

Our Reference: G28558L-01E

11 August 2020

The Erdigroup C/O- Construction Assignments Pty Ltd  
248 Park Street  
SOUTH MELBOURNE VIC 3205

Attention: Victoria Minter

Dear Madam,

## **33-37 Fitzroy Street, St Kilda – Proposed Hotel Expansion Traffic Engineering Assessment**

Further to your instructions, please find following our review of the proposed hotel expansion at 33-37 Fitzroy Street, St Kilda

The following report provides a traffic engineering assessment of the traffic, access arrangements and loading associated with the amendment application.

### **Proposal**

It is proposed to demolish the existing building at 33 Fitzroy Street, and consolidate this area with the existing hotel at 35-37 Fitzroy Street to create an expanded hotel.

The number of hotel rooms on the site will increase from 81 to 131 (increase of 50 rooms).

Part of the application includes the provision of a hotel bar area and terrace, with an area of 365m<sup>2</sup>.

The existing ground floor food and drink premise will remain unchanged (area of 284m<sup>2</sup>).

There will be a gym located on-site, however this will be for hotel patrons, and is considered an ancillary use.

It is proposed to largely maintain the existing car parking arrangements on the site, however 6 car spaces will be removed to make room for storage, bicycle spaces and the provision of two new DDA spaces and associated shared areas (i.e. there will be 26 car spaces post-development). Vehicle access will continue to be provided via the rear access to Jackson Street.

A total of 12 new bicycle spaces will be provided within the carpark.

Development Plans prepared by Mostaghim are attached at Appendix A.

## Subject Site

The subject site is located on the south-east side of Fitzroy Street, approximately 70m north-east of Acland Street.

The site comprises two properties as follows:

- 33 Fitzroy Street: A vacant commercial premise, which was most recently as a restaurant called 'Punchinello's'. This tenancy has an area of 405m<sup>2</sup>. There is no direct vehicle access or on-site car parking/loading facilities on the site.
- 35-37 Fitzroy Street: An existing 4-storey Rydges hotel, ground floor Food and Drink Premises and a restaurant/bar area on-site. Vehicle access is provided via a two-way crossover to Jackson Street at the rear of the property. A total of 32 car spaces are provided within a two-level carpark, all of which is allocated to the hotel (i.e. none to the Food and Drinks Premises).

The combined subject site is irregular in shape, with frontages to Fitzroy Street and Jackson Street of approximately 20.6 metres and 23.3 metres, respectively.

There are 3 on-street car spaces along the site's frontage to Fitzroy Street subject to 'Taxi Zone 10pm-5am, 2P 8am-10pm' restrictions.

No car parking is available along the Jackson Street frontage due to 'No Stopping' restrictions applying.

The subject site is located within a Commercial 1 Zone (C1Z) under the Port Phillip Planning Scheme. The site is also located within the Fitzroy Street Activity Centre.

A locality plan and an aerial photo of the site are provided at Figure 1 and Figure 2 respectively.





Figure 1: Locality Plan

Source: Melways Publishing





Figure 2: Aerial view

Source: nearmap.com

**Fitzroy Street** is an arterial road and Road Zone – Category 1 under the Planning Scheme, which is aligned in a north-east to south-west direction. To the east of Grey Street, Fitzroy Street is a VicRoads declared Arterial Road, while to the west (adjacent to the site), it is Council operated. Fitzroy Street generally provides one traffic lane and kerbside parking in each direction, separated by a grade separated tram fairway. A bicycle lane is provided on the south side of Fitzroy Street and a two-way 'Copenhagen Style' grade separated bicycle lane is provided on the north side. A posted speed limit of 40km/h applies to Fitzroy Street.

**Acland Street** is a Council operated 'Local Road' and is aligned in a north-west to south-east direction in the vicinity of the site. Acland Street provides a carriageway wide enough to accommodate simultaneous two-way traffic flow. Linemarked angle parking is provided on the west side of the road and indented parking is provided on the east. A posted speed limit of 40km/h applies to Acland Street in the vicinity of the site.

**Jackson Street** is a Council operated 'Local Road' and is aligned in a north-east to south-west direction in the vicinity of the site. In the vicinity of the site, parking is prohibited on the north side of the carriageway due to 'No Stopping' restrictions applying, while the carriageway width allows for simultaneous two-way traffic flow. Parking is provided on the south side of the carriageway only. A posted speed limit of 40km/h applies to Jackson Street.



## Public Transport

The site is well served by public transport including a number of tram and bus services operating nearby to the site. The site is also located within the Principal Public Transport Network (PPTN) area.

The public transport network surrounding the site is presented in Figure 3.



Figure 3: Public transport map

Source: <http://ptv.vic.gov.au>



*Table 1: Public Transport Services*

Service	Between	Via
<b>Fitzroy Street – operates past the site’s frontage</b>		
Tram Route 3a	Melbourne University & East Malvern	St Kilda
Tram Route 16	Melbourne University & Kew	St Kilda Beach
Tram Route 96	East Brunswick & St Kilda Beach	Fitzroy, City, Southbank & Albert Park
<b>Park Street – approximately 50m walking distance north of the site</b>		
Tram Route 12	Victoria Gardens & St Kilda	Richmond, City, South Melbourne
Bus Route 606	Elsternwick Station & Fishermans Bend	Port Melbourne
<b>Fitzroy Street (near Grey Street) – located approximately 450m walking distance east of the site</b>		
Bus Route 600	Southland Shopping Centre & St Kilda Station	Beaumaris, Sandringham & Brighton
Bus Route 922	Southland Shopping Centre & St Kilda Station	Beaumaris, Sandringham & Brighton
Bus Route 923	Southland Shopping Centre & St Kilda Station	Beaumaris, Sandringham & Brighton
<b>Carlisle Street – located approximately 650m south of the site</b>		
Bus Route 623	Glen Waverley & St Kilda	Mount Waverley

### **Bicycle Infrastructure and Walking**

The City of Port Phillip is well serviced by the Principal Bicycle Network (PBN), with on-road and off-road bicycle paths directly linking the City of Port Phillip with surrounding municipalities.

The site scores 96 out of a possible 100 using the ‘Walk Score’<sup>1</sup>, which is a measure of how easy it is to access everyday services by walking. This score classifies the site as a ‘walker’s paradise’ and that daily errands do not require a car. A number of activity centres are located within a short walking distance of the site. Accordingly, this reduces the necessity of patrons to have their own vehicle, as many services and activities are located within a short walk from the site.

<sup>1</sup> Source: <https://www.walkscore.com/score/33-fitzroy-st-st-kilda-vic-australia>



### Taxi/Ride Sharing

There are a number of Taxi Zones, Loading Zones and short term parking (P5min) within close proximity to the site, including 3 x 'Taxi Zone 10pm-5am, 2P 8am-10pm' spaces along the site's frontage to Fitzroy Street. Additionally, there are a large number more Taxi Zone spaces within the wider area.

Accordingly, the site is in an ideal location to be serviced by taxi and ride sharing services.

### Car Parking Conditions

A parking inventory has been conducted by Traffix Group at 2:30pm on Thursday 2<sup>nd</sup> June, 2020.

The area surveyed included on-street and off-street parking within walking distances of up to 200m of the site as presented at Figure 4.

Detailed results of the inventory are presented at Appendix B.

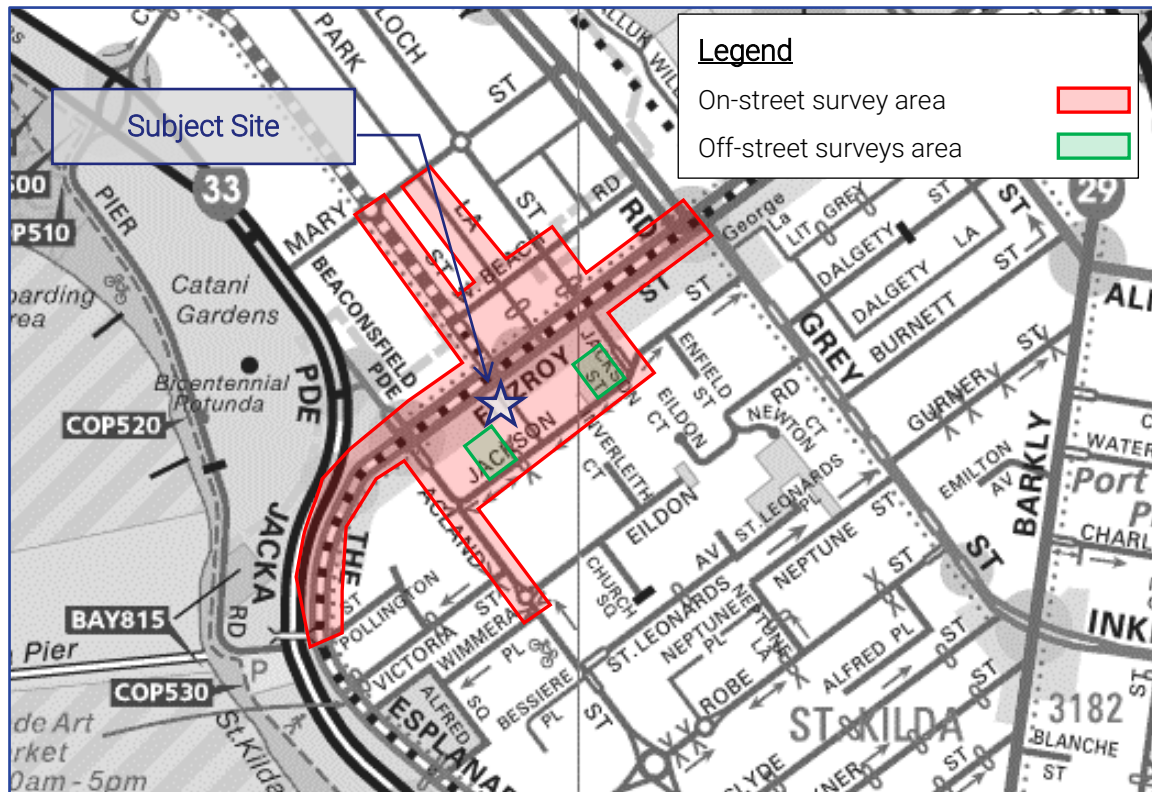


Figure 4: Car parking survey area

Source: Melways Publishing

The overall survey includes 170 on-street and 207 off-street car spaces available to the general public<sup>2</sup>.

On-street parking is a combination of short term (1/4P, 1P, 1 1/2P and 2P), ticket parking (1P, 2P and P ticket), unrestricted, permit zone, taxi zone, loading zone and work zone.

<sup>2</sup> The following analysis only includes car spaces available to the general public and excludes all 'No Stopping', 'Works Zone', 'Permit Zone', 'No Parking', 'Taxi Zone', 'P5min' and '1/4P' areas during the relevant enforcement periods.



Ticket parking is typically priced at \$5.40 per hour or \$12.90 all day within the relevant areas.

At the time of the parking inventory (which was affected by COVID 19 restrictions) there was a moderate demand for on-street parking in the vicinity of the site, with 65 vacant car spaces recorded at the time of survey (62% occupancy).

There were two off-street car parks within the surveys area.

This includes a carpark on the north-west corner of the Jackson Street intersection (between the between the north-south and east-west sections of Jackson Street), which contains 36 car spaces, mostly subject to '3P 8am-midnight'.

A privately operated car park is also available within the Prince of Wales Hotel, which provides 172 ticketed car spaces, and 11 reserved spaces.

At the time of survey, demand for off-street car parking was low, with a total of 164 vacant car spaces recorded at the time of survey (19% occupancy).

## **Car Parking Assessment**

### **Statutory Car Parking Assessment**

The current and proposed use of the site falls within the land-use categories of 'residential hotel', 'food and drink premises', and 'bar' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments and uses under Clause 52.06. 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.*
- *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 land use term of 'residential hotel' does not have a car parking rate in Table 1 of Clause 52.06. Under Clause 52.06-6, car parking for the residential hotel is required to the satisfaction of the Responsible Authority. A car parking reduction is not required for the Residential Hotel as the level of car parking needs to satisfy the Responsible Authority (i.e. if the Responsible Authority is satisfied, there is no car parking reduction for this use. If the Authority is not satisfied, there is still no car parking reduction).

The Food and Drink Premises will remain unchanged in floor area and no car parking will be provided (as per existing conditions). Accordingly, a car parking reduction is not required for this use under Clause 52.06-7.





The proposed Bar will have an area of 365m<sup>2</sup> and effectively replace the existing 406m<sup>2</sup> Restaurant at 33 Fitzroy Street, and the existing on-site hotel restaurant/bar.

Clause 52.06-5 also states that:

*A permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:*

- *The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.*
- *The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.*

The 365m<sup>2</sup> hotel terrace bar will not be provided with car parking. It replaces the existing hotel restaurant/bar on the site.

The 405m<sup>2</sup> Restaurant at 33 Fitzroy Street is being removed, which were also not provided with car parking.

Both Bar and Restaurant have the same statutory car parking requirement, 3.5 car spaces per 100m<sup>2</sup>. On this basis, a permit is not required for the new Bar under Clause 52.06-5 as it is replacing a larger existing restaurant and existing hotel bar/restaurant and no car parking is lost for these uses.

Based on the above, the only question to be considered in relation to car parking provision matters is whether provision of 26 car spaces for the hotel is acceptable to the Responsible Authority.

### **Assessment of Car Parking Demand for Hotel**

This application requires consideration of the sustainable transport policies and attributes that apply to the site, which is consistent with the purposes of Clause 52.06 set out previously and include “to support sustainable transport alternatives to the motor car”.

The key attributes of the site’s location are as follows:

- the site is located within the Fitzroy Street Activity Centre, with access to many everyday services within close proximity to the site,
- the site is located within walking distance of extensive public transport services and other alternative transport modes, and
- there is only limited unrestricted on-street parking available in close proximity to the site.

Given the availability of alternative transport modes and the level of access to alternative transport modes, we are satisfied that suitable alternatives to car-based travel exist in this locality to support the provision of on-site parking for the hotel.

Parking rates at hotels vary from zero to 1 car space per room, with a general trend that down to zero parking occurs within inner Melbourne and higher parking rates in outer suburban or regional areas.



In our view, the provision of car spaces for a hotel is a commercial decision. Patrons of the hotel will be aware of whether a car space will be available before booking times and will decide how to travel to the site accordingly. This may involve prearranging travel such as a taxi or ride sharing services or booking another hotel with parking, if required.

The limited on-street long term parking within the area means that staff/patrons without car spaces will not be able to park on-street and impact on public car parking availability.

There are also commercial car parking opportunities in the area such as the Prince of Wales Hotel carpark.

Staff not wishing to use commercial car parking options will rely on alternative forms of transport to access the site, such as the public transport available, while patrons may also utilise taxis or ride sharing services.

Patrons can also use public transport to travel to and from the site.

Post-development, the site will provide a total of 26 car spaces for the 131 hotel rooms, which equates to 0.2 car spaces per room.

We are satisfied that this is expected to meet the demand generated by the hotel.

## **Bicycle Parking Assessment**

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The requirement for bicycle facilities only applies to the increased floor area for the use. The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

*Table 2: Statutory Bicycle Parking Assessment – Clause 52.34*

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Employees/Residents	Customers/Visitors	
Residential Building, other than listed in table (Residential Hotel)	50 rooms	1 to each 10 lodging rooms	1 to each 10 lodging rooms	5 staff 5 customer
Retail (Bar)	365m <sup>2</sup>	1 space to every 300m <sup>2</sup>	1 space to every 500m <sup>2</sup>	1 staff 1 customer
TOTAL				12

Based on the above, the development is required to provide a total of 12 bicycle spaces, comprising 6 staff and 6 customer. This is met on-site through the provision of 12 bicycle spaces.

9 bicycle spaces are provided via 'Ned Kelly' style wall mounted rails, and the remaining 3 spaces are provided via horizontal style 'Flat Top' rails. All of these spaces are provided within the Level 1 carpark in accordance with the requirements of AS2890.3-2015 and Bicycle Victoria The Bicycle Parking Handbook.



A total of 33% of bicycle spaces are provided via horizontal arrangements, complying with the requirements of AS2890.3-2015.

Clause 52.34 also requires the following:

*If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.*

Given that 6 staff spaces are provided on-site, 1 shower/change room is required.

There are male and female change rooms/showers provided at ground level, which provide adequate facilities for staff to change and shower.

Male and female shower/change room facilities are provided at ground floor, meeting these requirements.

Accordingly, we are satisfied that the bicycle parking arrangements are acceptable.

### **Review of Car Parking Layout and Access Arrangements**

It is proposed to maintain the existing carpark at the rear of the site, and the car parking layout and access arrangements will remain largely unchanged. There is no requirement under Clause 52.06 to modify an existing carpark as part of a new planning permit application.

As such, it is not necessary to undertake a detailed assessment of the car parking arrangements, and only consider the portions of the carpark that are being modified.

The following changes are proposed to the carpark:

- 4 car spaces will be removed in order to accommodate the bicycle parking facilities.
- 4 car spaces will be converted to DDA spaces, plus associated shared area. This results in the loss of two car spaces

Accordingly, there will be a total loss of 6 car spaces post-development.

It is of note that the DDA car spaces do not strictly comply with the requirements of AS2890.6-2009, in that a column will be located between the DDA space and shared area for both DDA spaces. These columns are currently existing and are the only spaces in the whole carpark where a headroom of at least 2.5m is provided. We also understand that a waiver is being sought from a building surveyor for the DDA arrangements described.

Based on the above, we consider that the proposed arrangements are acceptable.

We are satisfied that the car park will continue to function appropriately, and the proposed expansion of the hotel will not materially alter the operation of the existing carpark.

### **Traffic Generation and Impacts**

As previously stated, no additional car parking is proposed within the on-site carpark, with the number of car spaces being reduced by six. Accordingly, we expect there to be a decrease in the level of traffic accessing the on-site carpark and using the rear laneway.

Given the nature of hotel car parking, the turnover will be low. We have assumed that each car space turns over 1-2 times per day (i.e. 2-4 total trips per car space).



Accordingly, the reduction of car parking by 6 car spaces results in 12-24 less vehicle trips per day, resulting in less traffic on Jackson Street and within the on-site carpark.

Traffic impacts associated with the site will be limited to the short-term drop off and pick up activities of the 50 additional hotel rooms and the traffic associated with the hotel bar.

The short-term drop off and pick up activities will occur around the main pedestrian entrance to the site, along Fitzroy Street. There are a number amount of 'Taxi Zone', 'Loading Zone' and short-term parking in this area, including 3 'Taxi Zone' spaces along the site's frontage. Accordingly, we are satisfied that the drop-off and pick-up activities associated with the proposed hotel expansion can be accommodated by the surrounding road network.

No car parking will be provided on-site for the bar component of the site, and as such, traffic will be distributed throughout the surrounding road network, and we are satisfied that this can be readily accommodated.

### **Loading and Waste Considerations**

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.*

Loading arrangements for the site will continue as is currently done for the existing hotel and food and drink premise, which is undertaken within the site's ground floor carpark.

We are satisfied that the loading arrangements for the additional hotel rooms and bar can be undertaken via these same arrangements.

A Waste Management Plan has been completed by our office (Ref No. G28558R-01B (WMP), dated 8<sup>th</sup> July, 2020).

Waste collection is proposed to be undertaken via private contractor within the on-site carpark. Bins will be transferred from the bin room to the first floor of the carpark by the hotel operator, where it will be collected by the waste truck. These arrangements are detailed further in the WMP.

We are satisfied that the above arrangements are appropriate, and that Clause 65.01 is satisfied.



## **Conclusions**

Having undertaken a detailed traffic engineering assessment of the proposed hotel expansion at 33-37 Fitzroy Street, St Kilda we are of the opinion that:

- a) the proposed expansion does not result in a reduction in car parking being required under Clause 52.06-7 of the Planning Scheme based on the following:
  - i. car parking for the residential hotel component is required to the satisfaction of the Responsible Authority. We are satisfied that adequate car parking is provided to meet the demand of the residential hotel, and that there will not be an overflow to on-street car parking areas,
  - ii. a reduction is not required for the food and drink premise, as the floor area will remain unchanged, and the car parking arrangements will remain unchanged (i.e. no car parking will continue to be provided), and
  - iii. the hotel bar is replacing a larger existing restaurant and existing hotel restaurant/bar (both of which have the same statutory car parking rate), and no car parking is being lost for this use.
- b) the bicycle parking provisions meet the minimum requirements of Clause 52.34 of the Planning Scheme,
- c) the layout of the on-site car park and access arrangements will be largely unchanged and are acceptable,
- d) traffic associated with the expansion will be relatively low and have a negligible impact on the local road network, and
- e) the proposed loading and waste arrangements are satisfactory.

Overall, we are satisfied that there are no traffic engineering reasons why the amended scheme for the development of the site at 33-37 Fitzroy Street, St Kilda should not be approved subject to appropriate conditions.

Please contact James Young (Traffic Engineer) or myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



LEIGH FURNESS

Senior Associate





# **Appendix A**

## **Development Plans**



# **Appendix B**

## **Car Parking Inventory**