

TRANSPORT RESPONSE

REF: V181370

DATE: 29 September 2021

Bayside City Council
c/- Ethos Urban
Level 8, 30 Collins Street
MELBOURNE VIC 3000

Attention: Mr. Josh Maitland (Principal)

Dear Josh,

**RE: 37 GRAHAM ROAD, HIGHETT – FORMER CSIRO SITE
TRAFFIC RESPONSE TO COMMUNITY SUBMISSION**

I refer to the recently submitted Development Plan for the former Highett CSIRO site located at 37 Graham Road in Highett. Specifically, the following sets out a response to the transport items contained in the Request for Further Information (dated 23 September 2021), with each of the transport items reproduced below (in **bold**) and a response provided thereafter.

Additionally, it is understood that as a result of modifications to the building envelope that the overall residential yield may reduce from 1,048 to 1,022 dwellings for the Development Plan. An initial high-level review of the transport impacts as a result of the potential revised development yield is also presented below.

Response to Community Submission

Traffic impact on surrounding streets, particularly for land to the west of the site. Many submissions raise issues in relation to the traffic impacts on streets such as Beaumaris Parade, Cloyne Street, James Avenue and others, with some submissions querying whether any access/two way access to Middleton Street is essential.

The vehicle access strategy for the Development Plan was developed having regard for the objectives and strategies contained in the Highett Structure Plan. Specifically, Objective 13 'Manage safe and efficient vehicular movement throughout the Highett Activity Centre' of the Structure Plan identifies the following strategy specific to the site:

"Provide two vehicular access points to the CSIRO site, one from Graham Road and one from Middleton Street to distribute generated traffic."

The Development Plan includes two vehicle access points to Graham Road (at the northern and southern end of the sites frontage) and a single vehicle access point to Middleton Street consistent with the intent of the above strategy. The provision of the vehicle access to Middleton Street will ensure that traffic volumes are more evenly distributed to the surrounding local road network rather than concentrated to just Graham Road.

The analysis contained in the GTA Report indicates that there is sufficient midblock capacity on Middleton Street to accommodate the forecast additional traffic demands without exceeding the daily traffic volume thresholds set out in Clause 56.06 of the Bayside Planning Scheme. The report does not include a capacity assessment of the local road to the west of Middleton Street, however, it is noted that these roads (including

Beaumaris Parade, Cloyne Street and James Avenue) are typically configured with cross-sections similar to Middleton Street. By extension and based on our observations of the surrounding road network we would expect that each of these roads would continue to operate within their theoretical capacities¹.

Based on the above, a vehicle access strategy that provides vehicle access to both Graham Road and Middleton Street is considered the most appropriate outcome for the Development Plan.

Should Council officers (and One Mile Grid as their independent traffic engineer) determine that vehicle access should be removed from Middleton Street this would increase peak hour demands to Graham Road by approximately 56vph (or 560 vehicles per day) to the north and south. This represents one additional movement every minute during the road network peak hour. Alternatively, should only a one-way vehicle access be provided to Middleton Street (either entry or exit only) the additional demands to Graham Road identified above would be roughly halved compared to those identified above.

Finally, it is noted that restricting vehicle access to Middleton Street from the Development Plan area will reduce the vehicle accessibility for local residents accessing the Conservation Area to/from the west (with these vehicles required to access the Conservation Zone from the east via Graham Road).

Shortfalls in resident parking and the limited provision of visitor parking.

With the exception of the 1-bedroom dwellings, the proposed resident and visitor car parking provisions contained in the Development Plan meet the minimum statutory requirements of Clause 52.06. The submitted Development Plan included 220 x 1-bedroom dwellings allocated 178 car parking spaces, at a rate of 0.81 spaces per dwelling. The proposed car parking rate was determined having regard for the:

- existing car ownership rates sourced from ABS Census data
- existing and future public transport accessibility
- forecast trends in travel behaviour away from private vehicle.

Notwithstanding, should Council officers require it the project team would be happy to update the Development Plan to ensure that each 1-bedroom dwelling is allocated a car parking space in accordance with the statutory requirement².

It is important to note that the land uses are expected to be delivered over a 5 to 10-year period and car parking provisions will ultimately be subject to prevailing market demands. It is noted that individual planning permit applications will be required to be submitted to Council for each stage of the Development Plan, at which point the suitability of the proposed car parking provision would be further assessed by Council.

A total of 60 residential visitor car parking spaces are proposed, with an additional 10 spaces provided to service the Conservation Zone which could be used by residential visitors in the evening. The site is located within the Principal Public Transport Network (PPTN) area and as such, there is no statutory requirement to provide any visitor car parking spaces and as such, the proposed provision meets the minimum statutory requirement.

¹ Due to current Covid-19 restrictions road network demands are not representative of typical conditions and as such, it is not appropriate to undertake daily traffic demand surveys to ratify this position.

² As detailed below the overall development yield is likely to reduce by approximately 26 apartments as a result of other changes to the Development Plan resulting from the community submissions. Assuming that the overall car parking provision is maintained the overall car parking rate for the Development Plan would increase, including the 1-bedroom rate closer to 1 space per dwelling.

Summary

We trust that the above responses provided a sufficient information for your consideration. Finally, we would be keen to understand Council Officers and One Mile Grid's position on each of the community submissions to determine a mutually acceptable outcome for all parties.

Revised Development Plan

It is understood that as a result of modifications to the building envelope that the overall residential yield for the Development Plan may reduce from 1,048 to 1,022 dwellings. The below sets out a high-level overview of the transport impacts as a result of the revised development yield:

- **Trip Generation** – the site could be expected to generate 17 less peak hour trips by all modes.
- **Bike Parking** – would still be provided at the same rate for residential uses (1.5 times the statutory minimum).
- **Car Parking** – the proposed resident car parking provision of 1,234 spaces would continue to be provided despite the reduced residential dwelling yield. As a result, there would be less 1-bedroom dwellings not allocated a car parking space - reducing from 42 to 16 dwellings³.
- **Traffic Generation** – as a result of the reduced yield the forecast traffic generation would be expected to reduce by 8 movements during each peak hour (=26 x 0.3) and approximately 80 vehicle movements across the course of the day.
- **Traffic Impact** – the analysis presented in the GTA Report is considered conservative on the high side (noting lower traffic generation is now forecast) with marginally better intersection and midblock performance expected as a result of the reduced yield.

Based on the above, it is evident that the reduced residential yield anticipated under the revised Development Plan would not result in any adverse transport impacts.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (03) 9851 9600.

Yours sincerely

GTA, NOW STANTEC



Andrew Farran
Associate Director

³ Subject to the outcome of discussions with Council the car parking rate for the 1-bedroom dwellings may be increased to 1 space per dwelling regardless of these changes to the Development Plan.