

Client  
H Co Property Pty Ltd

Date  
27 June 2025

Planning

Transport

Urban Design

Waste

# Transport Engineering

## Mixed-Use Development

99 Brewer Road, Bentleigh

Draft

ratio:

ratio.com.au

**Project**  
99 Brewer Road, Bentleigh

**Prepared for**  
H Co Property Pty Ltd

**Our reference**  
22200T

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# 1. Introduction

Ratio Consultants has been engaged by H Co Property Pty Ltd to assess the traffic and parking implications associated with the proposed change of use application from Medical Centre to a Pilates Studio and Wellness Centre at 99 Brewer Road, Bentleigh.

The site has been approved for a mixed-use development consisting of a medical centre, childcare and food and drink land uses under Planning Permit (GE/DP-33820/2020). The approved development and proposed amendments to the Planning Permit are discussed further in Section 3 of the report.

This report has been prepared to address the traffic and parking needs of the proposed development and is based on surveys and observations in the vicinity of the site and on previous studies of similar developments elsewhere in Melbourne.

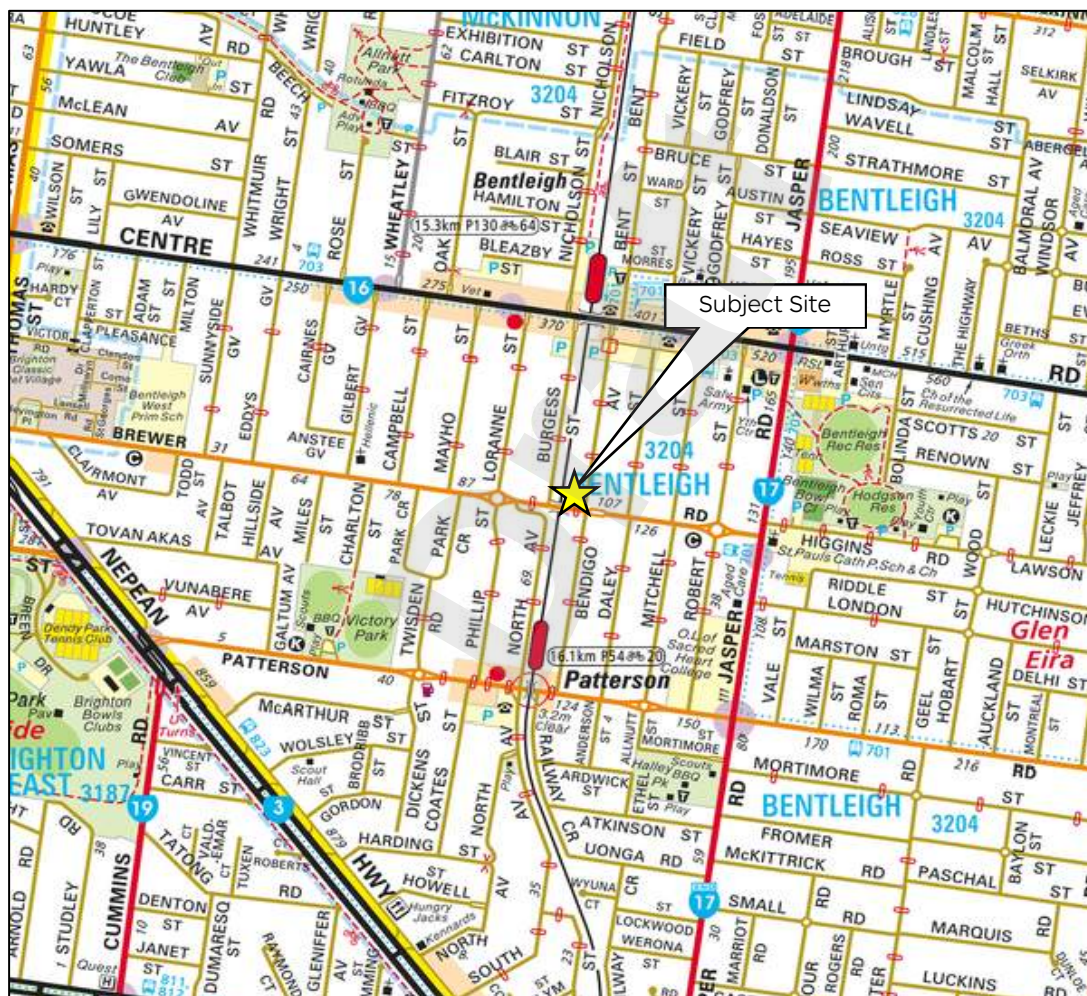
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## 2. Existing Conditions

### 2.1. Location and Environment

The subject site is located at 99 Brewer Road, Bentleigh, on the northwest corner of the intersection of Brewer Road and Bendigo Avenue. The site's location relative to the surrounding network is shown in Figure 2.1.

Figure 2.1: Site Location and Surrounding Road Network



Source: [online.melway.com.au/melway/](https://online.melway.com.au/melway/)

The site is essentially rectangular in shape, with a frontage to Brewer Road of approximately 37.5 metres, a frontage to Bendigo Avenue of approximately 37.3 metres, and an overall area of approximately 1,584 square metres.

The site is currently occupied by a commercial building, with vehicle access provided via a 20 metres wide crossover spanning the Bendigo Avenue frontage.



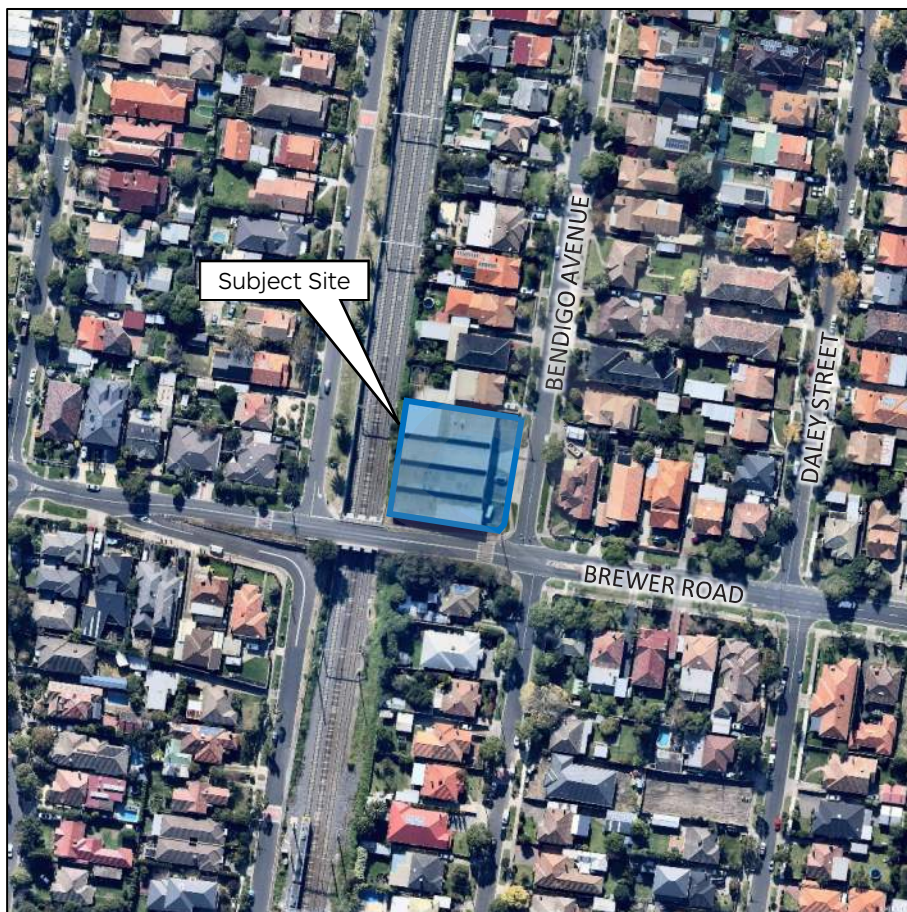
The subject site is located in an Industrial 3 Zone (IN3Z). Surrounding land uses are primarily residential in nature, with the Bentleigh Activity Centre located approximately 400 metres north of the site.

Some other key non-residential land uses within walking distance of the site include:

- Patterson Railway Station, approximately 550 metres south of the subject site;
- Bentleigh Activity Centre, located approximately 380 metres north of the subject site;
- Victory Park, located approximately 600 metres southwest of the subject site;
- Saint Paul’s Primary School, located approximately 440 metres southeast of the subject site;
- Bentleigh Reserve, located approximately 800 metres east of the subject site; and
- Bentleigh West Primary School, located approximately 900 metres west of the subject site.

Figure 2.2 shows an aerial photograph of the subject site relative to its surroundings.

**Figure 2.2: Aerial Photograph of Subject Site and Surrounds**



Source: [maps.au.nearmap.com/](https://maps.au.nearmap.com/)

## 2.2. Road Network

**Brewer Road** is a Major Road that runs in an east-west alignment between Jasper Road and Nepean Highway. At the frontage of the site, Brewer Road has an approximate carriageway width of 7.3 metres, accommodating one through lane in each direction. At the site frontage and towards the west of the site, Brewer Road bridges over the railway line. Double white

centrelines are provided to Brewer Road along its bridged section, at which no kerbside car parking is permitted.

A raised speed hump is located at the frontage of the subject site to Brewer Road, in order to slow vehicles on the approach and departure from the Brewer Road bridge. An aerial image of Brewer Road at the site frontage is shown in Figure 2.3.

**Figure 2.3: Aerial View of Brewer Road At Site Frontage (Bridge Section)**



Source: [maps.au.nearmap.com/](https://maps.au.nearmap.com/)

To the east of Bendigo Avenue, Brewer Road widens to a carriageway of approximately 10.0 metres, accommodating a through lane of traffic in each direction and an on-road bicycle lane on both sides of the road. Kerbside car parking is permitted on both sides of the road within the 10.0 metre cross section. An aerial view of Brewer Road, east of Bendigo Avenue is displayed in Figure 2.4.

**Figure 2.4: Aerial View of Brewer Road, East of Bendigo Avenue**



Source: [landchecker.com.au](https://landchecker.com.au)



A pedestrian refuge crossing is located to the east of the Bendigo Avenue intersection on Brewer Road.

Brewer Road is subject to the default speed limit of 50km/hr applicable to built-up areas and constructed footpaths are provided on both sides of the road.

An aerial image of Brewer Road, east of Bendigo Avenue, is displayed in Figure 2.5.

**Figure 2.5: Aerial View of Brewer Road East of Bendigo Avenue**



Source: [maps.au.nearmap.com/](https://maps.au.nearmap.com/)

**Bendigo Avenue** is classified as a municipal Local Road that runs in a north-south alignment between Centre Road in the north and Patterson Road in the south. It has an approximate carriageway width of 7 metres accommodating two-way traffic movements, and kerbside parallel parking permitted on both sides of the road.

Bendigo Avenue is subject to the default speed limit of 50km/hr applicable to built-up areas and constructed footpaths are provided on both sides of the road.

An aerial image of Bendigo Avenue in the vicinity of the site is shown in Figure 2.6.

**Figure 2.6: Aerial View of Bendigo Avenue in Vicinity of the Site**



Source: [maps.au.nearmap.com/](https://maps.au.nearmap.com/)

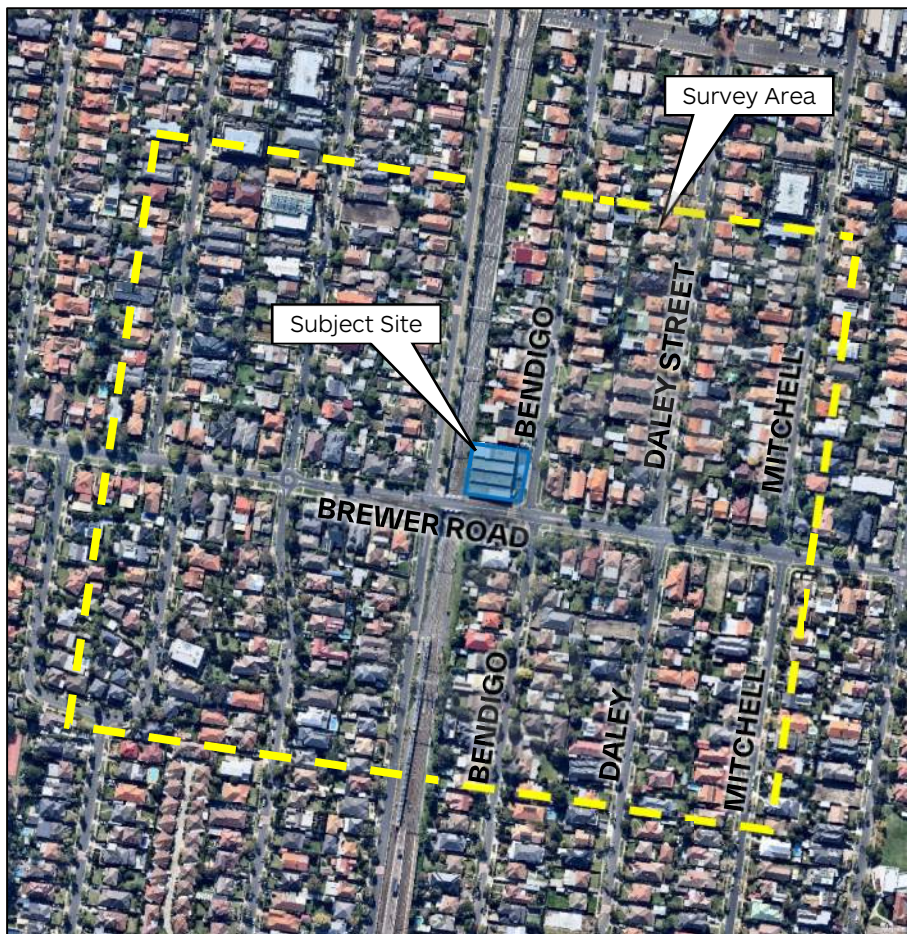
## 2.3. Parking Conditions

Ratio Consultants commissioned car parking occupancy surveys during the following dates and times:

- Thursday 19 June 2025
  - 5:00 am – 9:00 pm.
- Saturday 21 June 2025,
  - 8:00 am – 4:00 pm.

The full area in which the on-street parking spaces were surveyed is displayed in Figure 2.7.

**Figure 2.7: Full On-street Parking Survey Area**



Source: maps.au.nearmap.com

The survey area included 463 publicly available parking spaces areas of which 306 were unrestricted. The remaining spaces were restricted to 2P during business hours.

There were two 2P spaces which has Bus Zone time restrictions during certain periods of the day. For simplicity, these two spaces have been excluded from the assessment.

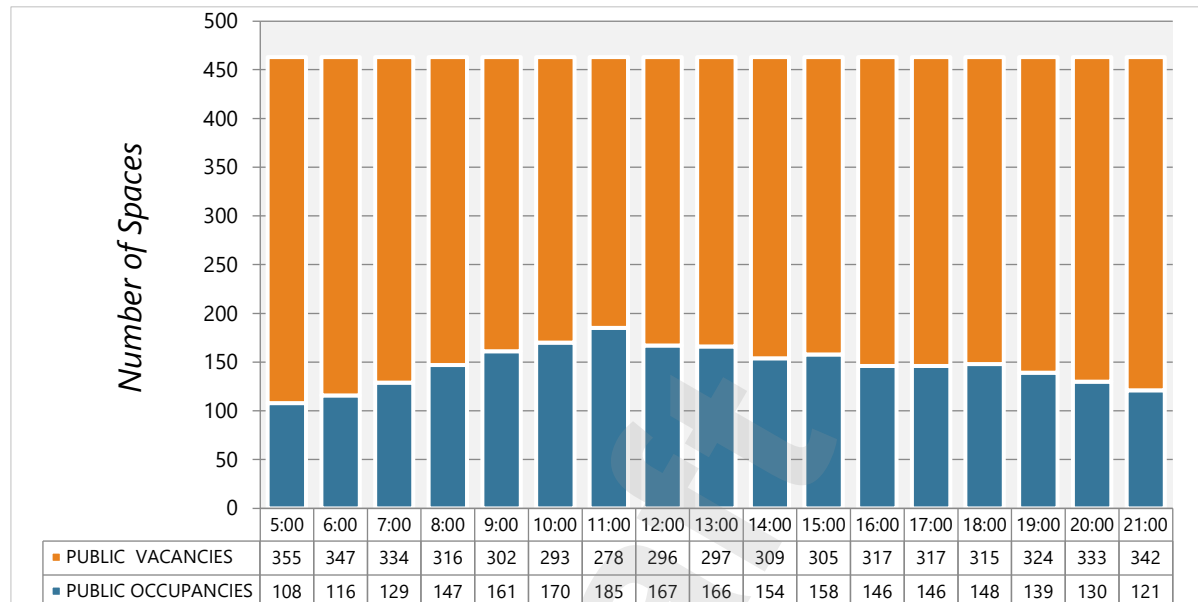
The results of the car parking occupancy surveys are summarised in the following section and detailed results are presented in Appendix A.

## Thursday 19 June 2025

- Peak car parking demand on the Thursday occurred at 11:00am, at which time 185 spaces were recorded as occupied. As such, a minimum of 278 spaces were found to be available at any time during the survey period.

Graph 2.1 provides a graphical representation of the Thursday parking demands.

**Graph 2.1: Parking Demand Survey Results - Thursday 19 June 2025**

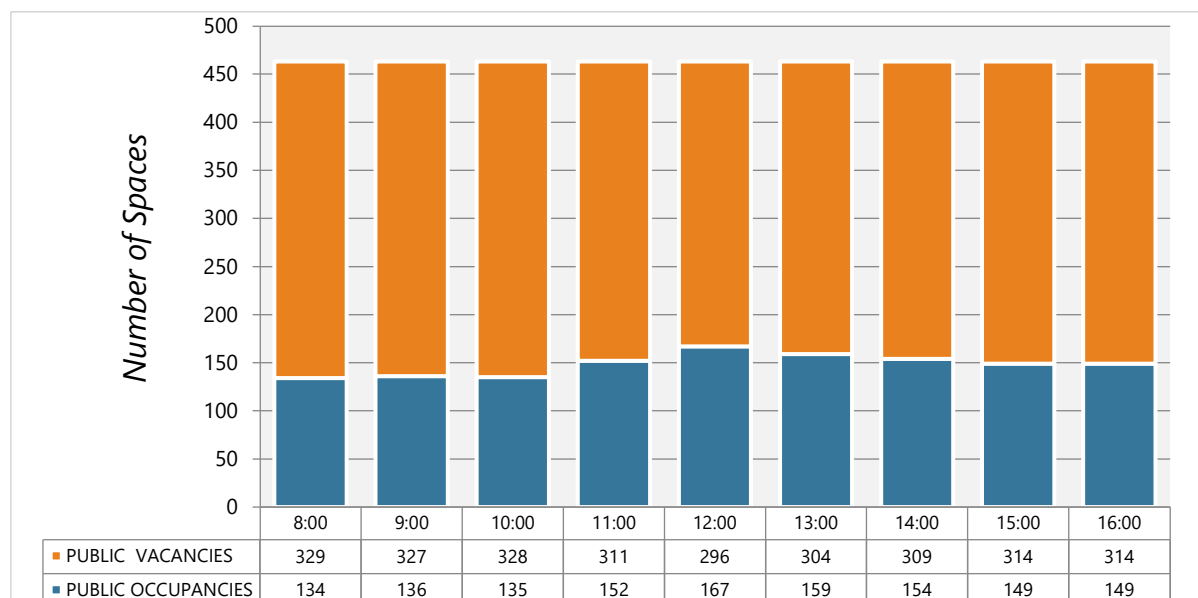


## Saturday 21 June 2025

- Peak car parking demand on Saturday occurred at 12:00pm, at which time 167 spaces were recorded as occupied. As such, a minimum of 296 spaces were found to be available at any time during the survey period.

Graph 2.2 provides a graphical representation of the Saturday parking demands.

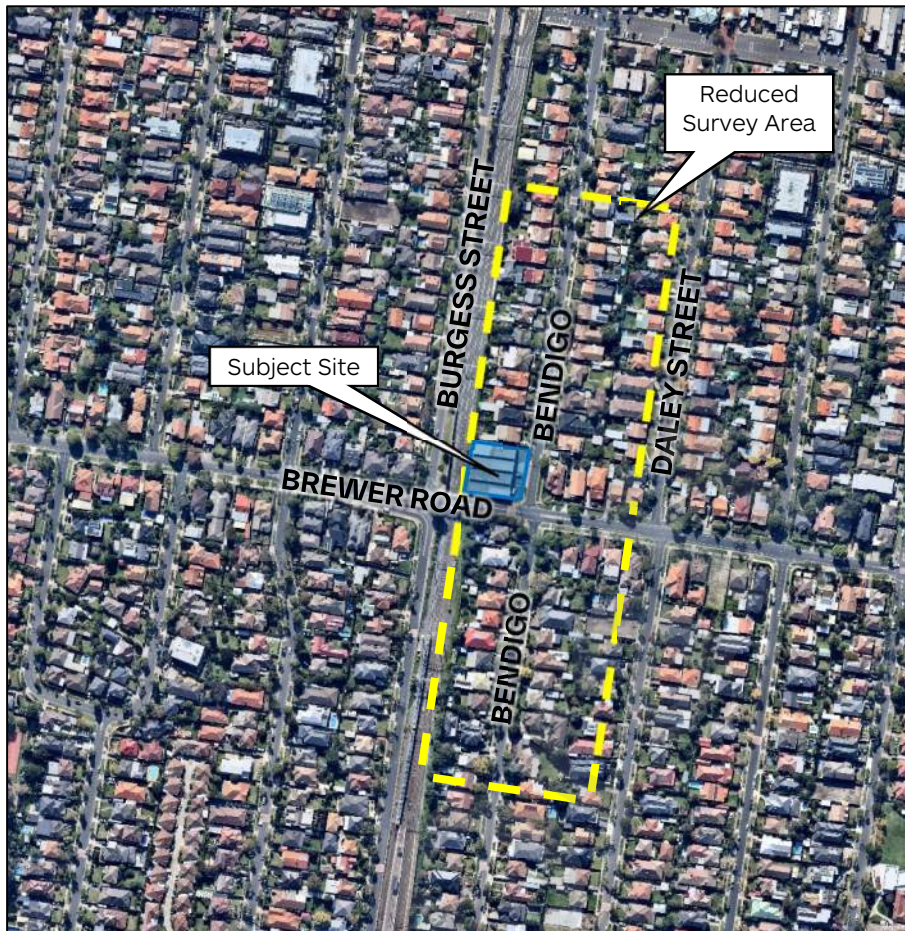
**Graph 2.2: Parking Demand Survey Results - Saturday 21 June 2025**





The full surveyed area has been narrowed to focus solely on on-street parking along Bendigo Avenue and along Brewer Road between Daley Street and Burgess Street as shown in Figure 2.8. Instead of assessing the total number of parking spaces in the broader area, a subset of the full dataset has been analysed to reflect the parking availability in close proximity to the subject site.

**Figure 2.8: Reduced On-street Parking Survey Area**



Source: maps.au.nearmap.com

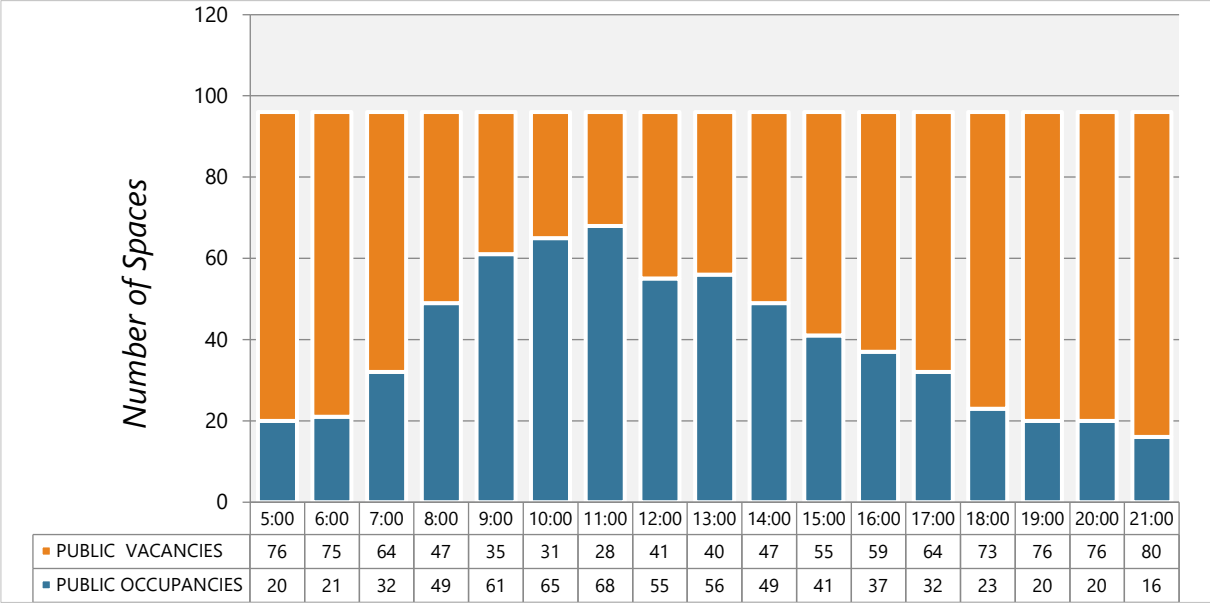
The above reduced survey area included a total of 96 spaces in which 27 spaces were subject to 2P parking conditions.

### Thursday 19 June 2025

- Peak car parking demand on the Thursday occurred at 11:00am, at which time 68 spaces were recorded as occupied. As such, a minimum of 28 spaces were found to be available at any time during the survey period.

Graph 2.3 provides a graphical representation of the Thursday parking demands.

Graph 2.3: Parking Demand Survey Results - Thursday 19 June 2025

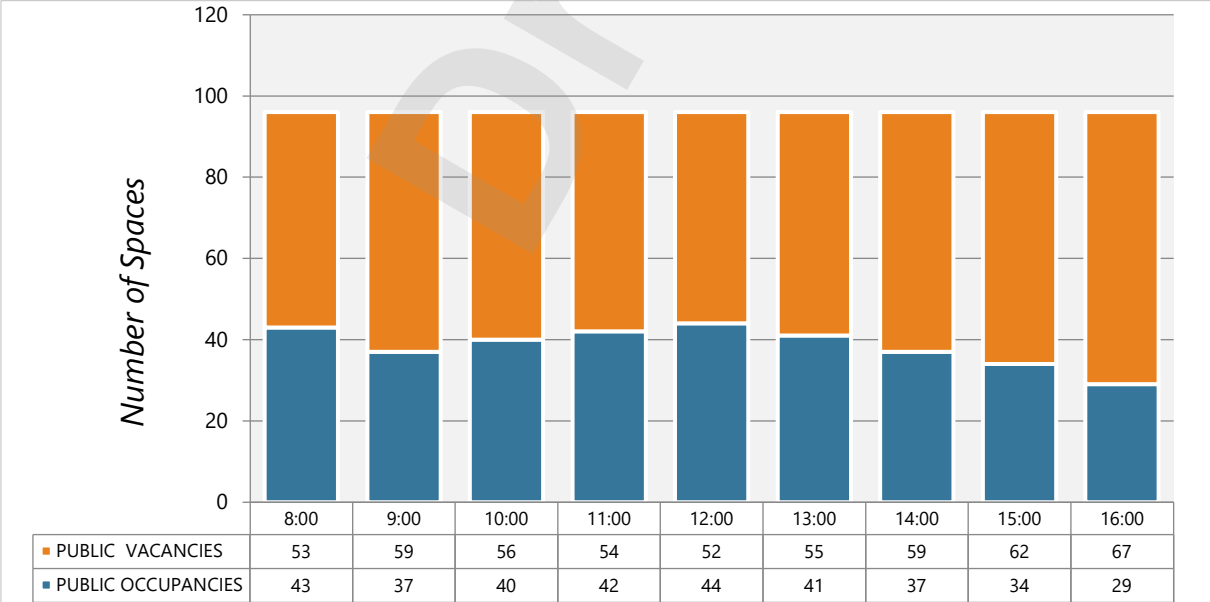


Saturday 21 June 2025

– Peak car parking demand on Saturday occurred at 12:00pm, at which time 44 spaces were recorded as occupied. As such, a minimum of 52 spaces were found to be available at any time during the survey period.

Graph 2.4 provides a graphical representation of the Saturday parking demands.

Graph 2.4: Parking Demand Survey Results – Saturday 21 June 2025



2.4. Sustainable Transport

Public Transport

The site has very good access to the public transport network with train and bus services operating within close proximity to the subject site.



The public transport services within vicinity of the site are shown graphically in Figure 2.9 and summarised in Table 2.1.

Figure 2.9: Public Transport Services Operating Within Vicinity of the Site



Source: [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)

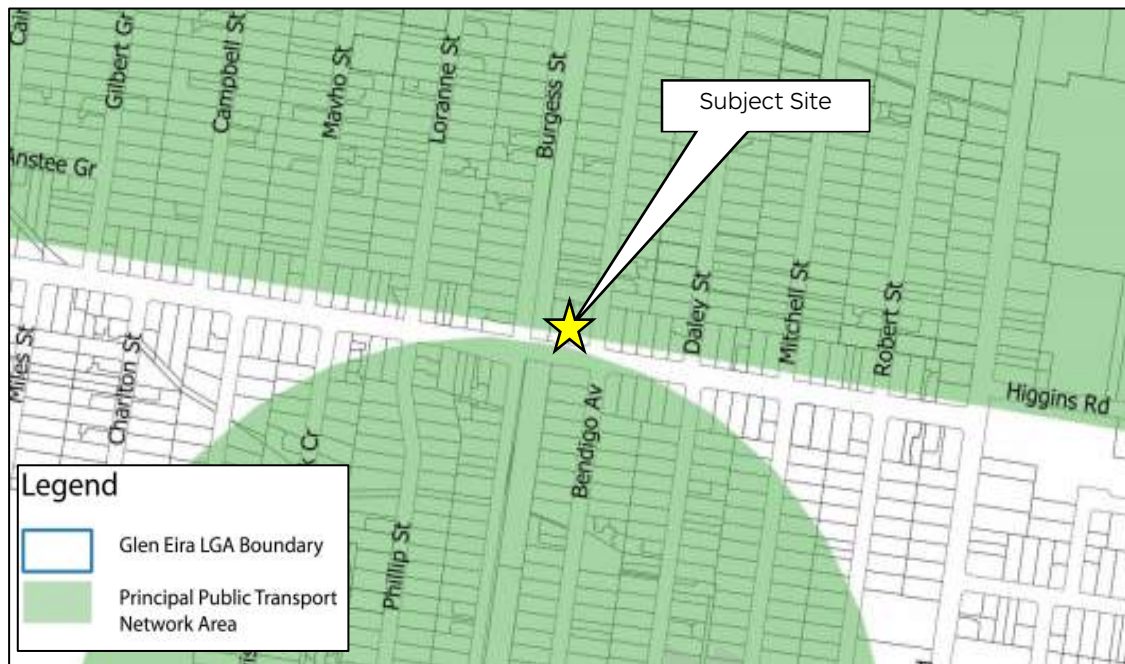
Table 2.1: Public Transport Services

| Service | Route Number | Route   | Nearest Stop                | Walking Distance          |
|---------|--------------|---|-----------------------------|---------------------------|
| Train   |              | Frankston Line  | Patterson Railway Station   | 550 metres<br>~ 7 minutes |
| Bus     | 703          | Middle Brighton - Blackburn via Bentleigh & Clayton & Monash University | Bentleigh Station/Centre Rd | 500 metres<br>~ 6 minutes |
|         | 701          | Oakleigh - Bentleigh via Mackie Road & Brady Road                       | Bentleigh Reserve/Jasper Rd | 500 metres<br>~ 7 minutes |

Source: [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)

The subject site is located within the Principal Public Transport Network (PPTN) Area within the Glen Eira Planning Scheme, as shown in Figure 2.10.

Figure 2.10: Glen Eira Principal Public Transport Network Area



Source: [www.planning.vic.gov.au](http://www.planning.vic.gov.au)

### Bicycle Network

The subject site has good access to Melbourne's bicycle network with a number of on and off-road bicycle paths located nearby. Of particular note are the following:

- On-road bicycle lanes on South Road, Thomas Road, East Boundary Road and Dendy Road.
- Informal bicycle routes along Patterson Road, Jasper Road, Tucker Road and North Avenue.
- Off-road shared path along the Nepean Highway and Nicholson Street.

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

The location of the subject site relative to nearby bicycle facilities is presented in Figure 2.11.

Figure 2.11: Glen Eira TravelSmart Map



Source: [www.gleneira.vic.gov.au/](http://www.gleneira.vic.gov.au/)

# 3. The Proposal

## 3.1. Approved Development

The existing Planning Permit (GE/DP-33820/2020, endorsed stamp dated 20 September 2024) allows for the construction of a mixed-use development on the site located at 99 Brewer Road, Bentleigh. Notably, the approved development comprises the following components:

- Café (food and drink premises) comprising 193 sqm, located at ground level;
- Medical Centre with overall area of 1,277 sqm, located at ground level (273 sqm) and on level 1 (1004 sqm).
- Child Care Centre across levels 2 and 3, with a capacity to accommodate up to 120 children.
- A total of 28 bicycle parking spaces provided, conveniently accessed from ground level, comprising:
  - 2 visitor bicycle spaces at the Bendigo Street frontage for use by customers to the café;
  - 18 visitor bicycle spaces for use by visitors to the overall development; and
  - 8 staff bicycle spaces within a lockable room at ground level.
- A total of 51 car parking spaces are provided on site, comprising:
  - Ground level car park accommodating 12 car parking spaces, including a DDA car parking space; and
  - Basement level car park accommodating 39 car parking spaces.

### **Access**

Vehicular access to development is to be provided via a 5.8-metre-wide crossover to/from Bendigo Avenue. The redundant 20-metre-wide existing vehicle crossover is to be removed, with the kerb and channel reinstated to the satisfaction of the responsible authority.

Primary pedestrian access to the site is provided to/from Bendigo Avenue. Access to bicycle parking and end of trip facilities is provided via the ground level car park, accessed via Bendigo Avenue.

### **Waste Collection**

Refuse and recycle bins located within the bin storage room on the ground floor and be collected on-site via a private collection service using a 6.4-metre-long mini rear loader at ground level.

### 3.2. Proposed development

It is now proposed to amend Planning Permit (GE/DP-33820/2020) via a S87A amendment to change the use of the approved medical centre ('Allied Health') use on ground level to a Pilates Studio (Indoor Recreation Facility) and Wellness Centre (Indoor Recreation Facility).

In particular, the newly proposed Pilates Studio and Wellness Centre will operate with the following characteristics:

- Monday-Friday: 6:00am – 9:00pm.
- Saturday-Sunday: 7:00am – 5:00pm.
- Maximum capacity of 15 patrons and 1 staff for the Pilates Studio.
- Maximum capacity of 12 patrons and 1 staff for the Wellness Centre.

The revised development consists of the following:

- A Pilates Studio (132 sqm) and Wellness Centre (141 sqm) on Ground Level, with a combined floor area of 273 square metres;
- Maintain a cafe premises on Ground Level, with a floor area of 193 square metres;
- Maintain medical centre ('Allied health') on Level 1, with a floor area of 1,004 square metres;
- A childcare centre located across Levels 2 and 3, currently approved to accommodate up to 120 children (noting that there is a live application with the Council to increase the childcare capacity to 127 children, which includes the reallocation of one café staff car space to the childcare centre and the provision of only one on-site car space for the café);
- Maintain approved car park layout on Basement Level and Ground Level.

A summary of the comparison between approved and proposed development is presented in Table 3.1 below:

**Table 3.1: Comparison between Approved and Proposed Development**

| Land Use                           | Approved Development | Proposed Development      | Difference |
|------------------------------------|----------------------|---------------------------|------------|
| Cafe                               | 193 sqm              | 193 sqm                   | -          |
| Medical Centre                     | 1,277 sqm            | 1,004 sqm                 | - 273 sqm  |
| Childcare                          | 120 children         | 120 children <sup>1</sup> | -          |
| Pilates Studio and Wellness Centre | -                    | 273 sqm                   | + 273 sqm  |
| Car Parking Spaces                 | 51 car spaces        | 51 car spaces             | -          |
| Bicycle Parking Spaces             | 28 bicycle spaces    | 28 bicycle spaces         | -          |

<sup>1</sup> As discussed above, there is a live application with the Council to increase the childcare capacity to 127 children



# 4. Car Parking Assessment

## 4.1. Planning Scheme Assessment

Car parking requirements for a range of developments are set out under Clause 52.06 of the Glen Eira Planning Scheme. The purpose of the Clause, among other things, is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local 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 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.

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

No Parking Overlay is applicable to the subject site, and the site is located within the Principal Public Transport Network (PPTN) area.

The relevant rates under Column B of Table 1 of Clause 52.06-5 have been applied to the proposed development and are shown in Table 4.1.

**Table 4.1: Car Parking Requirement – Proposed Amendment**

| Use                                | Proposed Size/Number | Rate  | Car Parking Requirement |
|------------------------------------|----------------------|---|-------------------------|
| Medical Centre                     | 1,004 sqm            | 3.5 spaces to each 100 sqm of leasable floor area | 35 spaces               |
| Child Care Centre                  | 120 children         | 0.22 spaces per child                             | 26 Spaces               |
| Café (Food and Drink)              | 193 sqm              | 3.5 spaces to each 100 sqm of leasable floor area | 6 spaces                |
| Pilates Studio and Wellness Centre | 273 sqm              | To the satisfaction of Responsible Authority      | -                       |
| Total                              |                      |   | 67 spaces               |

Accordingly, the amended proposal has a statutory car parking requirement to provide 67 spaces for specified land uses plus an additional space for the Pilates Studio and Wellness Centre to the satisfaction of the Responsible Authority.

The medical centre was approved with an allocation of 23 car spaces, based on a total floor area of 1,279 sqm, equating to a parking rate of 1.80 spaces per 100 sqm.

As part of the amended proposal, the previously approved parking rate will continue to be applied to the medical centre component. The remaining car spaces are proposed to be reallocated to the newly introduced Pilates Studio and Wellness Centre located on the Ground Floor. The allocation of car spaces for the proposal is as follows:

**Table 4.2: Allocation of Car Spaces**

| Use                                | Approved Car Spaces/ Rate                 | Proposed Size/Number      | Proposed Number of Car Spaces |
|------------------------------------|---|---------------------------|-------------------------------|
| Medical Centre                     | 23 spaces/<br>1.80 spaces per 100sqm      | 1,004 sqm                 | 18 spaces                     |
| Child Care Centre                  | 26 spaces/<br>0.22 spaces per child       | 120 children <sup>2</sup> | 26 spaces <sup>2</sup>        |
| Café (Food and Drink)              | 2 staff spaces/<br>1.03 spaces per 100sqm | 193 sqm                   | 2 staff spaces <sup>2</sup>   |
| Pilates Studio and Wellness Centre | -   | 273 sqm                   | 5 spaces                      |
| <b>Total</b>                       | <b>51 spaces</b>                          | -                         | <b>51 spaces</b>              |

<sup>2</sup> There is a live application with the Council to increase the childcare capacity to 127 children, which includes the reallocation of one café staff car space to the childcare centre and the provision of only one on-site car space for the café.

Based on the above, a total of five (5) car spaces will be allocated to the Pilates Studio and Wellness Centre, to be shared between the two tenancies.

Car parking reductions associated with the medical centre and café are not discussed in this assessment, as the proposed provision remains consistent with the previously approved development. Additionally, the car parking provision for the childcare centre complies with the statutory requirements outlined in Clause 52.06 of the Glen Eira Planning Scheme.

A Car Parking Demand Assessment and the appropriateness of car parking provision for the Pilates Studio and Wellness Centre are discussed below.

## 4.2. Car Parking Demand Assessment

Clause 52.06-7 states that an application to reduce the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment which must address the following matters:

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

An assessment of the relevant factors is provided below:

### Likelihood of Multipurpose Trips

It is acknowledged that visitors to the Pilates Studio and Wellness Centre may undertake multipurpose trips, such as visiting the café within the proposed development. Furthermore, it is likely that visits to the Wellness Centre will naturally complement attendance at classes in the Pilates Studio. Therefore, these combined trips would not necessarily generate a unique additional car parking demand.

### The Availability of Public Transport in the Locality of the Land

As discussed in Section 2.5, the site has good access to public transport services noting that the site is within the Principal Public Transport Network (PPTN). Of particular note, Patterson Railway Station is in proximity to the subject site (a 7-minute walk) which provides access to the Frankston Line. There are also several bus routes which enable Pilates Studio and Wellness Centre staff and visitors to take public transport to/from the site.

Given the good access to sustainable transport options, café staff are able to travel to and from the site without relying on the use of a private motor vehicle which will reduce the demand for car parking.

**The Convenience of Pedestrian and Cyclist Access to the Land**

Pedestrian footpaths are provided along the majority of the roads in the vicinity of the site and are generally in good condition, providing convenient access to public transport services and the surrounding residential area.

There is a generous level of end of trip facilities that will be provided on-site in convenient ground level locations for use by Pilates Studio and Wellness Centre staff and visitors who choose to cycle to the development.

The site has good access to the surrounding bicycle network, with an off-road shared path along Nepean Highway and a number of on-road bicycle lanes in the vicinity of the site, including along Brewer Road, South Road, Thomas Road and East Boundary Road.

These facilities provide a viable means of alternative active transport that is anticipated to reduce future reliance on private motor vehicles for employees and patrons.

**The Provision of Bicycle Parking and End of Trip Facilities for Cyclists in the Locality of the Land**

The development proposes to provide a total of 8 horizontal spaces across 4 floor-mounted hoops in an ‘Arc de Triomphe’ hoops, for use by employees of the development, within the secure ground level bicycle storage room.

In addition, locker facilities and a combined shower and change room are provided for use by employees, accessed via the ground level bicycle storage room.

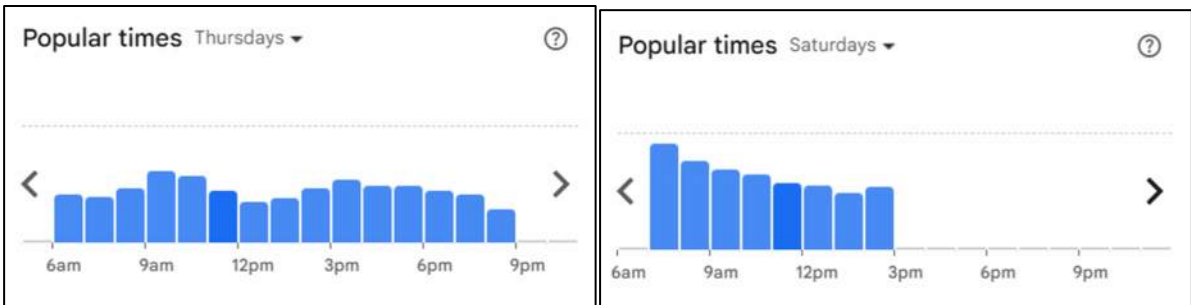
These generous facilities, with convenient ground floor access, will encourage Pilates Studio and Wellness Centre staff to cycle to/from the site.

**Pilates Studio and Wellness Centre Empirical Demand**

**PILATES STUDIO**

It is understood that the Pilates Studio will operate with a maximum of 1 staff member and 15 patrons. On the basis of the temporal profiles of Pilates studios in the surrounding area, the maximum of both temporal parking profiles was taken to extrapolate the expected parking demand for the proposed Pilates Studio. The temporal profiles of two Pilates Studios are shown below:

**KX Pilates - Bentleigh**



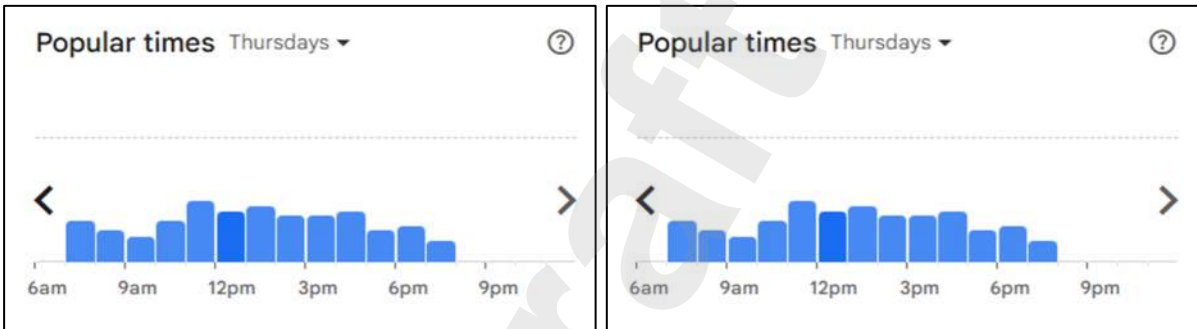
Unified Exercise Clinic - 258 Jasper Rd, McKinnon VIC 3204



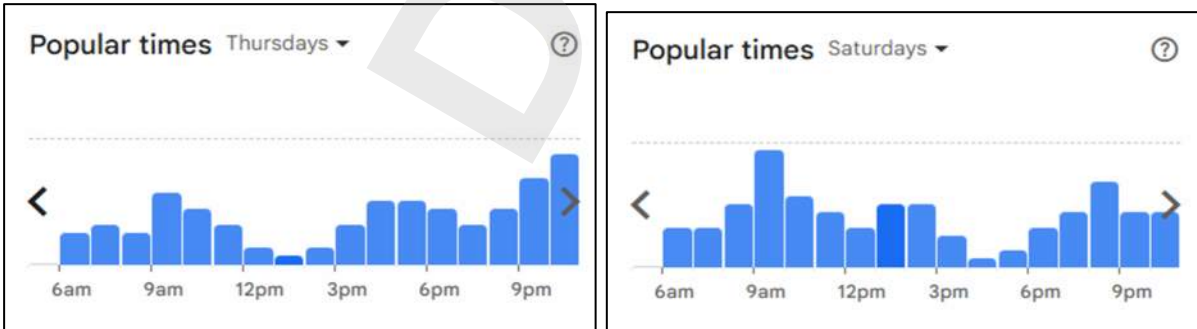
WELLNESS CENTRE

It is understood that the Wellness Centre will operate with a maximum of 1 staff member and 12 patrons. On the basis of the temporal profiles of Wellness Centres in the surrounding area, the maximum of both temporal parking profiles was taken to extrapolate the expected parking demand for the proposed Wellness Centre. The temporal profiles of two Wellness Centres are shown below:

Recovery Lab Hampton



Manakai Wellness Centre, Cheltenham



SUMMARY

Based on the above temporal profiles, the individual and combined peak parking demand is summarised in Table 4.3 below, noting that the maximum of each case was taken for a conservative assessment.

From the temporal parking assessment, it can be seen that the combined peak parking demand occurs on weekdays at 9:00 am with a car parking demand of 17 spaces. Given that staff require 2 out of the 5 allocated spaces, there will be an overflow demand of 14 spaces to be accommodated via the surrounding on-street parking.



On the other hand, it is acknowledged that the childcare will be closed on weekends. As such, a supply of the 5 allocated spaces plus an additional 26 spaces from the childcare will be available to readily accommodate the peak weekend demand of 23 spaces at all times.

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Table 4.3: Temporal Parking Profile

| Pilates Studio          | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM |
|-------------------------|---------|---------|---------|---------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Total Peak Weekday      | 6       | 6       | 7       | 10      | 9        | 7        | 5        | 6       | 7       | 8       | 8       | 9       | 8       | 6       | 4       | 0       |
| Total Peak Weekend      | -       | 15      | 12      | 11      | 10       | 9        | 9        | 8       | 8       | 0       | 0       | 0       | -       | -       | -       | -       |
| Wellness Centre         | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM |
| Total Peak Weekday      | 3       | 4       | 3       | 7       | 6        | 6        | 5        | 6       | 5       | 5       | 6       | 6       | 6       | 4       | 6       | 9       |
| Total Peak Weekend      | -       | 4       | 6       | 12      | 7        | 6        | 5        | 6       | 8       | 8       | 1       | 2       | -       | -       | -       | -       |
| Combined Parking Demand | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM |
| Total Peak Weekday      | 10      | 10      | 10      | 17      | 15       | 13       | 11       | 11      | 12      | 13      | 14      | 15      | 13      | 10      | 10      | 9       |
| Total Peak Weekend      | -       | 19      | 18      | 23      | 17       | 15       | 14       | 14      | 16      | 8       | 1       | 2       | -       | -       | -       | -       |

### 4.3. Allowing Fewer Spaces to be Provided

Clause 52.06-6 sets out the factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided than the assessed parking demand. Some of the relevant factors are:

- The Car Parking Demand Assessment;
- The Availability of Alternative Car Parking in the Locality of the Land;
- Any Relevant Local Planning Policy or Incorporated Plan; and
- Any other relevant consideration.

Those factors directly relevant to this assessment are discussed in more detail below:

#### Availability of Car Parking

The results of the previously undertaken car parking surveys are outlined in Section 2.3, show that the surrounding on-street public car parking demand is relatively low with at least 278 spaces and 296 spaces at any given time during the Thursday and Saturday surveys respectively, within the full survey area. Within the reduced survey area (only including Bendigo Avenue and Brewer Road), there were a minimum of 28 spaces and 52 spaces during the Thursday and Saturday surveys.

As such, the overflow demand of 14 spaces from the Pilates Studio and Wellness Centre can be accommodated for within the surrounding on-street parking. It is acknowledged that reliance on on-street parking will only be limited to weekdays. On weekends, the 26 spaces allocated to the childcare will be available to accommodate for all car parking demands generated by the Pilates Studio and Wellness Centre.

#### Access to Provision of Alternative Transport Modes

The site has good access to a range of public transport services, with train and bus services operating within convenient proximity to the site. These facilities are detailed in Section 2.4. Additionally, the site has good access to the nearby bicycle and pedestrian network.

Given the site's access to sustainable transport options, some Pilates Studio and Wellness Centre staff and visitors are expected to be able to travel to and from the site without relying on the use of a private motor vehicle.

#### Any Relevant Local Planning Policy or Incorporated Plan

##### PLAN MELBOURNE

Plan Melbourne provides a strategic plan for the development of Greater Melbourne up until the year 2050.

Plan Melbourne's vision is guided by nine principles, with Principle 5 of Plan Melbourne listed as "Living Locally – 20-minute neighbourhoods"

As outlined with Plan Melbourne, the 20-minute neighbourhood is all about 'living locally'—giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.

The document prepared by the Victoria State Government as part of Plan Melbourne '20 Minute Neighbourhoods – Creating a more liveable Melbourne' specifies a walkable catchment radius of 800m associated with a 20-minute walkable journey, said to be the maximum time people are willing to walk to meet their daily needs locally.

As such, the proposal seeks to align with the objectives of Plan Melbourne by accommodating staff to travel to and from the site via sustainable travel modes.

## GLEN EIRA INTEGRATED TRANSPORT STRATEGY

The Glen Eira Integrated Transport Strategy 2018-2031 was developed by Glen Eira City Council and provides a strategic direction to guide future structure plans and policies.

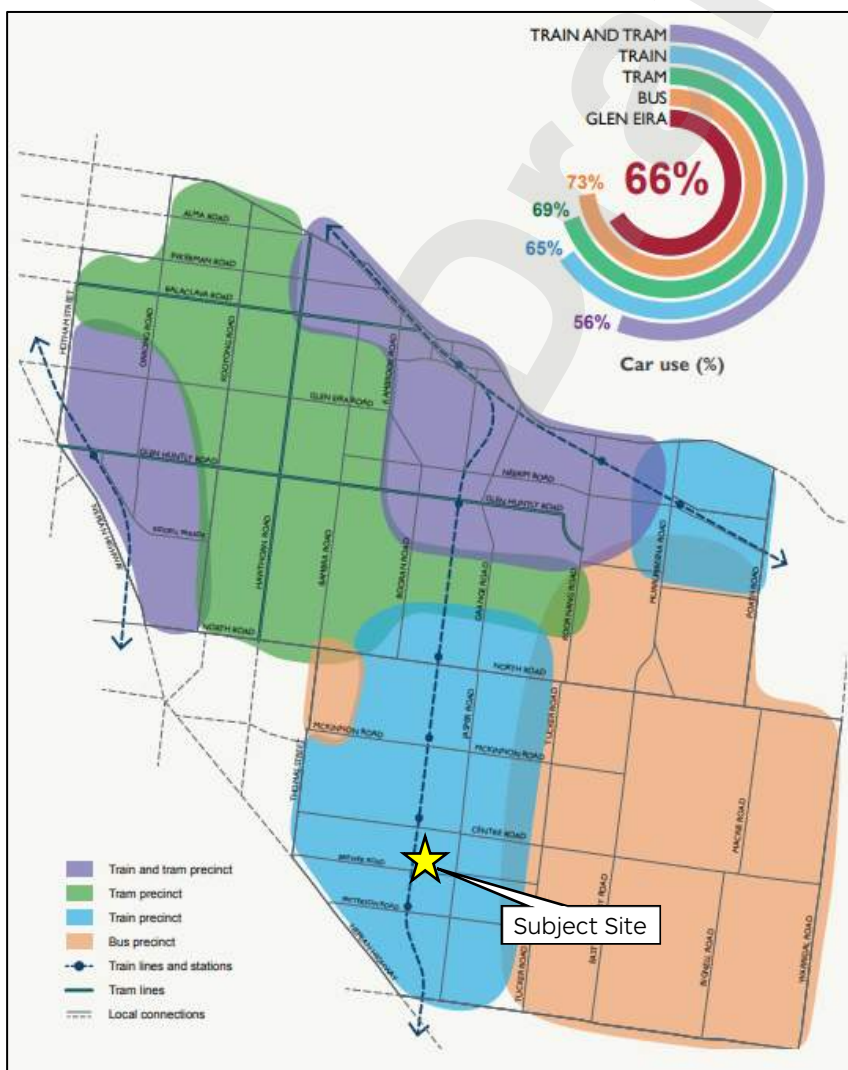
Glen Eira City Council's goal is to strive for a 50:50 mode share of car and non-car trips by 2031. The Integrated Transport Strategy 2018-2031 states that they will achieve this goal by:

*“Increase walking, cycling and public transport trips and Increase efficiency on key driving routes”*

The Integrated Transport Strategy 2018-2031 defines precincts within the City of Glen Eira by their access to different forms of public transport.

The subject site is located within a “train precinct”, as displayed in Figure 4.1.

Figure 4.1: Transport Access with the City of Glen Eira



#### 4.4. Appropriateness of the Proposed Car Parking Supply

The amended proposal involves changing the use on ground floor from the previously approved medical centre to a Pilates Studio and Wellness Centre. The car parking provision for the remaining medical centre, café and childcare centre remain in accordance with the previously approved development and therefore, is considered to be appropriate. The remaining 5 spaces have been provided to the Pilates Studio and Wellness Centre.

The level of parking provision for the Pilates Studio and Wellness Centre is considered adequate for the following reasons:

- It is acknowledged that visitors to the Pilates Studio and Wellness Centre may undertake multipurpose trips, such as visiting the café within the proposed development. Additionally, it is likely that visits to the Wellness Centre will naturally complement attendance at classes in the Pilates Studio. Therefore, these combined trips would not necessarily generate a unique additional car parking demand.
- The temporal parking assessment reveals that the Pilates Studio and Wellness Centre will generate a combined parking demand of 17 spaces on weekdays and 23 spaces on weekends.
  - Noting a demand of 2 staff spaces, it is acknowledged that the remaining 3 on-site spaces falls short of the peak of 17 spaces on weekdays. As such, reliance on surrounding on-street parking is sought for a demand of up to 14 spaces on weekdays
  - Given the childcare will be closed on weekends, the 26 spaces allocated to the childcare will be able to accommodate for the peak demand of 23 spaces generated by the Pilates Studio and Wellness Centre
- On-street parking demand near the site was observed to be low, with at least 278 spaces available during the Thursday survey and 296 during the Saturday survey within the full survey area. Within the reduced survey area, a minimum of 28 spaces on Thursday and 52 spaces on Saturday were available at any given time. Notably, any overflow demand generated by the Pilates Studio and Wellness Centre can be comfortably accommodated by the surrounding on-street parking.
- The site is well serviced by a variety of public transport, with train and bus services all provided within convenient walking distance of the site. The variety of services provides a viable means of alternate transport modes for café staff to travel to/from the site.
- The provision of a high quantity, easily accessible bicycle parking at ground level, together with end of trip facilities will support staff to cycle to the site.
- A good level of pedestrian and cycling connectivity will encourage and facilitate an increase in walking, cycling and public transport modes to and from the site.
- The proposal seeks to align with the objectives of Plan Melbourne, and Glen Eira Integrated Transport Strategy by accommodating staff to travel to and from the site via sustainable travel modes.

Based on the above factors, the proposed provision of car parking is considered appropriate and satisfactory.



## 5. Bicycle Parking Assessment

Pilates Studio and Wellness Centre is not a listed use in Table 1 of Clause 52.34; therefore, there is no specific bicycle parking requirement for the conversion of a medical centre to Pilates Studio and Wellness Centre. Notwithstanding, the needs of Pilates Studio and Wellness Centre staff and visitors who choose to cycle have been accommodated through the generous bicycle facilities already provided on-site.

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# 6. Traffic Assessment

## 6.1. Traffic Generation – Pilates Studio and Wellness Centre

Based on a first principle's assessment, it is likely that the traffic generation will correlate with the temporal parking assessment as per Table 4.3. As such, noting that typical Pilates classes and Wellness Centre sessions run between 45 minutes to 1 hour, the arrivals and departures will occur every hour when respective classes and sessions begin and end with a tolerance of 15 minutes on either side.

From the temporal parking assessment, the peak patron numbers are 17 on weekdays and 23 on weekends. As such, the traffic generation would conservatively be doubled with a peak of 34 vehicles on weekdays and 46 vehicles on weekends, associated with arrivals and departures occurring within the hour.

## 6.2. Traffic Impact

The traffic generation values mentioned above are regarded as a minimal increase in traffic volumes compared to the traffic already generated by the previously approved medical centre on the ground floor.

Accordingly, it is expected that there will be a capacity within the surrounding road network to accommodate the minor increase in traffic generation associated with the proposed change of use from a medical centre to a Pilates Studio and Wellness Centre.

# 7. Conclusion

The application seeks to amend the existing Planning Permit (GE/DP-33820/2020) via a S87A amendment to change the use of the approved medical centre ('Allied Health') use on ground level to a Pilates Studio and Wellness Centre.

Based on the foregoing assessment, the following conclusions are drawn:

- All land use floor areas, car parking design elements, access arrangements, loading arrangements and waste collection arrangements are to remain the same as the approved development.
- The car parking provision and allocation for the café and childcare is to remain the same as the approved development. The car parking provision and allocation medical centre will adopt the previously approved rate of 1.80 spaces per 100sqm.
- The car parking requirement under Clause 52.06 of the Glen Eira Planning Scheme for a Pilates Studio and Wellness Centre is provided to the satisfaction of Council. Based on the preceding assessment, the provision of 5 spaces for the Pilates Studio and Wellness Centre is appropriate for the following reasons:
  - It is acknowledged that visitors to the Pilates Studio and Wellness Centre may undertake multipurpose trips, such as visiting the café within the proposed development. Additionally, it is likely that visits to the Wellness Centre will naturally complement attendance at classes in the Pilates Studio. Therefore, these combined trips would not necessarily generate a unique additional car parking demand.
  - The temporal parking assessment reveals that the Pilates Studio and Wellness Centre will generate a combined parking demand of 17 spaces on weekdays and 23 spaces on weekends.
    - Noting a demand of 2 staff spaces, it is acknowledged that the remaining 3 on-site spaces fall short of the peak of 17 spaces on weekdays. As such, reliance on surrounding on-street parking is sought for a demand of up to 14 spaces on weekdays
    - Given the childcare will be closed on weekends, the 26 spaces allocated to the childcare will be able to accommodate for the peak demand of 23 spaces generated by the Pilates Studio and Wellness Centre
  - On-street parking demand near the site was observed to be low, with at least 278 spaces available during the Thursday survey and 296 during the Saturday survey within the full survey area. Within the reduced survey area, a minimum of 28 spaces on Thursday and 52 spaces on Saturday were available at any given time. Notably, any overflow demand generated by the Pilates Studio and Wellness Centre can be comfortably accommodated by the surrounding on-street parking.
  - The site is well serviced by a variety of public transport, with train and bus services all provided within convenient walking distance of the site. The variety of services

provides a viable means of alternate transport modes for café staff to travel to/from the site.

- The provision of a high quantity, easily accessible bicycle parking at ground level, together with end of trip facilities will support staff to cycle to the site.
  - A good level of pedestrian and cycling connectivity will encourage and facilitate an increase in walking, cycling and public transport modes to and from the site.
  - The proposal seeks to align with the objectives of Plan Melbourne, and Glen Eira Integrated Transport Strategy by accommodating staff to travel to and from the site via sustainable travel modes.
- The site is expected to have a maximum of 34 vehicles on weekdays peak hour and 46 vehicles on weekends peak hour based on a First Principles assessment and it is expected that this additional level of traffic can be comfortably accommodated by the surrounding road network above the traffic levels generated by the approved development

On the basis of the assessment within this report, the development proposal is considered to be acceptable from a transport engineering perspective.

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# Appendix A Parking Surveys

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Parking 99 Brewer Road, Bentleigh



|           |                           |
|-----------|---------------------------|
| Date:     | Thursday, 10 June 2021    |
| Location: | 99 Brewer Road, Bentleigh |
| GPS:      | 37°52'05N, 145°03'03E     |
| Weather:  | Partly                    |
| Customer: | Ratio                     |

| Public Parking (1st) | Map Ref | Street      | Section                  | Side | Restriction  | Clear Way | Capacity | Parking Occupancy |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |       |  |
|----------------------|---------|-------------|--------------------------|------|--|-----------|----------|-------------------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
|                      |         |             |                          |      |  |           |          | 5:00              | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 |  |
| 1                    |         | Maxho St    | Brewer Rd to Unit 23     | W    | 2P 7am-12noon, 12noon-11pm   |           | 19       | 11                | 11   | 11   | 10   | 9    | 10    | 10    | 10    | 8     | 7     | 8     | 9     | 13    | 12    | 11    | 12    | 12    |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 17       | 9                 | 9    | 9    | 11   | 12   | 10    | 11    | 9     | 10    | 12    | 8     | 9     | 11    | 11    | 10    | 10    | 10    |  |
| 0                    |         | Park Cres   | Brewer Rd to Unit 11     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 12       | 1                 | 2    | 2    | 3    | 3    | 1     | 3     | 1     | 1     | 1     | 2     | 3     | 1     | 1     | 1     | 1     | 2     |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 13       | 3                 | 5    | 3    | 4    | 3    | 3     | 6     | 4     | 6     | 6     | 6     | 5     | 4     | 5     | 3     | 6     | 4     |  |
| 1                    |         | Loranne St  | Brewer Rd to Unit 21     | W    | Unrestricted   |           | 22       | 5                 | 5    | 6    | 6    | 7    | 5     | 5     | 6     | 7     | 7     | 8     | 6     | 9     | 8     | 9     | 7     | 7     |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 22       | 3                 | 4    | 5    | 4    | 5    | 7     | 8     | 10    | 9     | 9     | 10    | 6     | 6     | 5     | 5     | 5     | 5     |  |
| 1                    |         | Philip St   | Brewer St to Unit 22     | W    | Unrestricted   |           | 12       | 0                 | 2    | 1    | 0    | 2    | 1     | 1     | 0     | 0     | 2     | 2     | 1     | 2     | 0     | 2     | 2     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-1pm Sat  |           | 16       | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 21       | 2                 | 2    | 2    | 1    | 3    | 4     | 4     | 4     | 2     | 1     | 4     | 2     | 3     | 4     | 4     | 4     | 2     |  |
| 0                    |         | Burgess St  | Brewer Rd to Unit 27     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 19       | 9                 | 7    | 7    | 6    | 4    | 4     | 5     | 6     | 6     | 6     | 8     | 9     | 7     | 8     | 11    | 9     | 10    |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 32       | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         | North Ave   | Brewer Rd to Unit 65     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 4        | 3                 | 4    | 4    | 2    | 2    | 4     | 3     | 4     | 3     | 2     | 4     | 3     | 2     | 4     | 3     | 4     | 2     |  |
| 0                    |         |             |                          |      | No Stopping  |           | 5        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 17       | 1                 | 2    | 2    | 1    | 1    | 2     | 3     | 3     | 1     | 1     | 2     | 3     | 2     | 3     | 3     | 2     | 3     |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 30       | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         | Bendigo Ave | Brewer Rd to Unit 67     | W    | No Stopping  |           | 3        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 21       | 5                 | 5    | 7    | 10   | 11   | 13    | 15    | 11    | 14    | 12    | 9     | 9     | 8     | 9     | 5     | 4     | 4     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 24       | 4                 | 5    | 8    | 12   | 15   | 16    | 16    | 13    | 16    | 14    | 13    | 12    | 10    | 8     | 7     | 5     | 3     |  |
| 1                    |         |             | Brewer Rd to Unit 21     | W    | Unrestricted   |           | 15       | 6                 | 6    | 7    | 12   | 13   | 12    | 13    | 9     | 7     | 5     | 5     | 4     | 4     | 2     | 3     | 3     | 3     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 6        | 0                 | 0    | 0    | 2    | 3    | 2     | 4     | 1     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 20       | 3                 | 3    | 4    | 7    | 13   | 15    | 13    | 14    | 13    | 12    | 9     | 9     | 7     | 3     | 3     | 5     | 4     |  |
| 0                    |         | Daley St    | Brewer Rd to Unit 69     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 26       | 6                 | 6    | 7    | 8    | 6    | 10    | 10    | 8     | 10    | 9     | 10    | 10    | 7     | 10    | 10    | 7     | 7     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 17       | 7                 | 7    | 9    | 9    | 10   | 7     | 5     | 6     | 6     | 7     | 8     | 8     | 9     | 10    | 9     | 7     | 7     |  |
| 1                    |         |             | Brewer Rd to Unit 29     | W    | Unrestricted   |           | 19       | 6                 | 6    | 6    | 6    | 4    | 4     | 4     | 4     | 3     | 3     | 3     | 3     | 6     | 5     | 4     | 4     | 4     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 20       | 5                 | 5    | 5    | 5    | 6    | 7     | 6     | 4     | 3     | 3     | 3     | 3     | 5     | 5     | 6     | 5     | 5     |  |
| 0                    |         | Mitchell St | Brewer Rd to Unit 75     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 20       | 2                 | 2    | 2    | 2    | 2    | 4     | 9     | 9     | 10    | 8     | 9     | 8     | 8     | 9     | 8     | 8     | 9     |  |
| 0                    |         |             |                          | E    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 7am-12noon, 12noon-11pm   |           | 15       | 2                 | 2    | 2    | 2    | 1    | 0     | 4     | 3     | 4     | 1     | 0     | 1     | 1     | 2     | 2     | 2     | 2     |  |
| 1                    |         |             |                          |      | Blue Zone 7:30am-10:30am, 3:30pm-6pm Mon-Fri, 2P 10:30am-3:30pm, 6-11pm Mon-Fri, 7am-12noon, 12noon-11pm Sat&Sun |           | 2        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | 2P 7am-12noon, 12noon-11pm   |           | 2        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             | Brewer Rd to Unit 32     | W    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 19       | 5                 | 6    | 6    | 9    | 9    | 10    | 7     | 5     | 10    | 6     | 11    | 11    | 8     | 10    | 8     | 7     | 5     |  |
| 1                    |         |             |                          | E    | Unrestricted   |           | 19       | 3                 | 3    | 3    | 4    | 5    | 5     | 6     | 5     | 4     | 5     | 4     | 5     | 3     | 4     | 5     | 3     | 3     |  |
| 0                    |         | Brewer Rd   | Mitchell St to Daley St  | N    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 7        | 3                 | 3    | 3    | 3    | 4    | 4     | 4     | 4     | 4     | 3     | 3     | 3     | 3     | 4     | 3     | 3     | 3     |  |
| 0                    |         |             |                          |      | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             |                          | S    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 7        | 2                 | 2    | 2    | 2    | 2    | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 3     | 3     | 2     | 3     |       |  |
| 0                    |         |             |                          |      | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             | Daley St to Bendigo Ave  | N    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 6        | 1                 | 1    | 4    | 4    | 4    | 4     | 4     | 4     | 4     | 4     | 4     | 2     | 1     | 1     | 1     | 1     | 1     |  |
| 0                    |         |             |                          |      | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             |                          | S    | No Stopping  |           | 5        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             | Burgess St to Loranne St | N    | No Stopping  |           | 5        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             |                          | S    | No Stopping  |           | 5        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             | Burgess St to Loranne St | N    | No Stopping  |           | 5        | 1                 | 1    | 1    | 1    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     |  |
| 0                    |         |             |                          | S    | No Stopping  |           | 5        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 0                    |         |             | Loranne St to Park Cres  | N    | No Stopping  |           | 1        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          |      | Unrestricted   |           | 5        | 0                 | 0    | 0    | 0    | 0    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     |  |
| 1                    |         |             |                          | S    | Unrestricted   |           | 3        | 0                 | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |  |
| PUBLIC CAPACITY      |         |             |                          |      |  |           |          | 463               | 463  | 463  | 463  | 463  | 463   | 463   | 463   | 463   | 463   | 463   | 463   | 463   | 463   | 463   | 463   | 463   |  |
| PUBLIC OCCUPANCIES   |         |             |                          |      |  |           |          | 108               | 116  | 129  | 147  | 161  | 170   | 185   | 167   | 166   | 164   | 168   | 146   | 146   | 148   | 139   | 130   | 121   |  |
| PUBLIC VACANCIES     |         |             |                          |      |  |           |          | 355               | 347  | 334  | 316  | 302  | 293   | 278   | 296   | 297   | 309   | 305   | 317   | 317   | 315   | 324   | 333   | 342   |  |
| PUBLIC % OCCUPANCIES |         |             |                          |      |  |           |          | 23%               | 25%  | 28%  | 32%  | 35%  | 37%   | 40%   | 36%   | 36%   | 33%   | 34%   | 32%   | 32%   | 32%   | 30%   | 28%   | 26%   |  |



### Parking Occupancy Survey

|           |                           |
|-----------|---------------------------|
| Date:     | Saturday, 21 June 2023    |
| Location: | 99 Brewer Road, Bentleigh |
| GPS:      | 37°52'05N, 145°03'03E     |
| Weather:  | Partly                    |
| Customer: | Ratio                     |

| Public Parking (146) | Map Ref | Street      | Section                   | Side | Restriction  | Clear Way | Capacity | Parking Occupancy |      |       |       |       |       |       |       |       |
|----------------------|---------|-------------|---------------------------|------|--|-----------|----------|-------------------|------|-------|-------|-------|-------|-------|-------|-------|
|                      |         |             |                           |      |  |           |          | 8:00              | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 |
| 1                    |         | Marho St    | Brewer Rd to Unit 23      | W    | 2P 7am-12noon, 12noon-11pm   |           | 19       | 12                | 14   | 10    | 10    | 11    | 15    | 13    | 14    | 14    |
| 0                    |         |             |                           | E    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 17       | 11                | 12   | 13    | 12    | 11    | 13    | 12    | 11    | 13    |
| 0                    |         | Park Cres   | Brewer Rd to Unit 11      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 12       | 1                 | 0    | 1     | 2     | 3     | 2     | 2     | 2     | 2     |
| 0                    |         |             |                           | E    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 13       | 3                 | 4    | 3     | 4     | 6     | 5     | 5     | 5     | 4     |
| 1                    |         | Loranne St  | Brewer Rd to Unit 21      | W    | Unrestricted   |           | 22       | 6                 | 7    | 6     | 7     | 8     | 9     | 8     | 9     | 9     |
| 0                    |         |             |                           | E    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 22       | 2                 | 3    | 1     | 5     | 9     | 8     | 7     | 8     | 9     |
| 1                    |         | Philip St   | Brewer St to Unit 22      | W    | Unrestricted   |           | 12       | 0                 | 0    | 0     | 0     | 0     | 0     | 1     | 1     | 1     |
| 1                    |         |             |                           |      | 2P 8am-6pm Mon-Fri, 8am-1pm Sat  |           | 10       | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           | E    | Unrestricted   |           | 21       | 3                 | 2    | 2     | 4     | 5     | 4     | 2     | 1     | 3     |
| 0                    |         | Burgess St  | Brewer Rd to Unit 27      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 8am-6pm Mon-Fri, 8am-12noon Sat   |           | 19       | 9                 | 9    | 10    | 15    | 13    | 13    | 13    | 11    | 13    |
| 0                    |         |             |                           | E    | No Stopping  |           | 32       | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         | North Ave   | Brewer Rd to Unit 65      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 4        | 3                 | 4    | 3     | 3     | 4     | 4     | 4     | 4     | 4     |
| 0                    |         |             |                           |      | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 8am-5pm Mon-Fri, 8am-12noon Sat   |           | 17       | 1                 | 1    | 2     | 3     | 2     | 1     | 2     | 2     | 2     |
| 0                    |         |             |                           | E    | No Stopping  |           | 30       | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         | Bendigo Ave | Brewer Rd to Unit 67      | W    | No Stopping  |           | 3        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 8am-5pm Mon-Fri, 8am-12noon Sat   |           | 21       | 12                | 11   | 13    | 13    | 15    | 14    | 11    | 11    | 10    |
| 1                    |         |             |                           | E    | Unrestricted   |           | 24       | 14                | 11   | 14    | 15    | 17    | 15    | 13    | 12    | 8     |
| 1                    |         |             | Brewer Rd to Unit 21      | W    | Unrestricted   |           | 15       | 7                 | 8    | 6     | 7     | 5     | 5     | 6     | 6     | 6     |
| 1                    |         |             |                           |      | 2P 8am-5pm Mon-Fri, 8am-12noon Sat   |           | 6        | 1                 | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 1     |
| 1                    |         |             |                           | E    | Unrestricted   |           | 20       | 7                 | 5    | 5     | 5     | 5     | 5     | 5     | 3     | 3     |
| 0                    |         | Daley St    | Brewer Rd to Unit 69      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 8am-5pm Mon-Fri, 8am-12noon Sat   |           | 26       | 4                 | 4    | 4     | 4     | 4     | 5     | 4     | 4     | 5     |
| 1                    |         |             |                           | E    | Unrestricted   |           | 17       | 1                 | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| 1                    |         |             | Brewer Rd to Unit 29      | W    | Unrestricted   |           | 19       | 5                 | 8    | 10    | 8     | 9     | 7     | 8     | 10    | 6     |
| 1                    |         |             |                           | E    | Unrestricted   |           | 20       | 6                 | 7    | 8     | 8     | 10    | 8     | 10    | 8     | 9     |
| 0                    |         | Mitchell St | Brewer Rd to Unit 75      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 20       | 7                 | 7    | 5     | 5     | 7     | 5     | 6     | 6     | 6     |
| 0                    |         |             |                           | E    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 7am-12noon, 12noon-11pm   |           | 15       | 1                 | 0    | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| 1                    |         |             |                           |      | Blue Zone 7:30am-10:30am, 3:30pm-6pm Mon-Fri, 2P 10:30am-3:30pm, 6-11pm Mon-Fri, 7am-12noon, 12noon-11pm Sat&Sun |           | 2        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | 2P 7am-12noon, 12noon-11pm   |           | 2        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Brewer Rd to Unit 32      | W    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 19       | 8                 | 8    | 9     | 10    | 10    | 10    | 10    | 11    | 11    |
| 1                    |         |             |                           | E    | Unrestricted   |           | 19       | 2                 | 2    | 2     | 2     | 3     | 2     | 2     | 1     | 1     |
| 0                    |         | Brewer Rd   | Mitchell St to Daley St   | N    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 7        | 3                 | 3    | 3     | 3     | 3     | 3     | 3     | 3     | 3     |
| 0                    |         |             |                           |      | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             |                           | S    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 7        | 3                 | 3    | 0     | 2     | 2     | 2     | 2     | 1     | 3     |
| 0                    |         |             |                           |      | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Daley St to Bendigo Ave   | N    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 6        | 1                 | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| 0                    |         |             |                           |      | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             |                           | S    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 4        | 1                 | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 0     |
| 0                    |         |             |                           |      | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Bendigo Ave to Burgess St | N    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             |                           | S    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Burgess St to Loranne St  | N    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             |                           | S    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Burgess St to Loranne St  | N    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             |                           | S    | No Stopping  |           | 5        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 0                    |         |             | Loranne St to Park Cres   | N    | No Stopping  |           | 1        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 1                    |         |             |                           |      | Unrestricted   |           | 5        | 0                 | 0    | 1     | 1     | 1     | 0     | 1     | 1     | 0     |
| 1                    |         |             |                           | S    | Unrestricted   |           | 3        | 0                 | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| PUBLIC CAPACITY      |         |             |                           |      |  |           |          | 463               | 463  | 463   | 463   | 463   | 463   | 463   | 463   | 463   |
| PUBLIC OCCUPANCIES   |         |             |                           |      |  |           |          | 134               | 136  | 135   | 152   | 167   | 159   | 154   | 149   | 149   |
| PUBLIC VACANCIES     |         |             |                           |      |  |           |          | 329               | 327  | 328   | 311   | 296   | 304   | 309   | 314   | 314   |
| PUBLIC % OCCUPANCIES |         |             |                           |      |  |           |          | 29%               | 29%  | 29%   | 33%   | 36%   | 34%   | 33%   | 32%   | 32%   |

not available for public parking

