CITY OF MARIBYRNONG

ADVERTISED PLAN

2FORM CONSULTING

Town Planning Submission

65 Alexander Street SEDDON

- Maribyrnong Planning Scheme -

Contents

1	Introduction	1
	1.1 Overview	1
	1.2 Development Summary	1
2	Subject Site	2
3	Site Context and Locality	3
4	The Proposal	4
5	Planning Policy	5
	5.1 State Planning Policy Framework	5
	5.2 Local Planning Policy Framework	7
6	Zoning and Overlay Controls	9
	6.1 Zone	9
	6.2 Overlays	9
7	Particular and General Provisions	9
8	Planning Considerations	11
	8.1 Clause 55 (ResCode)	11
9	Conclusion	12
Apr	pendix A – Assessment against Clause 55 (Rescode)	13

1 Introduction

1.1 Overview

Planning permission is sought to construct 2 Townhouses on land at 65 Alexander Street, Seddon 3011.

The site is within a General Residential Zone – Schedule 1 pursuant to provisions of the Maribyrnong Planning Scheme and it is covered by heritage overlay.

Pursuant to Clause 32.09-3 of the General Residential Zone Schedule 1, a permit is required to construct two or more dwellings on a lot.

This report provides an assessment of the proposal against the relevant provisions of the Maribyrnong Planning Scheme.

1.2 Development Summary

As part of the assessment, the following development summary has been prepared:

Site Area	291m² approx.	
Number of Dwellings	2	
Townhouses	Proposed Dwelling 1 (m ²)	Proposed Dwelling 2 (m ²)
Total residential area	168	170.45
Total porch	0.65	0.59
Proposed Private Open Space	53.24	51.26
Proposed car spaces	1	1
Site Coverage (%)	33.97	34.63
Permeable ground	105.10 m ²	
Permeable ground %	36.11 %	
Total site coverage	68.60 %	

2 Subject Site

The subject site is located on the Southwestern side of Alexander Street. The site is within a residential area of Yarraville. The site is described as Lot 50 LP1166.

The site is rectangular with an East-West orientation. It has frontages facing Alexander Street of approximately 9.9 metres, facing Scott Street of 10.16 metres, and a depth of 28.85 metres. The overall site area is approximately 289.94 square metres.



Figure 1 - Cadastral Map

The land is approximately flat. It has minor increase towards Northeast side of the site of approximately 50mm and contains no significant vegetation to be removed.

The site has an existing single storey brick house that will be demolished. The length and width of the site allows for 2 Townhouses and garage at the rear to be situated on the existing site.

The land is not covered by any overlay. The streetscape character of the dwellings adjoining and opposite the site is a combination of single & double storey brick veneer, rendered or weatherboard with tiled roofs or steel sheet roofing.

The site is serviced by one crossover on Alexander Street.

2

3 Site Context and Locality

The subject site is within close proximity approx.185m to the nearest bus stop (Buckley Street), 230m to Bristol Reserve, 415m to West Footscray Train Station, 600m to Bunnings Warehouse, 600m to The Potters house Christian Church, 600m to Footscray Shopping Strip, 600m to Seddon Village Shopping Strip, 750m to Whitten Oval, and approx. 6.0km to Melbourne CBD.

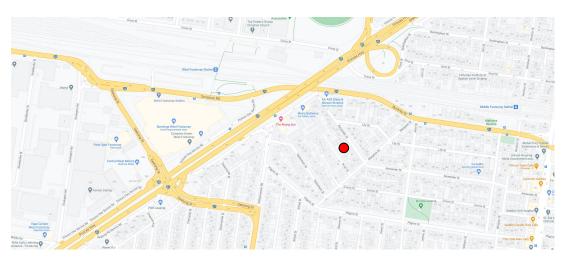


Figure 2 - Location Map

Alexander and Scott Street comprise residential street that carries a dual lane of traffic in opposite directions. Public footpaths and nature strips extend along Alexander Street. Public footpaths and nature strips available on one side along Scott Street. Unrestricted kerbside parking is available on Alexander and Scott Street.

The subject site is located within the Inner Urban 1 precinct of the Maribyrnong Neighbourhood Character Guidelines. It has smaller streets, more intimate feel with narrow widths, no nature strips, small lots and limited front and site setback. There is diverse housing styles with some contemporary scattered throughout with consistency setback and low scale nature.

In relation to the site's immediate context, the abutting property to the Southeast (63 Alexander Street) is a Single storey weatherboard dwelling. It has front setback of 2.78m towards Alexander Street and has shed extend along the private open space to the rear boundary. The closest side setback to the common boundary is 1.4m. There is a few habitable windows relative to the proposed work.

In relation to the site's immediate context, the abutting property to the Northwest (67 Alexander Street) is a Single storey weatherboard dwelling. It has front setback of 2.92m towards Alexander Street. The closest side setback to the common boundary is 0.285m. There is a few habitable window relative to the proposed work.

4 The Proposal

Planning permission is sought to construct 2 Townhouses on the land at 65 Alexander Street, Seddon.

The proposed dwellings will be arranged side by side, with Unit 1 and 2 facing to the frontage of Alexander Street with a setback consistent with the existing dwelling stock.

A development summary is provided below:

	Scale of Development	Number of bedrooms	Car Parking Provisions	SPOS Provisions
Proposed U 1	Double Storey	3	1(carspace)	29.44m²
Proposed U 2	Double Storey	3	1 (carspace)	29.44m²

Secluded private open space will be located to the Southwest side of the Dwellings.

All dwellings will have a maximum average height above ground level of approximately 7.18 metres, with internal heights of 2.70 meters for the ground floor and 2.55 meters for the upper floor. Site coverage of 68.60% is proposed with permeable surfaces to cover 36.11% of the site.

The proposed Units consist of the following design elements:

- Proposed dwellings will have spacious open living/ meals/ kitchen area on the ground floor with opening via sliding doors, allowing full opening to secluded private open space. Large opening doors will be used to create a sense of space between living, meals and private open areas.
- Proposed dwellings are provided with laundry and toilet/powder room at the ground floor level.
- Proposed dwellings are provided with oversize garage with staircase to the multipurpose room and its ensuite at the rear with Scott street interface
- Proposed dwelling first floor comprises well-ventilated bedroom with built in robe, centralised bathroom, master with built in robe and ensuite.
- Landscaping is proposed along the streetscape.
- The proposed dwelling will be provided with letterboxes to the frontage of the site.
- The proposed unit ground floor level will be constructed of brick and render
- The upper levels of the dwellings are to be finished with a mixture of lightweight cladding materials which are to be finished in complimentary colours.
- Windows will be constructed of aluminium and glazed with obscure glass where necessary, or will have a raised sill height of 1.7 metres above finished floor level or screened with obscured glass to prevent overlooking
- Externally the dwellings have been designed in a contemporary fashion and will feature mixed facade treatments including face brickwork, rendered finish, and standing seam cladding.

In general, the development proposed is considered to have been carefully conceived, having full regard to both the constraints exhibited by the site, and the neighbourhood context into which the proposal is to be incorporated.

The proposed dwellings will be contemporary in design however they have incorporated the basic design elements and selected finishes which are complimentary to the housing theme in the area. The dwellings are highly articulated and will provide a staggered and visually interesting facade to both Alexander and Scott Street frontage of the site and are to be landscaped using a mix of small trees, shrubs and garden beds that are common within the existing vegetation in the streetscape.

5 Planning Policy

5.1 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure that the objectives of planning in Victoria (as set out in the Planning and Environment Act 1987) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social, and economic factors in the interests of net community benefit and sustainable development.

Clause	Planning Policy
11	Settlement
11.02	Urban growth
11.04	Metropolitan Melbourne
12	Environmental and landscape values
12.01	Biodiversity
12.04	Significant environments and landscapes
15	Built Environment and heritage
15.01	Urban environment
15.02	Sustainable development
16	Housing
16.01	Residential development
16.02	Housing form
17	Economic development
17.01	Commercial
17.02	Industry
17.03	Tourism
18	Transport
18.01	Integrated transport
18.02	Movement networks

The objective of the above policies is to encourage development in locations with access to physical and community infrastructure while providing a range of lot sizes to allow housing for varying sized households. At the same time development should provide for, convenient and safe road network, appropriate pedestrian and cycle paths, sufficient, useable public open space and low vulnerability to fire. Residential development should be cost-effective in infrastructure provision and use, be energy efficient, incorporate water-sensitive design principles and encourage public transport use whilst maximising opportunities for increased residential densities to help consolidate urban areas.

The proposal's consistency with State policy is primarily a result of its infill scale development within an existing urban area and its careful consideration of adjoining land uses and utilisation of effective urban design principles. Overall, the proposal respects the amenity of adjoining properties given the site layout and responds to topography. The proposed dwellings will positively enhance the character of the area.

Of particular relevance to this application are the following policies:

Clause 11 Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to prevent environmental problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

Clause 15 Built Environment and Heritage

Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protects places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Creating quality-built environments supports the social, cultural, economic and environmental wellbeing of our communities, cities and towns.

Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design.

Planning should achieve high quality urban design and architecture that:

- Contributes positively to local urban character and sense of place.
- Reflects the particular characteristics, aspirations and cultural identity of the community.
- Enhances liveability, diversity, amenity and safety of the public realm.
- Promotes attractiveness of towns and cities within broader strategic contexts.
- Minimises detrimental impact on neighbouring properties.

15.01-1 Urban design

Objective: To create urban environments that is safe, functional and provide good quality environments with a sense of place and cultural identity.

15.01-5 Cultural identity and neighbourhood character

Objective: To recognise and protect cultural identity, neighbourhood character and sense of place.

15.02-1 Energy and resource efficiency

Objective: To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Clause 16 Housing

Planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Planning for housing should include providing land for affordable housing.

16.01-2 Location of Residential Development

Objective: To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.

16.01-4 Housing diversity

Objective: To provide for a range of housing types to meet increasingly diverse needs. The clause encourages the development of well-designed medium-density housing which:

- Respects the neighbourhood character.
- Improves housing choice.
- Makes better use of existing infrastructure.

Improves energy efficiency of housing.

16.01-5 Housing affordability

Objective: To deliver more affordable housing closer to jobs, transport and services.

Clause 18 Transport

18.01-1 Land use and transport planning

Objective: To create a safe and sustainable transport system by integrating land-use and transport.

5.2 Local Planning Policy Framework

The City of Maribyrnong is changing, as Melbourne's inner western suburbs become more popular and significant new residential developments occur. In the past, the defence industries and other manufacturing industries dominated the municipality, which was once Melbourne's industrial heartland. With the closure and redevelopment of many of these industrial sites and changing economic circumstances, the municipality has experienced considerable changes to its economy, pattern of land uses and population.

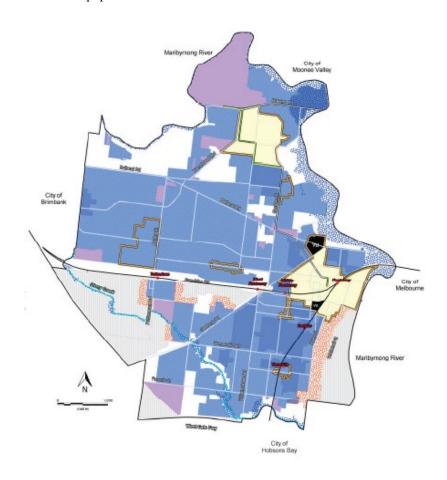


Figure 2 - Housing Framework Plan

The proposed development is within an 'Incremental change area' - residential areas without heritage significance or an identified residential character that warrants planning protection through specific overlays.

Clause 21.04-2 Housing Growth

Having regard to Clause 21.04-2 of the planning scheme with respect to population, it is stated that Maribyrnong's population is forecasted to grow to 104,000 by 2031, which provides justification in increasing residential densities on sites such as the site that is the subject of this application to construct 2 Townhouses.

Clause 21.06-1 Urban Design

Objective 3 states 'to encourage well designed residential development'- The proposed dwellings are contemporary and innovative with respect to the existing street character whilst maintaining high quality design characteristics.

Clause 21.07-1 Residential Capacity and Location

Objective 1–'To provide significant opportunities for new residential development in substantial change'

'Encourage residential development in substantial change areas to predominantly comprise medium and higher density housing in the form of townhouses; units; apartments; and shop-top dwellings'-The proposed development is consistent with this strategy.

'Encourage a range of dwelling types and sizes, including affordable housing, to be provided in larger developments' – The proposed development offers the street landscape a broader range of dwellings in comparison to existing homes in Alexander Street.

Objective 2 – 'To provide incremental opportunities for new residential development in incremental change areas and incremental change activity centres'

'Support smaller scale infill residential development in keeping with the streetscape and character of the centres and their adjacent residential in incremental change activity centres' – The proposed development is consistent with the character of the change area and within close proximity to a Neighbourhood Activity Centre

'Encourage the retention of existing housing that positively contributes to preferred neighbourhood character' – The proposed developments will retain the existing character of dwelling stock within streetscape.

Clause 21.07-2 Housing Diversity and Affordability

Further justification to support the construction of two dwellings on the subject site is derived from statements included in Clause 21.07-2 of the planning scheme with respect to Maribyrnong's strategies to support a mix of housing and encouraging housing affordability. These strategies state

'Support increased housing choice by providing a diversity of dwelling types, sizes and Tenures'- hence the reason why we are creating a diverse and affordable housing option for more people to be able to live within the Maribyrnong area.

'Encourage forms of housing suitable for home based businesses'

'Increase the overall stock of housing within the municipality, particularly medium and higher density development to ensure greater diversity to meet changing household needs'-hence the reason why it is encouraging by state government to produce a diversity for new households to be built by 2030.

6 Zoning and Overlay Controls

6.1 Zone

The site is within a General Residential Zone- Schedule 1 pursuant to the provisions of the Maribyrnong Planning Scheme.

The purpose of this zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential development a range of densities with variety of dwellings to meet the housing needs of all households.
- To encourage residential development that respects the neighbourhood character.
- In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

Pursuant to Clause 32.08-5 of the General Residential Zone- Schedule 1, a permit is required to construct two or more dwellings on a lot.

6.2 Overlays

Planning Overlay

The site is with the following overlay:

- Special Building Overlay (SBO)
- Special Building Overlay Schedule (SBO)

7 Particular and General Provisions

52.06 Car parking

The purpose of this provision is to:

- 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 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 - Table 1 of this clause sets out the car parking requirement that applies to a new dwelling. Where land is proposed to be used for a dwelling, the Clause identifies that the following parking requirements apply:

1 space to each one or two bedroom dwelling

- 2 space to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
- 1 space for visitors to every 5 dwellings for developments of 5 or more dwellings

55 TWO OR MORE DWELLINGS ON A LOT AND RESIDENTIAL BUILDINGS

The purpose of this provision is to:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.
- To encourage residential development that provides reasonable standards of amenity for existing and new residents.
- To encourage residential development that is responsive to the site and the neighbourhood.
- The provisions of this clause contain objectives which describe the desired outcome to be achieved in the completed development and standards which contain the requirements to meet the objective.
- An assessment of the proposed development is provided at Attachment 1 of this submission against the provisions of Clause 55.

65 Decision guidelines

• The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

8 Planning Considerations

Having regard to the policy objectives outlined above, it is submitted that the proposed development is consistent with the Planning Policy Frameworks detailed in the Maribyrnong Planning Scheme.

The relevant policy directions outlined in the scheme encourage the development of well-designed housing which makes effective use of existing infrastructure and provides housing diversity.

Melbourne 2030, Melbourne @5million and the Maribyrnong Planning Scheme seek to facilitate sustainable development that takes full advantage of existing settlement patterns to create opportunities for consolidation of established urban areas.

The Maribyrnong Planning Scheme seeks to encourage housing diversity and housing affordability by supporting the provision of well-designed and located medium density housing.

It is submitted that the proposed development addresses these policy objectives by providing for a development that:

- Improves housing choice and furthers the aims of urban consolidation;
- has excellent access to existing physical and social infrastructure and public transport;
- provides adequate car parking and will allow safe and efficient vehicle movements to and from the site; and
- Will enhance the local neighbourhood by providing a well-designed development that relates well
 to its environment and respects neighbourhood character.

The site is in a General Residential Zone- Schedule 1, which amongst other objectives, seeks "to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport" and "To encourage residential development that respects the neighbourhood character".

The proposed developments will provide for 2 dwellings within an established residential area that is within proximity to a wide range of community and commercial facilities. The proposal is therefore considered to address the provisions of which identifies the need to diversity housing stock in well located areas.

This general, strategic support for residential development is of course subject to the particular character and circumstances of a proposal, including its ability to meet the relevant policy and/or design criteria.

8.1 Clause 55 (ResCode)

A detailed assessment of the proposal against the provision of Clause 55 is provided at Attachment A of this submission. In summary however, this assessment indicates that the proposed development complies with all objectives and the majority of standards.

9 Conclusion

It is submitted that the proposal to construct 2 Dwelling at the land at 65 Alexander Street, Seddon has been designed with regards to the Policy Framework and relevant provisions set out in the Maribyrnong Planning Scheme.

The proposed development provides a satisfactory response to the existing neighbourhood character and objectives of Clause 55. The result is that the development will provide a high standard of on-site amenity without unreasonably affecting the amenity of the adjoining dwellings. We submit that the proposal is worthy of Council support.

Appendix A— Assessment against Clause 55 (Rescode)

Refer to Clause 55 of the Planning Scheme for objectives, decision guidelines and a full description of standards.

Neighbourhood Character and Infrastructure

Clause 55.02

Title and Objective	Standard	Complies/Does not Comply/Variation Required
B1 Neighbourhood Character The design response must be appropriate to the neighbourhood and the site. The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site	 Appropriate design response to the neighbourhood and site Design respects the existing or preferred neighbourhood character and responds to site features. 	Complies The design response is appropriate to the area as outlined in the detailed discussions that form part of the attached report.
Residential Policy Residential development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies. Support medium densities in areas to take advantage of public transport and community infrastructure and services.	Application to be accompanied by written statement that explains consistency with relevant housing policy in SPPF, LPPF, MSS and local planning policies	✓ Complies
B3 Dwelling Diversity Encourages a range of dwelling sizes and types in developments of ten or more dwellings.	 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including: Dwellings with a different number of bedrooms. At least one dwelling that contains a kitchen, bath or shower, and a toilet and washbasin at ground floor level. 	- NA
B4 Infrastructure Provides appropriate utility services and infrastructure without overloading the capacity of utility services and	 Connection to the reticulated sewerage, electricity, gas and draining services Capacity of utility services and infrastructure, including reticulated services and roads should not be exceeded 	Complies It is unlikely the development will result in an overloading of the capacity of infrastructure or services in this area. There is
infrastructure.	 In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure. 	nothing to suggest the development would necessitate the upgrading of services or infrastructure.

B5 Integration with the street Integrate the layout of	Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.	✓ Complies
development with the street.	 Development should be oriented to front existing and proposed streets. 	✓ Complies
		Proposed Dwelling will have direct frontage to Alexander Street and Scott Street
	 High fencing in front of dwellings should be avoided if practicable. 	✓ Complies
		Proposed 1000mm High Metal Fence
	 Development next to existing public open space should be laid out to complement the open space. 	- NA

Site Layout and Building Master

Clause 55.03

Title and Objective	Standard	Complies/Does not Comply/Variation Required
B6 Street Setback The setbacks of buildings from a street respect the existing or preferredneighbourhood character and make efficient use of the site.	 Walls of buildings should be set back from streets: At least the distance specified in a schedule to the zone, or If no distance is specified in a schedule to the zone, the distance specified in Table B1. Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard. 	Setback for dwellings is consistent with the existing dwelling in the neighbourhood and the first-floor setback is well recessed by at least 1 metre from the ground floor
	 There is an existing building on both the abutting allotments facing the same street, and the site is not on a corner. 	- NA
	■ There is an existing building on one abutting allotment facing the same street and no existing building on the other abutting allotment facing the same street, and the site is not on a corner.	- NA
	There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner. There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner.	- NA
B7 Building Height Building heights respect the existing or preferred neighbourhoodcharacter.	The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land.	- NA
	If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5degrees or more, in which case the maximum building height should not exceed 10 metres.	Complies All dwellings will have an average maximum height of approximately 7.18 metres.
	Changes of building height between existing buildings and new buildings should be graduated.	✓ Complies
B8 Coverage Site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.	 The site area covered by buildings should not exceed: The maximum site coverage specified in a schedule to the zone, or If no maximum site coverage is specified in a schedule to the zone, 60 per cent. 	Meeting Objectives A site coverage of 68.60% is proposed. It is consistent with the neighbourhoods which has site coverage of above 60% as indicated on NSD assessment

B9 • The site area covered by the pervious **✓** Complies surfaces should be at least: Permeability - The minimum area specified in a schedule Reduce the impact of increased Permeable surfaces will comprise to the zone, or stormwater run-off on the 36.11 percent of the site area. - If no minimum is specified in a schedule to drainage system, facilitate on-site the zone, 20 percent of the site. stormwater infiltration, and • The stormwater management system should encourage stormwater be designed to: management that maximises the - Meet the current best practice performance retention and reuse of stormwater objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). - Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. Oriented to make appropriate use of solar **B10 ✓** Complies energy. **Energy Efficiency** Achieve and protect energy Sited and designed to ensure that the energy efficient dwellings and ✓ Complies efficiency of existing dwellings on adjoining residential buildings. Break - gap between living mass lots is not unreasonably reduced. Ensure orientation and layout of and garage will allow penetration development reduces fossil fuel of sun and overshadowing of energy use and makesappropriate abutting properties will be use of daylight and solar energy. minimal • Sited and designed to ensure that the **✓** Complies performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged. • If practical, living areas and private open **✓** Complies space should be located on the north side of the development. Solar access to north-facing windows is **✓** Complies maximised. • If any public or communal open space is - NA **B11** provided on site, it should: **Open Space** Be substantially fronted by dwellings, Integrate layout of development where appropriate. with any public and communal - Provide outlook for as many dwellings as open space provided in or practicable. adjacent to the development. - Be designed to protect any natural features on the site. - Be accessible and useable. Entrances to dwellings and residential **B12** ✓ Complies buildings should not be obscured or isolated Safety from thestreet and internal accessways. Ensure the layout of the development provides for the Planting which creates unsafe spaces along **✓** Complies streets and accessways should be avoided.

safety and security of residents and property.	 Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. 	✓ Complies
	 Private spaces within developments should be protected from inappropriate use as public thoroughfares. 	✓ Complies
B13 Landscaping To provide appropriate landscaping and encourage development that - Respects the landscape character of the neighbourhood Maintains and enhances habitat for plants and animals in locations of habitat importance - Encourages the retention of mature vegetation on the site.	 The landscape layout and design should: Protect any predominant landscape features of the neighbourhood. Take into account the soil type and drainage patterns of the site. Allow for intended vegetation growth and structural protection of buildings. In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals. Provide a safe, attractive and functional environment for residents. 	Consistent with the Inner urban 1 Precinct the development will make the best use of planting small trees, shrubs and garden beds that complement the existing vegetation in the streetscape.
	 Development should: Provide for the retention or planting of trees, where these are part ofthe character of the neighbourhood. Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. 	Complies The subject site does not contain and significant vegetation which requires removal. Opportunities also exist for the planting of new small canopy trees with the setbacks to Alexander Street and the secluded private open space areas of each dwelling.
	 Landscape design should specify landscape themes, vegetation (location and species), paving and lighting. 	Complies Indicative landscaping is illustrated on the submitted plan. Should a more detailed plan be required it is requested that a condition on the permit require one be prepared by a suitably qualified designer and submitted for endorsement with the development plans.
B14 Access To ensure the number and design of vehicle crossovers respects the neighbourhood character.	 The width of accessways or car spaces should not exceed: - 33 % of the street frontage, or - if the width of the street frontage is less than 20 metres, 40 % of the street frontage. 	Meeting Objectives The total width of crossover is 9140mm which is approx. 90.94% of the Scott street frontage. There is no pedestrian path along the street on this side as it is intended only as an access to dwellings garage.

	 No more than one single-width crossover should be provided for each dwelling fronting astreet. 	✓ Complies
	 The location of crossovers should maximise the retention of on-street car parking spaces. 	✓ Complies
	■ The number of access points to a road in a Road Zone should be minimised.	- NA
	 Developments must provide for access for service, emergency and delivery vehicles. 	✓ Complies
		Direct access will be available for the proposed dwellings via Alexander and Scott Street
B15 Parking Location Provide convenient parking for resident and visitor vehicles and protect residents from vehicular noise within developments.	 Car parking facilities should: Be reasonably close and convenient to dwellings and residential buildings. Be secure. Be well ventilated if enclosed. 	Complies Each parking area is located within close proximity of the proposed dwelling.
	■ Shared access ways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the access way.	- NA

Amenity Impacts Clause 55.04

Title and Objective	Standard	Complies/Does not Comply/Variation Required
B17 Side and Rear Setbacks Ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existingdwellings.	 A new building not on or within 200mm of a boundary should be set back from side or rear boundaries: At least the distance specified in a schedule to the zone, or If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. 	Meeting Objectives The first floor has reduced setback which not only consistent with smaller house proposition, also to the neighbourhood which sets precedent to the proposed development
B18 Walls on boundaries Ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.	 A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary: For a length of more than the distance specified in a schedule to the zone; or If no distance is specified in a schedule to the zone, for a length of more than: 	The allowance length for proposed wall on boundary on North-west and South-East boundary is 17.22m according to the standard. The proposed Unit 1 will have wall on boundary with a length of 11.03m and Unit 2 of 12.48m. Thus, the proposed length of wall on boundary complies.
	 A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2metres on the abutting property boundary. A building on a boundary includes a building set back up to 200mm from a boundary. The height of a new wall constructed on or 	- NA Meeting Objectives
	within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.	The garage wall on boundary (6.46m in length) on both side sides. Unit 1 garage has an average height of 3.41m and Unit 2 garage has an average height of 3.57m.
B19 Daylight to existing windows Allow adequate daylight into existing habitable room windows.	• Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.	✓ Complies

	• Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.	✓ Complies
B20 North facing windows Allow adequate solar access to existing north-facing habitable room windows.	■ If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.	✓ Complies
B21 Overshadowing open space Ensure buildings do not significantly overshadow existing secluded private open space.	■ Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.	Meeting Objectives Overshadowing of abutting properties will be within parameters established by the neighbourhood
B22 Overlooking Limit views into existing secluded private open space and habitable room windows.	 A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either: Offset a minimum of 1.5 metres from the edge of one window to the edge of the other. Have sill heights of at least 1.7 metres above floor level. Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level. Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent. 	✓ Complies
	• Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.	✓ Complies

	 Screens used to obscure a view should be: Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels. Permanent, fixed and durable. Designed and coloured to blend in with the development. 	- NA
B23 Internal views Limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.	• Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.	✓ Complies
B24 Noise Impacts Protect residents from external	 Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings. 	✓ Complies
noise and contain noise sources in developments that may affect existing dwellings.	 Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties. 	✓ Complies
	 Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms. 	✓ Complies

On-site Amenity and Facilities

Clause 55.05

Title and Objective	Standard	Complies/Does not Comply/Variation Required	
B25 Accessibility To encourage the consideration of the needs of people with limited mobility in the design of developments.	■ Dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.	✓ Complies	
B26 Dwelling Entry Provide each dwelling or residential building with its own sense of identity.	Entry should be visible and easily identifiable from streets and other public areas.	Complies Articulated entries will be provided for each dwelling	
	Provide shelter, a sense of personal address and a transitional space around the entry.	Complies Porch areas of each dwelling will provide shelter and a traditional space	
B27 Daylight to new windows Allow adequate daylight into new habitable room windows.	 A window in a habitable room should be located to face: An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, A verandah provided it is open for at least one third of its perimeter, or A carport provided it has two or more open sides and is open for at least one third of its perimeter. 	Complies Generous light courts are provided for habitable room windows	
B28 Private Open Space Provide adequate private open space for the reasonable recreation and service needs of residents.	 If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of: An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential buildingwith a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or A balcony of 8 square metres with a minimum width of 1.6 metres and convenientaccess from a living room, or A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room. 	✓ Complies	

B29 Solar Access to Open Space Allow solar access into the secluded private open space of	 The private open space should be located on the north side of the dwelling or residential building, if appropriate. 	✓ Complies
new dwellings and residential buildings.	■ The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.	✓ Complies
B30 Storage Provide adequate storage facilities for each dwelling	■ Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.	✓ Complies

Detailed Design Clause 55.06

Title and Objective	e and Objective Standard	
B31 Design detail Design detail that respects the existing or preferred neighbourhood character.	 The design of buildings, including: Facade articulation and detailing, Window and door proportions, Roof form, and Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. 	Each dwelling will be provided with standing seam wall and roofing consistent with the character of the area. The modest door/window portions, porch areas above dwelling entrances and articulated form of the two storeys dwelling are also consistent with development forms in the area.
	 Garages and carports should be visually compatible with the development and the existingor preferred neighbourhood character. 	✓ Complies
B32 Front Fences Encourage front fence design that respects the existing or preferred neighbourhood character.	■ The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.	Complies 1.0 metre high metal front fence is proposed.
	 A front fence within 3 metres of a street should not exceed: The maximum height specified in a schedule to the zone, or If no maximum height is specified in a schedule to the zone, the maximum height should not exceed: 2m if abutting a Road zone, Category 1 1.5m in any other streets 	Complies 1.0 metre high metal front fence is proposed.
B33 Common Property Ensure that communal open space, car parking, access areas and site facilities are practical,	Developments should clearly delineate public, communal and private areas.	✓ Complies
attractive and easily maintained. Avoid future management difficulties in areas of common ownership.	 Common property, where provided, should be functional and capable of efficientmanagement. 	√ Complies
B34 Site Services Ensure that site services can be installed and easily maintained	 The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. 	✓ Complies

and are accessible, adequate and attractive.	 Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. 	✓ Complies
	Bin and recycling enclosures should be located for convenient access by residents.	✓ Complies
	 Mailboxes should be provided and located for convenient access as required by Australia Post. 	✓ Complies



000

Traffic Engineering

Proposed Residential Development 65 Alexander Street, Seddon Traffic Impact Assessment





1 Introduction

TTM Consulting (Vic) Pty Ltd has been requested by the Applicant to provide a traffic impact assessment for the proposed residential development at 65 Alexander Street, Seddon.

A Request for Further Information (RFI) letter has been issued by Maribyrnong City Council for the proposed application (TP38/2021(3)) on 29 July 2024. Item 4 in the RFI states the following:

A Car Park Demand and Traffic Impact Assessment Report prepared by a suitably qualified person. This must include:

- a) An analysis of the likely traffic generation resulting from the development and its impact on the operation of the surrounding road network.
- b) How the proposed car parking provision responds to the objectives of the Planning Policy Framework and the requirements of Clause 52.06.

The following report addresses the traffic and parking implications of the proposal, including:

- The appropriateness of the on-site car parking provision and impacts to existing parking conditions.
- The traffic likely to be generated and distributed by the proposed development and its impacts on the adjacent road network.
- The suitability of the site access and car parking layout.

The report concludes that the proposal is appropriate from a traffic engineering perspective.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	M. Srea	D. Hancox	TIA: Original Issue	08/08/2024



2 Existing Conditions

2.1 The Site

The site is located at 65 Alexander Street, Seddon and has approximately 289.95 square metres of land area with approximately 10.06 metres frontage to Alexander Street and Scott Street respectively.

Figure 1 shows the location of the site and the surrounding road network.



Figure 1: Site Locality Plan. Source: Melways Online

The site is zoned in the General Residential Zone – Schedule 1 (GRZ1) in the Maribyrnong Planning Scheme.



Figure 2: Planning Scheme Zones. Source: VicPlan



2.2 Road Network

Alexander Street is a local road and comprises a single, two-lane, two-way carriageway that is approximately 8.0 metres wide. The section of road between Buckly Street and Lily Street is a one-way road with traffic entering only from Buckley Street. There is a pedestrian footpath and kerbside parking on each side of the road reverse. The default speed limit is 50 kph. Figures 3 and 4 show the road configuration of Alexander Street along the site frontage.



Figure 3: Alexander Street Facing North-West (Site on LHS). Source: Google Maps



Figure 4: Alexander Street Facing South-East (Site on RHS). Source: Google Maps



Scott Street is a cul-de sac and comprises a single, two-lane, two-way carriageway that is approximately 7.4 metres wide. There is a pedestrian footpath and kerbside parking on each side of the road reverse. The default speed limit is 50 kph. Figures 5 and 6 show the road configuration of Scott Street along the site frontage.



Figure 5: Scott Street Facing North-West (Site on RHS). Source: Google Maps



Figure 6: Scott Street Facing South-East (Site on LHS). Source: Google Maps



2.3 Public Transport Network

The site is within the Principal Public Transport Network (PPTN). The following table summarises the Public Transport services nearest to the site.

Table 1: Nearby Public Transport

Mode	Route		Stop / Station	Distance to Stop / Station
Train	Sunbury Line		Middle Footscray Station	600m
Bus	#411	Laverton Station — Footscray via Altona Meadows & Altona & Millers Rd	_	210m
	#412	Laverton Station — Footscray via Altona Meadows & Altona & Mills St		
	#414	Laverton Station – Footscray via Geelong Rd		
	#947	Footscray – Newport Station via Altona North		

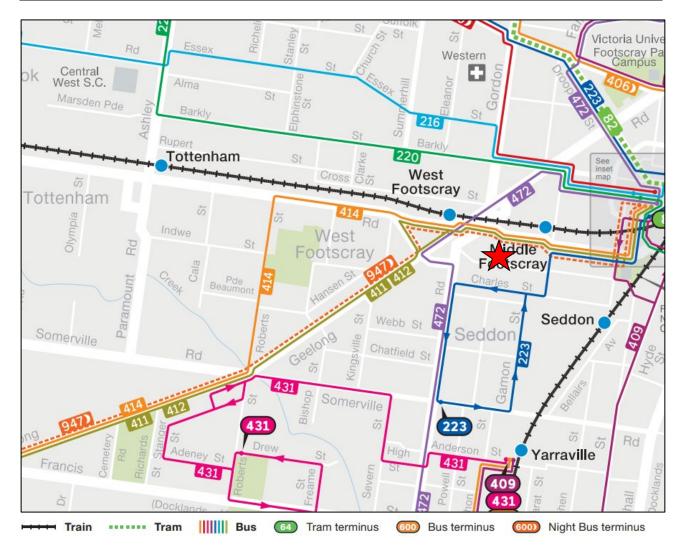


Figure 7: Public Transport Map. Source: Public Transport Victoria.



2.4 Bicycle Network

The site is proximate to some formal bicycle routes, off-road bicycle paths and on-road bicycle lanes as shown in the following figure.

Most local roads surrounding the site would be suitable for cyclists.

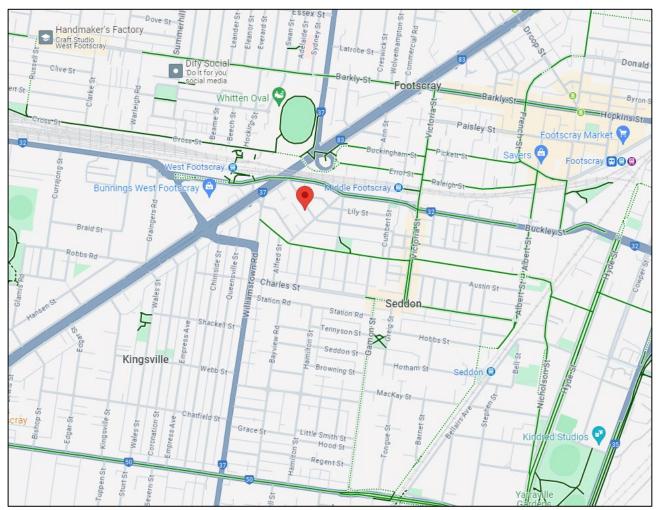


Figure 8: Nearby Bicycle Routes. Source: Google Maps



2.5 Nearby Amenities

The Walk Score application offers a metric for evaluating the walkability of a location, assessing its proximity to various amenities. According to the application's assessment the property located at 65 Alexander Street, Seddon is assigned a Walk Score of 80 out of 100, categorising it as a "Very Walkable". The site also has a transit score of 70 out of 100 which is described as "Excellent Transit".

The site is proximate to the following amenities:

•	Footscray Market	1.4 kilometres
•	Footscray Plaza	1.2 kilometres
•	TurneRound Fitness	500 metres
•	Inner West Health Clinic	550 metres
•	Footscray Primary School	1.1 kilometres
•	Footscray High School (Pilgrim Campus)	1.1 kilometres
•	Footscray Nicholson Children's Centre	1.0 kilometres
•	Victoria Street Shopping Strip	450 metres

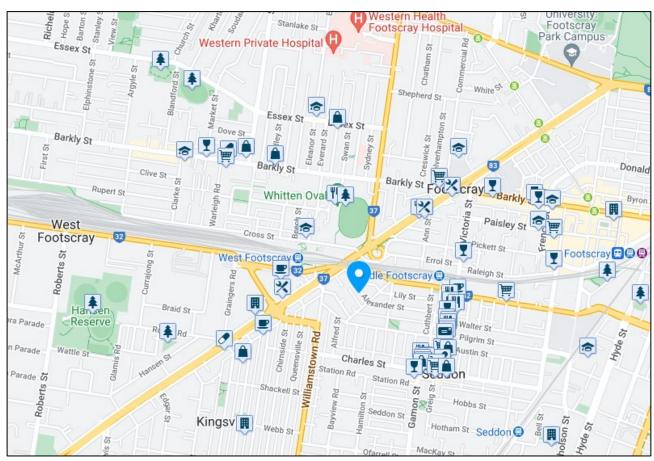


Figure 9: Amenities Proximate to the Site. Source: Walkscore



2.6 Car Sharing Services

Car sharing services such as GoGet have been operating within the City of Maribyrnong and actively supporting their use by allocating on-street spaces to accommodate car share pods.

The car sharing services provide cars on demand for hire either by the hour or by the day without the hassle of seeking a car parking space. It is convenient for residents living in an area where other modes of transport such as walking, cycling, trains and buses are available making it a cost-effective and sustainable transport option.

The following figure show the location of cars for hire within proximity to the site.

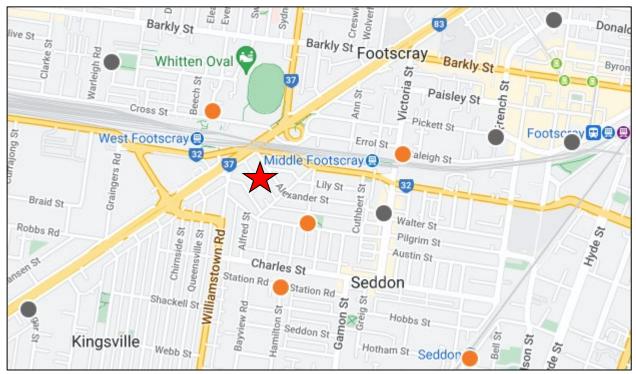


Figure 10: GoGet car Locations. Source: GoGet.



3 The Proposal

The Applicant is proposing a residential development upon the subject land which includes the following inventory and uses.

Table 2: Development Summary

Item	No.
Residential	
Three-bedroom Dwellings	2 no.
On-Site Car Parking Spaces	2 no. (1 no. per Unit)
On-Site Bicycle Parking Spaces	2 no. (1 no. per Unit)

A copy of the development plans is attached in Appendix A.



4 Car Parking Requirement and Provision

4.1 Statutory Car Parking Requirements

Table 1 of Clause 52.06-5 of the Planning Scheme outlines car parking requirements for a variety of land uses and is summarised for the proposed development in the following table.

Table 3: Car Parking Requirements

Proposal		Clause 52.06-5 Required Rate		Car Parking Requirement	Car Parking Provision
		Resident	2 spaces per dwelling	4 no.	2 no.
Three-bedroom Dwellings	2 no.	Visitor	1 space to every 5 dwellings for developments of 5 or more dwellings	0 no.	0 no.
Total				4 no.	2 no.

The Applicant has provision for 2 on-site car parking spaces and is seeking a parking reduction for the second parking space for each dwelling against Clause 52.06-5 of the Planning Scheme.

4.2 Reducing the Requirement for Car Parking

Clause 52.06 allows for the statutory car parking requirement to be reduced (including to zero).

An application to reduce 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.

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

- The car parking demand likely to be generated by the use.
- The appropriateness of the car parking reduction being sought.



4.3 Car Parking Demand Assessment

4.3.1 Empirical Analysis of Residential Parking Demand

Car ownership data has been obtained from the Australian Bureau of Statistics for Seddon with postcode 3011. The data is from the 2021 Census and car ownership is as follows.

Table 4: ABS Census Data 2021 (Seddon, 3011)

Dwelling Structure	Number of Bedrooms in Private Dwelling	Number of Motor Vehicles (VEHRD)					Car Ownership Rate	
	(BEDRD)	0	1	2	3	4 or more	Total	
Semi-detached, row or terrace house, townhouse etc. with one storey		12	56	34	10	0	112	1.38
Semi-detached, row or terrace house, townhouse etc. with two or more storeys	Three bedrooms	43	271	135	21	13	483	1.36
Average Car Ownership Rate						1.37		

The parking requirements in the Planning Scheme for a three-bedroom dwelling is 2 spaces, however based on the ABS Census data, the total average car ownership for the proposal would be **1.37 space**. Furthermore, the ABS census data indicates that about 69% of three-bedroom dwellings in Seddon own one or less motor vehicle which demonstrates that residents do live in this location owning 0 to 1 car.

TTM considers the reduction of 2 resident spaces (1 per three-bedroom dwelling) appropriate.

4.3.2 Impact of a Reduction in Resident Parking

Is it practical for a resident/s to live in this location with just one motor vehicle for a three-bedroom dwelling?

Parking Provision

Provision for 1 parking space provides convenient access to a motor vehicle for destinations that are not convenient to access by alternative modes of transport.

Prospective Purchaser/Tenant

A purchaser/tenant will be buying/leasing a property aware that they will have 1 on-site parking space.

<u>Facilities and Services Proximate to the Site</u>

As outlined in Section 2.3-2.5 of this report, the site is well serviced by:

1. Public transport and cycling routes.



- 2. Educational facilities.
- 3. Shopping facilities.
- 4. Eateries (cafés, restaurants and take away outlets).
- 5. Sport and recreational facilities.

These services are within walking distance which replaces trips that would normally be undertaken by car.

On-site Bicycle Parking

The Applicant has provision for 2 on-site bicycle parking spaces (1 per dwelling).

Electric Transportation

Electric transportation such as e-bikes, electric skateboards and e-scooters have become increasingly popular in metropolitan Melbourne due to its affordability and convenience of travelling further distance at faster speeds with less physical effort. These can replace several trips which would normally be undertaken by car.

<u>Private Vehicle Transport Services</u>

Taxis and Uber drivers are readily available in Seddon and offer a quick, convenient, and cost-effective option for commuting.

Car Sharing

Companies such as GoGet provide car sharing services in the site locality. Such services allow users to use the share car at their own convenience. Section 2.6 indicated there are numerous share cars within walking distance of the site.

Resident Parking Permits

The subject site is located in the 'Southern Zone' as per City of Maribyrnong Parking Zone Map.

Parking Zones	Property Type	Number of Permits	
	Single Residence	Maximum 2 permits Vehicle specific OR Visitor	
Footscray Zone	Dual Residence	Maximum 1 Permit Vehicle specific OR Visitor per dwelling	
,	Multi Residence	No new permits approved *Current permit to remain in place till property sold or tenants leave	
	Single Residence	Max 3 permits Combination can include 3 visitor permits maximum	
Southern Zone	Dual Residence	Maximum 2 permits Vehicle specific OR Visitor per dwelling	
	Multi Residence	Maximum 1 permit Vehicle specific OR Visitor per dwelling	
Outer Zone	Single + Dual Residence	Maximum 3 permits Combination can include 2 visitor permits maximum	
	Multi Residence	Maximum 2 permits Vehicle specific OR Visitor per dwelling	

Figure 11: Residential Parking Permit. Source: City of Marybyrnong.

The proposed development is considered a dual-residence and therefore residents are eligible for a maximum of 2 parking permits (vehicle specific or visitor per dwelling).



4.3.3 Summary of Car Parking Demand Assessment

TTM Consulting responds to the items that the car parking demand assessment must consider as set out in Clause 52.06-7 of the Maribyrnong Planning Scheme in the following table.

Table 5: Car Parking Demand Assessment

Items	Comments
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 site has excellent access to amenities as detailed in Section 2.5.
The variation of car parking demand likely to be generated by the proposed use over time.	Parking demand is typically impacted by the supply of available spaces, with the number of spaces available generally marking the upper boundary of demand.
The short-stay and long-stay car parking demand likely to be generated by the proposed use.	As above.
The availability of public transport in the locality of the land.	The site is proximate to several bus routes. The Walk Score Application indicates the site has a <u>Transit Score of 70 out of 100</u> which is described as "Excellent Transit", noting "Transit is convenient for most trips".
The convenience of pedestrian and cyclist access to the land.	Pedestrian Access The Walk Score application indicates the site has a Walk Score of 80 out of 100 which is described as "Very Walkable", noting "Most errands can be accomplished on foot".
	There are pedestrian footpaths on both sides of most of the local and arterial roads surrounding the site and provide connection to public transport stations/stops.
	Cycling Access
	The site is nearby to several bicycle routes as outlined in Section 2.4.
The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.	The site includes provision for 2 on-site bicycle parking spaces.
The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.	The empirical analysis of residential parking demand using the ABS census data indicate an average anticipated car ownership of 1.37 space for three-bedroom dwellings.
Any empirical assessment or case study.	ABS census car ownership data is presented in Section 4.3.1.



4.4 Appropriateness of the Car Parking Reduction

TTM Consulting addresses the appropriateness of the car parking reduction being sought in the following table, in which the Responsibility Authority must consider.

Table 6: Appropriateness of the Car Parking Reduction

Items	Comments
The Car Parking Demand Assessment.	TTM Consulting considers the Car Park Demand Assessment has provided a reasonable overview to the context of the site and locality, and the sites convenient access to public transport and cycling routes. TTM Consulting considers the sought car parking reduction is appropriate from a traffic engineering perspective.
Any relevant local planning policy or incorporated plan.	Maribyrnong integrated transport strategy aims to facilitate a demonstrable mode shift to more sustainable modes of transport that also targets a long-term reduction in car use. Maribyrnong will become a place where walking, cycling, and public transport are more convenient, reducing road congestion, lowering transport-related greenhouse gas emissions, and enhancing air quality. The proposal reflects the policies implemented by Maribyrnong.
The availability of alternative car parking in the locality of	There is unrestricted kerbside parking available on both
the land, including:	sides of the road along Alexander Street and Scott Street.
• 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.	As above.
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.	The site has a land area of approximately 289.95 square metres. The Applicant has maximised the on-site parking provision whilst balancing the need for amenities such as bin and bicycle storage.
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.	Not applicable. Site is not within an Activity Centre.
The future growth and development of any nearby activity centre.	Not applicable. Site is not within an Activity Centre.

Reference: 24MET0359R01 TIA.DOC 14



Items	Comments
Any car parking deficiency associated with the existing use of the land.	Not applicable.
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.	Not applicable.
Local traffic management in the locality of the land.	Parking controls are managed by Council, and there is unrestricted kerbside parking proximate to the site. Unrestricted controls generally implies that there are no existing concerns with parking availability.
The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.	The impact of fewer car parking spaces is unlikely to be impacted for pedestrians or nearby residential areas.
The need to create safe, functional, and attractive parking areas.	The parking area has been suitably designed.
Access to or provision of alternative transport modes to and from the land.	The site has convenient access to amenities, public transport, cycling routes and car sharing services as detailed in this traffic report. The site has provision for 2 on-site bicycle spaces.
The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.	Not applicable.
The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.	Reducing the on-site car parking provision reduces the reliance on car-based transport which is a quality urban design outcome.
Any other matter specified in a schedule to the Parking Overlay.	Not applicable.
Any other relevant consideration.	It is evident that motor vehicles have an impact on the environment whether it be the use of fuel, electricity to charge vehicles or the ongoing maintenance required to maintain roads to an appropriate standard. Therefore, the reduced on-site parking will have less of an impact on the environment.



5 Traffic Generation and Impacts

Trip generation rates have been taken from the RTA publication, "Guide to Traffic Generating Developments", October 2002, to estimate the proposed traffic generation of the proposal and is summarised in Table 7.

Table 7: Trip Generation Estimation for Residential Development

Use	Inventory	Peak Hour Trip Rate	Daily Vehicle Trip Rate	Peak Hour Traffic	Daily Traffic
Three-bedroom Dwellings	2 no.	0.65 per dwelling	6.5 per dwelling	1 vph	13 vpd

The additional traffic generated by the proposal is considered negligible and can be easily accommodated within the existing road network.



6 Car Parking Area and Access Design

6.1 Site Access

Vehicle access to the on-site parking spaces is via a proposed new 9.14 metres wide vehicle crossover on Scott Street.

Vehicle crossovers are to be constructed in accordance with Maribyrnong City Council's Standard Drawings.

6.2 Car Parking Layout

The Applicant has provision for 2 on-site car parking spaces in the form of 2 single garages.

The dimension of the garages is a minimum of 3.5 metres by 6.0 metres long which satisfies the minimum design requirements in Clause 52.06-9 Design Standards 2 (Car Parking).

The swept path diagrams attached in Appendix B confirm the 'B99 vehicle' from AS2890.1:2004 successfully enter and exit the garages in a single manoeuvre whilst entering and exiting in a forward and reverse manoeuvre respectively.

The car parking layout is appropriate from a traffic engineering perspective.

6.3 Response to Clause 52.06-9 Design Standards

Clause 52.06-9 of the Planning Scheme outlines design criteria for car parking, accessways and gradients. The following table provides a response to each of the relevant design criteria.

Table 8: Clause 52 06-9 Design Standards

Table 8: Clause 52.06-9 Design Standards				
Clause 52.06-9 design criteria	TTM Response			
Design Standard 1 - Accessways				
Be at least 3 metres wide.	Satisfied.			
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied.			
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Not applicable. Not a public car park.			
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	Satisfied.			
If the accessway serves 4 or more car spaces or connects to a road in a road in a Transport Zone 2 or Transport Zone 3, the	Not applicable. The site has provision for 2 car spaces and access do not connect to a road in a Transport Zone 2 or Transport Zone 3.			



Clause 52.06-9 design criteria	TTM Response
accessway must be designed so that cars can exit the site in a forward direction.	
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves 10 or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Not applicable. Access does not connect to a road in a Transport Zone 2 or Transport Zone 3.
Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than 1 lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied.
If an accessway to 4 or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Not applicable.
Design Standard 2 – Car parking spaces	
Dimensions of car parking spaces and accessways – Table 2.	Not applicable.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:	Satisfied.
A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram $1.$	
A structure, which may project into the space if it is at least 2.1 metres above the space.	
Diagram 1 Clearance to car parking spaces	
Rear of space 300 1900 1750 Dimensions in millimetres Clearance required Tree or column permitted	



Clause 52.06-9	design criteria		TTM Response
and 3.5 metres v	rages or carports must b wide for a single space a measured inside the gar		
	spaces are provided i er) an additional 500 r en each space.		
	more car parking spac t one space must be un		a Not applicable. Each dwelling has provision for 1 space each.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.			ay
Design Standard	13 – Gradients		
within 5 metres and vehicles. The the vehicle being volumes; the noonfiguration of does not apply the samps must ha	es must not be steeper of the frontage to ensure design must have regard designed for; pedestricture of the car part the vehicle crossover a o accessways serving the vehicles the maximum graded designed for vehicles to	e safety for pedestria and to the wheelbase an and vehicular traf k; and the slope a t the site frontage. The ree dwellings or less es as outlined in Tak	ns of of of or
direction.	designed for vehicles t	iaveiiiig iii a loiwa	u ,
Туре	Length Ramp	Max Grade	
Public	<20m	1:5	
FUDIIC	>20m	1:6	
	<20m	1:4	
>20m 1:5		1:5	
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 meters to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the Responsible Authority.			e, op on the state of the state

The proposed accessways, car parking spaces and gradients are designed appropriately based on the relevant design criteria outlined in Clause 52.06-9 of the Planning Scheme.

Reference: 24MET0359R01 TIA.DOC 19



7 Bicycle Facilities

Clause 52.34 of the Planning Scheme outlines the bicycle parking provision requirements for land uses and is summarised for the proposed development in the following table.

Table 9: Bicycle Parking Requirements

Tubic 3. Dicycl	ie i arking nego	all cilicits			
Use	Inventory	User	Planning Scheme Requirement	Min. Bicycle Parking Required	Bicycle Parking Provision
Dwellings 2 no.		Resident	In development of 4 or more storeys, 1 to each 5 dwellings	0 no.	2
		Visitor	In development of 4 or more storeys, 1 to each 10 dwellings	0 no.	2 no.
Total				0 no.	2 no.

The Applicant has provision for 2 bicycle parking spaces which satisfies the minimum requirements from Clause 52.34 of the Planning Scheme.



8 Summary and Conclusions

The Applicant proposes a residential development consisting of 2 dwellings at 65 Alexander Street, Seddon. The development is summarised from a traffic engineering context as follows.

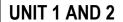
- The Applicant is seeking a waiver of the second parking space for each dwelling and is considered appropriate from a traffic engineering perspective based on the considerations reviewed in this report.
- The swept path diagrams confirm the 'B99 vehicle' successfully enter and exit the garages in a single manoeuvre.
- The accessways, car parking spaces and gradients have been designed appropriately based on Clause 52.06-9 of the Planning Scheme.
- The level of additional traffic is negligible and can be easily accommodated within the adjacent road network.
- The Applicant satisfies the minimum bicycle parking requirements from Clause 52.34 of the Planning Scheme.

TTM Consulting (Vic) Pty Ltd

Michael Srea

Project Consultant - Transport

Appendix A: Development Plans



BUILDING AREA: UNIT 1

Ground Floor Area	58.93 sqm / 6.34 sq
Garage	32.41 sqm / 3.49 sq
First Floor Area	53.30 sqm / 5.74 sq
Porch Area	0.65 sqm / 0.07 sq
Loft Area	22.71 sqm / 2.44 sq
Total Floor Area	168.00 sqm / 18.08 sq

BUILDING AREA: UNIT 2

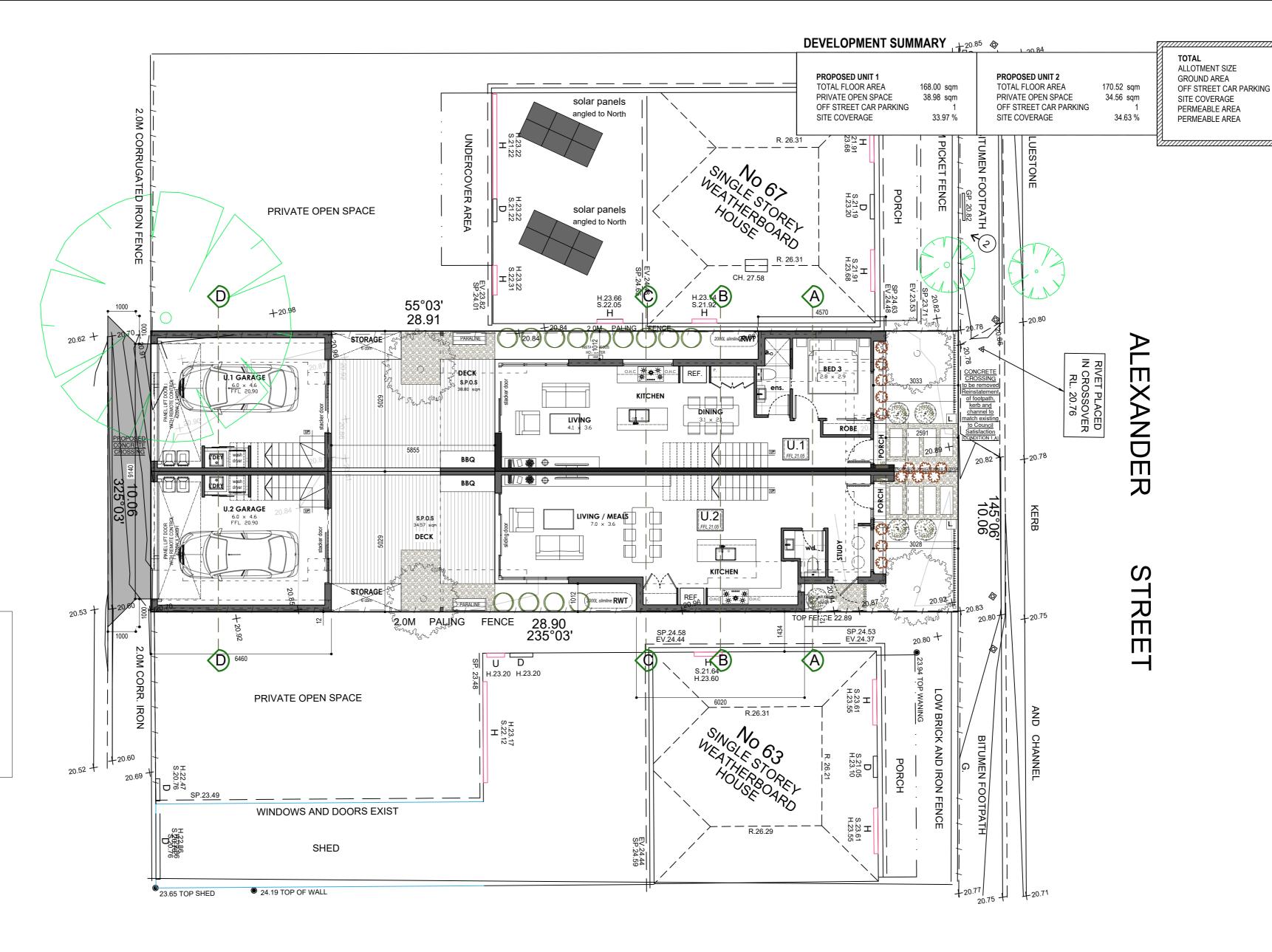
Ground Floor Area	60.91 sqm / 6.56 sq
Garage	32.41 sqm / 3.49 sq
First Floor Area	53.90 sqm / 5.80 sq
Porch Area	0.59 sqm / 0.06 sq
Loft Area	22.71 sqm / 2.44 sq
Total Floor Area	170.45 sqm / 18.35 sq

SCOTT STREET

NOTE:

THE ENTIRE SCOTT STREET FRONTAGE TO BE CONSTRUCTED AS A NEW RESIDENTIAL DOUBLE CROSSOVER WITH 1m WIDE SPLAYS. [CONDITION 1.B]

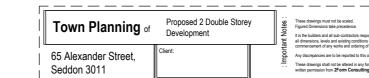
ALL PROPOSED OPERABLE VELUX SKYLIGHT WILL BE ELECTRICALLY OPERATED WITH WALL-MOUNTED KEYPAD.





GROUND FLOOR PLAN

SCALE 1:100 ON A2



Copyright on these drawings and associated documentation is cowed by 2Form Consulting Pty Ltd.

Reproduction in part or in whole of these drawings and associated documentations button the poemission of 2Form Consulting Pty Ltd, will consultate an intergenent of copyright Remodes for intriguented of copyright Remodes for integrated of copyright Remodes and the consultations of the Copyright Ref 1998.

All windows and doer sizes to be verified on site prior to ordering



291 sqm

185.90 sqm

68.60 %

36.11 %

105.10 sqm



BUILDING AREA: UNIT 1

Ground Floor Area	58.93 sqm / 6.34 sq
Garage	32.41 sqm / 3.49 sq
First Floor Area	53.30 sqm / 5.74 sq
Porch Area	0.65 sqm / 0.07 sq
Loft Area	22.71 sqm / 2.44 sq
Total Floor Area	168 00 sam / 18 08 sa

BUILDING AREA: UNIT 2

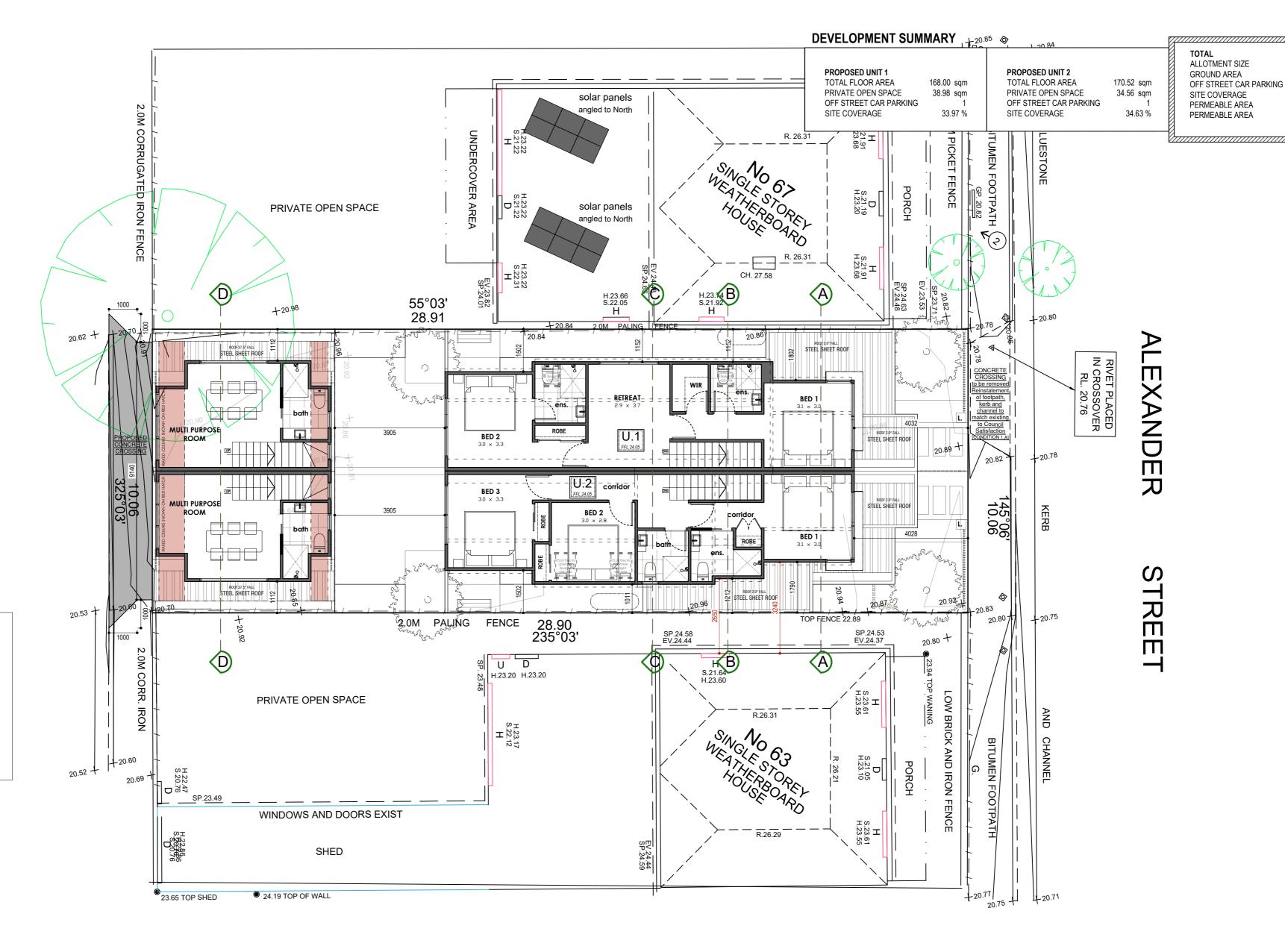
Ground Floor Area	60.91 sqm / 6.56 sc
Garage	32.41 sqm / 3.49 sc
First Floor Area	53.90 sqm / 5.80 sq
Porch Area	0.59 sqm / 0.06 sq
Loft Area	22.71 sqm / 2.44 sq
Total Floor Area	170.45 sqm / 18.35 sq

SCOTT STREE

NOTE:

THE ENTIRE SCOTT STREET FRONTAGE TO BE CONSTRUCTED AS A NEW RESIDENTIAL DOUBLE CROSSOVER WITH 1m WIDE SPLAYS. [CONDITION 1.B]

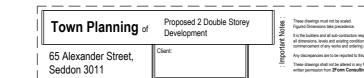
ALL PROPOSED OPERABLE VELUX SKYLIGHT WILL BE ELECTRICALLY OPERATED WITH WALL-MOUNTED KEYPAD.





FIRST FLOOR PLAN

SCALE 1:100 ON A2



Copyright on these disenings and associated documentation is owned by Afrom Consulting Py Ltd.

Promotion in part or in whater of these drawings and associated documentation without his permission of Afront Consulting Py Ltd. will consulted an intingement of configuration of the Promotion of the Copyright Act 1966.

All windows and documents between the Copyright Act 1966.

All windows and documents between the consulting and the Copyright Act 1966.

| Drawn: JW | Checked: | Page: 2 of 6 | Scale | 1:100 | Date: 21/09/23 | Job Number: | Job Number: | Date: 21/09/23 | Date: 2




291 sqm

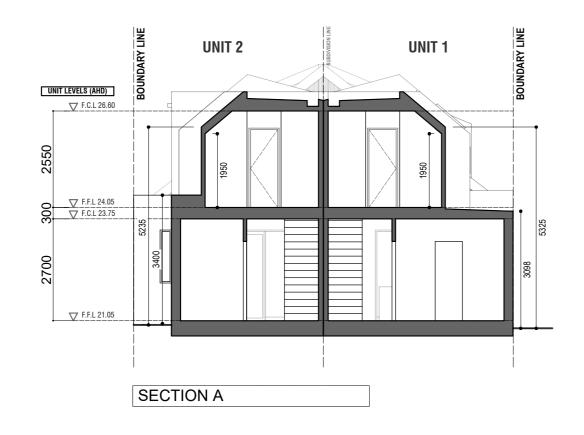
185.90 sqm

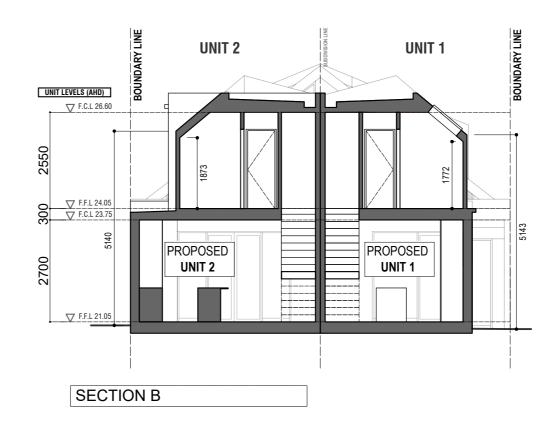
68.60 %

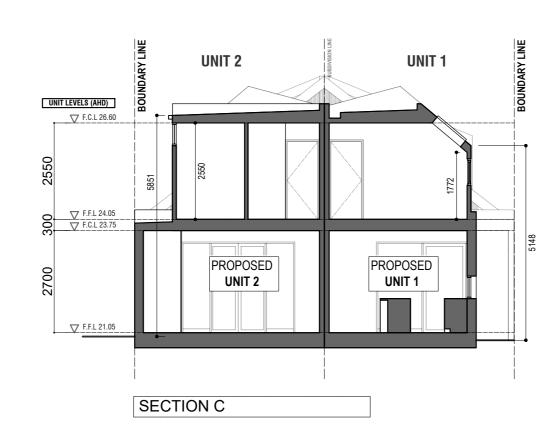
105.10 sqm

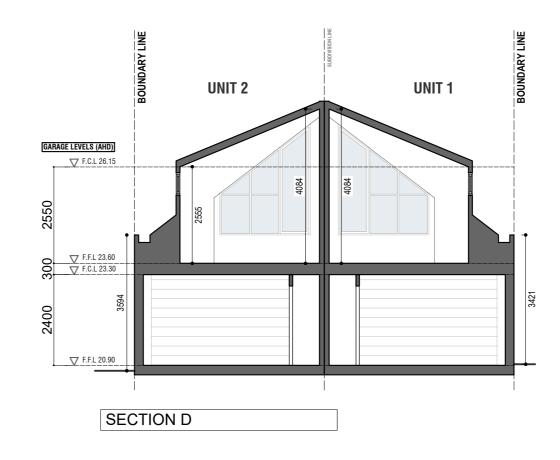
36.11 %

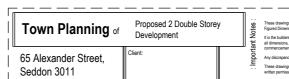










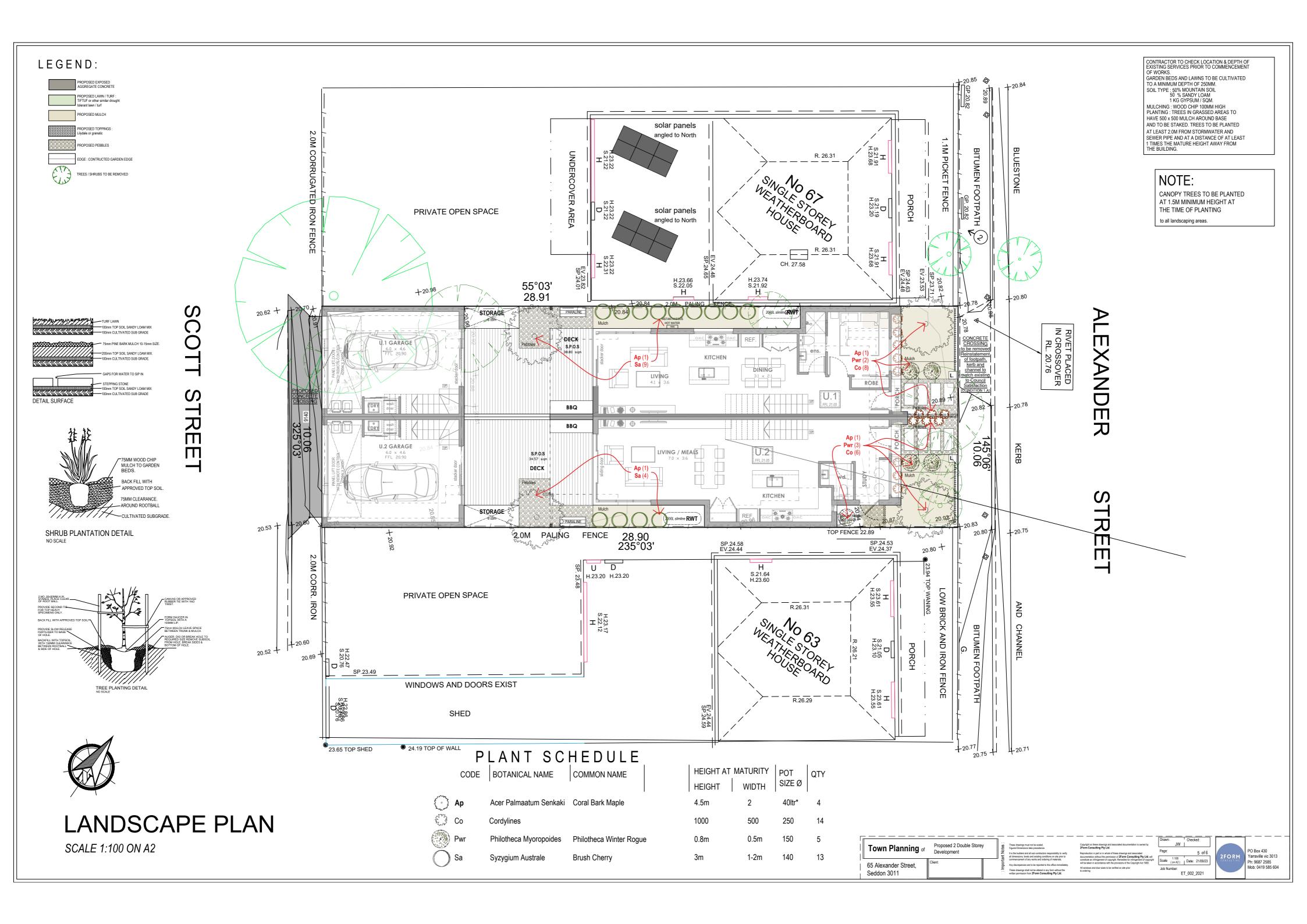


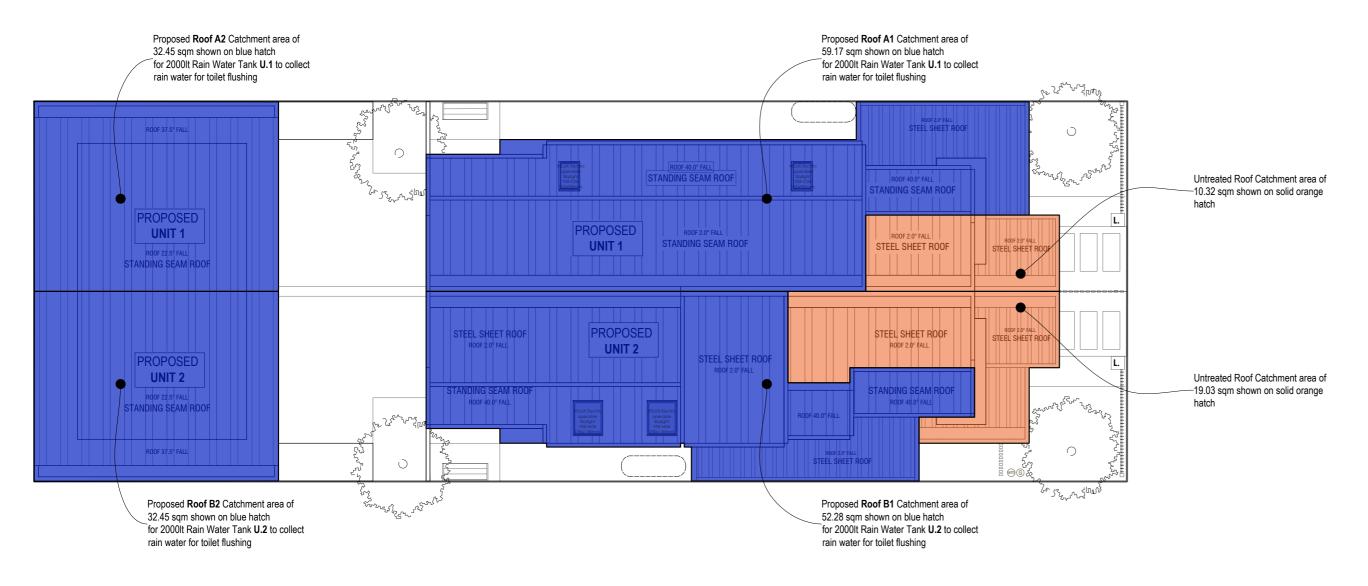


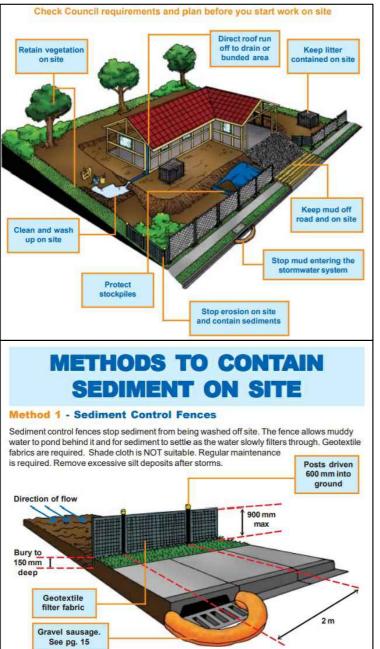


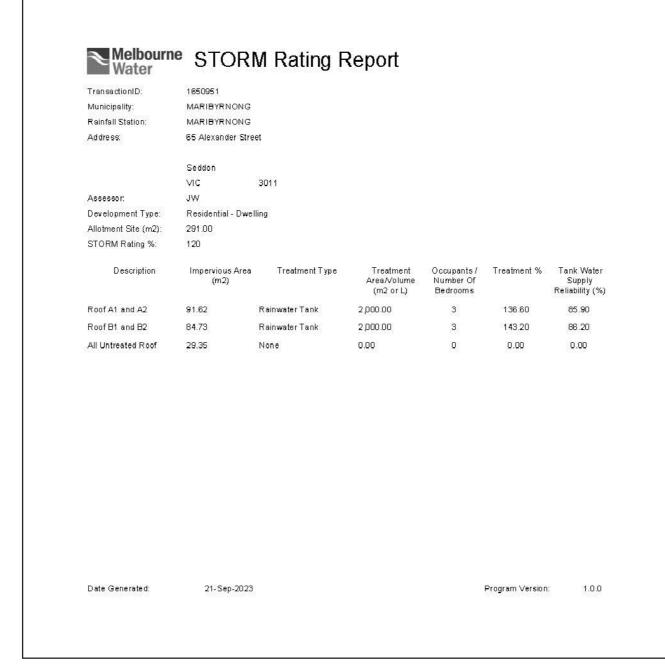


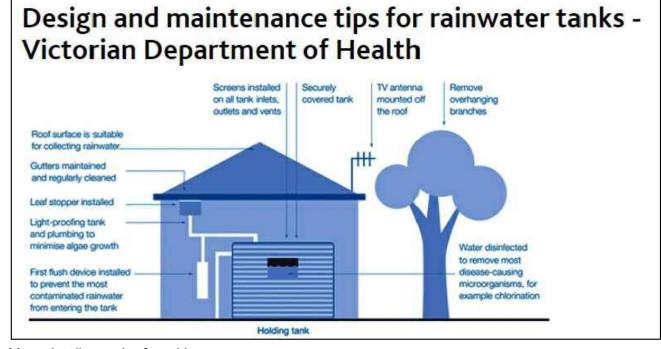












More details can be found here:

https://www.melbournewater.com.au/building-and-works/stormwater-management/ options-treating-stormwater/rainwater-tanks

STORMWATER MANAGEMENT DURING CONSTRUCTION:

This project is required to be constructed in line with "Keeping Our Stormwater Clean- A Builder's Guide (Melbourne Water, 2002)" by implementing the WSUD maintenance practices described in appendices A and B. Construction practices will aim to: mitigate erosion, protect stockpiles, keep mud off the road and on site, keep litter contained on site and clean and wash up on site.

Practices must adhere to:

SITE RULE 1:

- Check Council requirements and plan before you start work on site.
- Crossover away from lowest point
- Sediment control fence on lowest side Stockpiles away from lowest point
- Marked trees and vegetation to keep on site

- Stop erosion on site and contain sediments
- Sediment control fence in place
- Catch drains on high side of site
- Vegetation areas kept at boundary
- Downpipes set up as early as possible

SITE RULE 3:

- Protect stockpiles
- Base and cover for stockpiles
- Gravel sausage at stormwater pit

SITE RULE 4:

- Keep mud off road and on site
- Crushed rock access point
- Vehicles keep to crushed rock areas
- Mud removed from tyres before leaving site
- Clean road if muddy

- Keep litter contained on site. Site fencing in place
- Litter bins in place with lid closed

SITE RULE 6:

- Clean and wash up on site
- Cutting and clean up area on site
- Clean equipment off before washing
- Sediment filter downslope
- Contain all washing on site



Proposed 2 Double Storey Town Planning of 65 Alexander Street, Seddon 3011

Any discrepancies are to be reported to this office immediately.

Scale 1:100 Date: 21/09/23



SCALE 1:100 ON A2

Appendix B: Swept Path Diagrams

