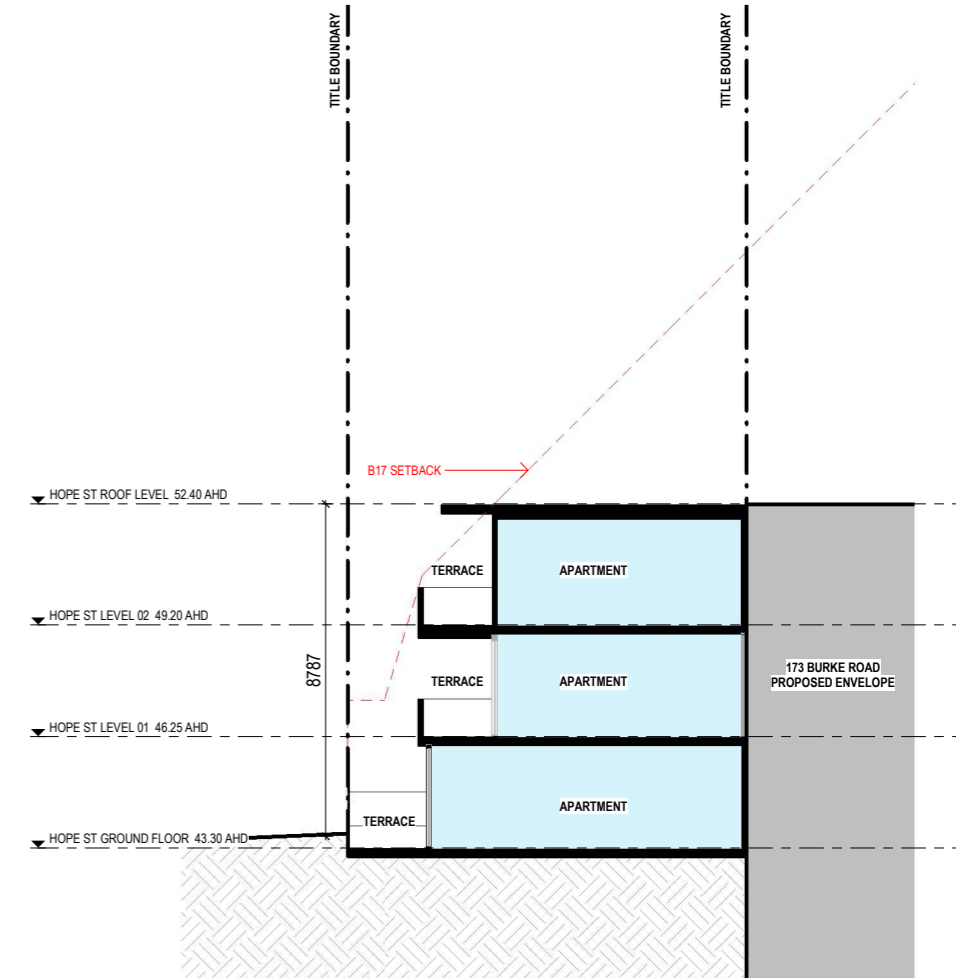
DRAWING STATUS  
**TOWN PLANNING**

JOB N° 23076  
REVISION N°  
DATE 29.11.23  
SCALE 1: 200 @ A1  
DRAWN BY OF  
CHECKED BY DC

DRAWING TITLE  
**GROUND FLOOR PLAN**



1 Section K - 28 HOPE ST (NS)  
SK.1002 1:100



2 Section L - 28 HOPE ST (EW)  
SK.1002 1:100

REV DATE	REVISION	BY	CHK

REV DATE	REVISION	BY	CHK

**23076\_BURKE ROAD**  
**DRAFT - NOT FOR ISSUE**  
**28/11/2023**

PROJECT  
**BURKE ROAD**  
173 BURKE ROAD GLEN IRIS  
MIXED-USE DEVELOPMENT  
  
DRAWING STATUS  
**TOWN PLANNING**

JOB N° 23076  
REVISION N°  
DATE 11/27/23  
SCALE 1:100 @ A1  
DRAWN BY OF  
CHECKED BY DC

DRAWING TITLE  
**28 HOPE STREET SECTIONS**

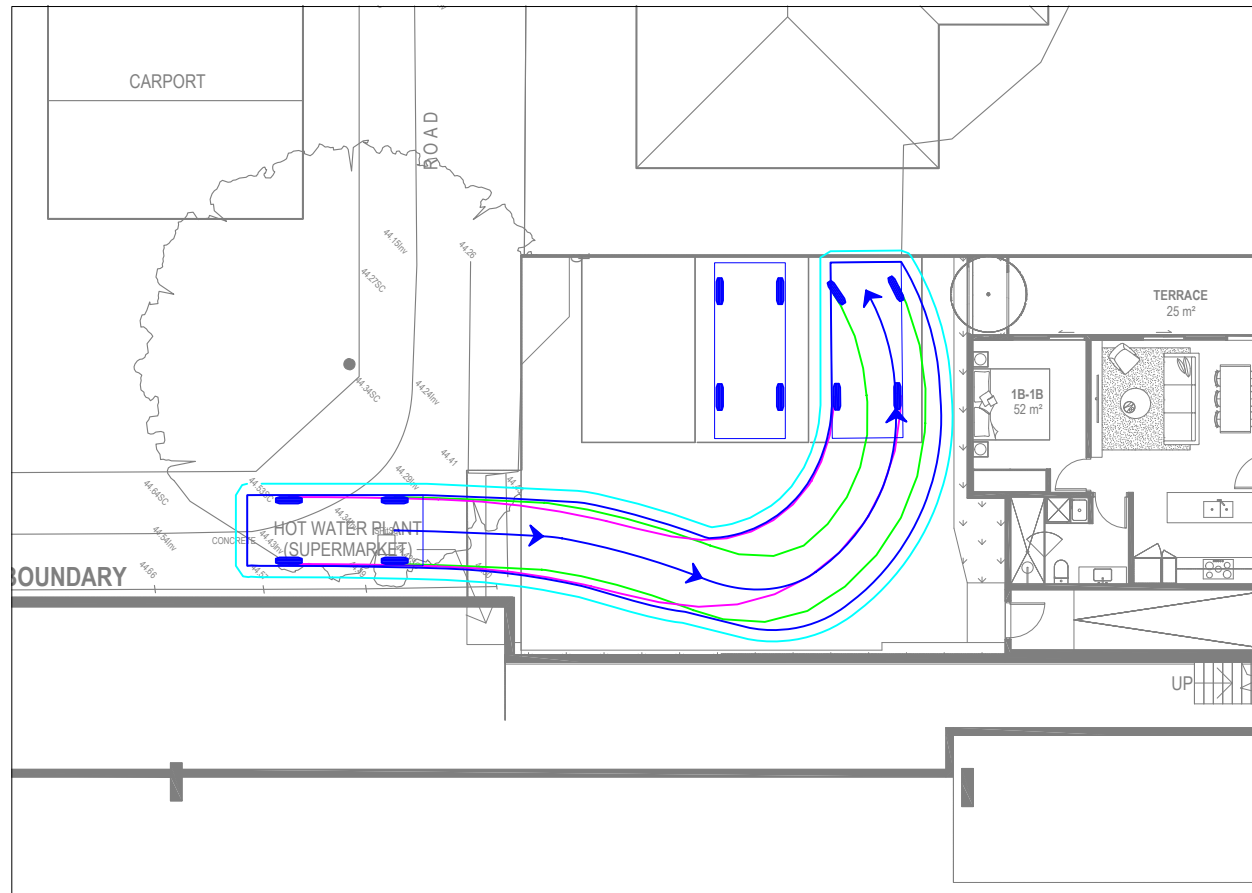




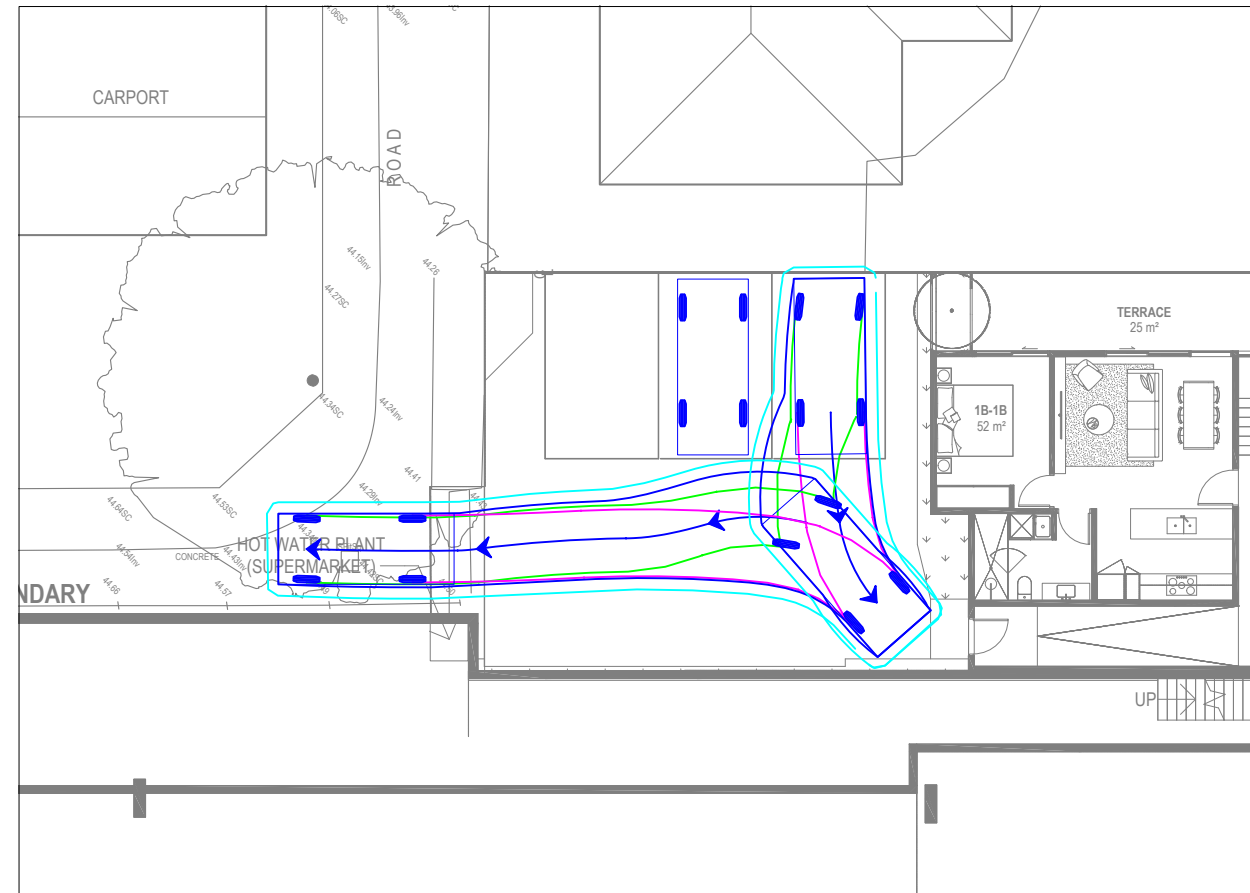
# **Appendix B**

## **Swept Path Diagrams**

CAR SPACE 01 - INGRESS

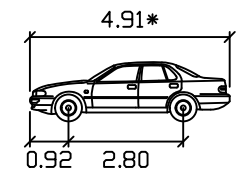


CAR SPACE 01 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)



85th percentile  
(AS/NZS 2890.1:2004)

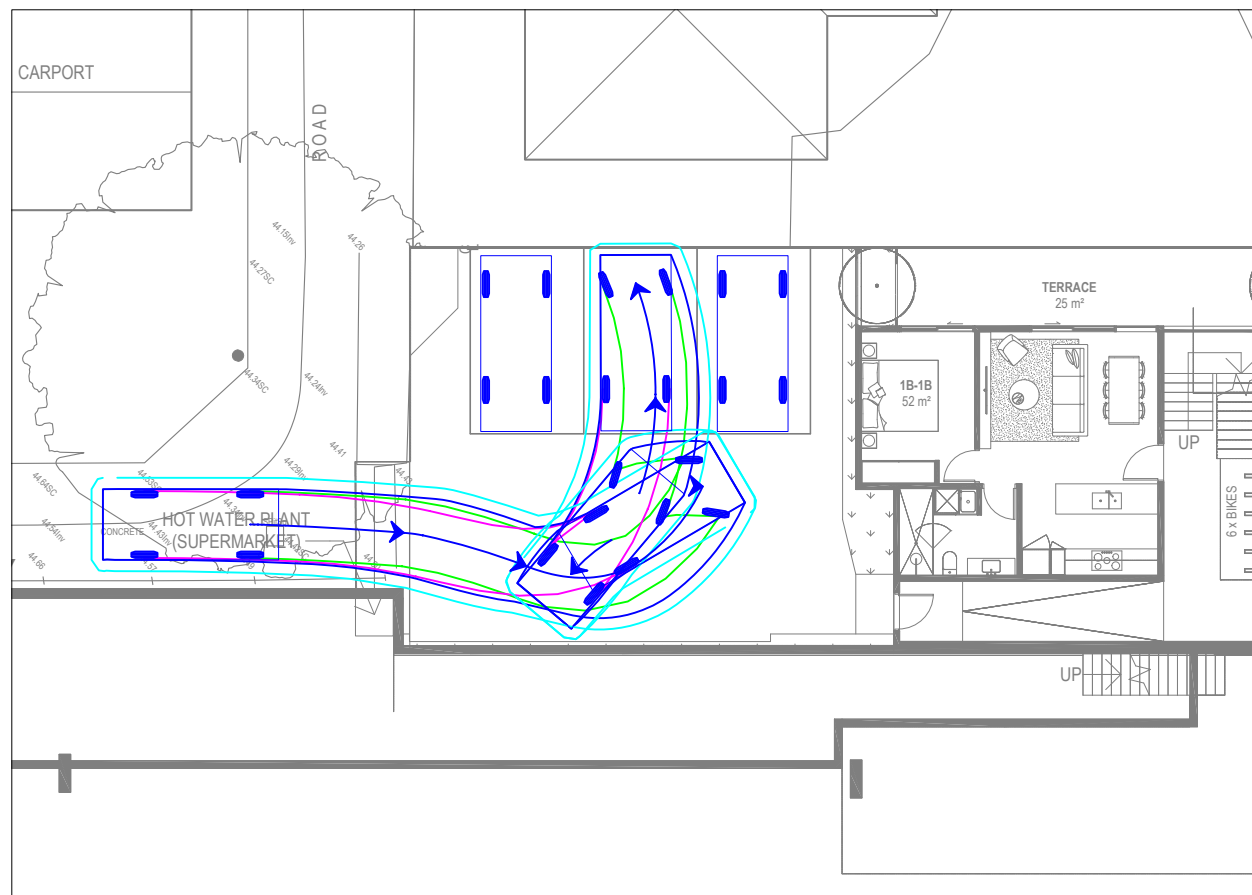
Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius 1.5m

\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

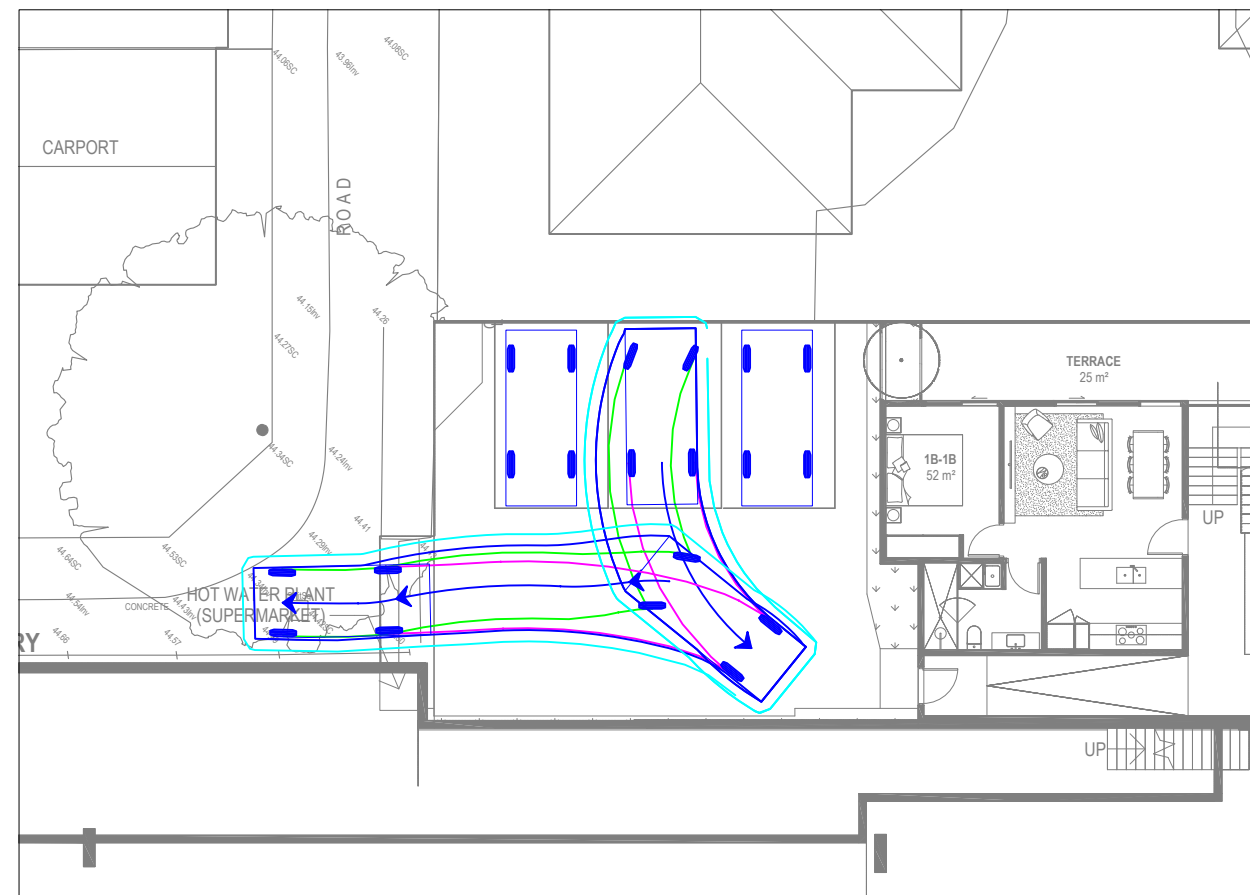
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

CAR SPACE 02 - INGRESS



CAR SPACE 02 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/12/2023	TOWN PLANNING	S. STEPHENSON	J. STONE

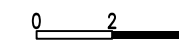
**28 HOPE STREET, GLEN IRIS**  
PROPOSED SOCIAL HOUSING DEVELOPMENT

GENERAL NOTES:  
BASE INFORMATION FROM:  
AreaPlan(GrossBuilding)-TP\_GROUNDFLOOR.dwg  
PREPARED BY Cera Stribley

FILE NAME: G28846-03A  
SHEET NO.: 01



SCALE:  
1:200 (A3)

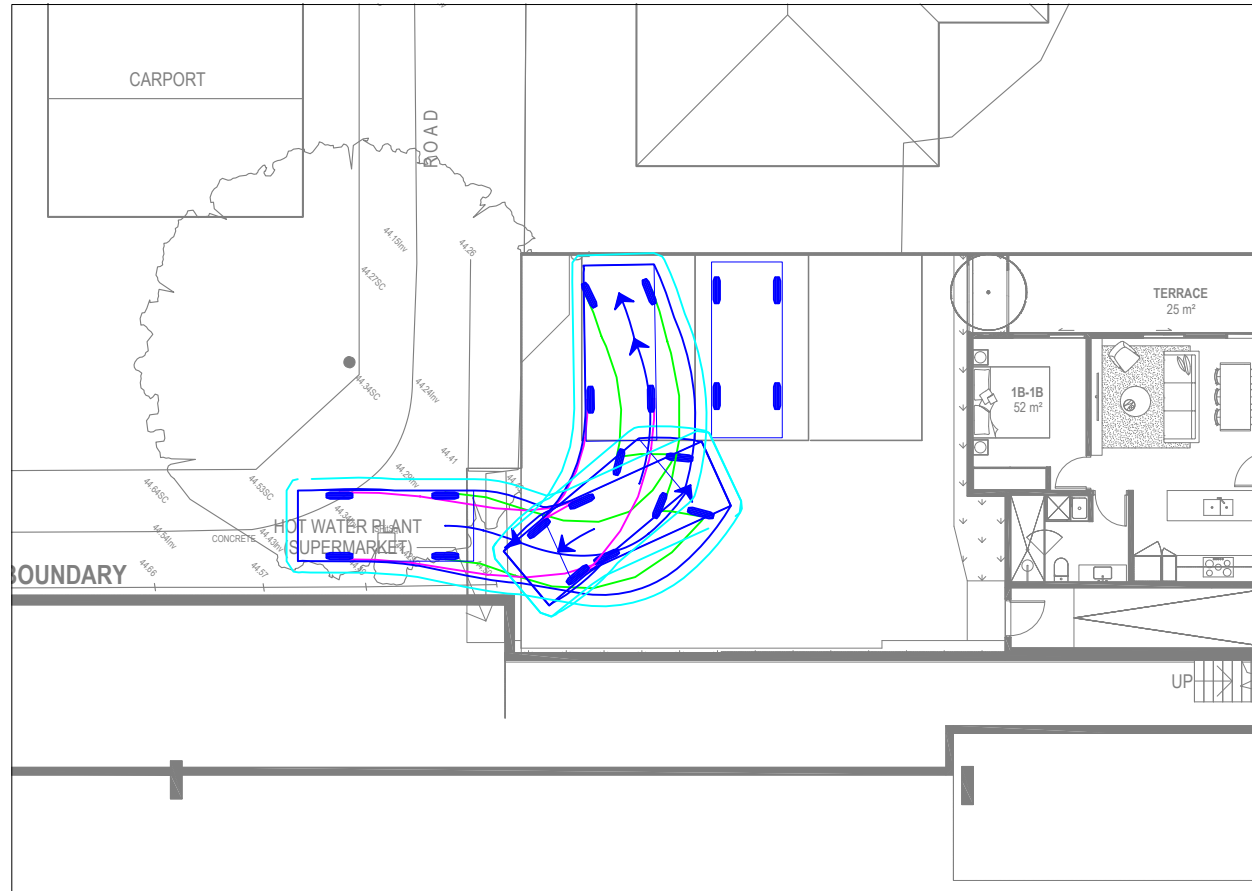


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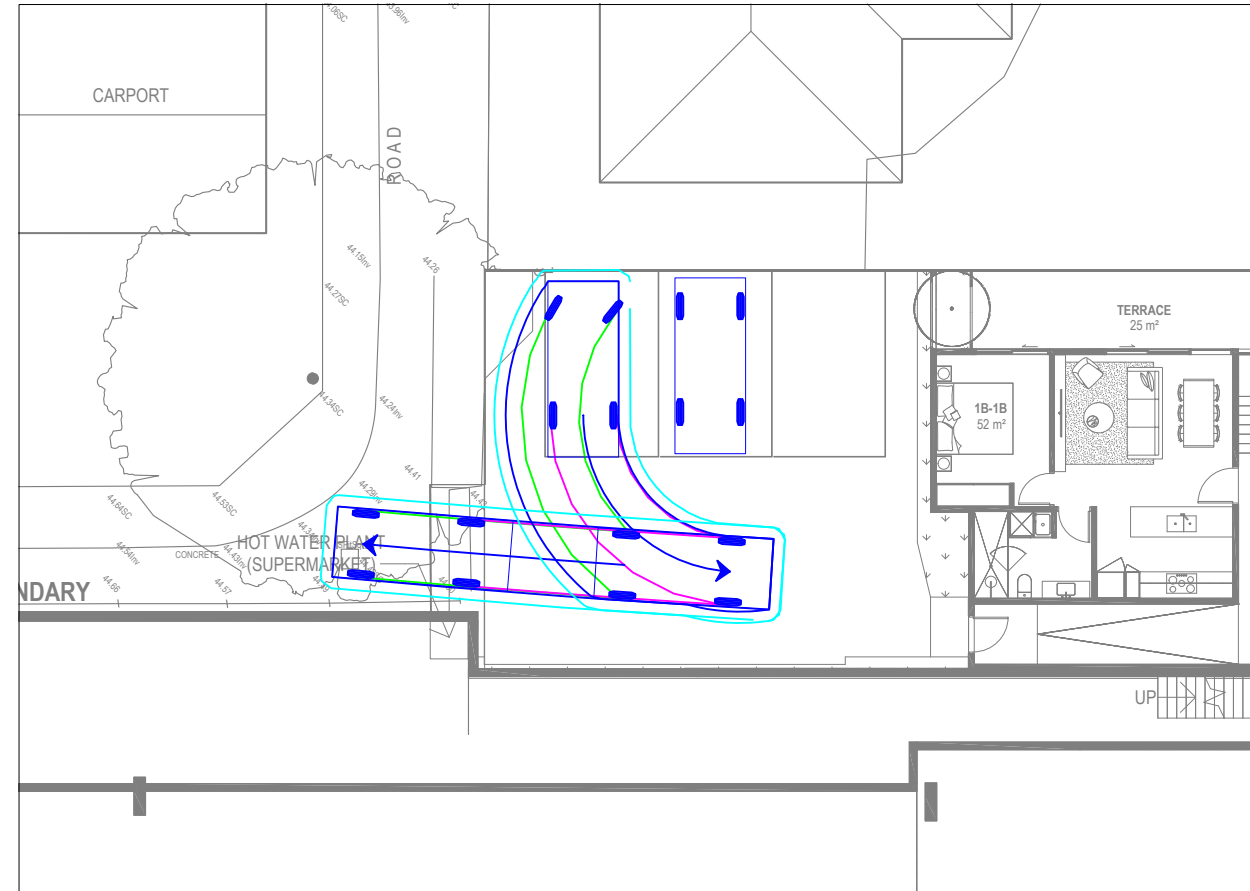
**Traffix Group**

Level 28, 459 Collins St, MELBOURNE VIC 3000  
T: (03) 9822 2888  
www.traffixgroup.com.au

CAR SPACE 03 - INGRESS

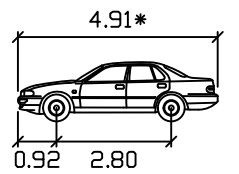


CAR SPACE 03 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)



85th percentile  
(AS/NZS 2890.1:2004)

Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius 1.5m

\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS (pink line)
- FRONT WHEELS (green line)
- VEHICLE BODY (blue line)
- BODY CLEARANCE (cyan line)

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	13/12/2023	TOWN PLANNING	S. STEPHENSON	J. STONE

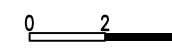
**28 HOPE STREET, GLEN IRIS**  
PROPOSED SOCIAL HOUSING DEVELOPMENT

GENERAL NOTES:  
BASE INFORMATION FROM:  
AreaPlan(GrossBuilding)-TP\_GROUNDFLOOR.dwg  
PREPARED BY Cera Stribley

FILE NAME: G28846-03A  
SHEET NO.: 01



SCALE:  
1:200 (A3)



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