

Traffix Group

7 Selwyn Street, Elsternwick

Proposed Place of Assembly and Office Development

Victorian Civil and Administrative Tribunal

VCAT Reference Number: P1644/2020, P1637/2020, P1539/2020 & P1631/2020

Date of Hearing: Commencing 16th June, 2021

Date of Statement: 7th June, 2021

Date of Inspection: 11th March, 2021

Prepared for the Council: Glen Eira City Council

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IN THE MATTER OF AN APPLICATION FOR REVIEW BY DANA RADER, ALEX GOTTSCHALK,
EDWARD TAMIR & KATHLEEN GERADINE DEACON AGAINST GLEN EIRA CITY COUNCIL'S
NOTICE OF DECISION TO GRANT A PERMIT FOR PLANNING PERMIT NO. GE/DP-33539/2020.

**STATEMENT TO THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL BY CHARMAINE
DUNSTAN, TRAFFIC ENGINEER**

Traffic Engineering Assessment

**Proposed Place of Assembly and Office Development
at
7 Selwyn Street, Elsternwick**

Our Reference: G29317A-01A

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1. Executive Summary

1.1. Proposal and Summary of Issues

This statement presents my traffic engineering assessment of a proposed place of assembly and office development at 7 Selwyn Street, Elsternwick.

The development proposal considered by Glen Eira City Council under Application No. GE/DP-33539/2020 was for the following:

- A Museum space and learning workshop across 3 levels, with up to 300 patrons,
- A Theatre space across 3 basement levels, accommodating up to 300 patrons,
- Co-working office space, incorporating up to 1,631m² of net floor area across 5 levels, and
- A small café and retail premises at ground level associated with the place of assembly use.

No on-site car parking is proposed. A total of 40 bicycle spaces are proposed within the ground mezzanine level (adjacent to the Goods Lift), with associated end-of-trip facilities. An further 10 bicycle spaces are proposed within the footpath along Selwyn Street, externally to the site, for use by visitors.

The application plans considered by Council were prepared by McIldowie Partners, dated 4th May, 2020 (i.e. Council decision plans).

Glen Eira City Council issued a Notice of Decision to Grant a Planning Permit for Application Number GE/DP-33539/2020, dated 4th September, 2020. The Notice of Decision included a small number relatively minor conditions related to traffic matters. I understand that the Applicant accepts Council's conditions.

Four third parties, Dana Rader, Alex Gottschalk, Edward Tamir (now withdrawn) and Kathleen Geradine Deacon lodged Applications for Review under Section 82 against Council's Notice of Decision to Grant a Planning Permit. Each statement of grounds cited issues related to traffic engineering matters, including the adequacy of car parking, on-street parking impacts and traffic impacts.

I have visited the site, made various assessments, perused relevant documentation and plans, and report as follows.

The Statement of Witness is provided in accordance with the Planning Panel's Practice Note – Expert Evidence is provided at Appendix A.

1.2. Summary of Opinion

Having undertaken a detailed traffic engineering assessment for the proposed place of assembly and office development at 7 Selwyn Street, Elsternwick, I am of the opinion that:

- a) the proposed development has a statutory car parking requirement of 231 car spaces under Clause 52.06 of the Glen Eira Planning Scheme, and as no on-site car parking is proposed, a full car parking reduction is required under Clause 52.06-7,
- b) the required car parking reduction under Clause 52.06-7 is supported on the following grounds:
 - i. the empirical assessment of car parking demands,
 - ii. the existing car parking deficiency associated with the site,
 - iii. the site is well served by public transport services, including Elsternwick Railway Station and an extensive number of bus and tram services, and provides a high level of bicycle parking and end-of-trip facilities,
 - iv. the consistency of the proposal with State and Local planning policies,
 - v. the site is located within the Elsternwick Activity Centre and co-located with other similar land uses,
 - vi. the proposed parking reduction is unlikely to have a negative impact on the activity centre,
 - vii. the reduced provision of car parking will reduce the traffic impacts of the development on the local and broader road network,
 - viii. the availability of alternative car parking in the area, including the lack of long-term car parking options that would encourage staff to drive to the site, and
 - ix. the practicality of providing any meaningful level of car parking on the site.
- c) bicycle parking provision exceeds the statutory requirements set out at Clause 52.34 of the Planning Scheme,
- d) the level of traffic generated by the proposal will be generally associated with the places of assembly (museum and theatre), spread throughout the nearby area and not materially impact on the operation of the road network,
- e) loading arrangements are acceptable from a traffic engineering perspective with adequate loading facilities available on-street (which Council would need to maintain into the future with any proposed streetscape/layout changes for Selwyn Street),
- f) waste collection will occur along the site's frontage to Selwyn Street via private collection, and is satisfactory for this type of use, and
- g) there are no traffic engineering reasons why a planning permit for the proposed place of assembly and office development at 7 Selwyn Street, Elsternwick, should be refused, subject to appropriate conditions.

2. Proposal

My assessment is based on the application plans considered by Council, which were prepared by McIldowie Partners, dated 4th May, 2020 (i.e. Council decision plans). A copy of the plan (most relevant plans to my assessment only) is attached at Appendix B to this statement.

The proposal is for a nine-storey place of assembly and office development, as set out in the following table.

Table 1: Development Summary

Use	Size/No.
Museum Space & Learning Workshop (Place of Assembly)	300 patrons
Theatre (Place of Assembly)	300 patrons
Café	80m ²
Retail	33m ²
Office	1,631m ²

The following operating hours are proposed for the museum and theatre, respectively:

- Museum – 8am to 5pm, Sunday-Friday (closed Saturdays),
- Place of Assembly (Theatre) – 5pm to 10pm Monday-Friday, 1pm to 10pm Saturday and Sunday, 8am to 5pm Monday-Friday in association with the Museum.

The patron limits and operating conditions set out above are reflected in Condition 19 of Council's Notice of Decision.

No on-site car parking is proposed.

A total of 40 bicycle spaces are proposed within the ground mezzanine level, adjacent to the Goods Lift, with 6 shower facilities also provided. Additional change rooms and toilets for males and females are also provided within the ground floor towards the north-west corner.

An additional 10 bicycle spaces are proposed within the footpath along Selwyn Street, externally to the site, for use by visitors.

Pedestrian access to the site is via Selwyn Street, located at the site's north-eastern boundary. Access to the bicycle storeroom within the ground mezzanine level is via the goods lift, located at the southern side of the site.

Post development, there is the opportunity for approximately 5 on-street car spaces to be available along the site's frontage to Selwyn Street (compared to 4 spaces available now). However, this is subject to any future changes to the configuration of Selwyn Street by Council.

3. Application for Review

Glen Eira City Council issued a Notice of Decision to Grant a Planning Permit for Application Number GE/DP-33539/2020, dated 4th September, 2020. The Notice of Decision included a number of minor conditions related to traffic engineering matters, in particular Condition 13 requiring an updated Integrated Transport and Access Plan (based on the original Ratio Consultants report).

Four third parties, Dana Rader, Alex Gottschalk, Edward Tamir (now withdrawn) and Kathleen Geradine Deacon lodged Applications for Review under Section 82 against Council's Notice of Decision to Grant a Planning Permit. The table below sets out the traffic engineering matters raised.

Table 2: Grounds of Appeal related to traffic engineering matters

Party	Grounds of Appeal
Dana Rader	<p><i>Parking within the vicinity of the proposed development is already stretched beyond acceptable limits. The development fails to provide any parking facilities. This application includes a museum, a theatre/place of assembly for 300 people and an additional 4 storeys of offices and the applicant has requested to have the parking requirement reduced to zero. The provision of no parking will create an adverse effect on the existing residents.</i></p> <p><i>I object as well with regards to the application of reduction of parking. Having lived here 3 years, and experiencing personally the increased demand for parking during peak times the waiver for an additional 213 parking spaces is not practical. 5 cinemas have been added parking requirements waived, the new Holocaust Centre was approved parking requirements waived, it is not possible or practical to waive any additional parking requirements. The parking survey was done in February during daylight saving time and mid-summer. At this time of year, you did have many people walking, taking public transit, biking etc., however I can tell you first hand that is not the case the other 9 months out of the year. Before our current COVID lockdown when the cinemas and restaurants could take only 20 patrons, I came home from work at 6:30-7:00PM and needed to park for a short period and there was not a space within a 5 block radius. That is the normal (or should we say the old normal) in this area after 6:00 PM every night of the week when it is not school holidays or summer. The new normal will probably be that people will no longer use public transport I have not used it now in 4 months even though I am 8 minutes' door to door to work on the train, one of the reasons I moved to this area originally.</i></p> <p><i>People will be driving more, there will be an increased need for parking, not less and not only at night but during the day. I have friends that refuse to meet me here as they all say there is no parking available ever, especially at night and for any period longer than 1-2 hours during the day. Any request for a reduction in parking needs to be rejected to ensure the community and the residents enjoyment of their neighbourhood is protected first and foremost that should be council's intention.</i></p>

Party	Grounds of Appeal
Alex Gottschalk	<i>The waiver of an extensive number of car parking spaces in an area already saturated with cars will have an adverse impact on the precinct.</i>
Kathleen Geradine Deacon	<p>Parking</p> <p><i>The development fails to provide any parking facilities. This application includes a museum, a theatre/place of assembly for 300 people and an additional 4 storeys of offices, only one of which is required for the running of the venue with 3 to be leased out for revenue creation. The applicant has requested to have the parking requirement reduced to zero when the planning requirements in Clause 52.06 in the Victoria Planning Provisions stipulate 213 spaces for a development with these components and size.</i></p> <p><i>Section 52.06 in the Victoria Planning Provisions also has the following guidelines:</i></p> <p><i>Ensuring the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. To ensure that car parking does not adversely affect the amenity of the locality.</i></p> <p><i>Provision of no parking will create an adverse effect on the amenity of existing residents and is clearly not appropriate for the demand that will be generated.</i></p> <p>Traffic</p> <p><i>There is no adequate consideration of the increased traffic that this development will cause in the immediate vicinity. No appropriate studies have been commissioned. The closing of Selwyn Street as planned will mean that traffic from the north will have to utilise Gordon and Elizabeth Streets and St Georges Road primarily causing safety issues and parking issues in those streets. Traffic from the south will have to utilise Glenhuntly Road and Riddell Parade as will traffic for the west and east. This will put a strain on the already overburdened thoroughfares.</i></p>

4. Existing Conditions

4.1. Subject Site

The subject site is located on the west side of Selwyn Street, approximately 50m north of the intersection between Selwyn Street and Glen Huntly Road, in Elsternwick. A locality plan, aerial photograph and a photograph of the site's frontage to Selwyn Street are presented in Figure 1 to Figure 3, respectively.

The site is irregular in shape, has a total area of approximately 696m² and a frontage of 32.7m to Selwyn Street.

The site is currently occupied by the Kadimah Jewish Cultural Centre and National Library within a two-storey building. The Ratio Consultants Traffic Report that accompanied the application states that the Cultural Centre has a capacity of 180 patrons.

Vehicle access is via a 4m wide crossover to Selwyn Street, located at the site's north-eastern boundary. A total of 12 on-site car spaces are provided within an at-grade gravel carpark, along the site's northern boundary. This carpark is currently not in use, due to construction work currently being undertaken at No. 11-13 Selwyn Street occupying these spaces.

There are a total of 4 on-street car spaces along the site's frontage to Selwyn Street as follows:

- 3 x 'Work Zone 7am-5pm Mon-Sat' spaces, and
- 1 x 'P Disabled Only' space.

The site is located within a Mixed Use Zone – Schedule 1 (MUZ1) under the Planning Scheme as presented at Figure 4. The site is also subject to a Parking Overlay (PO2-3), however this only applies car parking rates for student housing. Land use surrounding the site is predominantly commercial centred around Glen Huntly Road and residential in the wider area.

The site is also located within the Elsternwick Activity Centre¹. This Activity Centre provides a variety of community, transport, retail, recreational and housing opportunities.

Significant land-uses in the nearby area include:

- **Sholem Aleichem College**, located approximately 75m north of the site,
- The **Classic Cinema**, located approximately 100m west of the site,
- **Elsternwick Railway Station**, located approximately 100m south of the site,
- **St. Joseph's School**, located approximately 450m north-east of the site,
- **Rippon Lea Estate**, located approximately 500m north-west of the site,
- **Elsternwick Park**, located approximately 500m south-west of the site, and
- **Caulfield Grammar Senior School**, located approximately 750m north of the site.

¹ According to the City of Glen Eira Council – Elsternwick Structure Plan 2018-2031 – dated February, 2018

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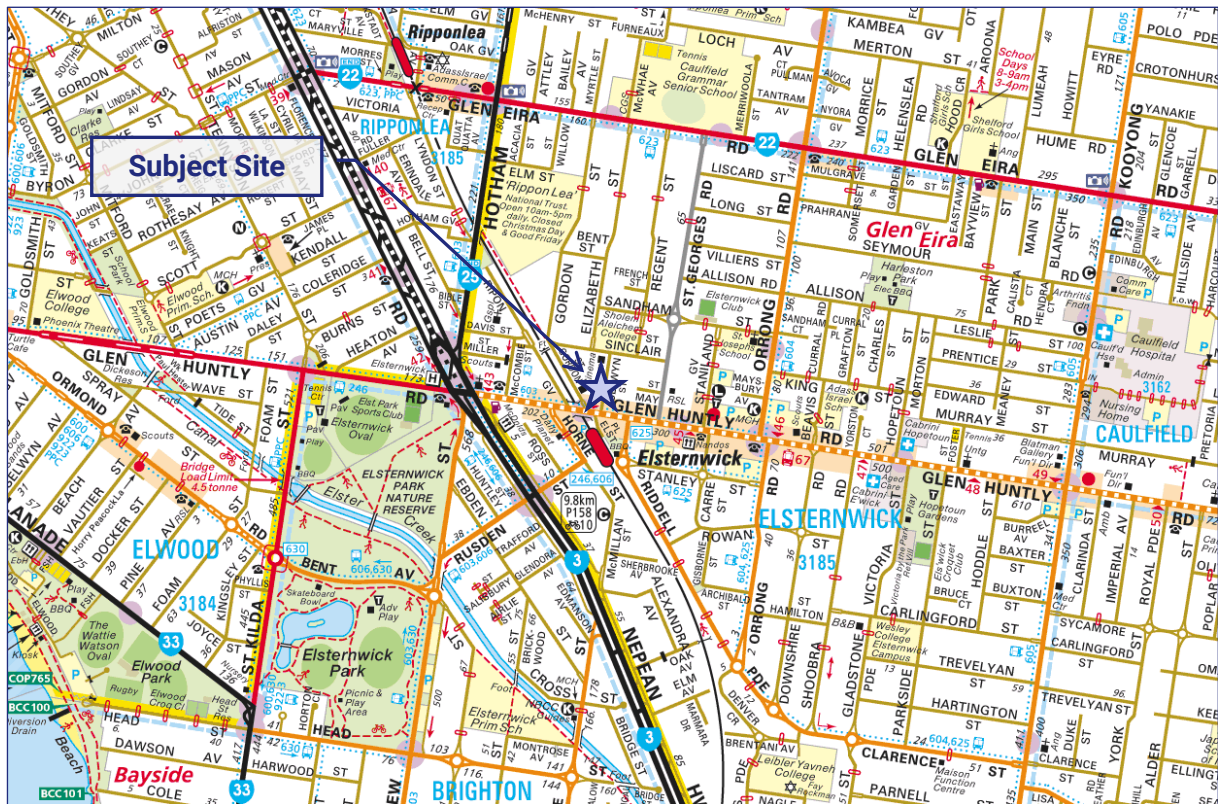


Figure 1: Locality plan

Source: Melway Publishing



Figure 2: Aerial photograph

Source: Nearmap.com



Figure 3: Subject site (view north-west from Selwyn Street)

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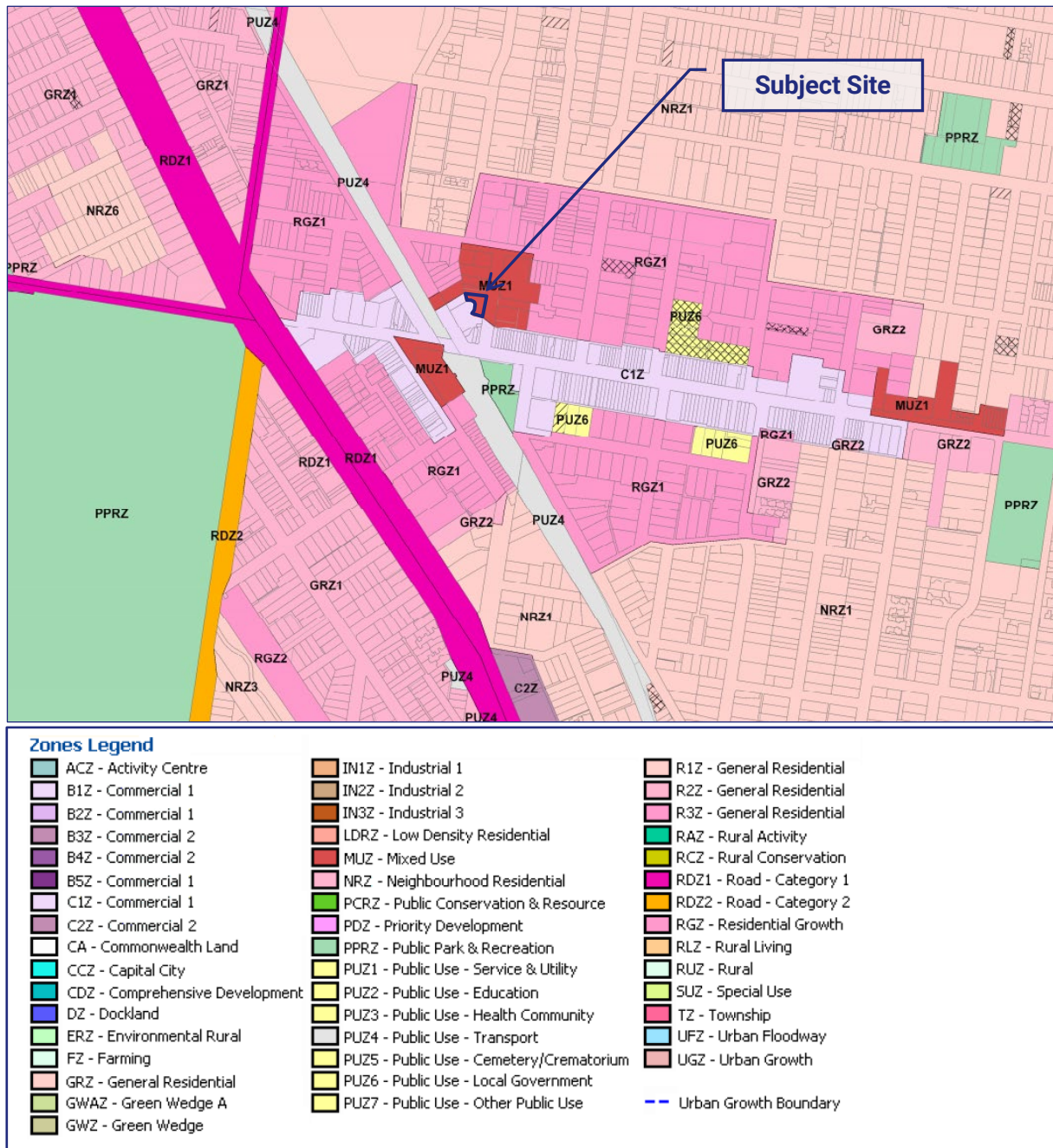


Figure 4: Land Use zoning map

Source: VicPlan

4.1.1. 10-16 Selwyn Street – the Woolworths Site

There is a key development site within Selwyn Street that is of direct traffic engineering relevance to the subject site. Council received a new application for 10-16 Selwyn Street in early 2021.

The site was subject to a recent VCAT determination (VCAT reference No. P263/2019, Fabcot Pty Ltd v Glen Eira CC), and the new application is similar in scale (from a traffic engineering perspective) to what was previously considered at VCAT. I provided expert evidence for the permit applicant in that case.

The proposal is for a mixed-use development on the site comprising (sourced from the GTA Consultants Report, Issue E dated 13th April, 2021):

- A 3,647m² supermarket (including office)
- 95m² Café
- 988m² community space
- 300m² of shop space (bottle shop and kiosk)
- 154 apartments
- 418 car spaces, accessed via Selwyn Street

The proposal includes the signalisation of Selwyn Street/Glen Huntly Road as a mitigating measure.

Relevantly, the proposal includes 223 car spaces within a public carpark. While provided to support the supermarket use, these spaces are proposed to be open to the public and available to visitors of the area (as occurs in practice with many supermarket carparks in activity centres).

Section 6.2.3. of the GTA report includes an empirical assessment of car parking demands which identifies that the 223 public car spaces will have a functional surplus of 52-72 car spaces at the peak demand time that would be available to the wider area. Greater surpluses would be available at off-peak times for the supermarket use.

If approved, the Woolworths development would generally increase the supply of publicly accessible parking in the area.

4.2. Road Network

Selwyn Street is a Council operated 'Access Road'², which is defined in the Glen Eira Register of Roads as *"A road, street, court or laneway that primarily provides direct access for abutting residential, Industrial and Commercial properties to their associated collector and link roads with minimal to no through traffic."*

Selwyn Street is aligned in a north-south direction from Glen Huntly Road in the south to Sinclair Street in the north. Selwyn Street has a carriageway width of approximately 12.4m which accommodates a traffic lane and kerbside parking on both sides of the road.

A posted speed limit of 40km/h applies to Selwyn Street.

Glen Huntly Road is a Council operated 'Link Road'², which is defined in the Glen Eira Register of Roads as *"Roads of this classification primarily provide a linkage between significant Residential, Industrial and Commercial nodes and or the declared road network."* Effectively, Glen Huntly Road is a Council-level or lower order arterial road.

Glen Huntly Road is aligned in an east-west direction. Glen Huntly Road generally provides a traffic lane and shared parking/bicycle lane in each direction. The central lanes are shared with trams, which operate in both directions. There is a signalised pedestrian crossing located immediately to the west of the intersection with Gordon Street (in front of Elsternwick Station).

A posted speed limit of 40km/h applies to Glen Huntly Road between the times of 8am-midnight Mon-Sat, with a 60km/h speed limit applying outside of these times.

Sinclair Street is a Council operated 'Access Road'² aligned in an east-west direction from Gordon Street in the west to St Georges Road in the east. Sinclair Street has a carriageway width of 12.9m which accommodates a traffic lane and kerbside parking on both sides of the road. A school crossing is located just west of Selwyn Street.

A posted speed limit of 40km/h applies to Sinclair Street.

Photographs depicting the surrounding road network are presented in Figure 5 and Figure 10.

² As defined by the City of Glen Eira Register of Public Roads – dated February, 2018

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Figure 5: Selwyn Street - view north



Figure 6: Selwyn Street – view south



Figure 7: Glen Huntly Road - view east



Figure 8: Glen Huntly Road – view west



Figure 9: Sinclair Street - view east



Figure 10: Sinclair Street – view west

4.2.1. Selwyn Street and the Cultural Precinct

At its Ordinary Meeting on 27 November, 2018, Council considered the matter of the “Endorsement of Elsternwick Cultural Precinct Vision (Selwyn Street)” and resolved the following³:

That Council:

1. *endorses Cultural Precinct Plan – Option 2 included in Attachment 3 of this report;*
2. *authorises officers to:*
 - a. *commence the development of a detailed design for the Cultural Precinct, including a comprehensive traffic impact assessment and mitigation strategy based on the endorsed Precinct Plan;*
 - b. *incorporate a design brief for the integration of a commemorative artwork to commemorate the survivors of the Holocaust as part of this design; and*
 - c. *receive a further report on the draft detailed design prior to community consultation;*
3. *authorise officers to commence the processes in order to undertake the road configuration modifications required for the Cultural Precinct to:*
 - a. *commence public notification requirements as per section 223 of the Local Government Act 1989; and*
 - b. *seek any third party permissions or authorisations as required.*

At a Special Council Meeting on the 11th April, 2019, Council contemplated a plan to close Selwyn Street to through traffic and alter Gordon Street to operate in a one-way, northbound direction, in close proximity to Glen Huntly Road. Council deferred its final decision on this plan, pending further consultation.

At an Ordinary Council Meeting on 30th April, 2019, Glen Eira City Council resolved to close Selwyn Street, but not alter the operation of Gordon Street.

Council's April resolution(s) required the following to occur before implementing any of the modifications to Selwyn Street:

- *Further developed and more detailed precinct design be tabled back to Council for ratification.*
- *Ensuring that the ECPAC (Elsternwick Cultural Precinct Advisory Committee), as key stakeholders, will be able to participate in the collaborative design of the precinct with meaningful input to be considered in the design process.*

At a further Ordinary Council Meeting on 27th April, 2021, Council considered a detailed precinct design, prepared in consultation with the ECPAC. Council resolved to:

1. *endorses the Elsternwick Cultural Precinct Functional Arrangement & Precinct Design (Attachment 2 to this report);*
2. *support the commencement of further design work to develop a detailed design of the endorsed plan; and*
3. *communicates Council's decision to residents and businesses in the area.*

³ According to the Elsternwick Cultural Precinct – City Futures – City of Glen Eira 2018

The Functional Design of the Precinct as endorsed by Council is provided in the figure below.

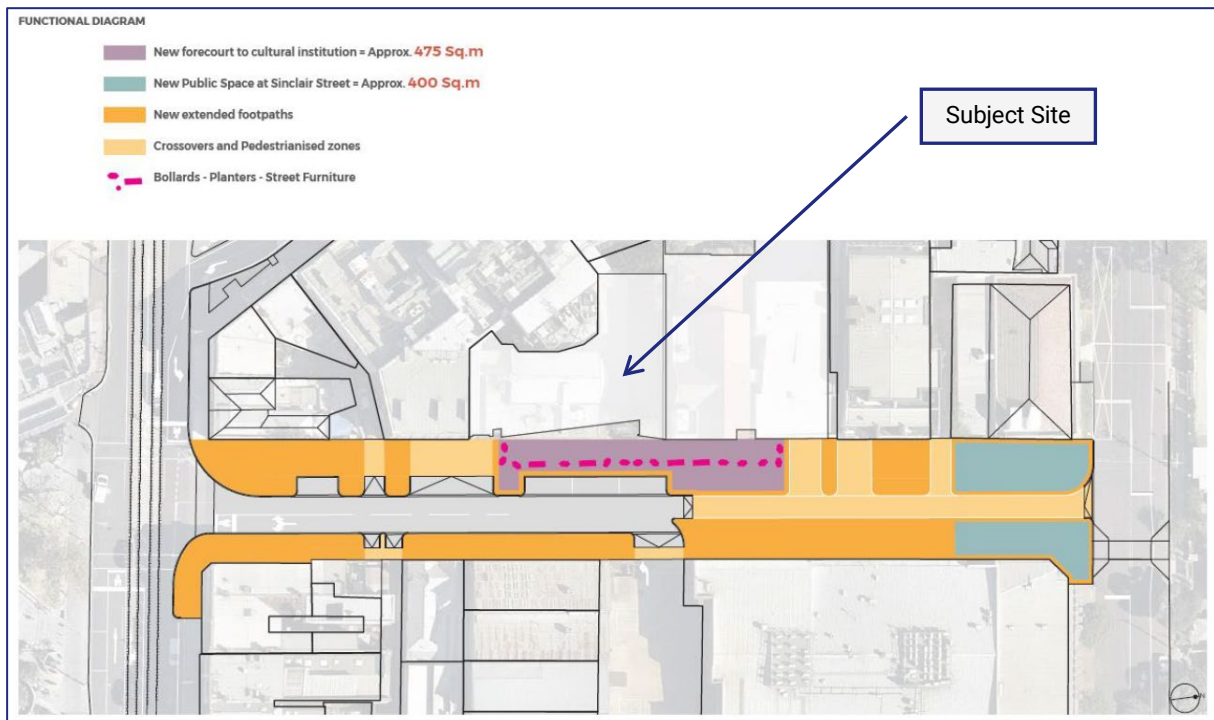


Figure 11: Final Design Strategy – Functional Design (Attachment 2 from Ordinary Council Meeting, dated 27th April, 2021)

The key features of this plan include:

- 2 bus bays on Sinclair Street
- 4 on-street 'drop-off' car spaces on Selwyn Street (3 of which are DDA compliant). Three of these are located adjacent to the subject site.
- A shared left/right turn exit lane on Selwyn Street
- Exit only movements permitted from Selwyn Street, into Sinclair Street.
- Raised pavement treatment in the northern half of Selwyn Street
- Generally wider pedestrian spaces
- Ban of the right turn out of Gordon Street
- The limitation of movements out of 10-16 Selwyn Street to left-out

4.2.2. Existing Traffic Conditions

Traffix Group has previously commissioned 7-day automatic traffic counts for a number of local roads in the vicinity of the subject site. The surveys were completed over one week starting from 6th May, 2019. The survey locations were as follows:

- Selwyn Street – between Glen Huntly Road and Sinclair Street
- St Georges Road – between Glen Huntly Road and Sinclair Street
- Gordon Street – between Glen Huntly Road and Sinclair Street
- Sinclair Street – between Selwyn Street and St Georges Road
- Regent Street – between Sinclair Street and Sandham Street
- Elizabeth Street – between Sinclair Street and Sandham Street

The table below provides a summary of the key statistics obtained from these counts.

Table 3: Daily Traffic Volumes of Streets surrounding subject site

Street Name	Daily Weekday Traffic Volume	Weekly Commercial Vehicle Volume	Peak Hour Volume		85 th Per. Speed
			AM	PM	
Selwyn St	1,944	308 (2.4%)	260 (8-9am)	212 (6-7pm*)	40km/h
Sinclair St	1,501	194 (2.0%)	228 (8-9am)	209 (3-4pm)	38km/h
St Georges Rd	2,726	653 (3.6%)	365 (8-9am)	339 (3-4pm)	49km/h
Gordon St	3,306	1,137 (5.2%)	359 (8-9am)	343 (6-7pm)	23km/h
Elizabeth St	1,267	209 (2.6%)	206 (8-9am)	183 (3-4pm)	46km/h
Regent St	437	55 (2.0%)	73 (8-9am)	82 (3-4pm)	34km/h

*Notes: This peak was recorded on Friday only. The more consistent peak period on all other days of the week was 3-4pm, corresponding to the school peak period.

The results of the traffic surveys demonstrate that each of the above local roads carry traffic

volumes that are generally consistent with their classification (noting that the Glen Eira Road Management Plan does not nominate target or environmental capacities for roads).

Gordon Street carries a higher volume of daily traffic than St Georges Road. This indicates that Gordon Street may have a through traffic issue or simply reflect the higher number of non-residential land uses on Gordon Street.

4.3. Car Parking Conditions

Traffix Group has undertaken a series of parking occupancy surveys of public car parking in the vicinity of the site. The area surveyed is presented in in Figure 12 and includes on-street parking up to 350m walking distance of the site.

The parking surveys were undertaken at the following times:

- 8am-1pm and 3pm-8pm on Thursday 25th March, 2021 (at hourly intervals),
- 8am-1pm and 3pm-8pm on Saturday 27th March, 2021 (at hourly intervals), and
- 5pm-8pm on Sunday 28th March, 2021 (at hourly intervals).

The survey times include the expected peak times for nearby residents, the Activity Centre and the proposed uses on the site.

An off-street Council carpark on Stanley Street has also been included within the survey.

The detailed results and map of the parking survey are provided at Appendix C.

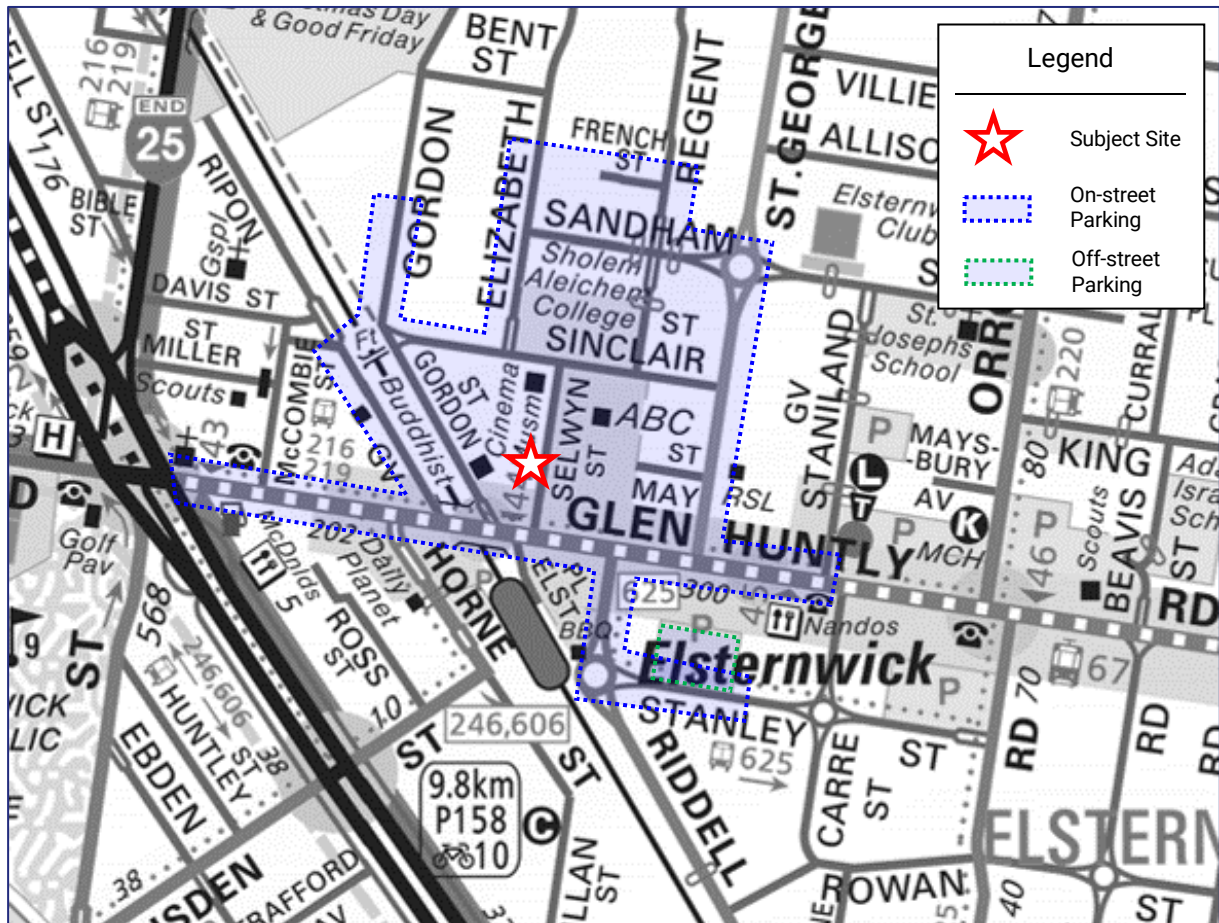


Figure 12: Parking survey area

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On-Street Car Parking

There are between 419 and 546 car spaces available to the general public within the survey area⁴, with the total number depending on the time of day and what parking restrictions apply.

The car parking consists of a mixture of short-term (1/4P, 1P and 2P) medium term (4P and 5P) and unrestricted parking. There is also a number of Permit Zones (within residential areas), Taxi Zone and Loading Zone spaces within the survey area.

Council already actively manages on-street car parking in the nearby area to balance the competing needs of the commercial, entertainment and education uses within the Activity Centre and parking in residential areas on the periphery of the centre. This includes Gordon Street, Elizabeth Street, Sinclair Street and Regent Street. Car parking within these streets is highly controlled and actively managed for the protection of residents. This includes short-term parking during the day and 'Permit Zone' restrictions during the evening.

⁴ The total number of available spaces is reduced during the relevant time periods when various 'No Stopping', 'Permit Zone', 'Works Zone', 'No Parking', 'Loading Zone', 'Bus Zone' and '1/4P' restrictions apply. Car spaces subject to '1/4P' restrictions were also excluded on the basis that trips associated with the proposed development generally require longer periods of time.

There are 4 on-street car spaces along the site's frontage to Selwyn Street as follows:

- 3 x 'Work Zone 7am-5pm Mon-Sat' spaces, and
- 1 x 'P Disabled Only' space.

The 'Work Zone' restrictions are temporary restrictions associated with nearby building activities.

The overall profile of on-street demands is provided at Figure 13.

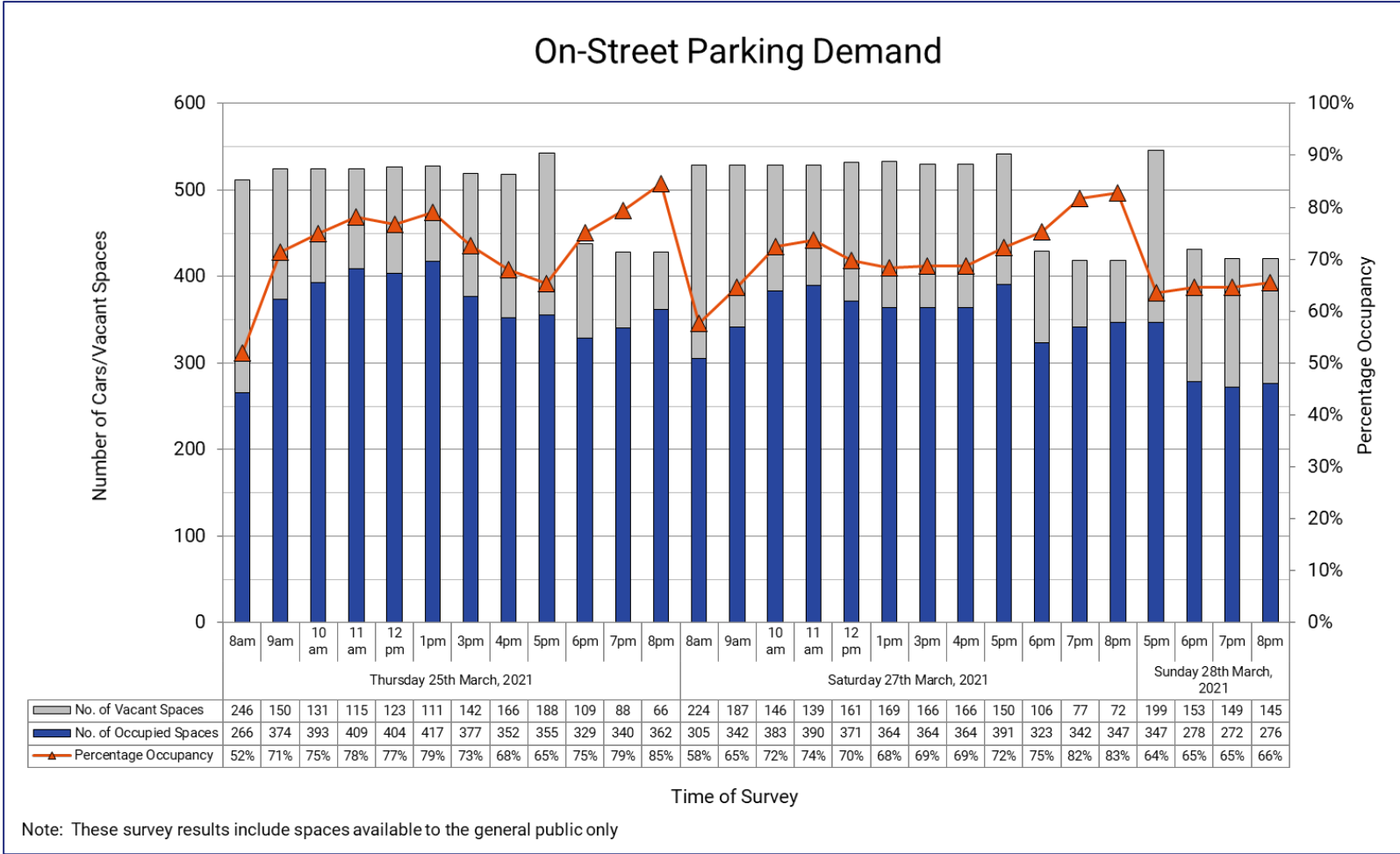


Figure 13: Profile of on-street parking demand

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The results of the surveys indicate that there is a moderate to high demand for on-street parking in the vicinity of the site.

A minimum of 66 vacant car spaces were available during the survey times (85% occupancy), recorded at 8pm Thursday 25th March, 2021 for the survey area. At this time, the availability of public parking was lower due to evening 'Permit Zone' restrictions.

A minimum of 72 vacant car spaces were available during the weekend (83% occupancy), recorded at 8pm Saturday 27th March, 2021.

The average number of vacant car spaces across all survey periods was 144 (71% occupancy).

Off-Street Car Parking

A total of 71 publicly available off-street car parking spaces are located within the Stanley Street carpark. This carpark provides a mixture of short-term (1P and 2P) medium term (4P) parking between 8am and 6pm, Mon-Sat.

The overall profile of demand within this carpark is provided at Figure 14. The results of the surveys indicate that there is a low to high demand for parking within this carpark.

The carpark was fully occupied at 8pm Thursday 25th March, 2021. Lower demands were recorded during the day on the weekend, with relatively modest demands in the evening on Sunday.

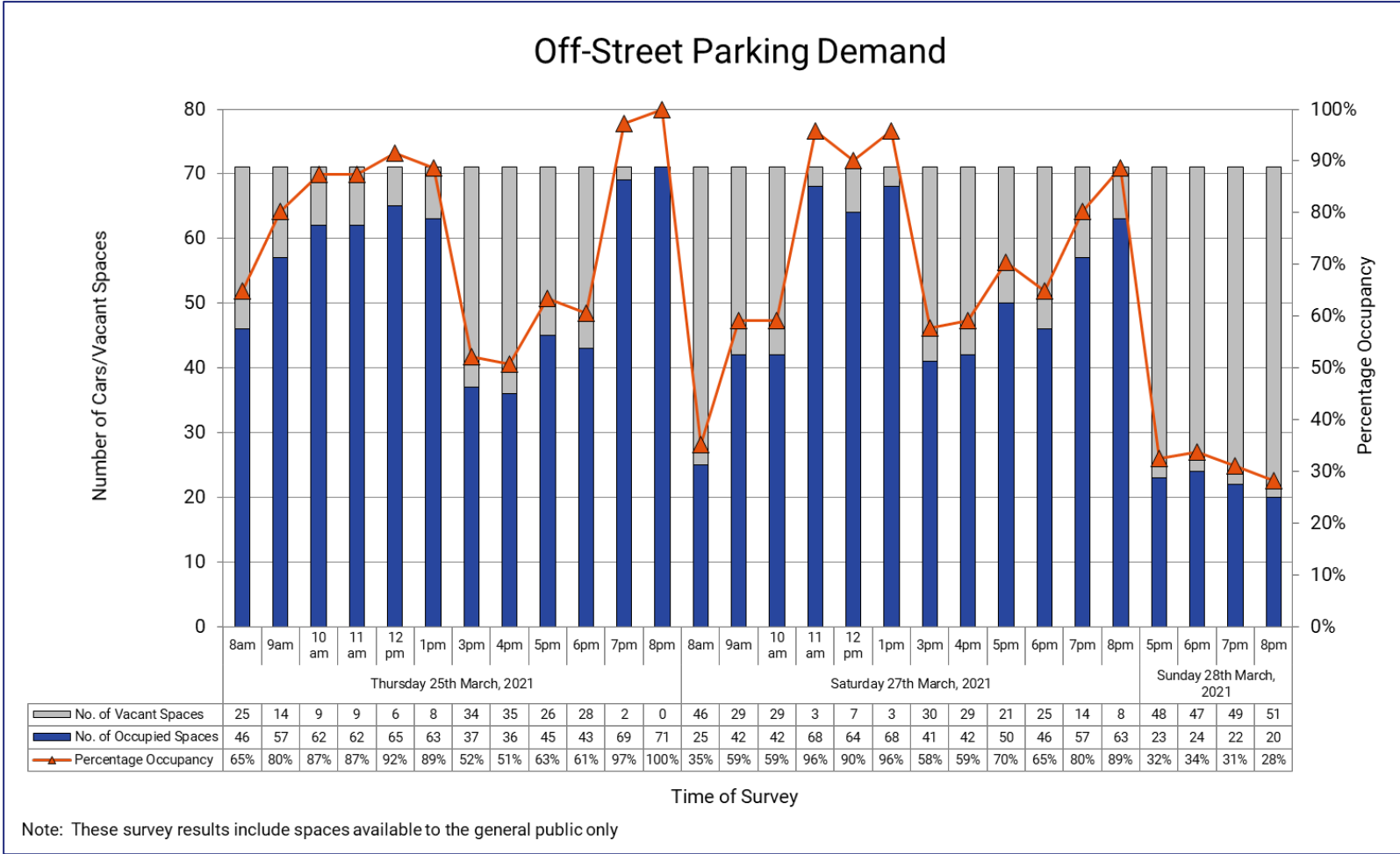


Figure 14: Profile of off-street parking demand

Proposed Place of Assembly and Office Development

4.4. Alternative Transport Modes

4.4.1. Public Transport

The site is well serviced by public transport services, with train, tram and bus services available within 200m of the subject site. The site is located within the Principal Public Transport Network (PPTN) area, as shown at Figure 15.

Figure 16 details the public transport routes within the vicinity of the site. The subject site is located within close proximity to Elsternwick Station, which serves as a focal point for local public transport services. Train, tram and bus services are all accessible from this station.

A summary of available public transport services is provided in Table 4.

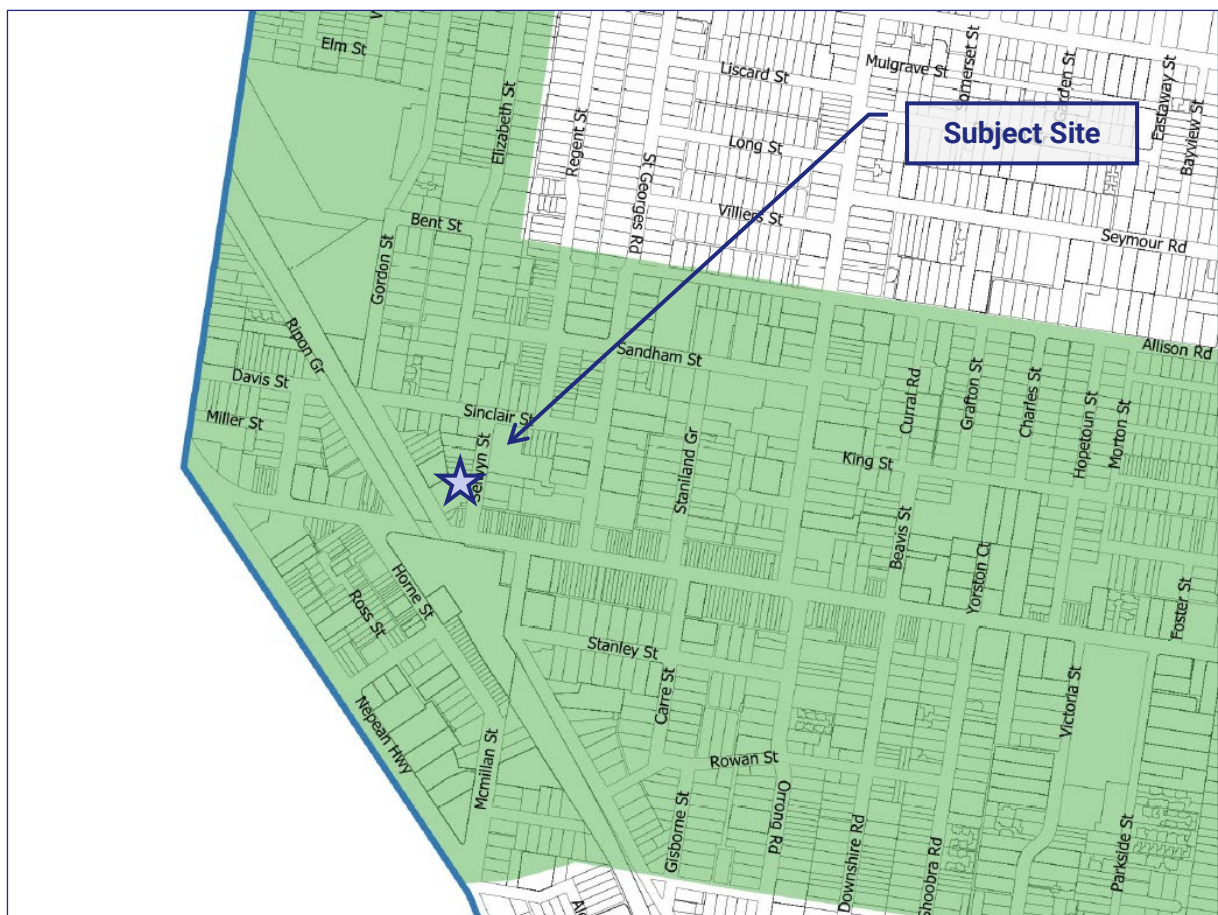


Figure 15: Principal Public Transport Network (PPTN Area)

Source: planning.vic.gov.au

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Figure 16: Public transport map

Source: Public Transport Victoria, ptv.vic.gov.au

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Table 4: Public Transport Services

Service	Between	Via
Elsternwick Railway Station – Approximately 100m walking distance south of the site		
Elsternwick Station	Sandringham line	Brighton, South Yarra & Richmond
Bus Route 246	Elsternwick & Clifton Hill	St Kilda, South Yarra, Richmond & Collingwood
Bus Route 603	Brighton Beach & Alfred Hospital	Elsternwick Station
Bus Route 606	Elsternwick & Fishermans Bend	St Kilda, Middle Park & Port Melbourne
Night Bus Route 978	Elsternwick & Dandenong	Ormond, Huntingdale & Mulgrave
Night Bus Route 979	Elsternwick & Dandenong	Bentleigh, Clarinda & Keysborough
Glen Huntly Road – Approximately 100m walking distance south of the site		
Tram Route 67	Melbourne University & Carnegie	City, Balaclava & Elsternwick
Bus Route 625	Elsternwick & Chadstone	Ormond & Oakleigh
Orrong Road – Approximately 400m walking distance east of the site		
Bus Route 604	Gardenvale & Alfred Hospital	Toorak Station
Orrong Road – Approximately 750m walking distance north of the site		
Bus Route 623	Glen Waverley & St Kilda	Mount Waverley, Chadstone & Carnegie

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4.4.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with on-road bicycle lanes and informal bicycle routes surrounding the site, as shown in the excerpt from the City of Glen Eira TravelSmart Map shown in Figure 17.

On-road bike lanes are provided along Rusden Street, Brighton Road, Orrong Road and Glen Eira Road, all within proximity to the site. An informal bike route is also provided along Riddell Parade to the south of the site.

An off-road shared path is also provided along the Elwood Canal, running through the suburbs of Elwood and Brighton.

4.4.3. Car Share Vehicles

The City of Glen Eira supports 'car sharing' schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars operated by Flexicar, GoGet, PopCar and Green Share Car, four Council supported schemes.

There are currently 4 car share vehicles within 500m of the site. The nearest car share pod is located on Gordon Street, less than 100m to the south-west of the site, as detailed in Figure 17.

Car sharing schemes provide an alternative to driving to work for staff and actively encourage the use of alternate transport modes. If required, a car can be available by joining the local 'car share' schemes, which allows for work-based business trips by car.

The availability of car share is most relevant to workers of the office and co-working space (rather than the place of assembly components). The use of a non-private car for these trips allows staff to avoid drive their own car to work during the commuter peak hours, because they do not need it for business trips during the day.

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Figure 17: Sustainable Transport Infrastructure

Source: City of Glen Eira

5. Traffic Engineering Assessment

5.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'place of assembly', 'office', 'food and drink premises' and 'shop' under Clause 73.03 of the Planning Scheme.

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

The site is also subject to a Parking Overlay (P02-3), however this only applies specific car parking rates for student housing. Accordingly, given the site is located with the PPTN area, the Column B rates of Clause 52.06-5 apply.

The statutory car parking assessment of the development against the requirements of Clause 52.06-5 of the Planning Scheme is set out in Table 5.

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Table 5: Statutory Car Parking Assessment - Clause 52.06-5 (Column B)

Proposed Use	Size/No.	Statutory Parking Rate (Column B)	Car Parking Requirement (Note 1)	Car Parking Provision	Shortfall (-) / Surplus (+)
Place of Assembly - Museum	300 patrons	0.3 spaces to each patron permitted	90	0	-90
Place of Assembly - Theatre	300 patrons		90	0	-90
Office (Co-working office)	1,631m ²	3 spaces to each 100m ² of Net Floor Area (NFA)	48	0	-48
Food and Drink Premises (Café)	80m ²	3.5 spaces to each 100m ² of Leasable Floor Area (LFA)	2	0	-2
Shop (Retail)	33m ²	3.5 spaces to each 100m ² of Leasable Floor Area (LFA)	1	0	-1
Total			231	0	-231
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 statutory car parking requirement for the overall development is 231 car spaces. As no car parking is provided, a full car parking reduction is required.

5.2. 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.*

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- *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.*

Practice Note 22 (June, 2015) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for parking 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.

5.3. Car Parking Demand Assessment

The following Car Parking Demand Assessment has regard to the above factors as appropriate.

No on-site car parking is provided.

Place of Assembly (Museum and Theatre)

The statutory requirement of 0.3 car spaces per person is generally appropriate for a place of assembly use, however place of assembly uses cover a wider variety of 'assembly' uses (places of worship, cinema, function centre, hall, library, nightclub, etc) and these can generate different parking rates to the statutory requirement. The location of the use also can play a significant part in its parking generation.

The proposal allows for a museum space/learning workshop and a theatre accommodating up to 300 patrons each. Conservatively adopting the statutory parking rate as the likely peak demand results in a peak demand for 180 car spaces (90 car spaces for each specific use). This is a 'worst case' assessment.

The museum is only open 8am-5pm, everyday except Saturday. Accordingly, this is a daytime use.

The Theatre is proposed to open between 5pm-10pm Mon-Fri, 1pm-10pm Sat/Sun. Between 8am-5pm Monday to Friday, the Theatre is proposed to operate in conjunction with the museum.

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The Ratio Planning Report describes the Performing Arts Centre as follows:

The new Jewish Performing Arts Centre will be located in a three-level basement of the new building. It is proposed to host shows, events and theatre productions within this space that celebrate Jewish culture or are connected to the Jewish community.

On weeknights, it is proposed to operate the Performing Arts Centre between 5pm and 10pm. On weekends, it is proposed for the hours to be 1pm to 10pm. This would allow for set-up of the stage, performers and staff to work on-site, provision of performing arts activities, visitors to attend productions and for merchandise sales afterwards. The maximum number of patrons is 300.

My interpretation of the application and the permit conditions is that performing arts centre is largely an evening use and the museum is a daytime use, with the theatre space supporting the museum during the day, not holding separate performances. It would be unlikely in my opinion that there would be 600 patrons on-site at any one time, across both the performing arts centre and the museum.

The Ratio Traffic Report referred to a maximum realistic figure of 450 patrons across these two uses in its empirical assessment. This would appear to be conservative from my reading of the application material, particularly if the condition requiring the Theatre “to operate in conjunction with the Museum” is interpreted as meaning that the Theatre space can only be used by Museum patrons during the day (i.e. a cap of 300 patrons).

I am satisfied that a more realistic likely maximum would be 300 patrons on-site at any one time in either the museum or the arts centre.

There are a number of other mitigating factors that would reduce either the number of patrons or the car parking demand that they would generate:

- It would be unlikely that museum would accommodate 300 patrons for all of its operating hours (i.e. 8am-5pm, 6 days per week). I expect visitation rates to be much lower in practice and the 300 patron limit is more inline with events, rather than an everyday occurrence.
- The museum has an education function that means that schools may visit the museum, likely by bus and therefore generating negligible car parking demand at these times.
- While it is realistic that Theatre may accommodate 300 patrons per performance, the theatre is less likely to be fully booked earlier in the week (or shows are not fully attended earlier in the week).
- The subject site currently operates as a place of assembly and has a capacity for 180 patrons. There are 12 car spaces provided. Applying the statutory car parking rates to the site, the existing use has a car parking shortfall (and therefore credit) of 42 car spaces. Adopting a realistic maximum of 300 patrons at the site in future (with no car parking), results in an increased parking demand for 48 car spaces compared to existing conditions.

Finally, the overall parking rate of 0.3 car spaces per patron is highly conservative in my view. A lower parking demand rate of 0.15 car space per patron is more realistic. This reflects the site’s excellent access to public transport, that it will serve the local community who may walk to the venue and that there is not an abundance of car parking in the immediate area.

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Applying a rate of 0.15 car spaces per patron to a realistic maximum of 300 patrons equates to a peak demand for 45 car spaces. Applying car parking credits (at the same lower rate), the increased demand equates to 30 car spaces.

Retail/Café Tenancy (Shop/Food and Drink Premises)

Shop and Food and Drink tenancies located within established activity centres such as the Elsternwick Activity Centre do not typically generate car parking demands in their own right. Rather, activity centres generally attract people to the area rather than to specific sites.

I expect the café and the museum shop to be largely ancillary to the place of assembly uses, serving patrons of these venues, rather than attracting additional patrons from further afield.

Other than a minor possible parking demand by staff, I am satisfied that these uses will generate negligible additional parking demands above that already generated by the place of assembly uses.

Office

Although the office use has a statutory parking rate of 3 spaces per 100m² under Clause 52.06 in this location, I am satisfied that a further reduced rate of car parking is an appropriate objective in many PPTN areas, particularly in large Activity Centres adjacent to key transport nodes.

The statutory car parking requirement of 3 spaces per 100m² is generally representative of the parking demands for an office use in an unconstrained parking scenario (i.e. ample on-site parking or off-site parking being readily available). However, lower rates can be expected in locations within Activity Centres that are well served by public transport and have constrained parking environments (such as limited car parking either on or off-site, subject to significant fees, highly restricted parking or car parking is in high demand).

I am satisfied that there is strong policy to support a reduction of the statutory office parking rate in this development in favour of alternative, sustainable transport modes for the following reasons:

- the site's location within the Elsternwick Activity Centre, being a large activity centre, employment generator and growing residential population,
- the availability of convenient and efficient public transport in this area, which allow staff to travel to work without relying on a private car,
- the constrained on-street parking environment does not allow staff without a car space to drive to work and readily park within close proximity to the site,
- support of sustainable transport initiatives, which include bicycle parking and suitable end-of-trip facilities being provided for staff within this development, and
- encouragement of 'local living' in this centre (i.e. people working and living in the area by co-locating higher density employment and residential uses).

An 'office' is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles.

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The timing of these trips has the greatest impact on traffic congestion on the road network and occurs when public transport services operate at high frequencies (and offer express services in some cases). This contrasts with an industrial use, for example, where staff may work shifts, travel outside of peak periods and have more limited access to public transport, making it more difficult to achieve a mode shift.

As the office area is assigned as co-share office spaces, this further reduces the rate expected in terms of parking demand. Co-working spaces are well setup to support 'office workers', by providing an environment with a 'ready to go' setup. Users will be aware of the facility and its capabilities when they are renting/booking a space, including that there is no on-site car parking. This differs from a large format office which may include a large number of permanent employees or a number of employees for whom transport may be less flexible with higher reliance on car. Accordingly, if the 'office worker' looking for a co-working space requires car parking, they are not likely to rent/book a space at this venue.

The nature of this co-working space is servicing people who work from home in the nearby area and utilise this space on an as-required basis, primarily serving the nearby neighbourhood.

The majority of car parking demands associated with an office use are long-term staff demands. The peak time for the office demands will be during the day, with negligible demands expected after-hours on weekdays and weekends.

There is limited long-term car parking in the nearby area. Accordingly, office demands associate with the proposed development are unlikely to result in significant impacts. Whilst there may be some long-term car parking available within further distances from the site, this car parking cannot be relied on into the future, as Council may choose to implement timed car parking restrictions or Permit Zone restrictions at any time. The removal of this parking in my view is not a risk, but rather a natural progression of how parking is likely to be managed along development/transport corridors and around Activity Centres.

Staff will need to utilise alternate transport to access the site, as there are minimal suitable long-term car parking opportunities within close proximity to the site. Staff of the offices will not be eligible for any car parking permits which allow them to park on-street.

Reduced Car Parking Rates for Offices

It is important to take a forward-looking approach to decreasing reliance on car-based travel and to encourage alternate modes for office land uses. This is particularly relevant in areas where public transport accessibility and access to other services is well provided for and will continue to improve in line with government initiatives.

By example, if a forward-looking approach was not adopted and reliance was taken solely of the historical car ownership rates and journey to work data in isolation, the car parking limitation policies which apply to many areas within the metropolitan area would not have been supportable.

It is clear from Plan Melbourne that we must change the way that we view development given issues facing Melbourne around traffic and congestion.

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

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to respond to the state-wide, regional and local challenges and opportunities Victoria faces between now and 2050.

Direction 5.1 from Plan Melbourne 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 integral factors of creating a 20-minute neighbourhood are detailed in the figure below. The creation of new office space within close proximity to an existing Activity Centre which is 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 provision of a reduced car parking rate for the site also aims to reduce traffic congestion impacts from the development by promoting alternative sustainable modes of transport to and from the site.



Figure 18: The 20-minute neighbourhood

The site is well served by public transport, including Elsternwick Railway Station located within 100m walking distance and an extensive tram and bus network servicing a wide catchment and a large residential catchment in close proximity to the site.

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This application needs to be seen as one where it represents a relatively moderate level of office floor area with a reduced car parking provision. There will be numerous new developments built within the Activity Centre with office floor over time, including some on larger sites where additional parking may be provided. It is not necessary that each individual development achieve an exact mix of parking rates as some will be able to readily provide parking and some will not.

Based on the above, I am satisfied with the provision of no car parking for the office component of this development is acceptable and that staff can utilise alternate transport modes consistent with state and local policies.

VCAT Decisions – Red Dot Decision

Substantially reduced rates in similar circumstances have been supported by VCAT⁵ in recent years recognising that a mode shift away from private cars is essential for achieving the sustainable transport aims of state and local policy.

A Red Dot VCAT decision relating to a planning application for a residential development at No. 31-37 Stewart Street and 12-20 Hardy Street, Brunswick, *Ronge v Moreland CC (Red Dot) [2017] VCAT 550 (9 May 2017)*, provided relevant commentary on the principle of the provision of car parking in the future. The decision has a heavy emphasis on Plan Melbourne.

What does the future hold for Melbourne in the coming decades?

15. *Melbourne is rapidly changing and the metropolitan area in future will be a very different place from the past or the present. On 31 March 2017, the new metropolitan planning strategy was released and changes made to all Planning Schemes in Victoria. Plan Melbourne 2017-2050 in essence updates and revises Plan Melbourne released in 2014.*
16. *Underpinning the whole strategy is the necessity to accommodate a population which is projected to increase from approximately 5 million to 8 million people by 2050. Aside from population growth, listed key challenges are remaining competitive in a changing economy, providing housing that is affordable and accessible, keeping up with the growing transport needs of the city, and mitigating and adapting to climate change.*
17. *In summary, the strategies set out in Plan Melbourne 2017-2050 include an intention to constrain the outward spread of the urban area and to focus employment, services and development in national employment and innovation clusters, urban renewal precincts and activity centres linked by public transport.*
18. *It is anticipated that Melbourne will require an additional 1.6 million homes by 2050 and that the northern region, which includes Moreland, will need to accommodate approximately 175,000 to 180,000 new dwellings in established areas.^[1]*

⁵ Triten Constructions Pty Ltd v Monash CC [2020] VCAT 1328
Pace Development Group Pty Ltd v Boroondara CC [2020] VCAT 1384
KM Tram Enterprise Pty Ltd v Boroondara CC [2018] VCAT 1237
Bayvue Pty Ltd v Port Phillip CC [2009] VCAT 1436
33 Agnes Street Pty Ltd v Melbourne CC [2018] VCAT 1709
Crestwood Developments (Aust) Pty Ltd v Brimbank CC [2018] VCAT 1612
Frater Lacus Pty Ltd v Port Phillip CC [2018] VCAT 738
100 Park Street Pty Ltd v Port Phillip CC [2018] VCAT 962

^[1] Pages 44 to 59

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19. Specifically there is an intention to locate medium and higher density development near services, jobs and public transport to support objectives concerning urban consolidation and housing choice. There is support for new housing in activity centres and other places that offer good access to jobs, services and public transport. There is still an intention to create 20-minute neighbourhoods to enable residents to walk, cycle or catch public transport rather than rely on longer trips and the use of private motor vehicles with benefits in reduced travel costs, traffic congestion and carbon emissions.^[2]
20. Whilst many, if not most, of these strategies are not new, they emphasise that the whole metropolitan area will be subject to change, even outside urban renewal areas and activity centres which are to be the focus for higher density development. Large redundant industrial sites, such as the one we are considering in Stewart and Hardy Streets, cannot be quarantined from significant development simply because they are surrounded by single and double storey dwellings, mostly built in times past when Melbourne was facing different economic, social and environmental circumstances and different community expectations.
21. For example, it is hard to envisage any circumstances today where the existing industrial uses and buildings on the review site would be allowed to establish on a site surrounded on all sides by houses. But that was accepted half a century or more ago and is commonplace across suburbs such as Brunswick and Preston. It is no longer accepted. This is why, without exception, Council and all respondents acknowledge the benefits of redeveloping the review site for housing. The primary question in dispute is the intensity and form of that new housing.
64. We have already referred to what can only be described as the massive increase in Melbourne's population projected through until 2050. Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.
65. State and Local planning policies are already acknowledging the change that is required with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods. At the municipal level, Moreland has long been recognised as being at the forefront of encouraging less reliance on car based transport. For example, the Moreland Integrated Transport Strategy 2010 includes a key principle that walking and cycling are the preferred modes of transport.

My reading of the above commentary is that as a result of a large increase expected in Melbourne's population in the nearby future, development cannot simply continue to provide car parking at the statutory rate for all uses, especially in areas which are well served by alternative modes of transport to private car usage. The alternative to this will be congested roadways, amongst other related issues. This proposal provides a lower car parking rate for the proposed office than that required by Clause 52.06 of the Planning Scheme. I am of the view that providing a reduced rate of car parking in this development will aim to satisfy the objectives of Plan Melbourne 2017-2050 by reducing traffic impacts and better utilising a site located nearby to alternative modes of transport.

^[2] Pages 98 and 99

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Based on the above, I am satisfied that the provision of no on-site parking for the office use is adequate for the office use and no significant on-street parking impacts are expected.

5.4. Appropriateness of providing fewer car spaces than the number likely to be generated

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.

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 car parking provision factors are as follows, with the most relevant factors highlighted:

- **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 parking 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 parking 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 parking 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.

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- 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.**

These factors are considered below.

5.4.1. Car Parking Demand Assessment

The Car Parking Demand Assessment concludes that:

- The Museum and Theatre are unlikely to generate a car parking demand of more than 45 car spaces each. The timing of these demands will not coincide, with the Museum the primary use during the day and only the Theatre operating at night. When considering the car parking credits associated with the site, the place of assembly uses will increase overall public parking demand by 30 car spaces.
- The shop/café are effectively ancillary to the museum/theatre and will not generate any additional parking demand.
- Staff of the building (the co-working offices, museum, theatre and shop/café) are unlikely to drive to work given the lack of long-term parking in the area. Given the high level of access to alternative transport modes available to the site, this is an acceptable outcome and consistent with state and local planning policy directions.

5.4.2. Existing Car Parking Deficiency

As discussed in the car parking demand assessment, the subject site has an existing car parking deficiency.

The site is currently occupied by the Kadimah Jewish Cultural Centre and National Library within a two-storey building. The existing building on the site encompasses a total area of approximately 700m² and caters for up to 180 patrons. A total of 12 car spaces were provided for the use (in the evenings) and 7 spaces during the day (these spaces are shared with the Jewish Holocaust Centre. This results in a statutory car parking deficiency of 42-47 car spaces.

5.4.3. Glen Eira Integrated Transport Strategy

Glen Eira City Council have provided a planning policy as set out in the Integrated Transport Strategy 2018-2031, which aspires to create neighbourhoods where access to goods and services are easily accessible (i.e. no greater than 20 minutes when using public transport, bicycle travel or walking)⁶.

The aim is to provide viable alternatives to driving within the area, with the strategy seeking to achieve a 50:50 mode share of car and non-car trips by 2031, this will be achieved via the following two initiatives:

- *Increase walking, cycling and public transport trips, and*

⁶ According to the Glen Eira City Council – Integrated Transport Strategy 2018-2031 – dated June, 2018

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- *Increase efficiency on key driving routes.*

A number of policies are set out in order to achieve the 50:50 mode split mentioned above, with the following related to office use.

Policy 1.2: Focus employment and office development within major activity centres and strategic sites.

The residential density of Glen Eira is relatively high by metropolitan standards and increasing, however the corresponding number of local jobs is low.

Employment opportunities should be focused in areas of existing retail and commercial activity with access to transport modes and links.

Opportunities to address this and create employment clusters need to be factored into any consideration of underutilised sites.

Given that the site consists of 1,631m² of co-working office area and is located within the Elsternwick Activity Centre, it is conveniently located within a train and tram precinct as shown below at Figure 19, indicating that car usage rates are lower within these precincts (56%) when compared to the wider Glen Eira area (66%).

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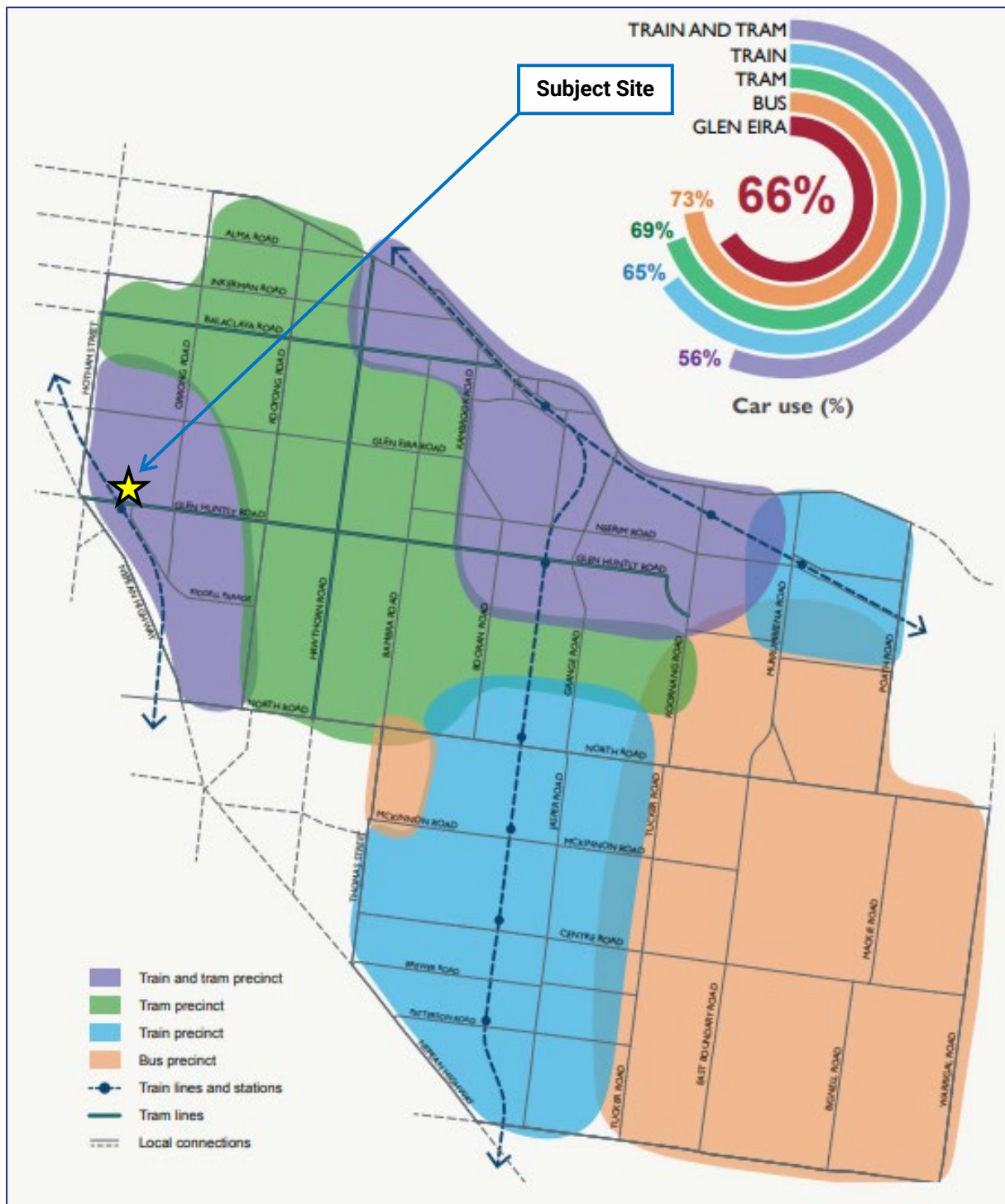


Figure 19: Mode of transport usage within the City of Glen Eira

Source: Glen Eira Integrated Transport Strategy 2018-2031

5.4.4. Availability of Alternative Transport Modes

Public Transport

The site is well served by public transport services, with Elsternwick Railway Station located approximately 100m walking distance south of the site. There are also several bus services operating along Glen Huntly Road, as well as a tram service along Glen Huntly Road, approximately 100m walking distance south of the site.

Bicycles & Walking

The site is well served by bicycle infrastructure with off-road shared paths, on-road bike routes and informal bicycle routes surrounding the site.

On-road bike lanes are provided along Rusden Street, Brighton Road, Orrong Road and Glen Eira Road, all within proximity to the site. An informal bike route is also provided along Riddell Parade to the south of the site. An off-road shared path is also provided along the Elwood Canal, running through the suburbs of Elwood and Brighton.

The development proposes 40 bicycle spaces, which exceeds the requirement for bicycle parking under Clause 52.34. A total of 6 shower/change rooms are also provided within the ground mezzanine level, with access to locker facilities.

The site is also located within Elsternwick Activity Centre and accordingly, is surrounded by a number of everyday services that are readily accessible via a short walk.

I am satisfied that the ready availability of alternative transport modes provides practical options to private car use to access the site.

5.4.5. Impact on the Activity Centre

The site is located within the Elsternwick Activity Centre. The immediate area includes a mixture of commercial (office, retail and food and drink), residential and community uses within close proximity to the subject site. This includes a co-location with other Jewish cultural uses.

Planning Practice Note 22 (June, 2015) states that:

In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.

In this instance, the development is unlikely to significantly increase the level of parking activity in the nearby area through the addition of a modest office area, two places of assembly use and a small café/retail use.

Proposed Place of Assembly and Office Development

A centre-based approach should be adopted where customer demands will generally result in an increased duration of stay rather than increased customers to the area due to customers visiting the new tenancies.

The lack of on-site car parking will assist in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.

5.4.6. Local Traffic Management

As discussed previously, an 'Office' use is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This also applies to staff parking for most commercial businesses.

This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles. The timing of these trips has the greatest impact on traffic congestion on the road network and occurs when public transport services operate at high frequencies (and offer express services in some cases).

The provision of no on-site car parking plays a role in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices. If provided with the full statutory office requirement, traffic generation by the development would be significantly higher.

5.4.7. Availability of Car Parking

Staff of the development will be ineligible for car parking permits to exempt them from on-street parking restrictions. As such, I am satisfied that any staff without an on-site carpark will use alternative transport modes available to the site and will not impact on the availability of on-street car parking.

As set out in the empirical assessment, I expect that the museum and theatre will generate a peak parking demand for 30 car spaces each (above the existing parking credit of the site). I also do not expect these parking demands to coincide.

Section 4.3 sets out the results of the parking surveys undertaken by Traffix Group. The key results of the surveys were:

- A minimum of 66 vacant car spaces were available during the survey times (85% occupancy), recorded at 8pm Thursday 25th March, 2021 for the survey area.
- A minimum of 72 vacant car spaces were available during the weekend survey times (83% occupancy), recorded at 8pm Saturday 27th March, 2021 for the survey area.
- The average number of vacant car spaces across all survey periods was 144 (71% occupancy).

This does not include any parking available within the Stanley Street carpark.

The surveys found public car parking to be available at all surveyed times, including adequate capacity to accommodate the demands of the proposed development.

Proposed Place of Assembly and Office Development

Based on the above, I am satisfied that alternative parking is available in close proximity to the site to cater for any overflow car parking demands generated by customers of the café/retail tenancy during business hours.

There is one final consideration. As set out in Section 4.1.1, there is a proposal for a large mixed-use development at 10-16 Selwyn Street, which includes a supermarket, apartments and a publicly accessible carpark of 223 car spaces. While provided to support the supermarket use, these spaces are proposed to be open to the public and available to visitors of the area (as occurs in practice with many supermarket carparks in activity centres).

The GTA Consultants Traffic Assessment identifies that this carpark, if approved, would provide a new supply of public car parking and operate with a surplus 52-72 car spaces above what is empirically required to support the development at its peak demand times. A greater surplus would be available in this carpark at off-peak times for the supermarket use. Whilst not approved, this proposal would provide additional car parking resources to the area.

Whether this development proceeds or not (and whether it provides additional public parking resources to the area) does not change my view that there is adequate public parking in the nearby area to accommodate the proposal. I am of the view that proposal at 7 Selwyn Street is not reliant or contingent on the provision of additional public parking at 10-16 Selwyn Street.

5.4.8. Practicality of Providing Car Parking

The subject site is not overly large and is awkwardly shaped in regard to providing an efficient carpark layout. This is readily evident from view the existing conditions plan, where the site is not wide enough for 'double loaded' carpark aisles. The amount of car parking per parking level would be limited under any development scheme with car parking.

Setting aside the layout of a carpark level, access to the car parking would also be problematic. Any car parking at ground level would be detrimental to the design and functionality of the building. Providing car parking in a basement or upper level with a ramp would be very challenging to physically accommodate, impact parking yield and again negatively impact the function of the building.

I am satisfied that this site is one where providing a meaningful level of car parking is difficult and this supports the proposal to not provide any on-site car parking.

5.4.9. Summary

Based on the decision factors of Clause 52.06-7, I am satisfied that the proposed level of car parking for this development is acceptable and that providing no car spaces on the site is supported for the following reasons:

- the empirical assessment of car parking demands,
- the existing car parking deficiency associated with the site,
- the site is well served by public transport services, including Elsternwick Railway Station and an extensive number of bus and tram services, and provides a high level of bicycle parking and end-of-trip facilities,

Proposed Place of Assembly and Office Development

- the consistency of the proposal with State and Local planning policies,
- the site is located within the Elsternwick Activity Centre and co-located with other similar land uses,
- the proposed parking reduction is unlikely to have a negative impact on the activity centre,
- the reduced provision of car parking will reduce the traffic impacts of the development on the local and broader road network,
- the availability of alternative car parking in the area, including the lack of long-term car parking options that would encourage staff to drive to the site, and
- the practicality of providing any meaningful level of car parking on the site.

5.5. Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below details the statutory bicycle requirement of the development.

Table 6: Statutory bicycle parking assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Employees	Visitors/Customers	
Office	1,631m ²	1 space to each 300m ² NFA if the NFA exceeds 1,000m ²	1 space to each 1,000m ² NFA if the NFA exceeds 1,000m ²	5 employee 2 visitor
Place of Assembly (Museum)	1,259m ²	1 to each 1,500m ² of floor area available to the public	2 plus 1 to each 1,500m ² of floor area available to the public	1 employee 3 visitor
Place of Assembly (Theatre)	751m ²			1 employee 3 visitor
Retail, other than specified (café)	80m ²	1 space to each 300m ² LFA	1 space to each 500m ² LFA	0 employee 0 customer
Shop	33m ²	1 space to each 600m ² of NFA, if the NFA >1000m ²	1 space to each 500m ² of NFA, if the NFA >1000m ²	0 employee 0 customer
TOTAL				15 spaces 7 staff 8 visitor
Note 1: 'Retail' tenancy conservatively assessed as 'retail premises other than specified in this table'. Note 2: 'Café' tenancy assessed as 'shop'.				

Proposed Place of Assembly and Office Development

Based on the above, the development is required to provide 15 bicycle spaces, which is exceeded by the provision of 50 bicycle spaces as part of the proposed development.

Bicycle parking is provided as follows:

- 30 spaces via vertical 'Ned Kelly' bike racks, within a secure bike storeroom adjacent to the goods lift,
- 10 spaces via horizontal 'Flat Top' rails, within a secure bike storeroom adjacent to the goods lift, and
- 10 spaces via horizontal 'Flat Top' rails, proposed within the footpath externally to the site, along Selwyn Street.

A minimum of 20% of the bicycle spaces must be provided in the form of ground level (horizontal) rails in accordance with Clause 2.1 (e) of AS2890.3-2015. This has been achieved on the plans given that 25% of the bicycle spaces provided are horizontal in design.

In addition to the staff bicycle parking requirement, end of trip facilities is required as follows:

If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.

1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.

Based on a requirement for 5 employee bicycle spaces, one formal shower/change room is required under Clause 52.34 of the Planning Scheme. A total of 6 combined shower and change room facilities have been provided with the ground mezzanine level, within the bike parking room.

In addition to this, extra change rooms and toilets for males and females are also provided within the ground floor, located at the north-west corner of the site, along with change rooms also being located in basement level 3.

Based on the above, I am satisfied that a high level of bicycle facilities has been provided in this development, the provision of bicycle parking accords with the requirements of Clause 52.34 and is satisfactory.

5.6. Traffic Impacts

Given no car parking is allocated to the co-working offices, any traffic generated by this use will be negligible. Vehicle movements will be primarily associated with patrons arriving and departing the two places of assembly (museum and theatre) uses.

In my view, the use likely to generate the greatest traffic impact is the Theatre. While the museum has the same number of patrons permitted, the Theatre will have defined performances on a regular basis, resulting in traffic peaks. The traffic generated by the museum will be more spread out and I think it unlikely that the museum would generate a significant volume of traffic in the traditional AM and PM peak hours.

The primary impact of the theatre will be the traffic generated by patrons arriving and leaving performances. Given the use and operating hours, these impacts would likely be after the PM peak hour. The worst-case scenario is all patrons arrive and depart the site within the hour before or after a show.

Adopting the peak empirical parking demand for 45 car spaces, this results in 45 trips arriving or departing the site within one hour.

Given no on-site car parking is provided, this traffic will be spread throughout the Elsternwick Activity Centre. Accordingly, traffic will arrive/depart over multiple directions, use different streets and park in different locations.

Section 4.2.2 of this report outlines the daily traffic volumes of the local streets surrounding the site, on the north side of Glen Huntly Road. None of these streets carry a volume of traffic that is above their environmental capacities. The additional traffic generated by the subject site, which will be spread over multiple routes, including Glen Huntly Road and roads south of Glen Huntly Road, will not materially alter the traffic volumes carried by these streets.

On this basis, I am satisfied that the traffic impacts of the proposal are not a significant concern for this application.

5.7. 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.*

There will be some demand for loading by the various uses on the site. This includes the transportation of food/drinks and merchandise for the café/shop, the transportation of supplies or display pieces for the museum and any supporting props/backdrops/costumes, etc. for the theatre use. The office use is unlikely to generate any significant demand for loading.

The proposal does not include an on-site loading bay and relies on on-street loading along Selwyn Street.

Proposed Place of Assembly and Office Development

Under the existing Selwyn Street arrangements, the most convenient location is the 2 x 'Loading Zone 8am-5pm Mon-Fri, 2P 8am-12noon Sat' spaces located 15m south of the site, on the west side of Selwyn Street (i.e. the same side of the road). A direct connection between the proposed goods lift and the theatre and museum spaces is available to this area.

If this application is approved, I am firmly of the view that Council will need to maintain an on-street loading zone near the site when undertaking any future changes to the configuration of Selwyn Street. Given the theatre use of the site, it would be also worthwhile for Council to consider providing the Loading Zone on a full-time to ensure availability after business hours. A Loading Zone restriction can be used by trucks, utility vehicles, couriers, taxis and buses and accordingly, this restriction type serves a multi-purpose function.

The Functional Design endorsed by Council (see Section 4.2.1) does not currently include specific arrangements for on-street loading and includes only 4 'drop-off' spaces. These include 3 spaces directly adjacent to the site and one approximately 30m south of the site. Whilst these may be suitable for loading activities by smaller trucks, there is merit in Council further considering the collective on-street loading requirements for the existing/proposed uses in this street.

In contrast, there would be several impacts of attempting to provide an on-site loading bay on the subject site, including:

- Trucks would need to reverse onto the site, across the footpath and either through or immediately adjacent to the forecourt.
- A crossover to the street would be required, disrupting the footpath and potentially resulting in a loss of on-street parking.
- Significant impacts to the design of the ground floor.

Based on the above, I am satisfied that the loading arrangements for the proposed development can be accommodated on-street and that Council can reasonably be expected to incorporate some provision for on-street loading in Selwyn Street, which will benefit all properties.

Waste Collection

A Waste Management Plan (WMP) was prepared by Leigh Design (dated 9th April, 2020) at the town planning application stage, which outlined the waste collection arrangements for the proposal.

The WMP outlined that waste collection would be undertaken along the site's frontage to Selwyn Street via an 8.8m long private waste collection vehicle. Waste bins would be transferred from the ground floor holding area to the vehicle for collection by the operator. The truck either rely on the 'drop off' on-street car spaces provided in Council's current concept or an on-street Loading Zone which could be incorporated into the design.

The Council Notice of Decision endorsed an on-street collection arrangement (at Conditions 11 and 12).

I am satisfied that this decision is reasonable, given the context of the site and the loading issues described above.

Proposed Place of Assembly and Office Development

Based on the above, I am satisfied the loading and waste collection arrangements are acceptable from a traffic engineering perspective.

Other Considerations – Buses

It is reasonable to expect that buses may be used for the place of assembly use from time to time.

In the redesign of Selwyn Street, Council has allowed for two on-street bus bays for this activity in Sinclair Street, approximately 100m from the subject site. These are also suitable for use by this site.

6. Response to Grounds of Appeal

The following table outlines my responses to the relevant traffic concerns raised within the Grounds of Appeal submitted by the third-party objectors.

Table 7: Response to Grounds of Appeal

Issue	Response
<u>Grounds of Appeal</u>	
Dana Rader <i>Parking within the vicinity of the proposed development is already stretched beyond acceptable limits. The development fails to provide any parking facilities. This application includes a museum, a theatre/place of assembly for 300 people and an additional 4 storeys of offices and the applicant has requested to have the parking requirement reduced to zero. The provision of no parking will create an adverse effect on the existing residents.</i> <i>I object as well with regards to the application of reduction of parking. Having lived here 3 years, and experiencing personally the increased demand for parking during peak times the waiver for an additional 213 parking spaces is not practical. 5 cinemas have been added parking requirements waived, the new Holocaust Centre was approved parking requirements waived, it is not possible or practical to waive any additional parking requirements. The parking survey was done in February during daylight saving time and mid-summer. At this time of year, you did have many people walking, taking public transit, biking etc., however I can tell you first hand that is not the case the other 9 months out of the year. Before our current COVID lockdown when the cinemas and restaurants could take only 20 patrons, I came home from work at 6:30-7:00PM and needed to park for a short period and there was not a space within a 5 block radius. That is the normal (or should we say the old normal) in this area after 6:00 PM every night of the week when it is not</i>	<p>My detailed review of the car parking reduction sought is provided at Section 5.4, with a summary at 5.4.9.</p> <p>In particular, parking in residential areas surrounding the Elsternwick Activity is protected by Permit Zone or short-term parking restrictions.</p> <p>Council can and likely will over time, extend these restrictions to protect residents and manage the parking around the Activity Centre.</p> <p>The parking surveys presented at Section 4.3 found adequate on-street parking available to accommodate the empirical demand.</p> <p>I am satisfied for these reason (and more detailed explanations at Section 5.4 and 5.4.9) that the car parking reduction sought is acceptable.</p>

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Issue	Response
<p><i>school holidays or summer. The new normal will probably be that people will no longer use public transport I have not used it now in 4 months even though I am 8 minutes' door to door to work on the train, one of the reasons I moved to this area originally.</i></p> <p><i>People will be driving more, there will be an increased need for parking, not less and not only at night but during the day. I have friends that refuse to meet me here as they all say there is no parking available ever, especially at night and for any period longer than 1-2 hours during the day. Any request for a reduction in parking needs to be rejected to ensure the community and the residents enjoyment of their neighbourhood is protected first and foremost that should be council's intention.</i></p>	
<p>Alex Gottschalk</p> <p><i>The waiver of an extensive number of car parking spaces in an area already saturated with cars will have an adverse impact on the precinct.</i></p>	<p>My detailed review of the car parking reduction sought is provided at Section 5.4, with a summary at 5.4.9.</p> <p>Also see my detailed response to the grounds submitted by Dana Rader.</p>

Proposed Place of Assembly and Office Development

Issue	Response
<p>Kathleen Geradine Deacon</p> <p><u>Parking</u></p> <p><i>The development fails to provide any parking facilities. This application includes a museum, a theatre/place of assembly for 300 people and an additional 4 storeys of offices, only one of which is required for the running of the venue with 3 to be leased out for revenue creation. The applicant has requested to have the parking requirement reduced to zero when the planning requirements in Clause 52.06 in the Victoria Planning Provisions stipulate 213 spaces for a development with these components and size.</i></p> <p><i>Section 52.06 in the Victoria Planning Provisions also has the following guidelines:</i></p> <p><i>Ensuring the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. To ensure that car parking does not adversely affect the amenity of the locality.</i></p> <p><i>Provision of no parking will create an adverse effect on the amenity of existing residents and is clearly not appropriate for the demand that will be generated.</i></p> <p><u>Traffic</u></p> <p><i>There is no adequate consideration of the increased traffic that this development will cause in the immediate vicinity. No appropriate studies have been commissioned. The closing of Selwyn Street as planned will mean that traffic from the north will have to utilise Gordon and Elizabeth Streets and St Georges Road primarily causing safety issues and parking issues in those streets. Traffic from the south will have to utilise Glenhuntly Road and Riddell Parade as will traffic for the west and east. This will put a strain on the already overburdened thoroughfares.</i></p>	<p>My detailed review of the car parking reduction sought is provided at Section 5.4, with a summary at 5.4.9.</p> <p>My review of the traffic impacts of the proposal is presented at Section 5.6. I am satisfied that the traffic impacts of the proposal are acceptable and will not materially alter traffic conditions in the nearby area.</p>

7. Response to Directions of the Panel

In the Priority Projects Standing Advisory Committee directions (dated 24th May, 2021), the Committee directed that Council address a number of issues via written submissions or evidence. Below I provide my response to the matters directly relevant to my expertise.

14 (d)

How Council envisages implementation and compliance monitoring of the Green Travel Plan and Venue Management Plan referred to in the NOD.

Response:

Condition 13 of the NOD includes a requirement for an Integrated Transport Plan to be endorsed and approved by the Responsible Authority. Actions (a) and (b) relate to the preparation of a Green Travel Plan.

Normally, a Green Travel Plan would include details of how will be implemented by the permit holder and Council has the opportunity to review and approve these arrangements as part of the endorsement process.

There is no specific condition in relation to monitoring. Council would be able to inspect the Green Travel Plan and investigate its implementation, as it can with any other condition.

Some Council's require reporting or updating of Green Travel Plans periodically to the Council and this is reflected in permit conditions. If desired, a suitable condition requiring the above could be included in any permit issued.

14 (e)

The status of the road closure and public realm improvements proposed in Selwyn Street.

Response:

At Section 4.2.1, I have outlined my understanding of the proposed changes to Selwyn Street, from the instructions provided to me by the Council.

14 (e)

An explanation of whether cumulative impacts of this and other proposed and recently approved developments in the area (including the proposal at 10-16 Selwyn Street Elsternwick) have been considered, particularly in relation to traffic, parking, heritage and liquor licence controls.

Response:

Throughout my evidence statement, I have considered the issues of relevant approved and proposed developments in the nearby area as they relate to traffic and parking implications.

8. Conclusions

Having undertaken a detailed traffic engineering assessment for the proposed place of assembly and office development at 7 Selwyn Street, Elsternwick, I am of the opinion that:

- a) the proposed development has a statutory car parking requirement of 231 car spaces under Clause 52.06 of the Glen Eira Planning Scheme, and as no on-site car parking is proposed, a full car parking reduction is required under Clause 52.06-7,
- b) the required car parking reduction under Clause 52.06-7 is supported on the following grounds:
 - i. the empirical assessment of car parking demands,
 - ii. the existing car parking deficiency associated with the site,
 - iii. the site is well served by public transport services, including Elsternwick Railway Station and an extensive number of bus and tram services, and provides a high level of bicycle parking and end-of-trip facilities,
 - iv. the consistency of the proposal with State and Local planning policies,
 - v. the site is located within the Elsternwick Activity Centre and co-located with other similar land uses,
 - vi. the proposed parking reduction is unlikely to have a negative impact on the activity centre,
 - vii. the reduced provision of car parking will reduce the traffic impacts of the development on the local and broader road network,
 - viii. the availability of alternative car parking in the area, including the lack of long-term car parking options that would encourage staff to drive to the site, and
 - ix. the practicality of providing any meaningful level of car parking on the site.
- c) bicycle parking provision exceeds the statutory requirements set out at Clause 52.34 of the Planning Scheme,
- d) the level of traffic generated by the proposal will be generally associated with the places of assembly (museum and theatre), spread throughout the nearby area and not materially impact on the operation of the road network,
- e) relying on on-street areas for loading would be acceptable, however the on-street car spaces provided as part of the redesign of Selwyn Street would need to be suitably designed and appropriately controlled (to ensure availability for loading),
- f) providing an on-site loading bay would have a range of negative impacts safety, design and operational impacts on Selwyn Street and these support the non-provision of on-site loading,
- g) waste collection will occur along the site's frontage to Selwyn Street via private collection, and is satisfactory for this type of use and the context of this site, and

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- h) there are no traffic engineering reasons why a planning permit for the proposed place of assembly and office development at 7 Selwyn Street, Elsternwick, should be refused, subject to appropriate conditions.

I have made all inquiries that I believe are desirable and appropriate and there are no matters of significance which I regard as relevant which, to the best of my knowledge, have been withheld from the Panel.



CHARMAINE CHALMERS DUNSTAN

B.E. (Civil) Hons., Masters of Traffic, M.IEAust., F.V.P.E.L.A



Appendix A

Planning Panel's Practice Note – Expert Evidence

STATEMENT OF WITNESS

Name

Charmaine Chalmers Dunstan

Position

Director, Traffix Group

Address

Level 28, 459 Collins Street
Melbourne 3000

Qualifications and Experience

My qualifications and membership of professional associations are as follows:

- Bachelor of Civil Engineering (honours), Monash University, Clayton
- Masters of Traffic, Monash University
- Masters of Transport (current), Monash University
- Member, Engineers Australia
- Fellow, Victorian Planning & Environmental Law Association

I have over 20 years' experience as a Traffic Engineering and Transport Planning consultant with Traffix Group Pty Ltd and formerly Turnbull Fenner Pty Ltd. My experience also includes a number of local government appointments which involved acting in the role of Council's Transport Co-ordinator or Senior Traffic Engineer. These appointments include the City of Moreland, City of Whittlesea and the City of Darebin.

Area of Expertise

I have experience and expertise in traffic management, road safety planning and engineering, parking management and strategy development, and development impact assessment of a range of land-use developments.

Disclosure of Interests

I disclose that I have no private relationship with the permit applicant. Traffix Group has worked with other companies involved in this application.

I have previously provided expert evidence on behalf of the applicant for 10-16 Selwyn Street, Elsternwick at the previous VCAT hearing (VCAT Reference No. P263/2019). I have no current involvement with the new planning application on this site.

These relationships have not impacted on my ability to provide impartial Expert Evidence to the Tribunal.

Engagement and Scope of Report

I was retained by Marcus Lane Group to provide expert evidence in relation to an application for review by Mr Dana Rader, Mr Alex Gottschalk, Mr Edward Tamir (now withdrawn) and Ms Kathleen Geradine Deacon against Glen Eira City Council's Notice of Decision to Grant a

Permit for Planning Permit No. GE/DP-33539/2020 for a Jewish Arts Quarter development at 7 Selwyn Street, Elsternwick.

The scope of my engagement in relation to the Application for Review has included the following tasks:

- site inspection,
- review of Council policies and other relevant documents,
- collection, sourcing and review of parking and traffic data (where relevant),
- review of parking and traffic generation impacts of the proposal,
- preparation of swept path diagrams, and
- preparation and giving of Expert Evidence in accordance with VCAT Practice Note No. 2 for Expert Evidence.

I have reviewed the following documents as part of my assessment:

- Council Decision Plans prepared by McIlldowie Partners (dated 4th May, 2020),
- Council's Notice of Decision to Grant a Permit for Application No. GE/DP-33539/2020 (dated 4th September, 2020),
- Council's Officer's Report (dated 1st September, 2020),
- Agenda and Minutes of the Ordinary Council Meeting of 27th April, 2021, in relation to the redesign of Selwyn Street,
- Information on relevant planning applications/approvals in the nearby area, including 10-16 Selwyn Street, 13-15 Selwyn Street and 9 Gordon Street,
- Statements of Grounds by third parties,
- Traffic Impact Assessment prepared by Ratio Consultants (Ref: 16598T-REP01-D01, dated 27th March, 2020) at the town planning application stage,
- Traffic Impact Assessment for 10-16 Selwyn Street (Woolworths site), prepared by GTA Consultants (Issue E, dated 13th April, 2021),
- Development plans for 10-16 Selwyn Street prepared by Fender Katsalidis (dated 1st April, 2021),
- My expert evidence statement for 10-16 Selwyn Street, prepared for VCAT Hearing No. P263/2019, reference 24495A-01A, dated 29th October, 2019,
- City of Glen Eira Council – Elsternwick Structure Plan 2018-2031 (dated February, 2018),
- City of Glen Eira Register of Public Roads (dated February, 2018),
- Elsternwick Cultural Precinct – City Futures – City of Glen Eira 2018,
- Glen Eira City Council – Integrated Transport Strategy 2018-2031 (dated June, 2018),
- Waste Management prepared by Leigh Design (dated 9th April, 2020) at the town planning application stage, and
- relevant sections of the Glen Eira Planning Scheme.

Facts and Assumptions

As detailed in evidence.

Reference Documents

As detailed above and in evidence.

Experiments

I have visited the site to observe traffic and parking activity within the nearby area.

I have reviewed parking surveys which were conducted by Traffix Group of the surrounding area undertaken at the following times:

- 8am-1pm and 3pm-8pm on Thursday 25th March, 2021 (at hourly intervals),
- 8am-1pm and 3pm-8pm on Saturday 27th March, 2021 (at hourly intervals), and
- 5pm-8pm on Sunday 28th March, 2021 (at hourly intervals).

Summary of Opinions

Refer to evidence.

Provisional Opinions

Not applicable.

Other members of Traffix Group involved in the preparation of Evidence

Leigh Furness (Senior Associate) with the preparation of this report.

Jason Stone (Associate) assisted with the preparation of this report.

Dimitri Economou (Traffic Engineer) assisted with the preparation of this report, site inspection and preparation of swept path diagrams.

Experienced survey staff member employed by Traffix Group assisted with the parking surveys detailed in this report.

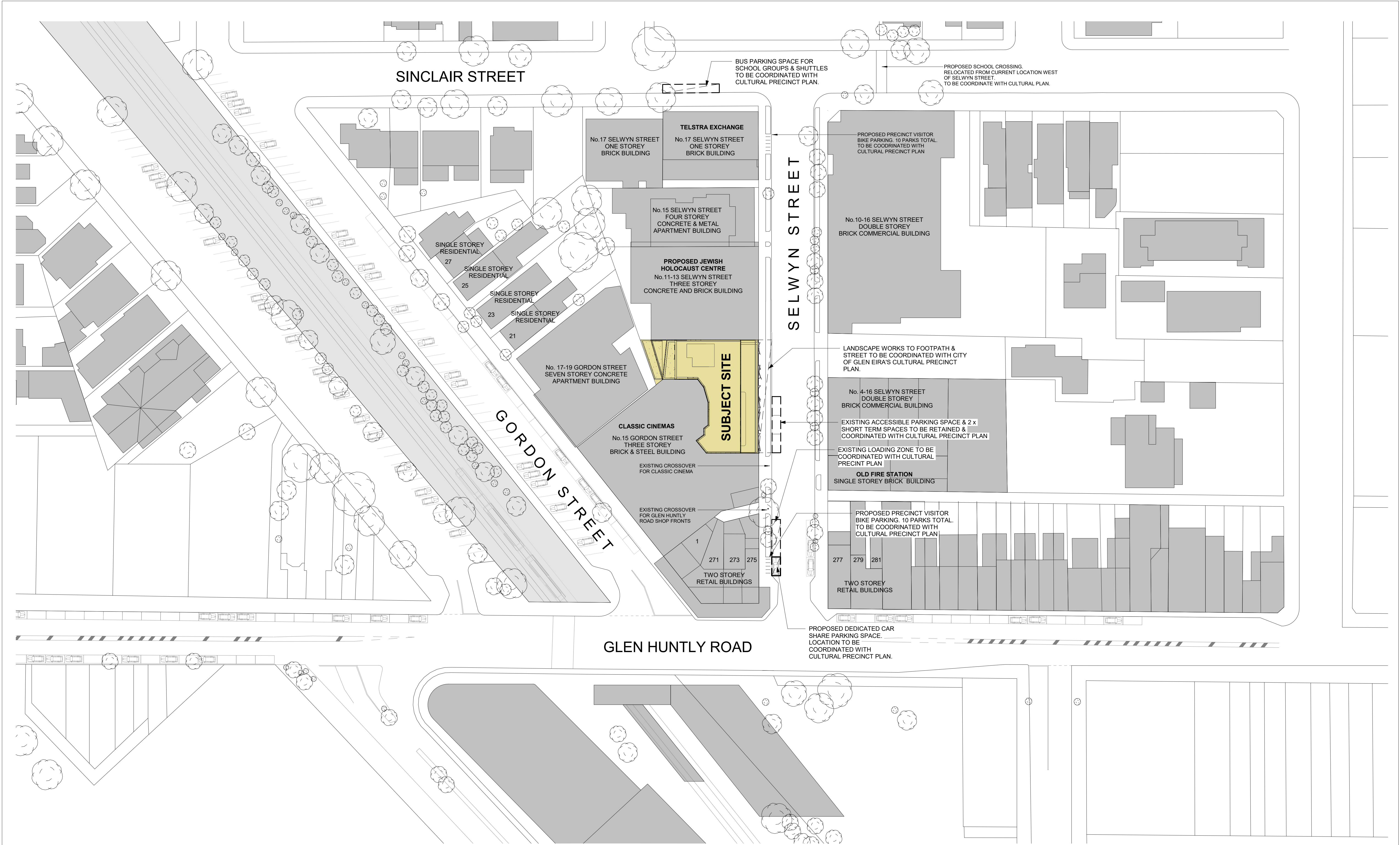
Report Completeness

Final report.

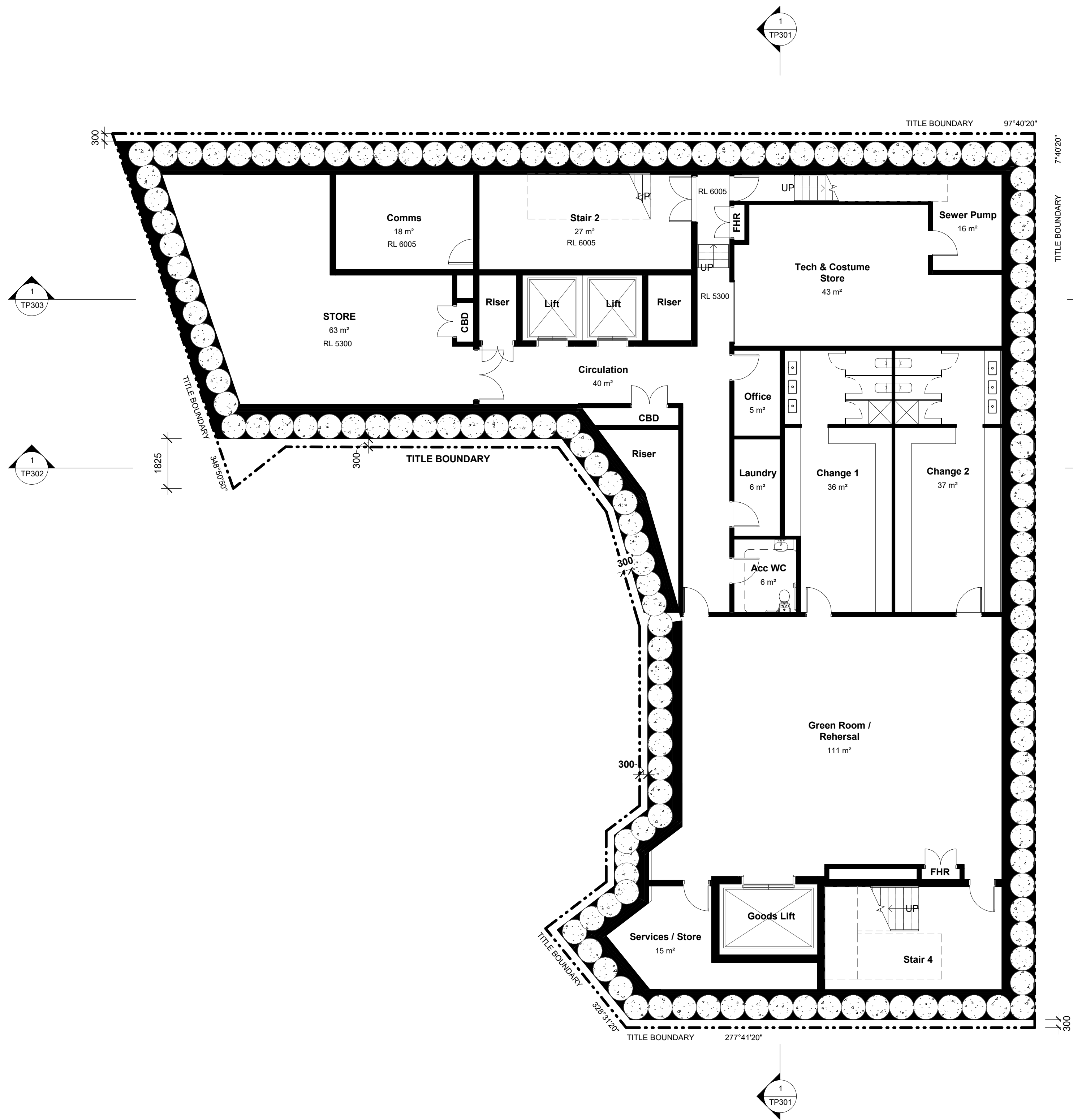


Appendix B

Council Decision Plans



										Town Planning									
										DRAWING TITLE									
										Proposed Site Plan									
</																			



Town Planning

REVISION SCHEDULE			
Rev	Date	By	Description

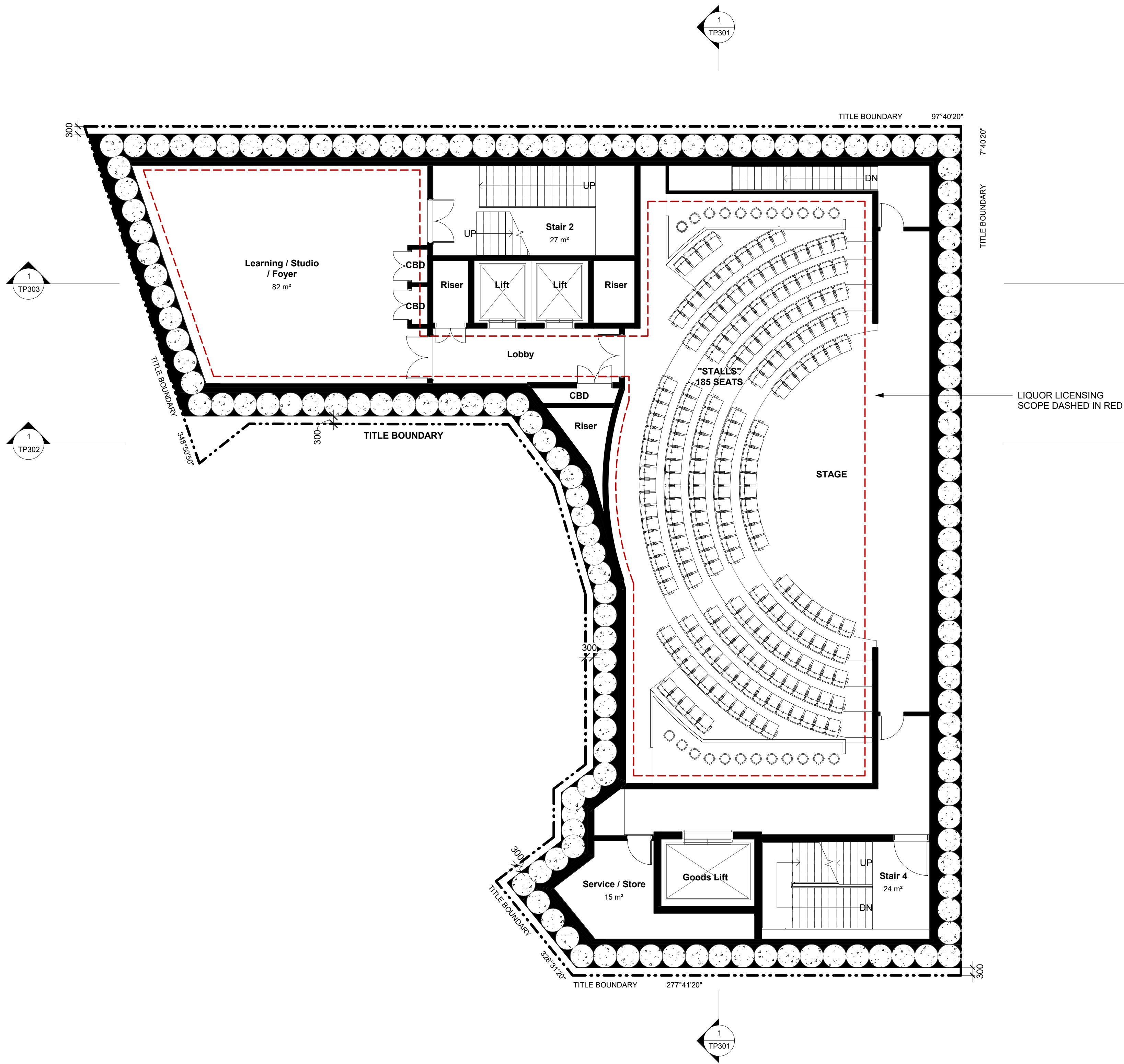
NORTH POINT	CONTRACTORS
	DO NOT SCALE PRINTS USE FIGURED DIMENSIONS ONLY
	ALL DIMENSIONS MUST BE CHECKED ON SITE BEFORE COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS
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Melbourne, Vic 3000

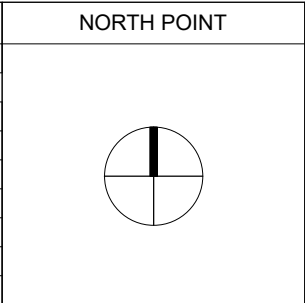
CLIENT	Jewish Cultural & Arts Precinct
PROJECT NAME	Jewish Arts Quarter
PROJECT ADDRESS	7 Selwyn Street, Elsternwick

DRAWING TITLE		
Basement 3 Plan		
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REVISION SCHEDULE			
Rev	Date	By	Description



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CLIENT
Jewish Cultural & Arts Precinct

PROJECT NAME
Jewish Arts Quarter

PROJECT ADDRESS
7 Selwyn Street, Elsternwick

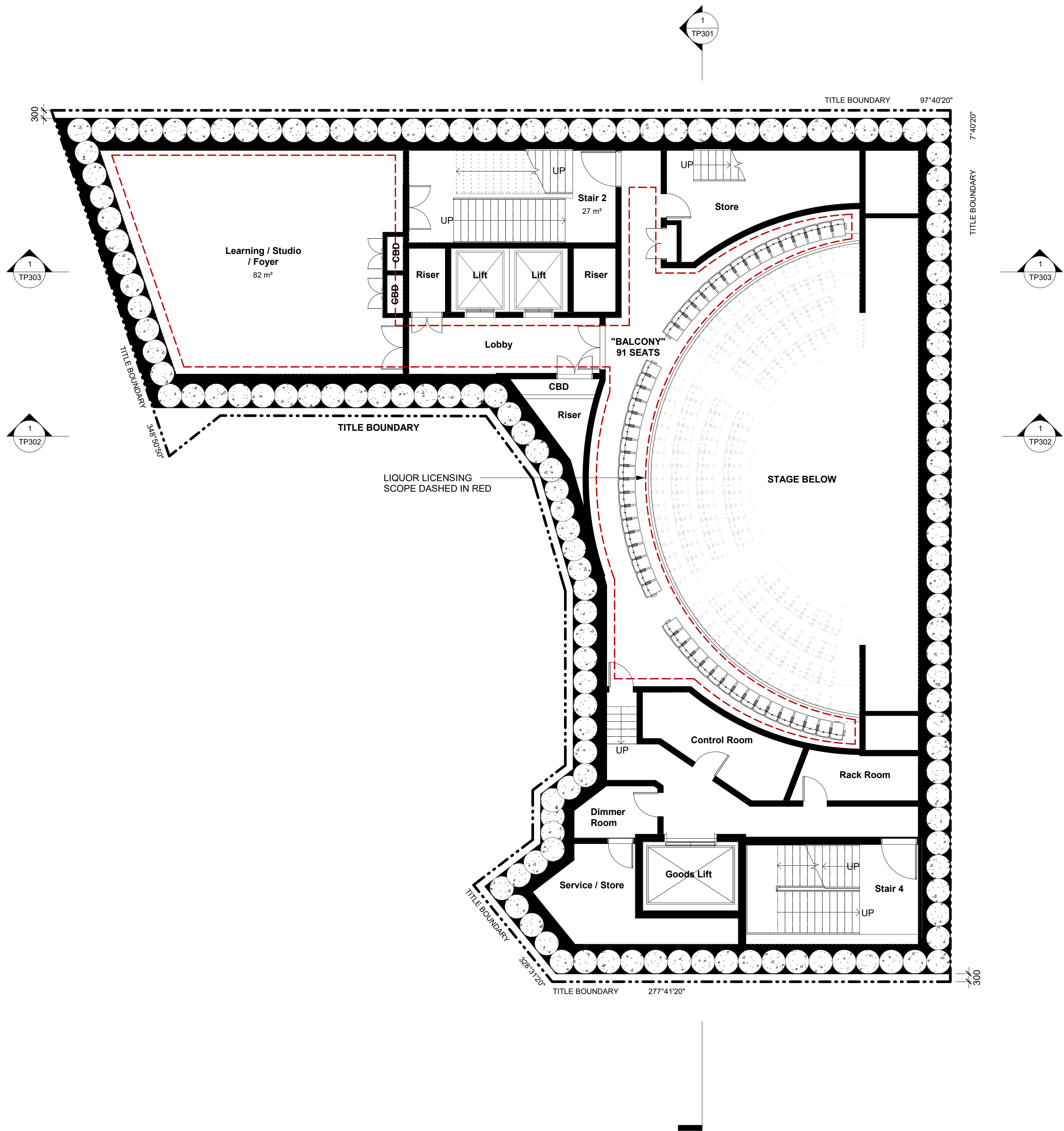
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DATE

JOB No.
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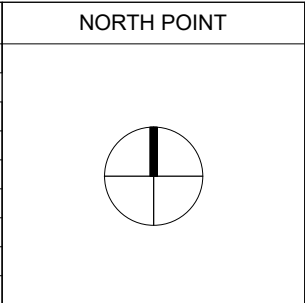
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REVISION SCHEDULE			
Rev	Date	By	Description

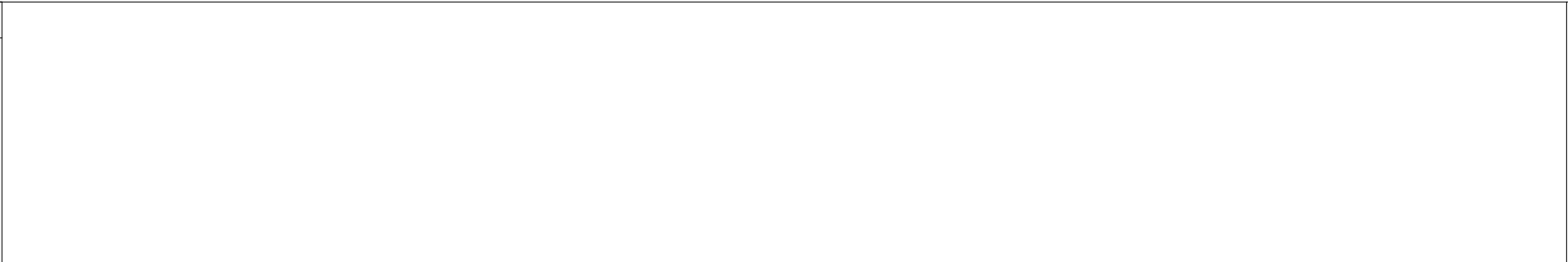


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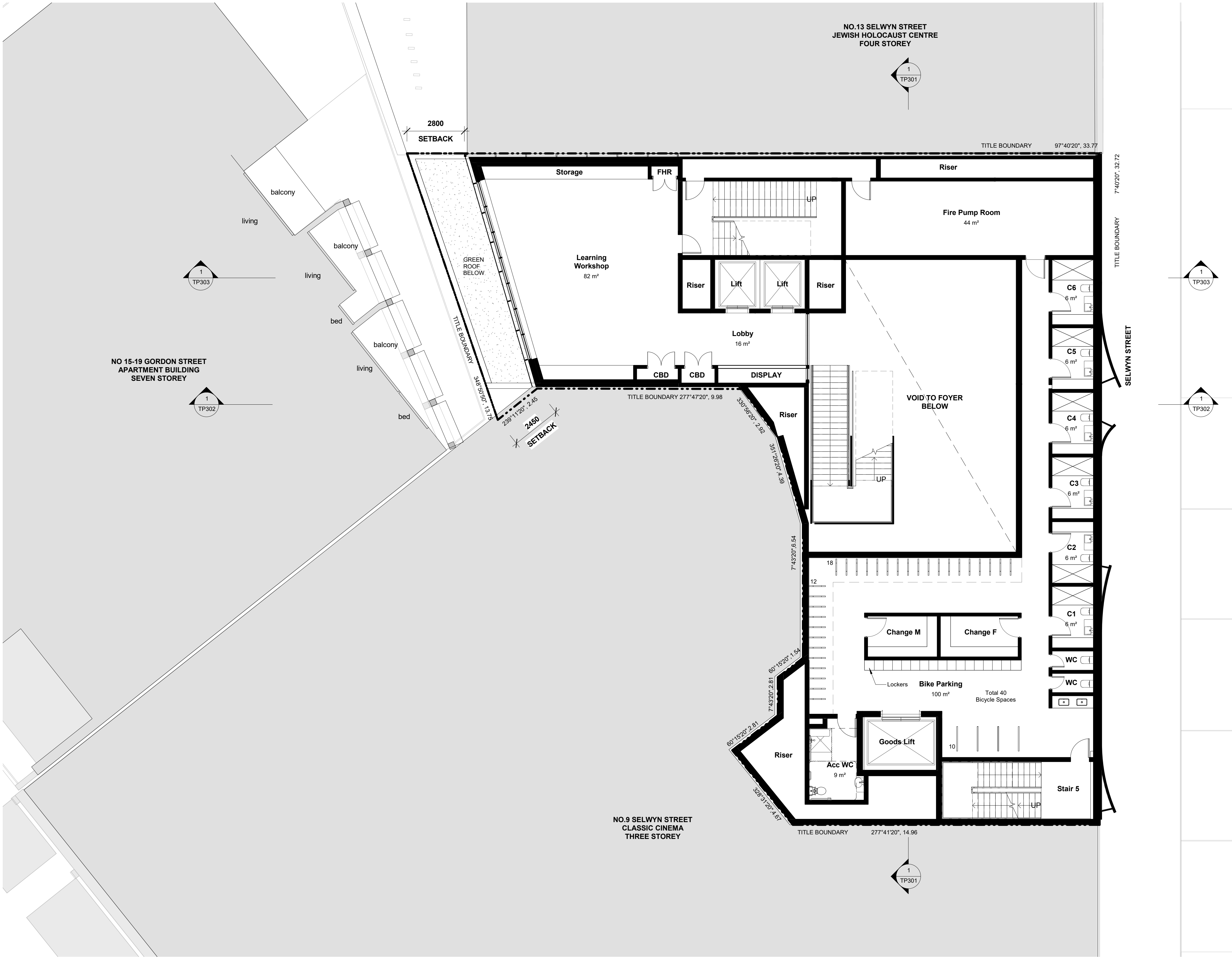
McIlldowie
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Level 2, 325 Flinders Lane
Melbourne, Vic 3000

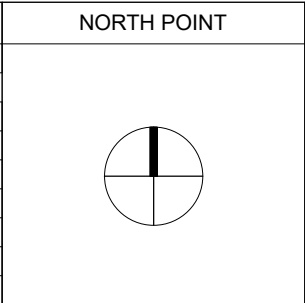
CLIENT	Jewish Cultural & Arts Precinct		
PROJECT NAME	Jewish Arts Quarter		
PROJECT ADDRESS	7 Selwyn Street, Elsternwick		

DRAWING TITLE			
Basement 1 Plan			
SCALE	1 : 100 @ A1	DRAWN	SC / KL
DATE		CHECKED	JM
JOB No.	3016	DATE PRINTED	4/05/2020 2:31:44 PM
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DRAWING NUMBER			TP103
REV.			



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REVISION SCHEDULE			
Rev	Date	By	Description



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NO. 13 SELWYN STREET
JEWISH HOLOCAUST CENTRE
FOUR STOREY

NO. 15-19 GORDON STREET
APARTMENT BUILDING
SEVEN STOREY

NO. 9 SELWYN STREET
CLASSIC CINEMA
THREE STOREY

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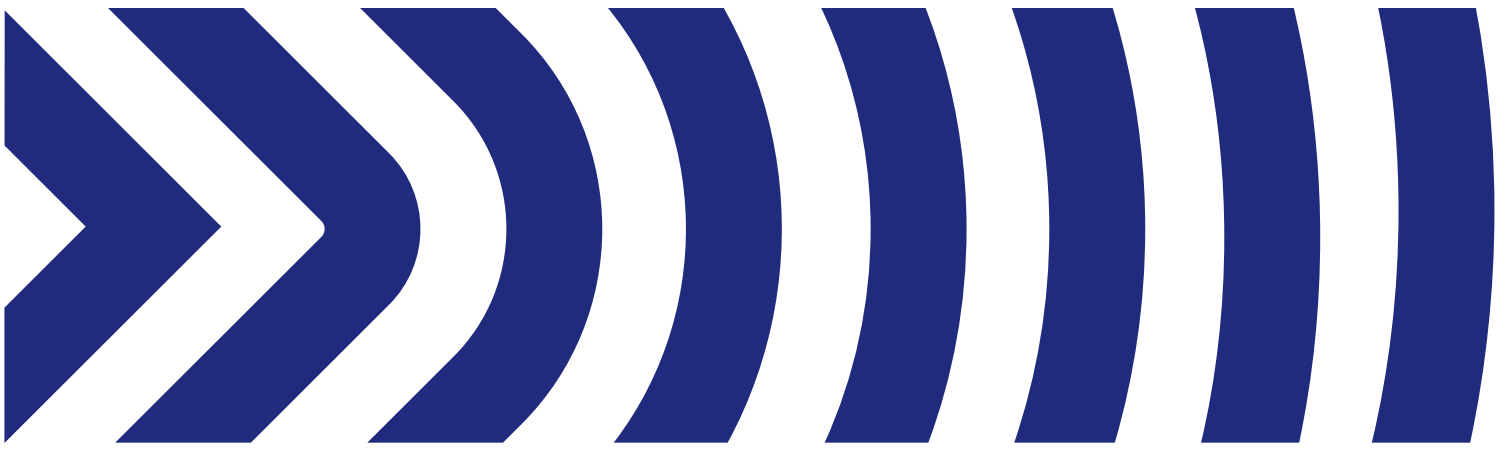
Level 2, 325 Flinders Lane
Melbourne, Vic 3000

CLIENT
Jewish Cultural & Arts Precinct

PROJECT NAME
Jewish Arts Quarter

PROJECT ADDRESS
7 Selwyn Street, Elsternwick

DRAWING TITLE			
Ground Mezzanine Plan			
SCALE 1 : 100 @ A1		DRAWN SC / KL	DRAWING NUMBER TP105
DATE		CHECKED JM	REV.
JOB No. 3016		DATE PRINTED 1/05/2020 4:33:48 PM	
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Appendix C

Parking Survey Results

Supervised By: Dimitri Economou
Surveyed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction	Capacity Min - Max	Thursday 25th March, 2021										
					8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm
ON-STREET CARPARKING															
Map Ref.	GLEN HUNTLY ROAD														
	South Side														
A	Nepean Highway to Eb Caltex Service Station		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
	EB Caltex Service Station to Horne Street	No Stopping 7-9am and 4-6pm Mon-Fri Bus Zone 9am-4pm Mon-Fri, 8am-12noon Sat	3	0	0	0	0	0	0	0	0	0	0	0	0
		No Stopping 7-9am and 4-6pm Mon-Fri 2P 9am-4pm Mon-Fri, 8am-12noon Sat	1	0	0	1	0	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, 8am-12pm Sat	1	0	1	1	2	2	2	2	1	2	2	1	1
		Loading Zone	2	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, 8am-12pm Sat	6	1	4	6	5	5	5	6	5	5	5	5	5
		1/4P 8am-6pm	1	1	1	1	1	1	1	1	1	1	1	1	1
		2P Disabled Only	1	0	0	1	0	0	0	0	1	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
B	Horne Street to Elsternwick Place	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
	Elsternwick Place to Riddell Parade	No Stopping	-	0	0	0	0	0	0	0	0	0	0	1	0
		1/4P 8am-6pm Mon-Sat	2	1	0	0	0	0	0	2	1	1	2	2	2
		Taxi Zone	6	0	2	0	0	0	0	0	0	0	0	1	0
		Loading Zone 8am-6pm Mon-Sat	1	0	0	0	0	0	0	0	1	1	1	1	1
		1P 8am-6pm Mon-Sat	3	0	2	2	2	2	2	1	0	2	3	3	3
C	Riddell Parade to Opposite St. Georges Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		Bus Zone	-	0	0	0	0	0	1	1	1	0	1	2	0
		1P 8am-6pm Mon-Sat	4	2	4	4	3	4	4	4	4	4	4	4	4
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		Opposite St. Georges Road to Opposite Staniland Grove	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
	1P 8am-6pm Mon-Sat	13	6	11	10	12	13	13	13	13	13	10	11	13	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0

Supervised By: Dimitri Economou
Surveyed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick		Restriction	Capacity Min - Max	Thursday 25th March, 2021											
				8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
	North Side														
D	Nepean Highway to McCombie Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, 8am-12pm Sat	4	1	4	4	4	1	0	4	4	4	3	2	4
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
E	McCombie Street to EB #237	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	10	3	6	6	7	6	7	7	8	8	7	8	7
	EB #237 to Ripon Grove	2P 8am-6pm Mon-Sat	10	2	7	7	8	9	10	8	7	9	10	10	10
		No Stopping (Authorised Flexicar Car Share Vehicle Excepted)	1	1	1	1	1	1	1	1	0	0	0	1	1
		Loading Zone 8am-6pm Mon-Sat	1	0	0	1	1	0	0	1	0	1	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
F	Ripon Grove to Gordon Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
G	Gordon Street to Selwyn Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
H	Selwyn Street to WB #301	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Sat	9	1	6	7	7	5	8	6	8	7	6	8	9
	WB #301 to St. Georges Road	1P 8am-6pm Mon-Sat	11	3	9	9	8	9	10	8	7	8	8	9	9
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
I	St. Georges Road to Staniland Grove	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Sat	9	8	9	9	9	9	9	10	9	8	9	9	9
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0
GLEN HUNTLY ROAD		Capacity	81 - 90	81	82	82	82	82	82	82	81	81	90	90	90
		Total Number of Cars Parked		27	63	67	67	65	70	69	67	70	71	75	78
		Total Number of Vacant Spaces		54	19	15	15	17	12	13	14	11	19	15	12
		Percentage Occupancy		33%	77%	82%	82%	79%	85%	84%	83%	86%	79%	83%	87%

Supervised By: Dimitri Economou
Surveyed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction		Capacity Min - Max	Thursday 25th March, 2021											
						8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
Map Ref.	REGENT STREET																
East Side																	
J	Sinclair Street to SB #69	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	2	1	2	2	4	4	4	2	2	4	4	4		
	SB #69 to Sandham Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	6	7	7	8	8	7	7	6	7	7	7	7		
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0		
K	Sandham Street to NB #49	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	5	3	3	3	3	3	3	3	2	2	3	1	2		
		West Side															
L	French Street to Sandham Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	5	1	2	1	1	1	1	3	1	1	2	2	2		
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0		
M	Sandham Street to SB #84	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	6	3	5	5	5	5	5	5	3	4	4	6	6		
	#84 SB to Sinclair Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	2	3	3	2	2	2	4	3	3	2	3	3		
		Capacity	5 - 32	32	32	32	32	32	32	32	32	32	32	5	5	5	
REGENT STREET			Total Number of Cars Parked		17	21	21	21	23	22	26	17	19	3	1	2	
			Total Number of Vacant Spaces		15	11	11	11	9	10	6	15	13	2	4	3	
			Percentage Occupancy		53%	66%	66%	66%	72%	69%	81%	53%	59%	60%	20%	40%	
Map Ref.	SANDHAM STREET																
North Side																	
N	St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	2	2	2	1	0	1	4	2	2	2	2	2	2	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
O	Regent Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	ROW to Elizabeth Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	4	5	4	6	5	4	4	4	5	5	5	5		
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
South Side																	
P	St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	5	5	5	5	5	5	4	4	5	4	3	3	2		
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Q	Regent Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	3	3	3	3	3	3	3	3	3	3	2	1	1		
	ROW to Elizabeth Street	Unrestricted	7	7	7	6	4	5	7	7	1	0	1	1	1		
SANDHAM STREET		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Capacity	15 - 30	30	30	30	30	30	30	30	30	30	30	15	15	15	
		Total Number of Cars Parked	24	25	23	22	21	22	25	18	17	6	5	4			
		Total Number of Vacant Spaces	6	5	7	8	9	8	5	12	13	9	10	11			
			Percentage Occupancy		80%	83%	77%	73%	70%	73%	83%	60%	57%	40%	33%	27%	

Supervised By: Dimitri Economou
Surveyed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction		Capacity Min - Max	Thursday 25th March, 2021											
						8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
Map Ref.	GORDON STREET																
	North-East Side to East Side																
R	Glen Huntly Road to SB #21	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Loading Zone 8am-12noon, 12noon-Midnight Mon-Sat	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4P Disabled Only	1	0	0	0	1	1	1	0	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat, P (5mins) 6pm-Midnight	3	0	1	2	1	2	4	2	3	3	2	3	3	3	3
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-5pm Mon-Fri, 8am-12pm Sat	4	2	3	4	4	4	4	2	4	4	4	4	4	4	4
	SB #21 to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		1P 8am-4pm, Permit Zone 4pm-11pm	11	4	4	4	8	7	8	6	4	7	6	8	7	7	7
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S	Sinclair Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-12noon Mon-Fri, 1P 12noon-6pm Mon-Fri	6	2	2	2	1	2	2	2	2	1	4	6	5	5	5
		1P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	0	0	0	0	1	0	0	0	0	0	2	2	2	2
West Side to South-West Side																	
T	Opposite ROW to Opposite Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted (indented)	11	8	9	8	11	10	11	9	10	10	10	11	11	11	11
U	Opposite Sinclair Street to Glen Huntly Road	No Parking 7am-12noon Authorized Vehicles Excepted	3	0	3	3	3	3	3	3	2	1	0	3	3	3	3
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		P angle (60 degrees)	29	22	29	29	29	29	29	28	29	29	29	28	29	29	29
		4P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	12	4	7	12	12	12	12	10	12	12	10	12	12	12	12
		2P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	11	2	4	9	11	10	9	10	10	11	10	10	10	11	11
		No Stopping Authorised GoGet Carshare Vehicle Excepted (60 degrees)	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
		1/4P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	1	1	0	1	0	1	1	1	1	0	1	1	1	1	1

Supervised By: Dimitri Economou
Surveyed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction	Capacity Min - Max	Thursday 25th March, 2021											
					8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
GORDON STREET			Capacity	89 - 98	92	92	92	92	95	95	95	95	95	89	89	89
			Total Number of Cars Parked		44	59	70	78	81	83	72	77	79	75	84	84
			Total Number of Vacant Spaces		48	33	22	14	14	12	23	18	16	14	5	5
			Percentage Occupancy		48%	64%	76%	85%	85%	87%	76%	81%	83%	84%	94%	94%
Map Ref.	ELIZABETH STREET															
	East Side															
V	SB #47 to Sandham Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
		Unrestricted	5	3	4	4	3	4	4	1	2	2	1	0	0	
W	Sandham Street to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
		2P 8am-6pm Mon-Fri	2	0	0	1	1	1	1	1	0	0	0	0	0	
		4P 8am-6pm Mon-Fri	4	2	2	2	3	4	4	4	3	3	3	3	3	
		1/4P 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	4	1	2	2	2	2	3	2	0	0	1	1	1	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
	West Side															
X	SB #38 to SB #44 SB #44 to SB #50 SB #50 to Sinclair Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	7	2	2	2	2	2	3	1	1	2	1	1	1	
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	5	5	6	7	6	6	5	6	6	5	5	5	
		2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	5	5	3	3	2	2	2	4	1	2	3	3	3	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
ELIZABETH STREET			Capacity	15 - 35	31	35	35	35	35	31	31	35	15	15	15	
			Total Number of Cars Parked		17	18	20	20	21	23	16	13	15	5	4	4
			Total Number of Vacant Spaces		14	17	15	15	14	12	15	18	20	10	11	11
			Percentage Occupancy		55%	51%	57%	57%	60%	66%	52%	42%	43%	33%	27%	27%

Supervised By: Dimitri Economou
Surveyed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction		Capacity Min - Max	Thursday 25th March, 2021																
						8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm					
Map Ref.	SINCLAIR STREET																					
	North Side																					
Y	St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		4P 8am-6pm Mon-Sat	7	6	6	6	6	6	6	6	5	1	0	0	3	4						
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Z	Regent Street to WB #17	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		2P 8am-6pm Saturday, Permit Zone 6pm-Midnight	4	3	1	3	3	3	3	4	1	1	1	1	1	1	3					
	WB #17 to Pedestrian Crossing	No Parking 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	2	1	2	2	2	1	0	2	2	0	1	2	2	2						
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		No Parking 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	3	1	3	2	3	2	0	4	3	1	1	3	3							
		Loading Zone 9am-2:30pm School Days, P disabled only 8am-9am and 3:30pm-4:15pm School Days semi-indented	1	1	0	0	1	0	0	0	0	0	1	0	0	0						
	Pedestrian Crossing to Elizabeth Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
AA	Elizabeth Street to EB #7	2P 8am-6pm, Permit Zone 6pm-Midnight	4	3	0	1	1	1	1	1	1	1	1	1	1	1	1	1				
	EB #7 to Gordon Street	2P 8am-6pm, Permit Zone 6pm-Midnight	2	0	0	0	1	2	3	3	2	2	1	1	1	1						
		2P 8am-6pm Mon-Fri, 8am-3pm Sat, No Parking 3pm-5:30pm Sat	3	0	0	0	1	0	0	3	1	1	1	1	2	2						
South Side																						
BB	Gordon Street to WB #8	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		2P 8am-6pm, Permit Zone 6pm-Midnight	4	1	2	2	2	2	3	2	3	2	2	3	2							
	WB #8 to WB #14	2P 8am-6pm, Permit Zone 6pm-Midnight	5	1	0	1	1	2	2	4	0	0	0	0	0	0	0	0				
	WB #14 to WB #7	2P 8am-6pm, Permit Zone 6pm-Midnight	3	1	0	1	1	1	1	0	1	0	1	2	3							
	WB #7 to Selwyn Street	No Stopping 8am-9am and 3:30pm-4:15pm School Days	2	0	0	0	0	0	0	0	0	0	0	2	1	2	3					
CC	Selwyn Street to EB #22	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		4P 8am-6pm Mon-Sat	4	3	4	4	4	4	4	4	2	1	2	3	4							
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	1	3	2	1	3	4	4	2	2	2	3	3							
	EB #22 to St. Georges Road	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	7	2	5	4	4	3	5	3	3	3	2	4	7							
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SINCLAIR STREET			Capacity	22 - 55	47	54	54	54	54	55	47	47	55	22	22	22	22	22				
			Total Number of Cars Parked		21	26	28	30	30	32	33	17	15	7	14	17						
			Total Number of Vacant Spaces		26	28	26	24	24	23	14	30	40	15	8	5						
			Percentage Occupancy		45%	48%	52%	56%	56%	58%	70%	36%	27%	32%	64%	77%						

Supervised By: Dimitri Economou
Surveyed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction		Capacity Min - Max	Thursday 25th March, 2021												
						8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	
Map Ref.	ST. GEORGES ROAD																	
	East Side																	
DD	Sandham Street to NB #12	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4P 8am-6pm Mon-Sat	9	4	8	8	8	9	8	6	5	6	6	7	8			
	NB #12 to NB #4	4P 8am-6pm Mon-Sat	3	3	3	3	2	3	3	2	2	2	2	2	2			
		2P 8am-6pm Mon-Sat	4	4	4	4	4	4	3	2	2	3	4	4	4			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
		2P angle 8am-6pm Mon-Sat (60 degrees)	6	3	6	6	6	6	6	3	2	4	4	5	6			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
	NB #4 to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
		2P angle 8am-6pm Mon-Sat (60 degrees)	11	9	11	11	11	11	9	5	9	8	11	10	11			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
	ROW to Glenhuntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
		2P 8am-6pm Mon-Sat	4	2	3	3	3	3	3	3	2	3	3	3	4			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
	West Side																	
EE	Sandham Street to NB #19	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		4P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	2	3	3	3	3	3	3	4	4	3	0	2			
	NB #19 to NB #15	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NB #15 to Sinclair Street	4P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	2	3	3	3	3	3	3	3	2	2	1	1			
No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0				
FF	Sinclair Street to May Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	7	2	4	4	5	4	5	5	3	2	1	3	4			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
GG	May Street to Glenhuntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P 8am-6pm Mon-Sat	7	6	7	7	6	6	6	1	4	7	7	5	7			
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0			
ST. GEORGES ROAD			Capacity	52 - 59	59	59	59	59	59	59	59	59	52	52	52			
			Total Number of Cars Parked	37	52	52	51	52	49	33	36	41	42	37	45			
			Total Number of Vacant Spaces	22	7	7	8	7	10	26	23	18	10	15	7			
			Percentage Occupancy	63%	88%	88%	86%	88%	83%	56%	61%	69%	81%	71%	87%			

Supervised By: Dimitri Economou
Surveyed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction	Capacity Min - Max	Thursday 25th March, 2021											
					8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
Map Ref.	SELWYN STREET															
	East Side															
HH	Glen Huntly Road to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
		2P 8am-6pm Mon-Sat	3	2	3	3	3	3	3	3	3	3	3	3	3	
	ROW to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
		4P 8am-6pm Mon-Sat	4	0	3	4	4	2	3	4	4	4	4	4	4	
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
		4P 8am-6pm Mon-Sat	9	9	9	9	9	9	9	5	8	6	8	8	9	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
	West Side															
	Sinclair Street to NB #7 (SS)	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
2P 8am-6pm Mon-Sat		2	1	0	2	2	2	2	2	2	2	2	3	3	3	
Work Zone 7am-5pm Mon-Sat		5	4	2	4	6	6	6	4	1	0	6	6	6		
NB #7 (SS) to SB #7 (SS)	Work Zone 7am-5pm Mon-Sat	3	2	3	3	1	2	2	2	0	0	3	3	3		
	P Disabled Only	1	0	1	1	1	0	0	0	0	0	1	1	1		
SB #7 to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0		
	Loading Zone 8am-5pm Mon-Fri, 2P 8am-12noon Sat	2	0	0	0	0	0	1	0	0	0	2	2	2		
	2P 8am-6pm Mon-Fri, 8am-12noon Sat	1	1	1	1	1	1	1	1	1	1	1	1	1		
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0		
SELWYN STREET			Capacity	20 - 30	20	20	20	20	20	20	20	30	30	30	30	
			Total Number of Cars Parked		13	17	20	20	17	18	15	18	16	31	31	32
			Total Number of Vacant Spaces		7	3	0	0	3	2	5	2	14	-1	-1	-2
			Percentage Occupancy		65%	85%	100%	100%	85%	90%	75%	90%	53%	103%	103%	107%

Supervised By: Dimitri Economou
Surveyed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction	Capacity Min - Max	Thursday 25th March, 2021												
				8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm		
Map Ref.	RIDDELL PARADE																
	West Side																
	Glen Huntly Road to Carpark crossover	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
		P Disabled Only (60 degrees)	1	0	1	1	1	1	1	1	0	1	0	0	1	1	
		2P angle 8am-6pm Mon-Fri, 8am-12noon Sat (60 degrees)	6	5	5	6	6	6	6	6	3	6	6	6	6	6	
	Carpark crossover to Stanley Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P angle 8am-6pm Mon-Fri, 8am-12noon Sat (60 degrees)	12	5	11	10	10	12	12	10	11	12	12	12	11	12	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
	East Side																
	KK	Stanley Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8am-6pm Mon-Fri, 8am-12noon Sat	3	2	3	3	3	3	3	2	2	3	2	3	3	3
			Work Zone 7am-5pm Mon-Sat	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		ROW to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8am-6pm Mon-Fri, 8am-12noon Sat	6	4	5	5	5	5	4	5	6	6	5	5	6	6
No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	
RIDDELL PARADE			Capacity	28 - 31	28	28	28	28	28	28	28	31	31	31	31		
			Total Number of Cars Parked	16	25	25	25	27	25	20	27	29	29	29	31		
			Total Number of Vacant Spaces	12	3	3	3	1	3	8	1	2	2	2	0		
			Percentage Occupancy	57%	89%	89%	89%	96%	89%	71%	96%	94%	94%	94%	100%		
Map Ref.	MAY STREET																
	South Side																
	LL	St. Georges Road to End of Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
	North Side																
	MM	End of Street to St. Georges Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted	4	4	4	4	4	4	4	4	3	2	2	4	4	
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	
	MAY STREET			Capacity	6 - 6	6	6	6	6	6	6	6	6	6	6	6	
				Total Number of Cars Parked	6	6	6	6	6	6	5	4	4	6	6		
				Total Number of Vacant Spaces	0	0	0	0	0	0	1	2	2	0	0		
				Percentage Occupancy	100%	100%	100%	100%	100%	100%	83%	67%	67%	100%	100%		

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Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction		Capacity Min - Max	Thursday 25th March, 2021											
						8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
Map Ref.	RIPON GROVE																
	South-West Side																
NN	Glen Huntly Road to Davis Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	6	1	4	4	3	2	4	4	4	3	4	3	4	3	4
		No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	1	1	1	2	3	4	2	2	2	3	3	3	3	
		Permit Zone 6am-12noon, 12noon-Midnight	6	3	3	3	3	3	3	2	2	2	2	2	2	2	
		2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	2	0	0	0	0	0	0	1	1	1	1	1	1	1	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
		North-East Side															
OO	Davis Street to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		P angle (60 degrees)	51	25	39	41	46	38	40	42	35	30	33	35	37	37	
		P (45mins) 8am-6pm Mon-Sat (60 degrees)	7	0	2	0	1	2	2	2	4	2	7	7	7	7	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
RIPON GROVE		Capacity	63 - 70	70	70	70	70	70	70	70	70	70	64	64	64	64	
		Total Number of Cars Parked		27	46	46	52	45	50	51	46	38	44	45	48	48	
		Total Number of Vacant Spaces		43	24	24	18	25	20	19	24	32	20	19	16	16	
		Percentage Occupancy		39%	66%	66%	74%	64%	71%	73%	66%	54%	69%	70%	75%	75%	
Map Ref.	STANLEY STREET																
	North Side																
PP	Riddell Parade to Carpark Crossover	No Stopping	-	1	0	0	1	0	1	0	0	0	0	0	0	0	0
		5P 8am-6pm Mon-Fri	6	6	6	6	6	6	6	2	3	5	5	6	6	6	
		Bus Zone 8am-3pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	2	3	3	
		No Stopping 8am-3pm Mon-Fri	1	0	0	0	0	0	0	0	0	0	1	1	2	2	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
South Side																	
QQ	WB #21 to Riddell Parade	Permit Zone 7pm-Midnight	10	10	10	9	10	10	10	9	8	7	6	9	10	10	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
STANLEY STREET		Capacity	9 - 19	16	16	16	16	16	16	19	19	19	19	9	9	9	
		Total Number of Cars Parked		17	16	15	17	16	17	11	11	12	12	9	11	11	
		Total Number of Vacant Spaces		-1	0	1	-1	0	-1	8	8	7	7	0	-2	-2	
		Percentage Occupancy		106%	100%	94%	106%	100%	106%	58%	58%	63%	63%	100%	122%	122%	
SUMMARY ==> ON-STREET CARPARKING																	
Car Parking Supply			419 - 546	512	524	524	524	527	528	519	518	543	438	428	428	428	
Total Number of Cars Parked				266	374	393	409	404	417	377	352	355	329	340	362	362	
Total Number of Vacant Spaces				246	150	131	115	123	111	142	166	188	109	88	66	66	
Percentage Occupancy				52%	71%	75%	78%	77%	79%	73%	68%	65%	75%	79%	85%	85%	

Supervised By: Dimitri Economou
Surveyed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick			Restriction	Capacity Min - Max	Thursday 25th March, 2021											
					8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm
OFF-STREET CARPARKING																
Map Ref.	STANLEY STREET CARPARK															
	West Aisle	2P 8am-6pm Mon-Sat	10	0	4	7	5	9	10	4	4	2	4	10	10	
	Central Aisle 1	2P 8am-6pm Mon-Sat	14	5	10	12	13	11	10	8	6	9	8	14	14	
	Central Aisle 2	4P 8am-6pm Mon-Sat	4	4	4	4	4	4	3	1	1	2	2	4	4	
		2P 8am-6pm Mon-Sat	7	4	5	5	6	7	6	2	3	6	5	6	7	
	Central Aisle 3	P Disabled Only	1	1	1	1	1	1	1	1	1	1	1	1	1	
		4P 8am-6pm Mon-Sat	10	10	10	10	10	10	9	8	9	8	8	9	10	
	Central Aisle 4	4P 8am-6pm Mon-Sat	11	11	11	11	11	11	11	4	4	9	8	11	11	
	East Aisle	2P Disabled Only	2	0	0	0	0	0	1	0	0	0	0	2	2	
		1P 6:30am-9:30am Mon-Fri	12	11	12	12	12	12	12	9	8	8	7	12	12	
		STANLEY STREET CARPARK		Capacity	71 - 71	71	71	71	71	71	71	71	71	71	71	71
			Total Number of Cars Parked	46	57	62	62	65	63	37	36	45	43	69	71	
			Total Number of Vacant Spaces	25	14	9	9	6	8	34	35	26	28	2	0	
			Percentage Occupancy	65%	80%	87%	87%	92%	89%	52%	51%	63%	61%	97%	100%	
	Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', '1/4P', 'Loading Zone', 'Bus Zone', 'Work Zone' and 'Permit Zone', areas, etc., during the relevant enforcement periods															
<div>LEGEND: Public Parking</div> <div><div>Not available to the general public</div><div>Not Available, illegally parked cars included in analysis</div><div>No Stopping/ Other No Parking</div></div>																

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
REET CARPARKING																		
GLEN HUNTLY ROAD																		
South Side																		
Nepean Highway to Eb Caltex Service Station	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Caltex Service Station to Horne Street	No Stopping 7-9am and 4-6pm Mon-Fri Bus Zone 9am-4pm Mon-Fri, 8am-12noon Sat	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping 7-9am and 4-6pm Mon-Fri 2P 9am-4pm Mon-Fri, 8am-12noon Sat	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, 8am-12pm Sat	1	1	1	2	1	1	1	0	0	0	0	2	1	1	1	0	0
	Loading Zone	2	1	1	1	1	2	2	2	2	0	0	0	0	1	1	2	2
	2P 8am-6pm Mon-Fri, 8am-12pm Sat	6	6	6	6	4	6	6	5	5	4	5	6	6	2	2	2	12
	1/4P 8am-6pm	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	2P Disabled Only	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Horne Street to Elsternwick Place	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Elsternwick Place to Riddell Parade	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1/4P 8am-6pm Mon-Sat	2	0	0	2	2	2	1	0	2	2	0	2	2	2	2	2	2
	Taxi Zone	6	6	6	0	6	6	0	6	6	6	0	6	6	0	6	6	6
	Loading Zone 8am-6pm Mon-Sat	1	0	1	1	1	0	1	1	1	1	0	1	0	1	1	0	0
	1P 8am-6pm Mon-Sat	3	3	3	3	3	0	3	3	1	3	3	3	3	3	3	3	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riddell Parade to Opposite St. Georges Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus Zone	-	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	1P 8am-6pm Mon-Sat	4	4	4	4	4	4	3	3	4	4	3	4	4	4	4	4	4
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Opposite St. Georges Road to Opposite Staniland Grove	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1P 8am-6pm Mon-Sat	13	11	13	13	11	9	11	13	13	13	5	13	13	10	9	13	12
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021				
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm	
North Side																			
Nepean Highway to McCombie Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2P 8am-6pm Mon-Fri, 8am-12pm Sat	4	0	0	4	4	4	4	2	3	4	4	4	2	3	2	1	2	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
McCombie Street to EB #237	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2P 8am-6pm Mon-Sat	10	7	10	10	10	9	10	5	4	10	10	10	9	8	7	10	9	
EB #237 to Ripon Grove	2P 8am-6pm Mon-Sat	10	5	7	8	10	7	8	7	7	9	10	10	10	9	8	6	7	
	No Stopping (Authorised Flexicar Car Share Vehicle Excepted)	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	
	Loading Zone 8am-6pm Mon-Sat	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ripon Grove to Gordon Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gordon Street to Selwyn Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Selwyn Street to WB #301	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1P 8am-6pm Mon-Sat	9	9	9	8	9	9	7	7	8	9	9	8	9	9	8	7	6	
WB #301 to St. Georges Road	1P 8am-6pm Mon-Sat	11	6	9	11	8	7	8	9	8	9	8	8	10	5	7	10	9	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
St. Georges Road to Staniland Grove	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1P 8am-6pm Mon-Sat	9	9	8	9	8	5	9	9	9	7	6	8	9	6	7	5	6	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MUNTLY ROAD	Capacity	81 - 90	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	
	Total Number of Cars Parked		61	70	78	72	61	70	63	62	72	63	74	77	59	57	62	70	
	Total Number of Vacant Spaces		20	11	3	9	20	11	18	19	9	18	7	4	22	24	19	11	
	Percentage Occupancy		75%	86%	96%	89%	75%	86%	78%	77%	89%	78%	91%	95%	73%	70%	77%	86%	

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
REAGENT STREET																		
East Side																		
Sinclair Street to SB #69	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	3	3	4	4	4	4	3	3	3	3	1	1	3	2	2	1
SB #69 to Sandham Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	6	6	7	7	5	1	3	4	5	6	5	6	5	5	6	6
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sandham Street to NB #49	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	5	1	1	1	1	1	2	2	2	3	2	3	3	4	5	4	5
West Side																		
French Street to Sandham Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	5	3	3	4	4	4	5	3	3	5	5	5	5	2	3	3	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sandham Street to SB #84	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	6	4	5	5	6	4	4	5	5	3	3	5	5	5	5	4	3
#84 SB to Sinclair Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	4	2	4	4	4	3	3	3	3	3	4	4	2	2	1	2
	Capacity	5 - 32	32	32	32	32	32	32	32	32	32	5	5	5	32	5	5	5
T STREET	Total Number of Cars Parked		21	20	25	26	22	19	19	20	22	2	3	3	21	5	4	5
	Total Number of Vacant Spaces		11	12	7	6	10	13	13	12	10	3	2	2	11	0	1	0
	Percentage Occupancy		66%	63%	78%	81%	69%	59%	59%	63%	69%	40%	60%	60%	66%	100%	80%	100%
SANDHAM STREET																		
North Side																		
St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	2	3	4	4	2	1	3	3	2	0	1	1	2	2	1	1
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Regent Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2
ROW to Elizabeth Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	3	3	3	3	2	2	4	5	5	5	6	5	6	7	6	6
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Side																		
St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	5	4	4	5	5	4	4	3	2	1	1	1	1	2	1	1	1
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Regent Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	3	3	3	3	3	3	2	2	2	3	2	2	2	3	3	3	3
ROW to Elizabeth Street	Unrestricted	7	0	0	2	3	1	0	0	0	1	1	0	0	0	0	1	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM STREET	Capacity	15 - 30	30	30	30	30	30	30	30	30	30	15	15	15	30	15	15	15
	Total Number of Cars Parked		15	16	20	21	15	12	15	15	15	4	3	3	15	4	5	6
	Total Number of Vacant Spaces		15	14	10	9	15	18	15	15	15	11	12	12	15	11	10	9
	Percentage Occupancy		50%	53%	67%	70%	50%	40%	50%	50%	50%	27%	20%	20%	50%	27%	33%	40%

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
GORDON STREET																		
North-East Side to East Side																		
Glen Huntly Road to SB #21	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading Zone 8am-12noon, 12noon-Midnight Mon-Sat	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	4P Disabled Only	1	0	0	1	1	1	0	0	1	0	1	0	1	1	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat, P (5mins) 6pm-Midnight	3	3	3	3	2	4	4	4	4	2	1	3	3	3	3	3	3
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-5pm Mon-Fri, 8am-12pm Sat	4	5	4	4	4	5	3	3	3	4	4	3	4	3	3	2	3
SB #21 to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1P 8am-4pm, Permit Zone 4pm-11pm	11	2	2	2	2	5	4	5	6	4	4	6	5	7	6	4	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sinclair Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-12noon Mon-Fri, 1P 12noon-6pm Mon-Fri	6	6	6	7	7	6	7	5	6	5	6	6	6	5	5	5	5
	1P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	4	4	4	4	2	3	3	2	2	4	4	4	4	4	3	3	4
West Side to South-West Side																		
Opposite ROW to Opposite Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted (indented)	11	10	11	11	11	9	8	10	10	11	11	11	10	11	11	11	10
Opposite Sinclair Street to Glen Huntly Road	No Parking 7am-12noon Authorized Vehicles Excepted	3	1	1	1	1	1	1	0	0	1	1	3	3	1	1	1	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	P angle (60 degrees)	29	20	25	26	29	29	29	29	28	28	29	29	29	29	29	29	28
	4P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	12	8	10	12	12	12	11	12	12	12	11	11	12	12	12	12	12
	2P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	11	4	6	8	9	11	11	11	11	11	11	11	11	11	11	11	11
	No Stopping Authorised GoGet Carshare Vehicle Excepted (60 degrees)	1	0	0	0	0	1	0	0	1	1	1	1	1	1	1	1	1
	1/4P 8am-6pm Mon-Fri, 8am-1pm Sat (60 degrees)	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
N STREET	Capacity	89 - 98	92	92	92	92	95	96	96	96	96	89	89	89	98	91	91	91
	Total Number of Cars Parked		62	71	78	79	86	83	82	83	84	78	82	82	88	79	76	75
	Total Number of Vacant Spaces		30	21	14	13	9	13	14	13	12	11	7	7	10	12	15	16
	Percentage Occupancy		67%	77%	85%	86%	91%	86%	85%	86%	88%	88%	92%	92%	90%	87%	84%	82%
ELIZABETH STREET																		
East Side																		
SB #47 to Sandham Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	5	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Sandham Street to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri	2	0	0	0	0	1	1	1	1	1	1	1	1	1	2	1	1
	4P 8am-6pm Mon-Fri	4	1	1	2	2	2	4	2	2	2	3	3	3	4	4	3	3
	1/4P 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	4	0	0	1	1	0	0	2	1	1	1	2	3	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Side																		
SB #38 to SB #44	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	7	2	2	2	2	2	2	0	0	0	0	0	0	2	2	2	2
SB #44 to SB #50	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	8	5	5	4	4	4	6	4	4	4	4	5	6	5	4	4	4
SB #50 to Sinclair Street	2P 8am-6pm Mon-Fri, Permit Zone 6pm-Midnight	5	2	2	2	1	1	1	3	3	2	2	2	3	2	3	3	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETH STREET	Capacity	15 - 35	35	35	35	35	35	35	35	35	35	15	15	15	35	15	15	15
	Total Number of Cars Parked		12	10	11	10	10	14	12	11	10	5	6	7	15	6	5	5
	Total Number of Vacant Spaces		23	25	24	25	25	21	23	24	25	10	9	8	20	9	10	10
	Percentage Occupancy		34%	29%	31%	29%	29%	40%	34%	31%	29%	33%	40%	47%	43%	40%	33%	33%

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021													Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm	
SINCLAIR STREET																			
North Side																			
St. Georges Road to Regent Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4P 8am-6pm Mon-Sat	7	3	3	3	5	4	5	5	6	6	7	7	7	4	4	3	3	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Regent Street to WB #17	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2P 8am-6pm Saturday, Permit Zone 6pm-Midnight	4	1	1	1	1	0	0	2	2	2	2	3	2	3	4	3	2	
WB #17 to Pedestrian Crossing	No Parking 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	2	1	2	2	2	2	2	1	2	2	2	2	2	1	1	2	1	
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Parking 8am-9am and 3:30pm-4:15pm School Days, 4P 9am-3:30pm Mon-Fri	3	0	0	2	3	3	3	3	3	2	3	2	3	0	0	2	1	
	Loading Zone 9am-2:30pm School Days, P disabled only 8am-9am and 3:30pm-4:15pm School Days semi-indented	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	
Pedestrian Crossing to Elizabeth Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Elizabeth Street to EB #7	2P 8am-6pm, Permit Zone 6pm-Midnight	4	1	1	1	1	1	1	3	2	0	1	1	3	1	1	2	2	
EB #7 to Gordon Street	2P 8am-6pm, Permit Zone 6pm-Midnight	2	2	2	1	1	1	1	2	2	1	2	2	2	1	1	1	1	
	2P 8am-6pm Mon-Fri, 8am-3pm Sat, No Parking 3pm-5:30pm Sat	3	3	3	1	1	2	3	3	4	4	4	3	3	1	0	1	3	
South Side																			
Gordon Street to WB #8	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2P 8am-6pm, Permit Zone 6pm-Midnight	4	4	4	3	3	1	0	4	3	4	4	3	4	3	3	3	2	
WB #8 to WB #14	2P 8am-6pm, Permit Zone 6pm-Midnight	5	1	2	1	1	0	0	1	0	0	0	0	0	0	1	1	1	
WB #14 to WB #7	2P 8am-6pm, Permit Zone 6pm-Midnight	3	0	0	1	2	1	1	0	0	0	0	1	0	1	1	1	1	
WB #7 to Selwyn Street	No Stopping 8am-9am and 3:30pm-4:15pm School Days	2	1	1	1	1	1	1	0	0	0	0	1	1	0	0	0	0	
Selwyn Street to EB #22	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4P 8am-6pm Mon-Sat	4	0	0	0	1	0	0	4	4	3	3	3	4	2	1	1	1	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	2	3	3	2	3	3	3	4	3	3	4	4	4	3	3	3	
EB #22 to St. Georges Road	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	7	1	1	3	4	6	5	3	4	3	3	7	7	4	2	2	3	
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
UR STREET	Capacity	22 - 55	55	55	55	55	55	55	52	52	52	22	22	22	55	22	22	22	
	Total Number of Cars Parked		20	23	23	28	25	26	31	32	26	19	19	21	25	6	9	9	
	Total Number of Vacant Spaces		35	32	32	27	30	29	21	20	26	3	3	1	30	16	13	13	
	Percentage Occupancy		36%	42%	42%	51%	45%	47%	60%	62%	50%	86%	86%	95%	45%	27%	41%	41%	

Prepared By: Dimitri Economou
Reviewed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
ST. GEORGES ROAD																		
East Side																		
Sandham Street to NB #12	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4P 8am-6pm Mon-Sat	9	6	6	8	7	9	8	9	9	9	7	9	8	4	4	4	4
NB #12 to NB #4	4P 8am-6pm Mon-Sat	3	1	1	2	2	2	2	2	2	1	1	2	2	2	2	2	2
	2P 8am-6pm Mon-Sat	4	2	1	2	3	4	4	3	4	4	3	4	3	4	3	3	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P angle 8am-6pm Mon-Sat (60 degrees)	6	6	6	6	5	6	6	5	6	5	5	5	5	2	4	4	4
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB #4 to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P angle 8am-6pm Mon-Sat (60 degrees)	11	10	11	11	10	11	11	11	11	10	11	11	11	11	10	11	10
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROW to Glenhuntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat	4	3	3	3	4	3	4	3	3	3	2	3	3	2	3	2	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Side																		
Sandham Street to NB #19	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	4	3	2	2	1	2	3	2	3	3	3	3	2	3	2	2
NB #19 to NB #15	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB #15 to Sinclair Street	4P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	2	2	2	3	3	3	3	3	2	1	2	2	2	2	2	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sinclair Street to May Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	7	3	5	5	6	7	6	6	6	5	5	5	6	2	2	2	1
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May Street to Glenhuntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	2P 8am-6pm Mon-Sat	7	7	8	7	7	8	7	7	7	7	6	8	7	7	5	6	4
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST. GEORGES ROAD	Capacity	52 - 59	59	59	59	59	59	59	59	59	59	52	52	52	59	52	52	52
	Total Number of Cars Parked		44	46	48	49	54	53	52	53	49	39	48	44	38	36	36	34
	Total Number of Vacant Spaces		15	13	11	10	5	6	7	6	10	13	4	8	21	16	16	18
	Percentage Occupancy		75%	78%	81%	83%	92%	90%	88%	90%	83%	75%	92%	85%	64%	69%	69%	65%

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
SELWYN STREET																		
East Side																		
Glen Huntly Road to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ROW to Sinclair Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4P 8am-6pm Mon-Sat	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4P 8am-6pm Mon-Sat	9	8	8	8	8	8	7	7	7	8	8	7	8	6	7	4	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Side																		
Sinclair Street to NB #7 (SS)	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat	2	0	1	2	2	2	1	2	1	2	3	2	2	1	1	2	2
	Work Zone 7am-5pm Mon-Sat	5	4	4	4	4	0	0	0	0	4	4	4	4	2	2	2	2
NB #7 (SS) to SB #7 (SS)	Work Zone 7am-5pm Mon-Sat	3	2	2	2	3	2	2	0	0	2	3	3	3	1	0	2	3
	P Disabled Only	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0
SB #7 to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	Loading Zone 8am-5pm Mon-Fri, 2P 8am-12noon Sat	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	2P 8am-6pm Mon-Fri, 8am-12noon Sat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N STREET	Capacity	20 - 30	22	22	22	22	22	22	22	22	30	30	30	30	30	30	30	30
	Total Number of Cars Parked		18	19	20	20	20	18	20	19	27	29	27	29	20	20	20	20
	Total Number of Vacant Spaces		4	3	2	2	2	4	2	3	3	1	3	1	10	10	10	10
	Percentage Occupancy		82%	86%	91%	91%	91%	82%	91%	86%	90%	97%	90%	97%	67%	67%	67%	67%

vised By: Dimitri Economou
ed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
RIDDELL PARADE																		
West Side																		
Glen Huntly Road to Carpark crossover	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	P Disabled Only (60 degrees)	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0
	2P angle 8am-6pm Mon-Fri, 8am-12noon Sat (60 degrees)	6	5	6	6	6	5	5	5	6	6	6	6	6	6	6	5	6
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Carpark crossover to Stanley Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P angle 8am-6pm Mon-Fri, 8am-12noon Sat (60 degrees)	12	7	11	10	12	11	11	12	10	11	12	12	12	12	11	12	12
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Side																		
Stanley Street to ROW	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, 8am-12noon Sat	3	0	0	1	2	3	3	3	3	3	3	3	3	3	2	2	1
	Work Zone 7am-5pm Mon-Sat	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROW to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Fri, 8am-12noon Sat	6	4	5	6	5	6	6	5	5	6	6	6	5	6	6	6	6
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L PARADE	Capacity	28 - 31	28	28	28	28	28	28	28	28	31	31	31	31	31	31	31	31
	Total Number of Cars Parked		17	23	24	26	27	26	27	24	29	31	30	31	30	29	29	28
	Total Number of Vacant Spaces		11	5	4	2	1	2	1	4	2	0	1	0	1	2	2	3
	Percentage Occupancy		61%	82%	86%	93%	96%	93%	96%	86%	94%	100%	97%	100%	97%	94%	94%	90%
MAY STREET																		
South Side																		
St. Georges Road to End of Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	2	2	2	2	2	2	2	2	2	2	1	0	1	1	2	2	3
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Side																		
End of Street to St. Georges Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unrestricted	4	4	4	4	3	4	4	3	3	3	3	4	4	1	2	2	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TREET	Capacity	6 - 6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	Total Number of Cars Parked		6	6	6	5	6	6	5	5	5	4	4	5	2	4	4	5
	Total Number of Vacant Spaces		0	0	0	1	0	0	1	1	1	2	2	1	4	2	2	1
	Percentage Occupancy		100%	100%	100%	83%	100%	100%	83%	83%	83%	67%	67%	83%	33%	67%	67%	83%

vised By: Dimitri Economou
ed By: Tian Miao

Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
RIPON GROVE																		
South-West Side																		
Glen Huntly Road to Davis Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat	6	3	3	4	5	4	3	3	2	3	5	4	5	4	4	2	3
	No Parking	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	4	0	0	2	2	0	0	1	1	1	1	0	0	0	0	0	0
	Permit Zone 6am-12noon, 12noon-Midnight	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2P 8am-6pm Mon-Sat, Permit Zone 6pm-Midnight	2	1	1	1	1	1	1	1	1	2	2	0	1	2	2	2	2
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North-East Side																		
Davis Street to Glen Huntly Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	P angle (60 degrees)	51	10	13	20	24	17	11	17	19	23	20	26	24	17	15	11	7
	P (45mins) 8am-6pm Mon-Sat (60 degrees)	7	2	2	3	4	3	3	1	1	7	7	7	7	3	2	4	4
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROVE	Capacity	63 - 70	70	70	70	70	70	70	70	70	70	64	64	64	70	64	64	64
	Total Number of Cars Parked		16	19	30	36	25	18	23	24	36	32	37	36	26	21	17	14
	Total Number of Vacant Spaces		54	51	40	34	45	52	47	46	34	32	27	28	44	43	47	50
	Percentage Occupancy		23%	27%	43%	51%	36%	26%	33%	34%	51%	50%	58%	56%	37%	33%	27%	22%
STANLEY STREET																		
North Side																		
Riddell Parade to Carpark Crossover	No Stopping	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	SP 8am-6pm Mon-Fri	6	6	6	6	6	5	6	4	5	6	6	6	6	4	5	4	4
	Bus Zone 8am-3pm Mon-Fri	2	0	2	2	2	2	2	2	2	2	1	2	2	1	1	1	1
	No Stopping 8am-3pm Mon-Fri	1	0	1	1	0	2	1	1	1	1	1	1	1	1	1	0	0
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Side																		
WB #21 to Riddell Parade	Permit Zone 7pm-Midnight	10	7	10	11	10	11	10	8	8	7	8	6	9	2	4	2	1
	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EY STREET	Capacity	9 - 19	19	19	19	19	19	19	19	19	19	19	9	9	19	19	9	9
	Total Number of Cars Parked		13	19	20	18	20	19	15	16	16	17	9	9	8	11	5	5
	Total Number of Vacant Spaces		6	0	-1	1	-1	0	4	3	3	2	0	0	11	8	4	4
	Percentage Occupancy		68%	100%	105%	95%	105%	100%	79%	84%	84%	89%	100%	100%	42%	58%	56%	56%
ARY => ON-STREET CARPARKING																		
King Supply		419 - 546	529	529	529	529	532	533	530	530	541	429	419	419	546	431	421	421
Number of Cars Parked			305	342	383	390	371	364	364	364	391	323	342	347	347	278	272	276
Number of Vacant Spaces			224	187	146	139	161	169	166	166	150	106	77	72	199	153	149	145
Age Occupancy			58%	65%	72%	74%	70%	68%	69%	69%	72%	75%	82%	83%	64%	65%	65%	66%

Designed By: Dimitri Economou
Designed By: Tian Miao
Survey Dates & Times: See below

7 Selwyn Street, Elsternwick	Restriction	Capacity Min - Max	Saturday 27th March, 2021												Sunday 28th March, 2021			
			8am	9am	10 am	11 am	12 pm	1pm	3pm	4pm	5pm	6pm	7pm	8pm	5pm	6pm	7pm	8pm
REET CARPARKING																		
STANLEY STREET CARPARK																		
West Aisle	2P 8am-6pm Mon-Sat	10	0	3	5	10	9	8	7	5	10	10	9	10	1	3	4	3
Central Aisle 1	2P 8am-6pm Mon-Sat	14	3	4	6	14	11	14	7	9	14	14	14	14	7	6	6	6
Central Aisle 2	4P 8am-6pm Mon-Sat	4	2	4	4	4	4	4	2	1	4	3	3	4	4	2	2	2
	2P 8am-6pm Mon-Sat	7	0	3	1	5	4	7	2	3	4	4	7	7	1	2	3	1
Central Aisle 3	P Disabled Only	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	4P 8am-6pm Mon-Sat	10	4	6	5	10	10	10	6	6	6	6	10	10	5	5	3	3
Central Aisle 4	4P 8am-6pm Mon-Sat	11	7	9	8	10	11	11	7	8	5	6	9	10	4	5	3	4
East Aisle	2P Disabled Only	2	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0
	1P 6:30am-9:30am Mon-Fri	12	8	12	12	12	12	12	9	9	6	2	4	7	0	0	0	0
EY STREET CARPARK	Capacity	71 - 71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71
	Total Number of Cars Parked		25	42	42	68	64	68	41	42	50	46	57	63	23	24	22	20
	Total Number of Vacant Spaces		46	29	29	3	7	3	30	29	21	25	14	8	48	47	49	51
	Percentage Occupancy		35%	59%	59%	96%	90%	96%	58%	59%	70%	65%	80%	89%	32%	34%	31%	28%

Public parking includes spaces that are available to the general public and excludes 'No Stopping', 1/4P, Loading Zone and certain time periods

LEGEND: Public Parking

- Not available to the general public
- Not Available, illegally parked cars included in analysis
- No Stopping/ Other No Parking

