Bayside City Council
Planning and Environment Act 1987

ADVERTISED PLAN

Planning Application No.: 5/2024/376/1

Date: 17 June 2025

TRAFFIC IMPACT ASSESSMENT

PROPOSED TOWNHOUSE DEVELOPMENT

25 LEONARD STREET, HAMPTON EAST

22 APRIL 2025

25 LEONARD STREET, HAMPTON EAST

[redacted]

OBT JOB NUMBER: 26943

Bayside City Council
Planning and Environment Act 1987

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Planning Application No.: 5/2024/376/1

Date: 17 June 2025

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26943 TIAR	25 March 2025	Draft	Urmila Karki	Matt Harridge
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1 INTRODUCTION

O'Brien Traffic has been engaged by Dr. Irene Lepustin to undertake a traffic impact assessment report of a proposed townhouses development at 25 Leonard Street, Hampton East.

In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected;
- Parking surveys have been undertaken and the results analysed; and
- Traffic and Parking implications of the proposal have been assessed.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the northern side of Leonard Street. The location of the subject site and surrounding area is shown in **Figure 1.** A recent aerial photograph is shown in **Figure 2**.

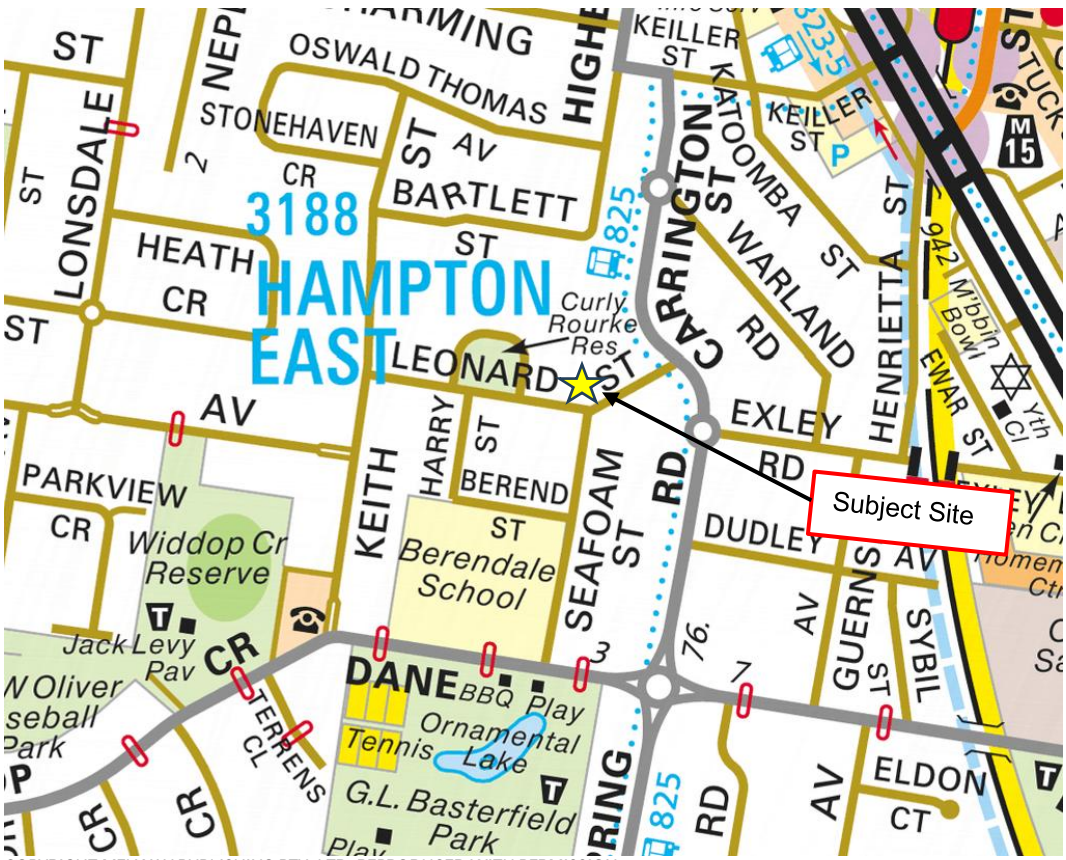

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FIGURE 1: LOCATION OF SUBJECT SITE

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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

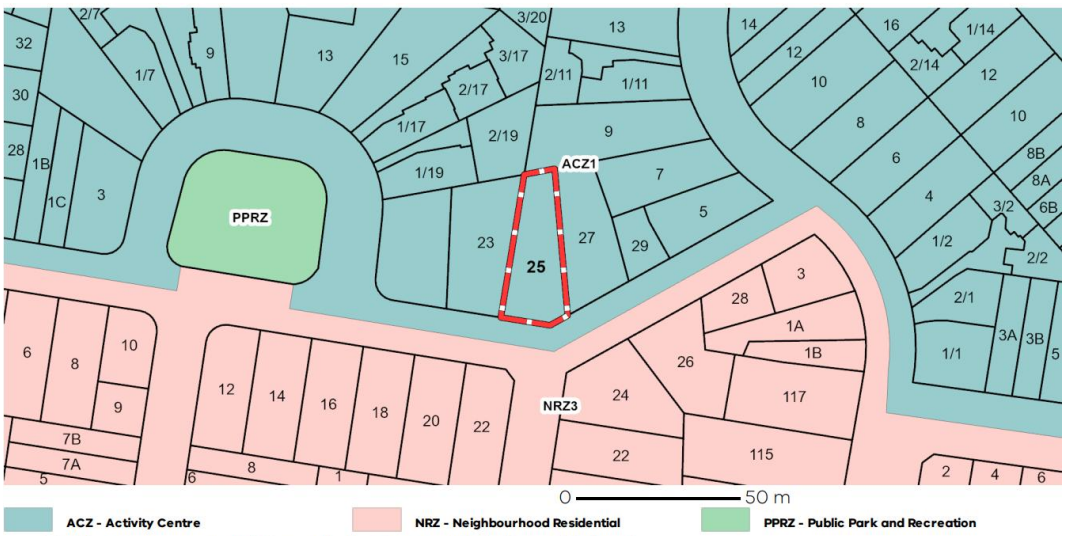
The site, which is zoned Activity Centre Zone – Schedule 1 (ACZ1), is irregular in shape with a frontage of approximately 21.34 metres to Leonard Street and site area of 681.74 square metres. The site is currently occupied by a single storey dwelling.

The site is also subjected to Development Contributions Plan Overlay – Schedule 1 (DCPO1).

2.2 SURROUNDING LAND USE

Land use in close proximity of the subject site is residential in nature. Curly Rourke Reserve is located 50m west from the subject site.

The Zoning Map of the area is shown in **Figure 3.**



SOURCE: VICPLAN

FIGURE 3:ZONING MAP

2.3 ROAD NETWORK

Leonard Street is classified as a "Local Road" under the care and management of Bayside City Council. It provides a carriageway width of approximately 7.2m allowing for two-way traffic movement. Unrestricted kerbside parking is provided on both sides of the road.

The urban default speed limit of 50km/h applies.

Views of Leonard Street are shown in **Figure 4** and **Figure 5.**

FIGURE 4: LEONARD STREET, FACING NORTHEAST (SUBJECT SITE IS ON THE LEFT SIDE OF THE IMAGE)

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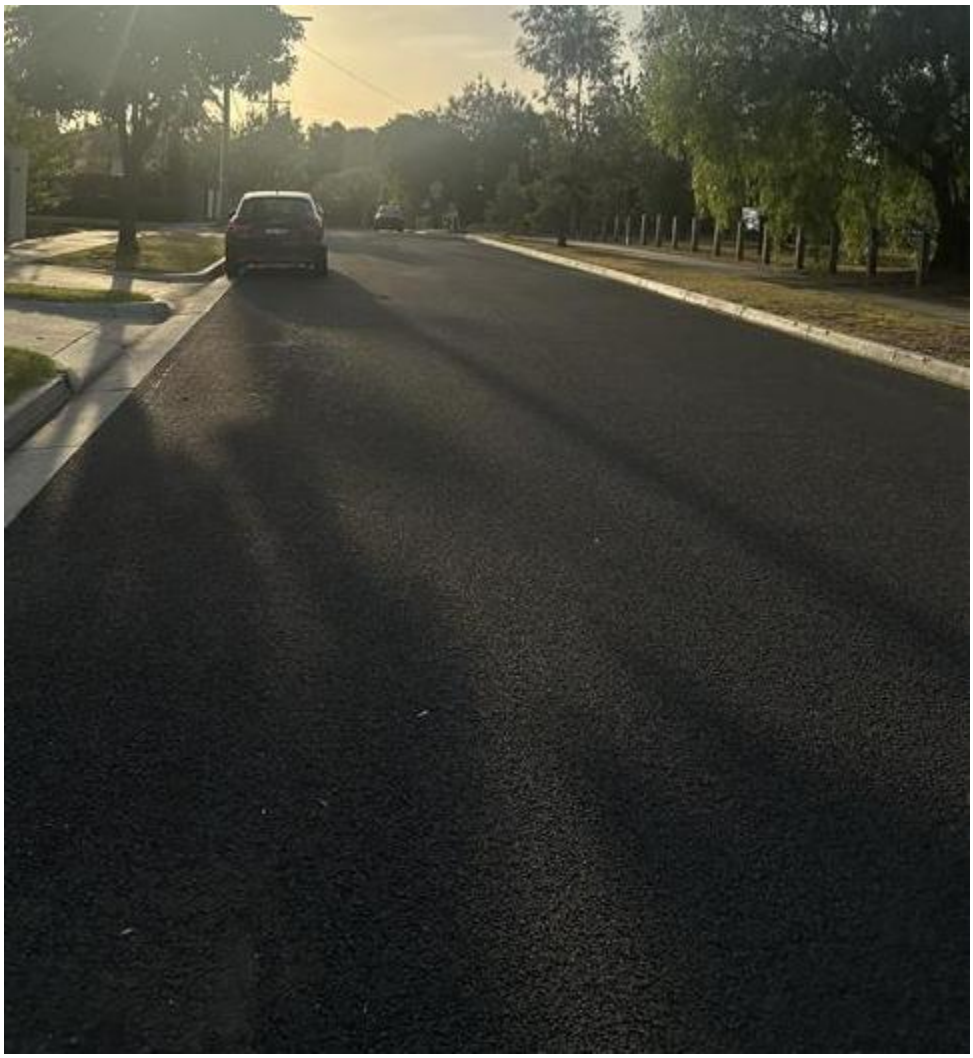

FIGURE 5: LEONARD STREET, FACING WEST

Seafoam Street is classified as a "Local Road" under the care and management of Bayside City Council. It runs in a north-south orientation and provides a carriageway width of approximately 7m. Unrestricted kerbside parking is provided on both sides of the road.

A posted speed limit of 40km/h applies.

View of Seafoam Street is shown in **Figure 6.**

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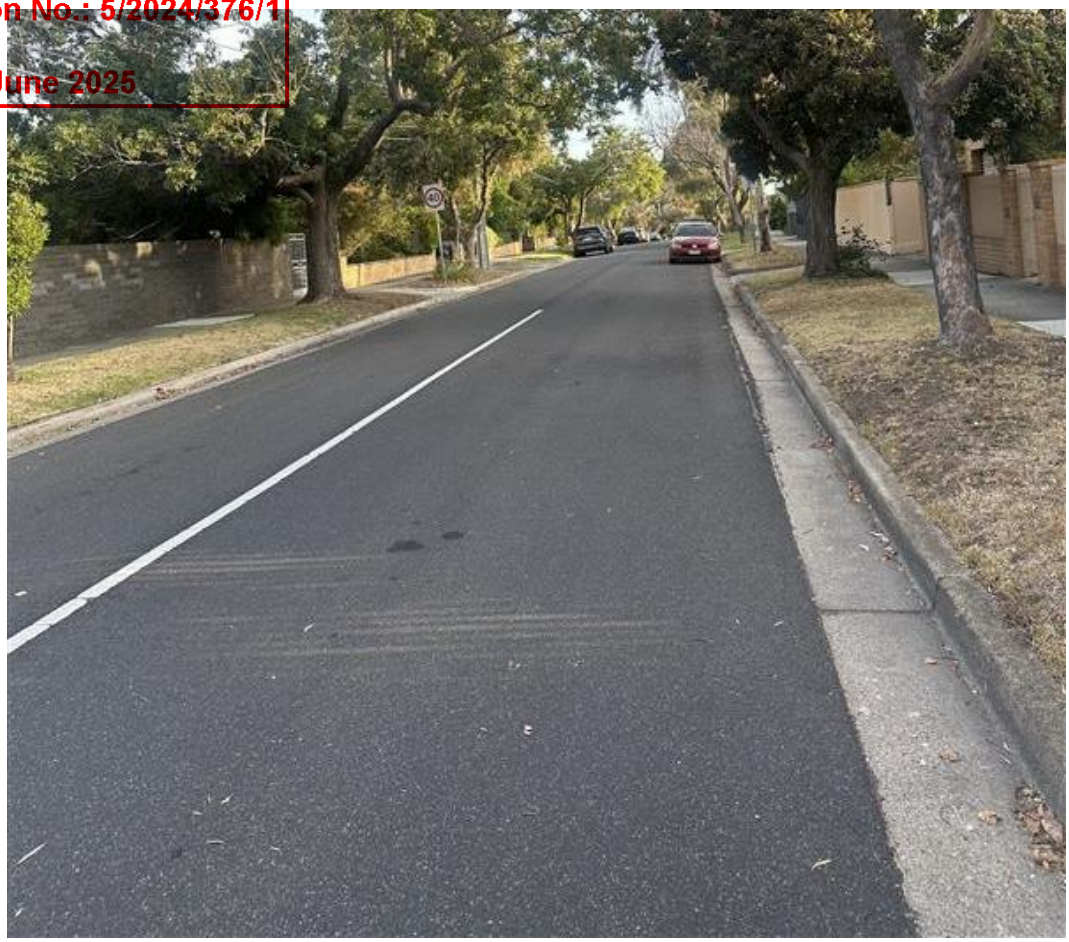


FIGURE 6: SEAFOAM STREET, FACING SOUTH

2.4 EXISTING TRAFFIC VOLUMES

It is anticipated that **Leonard Street** and **Seafoam Street** would carry less than 1,000 vehicles per day.

2.5 CASUALTY CRASH HISTORY

A review of Department of Transport and Planning (DTP) casualty crash data for the most recent five-year period (2018 –2023) indicates that there was one casualty crash recorded along Leonard Street approximately 30m west of the subject site, comprising:

- Collision with Vehicle 'Vehicle Collides with Vehicle Parked on Left of Road' on 16/04/2023 at 6:30am resulting in 'Other Injury'.

2.6 SUSTAINABLE TRANSPORT

2.6.1 Public Transport

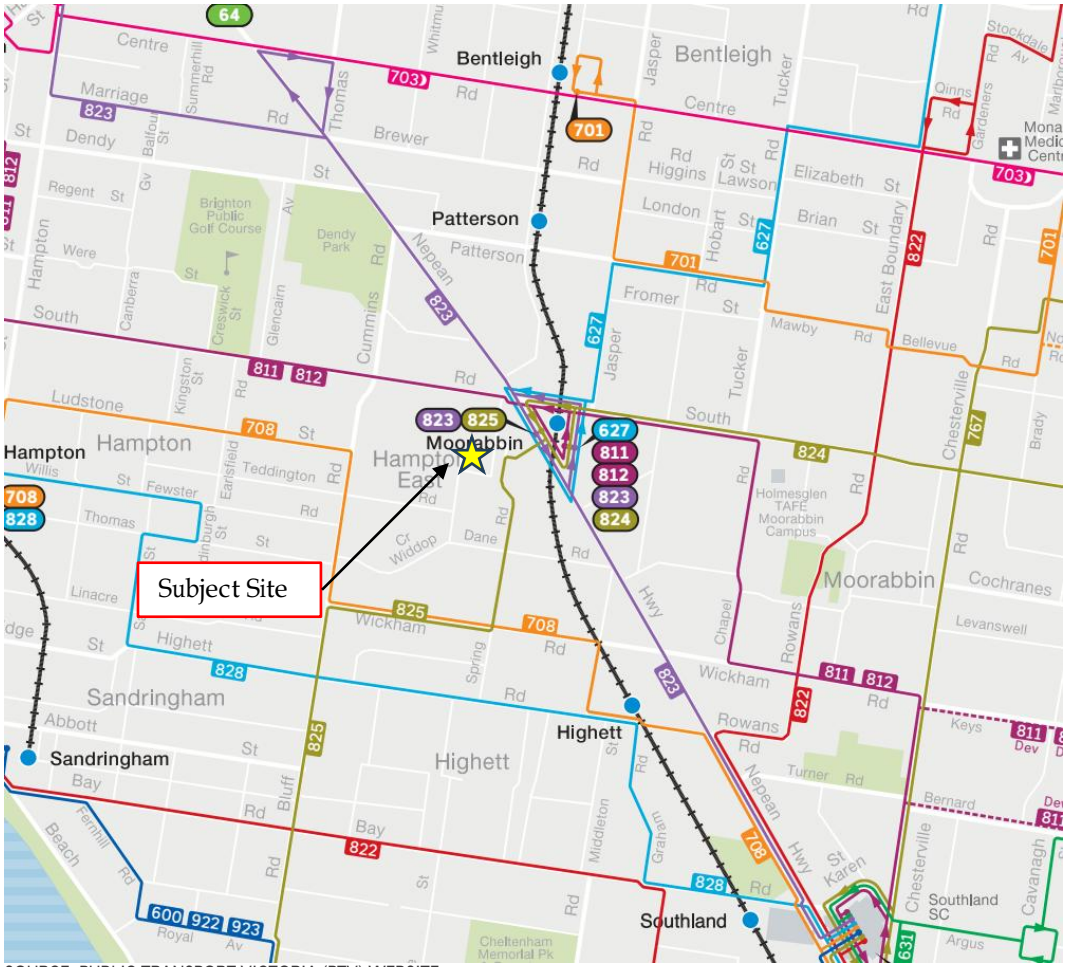
The subject site has very good access to public transport.

Moorabbin Train Station is available within 650m walking distance to the northeast of the subject site and **Bus Routes 627, 823, 824, 811 and 812** are available at the train station.

Bus Route 825 (Moorabbin - Southland via Black Rock & Mentone) is available within

300m walking distance to the northeast of the subject site.

Bus and train services in the vicinity of the subject site are shown in **Figure 7.**



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 7: PUBLIC TRANSPORT SERVICES

ROUTE NUMBER	ROUTE DESCRIPTION
627	Moorabbin Station - Chadstone SC
823	North Brighton - Southland
824	Moorabbin – Keysborough
811	Dandenong - Brighton
812	Dandenong - Brighton
825	Moorabbin - Southland

TABLE 1: BUS SERVICES

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2.7 AVAILABILITY OF PARKING IN THE LOCALITY

O'Brien Traffic prepared an inventory of on-street parking in Leonard Street (between Carrington Street and Keith Street) and Seafoam Street (between Leonard Street and Berend Street), revealing a total of **71 unrestricted kerbside parking spaces** within 200m walking distance from the site as shown in **Figure 8.**

FIGURE 8: PARKING INVENTORY MAP

O'Brien Traffic undertook an on-spot car parking occupancy survey of these spaces on Thursday 6th March 2025 at 7:00pm. This time was chosen to represent typical weekday peak periods for residential parking.

The spot parking survey found that out of 71 on-street parking, 23 spaces were occupied resulting in a minimum of **48 vacant spaces**. It is noted that no vehicles were parked in the 2 parking spaces along the frontage of the site.

O'Brien Traffic also undertook a car parking occupancy survey on Saturday 15th March 2025 from 2-4 pm and 6-7 pm (also representing typical weekend peak periods for residential parking). The results are provided in **Figure 9**.

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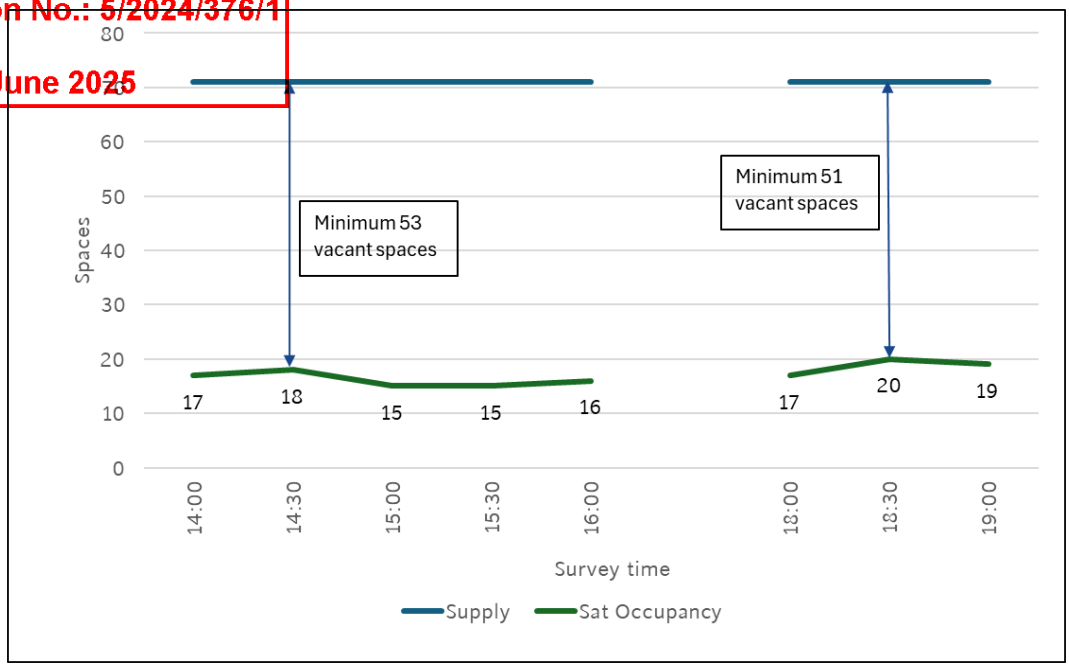

FIGURE 9: PARKING OCCUPANCY GRAPHICAL REPRESENTATION

The peak parking demand occurred on Saturday 15th March 2025 around 6:30PM with a minimum of 51 vacant spaces available. Again, it is noted that no vehicles were parked in the two spaces along the frontage of the site during the survey periods.

The analysis indicates that there is ample available parking in Leonard Street and Seafoam Street.

3 THE PROPOSAL

It is proposed to demolish the existing single-storey dwelling and construct two double-storey townhouses (Lot 1 with 4 bedrooms and Lot 2 with 3 bedrooms and a study room). A double garage is proposed for Lot 1 and a single garage for Lot 2.

Vehicle access will be provided via two separate crossovers to Leonard Street.

4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*

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- *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.*

The Planning Scheme parking requirement for the proposal is shown in **Table 2**.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Dwelling (Lot 1)	4-bedroom	2 spaces to each 3 or more-bedroom dwelling;	2 spaces
Dwelling (Lot 2)	3-bedroom	2 spaces to each 3 or more-bedroom dwelling;	2 spaces
		TOTAL	4 SPACES

TABLE 2: PLANNING SCHEME CAR PARKING REQUIREMENT

On this basis, the proposed development has a Planning Scheme car parking requirement of 2 spaces for each lot. As double garage is provided for Lot 1 and a single garage is provided for Lot 2, a reduction of 1 space for Lot 2 is sought.

The Planning Scheme allows a reduction to the car parking requirement where it can be justified.

4.2 CAR PARKING DEMAND ASSESSMENT

Before a requirement for car parking is reduced, Clause 52.06-7 of the Planning Scheme requires a Car Parking Demand Assessment, which must assess the parking demand *likely* to be generated by the proposed use.

The Car Parking Demand Assessment must address a number of specified matters to the satisfaction of the responsible authority. These are discussed as follows.

CRITERIA	RESPONSE
The variation of car parking demand likely to be generated by the proposed use over time	The car parking demand is likely to peak in the evening and on weekend when most residents are likely to be at home.
The availability of public transport in the locality of the land	As mentioned in **Section 2.6.1,** the subject site has very good access to public transport.

CRITERIA	RESPONSE
The convenience of pedestrian and cyclist access to the land	Footpaths are provided along both sides of Leonard Street and the surrounding road network.
The anticipated car ownership rates of likely or proposed visitors to or occupants of the land	A review of the 2021 ABS Census data of car ownership for residents in the statistical area that includes Leonard Street indicates that for a semi-detached, townhouses with two or more storeys, 42% owned 1 vehicle or less, while 44% owned 2 vehicles and 14% owned 3 or 4 vehicles. Although there is a market for townhouses that provide 0 – 1 parking spaces, it is estimated that the parking demand is likely to be 1-2 spaces.

TABLE 3: CAR PARKING DEMAND ASSESSMENT

The Car Parking Demand Assessment indicates that, for townhouses with two or more storeys in this locality, the car parking demand is likely to be 1-2 spaces.

4.3 ADEQUACY OF PARKING SUPPLY

Clause 52.06-7 of the Planning Scheme states that before granting a permit to reduce the number of spaces, the responsible authority must consider a number of issues which include:

CRITERIA	RESPONSE
The Car Parking Demand Assessment	The Car Parking Demand Assessment indicates a likely peak parking demand of 1-2 car spaces.
On street parking in residential zones in the locality of the land that is intended to be for residential use	Parking occupancy surveys indicate that there are a minimum of 48 vacant parking spaces located in the vicinity of the subject site. At all times during the survey, no vehicles were parked in the two spaces along the frontage of the site.
Access to or provision of alternative transport modes to and from the land	As discussed earlier, the site has very good access to public transport services and footpaths.

TABLE 4: ADEQUACY OF CAR PARKING SUPPLY

The shortfall of 1 space for Lot 2 will be readily accommodated by the vacant on-street parking spaces in the area – particularly along the frontage of the site.

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5 CAR PARK ACCESS & LAYOUT

The following comments are provided in relation to car park access and layout:

- All car parking spaces are designed in accordance with (or exceeding) the Planning Scheme requirement with the double garage of 6.0m long and 5.75m wide and the single garage of 6.0m long and 3.7m wide.
- Vehicle swept path analysis provided in **Appendix A** demonstrates that the garage parking spaces are readily accessible by an Australian Standard B85 vehicle in accordance with Australian Standards for resident parking.

6 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

The estimated traffic generation for the new dwellings is 6 vehicle trips for each townhouse. On this basis, the daily residential traffic generation would be 12 trips (6 trips to the site and 6 trips from the site).

It is anticipated that 10% of daily trips would occur in each of the AM and PM peak hours, which would equate to 1 trip per hour.

Noting that the existing dwelling would already be generating traffic (for example, 6 trips per day), this level of traffic would have no significant adverse impact on the operation and safety of the Leonard Street and surrounding road network.

7 CONCLUSION

Based on the considerations outlined above, it is concluded that:

- The Planning Scheme car parking requirement for the proposed development is 2 car spaces for each townhouse.
- As a double garage space is proposed for Lot 1 and a single garage is proposed for Lot 2, a reduction in the Planning Scheme car parking requirement of 1 space for Lot 2 is required.
- The Car Parking Demand Assessment indicates a likely peak car parking demand of 1-2 spaces.
- Based on the available on-street parking spaces (particularly along the frontage of the site), a reduction in the Planning Scheme car parking requirement of 1 space for the Lot 2 dwelling is readily justified in this case.
- The proposed parking access and layout complies with the Planning Scheme requirements.
- The level of additional traffic expected to be generated by the proposed development is anticipated to have no significant adverse impact on the operation and safety of Leonard Street and the surrounding road network.

We therefore find no parking or traffic grounds to prevent the proposed residential development proceeding.

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APPENDIX A

PARKING SURVEY RESULTS

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Area	Location	Side	Restriction	Space	Check	Parking Occupancy							
						14:00	14:30	15:00	15:30	16:00	18:00	18:30	19:00
Leonard Street													
A1	Keith Street to Property Boundary #3	North	Unrestricted	5	5	0	1	0	0	0	1	1	1
A2	Curly Rourke Reserve Frontage	North	Unrestricted	8	8	0	0	0	0	0	0	0	0
A3	Property Boundary #21 to Property Boundary #23	North	Unrestricted	4	4	2	2	2	2	2	2	2	2
A4	Property Boundary #25 frontage	North	Unrestricted	2	2	0	0	0	0	0	0	0	0
A5	Property Boundary #27 to Carrington St	North	Unrestricted	7	7	1	1	1	1	0	1	1	1
A6	Keith Street to Harry St	South	Unrestricted	7	7	1	2	1	1	2	0	3	2
A7	Harry Street to Seafoam St	South	Unrestricted	12	12	6	5	4	4	4	5	5	5
A8	Seafoam St to Carrington St	South	Unrestricted	10	10	2	2	2	2	3	3	3	3
Seafoam Street													
B1	Leonard St to Propoerty Boundary #1	West	Unrestricted	8	8	3	3	3	3	3	3	3	3
B2	Leonard St to Propoerty Boundary #14	East	Unrestricted	8	8	2	2	2	2	2	2	2	2
			Total	71	71	17	18	15	15	16	17	20	19
			Total Supply			71	71	71	71	71	71	71	71
			Occupancy			17	18	15	15	16	17	20	19
			Vacant			54	53	56	56	55	54	51	52

FIGURE A1: PARKING SURVEY DATA – SATURDAY (15TH MARCH 2025)

FIGURE A2: PARKING SURVEY AREA

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APPENDIX B

SWEPT PATH ANALYSIS

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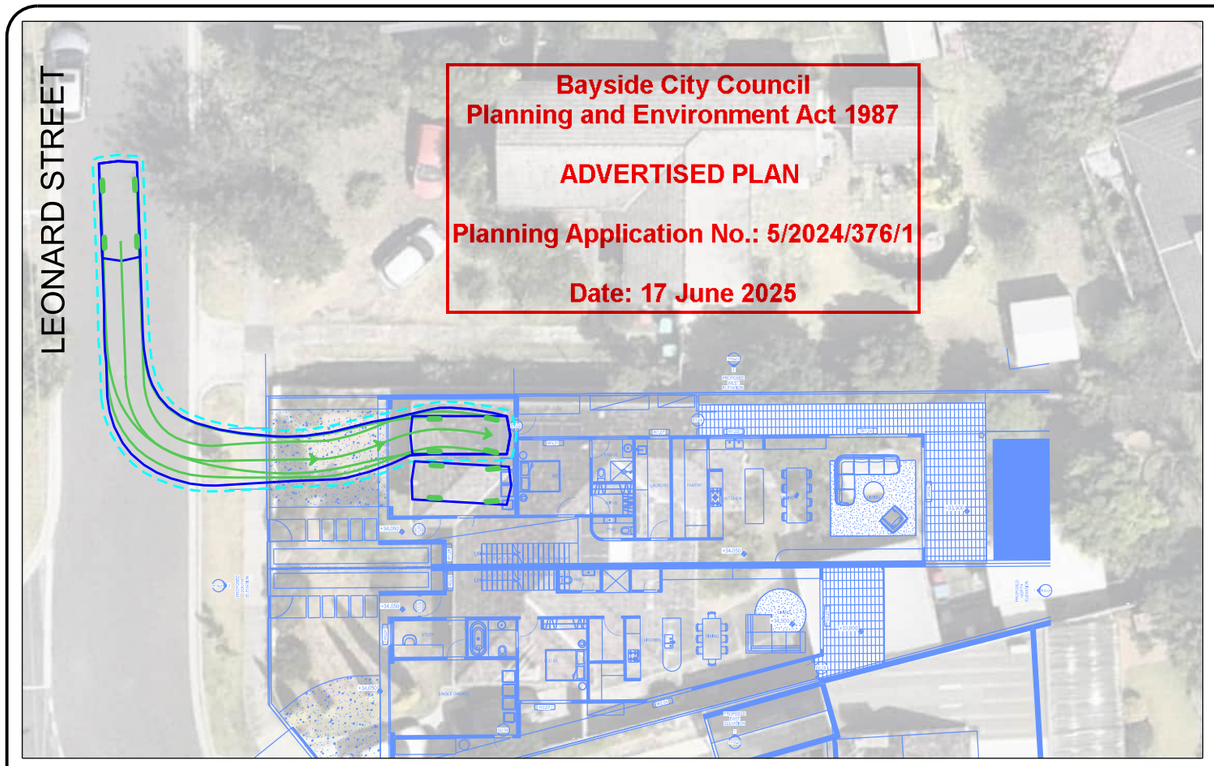

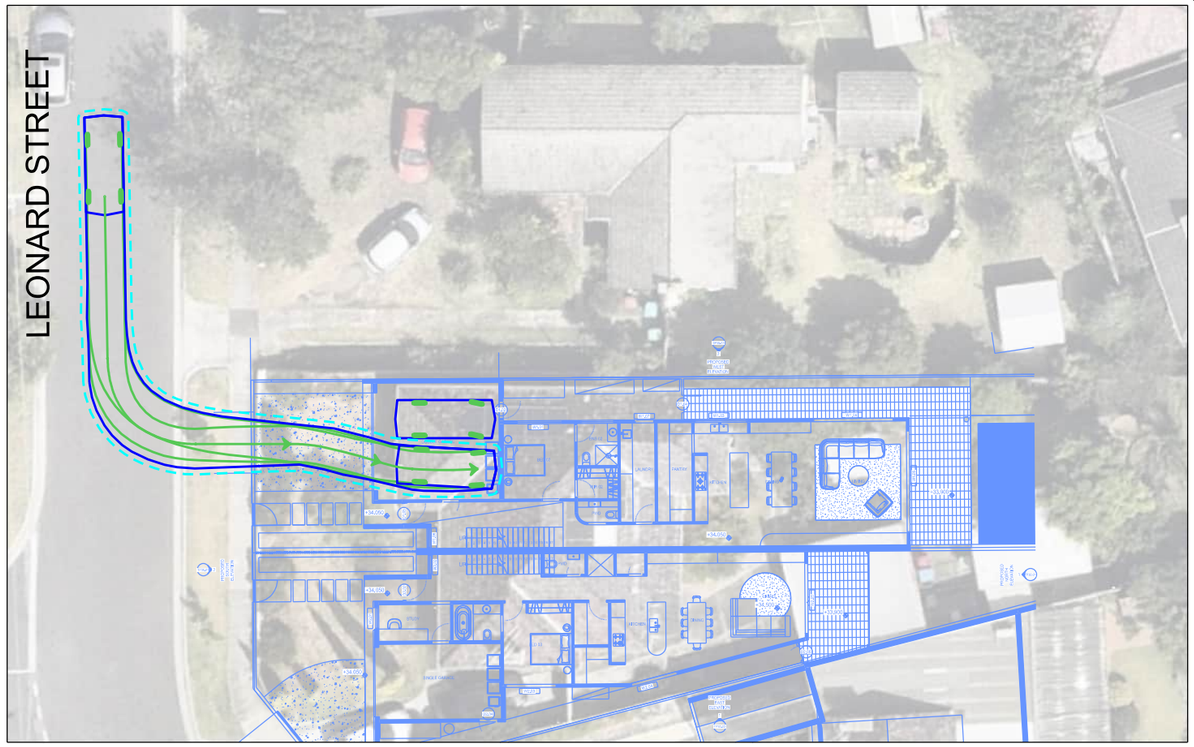

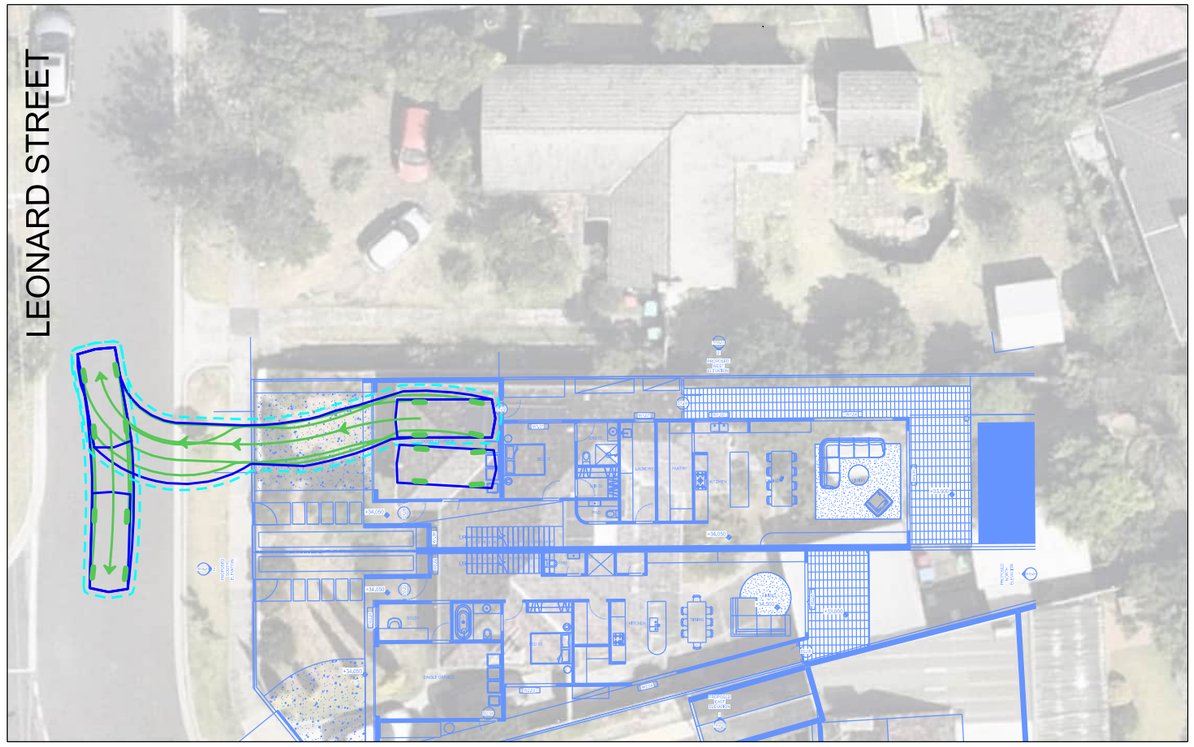

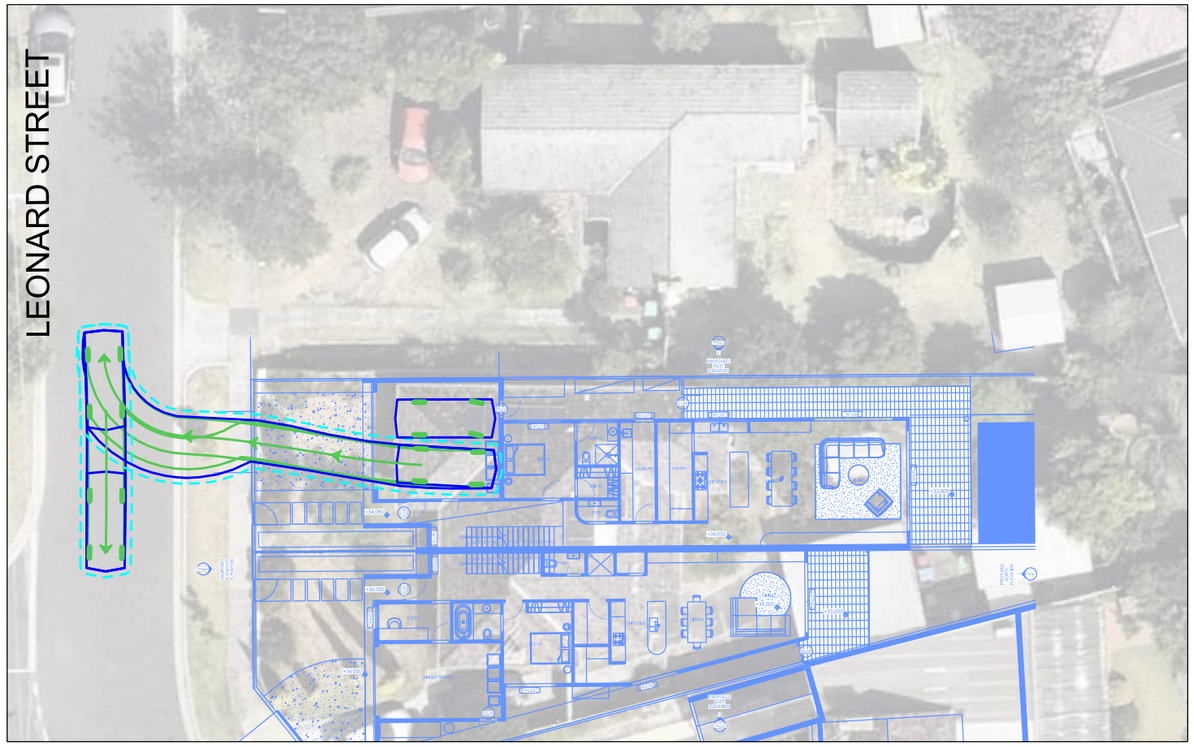

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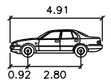

B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

B85
ENTRY/EXIT

25 Leonard Street, Hampton East
1:300 @ A3 22/04/25
DWG NO: 26943002

KEY

- CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

O'BRIEN TRAFFIC

• Traffic Planning • Transport Planning
• Traffic Engineering • Road Safety

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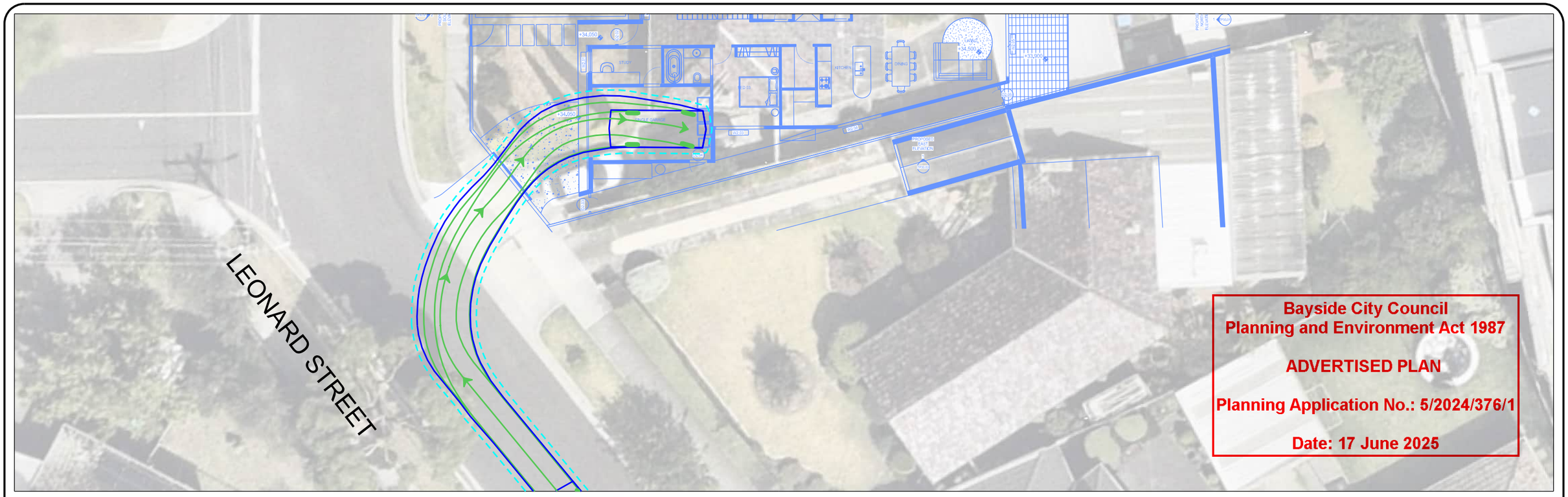

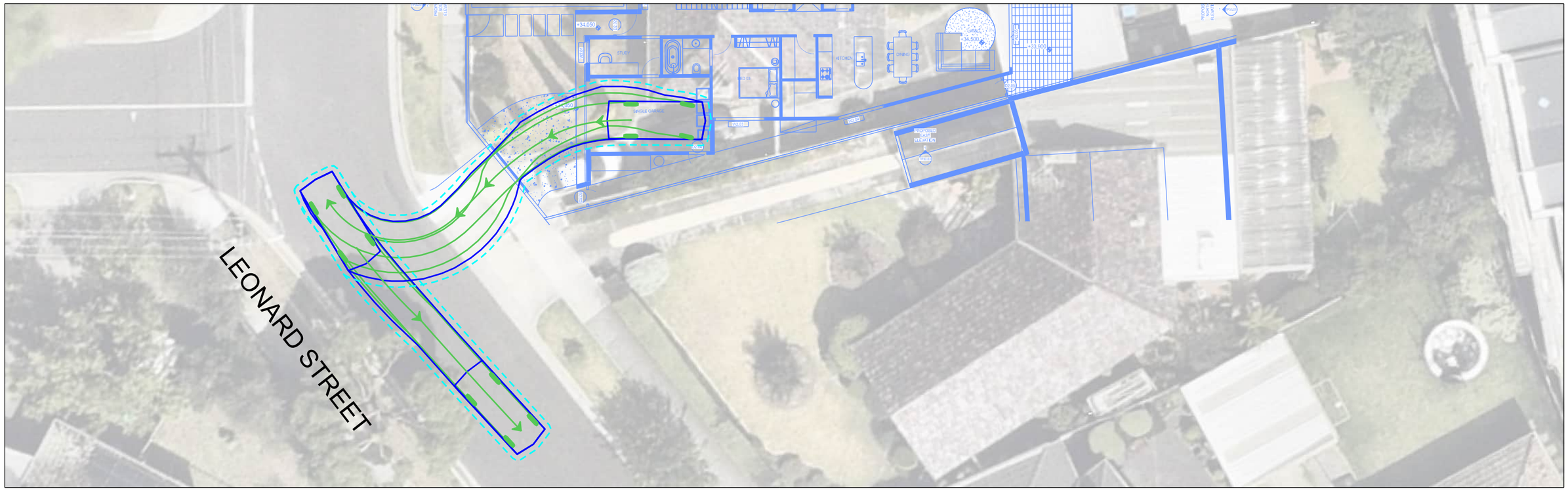

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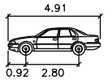

B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

B85
ENTRY/EXIT

25 Leonard Street, Hampton East
1:200 @ A3 22/04/25
DWG NO: 26943002

KEY

- CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

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