

Traffix Group

Traffic Engineering Assessment

Proposed Amendment to Planning Permit No.
693/2019

331-335 St Kilda Road, St Kilda

Prepared for
Matrix 333 St Kilda (AUS) Pty Ltd

July 2021

G26491R-02B

Document Control

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Table of Contents

- 1. Introduction..... 5**
- 2. Proposal..... 5**
- 3. Existing Conditions 6**
 - 3.1. *Subject Site*..... 6
- 4. Traffic Engineering Assessment 9**
 - 4.1. *Car Parking Assessment*..... 9
 - 4.2. *Bicycle Parking Provision*..... 11
 - 4.3. *Review of Carpark Layout and Vehicle Access Arrangements* 12
 - 4.4. *Loading and Waste Collection Arrangements* 17
 - 4.4.1. *Loading*..... 17
 - 4.4.2. *Waste Collection*..... 17
 - 4.5. *Traffic Impact Assessment* 18
 - 4.5.1. *Traffic Generation* 18
- 5. Conclusions..... 19**

List of Figures

- Figure 1: Locality Plan (Source: Melway) 7
- Figure 2: Aerial Photograph (Source: Nearmap) 8

List of Tables

- Table 1: Development Summary 5
- Table 2: Statutory Car Parking Assessment – Planning Permit No. 693/2019 9
- Table 3: Statutory Bicycle Parking Assessment - Clause 52.34 11
- Table 4: Design of Bicycle Parking 12
- Table 5: Carpark Layout and Access Assessment 13

List of Appendices

Appendix A Development Plans

Appendix B Swept Path Diagrams

1. Introduction

Traffic Group has been engaged by Matrix 333 St Kilda (AUS) Pty Ltd to prepare a traffic engineering report for a proposed amendment to Planning Permit No. 693/2019 applying to the land at 331-335 St Kilda Road, St Kilda.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

2. Proposal

The proposal is for a multi-storey mixed use development on the site.

Our assessment is based on the development plans prepared by Rothe Lowman (Revision P13 dated 22 July 2021). A copy of the development plans is attached at Appendix A.

A development summary associated with the current development scheme is provided as follows (including car parking allocation).

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
<u>Dwellings:</u> One-bedroom Apt. Two-bedroom Apt. Three/Four-bedroom Apt.	3 55 16	3 55 32	<u>Parking rates:</u> 1/dwelling 1/dwelling 2/dwelling
Retail	379.9m ²	8	2.1/100m ²
Food and Drink Premises (Café)	168.4m ²	2	1.19/100m ²
Visitor/Customers		10	-
Car Parking Provision		114 car spaces (inc. 1 DDA space)	Located in 2-level basement Surplus of 4 resident spaces
Bicycle Parking Provision		111 bicycle spaces	99 in 2-level basement 12 at ground level
Other Parking provision		5 motorcycle spaces	Located in Basement 2

Characteristics	Description
Other	Notes
Vehicle Access	6.2m wide accessway to Blanche Street near the site's western boundary
Changes to on-street parking	16 on-street car spaces will continue to be available, including: 10 spaces along St Kilda Road 6 spaces along Blanche Street
Loading Provision	Loading bay of 6.4m x 4.0m within Basement 1 for waste collection and resident/commercial loading
Waste Collection	Within Basement 1 loading bay using Hino mini-waste truck

3. Existing Conditions

3.1. Subject Site

The subject site is located on the north-western corner of the intersection between St Kilda Road and Blanche Street in St Kilda. A locality plan and aerial view are presented in Figure 1 and Figure 2, respectively.

The site has an area of 2,543m² and frontages to St Kilda Road and Blanche Street of 76.29m and 54.08m, respectively.

The site is currently occupied by a three storey backpacker and budget accommodation. A single-width crossover provides access to the site along the site's western boundary from Blanche Street. A total of 20 formal car spaces are available for staff and guests at the rear of the site within an at-grade carpark. A single-width crossover provides access to the site along the site's western boundary from Blanche Street. In addition to formal parking, an informal grass area provides car parking for approximately an additional 8 cars on the site, whilst the accessway to Blanche Street also accommodates a number of cars on the site informally.

A total of 16 spaces are available along the site's frontages, comprising:

- 8 x '10P Ticket 8am-6pm Mon-Fri' car spaces along the site's St Kilda Road frontage,
- 2 x '¼P All Other Times' car spaces along the site's St Kilda Road frontage, and
- 6 x '2P 9am-5pm Mon-Fri, 9am-12pm Sat' car spaces along the site's Blanche Street frontage.

A total of 10 bicycle spaces (provided via 5 bicycle loops) are provided along the site's frontage to St Kilda Road within the verge nearby to the pedestrian access to the site.

The site is located within a Commercial 1 Zone (C1Z) under the Planning Scheme and within the Principal Public Transport Network Area (PPTN). Land use within the immediate vicinity of the site is mixed use, comprising both commercial and residential uses, with commercial along the east side of St Kilda Road nearby to the site.

The site is located approximately 350m north-west of the Balaclava Activity Centre¹. This Activity Centre is centred on Carlisle Street and includes a mixture of commercial and community uses. A number of other Activity Centres (Acland Street, Fitzroy Street and St Kilda Junction) are also located within approximately 1km of the site.

Significant non-residential land uses in the nearby area include:

- **St Kilda Town Hall**, located approximately 400m south-east of the site,
- **St Kilda Primary School**, located approximately 500m south-east of the site,
- **St Kilda Botanical Gardens**, located approximately 750m south of the site,
- **St. Michael's Grammar School**, located approximately 900m north-east of the site, and
- **Albert Park**, located approximately 1.1km north-west of the site.

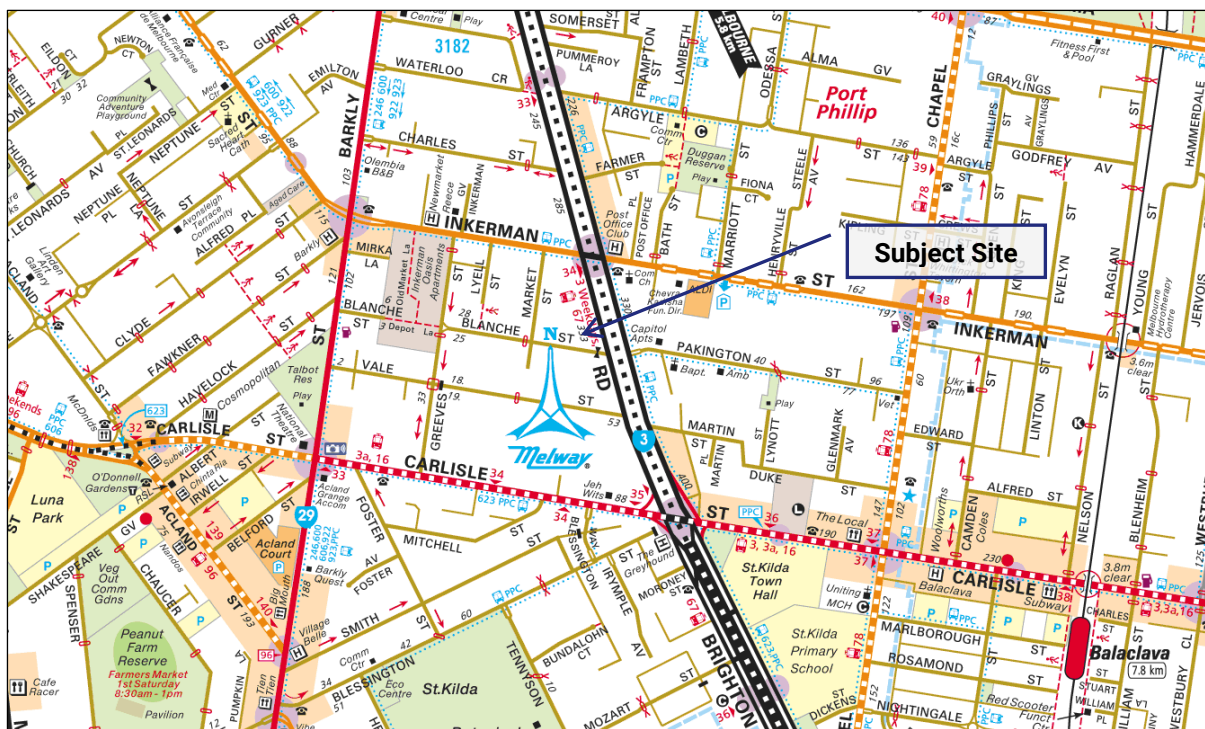


Figure 1: Locality Plan (Source: Melway)

¹ As referenced in Plan Melbourne (dated May, 2014).



Figure 2: Aerial Photograph (Source: Nearthmap)

4. Traffic Engineering Assessment

4.1. Car Parking Assessment

Condition 12 of Planning Permit No. 693/2019 details the car parking allocation required for the proposed uses of the development, as follows:

12. *Without the further written consent of the responsible authority the car parking must be allocated as follows:*
 - a) *not less than 2 car spaces for each 100m² of office floor space.*
 - b) *not less than 2 car spaces to each 100m² of retail/shop floor space (2 spaces per tenancy).*
 - c) *not less than 1 car spaces to each 100m² of café floor space (2 spaces per tenancy).*
 - d) *not less than one car space to each one and two bedroom dwelling and not less than two spaces for each three bedroom (or larger) dwelling.*
 - e) *At least 10 car spaces allocated for the office/shop/café tenancy visitors/customers.*

Accordingly, as the office use is no longer proposed, Condition 12(a) does not apply to the development.

An assessment of the car parking requirement of the development against the rates presented under Condition 12 of Planning Permit No. 693/2019 is set out in the table below.

Table 2: Statutory Car Parking Assessment – Planning Permit No. 693/2019

Use	Size/No.	Planning Permit No. 693/2019 Req.	Car Parking Req.	Car Parking Provision	Shortfall/Surplus
One-bedroom apt.	3	1 car space per one or two-bedroom dwelling	3	3	0
Two-bedroom apt.	55		55	55	0
Three/Four-bedroom apt.	16	2 car spaces per three or more bedroom dwelling	32	32	0
Food and drink premises (café)	168.4m ²	Not less than 1 car spaces to each 100m ² of café floor space (2 spaces per tenancy)	2	2	0

Use	Size/No.	Planning Permit No. 693/2019 Req.	Car Parking Req.	Car Parking Provision	Shortfall/ Surplus
Retail	379.9m ²	Not less than 2 car spaces to each 100m ² of retail/shop floor space (2 spaces per tenancy)	7	8	+1
Visitor (Commercial)	-	At least 10 car spaces allocated for the office/shop/café tenancy visitors/customers	10	10	0
Surplus Resident Spaces			-	4	+4
TOTAL			109	114	+5

Based on the above, a minimum requirement of 109 car spaces is required. The provision and allocation of 114 car spaces accords with the requirements of Condition 1(h) and 12 of Planning Permit No. 693/2019.

As the car parking provisions accord with the requirements of the Planning Permit, we are satisfied that a reassessment under Clause 52.06 is not required at this time.

Disabled Parking

Clause 52.06-9 states that:

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

Disabled car parking is not required for the residential component under the Planning Scheme or the National Construction Code (NCC).

One disabled car space is required under the NCC in relation to the commercial car parking. One disabled car space is proposed to be provided for the development.

The provision of car parking complies with the requirements of Clause 52.06-5 and satisfies the purpose of Clause 52.06 of the Planning Scheme.

4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

The development provides bicycle parking as follows:

- 99 secure bicycle spaces within the basement for residents and staff, provided as follows:
 - 79 wall-mounted racks
 - 10 horizontal rails (20 spaces)
- 12 open bicycle rails at ground level along the site’s frontage to St Kilda Road for visitors.

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents/Employees	Visitors/Customers	
Dwelling	74	1 space to each 5 dwellings	1 space to each 10 dwellings	15 resident 7 visitor
Retail other than specified (inc. Café)	548.3m ²	1 space per 300m ²	1 space per 500m ² LFA	2 employee 1 customer
TOTAL				25 spaces

Based on the above, provision of 111 bicycle spaces satisfies the bicycle parking provision requirements of Clause 52.34.

Condition 14 requires the provision of six (6) bicycle rails along the site’s frontage to St Kilda Road or a nearby location. This is provided in the form of 6 open horizontal rails along the site’s frontage to St Kilda Road and Conditions 1(d) and 14 are satisfied.

A review of the layout of bicycle parking areas has been undertaken and we are satisfied that the layout accord with the requirements of Clause 52.34 and AS2890.3-2015.

Clause 52.34 also requires consideration of end-of-trip facilities and the design of the bicycle parking spaces. The table below reviews the design and provision of these facilities.

Table 4: Design of Bicycle Parking

Requirement	Assessment	Design Response
End of Trip Facilities - Table 2 & 3 of Clause 52.34-5		
If 5 or more employee bicycle spaces are required, 1 one shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	✓	No shower is required for 1 employee bicycle space, however 2 shower facilities have been provided.
1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	✓	The changeroom is combined with the shower facilities with 20 lockers.
Design of Bicycle Parking		
Does the design comply with the design requirements of Clause 52.34-6?	✓	All bicycle spaces are designed in accordance with the bicycle parking specifications.
Does the design comply with the requirements of AS2890.3-2015?	✓	

Based on the above, we are satisfied that the provision of bicycle parking accords with the requirements of Clause 52.34.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffic Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

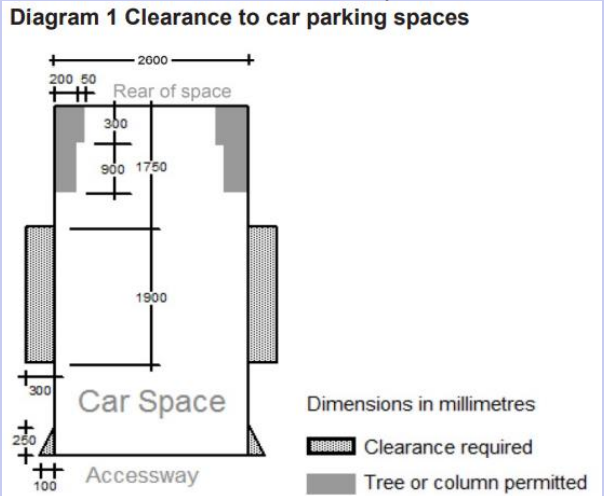
- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2009 – Part 6: Off-Street Car Parking for People with Disabilities.

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

Table 5: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	B99 design car can navigate all bends. Objective achieved.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	✓	Complies.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	✓	Complies.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.	✓	Passing area provided.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m 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 one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	✓	Complies.
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	✓	Complies.
If entry to the car space is from a road, the width of the accessway may include the road.	✓	Not applicable

Requirement	Assessment	Design Response																													
Clause 52.06-9 Design Standard 2 – Car Parking Spaces																															
<p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.</p> <table border="1"> <thead> <tr> <th>Angle of car spaces to accessway</th> <th>Accessway width</th> <th>Car park width</th> <th>Car park length</th> </tr> </thead> <tbody> <tr> <td>Parallel</td> <td>3.6 m</td> <td>2.3 m</td> <td>6.7 m</td> </tr> <tr> <td>45°</td> <td>3.5 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>60°</td> <td>4.9 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td rowspan="3">90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td>4.8 m</td> <td>3.2 m</td> <td>4.9 m</td> </tr> </tbody> </table> <p><i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</i></p>	Angle of car spaces to accessway	Accessway width	Car park width	Car park length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	✓	<p>All car spaces are 2.6m wide x 4.9m with a 6.4m wide access aisle with the exception of five (5) Australian Standard design car spaces provided at 2.4m wide x 5.4m long.</p> <p>Four (4) of the Australian Standard spaces will be allocated as a second car space to the three/four-bedroom dwellings. One is allocated to the retail staff.</p> <p>Access to and from the critical car spaces within the basement carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).</p>
Angle of car spaces to accessway	Accessway width	Car park width	Car park length																												
Parallel	3.6 m	2.3 m	6.7 m																												
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	5.2 m	3.0 m	4.9 m																												
4.8 m	3.2 m	4.9 m																													

Requirement	Assessment	Design Response
<p>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:</p> <ul style="list-style-type: none"> • 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. <p>Diagram 1 Clearance to car parking spaces</p> 	✓	Complies.
<p>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</p>	N/A	No garages proposed.
<p>Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.</p>	N/A	Complies.
<p>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</p>	N/A	Not a residential development.
<p>Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.</p>	✓	Complies.

Requirement	Assessment	Design Response													
Clause 52.06-9 Design Standard 3 - Gradients															
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	✓	Complies.													
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	✓	Complies.													
<table border="1"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)		
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	✓	Complies.													
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	✓	Complies.													
Clause 52.06-9 Design Standard 4 – Mechanical Parking															
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	N/A	No mechanical parking proposed.													
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.															
The design and operation is to the satisfaction of the responsible authority.															

4.4. Loading and Waste Collection Arrangements

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

4.4.1. Loading

The loading arrangements will remain consistent to per approved conditions and adequately accommodate waste collection and loading demands (small vans & utes).

The development includes a small café (168.4m²), retail tenancy (379.9m²) and 74 dwellings.

Given the small size of the café/retail tenancies, deliveries to the site will be undertaken by smaller vans that can use the loading zone area located within basement level 1 or alternatively, short-term car parking located along the site's frontage to Blanche Street (2P 9am-6pm Mon-Sat) and St Kilda Road (1/4P All Other Times).

Furthermore, it is noted that a loading zone has been set aside within basement level 1 as a 'loading/waste area', in order to accommodate occasional loading activities and waste collection activities. The headroom clearance leading to this area is limited to a 2.5m headroom clearance (as required by AS2890.1-2004) and is not suitable for commercial trucks, however could be used from time to time by tenants of the building to load or unload small goods as necessary from suitably sized vehicles. This space is only to be used temporarily to ensure it is available at waste collection times.

Based on the above, we are satisfied that given the uses on the site, that the proposed internal loading zone and external loading opportunities are acceptable.

4.4.2. Waste Collection

An updated Waste Management Plan is required to address Condition 19.

We have reviewed the Waste Management Plan prepared by Leigh Design Pty Ltd (dated 16 September, 2019) which details how waste collection will occur.

Residential and commercial waste bins will be stored within the designated refuse bin storage areas located within the basement level 1 carpark.

It is proposed that waste collection will occur via a private contractor. The waste collection vehicle (a 6.4m long and 2.08m high Waste Wise Mini rear loader) will enter the basement 1 carpark via Blanche Street, turn around within the site and empty the bins. A headroom clearance of at least 2.4m is required at the location of collection of the larger 1,100L bins. This has been met on the plans.

A swept path diagram demonstrating a waste vehicle collecting waste from within the basement level 1 carpark is attached at Appendix B.

Overall, waste collection is not a significant issue in this development and will continue to be satisfactory from a traffic engineering perspective.

4.5. Traffic Impact Assessment

4.5.1. Traffic Generation

Residents

Based on our experience and available case study data of similar higher density developments within inner metropolitan areas, the apartments with 1 car space can be expected to generate traffic at a rate of around 0.3 vehicle trips per dwelling per peak hour and 3 vehicle trips per day, while the apartments with 2 car spaces can be expected to generate traffic at a rate of around 0.5 vehicle trips per dwelling per peak hour and 5 vehicle trips per day.

Adopting the above rates, the 74 apartments are expected to generate 254 vehicle trips per day and 25 vehicle trips per peak hour.

Residential trips will be split approximately 20/80 in/out in the AM peak and 70/30 in/out in the PM peak.

Staff Parking

As 10 car spaces are allocated to the commercial uses, a conservative assumption would be that each space generates one trip per commuter peak hour, with one changeover during the middle of the day.

This equates to 40 daily movements, with 10 vehicle trips expected to be generated in each peak hour.

Total

It is noted that any traffic impacts associated with off-site parking demands will be evenly distributed over the nearby road network.

In summary, the proposed development is expected to generate up to 35 vehicle trip ends per peak hour. This level of traffic generation per peak hour is modest and represents on average 1 vehicle trip per 1-2 minutes during a peak hour.

This level of traffic is consistent with the previously approved scheme² and will have negligible impacts on the operation of the nearby road network.

² Traffic generation of the endorsed scheme (date stamped 16 February, 2021) expected to generate up to 34 vehicle trip ends per peak hour.

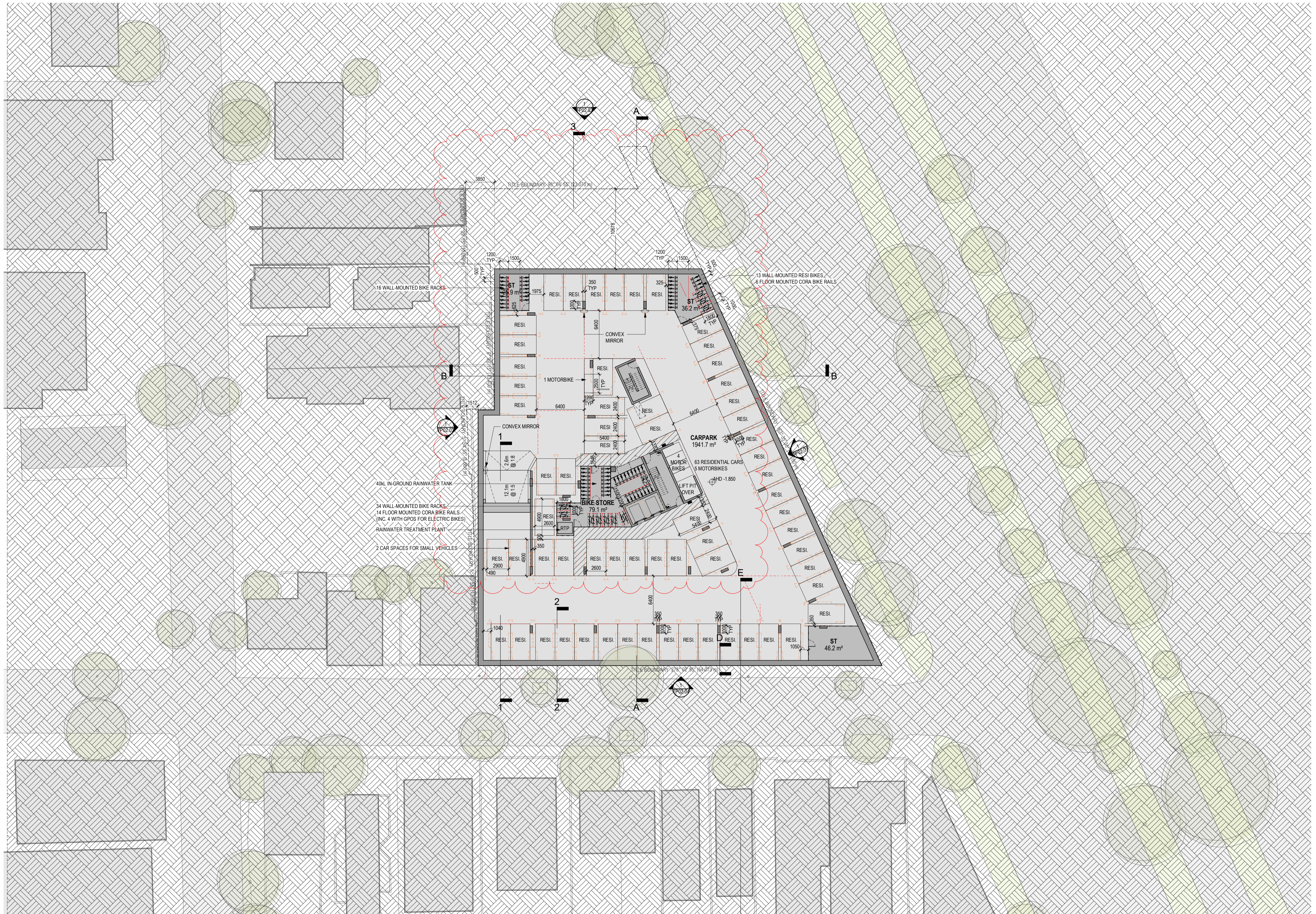
5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed amended mixed-use development at 331-335 St Kilda Road, St Kilda, we are of the opinion that:

- a) a minimum of 109 car spaces is required for the development under Condition 1(h) and 12 of Planning Permit No. 693/2019,
- b) the provision and allocation of 114 car spaces on the site results in a surplus of 4 resident and 1 commercial space, exceeding the minimum car parking allocation requirements of Condition 1(h) and 12,
- c) bicycle parking provision is provided exceeding the minimum requirements of Clause 52.34 and satisfy Condition 1(d) and 14 of Planning Permit No. 693/2019 in regard to the provision of an additional 6 rails,
- d) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- e) loading and waste collection will be adequately accommodated on-site as required, and
- f) the level of traffic generated by the proposal will be moderate and can be accommodated without any adverse impacts to the operation of the nearby road network,
- g) a dedicated loading zone is provided in basement level 1, along with the availability of short-term parking provided along the site's frontages to Blanche Street and St Kilda Road,
- h) waste collection can be undertaken via a private contractor from the basement using the proposed loading zone, and
- i) there are no traffic engineering reasons why an amended planning permit for the proposed mixed-use development at 331-335 St Kilda Road, St Kilda should not be approved, subject to appropriate conditions.

Appendix A

Development Plans



PRELIMINARY

Revisions			
P9	18.05.21	ISSUE FOR INFORMATION	TF
P10	20.05.21	SECTION 72 AMENDMENT DRAFT	TF
P11	07.07.21	ISSUE FOR INFORMATION	TF
P12	13.07.21	S72 AMENDMENT DRAFT R2	TF
P13	22.07.21	S72 AMENDMENT DRAFT R3	TF

ABBREVIATIONS:

AC	AIR CONDITIONER
PS	PRIVACY SCREEN
XO	CROSS OVER
WC	OFFICE TOILET
OG	OPACQUE GLASS

Project **331-335 St Kilda Road**

Drawing **Basement 2**

Project No **219016** Date **28/06/19**

Author **ZL**

Scale: @ A1 **1 : 250**

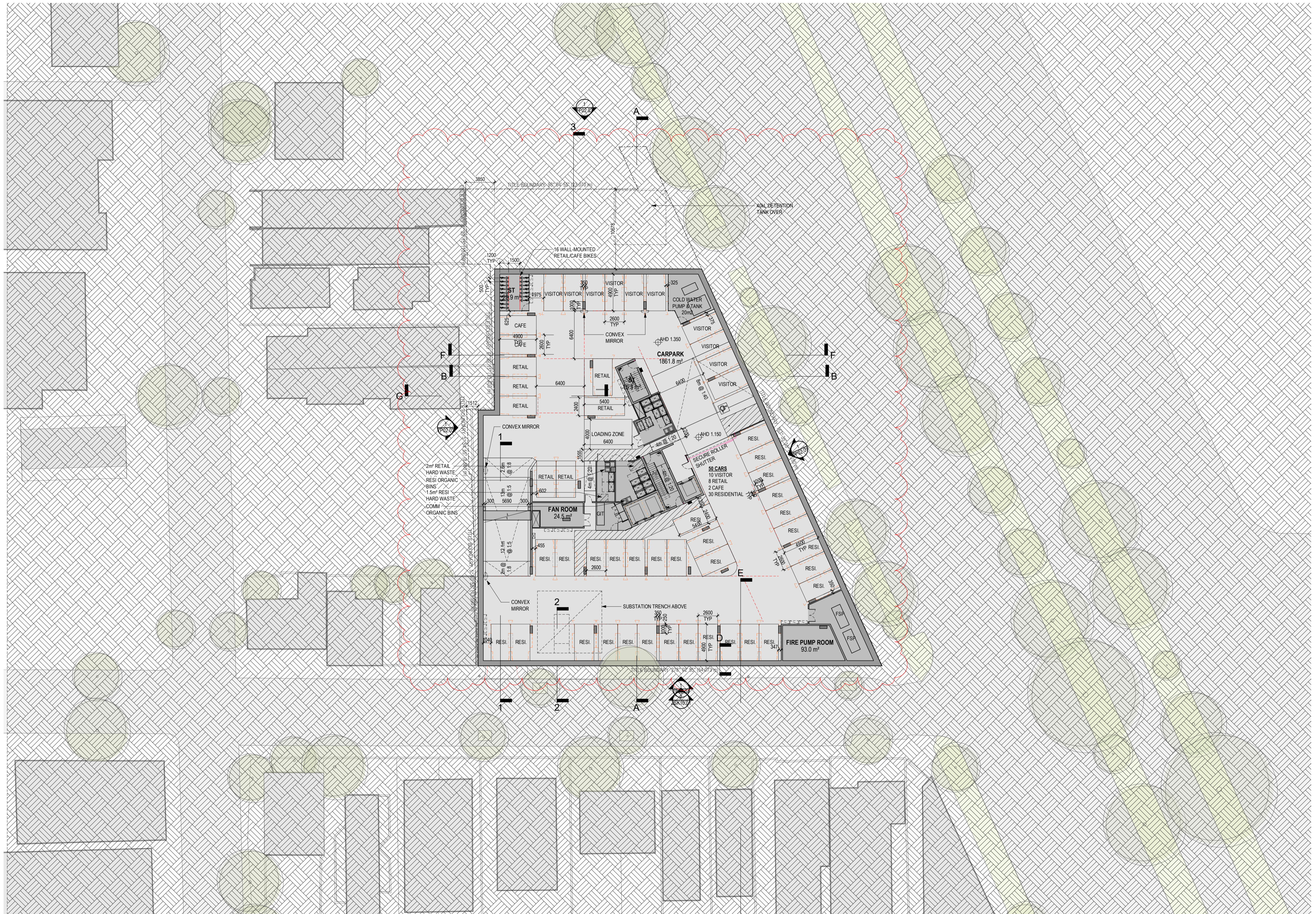
Drawing No. **TP01.00 P13**

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331-335 St Kilda Road

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PRELIMINARY

Revisions			
P9	18.05.21	ISSUE FOR INFORMATION	TF
P10	20.05.21	SECTION 72 AMENDMENT DRAFT	TF
P11	07.07.21	ISSUE FOR INFORMATION	TF
P12	13.07.21	S72 AMENDMENT DRAFT R2	TF
P13	22.07.21	S72 AMENDMENT DRAFT R3	TF

ABBREVIATIONS:

AC	AIR CONDITIONER
PS	PRIVACY SCREEN
XD	CROSS OVER
WC	OFFICE TOILET
OG	OBSCURE GLASS

Project **331-335 St Kilda Road**

Drawing **Basement 1**

Project No **219016** Date **28/06/19**

Author **ZL**

Scale: @ A1 **1 : 250**

Drawing No **TP01.01 P13**

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PRELIMINARY

Revisions			
P13	20.05.21	SECTION 72 AMENDMENT DRAFT	TF
P14	31.05.21	ISSUE FOR INFORMATION	TF
P15	07.07.21	ISSUE FOR INFORMATION	TF
P16	13.07.21	S72 AMENDMENT DRAFT R2	TF
P17	22.07.21	S72 AMENDMENT DRAFT R3	TF

ABBREVIATIONS:

AC	AIR CONDITIONER
PS	PRIVACY SCREEN
XD	CROSS OVER
WC	OFFICE TOILET
OG	OBSCURE GLASS

Project **331-335 St Kilda Road**

Drawing **Ground Level**

Project No **219016** Date **20.08.19**

Author **ZL**

Scale: @ A1 **1 : 250**

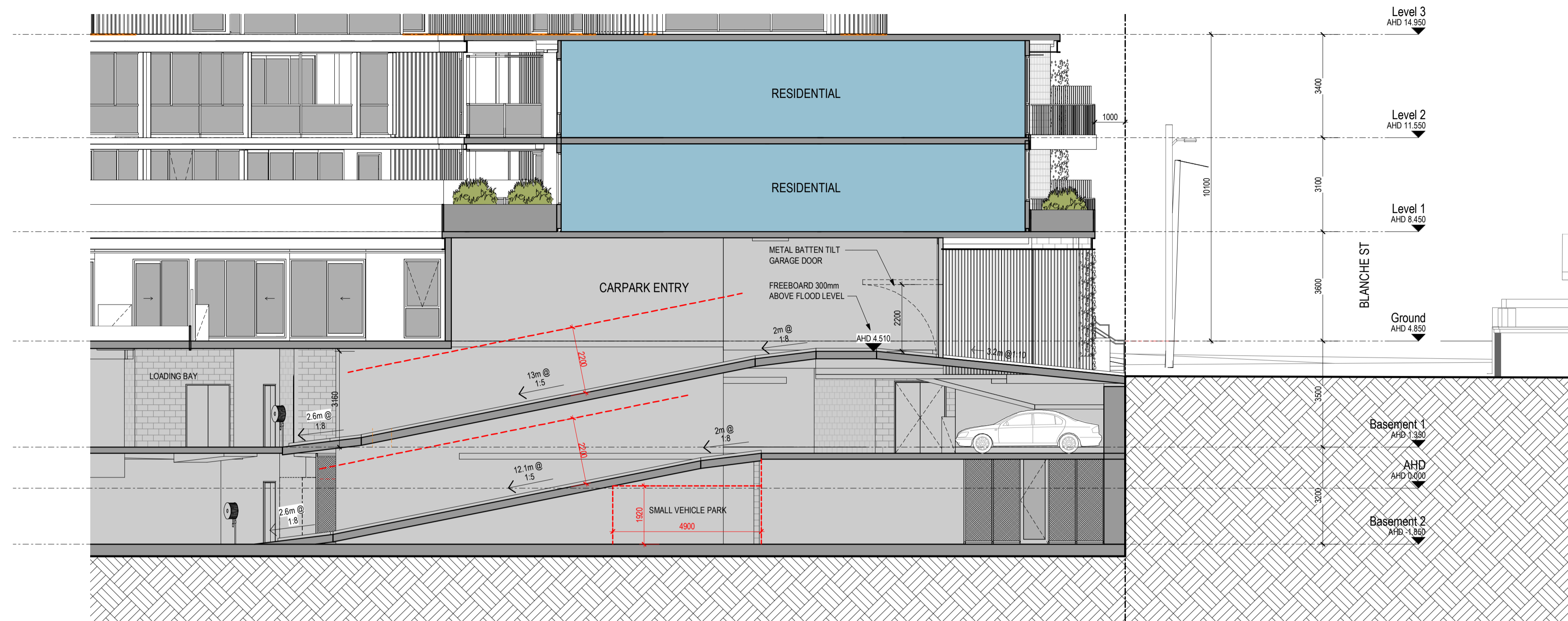
Drawing No **TP01.02 P17**

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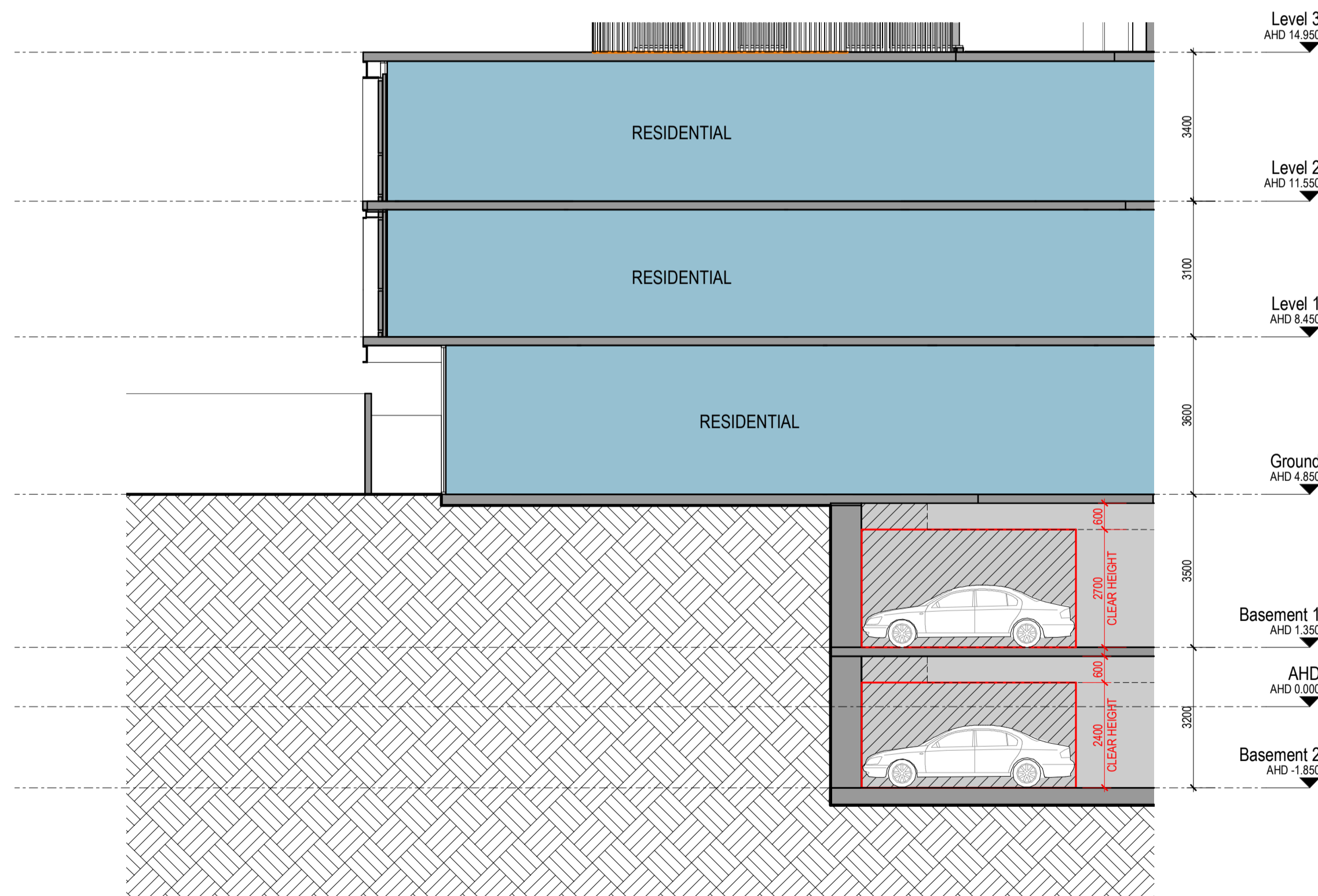
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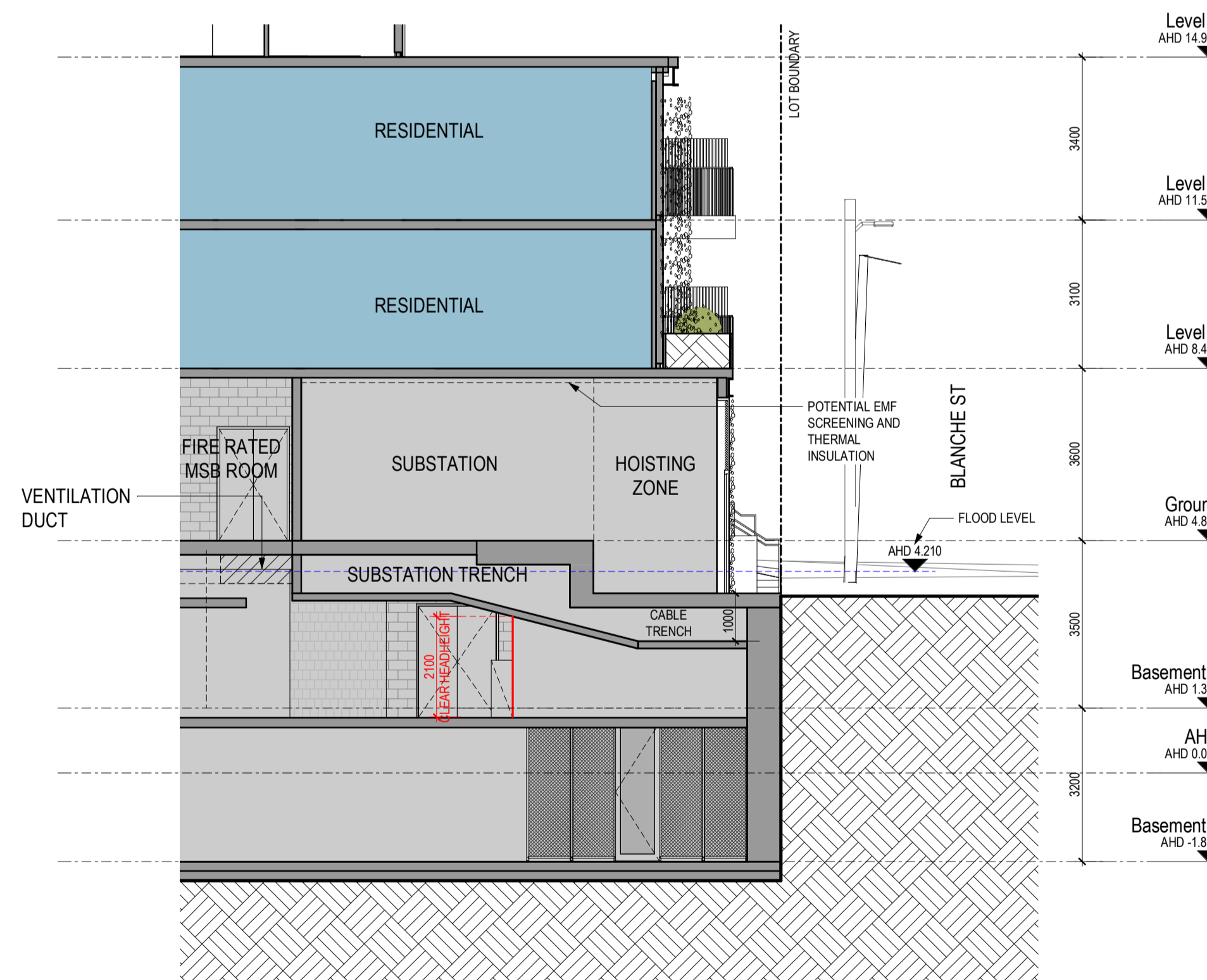
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CARPARK SECTION 1



CARPARK SECTION 3



CARPARK SECTION 2

PRELIMINARY

Revisions			
P1	06.05.20	ISSUE FOR COMMENT	DB
B	24.06.20	WITHOUT PREJUDICE DRAFT	DB
P2	20.05.21	SECTION 72 AMENDMENT DRAFT	TF
P3	13.07.21	S72 AMENDMENT DRAFT R2	TF
P4	22.07.21	S72 AMENDMENT DRAFT R3	TF

Project 331-335 St Kilda Road

Drawing Carpark Section

Project No 219016 Date 28/06/19

Author ZL

Scale: @ A1 1 : 100

Drawing No TP03.02 P4

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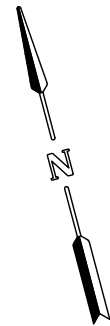
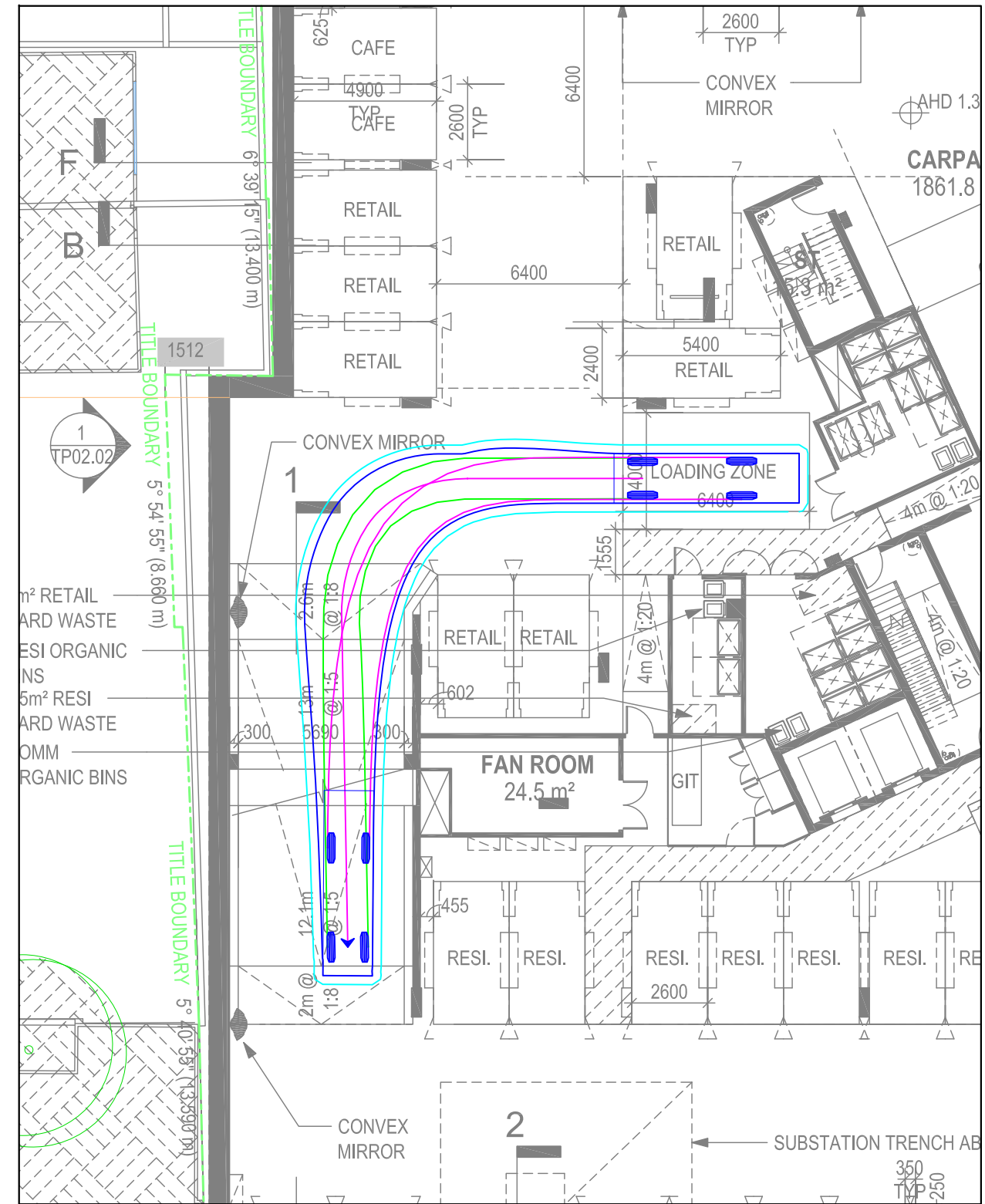
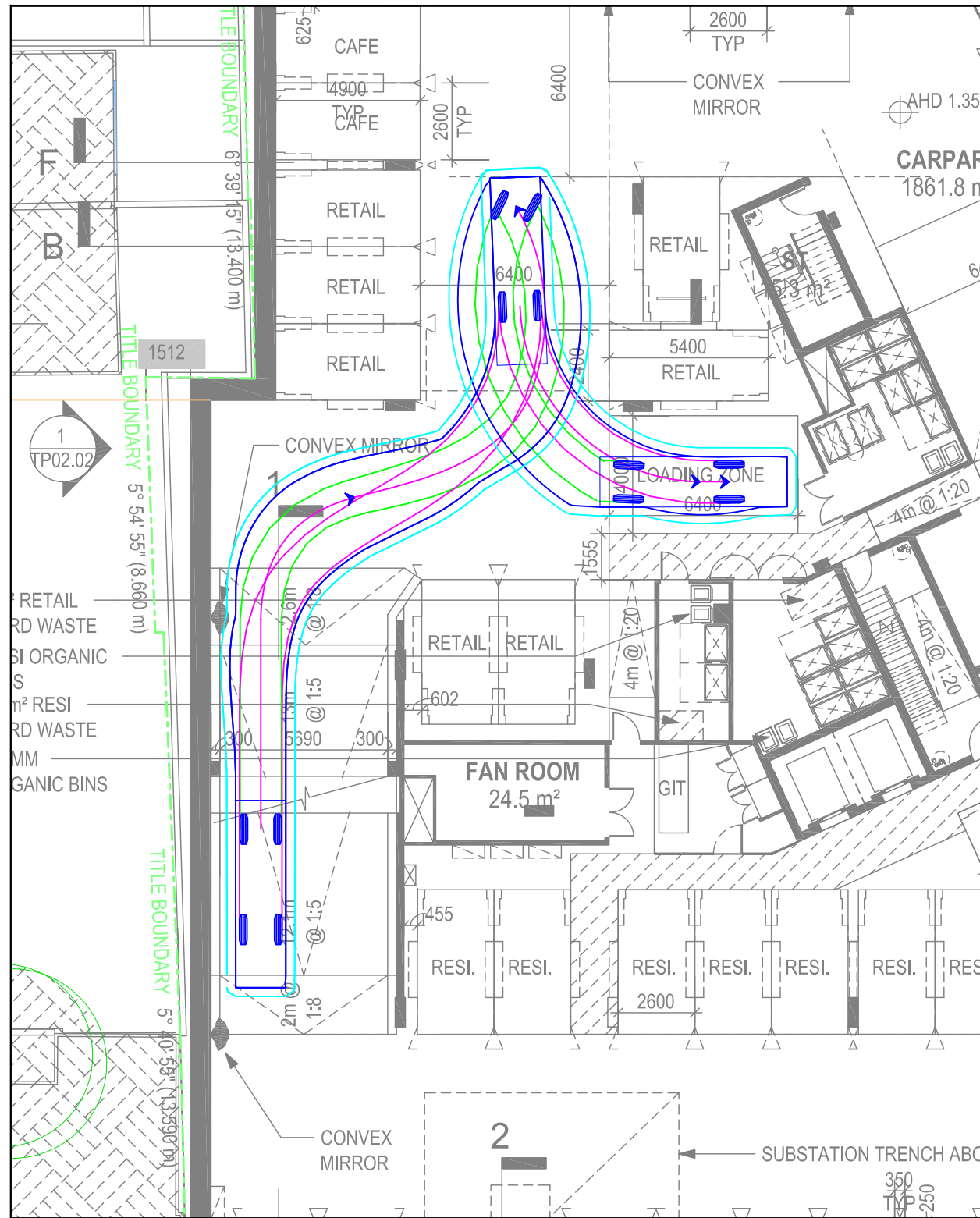
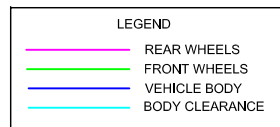
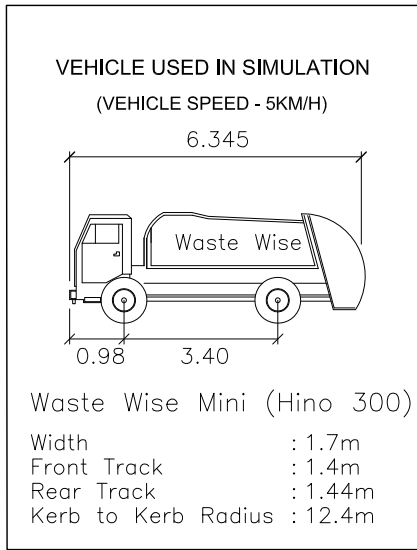
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Appendix B

Swept Path Diagrams

6.4m WASTE TRUCK - INGRESS

6.4m WASTE TRUCK - EGRESS



PRELIMINARY ONLY
NOT FOR CONSTRUCTION

REV.	REVISION NOTES	REVISION DATE

GENERAL NOTES:
BASE INFORMATION FROM: TP01.01-Basement 1(P13).dwg
PREPARED BY: Rothelowman - received - 2021-07-23

DESIGNED BY:
F. BANH 23 JULY 2021

CHECKED BY:
M. O'SHEA 23 JULY 2021

FILE NAME:
G26491-03.DWG

ISSUE:
A

Traffix Group

Level 28, 459 Collins Street
MELBOURNE VICTORIA 3000
TEL : (03) 9822-2888

331-335 ST KILDA ROAD, ST KILDA
6.4m WASTE TRUCK DESIGN SWEEP PATHS
PROPOSED MIXED USE DEVELOPMENT

SCALE: 1:200 (A3)

SHEET NO.: 01/01

DRAWING NO.: G26491