

23 February 2024

Enquiries: Andrew Carr
 Project No: 300305381

Pace Development Group
 Level 2, 201 Fitzroy Street
 ST KILDA VIC 3182

Attention: Tarquin Leaver (Head of Planning)

Dear Tarquin

**RE: 10-16 Selwyn Street, Elsternwick
 Minor Amendment – Transport Matters**

1. Introduction and Purpose

This letter sets out a review of the traffic and transport matters associated with the proposed minor amendments to the endorsed mixed-use development for the subject site at 10-16 Selwyn Street, Elsternwick.

The development plans were endorsed by the City of Glen Eira on 1st December 2023 as part of Planning Permit GE/DP-34187/2021/A. Minor amendments are now proposed as detailed in the updated plan set dated 9th February 2024, prepared by Fender Katsalidis.

This letter also provides a review of the following matters compared to the previously prepared TIA by GTA now Stantec (report dated 5 April 2022):

- Statutory car parking and bicycle parking requirements
- A review of the proposed direct-to-boot (DTB) operations

The proposed changes are shown in Table 1.

Table 1 – Previously Endorsed Development and Proposed Minor Amendment

| Land Use / Feature | Endorsed Plans 1 st December 2023 | Amended Plan 9 th February 2024 | Difference |
|---------------------------------|---|---|--|
| Supermarket (inc office) | 3,733 sqm * | 3,733 sqm | 0 |
| Bottle Shop | 156 sqm | 156 sqm | 0 |
| Food and Drink Premises | 296 sqm | 295 sqm | -1 sqm |
| Place of Assembly | 703 sqm | 703 sqm | 0 |
| Dwellings (Apartments) | 135 apartments, including: <ul style="list-style-type: none"> • 74 1-bedroom apartments • 41 2-bedroom apartments • 20 3-bedroom apartments | 135 apartments, including: <ul style="list-style-type: none"> • 74 1-bedroom apartments • 41 2-bedroom apartments • 20 3-bedroom apartments | 0 |
| Car Parking Spaces | 412 spaces on-site, including: <ul style="list-style-type: none"> • 98 in Basement Level 1 • 109 in Basement Level 2 • 124 in Basement Level 3 • 81 in Basement Level 4 | 418 spaces on-site, including: <ul style="list-style-type: none"> • 99 in Basement Level 1 • 111 in Basement Level 2 • 126 in Basement Level 3 • 82 in Basement Level 4 | +6 spaces on-site, including: <ul style="list-style-type: none"> • +1 in Basement Level 1 • +2 in Basement Level 2 • +2 in Basement Level 3 • +1 in Basement Level 4 |
| Bicycle Parking Spaces | 123 spaces, including: <ul style="list-style-type: none"> • 115 in basement levels for staff, residents and residents' visitors • 8 spaces in open areas for visitors | 123 spaces, including: <ul style="list-style-type: none"> • 115 in basement levels for staff, residents and residents' visitors • 8 spaces in open areas for visitors | 0 |

Source: Fender Katsalidis Architects

*: Endorsed plans correctly show 3,733 sqm supermarket, however the endorsed plans development summary incorrectly shows 3,751 sqm supermarket.

The above table shows that the proposed amendments are minor.

2. References

- Amended plan set by Fender Katsalidis Architects, dated 9th February 2024,
- Endorsed plan set, endorsed 1st December 2023,
- Planning permit letter for Planning Permit Application #GE/DP-34187/202, letter dated 13 September 2022
- Revision 3 of plans for the proposed development, Fender Katsalidis Architects, 11 February 2022
- Plans for the proposed development, Fender Katsalidis Architects, provided to Stantec in December 2023.
- Issue B of the Transport Impact Assessment of the proposed development prepared by GTA (now Stantec), report dated 5 April 2022.
- Other documents and studies as nominated.

3. Findings

- The proposed development meets its statutory bicycle and car parking requirements.
- The allocation of car parking spaces should be altered as set out below. This has the benefit of being able to separately secure the resident and staff parking in the lower basement levels and control access via key fob, license plate recognition, or another device.
 - 210 retail car spaces across the top two basement levels.
 - 30 place of assembly car spaces within basement three.
 - 19 retail staff spaces in the third basement level.
 - 155 resident spaces (at minimum) in the third and fourth basement levels.
- The traffic generation of “Direct to Boot” e-commerce sales is not expected to be noticeably different to “bricks and mortar” sales within the store. This is based on a before and after study of 119 Woolworths stores that have DTB facilities. Therefore, traffic generation is not expected to noticeably increase due to the introduction of DTB facilities. Any increase that may occur will not affect the safety or operation of the road network or the subject site.

There are no reasons to alter the conclusions of the previous transport impact assessment study completed for the development. The transport characteristics of the development will remain acceptable when amended as proposed.

4. Car Parking Requirements

Statutory requirements for the provision of car parking are set out in Clause 52.06 of the Glen Eira Planning Scheme, with parking rates specified in Table 1 to Clause 52.06-5.

As the site is within the Principal Public Transport Network Area (PPTN), the rates in Column B of the table apply to this site. Using these rates, an assessment of the statutory parking requirements for the development proposal is set out in Table 2.

Table 2 – Statutory Car Parking Requirements

| Use | Description | Size | Statutory Parking Rate | Statutory Parking Requirement |
|-----------------------------|-----------------|--|---|-------------------------------|
| Supermarket | Supermarket | 3,733sqm LFA | 5 spaces per 100sqm LFA | 186 spaces |
| Shop | Bottle shop | 156sqm LFA | 3.5 spaces per 100sqm LFA | 5 spaces |
| | Food and Drink | 296sqm LFA | 3.5 spaces per 100sqm LFA | 10 spaces |
| Place of Assembly | Community Space | 100 patrons ^[1] | 0.3 to each patron permitted | 30 spaces |
| Sub-total | | | | 231 spaces |
| Dwelling (Residents) | Apartments | 135 dwellings <ul style="list-style-type: none"> • 74 x 1-bedroom • 41 x 2-bedroom • 20 x 3-bedroom | 1 space per one or two-bedroom dwelling | 155 spaces |

| Use | Description | Size | Statutory Parking Rate | Statutory Parking Requirement |
|----------------------------|-------------|---------------|--------------------------------------|-------------------------------|
| | | | 2 spaces per three+ bedroom dwelling | |
| Dwelling (Visitors) | | 155 dwellings | No requirement | 0 spaces |
| | | | Total | 386 spaces |

[1] Based on advice from the Applicant that a maximum of 100 persons will occupy the space.
LFA denotes leasable floor area.
NFA denotes net floor area.

Table 2 indicates that the proposed development has a statutory car parking requirement of 386 car parking spaces, including:

- 201 retail car spaces (including 186 car spaces for the supermarket)
- 155 resident car spaces (noting there is no statutory requirement for visitor car parking)
- 30 place of assembly car spaces.

In this instance, the proposed development incorporates 159 resident car spaces and 259 car spaces for other uses (a total of 418 spaces), which meets the statutory requirement for each group of land uses. As such, no car parking dispensation is sought.

The allocation of car parking spaces is to be as follows, or similar. This has the benefit of being able to separately secure the resident and staff parking in the lower basement levels and control access via key fob, license plate recognition, or another method.

- 210 retail and place of assembly car spaces across the top two basement levels.
- 19 retail staff spaces in the third basement level.
- 155 resident spaces (at minimum) in the third and fourth basement levels.

Table 3 shows a comparison of the endorsed and amended parking allocation between uses.

Table 3 – Comparison of Parking Allocation

| Basement Level | Use | Parking Allocation, spaces | | |
|----------------|-------------------|----------------------------|----------------|-----------|
| | | Endorsed Scheme | Amended Scheme | Change |
| B1 | Retail | 98 | 99 | +1 |
| B2 | Retail | 109 | 111 | +2 |
| B3 | Place of Assembly | 30 | 30 | 0 |
| B3 | Residential | 75 | 77 | +2 |
| B3 | Retail Staff | 19 | 19 | 0 |
| B4 | Residential | 81 | 82 | +1 |
| Total | | 412 | 418 | +6 |

The above table shows that the changes in parking allocation are small.

5. Bicycle Parking Provision

There are no changes in either the Statutory requirements for the provision of bicycle parking, or in the actual provision, or in the design and location of the bicycle facilities.

6. Traffic Generation

The Stantec TIA report for the proposed development (report dated 5 April 2022) indicated that the retail component¹ is expected to generate 396 vehicle movements during the weekday PM peak hour (total of in and out movements). This is the highest single hour of traffic generation for the supermarket at any time (including weekends).

Conservatively assuming that the Direct-to-Boot (DTB) wholly contributes a 5% increase in activity compared to typical “bricks and mortar” operations, the increase in vehicle traffic could be up to 20 vehicle movements (10 in and 10 out) during the peak hour.

When these movements are spread over the various routes and between inbound and outbound, it further dilutes the effects of this increase over several individual turning movements and vehicle lanes. The traffic change equates to around one vehicle movement per three minute interval which is low in traffic engineering terms and is not expected to have any significant effect on traffic conditions.

The proposed minor increase from 412 to 418 car parking spaces and a direct-to-boot operation are not anticipated to materially change traffic generation or movements in or around the site.

7. Car Park Layout

The Direct to Boot facility is set out with parking dimensions that exceed the dimensional requirements of Clause 52.06-9 of the planning scheme. This is acceptable.

The remainder of the car park layout meets the dimensions required by Clause 52.06-9 of the planning scheme and AS2890.1. This is acceptable.

I trust this is satisfactory; should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

Stantec Australia Pty Ltd



Andrew Carr
Senior Principal, Transportation

¹ All retail uses, including supermarket, bottle shop (shop) and food and drink uses.