

ratio:

ratio:consultants
8 Gwynne Street
Cremorne VIC 3121
ABN 93 983 380 225

ratio.com.au



Dear Tom,

13 August 2021

██████████
Property Development
Associate
Port Phillip City Council

Via email:
██████████@portphillip.vic
.gov.au >

**Traffic/Transport Due Diligence Assessment
351 St Kilda Road, St Kilda**

Ratio has been engaged by Port Phillip City Council to undertake a Due Diligence Assessment with respect to Traffic and Transport matters for the potential development site located at 351 St Kilda Road, St Kilda.

It is understood that the site is considered for redevelopment as residential use with associated car parking provided on site. The number of storeys, the number of dwellings and the number of bedrooms per dwelling to be accommodated on the site is not yet known.

Ratio has been requested to conduct a due diligence assessment of the site to identify any opportunities and constraints relating to access, car parking provision and traffic engineering design. The results of the assessment are summarised within the following letter.

1 Existing Conditions

1.1 Subject Site

The subject site is located on the western side of St Kilda Road in St Kilda, north of the Carlisle Street / St Kilda Road signalised intersection, as displayed in Figure 1.1.

The site is located within a General Residential Zone (GRZ13) and is subject to a Special Building Overlay (SBO1) which nominates Melbourne Water as a referral authority for development applications, and a Design and Development Overlay (DDO27).

Land to the west of the site largely zoned as residential use.

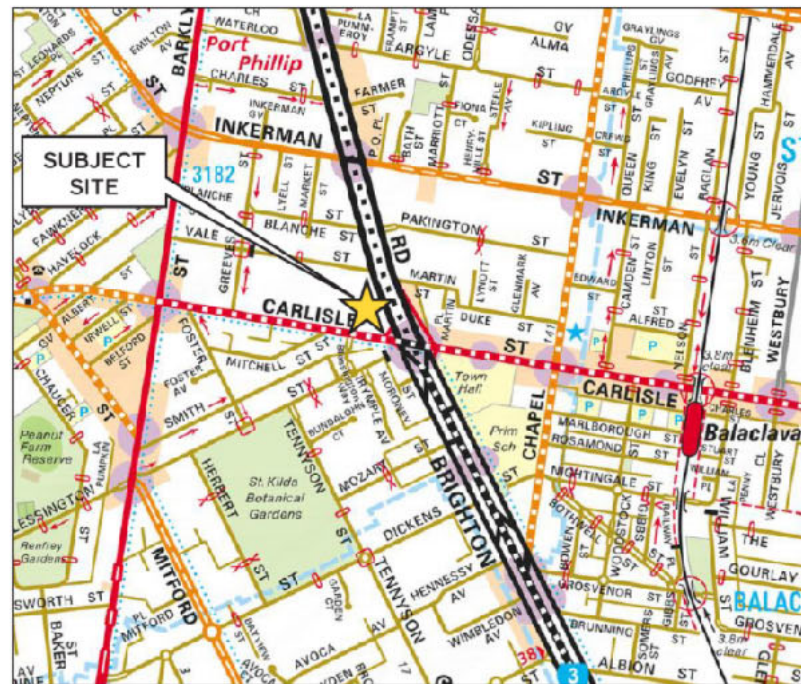
The Carlisle Street Activity Centre, located east of the site, includes a variety of services such as restaurants, cafes, bars, hairdressers, retail stores, grocer, supermarket, general practitioners, dentists, gym, public library and banks.

Other key non-residential uses located within convenient walking distance of the site include:



- St Kilda Primary School and oval, approximately 400 metres south,
- St Kilda Town Hall, approximately 230 metres east,
- St Kilda Botanic Gardens and Playground, approximately 400 metres southwest,
- St Kilda Aldi, approximately 450 metres north,
- Barkley Street Activity Centre approximately 600 metres west,
- Balaclava railway station approximately 750 metres east.

Figure 1.1: Locality of Subject Site



The site is currently occupied by a pocket park, as seen in the aerial image displayed in Figure 1.2.

The subject site is irregular in shape; provided with a frontage to St Kilda Road of 27.387 metres in length, and a maximum depth of 14.63 metres, resulting in an overall area of 346.45 sqm.

Land to the immediate north, west and south of the site has been developed as residential use. Vehicular access to/from the site is not available to the north, west or southern boundaries of the site.

Figure 1.2: Aerial View of Subject Site and Surrounds



Source: landchecker.com.au

1.2 Road Network

St Kilda Road

St Kilda Road is owned and managed by the Department of Transport (formerly VicRoads) and zoned as a Road Zone – Category 1 (RDZ1) for planning purposes, approximately in a north-south alignment.

In the vicinity of the site, St Kilda Road is provided with a road reserve of approximately 58.6 metres in width; comprising a divided carriageway with four traffic lanes in each direction, a two-way tram track operating within the central median, kerbside car parking on both sides of the road, an on-road bicycle lane in each direction and constructed pedestrian paths on both sides of the road.

The pedestrian path at the frontage of the site on St Kilda Road is provided at approximately 3.2 metres in width.

Kerbside car parking is generally subject to restrictions and ticketed parking. Restrictions in place in the immediate vicinity of the site include 15 minute restrictions and 10P ticketed. 1P and 2P ticketed spaces are provided on the eastern side of St Kilda Road.

Carlisle Street

Carlisle Street is owned and managed by the Department of Transport (formerly VicRoads) and zoned as a Road Zone – Category 1 (RDZ1) for planning purposes, in an east-west alignment.

In the vicinity of the site, Carlisle Street is provided with a road reserve of approximately 20.0 metres in width; comprising one lane of traffic in each direction shared with central tram tracks in each direction, kerbside car parking on both sides of the road and a bicycle lane in each direction, and constructed pedestrian paths on both sides of the road.

Kerbside parking is generally subject to restrictions, with a mix of 2P and 4P in place in the vicinity of the site.

1.3 Public Transport

The site is well serviced by public transport, being located approximately 750 metres (10 minutes walking distance) from Balaclava Railway Station.

Tram services operate along the St Kilda Road, with a stop in each direction located at the site frontage, and on Carlisle Street. Tram services connect the site with locations such as Carnegie, East Malvern and Melbourne University.

The public transport services accessible within convenient walking distance of the subject site are displayed in Figure 1.3 and detailed in Table 1.1.

Figure 1.3: Public Transport Services



Source: www.ptv.vic.gov.au

Table 1.1: Public Transport Routes

Service	Route Number	Route	Nearest Stop	Walking Distance
Train	Sandringham Line	Balaclava Railway Station	750 meters (10 minutes)	Train
Tram	16	Melbourne University – Kew via St Kilda Beach	St Kilda Rd/Carlisle St (Stop #35)	110 meters (1 minute)
	3-3a	Melbourne University – East Malvern		
	67	Melbourne University – Carnegie		
	78	North Richmond – Balaclava via Prahran		



Service	Route Number	Route	Nearest Stop	Walking Distance
	96	East Brunswick – St Kilda Beach	Belford St/Acland St (Stop #139)	750 meters (10 minutes)
Bus	623	Glen Waverly – St Kilda via Mount Waverly & Chadstone & Carnegie	Blessington St/Carlisle St	120 meters (2 minutes)
	246	Elsternwick – Clifton Hill via St Kilda	Acland St/Barkly St	650 meters (8 minutes)
	600	Combined Southland SC – St Kilda Station via Sandringham		
	922, 923	Southland SC – St Kilda Station		
	606	Elsternwick Station – Fishermans Bend		
	603	Brighton Beach – Alfred Hospital via Elsternwick Station	Balaclava Rd/Hotham St	1.2 kilometres (16 minutes)

1.4 Bicycle Infrastructure

The subject site has good access to Melbourne’s bicycle network, with numerous on and off-road paths throughout the suburb of St Kilda and the City of Port Phillip.

On-road bicycle lanes run along St Kilda Road and Chapel Street which provide connection to the Melbourne CBD and other locations. In addition, there are on-road bicycle lanes along Inkerman Street and Carlisle Street which provide connection to the St Kilda Marina to the west and Caulfield to the east.

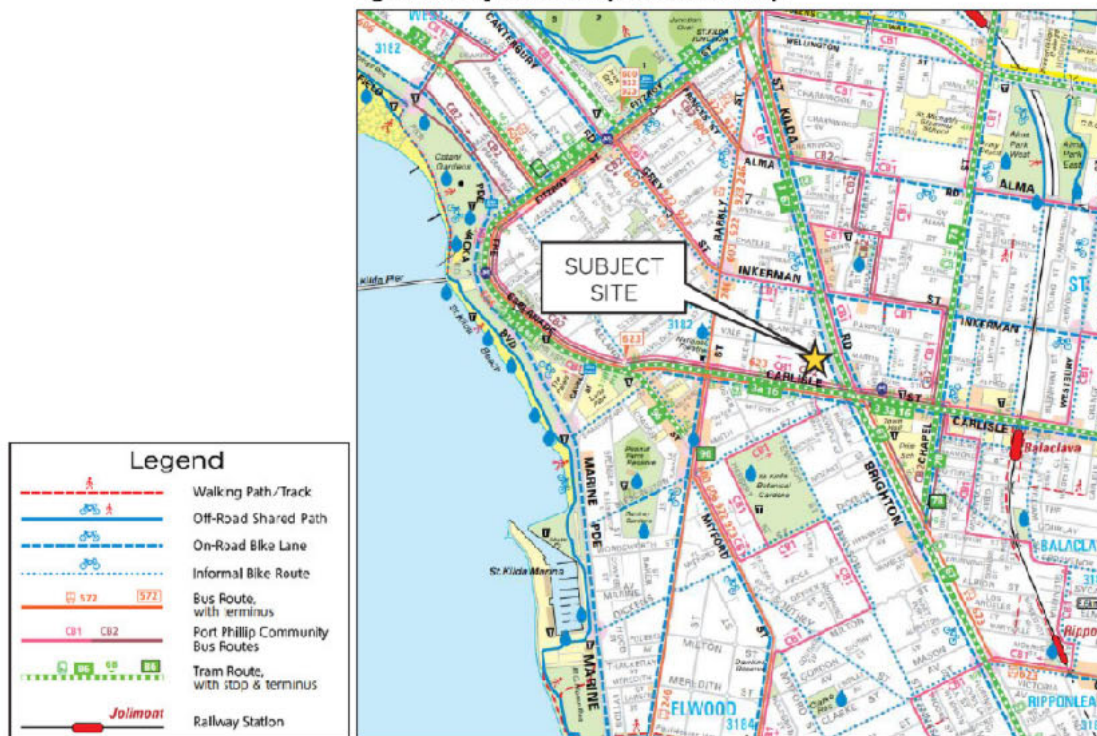
The Bay Trail is a dedicated bicycle route which runs from Port Melbourne to Mordialloc, along the coastline which borders the Port Phillip Bay. The Bay Trail is located approximately 1.4 kilometres to the west of the subject site, and can be accessed via the bicycle route which runs through Carlisle Street then Shakespeare Grove.

Furthermore, informal bicycle routes are provided on the local street network, which provide connection to/from the on-road bicycle lanes on major road in the vicinity of the site.

The location of the subject site relative to nearby bicycle infrastructure is displayed in Figure 1.4.



Figure 1.4: City of Port Phillip Travelsmart Map



Source: www.portphillip.vic.gov.au

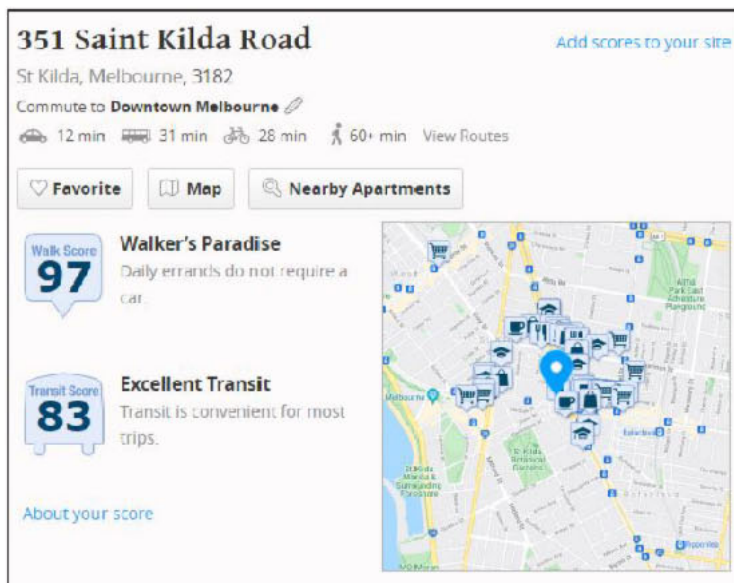
1.5 Pedestrian Network

Pedestrian movements are also well facilitated with footpaths provided on both sides of St Kilda Road, Carlisle Street and the majority of the roads within the vicinity of the site. These pedestrian facilities provide access between the subject site, nearby short-term on-street car parking and the nearby public transport network. Furthermore, the pedestrian network enables convenient access to key services located within the Carlisle Street Activity Centre, located within 500 meters proximate to the site.

In addition, the subject site achieves a 'Walk Score' of 97 points (out of a possible 100) and is described as a 'Walker's Paradise' on Walkscore.com, indicating that daily errands do not require a private vehicle. A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc. Walkscore.com utilises data sources such as Google and road network data to calculate a 'Walk Score'.

The convenient everyday services are illustrated in Figure 1.5.

Figure 1.5: Walkable Services from the Subject Site



1.6 Car Share

The subject site has convenient access to several car share pods operated by Flexicar, GoGet and Popcar. The nearest pod is operated by GoGet and is located on Carlisle Street near Blessington Way, an approximate 140 meters walk from the site.

A summary of the nearby carshare services (within a 750 meter radius of the site) is shown in Table 1.2 with their locations outlined in Figure 1.6.

Table 1.2: Car Share Vehicle Locations

Operator	Location	Number of Cars	Approximate Walking Distance
Popcar	Chapel Street near Marlborough Street	1 car	500 meters
	Foster Street near Carlisle Street	1 car	500 meters
	Hennessy Avenue near Brighton Road	1 car	550 meters
	Smith Street near Barkly Street	1 car	650 meters
	Clyde Street near Grey Street	1 car	700 meters
	Irwell Street near Acland Street	1 car	750 meters
	Blessington Street near Chaucer Street	1 car	850 meters



Operator	Location	Number of Cars	Approximate Walking Distance
	Shakespeare Grove opposite Luna Park Melbourne	1 car	950 meters
	Adland Street near Robe Street	1 car	1.0 kilometers
GoGet	Carlisle Street near Blessington Way	1 car	140 meters
	Carlisle Street near Mitchell Street	1 car	180 meters
	Carlisle Street outside St Kilda Town Hall	1 car	260 meters
	Chapel Street near Carlisle Street	1 car	400 meters
	Chapel Street near Duke Street	1 car	500 meters
	Greeves Street near Inkerman Street	1 car	500 meters
Flexicar	Carlisle Street near Chapel Street	1 car	400 meters
	Camden Street near Carlisle Street	1 car	500 meters
	Greeves Street near Inkerman Street	1 car	500 meters
	Dickens Street near Chapel Street	1 car	550 meters
	Carlisle Street near Irwell Street	1 car	600 meters
	Blessington Street near Barkly Street	1 car	750 meters
	Dickens Street near Tennyson Street	1 car	750 meters
	Chapel Street near Inkerman Street	1 car	750 meters
Total		23 cars	

Source: Popcar, GoGet and Flexicar websites



Figure 1.6: Locations of Car Share Pods



Source: Popcar, GoGet and Flexicar websites

In addition to the above commercially operated car share vehicles, 'CarNextDoor' is a private car sharing service where individuals can make their private car available for hire. A review of the CarNextDoor website indicates that there are several of these vehicles within close proximity of the subject site.

2 Potential Development

The subject site is considered for development as residential use.

The number of storeys, the number of dwellings and the number of bedrooms per dwelling to be accommodated on the site is not yet known.

Car parking for the residential use is considered to be provided on site for use by future residents.

3 Car Parking Requirements

Parking requirements for a range of uses are set out under Clause 52.06 of the Port Phillip Planning Scheme. Table 1 of Clause 52.06 sets out the car parking requirement that applies to a use listed in the Table.

Of relevance, Clause 52.06-5 states that:

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure in Column C.

Column A applies unless Column B applies.

Column B applies if:

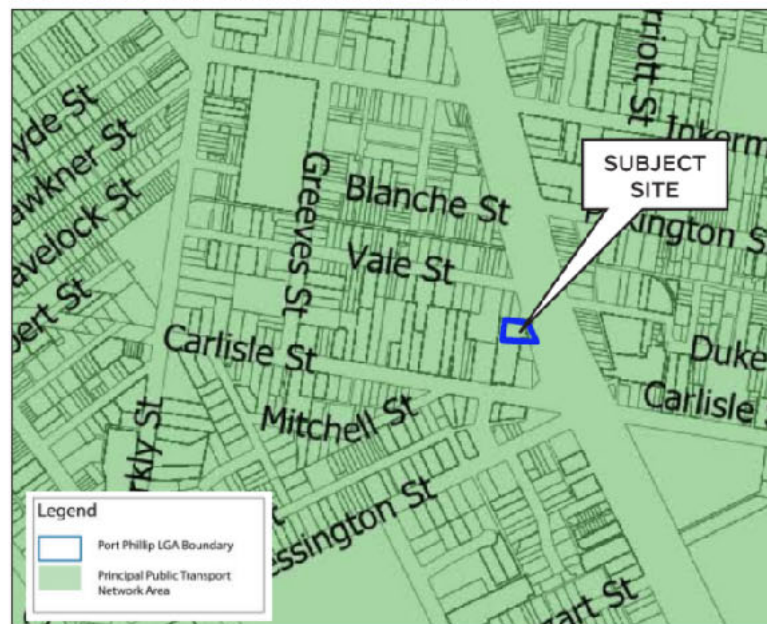
- Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or
- A schedule to the Parking Overlay or another provision of the Planning Scheme specifies that Column B applies.

Additionally, the car parking requirement specified for a use listed in Table 1 does not apply if:

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

The subject site is located within the PPTN area as illustrated within Figure 4-1 and is not subject to a car parking overlay. Therefore, Column B rates outlined in Table 1 of Clause 52.06-5 apply.

Figure 3.1: Port Phillip Principal Public Network Area



Accordingly, the statutory car parking rates applicable to residential dwellings on the subject site are as follows:

- 1 space to each one or two bedroom dwelling,
- 2 spaces to each three or more bedroom dwelling.

As a result of Column B rates, there is no requirement to provide visitor car parking for dwellings on site.

Under the provision of Clause 52.06, the Responsible Authority can reduce the parking requirements (including to zero), provided the applicant satisfies the responsible authority that the provision of car parking is justified.

It states that:

“An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.”

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed new use.”

A Car Parking Demand Assessment is to consider various factors which would support or enable future residents/visitors/employees of a

development to travel to and from the site via other transport modes. Those considerations outlined in Clause 52.06-7 which are considered relevant to the subject site are as follows;

- The availability of public transport in the locality of the land,
- The convenience of pedestrian and cyclist access to the land,
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land,
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land,
- The practicality of providing car parking on the site,
- Local traffic management in the locality of the land.

The above items, as relevant to the subject site and the potential residential development, have been discussed further in Section 5.

4 Bicycle Parking

Statutory requirements for bicycle parking and associated facilities for a range of uses are listed under Clause 52.34 of the Port Phillip Planning Scheme. Table 1 of Clause 52.34 sets out the bicycle parking requirements for residents/staff and visitors that applies to a use listed in the Table.

The statutory bicycle parking rates for residential dwellings are as follows:

- Resident bicycle parking: in developments of four or more storeys, 1 to each 5 dwellings;
- Visitor bicycle parking: in developments of four or more storeys, 1 to each 10 dwellings.

It is recommended that bicycle parking is provided in excess of the above statutory rates in order to encourage and facilitate residents and visitors to cycle to and from the subject site.

Bicycle Parking Layout and Design

Bicycle parking for residents is to be provided within a secure, lockable compound. Bicycle parking for visitors should be in a visible and accessible location.

Bicycle parking spaces provided in horizontal arrangement should be accommodated with the following dimensions:

- 1.8 metres in length,
- with horizontal hoops spaced at 1.0 metre centres,
- accessed via an aisle of 1.5 metres in width.

Bicycle parking spaces provided in vertical arrangement (wall-mounted) should be accommodated with the following dimensions:

- 1.2 metres in length,
- Provided at 500mm spacings,
- accessed via an aisle of 1.5 metres in width.

A minimum of 20% of the bicycle parking provision should be provided in horizontal arrangement.

5 Opportunities

Due to the site's location, the site is presented with opportunities to encourage and promote future residents to travel to/from the site via sustainable transport modes. Those opportunities are discussed within the following sections.

5.1 Access to Services

The site is located within convenient walking distance of multiple services including a supermarket, grocer, banks, doctors, parks, gyms, and other services as describes in Section 1. Future residents of the development will therefore have opportunity to fulfil most of their daily needs within a short walk or cycle of the subject site.

5.2 Access to Public Transport

As discussed in Section 1.3, the site is well serviced by public transport, being located within 750 meters west of the Balacriava Railway Station, with multiple tram routes such as 16, 3-3a, 67, 78 and 96 operating from stops within convenient walking distance, supplemented by bus services.

The various public transport services offer a viable means of alternate transport for future residents of the subject site, allowing them to travel for work, education, leisure or other purposes.

5.3 Convenience of Pedestrian and Cyclist Access

As mentioned in Sections 1.4 and 1.5, the site is located such that it has achieved a WalkScore of 97 out of 100 and is labelled as a "Walker's Paradise". Pedestrian footpaths are provided on both sides of roads in the vicinity of the site, which are generally in excellent condition.

The primary access to the future development on site should provide a clear and direct link to and from the surrounding pedestrian network.

In addition to the pedestrian connectivity, the site has excellent access to nearby bicycle infrastructure, including on-street bicycle lanes along St Kilda Road at the site frontage, and along Chapel Street, Inkerman Street and Carlisle Street. Informal bicycle routes then provide further permeation through the surrounding residential area.

5.4 Car Share

There are 23 commercially operated car share pods which are located within convenient walking distance of the subject site, and several more privately operated 'CarNextDoor' car share pods, as discussed in Section 1.6.

Car share can be used by the future residents of the development who may require the use of a private motor vehicle from time to time, without needing to own a private vehicle themselves.

5.5 Car Parking Restrictions

Kerbside car parking provided on streets in the vicinity of the subject site is generally managed by way of time restrictions and/or ticketed parking, in order to encourage turnover of car parking by visitors in the precinct.

By car parking in the vicinity of the site being subject to restrictions will deter all-day parking by future residents.

5.6 Anticipated Car Ownership Rates

The anticipated car parking demand associated with a residential development will vary depending on the following factors:

- Car ownership rates of residents
- On-site parking provision
- Nature and availability of off-site car parking; and
- Availability of alternative transport modes (public transport, cycling, car share and walking)

To provide an understanding of other existing residential uses in the area, reference is made to the 2016 ABS car ownership statistics for dwellings within the suburb of St. Kilda and within the City of Port Phillip.

For the purpose of this analysis, reference is drawn from the existing developments to the immediate north and west of the subject site, which each appear to comprise in excess of four storeys. It is therefore assumed that a development on the subject could comprise a multi-storey development. Data has therefore been extracted for the categories of 'Three Storey' and 'Four or More Storey' developments.

The relevant car ownership rates from the 2016 Census are summarised in Table 5.1.

Table 5.1: Residential Car Ownership Data from the 2016 Census

	Zero Cars		One or Less Cars	
	Three Storey	Four or More Storey	Three Storey	Four or More Storey
St. Kilda	30%	26%	86%	84%
Port Phillip	76%	21%	80%	79%
Average	53%	23%	83%	82%

Based on review of the ABS data above, there is a clear market demand for residential flats or apartments with one or fewer car parking spaces.

The site is well placed for residents to take advantage of the access it has to a range of sustainable transport alternatives (public transport, cycling, walking and car share vehicles) and is a good candidate to support significant parking reductions given its proximity to everyday services and amenities.

5.7 Policies

There is significant support within the Port Phillip Planning Scheme and various Council strategies for new developments which encourage the use of sustainable transport alternatives from the private motor vehicle, including those listed and discussed below.

Clause 15.02-1S – Energy and Resource Efficiency

Clause 15 of the Port Phillip Planning Scheme is the State Planning Policy on Built Environment and Heritage. Clause 15.02 is in relation to sustainable development, with Clause 15.02-1 in relation to Energy and resource efficiency.

Of particular relevance to this report, Clause 15.02-1 states the following strategy:

“Support low energy forms of transport such as walking and cycling.”

Clause 18.02-1 – Sustainable Personal Transport

Clause 18 of the Port Phillip Planning Scheme is the State Planning Policy on Transport. Clause 18.02 is in relation to movement networks, with Clause 18.02-1 in relation to Sustainable personal transport.

Of particular relevance to this report, Clause 18.02-1 states the following strategy:

“Ensure development... provides opportunities to promote walking and cycling.”

Clause 18.02-4S – Car Parking

Clause 18.02-4S is in relation to car parking.

Of particular relevance to this report, Clause 18.02-4-2 states the following strategy:

“Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.”

Clause 21.03 – Ecologically Sustainable Development

Clause 21.03: Ecologically Sustainable Development of the Port Phillip Planning Scheme outlines the relevant Local Planning Policies that relate to transport and parking.

Broadly, Clause 21.03 outlines Port Phillip’s aim to reduce car dependence by promoting sustainable transport (walking, cycling and public transport). It includes a number of strategies that aim to achieve these goals, the following are those relevant to this proposal:

- Facilitate the use of sustainable transport modes in preference to private vehicles use by ensuring the development supports the prioritisation of transport modes in the following order:
 - Walking
 - Cycling
 - Public transport
 - Freight
 - Multiple occupancy vehicles
- To create a walking network that is integrated, safe and accessible and encourages more people to walk more often.
- To create a cycling network that is integrated, safe and accessible and encourages more people to cycle more often by extending the existing network of dedicated cycle routes to improve the connections for on-road and off-road cyclists and ensure that adequate end of trip facilities are provided, as appropriate.
- To facilitate an increase in the use of public transport by:
 - Supporting improvements to the overall convenience, accessibility and safety of the public transport, including public transport stops and interchanges.
 - Ensuring major entertainment, recreation, retail, education and employment uses are accessible by public transport.
 - Direct land use and development which increases housing density, employment and visitation to locations which offer greatest access to public transport.
- To reduce the impact of vehicles on local areas by:

- Facilitating a reduction in travel demand by ensuring that activity centres provide access to a concentrated and diverse mix of goods and services.
- Allow for a reduction in the required number of on-site parking spaces where the provision of sustainable transport facilities / initiatives can reduce the demand for parking through increased use of alternative modes of transport: walking, cycling, and public transport.
- Support shared parking facilities in retail shopping strips.

Move, Connect, Live – Integrated Transport Strategy 2018-2028

Port Phillip Council adopted Move, Connect, Live in September 2018. The 10-year strategy aims to deliver on Port Phillip Council's commitment to supporting a well-connected transportation future for the City, to make it easy for people to move around and connect with places in a way that suits them as the City grows.

The ITS identifies a *"long-term plan to ensuring that as a community we can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options, and ensuring the liveability and safety of our streets"*.

The ITS identifies seven key priorities, including the following four which are considered of particular relevance to this assessment:

- *"Creating 10-minute walkable neighbourhoods"*
- *"Boosting bike riding"*
- *"Partnering to deliver reliable, accessible and more frequent public transport"*
- *"Improving parking management"*

The ITS acknowledges that "with a road network that is at capacity and cannot be increased, requires a rethink of how more sustainable modes of transport can be used."

5.8 Summary

In summary:

- The site is well serviced by public transport, well serviced by bicycle infrastructure, is supported by an established pedestrian network, located within convenient walking distance of multiple services and facilities which will allow residents to make daily errands by foot or cycle.
- Data from the most recent census shows that a large proportion of dwellings in multi-storey developments within the City of Port Phillip and in St Kilda do not own a vehicle, which demonstrates the ability to live in this area without relying on a private motor vehicle.
- Several car share vehicles are located within close proximity to the subject site which can be used by residents that require the use of an additional private motor vehicle from time to time.
- Numerous Planning Policies, including Port Phillip's Integrated Transport Strategy, seek to reduce dependence on private motor vehicles.

On the basis of the above, it is considered that a residential development on the subject site at 351 St Kilda Road, St Kilda would be a prime candidate to seek approval for the provision of zero car parking.

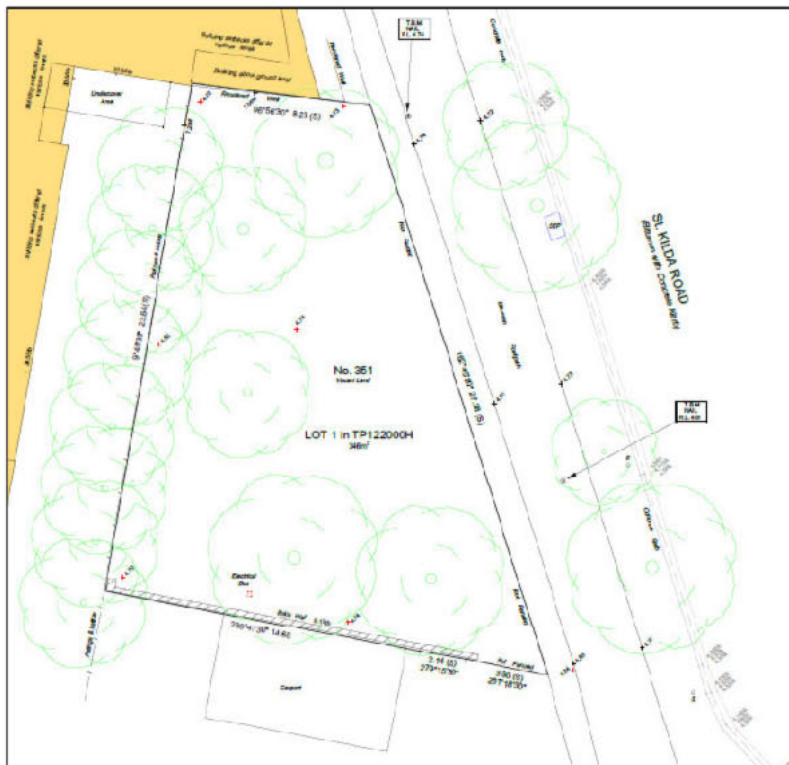
6 Constraints and Other Considerations

In considering the setting and nature of the site, several constraints and limitations should be considered with respect to the provision of vehicle access and car parking to the site.

6.1 Size and Shape of the Site

As discussed previously and displayed in Figure 6.1, the subject site comprises only 346.45 sqm, and is not rectangular in shape.

Figure 6.1: Site Feature Survey by LandSurveys



Therefore, the ability to provide an efficient car parking layout per square metre is limited.

Due to the size of the site, there is limited opportunity to provide basement car parking accessed via a ramp.

6.2 Street Trees

As displayed in Figure 6.1, several street trees are located within the St Kilda Road verge at the site frontage.

The presence of street trees at the frontage may limit the locations in which a vehicle can be provided to/from the site.

Approval may be sought from Council for removal of a street tree, often subject to an arborist's assessment. Planning advice and associated costs should be considered by a potential developer for the removal of street trees.

6.3 Requirements for Mechanical Car Parking

Mechanical car parking solutions such as car stackers or vehicle lifts often provide a space-efficient solution to many developments and allow a higher number of vehicles to be parked on site in comparison to at-grade or basement car parking.

The Australian Standards AS2890.1, Section 3.5, requires that access to mechanical parking installations such as a car stacker shall be provided via an access driveway or circulation road and not directly from a frontage road. AS2890.1 also requires that sufficient vehicle storage is accommodated on site to ensure that any vehicles waiting to access a car stacker system do not extend beyond the property boundary.

AS2890.1 requires that the 98th percentile queue of vehicles is accommodated within the site boundary. Vehicles are not to queue over the pedestrian path or to queue into the traffic lane on the frontage road.

Review of the subject site shows there to be insufficient space to provide both a mechanical car parking system and accessway, whilst allowing for vehicle passing and the 98th percentile queue to be contained on site.

6.4 No Alternate Access

Existing developments border the site's northern, western and southern boundaries. No Right of Way access is provided to the western frontage of the site. As such, vehicle access to/from the subject site is only possible via connection to St Kilda Road.

As St Kilda Road is located with a Road Zone Category 1, the Department of Transport would become a referral authority to a development application of the subject site.

6.5 Limitations of Due Diligence Assessment

As discussed in Section 1, the site is subject to a Design and Development Overlay (DDO27). DDO27 outlines a variety of recommendations and provisions relating to building height, setbacks and other urban design related issues.

The appropriateness of building height and setbacks has not been assessed within the following Traffic/Transport due diligence assessment with respect to DDO27.

It is recommended that Urban Design and/or Planning advice is sought in relation to requirements outlined in DDO27 and their appropriateness to a potential residential development on the subject site.

7 Potential Car Parking Layouts

On the basis of the above assessment, two concept layouts have been prepared for potential at-grade undercroft car parking layouts at ground level, should car parking be provided on site. The two sketch options are enclosed to this letter.

As discussed within Section 5, on the site's excellent access to public transport and other services, it is considered that a residential development on the subject site at would be a prime candidate to seek approval for the provision of zero car parking.

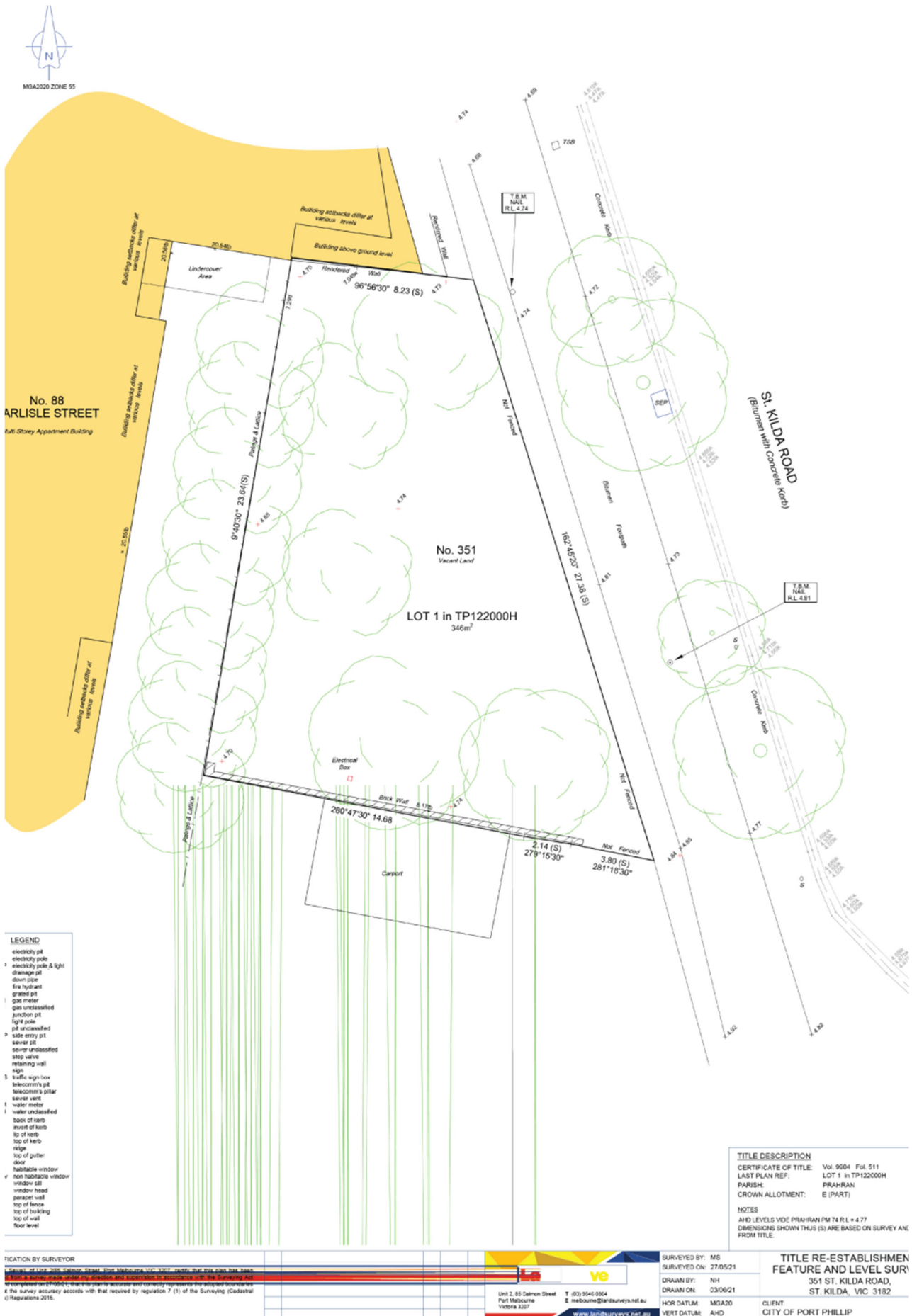
Should you have any further queries, please feel free to contact Saurav Naidu or the undersigned on 9429 3111.

Yours sincerely,

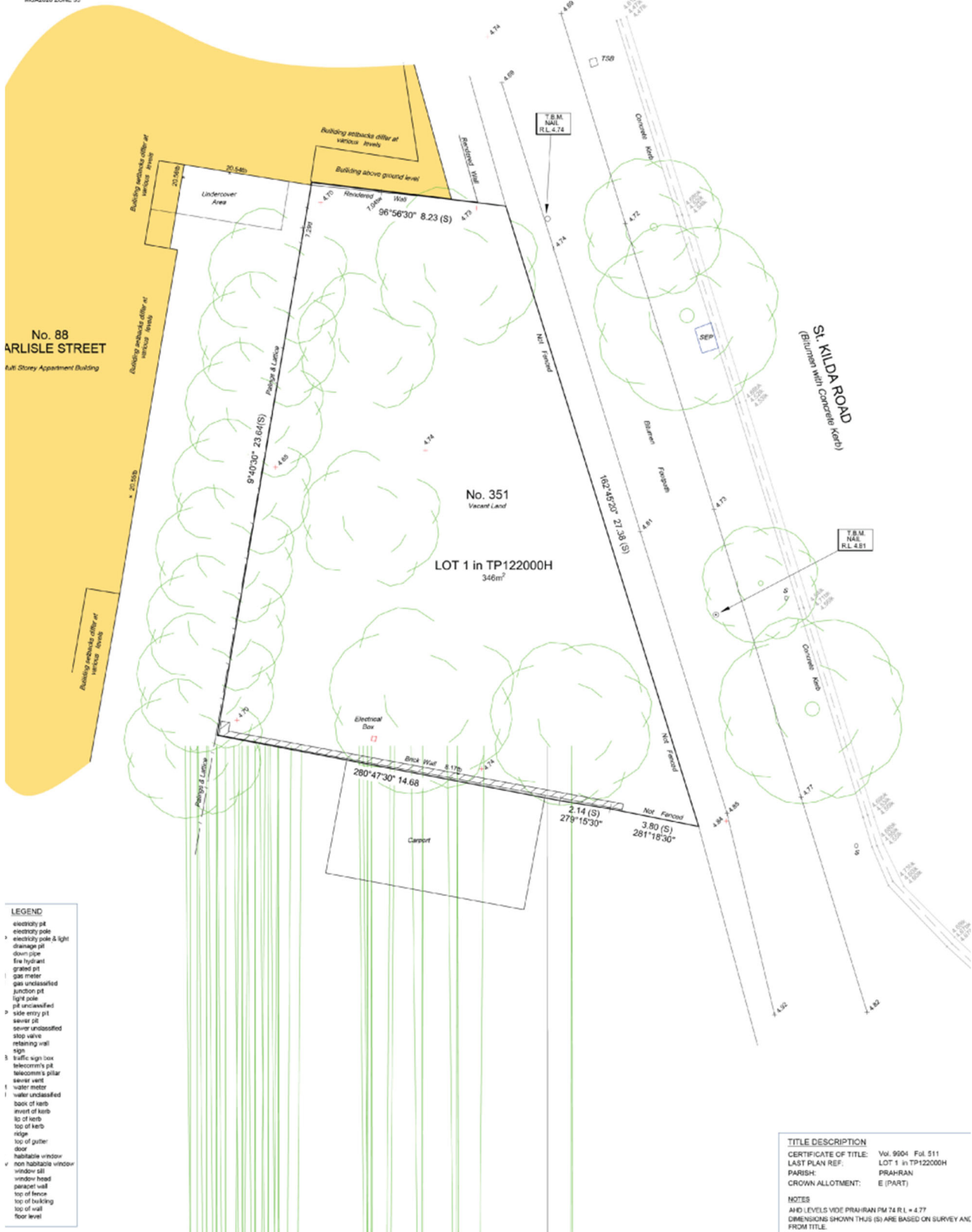


Lina Inglis
Senior Transport Engineer
Ratio Consultants

Encl. Concept Designs Option 1 and 2



Attachment 5: 351 St Kilda Rd, St Kilda - traffic/transport assessment



- LEGEND**
- electricity pit
 - electricity pole
 - electricity pole & light
 - drainage pit
 - down pipe
 - fire hydrant
 - grated pit
 - gas meter
 - gas unclassified
 - junction pit
 - light pole
 - pit unclassified
 - side entry pit
 - sewer pit
 - sewer unclassified
 - stop valve
 - retaining wall
 - sign
 - traffic sign box
 - telecomm's pit
 - telecomm's pillar
 - sewer vent
 - water meter
 - water unclassified
 - base of kerb
 - invert of kerb
 - top of kerb
 - top of kerb
 - ridge
 - top of gutter
 - door
 - habitable window
 - non habitable window
 - window sill
 - window head
 - parapet wall
 - top of fence
 - top of building
 - top of wall
 - floor level

TITLE DESCRIPTION
 CERTIFICATE OF TITLE: Vol. 9904 Fol. 511
 LAST PLAN REF: LOT 1 in TP122000H
 PARISH: PRAHRAN
 CROWN ALLOTMENT: E (PART)

NOTES
 AND LEVELS VIDE PRAHRAN FM 74 R.L. + 4.77
 DIMENSIONS SHOWN THUS (S) ARE BASED ON SURVEY AND FROM TITLE

<p>DECLARATION BY SURVEYOR</p> <p>I, the undersigned, being a duly qualified and licensed Surveyor, do hereby certify that I am a duly qualified and licensed Surveyor and that I have surveyed the above described land and that the dimensions and bearings shown on this plan are true and correct to the best of my knowledge and belief.</p> <p><i>(Signature)</i> Surveyor</p>	<p>Unit 2, 35 Calton Street Port Melbourne Victoria 3207</p> <p>T (03) 9545 9884 E melbourne@ve.com.au www.ve.com.au</p>	<p>SURVEYED BY: MS SURVEYED ON: 27/05/21 DRAWN BY: NH DRAIN ON: 03/06/21 HOR DATUM: MOA20 VERT DATUM: AHD</p> <p>TITLE RE-ESTABLISHMENT FEATURE AND LEVEL SURV 351 ST. KILDA ROAD, ST. KILDA, VIC. 3182</p> <p>CLIENT: CITY OF PORT PHILLIP</p>
--	--	---