

Our Reference: G34975L-01B

3 July 2024

Mills Oakley  
Level 6/530 Collins St  
MELBOURNE VIC 3000

Attention: Ms Matilda Burston

Dear Madam,

## **40 Alma Road, St Kilda – Proposed Rooming House Development Traffic Engineering Assessment**

Further to your request, please find following our traffic engineering review of the proposed rooming house at 40 Alma Road, St Kilda.

This review is based on the plans prepared by Next Architects (dated 2<sup>nd</sup> July, 2024). A copy of these plans is attached at Appendix A.

### **Proposal and Background**

The subject site is occupied by a residential building of 12 apartments (3 x one-bed, 8 x two-bed and 1 x three-bed). There are a total of 15 car spaces currently provided across the site.

It is proposed to refurbish the building into a 22-bed rooming house.

Council's officer recommended that a Notice of Decision be issued for the proposal, subject to conditions. Notwithstanding the above, Council subsequently issued a Notice of Refusal dated 18<sup>th</sup> December, 2023. The grounds relate to Council considering that the proposed use does not meet the definition of a 'Rooming House' but is rather an apartment development.

This issue does not directly relate to traffic engineer matters. However, determining the proposal to be Dwellings rather than a Rooming House has implications to the statutory car parking assessment, as 'rooming house' has a different rate under the planning scheme to a 'dwelling' (which is what an apartment would be considered).

The Amended Plans modify the internal layout of the building compared to that decided on by the Council. As a part of the works:

- There will be 11 on-site car spaces available post-development, (i.e. 4 car spaces removed), and
- 15 new bicycle parking spaces will be provided.

We are instructed that the use of the site is to be considered a 'Rooming House' and this forms the basis of the following assessment.

## Car Parking Provision

The statutory car parking assessment for the development scheme is provided below. The site is located within the Principal Public Transport Network (PPTN) area and the requirements of Column B apply.

*Table 1: Statutory car parking assessment – Column B of Clause 52.06-5*

Use	Size / No.	Statutory Parking Rate (Column B)	Parking Requirement <sup>1</sup>	Parking Provision	Shortfall / Surplus
Rooming House	22	1 space to each four bedrooms	5	11	+6
Notes:					
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.					

Based on the above, the development has a requirement for 5 car spaces, which is exceeded by the provision of 11.

Accordingly, a car parking reduction is not required under Clause 52.06-7.

## Bicycle Parking Provision

A Rooming House falls under a 'Residential Building' under the nesting diagrams of Clause 73.04. A Residential Building does not have a bicycle parking requirement under Clause 52.34 of the Planning Scheme if the building is under 4-storeys in height (which the current proposal is). Accordingly, the site does not generate a statutory requirement for any bicycle parking.

If the building was four or more storeys, 1 bicycle space would be required for every 10 lodging room for guests and 1 bicycle space every 10 rooms for visitors

A total of 15 bicycle spaces are proposed as follows:

- 13 guest spaces provided via:
  - 10 spaces via 2 separate 'Cora Expo 1500' bicycle racks
  - 3 x 'Ned Kelly' style wall mounted rails
- 2 x visitor spaces provided via a horizontal 'Flat Top' rail.

The provision of a high level of bicycle parking is well above the Residential Building or Dwelling requirements (if these applied). In our view, the level of bicycle parking is appropriate given the site location and level of car parking provided.

All bicycle spaces are provided in accordance with the specification sheet and the requirements of Australian Standard AS2890.3-2015.



## **Car Park Layout and Vehicle Access Arrangements**

The subject site already provides hardstand areas for car parking of up to 15 car spaces. Some of these existing car spaces in the communal courtyard are functionally challenging to use and do not meet current design standards.

The car parking arrangements are generally being maintained compared to existing conditions, with the following changes:

- Two car spaces have been converted to a DDA space and associated shared area (resulting in the loss of 1 car space).
- Three of the car spaces accessed directly from Charwood Crescent have been removed in place of a communal courtyard. In any event, these existing car spaces have limited functionality.

There will be one existing car space accessed directly from Alma Road (car space 11). Given this car space is not changing and is functional, we are satisfied with its retention.

The remaining 10 car spaces are provided within the rear carpark, which is accessed via a ROW that runs adjacent to #36 Alma Road (ROW #R3675 under Council's laneway register). This is a continuation of the currently provided car parking in this area.

There is generally no requirement in the Planning Scheme to retrospectively assess car parking spaces against current design standards. However, we are satisfied that the proposed car spaces will operate in a functional manner. The car spaces generally comply with the Australian Standard requirements (i.e. spaces are typically 2.4m wide x 5.4m long). Additionally, the newly created DDA space fully complies with the requirements of AS2890.6-2022.

Swept path diagrams have also been prepared that demonstrate access to the rear carpark to/from the easement, as well as for critical car spaces. These swept path diagrams are presented at Appendix B.

The exit movement from the rear carpark slightly cuts through the existing kerbing and landscaping on the site. From our site visit, it was clear that vehicles are currently driving over this kerbing to access the site, as the swept paths show. The kerbing is not high in this location, and does not prevent the movement. We would recommend that this kerbing be slightly cut back to formalise these arrangements and improve movement to/from the site. This is also illustrated in the attached swept path diagrams.

Overall, we are satisfied with the proposed car parking layout and vehicle access arrangements.

## **Loading and Waste Collection**

A Waste Management Plan was prepared by Frater Consulting at the Town Planning stage (dated 24<sup>th</sup> July, 2023). Waste collection is proposed via Council's existing services from the kerbside. Residents will be responsible for transferring the bins to/from the kerbside on collection day. We are satisfied that these arrangements are appropriate.



Loading activities associated with the development are not expected to be significant. Loading can either occur on-street in the nearby area, or within the on-site car parking areas.

These arrangements for both loading and waste collection are also a continuation of existing site operation.

We consider the loading and waste collection arrangements acceptable.

### **Traffic Impacts**

The proposal results in the reduction in the number of car spaces on-site by 4 (i.e. from 15 to 11). Accordingly, the level of traffic associate with the site is expected to reduce. The number of car spaces using the accessway is also reducing by one. We do not consider the traffic generation of the proposal to be a critical issue.

Accordingly, we expect that the traffic impacts of the proposed site can be accommodated by the surrounding road network.

### **Conclusions**

Having undertaken a review of the proposal for a Rooming House proposal at 40 Alma Road, St Kilda, we are of the opinion that:

- a) Clause 52.06-5 requires the provision of 5 car spaces, which is satisfied by the provision of 11 car spaces.
- b) No bicycle parking is required under Clause 52.34, however 15 bicycle spaces are provided.
- c) The existing on-site car parking is largely be retained and we are satisfied all car spaces are functional.
- d) Loading and waste collection are not significant issues for this application.
- e) The traffic generated by the proposal will be less than the previous use of the site and can readily be accommodated.

Overall, we are satisfied that there are no traffic engineering reasons why the proposed rooming house development should be refused, subject to appropriate conditions. Please contact James Young (Senior Traffic Engineer) or myself at Traffix Group if you require any further information.

Yours faithfully,



TRAFFIX GROUP PTY LTD

LEIGH FURNESS

Director





# **Appendix A**

## **Amended Plans**

TOTAL NUMBER OF UNITS: 5 UNITS

EXISTING CONDITIONS:

- UNIT 1: 1 BEDROOM
- UNIT 2: 2 BEDROOMS
- UNIT 3: 1 BEDROOM
- UNIT 9: 2 BEDROOMS
- UNIT 10: 2 BEDROOMS

TOTAL:

- 1 BED: 2 UNITS
- 2 BEDS: 3 UNITS



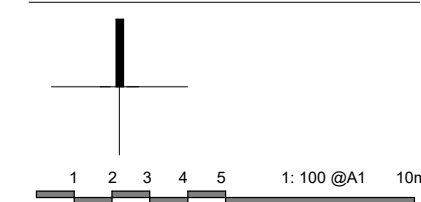
LEGEND

"GP" GRATED PIT

EXISTING WALL

NEW WALL

(FOR TOWN PLANNING)



Revisions	Date	Description
-	2023.05.11	Town Planning Issue
A	2023.07.26	TP Issue - Draft RFI Response
B	2023.08.14	P Issue - RFI Response
P1	2024.05.13	Issued without prejudice
P2	2024.06.11	VCAT Submission
P3	2024.07.02	VCAT Submission

next architects

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PO BOX 7022 Doncaster East  
Studio@nextarchitects.com.au

Project: Proposed Change of Use -Rooming House  
40 Alma Rd, St Kilda, Vic 3182

Client: Seranin Pty Ltd

Project No:23.02  
Drawing: Existing Condition - Ground Level

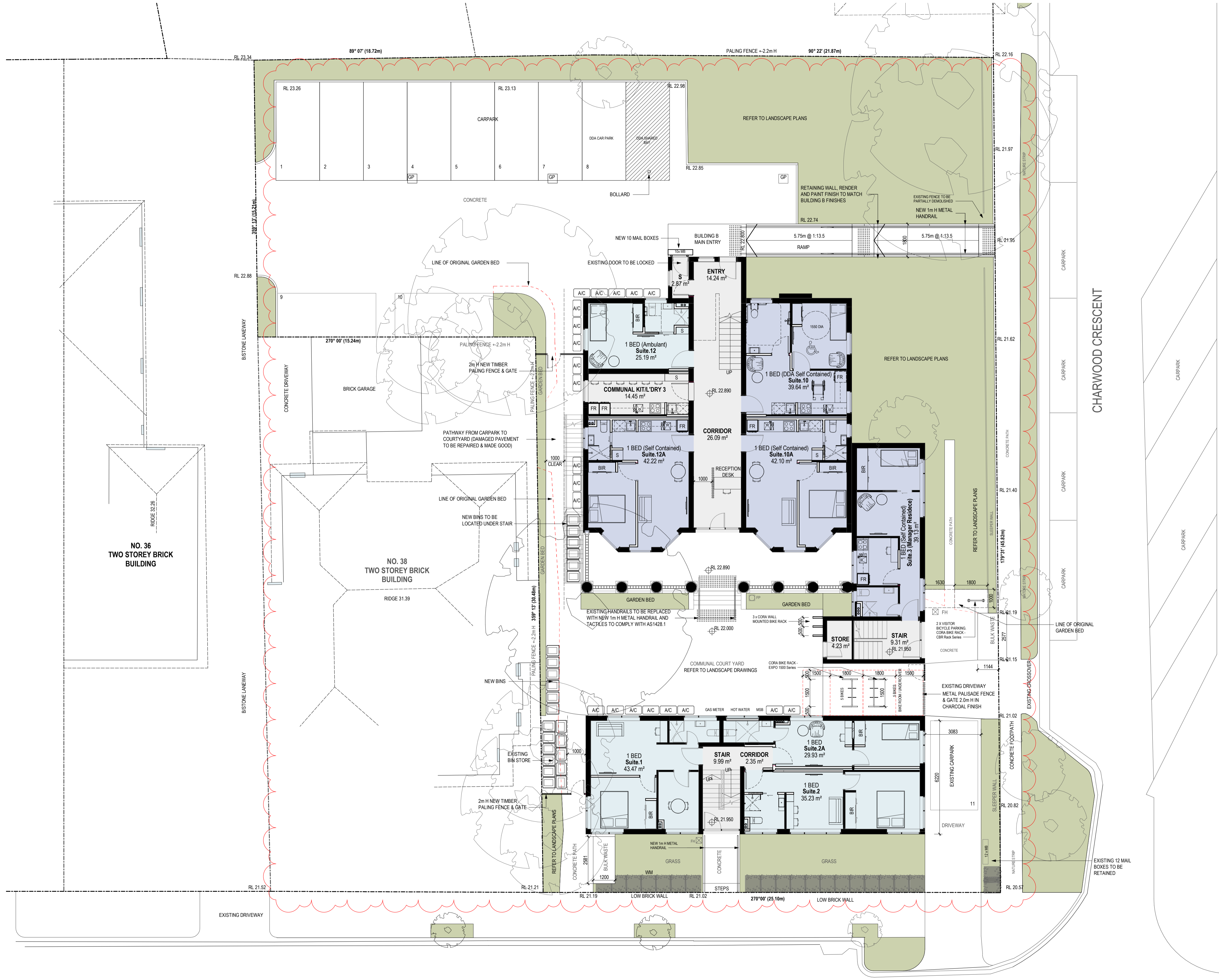
Scale: @ A1 Rev Date Drawing No.  
1:100 P3 2024.07.02 TP00.01

**TOTAL NUMBER OF SUITES: 8**

**PROPOSED CONDITIONS:**  
 SUITE 1: 1 BEDROOM  
 SUITE 2: 1 BEDROOM  
 SUITE 3: 1 BEDROOM (SELF CONTAINED, MANAGER RESIDENT)  
 SUITE 10: 1 BEDROOM (SELF CONTAINED)  
 SUITE 10A: 1 BEDROOM (SELF CONTAINED)  
 SUITE 12: 1 BEDROOM  
 SUITE 12A: 1 BEDROOM (SELF CONTAINED)

**TOTAL:**  
 1 BED: 4 SUITES  
 1 BED (SELF CONTAINED): 4 SUITES

**TOTAL NO. OF SUITES: 8 SUITES**



**LEGEND**

"GP" GRATED PIT

— EXISTING WALL

— NEW WALL

(FOR TOWN PLANNING)

Revisions:

P3	2024.03.26	Issued without prejudice
P4	2024.05.05	Issued without prejudice
P5	2024.05.13	Issued without prejudice
P6	2024.06.11	VCAT Submission
P7	2024.06.26	VCAT Submission
P8	2024.07.02	VCAT Submission

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 www.nextarchitects.com.au  
 PO BOX 7022 Doncaster East  
 Vic 3109 Australia

Project: Proposed Change of Use - Rooming House  
 Project No: 23.02  
 Drawing: Proposed Plan - Ground Level

Client: Seranin Pty Ltd

Scale:	Rev	Date	Drawing No.
@ A1	P8	2024.07.02	TP01.01

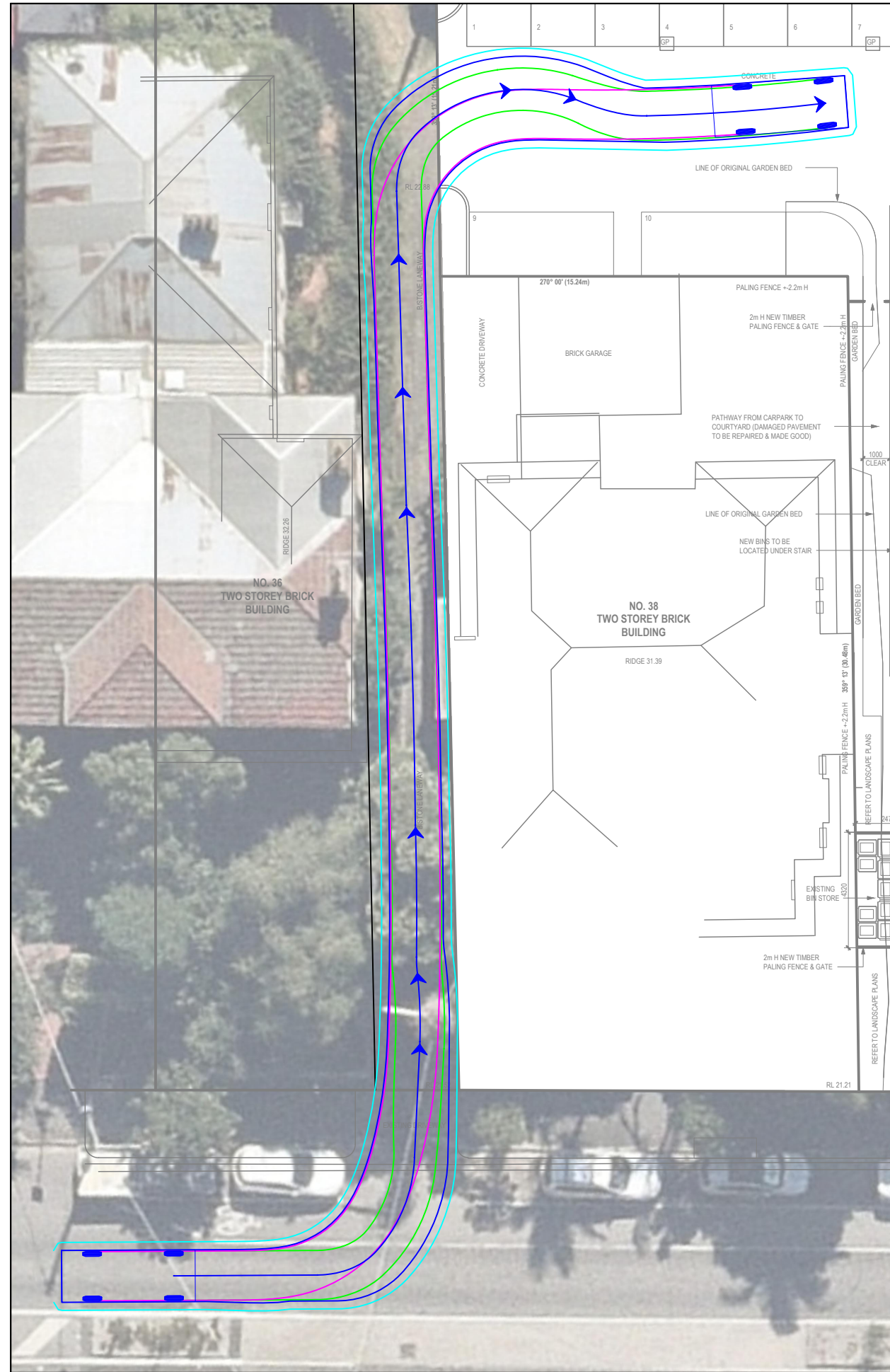


# Appendix B

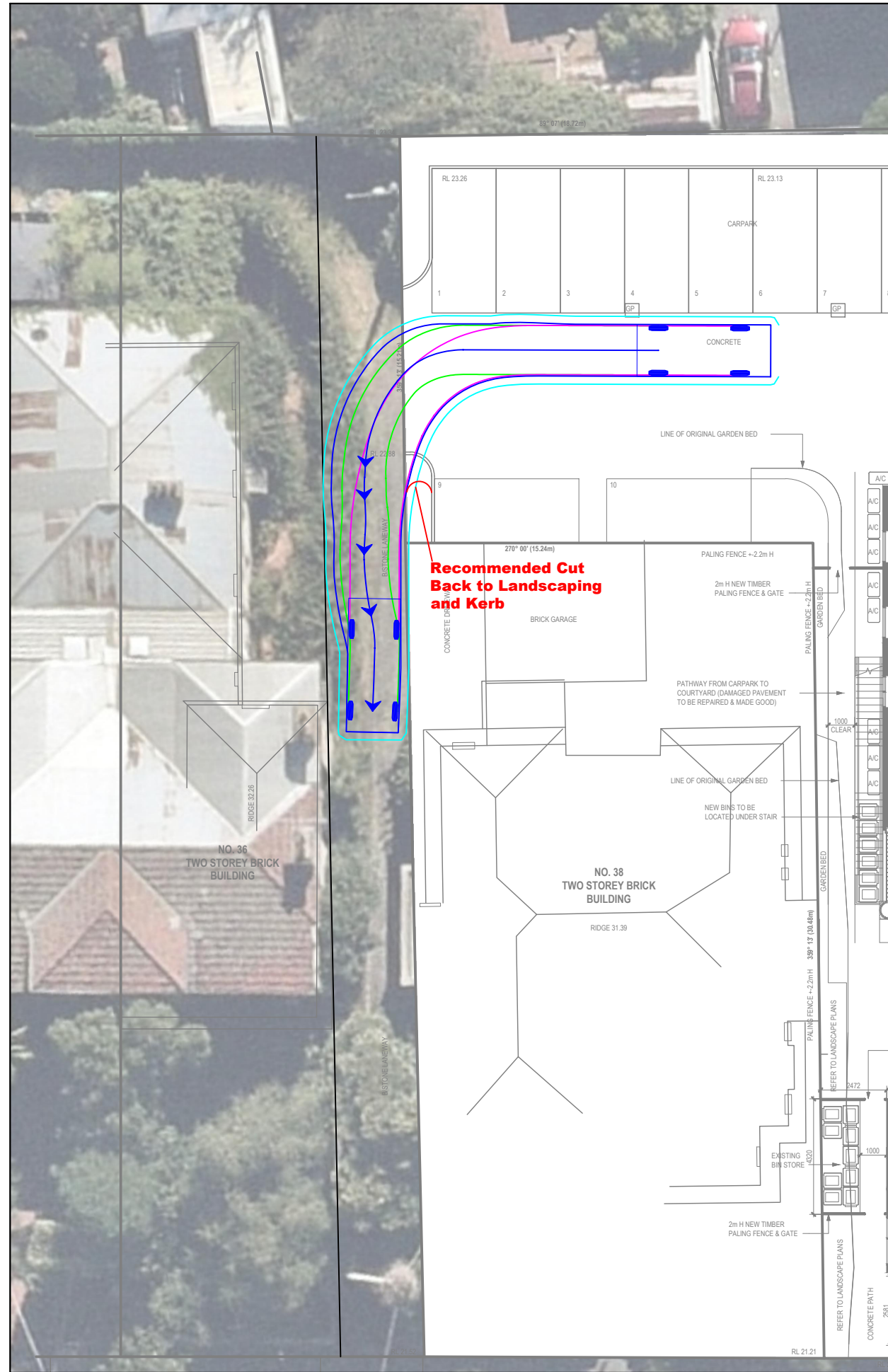
## Swept Path Diagrams



REAR CARPARK - INGRESS

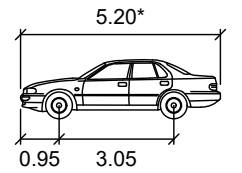


REAR CARPARK - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)



99th percentile  
(AS/NZS 2890.1:2004)

Width : 1.94  
Track : 1.84  
Kerb to Kerb Radius : 12.5m

\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	24/06/2024	VCAT	J. YOUNG	L. FURNESS

**40 ALMA ROAD, ST KILDA**  
PROPOSED ROOMING HOUSE DEVELOPMENT

GENERAL NOTES:  
BASE INFORMATION FROM: JUNE (11.06.2024)\_40 Alma Rd, St Kilda\_VCAT - C - Area Plan (Design Plans) - Ground Level.dwg  
PREPARED BY Next Architects

FILE NAME: G34975-01  
SHEET NO.: 01



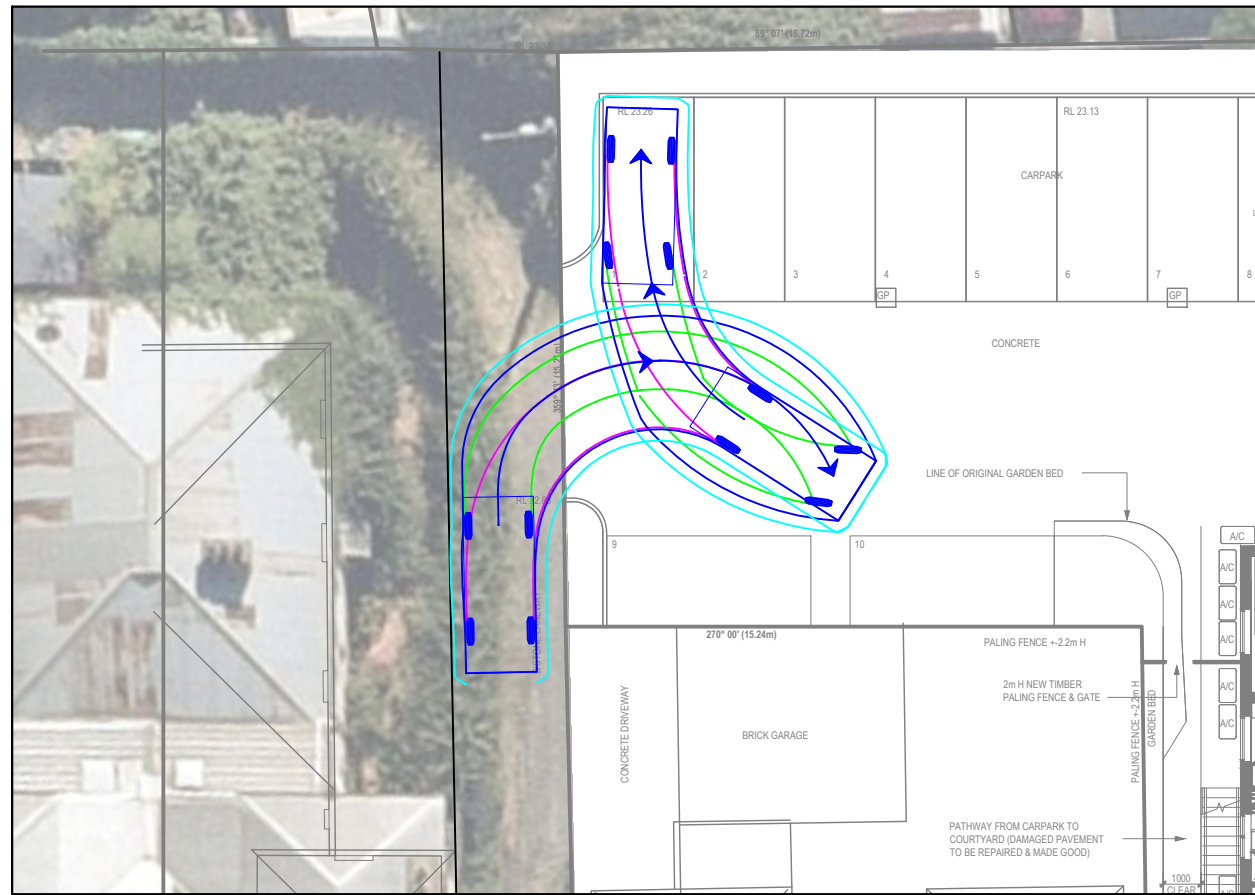
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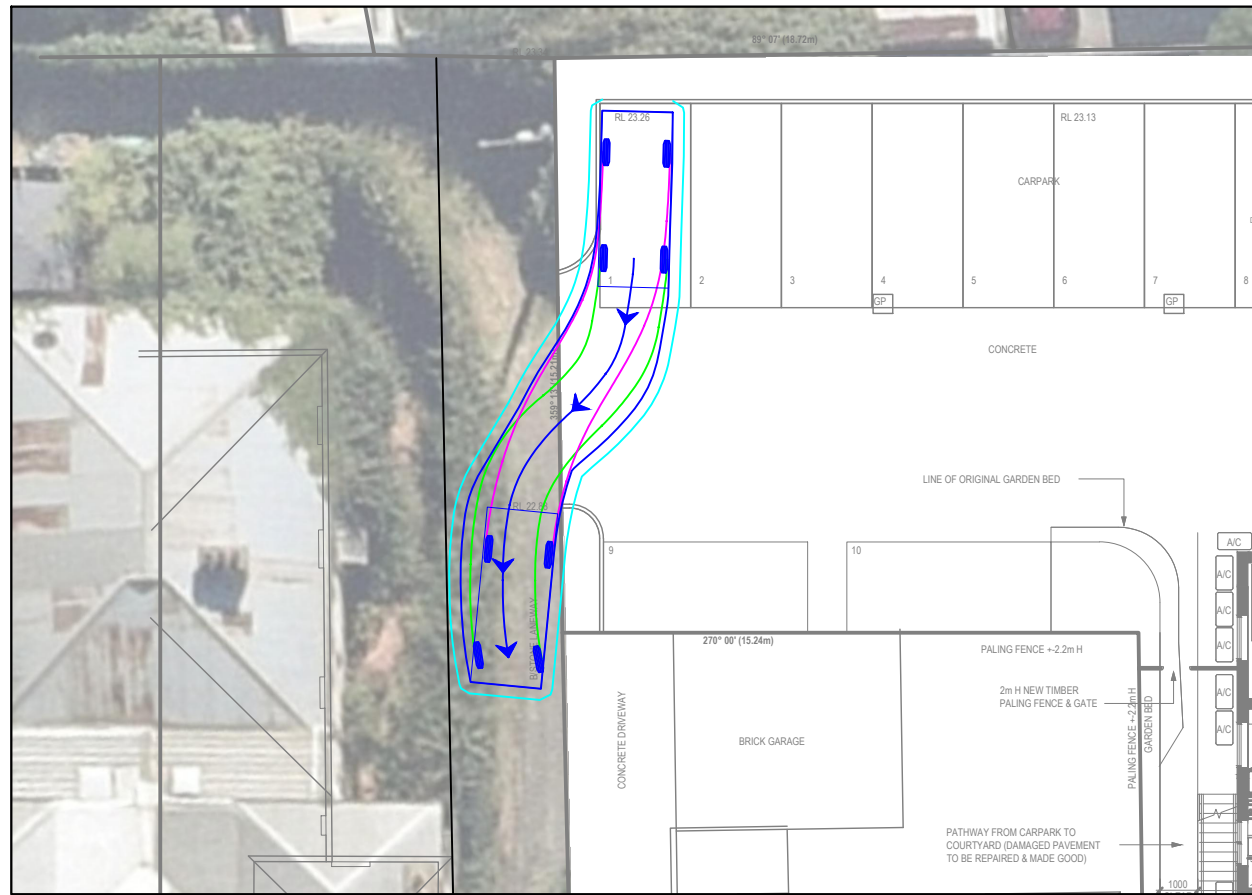


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CAR SPACE 1 - INGRESS



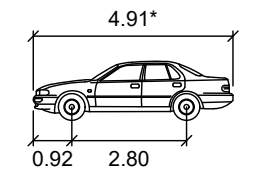
CAR SPACE 1 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



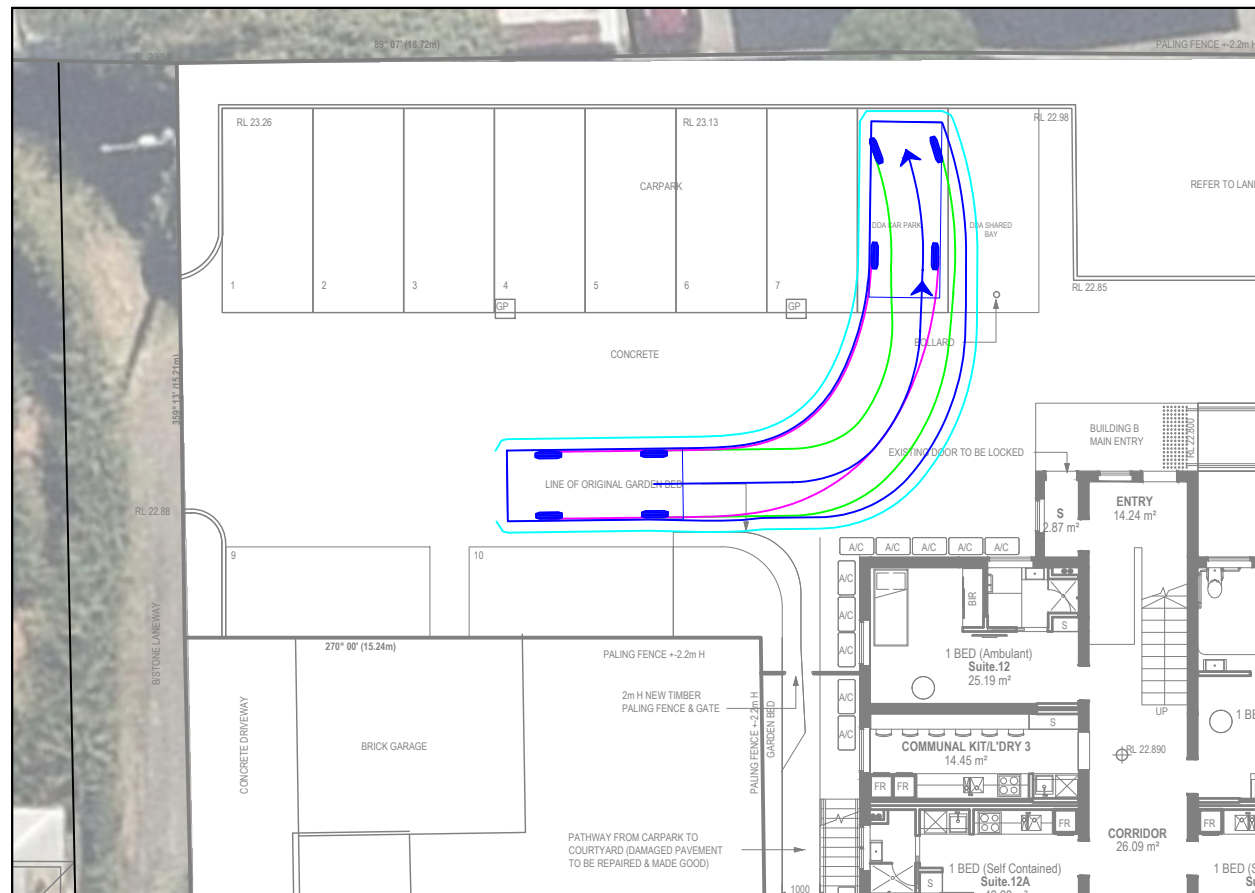
85th percentile  
(AS/NZS 2890.1:2004)

Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius : 11.5m

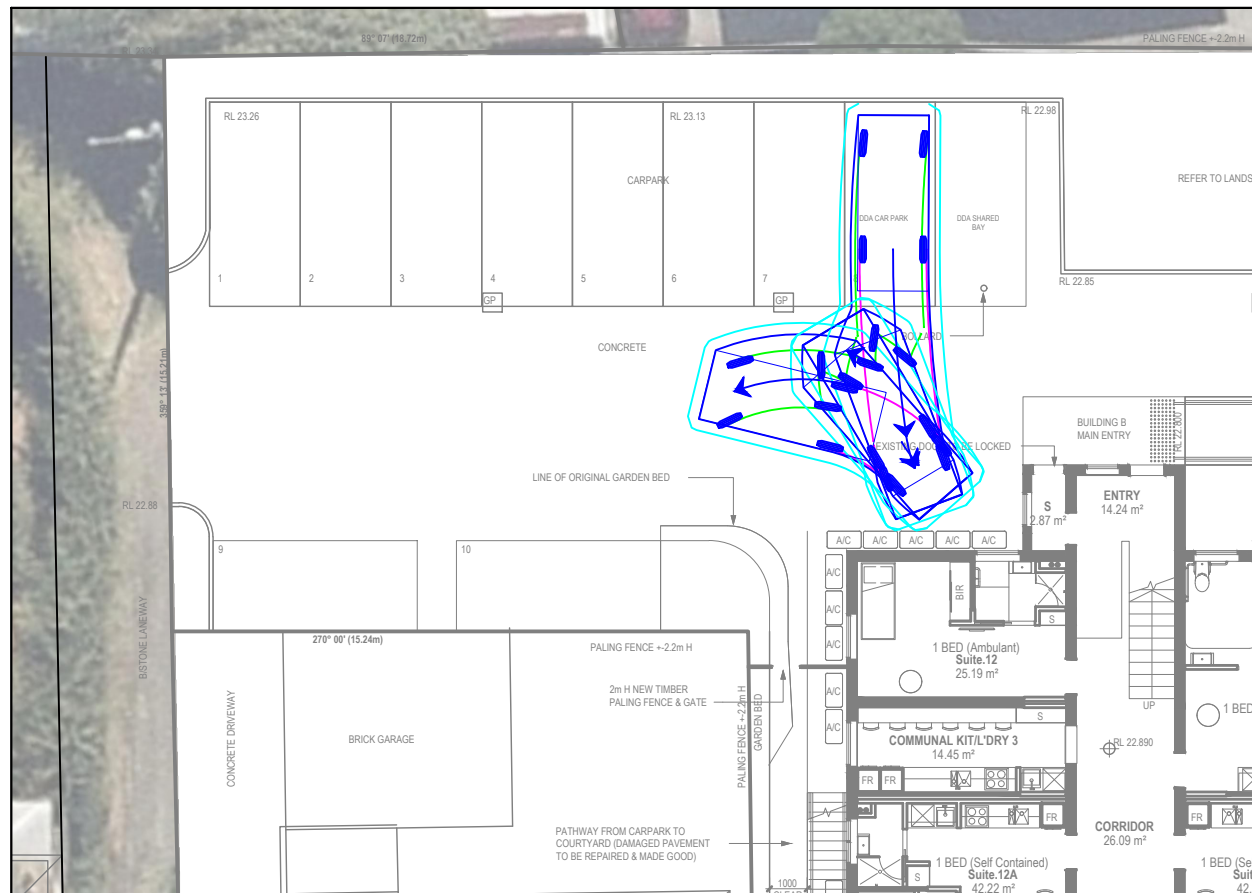
\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

**LEGEND**  
 - REAR WHEELS (red line)  
 - FRONT WHEELS (green line)  
 - VEHICLE BODY (blue line)  
 - BODY CLEARANCE (purple line)

CAR SPACE 2 - INGRESS



CAR SPACE 2 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	24/06/2024	VCAT	J. YOUNG	L. FURNESS

**40 ALMA ROAD, ST KILDA**  
**PROPOSED ROOMING HOUSE DEVELOPMENT**

**GENERAL NOTES:**  
 BASE INFORMATION FROM: JUNE (11.06.2024)\_40 Alma Rd, St Kilda\_VCAT - C - Area Plan (Design Plans) - Ground Level.dwg  
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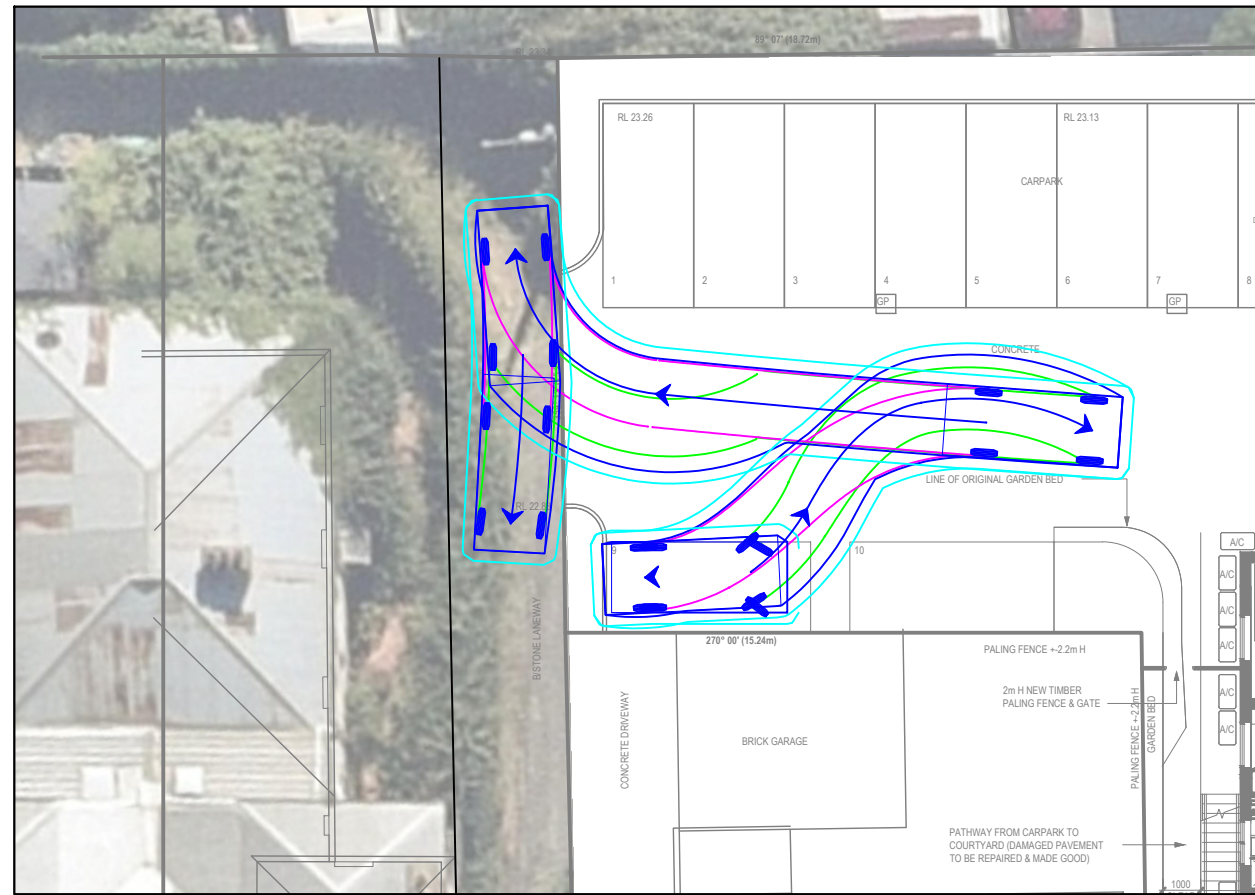


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CAR SPACE 3 - INGRESS



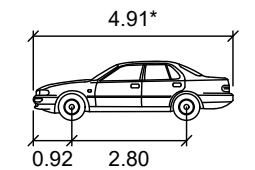
CAR SPACE 3 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



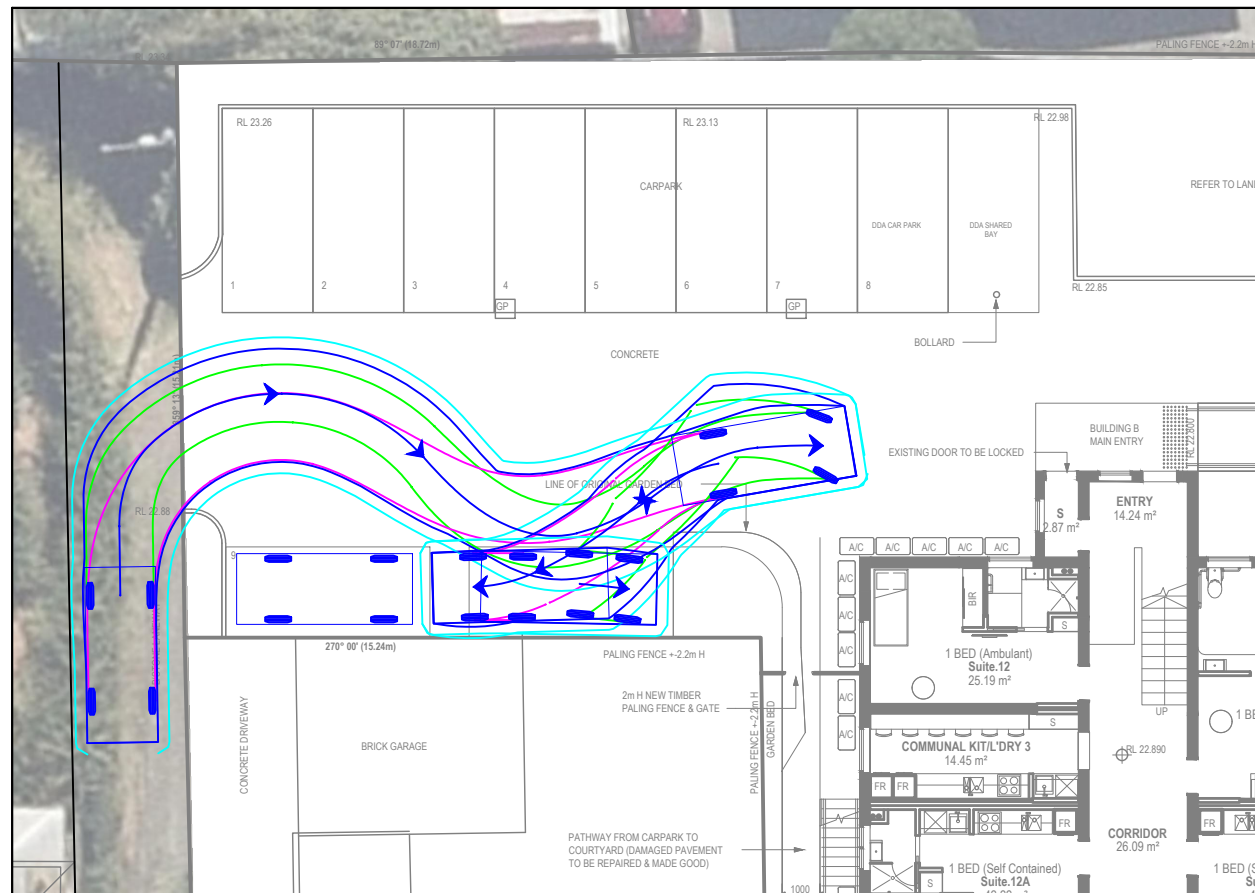
85th percentile  
(AS/NZS 2890.1:2004)

Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius : 11.5m

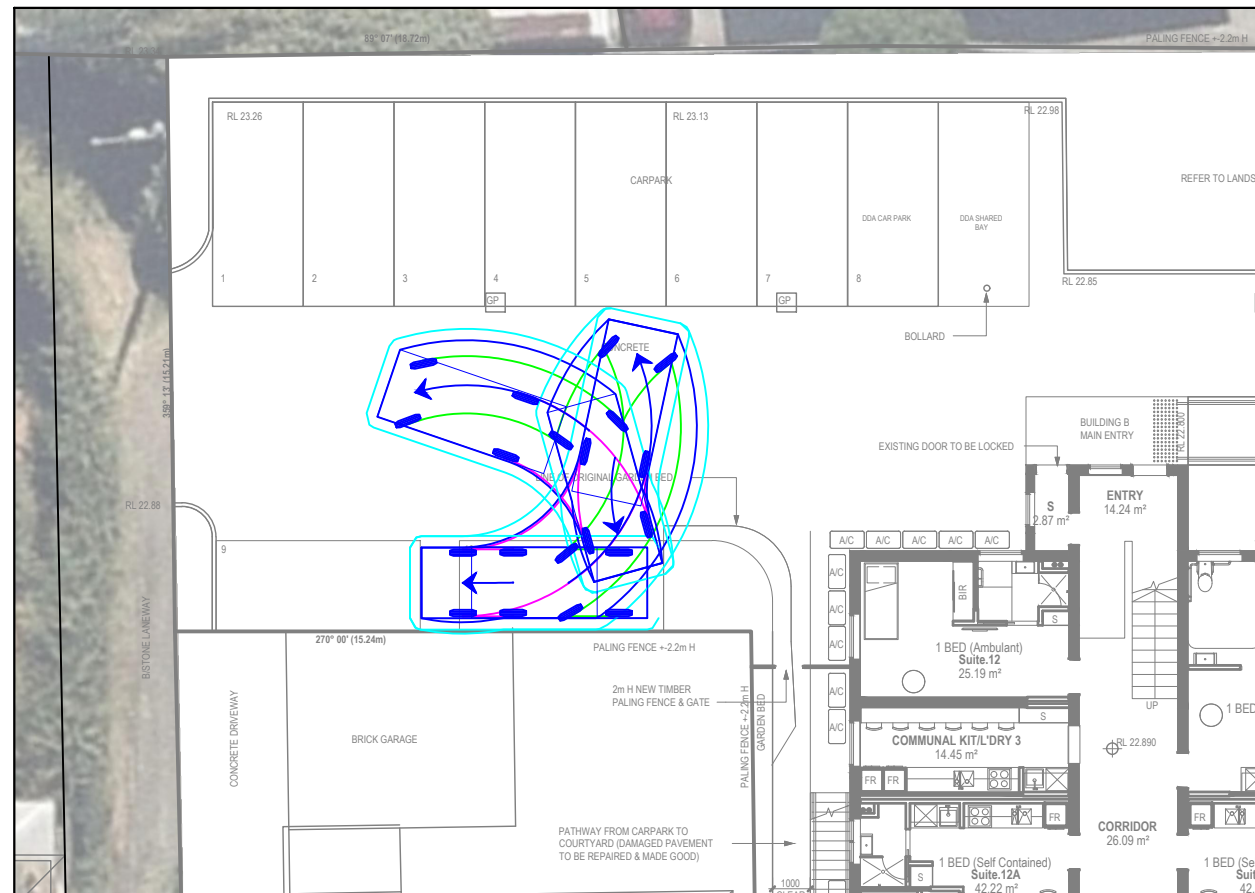
\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

**LEGEND**  
 — REAR WHEELS — VEHICLE BODY  
 — FRONT WHEELS — BODY CLEARANCE

CAR SPACE 4 - INGRESS



CAR SPACE 4 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	24/06/2024	VCAT	J. YOUNG	L. FURNESS

**40 ALMA ROAD, ST KILDA**  
PROPOSED ROOMING HOUSE DEVELOPMENT

**GENERAL NOTES:**  
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FILE NAME: G34975-01  
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