

Our Reference: G21657L-01E

22 December 2021

Dorcas Development Nominee Pty Ltd
c/- Time & Place
Level 26, 35 Collins Street
MELBOURNE VIC 3000

Attention: Richard Hampton

Dear Richard,

Traffic Engineering Assessment – Proposed S87A Amendment 11-17 Dorcas Street, South Melbourne

Introduction

Further to your instructions, please find following our assessment of the proposed Section 87A Amendment of Planning Permit No. 217/2019, for a development at 11-17 Dorcas Street, South Melbourne.

The following report provides a traffic engineering assessment of traffic and parking issues associated with the proposed amended development and compares the current proposal with the approved development under Planning Permit No. 217/2019.

Proposal

The subject site has a current Planning Permit 217/2019 issued by City of Port Phillip. This permit allows a mixed-use development of 58 apartments, 159m² of retail space and 89 car spaces.

A summary of the key changes proposed within this amended application is as follows:

- Increase in the overall:
 - Number of apartments, with dwelling mix changes (58 apartments to 59 apartments)
 - Floor area for the commercial uses (159m² to 1,936m²)
 - Number of car spaces on the site (89 spaces to 106 spaces)
 - Number of bicycle spaces on the site (45 spaces to 94 spaces)
- Introduction of office space to the commercial space.
- Change in orientation of loading area on the ground floor adjacent to the basement entry.
- Removal of the car lift and podium parking to accommodate additional basement levels, accessed via conventional vehicle ramps (total 5 levels).
- Alteration to basement vehicle accessway for individual entry and exit carriageways.

A breakdown of the amended development scheme, including car parking allocation and comparison to the approved development scheme is provided as follows.

Table 1: Comparison of Amended and Approved Scheme

Use	Approved Scheme by VCAT			Proposed Scheme			Net Change
	Size/ No.	Parking Allocation	Car Parking Rate	Size/ No.	Parking Allocation	Car Parking Rate	
One-bedroom apt.	11	11	1/apt.	4	4	1/apt.	-7 apt. -7 spaces
Two-bedroom apt.	20	20	1/apt.	25	25	1/apt.	+5 apt. +5 spaces
Three-bedroom apt.	23	46	2/apt.	29	58	2/apt.	+6 apt. +12 spaces
Four-bedroom apt.	2	4	2/apt.	-	-	-	-2 apt. -4 spaces
Penthouse	2	4	2/apt.	1	6	6/apt.	-1 apt +2 spaces
Apartment Sub-total	58	85 spaces	1.47/apt.	59	93	1.58/apt.	+1 apt. +8 spaces
Residential Visitors	-	2	0.03/apt.	-	2	0.03/apt.	-
Retail	159m ²	2	1.26/ 100m ²	366m ²	-	-	+207m ² -2 spaces
Office	-	-	-	1,570m ²	10	0.64/ 100m ²	+1,570m ² +10 spaces
Shared Electric Vehicle Car Space	-	-	-	-	1	-	+1 space
Total Car Parking		89 car spaces		-	106 car spaces		+17 spaces



Car Parking Assessment

Statutory Car Parking Requirement

The proposed development falls under the land-use categories of 'dwelling', 'retail' and 'office' under Clause 73.03 of the Planning Scheme.

The land use category of 'retail' does not have a statutory car parking rate under the car parking table at Clause 52.06-5 of the Planning Scheme. Accordingly, we have adopted the car parking rate for a 'shop' use in this case, being the most likely use of the tenancy. Similarly, a 'Food and Drink Premises' and a range of other uses have the same car parking requirement under Clause 52.06-5 and would also be appropriate.

The site is located within the Principal Public Transport Network Area and accordingly, Column B rates apply to the site.

Table 2: Statutory Car Parking Assessment – Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column B)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
One-bed dwelling	4	1 space per one/two-bedroom dwelling	4	4	0
Two-bed dwelling	25		25	25	0
Three-bed dwelling	29	2 spaces per three or more bedroom dwelling	58	58	0
Penthouse	1		2	6	+4
Residential visitors	59	None required	N/A	2	+2
Shop (Retail)	366m ²	3.5 spaces to each 100m ² of LFA	12	0	-12
Office	1,570m ²	3 spaces to each 100m ² of NFA	47	10	-37
Shared Electric Vehicle Car Space			-	1	+1
TOTAL			148	106	-49

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.

The provision and allocation of 106 car spaces, including 93 resident spaces, 2 residential visitor spaces and 10 office spaces results in a shortfall of 49 car spaces (including 12 shop spaces and 37 office spaces) under Clause 52.06. It is noted that there is no requirement to provide residential visitor parking, as the site is located within the PPTN area.

A car parking comparison for each land-use category between the amended development and approved scheme identifies:



- Residents – no change as car parking is provided in accordance with the statutory requirements of Clause 52.06.
- Retail – a reduction of an additional 9 car spaces (a reduction of 3 spaces was already approved for the retail use).
- Office – a reduction of 37 car spaces.

Accordingly, an assessment to determine the appropriateness of the reduced car parking provision for the shop and office uses have been undertaken.

Review of the Car Parking Reduction

No car parking is provided on the site for the shop (retail) use.

A total of 10 car spaces is provided for 1,570m² of office floor area at a rate of approximately 0.64 spaces per 100m².

The car parking reduction required can be supported based on the following reasons, which are relevant to the decision guidelines of Clause 52.06-7 when deciding the appropriateness of car parking reductions:

- The site's location within the Domain Precinct, being similar in nature to an Activity Centre.
- The site's location within the Principal Public Transport Network (PPTN) area.
- Encourages sustainable modes of transport in line with local policies and state government directives.
- Constrained on-street parking environment does not allow for staff to drive to work and park within close proximity to the site.
- The high availability of public transport services, including:
 - Eight tram services operating along St Kilda Road and Domain Interchange.
 - Anzac Railway Station (future service), which will be located at the Domain Interchange and provide a connection to the new Melbourne Metro Rail Project.
- The site has access to bicycle infrastructure with on-road bicycle lanes and provision of on-site bicycle infrastructure.
- The site is located within Category 1 of the 'Congestion Levy' area, which requires a congestion levy be paid for each staff car parking spaces provided on the site. Reducing staff parking for offices is entirely consistent with State policy for congestion management.
- Reduce provision of car parking will assist in reducing the traffic impacts of the development on the local and broader road network.



Bicycle Parking Assessment

The following tables sets out the revised statutory bicycle parking assessment for the development.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	59	1 space to each 5 dwellings	1 space to each 10 dwellings	14 resident 7 visitor
Retail	366m ²	1 space to each 300m ² of LFA	1 space to each 500m ² of LFA	1 employee 1 customer
Office	1,570m ²	1 space to each 300m ² NFA if the NFA exceeds 1000m ²	1 space to each 1,000m ² NFA if the NFA exceeds 1000m ²	5 employee 2 visitors
TOTAL				30 spaces

The provision of 94 bicycle spaces exceeds the bicycle parking provision requirements of Clause 52.34.

The design of the bicycle spaces accords with AS2890.3-2015 and is satisfactory. The provision of horizontal bicycle spaces satisfies the minimum 20% requirement of bicycle spaces being in the form of horizontal spaces set out under Clause 2.1 (e) 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.

Review of Carpark Layout and Vehicle Access Arrangements

Traffix 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), and
- AS2890.1-2004 – Part 1: Off-Street Car Parking, where relevant.

A detailed assessment of the carpark layout and vehicle access arrangements against the relevant design standards of the Planning Scheme and Australian Standards is provided at Appendix B.

Overall, the key amendments to the design include:

- Removal of the car lift and podium car parking levels to accommodate 5 levels of basement carpark. As a consequence, vehicle access to all car parking levels is instead provided by conventional vehicle ramps.



- The basement vehicle access point reworked to provide separate entry and exit carriageways. This remains in the same location at the site's western boundary accommodating the same laneway setback.

Swept path diagrams demonstrating accessing to all critical car spaces and vehicle circulation movements are provided Appendix C.

Based on the above, we are satisfied that the design and layout of the carpark and vehicle accessways complies with the objectives of Clause 52.06 and the Australian Standards, where relevant.

Loading & Waste Collection

The current loading area has been rotated 90 degrees from the approved scheme provided at 4.3m wide x 8.7m long (minimum) with a height clearance of 4.9m provided within the ground level.

Loading activities can accommodate vehicles up to the size of a 6.4m SRV.

Waste collection will occur on-site and is consistent with the approved development scheme. Whilst the orientation of the loading area has been altered, we are satisfied that the nominated waste collection vehicle can collect waste from the loading bay appropriately.

Swept path diagrams have been prepared for the waste collection vehicle and 6.4m SRV and are attached at Appendix C.

We are satisfied that the proposed layout of loading area is satisfactory from a traffic engineering perspective.

Traffic Impact Assessment

Residents

In our traffic engineering assessment report for the previously approved development (Ref. G21657R-02A – dated June, 2019), the following traffic generation rates were adopted:

- 0.2 vehicle trips per one and two-bedroom dwelling (with one car space)
- 0.3 vehicle trips per three or more-bedroom dwelling (with two car spaces)
- 10% of the daily traffic generation occurs during the road network peak hours

Accordingly, the 59 dwellings are expected to generate 15 vehicle trip ends in each commuter peak hour and 149 vehicle trip ends per day.



Staff

Based on surveys undertaken by Traffix Group of other office uses, in the order of 50% of car spaces can be expected to turn over during the commuter peak hours. Accordingly, the 10 staff spaces will generate in the order of 5 vehicle trips per peak hour to the ROW, equating to 1 vehicle trip every 12 minutes in the peak hours.

Over the course of the day, each space is assumed to generate an entry and exit movement. Further to this, approximately 20% of spaces are likely to generate an additional entry and exit movement associated with meetings/errands etc.

As 10 car spaces are allocated to the office use, 5 vehicle trips are expected to be generated in each peak hour, with a total of 24 vehicle trip ends throughout the day.

Analysis

The development is expected to generate 173 daily vehicle movements with 20 vehicle movements occurring in each of the peak hours or 1 vehicle trip every 3 minutes in the peak hour.

The approved development with 58 apartments and 159m² of retail floor area, the traffic impacts equate to a daily traffic generation of 151 vehicle trip ends per day including 16 during the commuter peak hours.

We are satisfied that the additional 4 vehicle trip ends during the commuter peak hours and 22 over the course of the day can be accommodated within the nearby road network, is at level that is consistent with the current approval and will not have a detrimental impact to the safety and operation of Middleton Lane.

Notably, the amended proposal retains the previously approved 1.5m wide building setback to Middleton Lane. This allows Middleton Lane to be equitably widened by adjacent properties to accommodate additional traffic over time as the area redevelops.



Conclusions

Having undertaken a detailed traffic engineering assessment of the amended development scheme for the approved mixed-use development at 11-17 Dorcas Street, South Melbourne, we are of the opinion that:

- a) the proposed car parking for the residential component complies with the statutory car parking requirements of Clause 52.06-5 and a car parking reduction of 49 further car spaces is required for the commercial component, including 12 shop spaces and 37 office spaces,
- b) the reduction of the shop and office parking is supported by the decision guidelines of Clause 52.06-7,
- c) an appropriate level of bicycle parking is provided for the development and supports the level of car parking reduction sought by the application,
- 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) the amended loading arrangement is acceptable and will facilitate appropriate loading for the development,
- f) the waste collection arrangements remain consistent with the arrangements previously assessed, albeit the alteration of the orientation of the loading area, and
- g) the increase in level of traffic generated by the proposal can be accommodated without any adverse impacts to Middleton Lane or the operation of the local road network.

There are no traffic engineering reasons why Planning Permit 217/2019 should not be amended. Please contact Fiona Banh (Traffic Engineer) or myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



LEIGH FURNESS

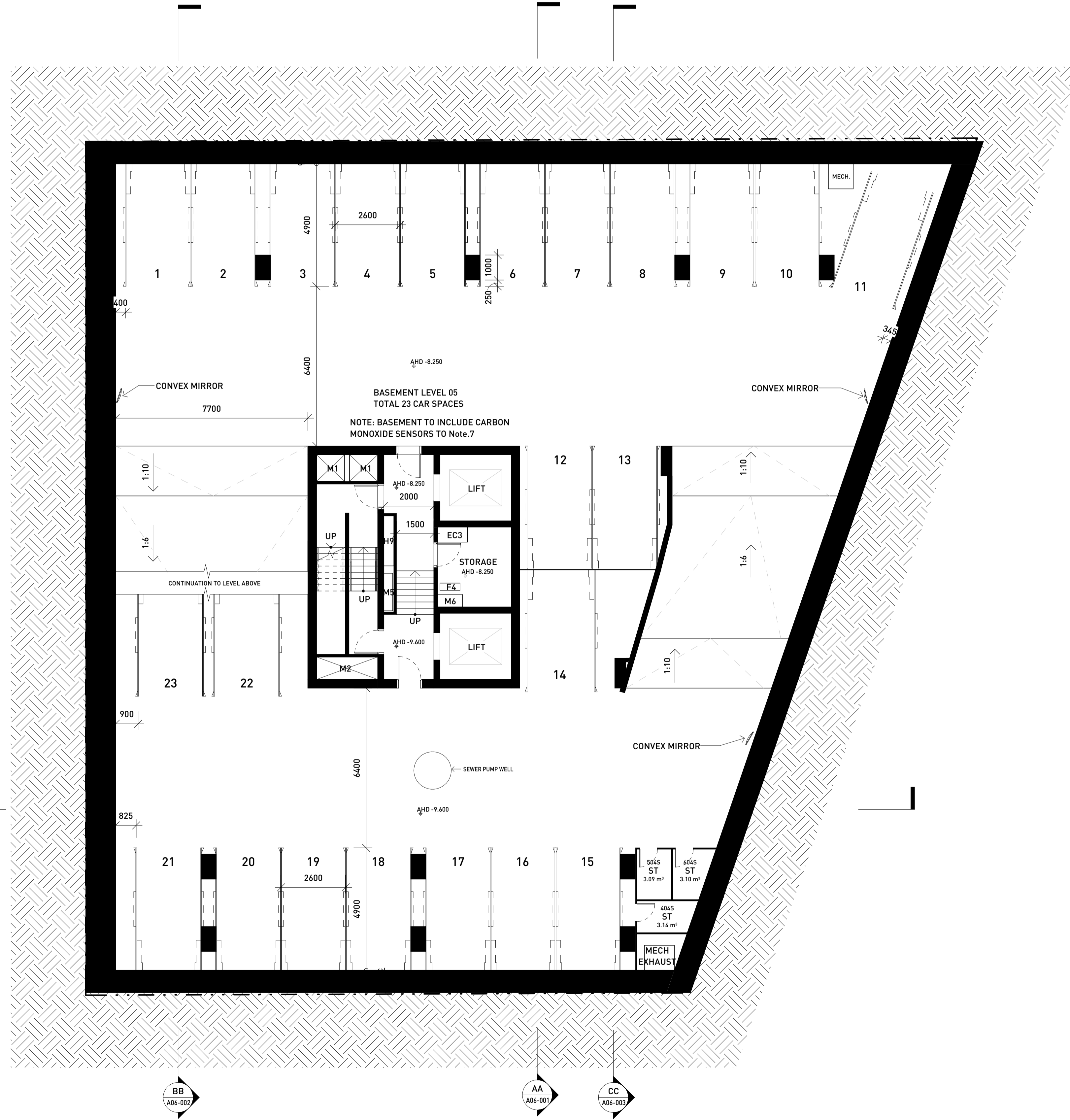
Senior Associate





Appendix A

Development Plans



- ESD NOTES**
- UTILITY METERS (ELECTRICITY, WATER) FOR ALL INDIVIDUAL DWELLINGS AND COMMERCIAL TENANTS.
 - SUB-METERING FACILITIES FOR COMMON AREA ENERGY AND WATER MONITORING AND CONTROL.
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 - A STORAGE TANK WITHIN THE FIRE TANK ROOM TO COLLECT A MINIMUM OF 80% OF THE ROUTINE FIRE PROTECTION SYSTEM TEST WATER FOR RE-USE ON-SITE.
 - THE CAR PARK VENTILATION SYSTEM IS TO INCLUDE VARIABLE SPEED DRIVERS (VSDS) ON THE FANS CONTROLLED BY CO SENSORS.
 - MINIMUM 10KW SOLAR PV PANELS ON THE ROOF.
 - MINIMUM 60% OF DWELLINGS WILL HAVE OPERABLE WINDOWS OR SLIDING DOORS WITH VENTILATION OPENINGS AT LEAST 2% OF THE TOTL FLOOR AREA OR 1M², WHICHEVER IS GREATER.
 - MINIMUM ONE PARKING SPACE SHOULD BE NOMINATED FOR EV CHARGING, WITH APPROPRIATE SIGNAGE AND CHARGING INFRASTRUCTURE INSTALLED.
 - MINIMUM 5% OF THE TOTAL SITE WILL BE SOFT LANDSCAPED.

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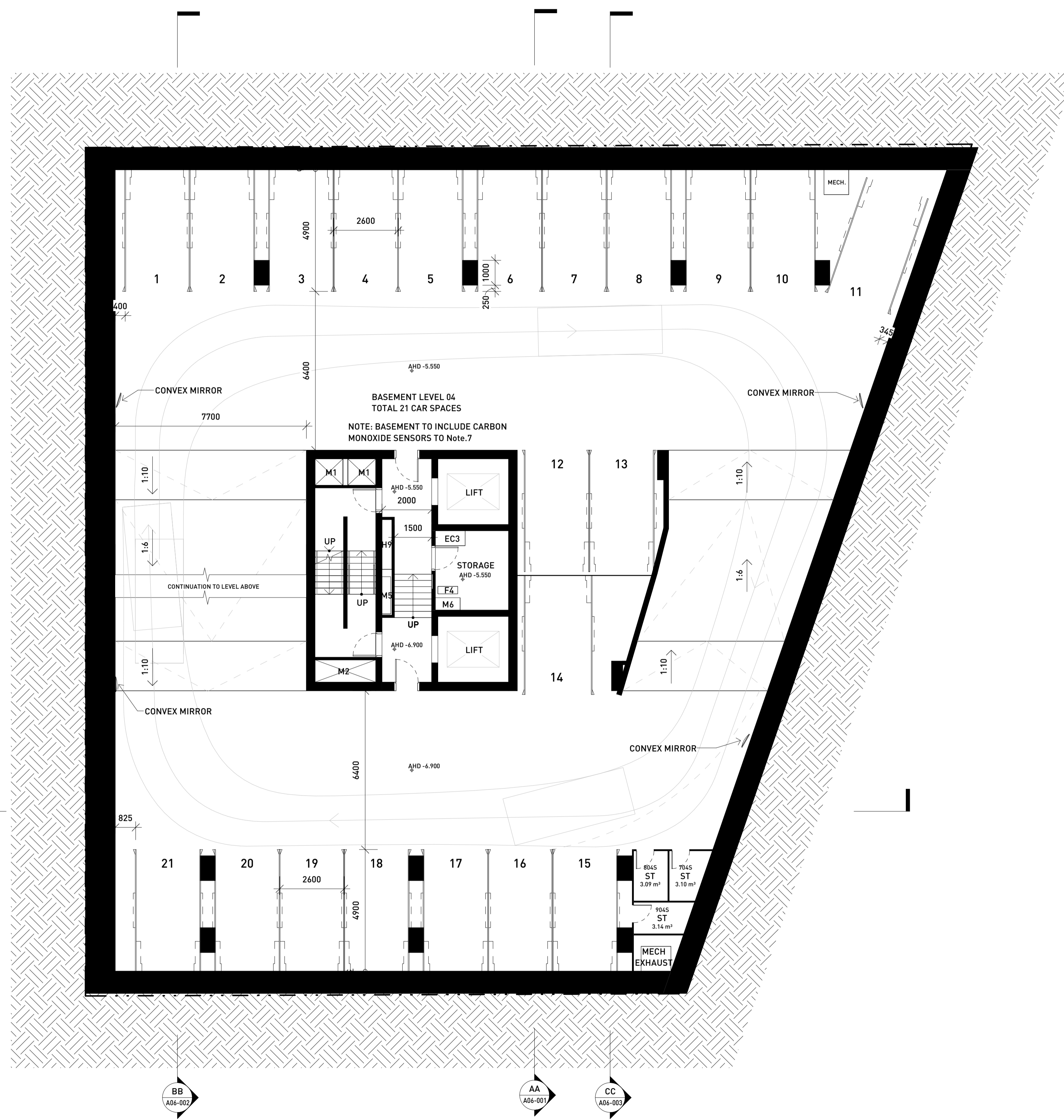


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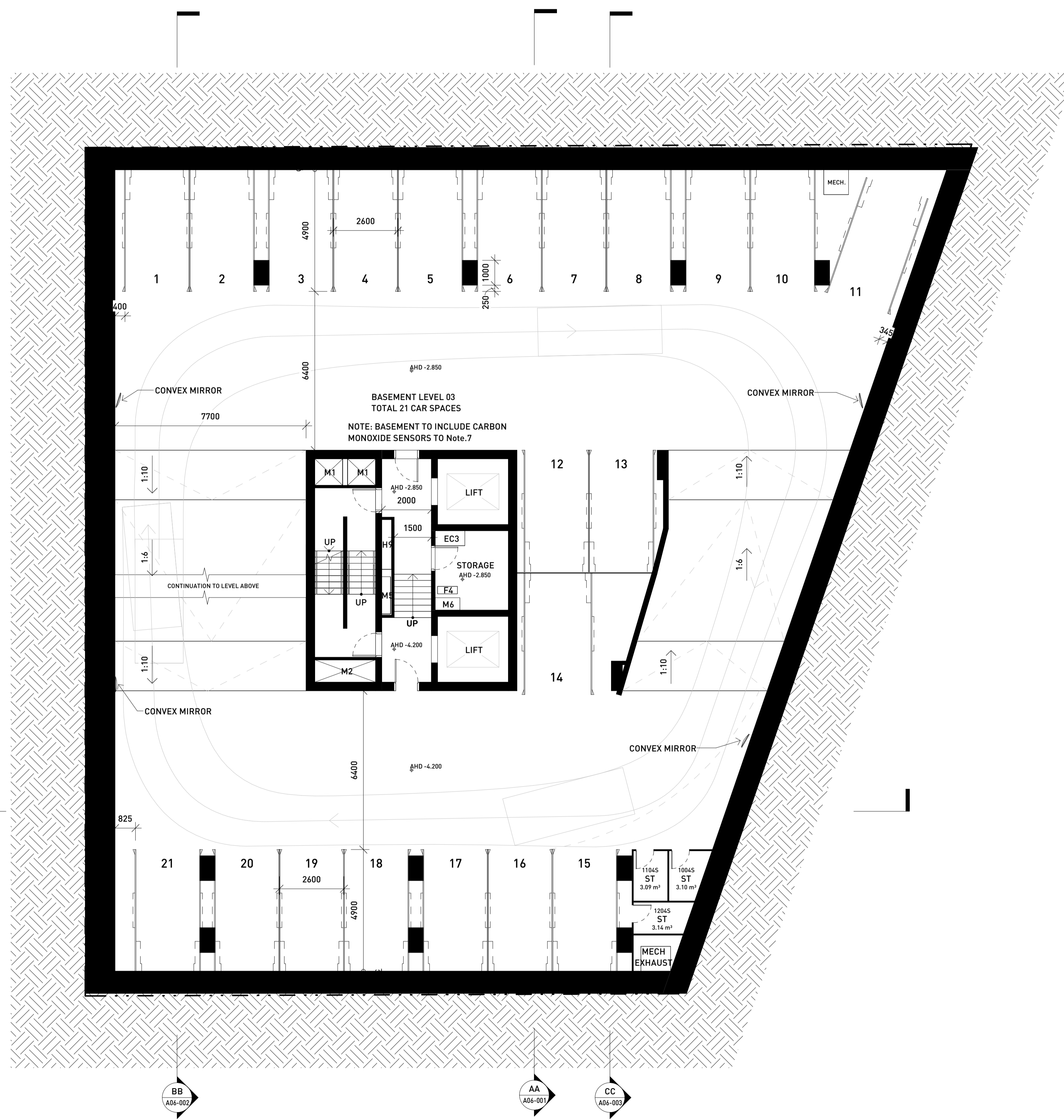


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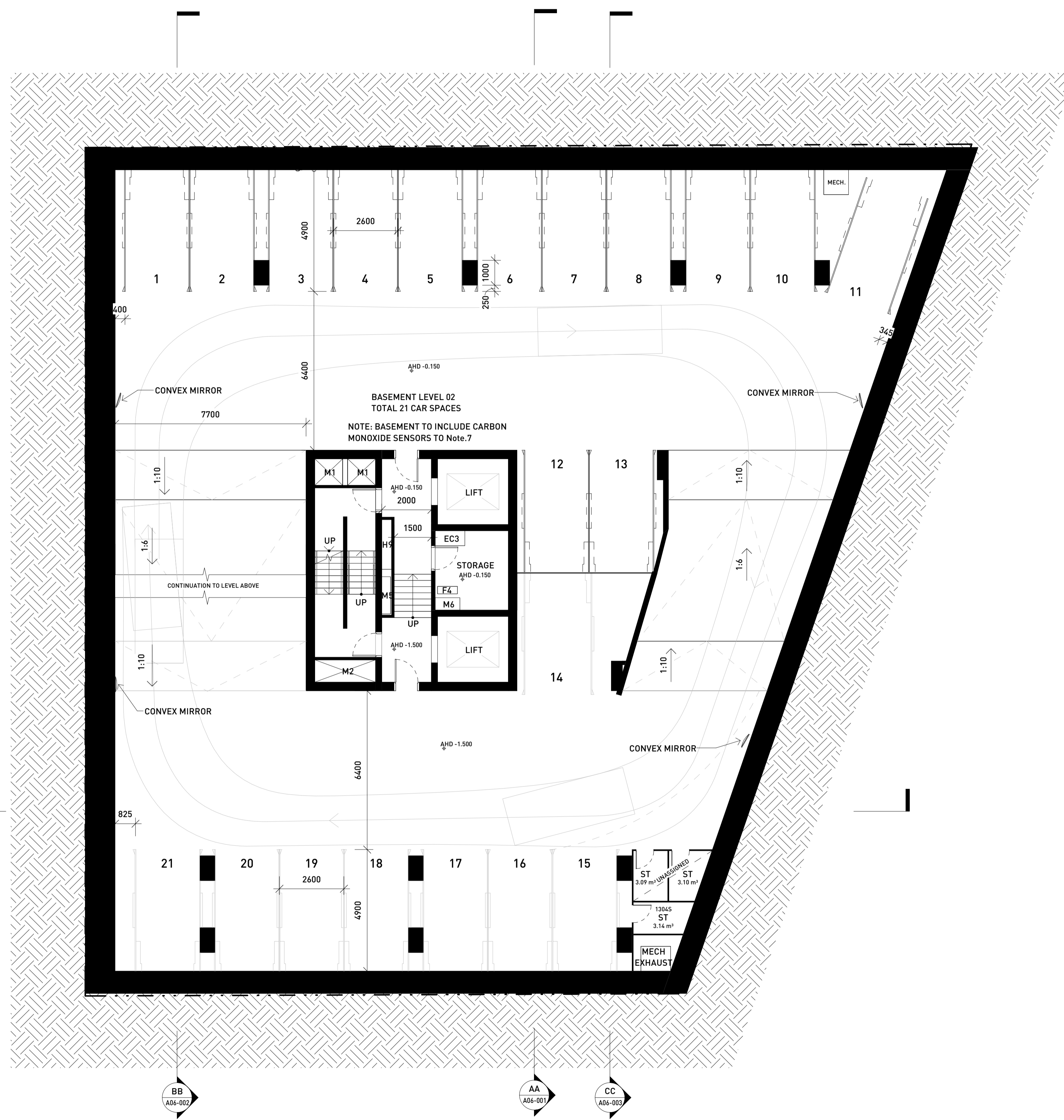


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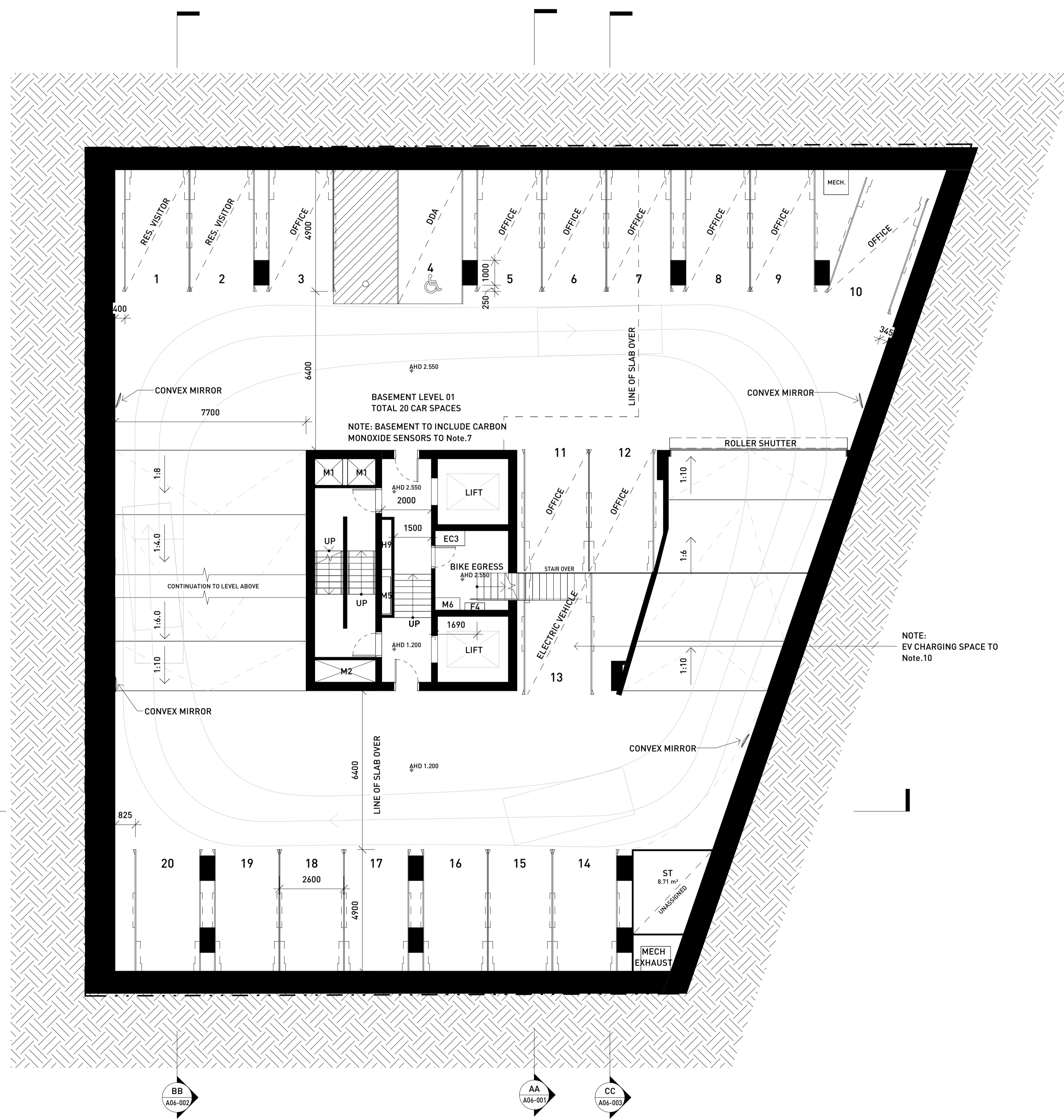


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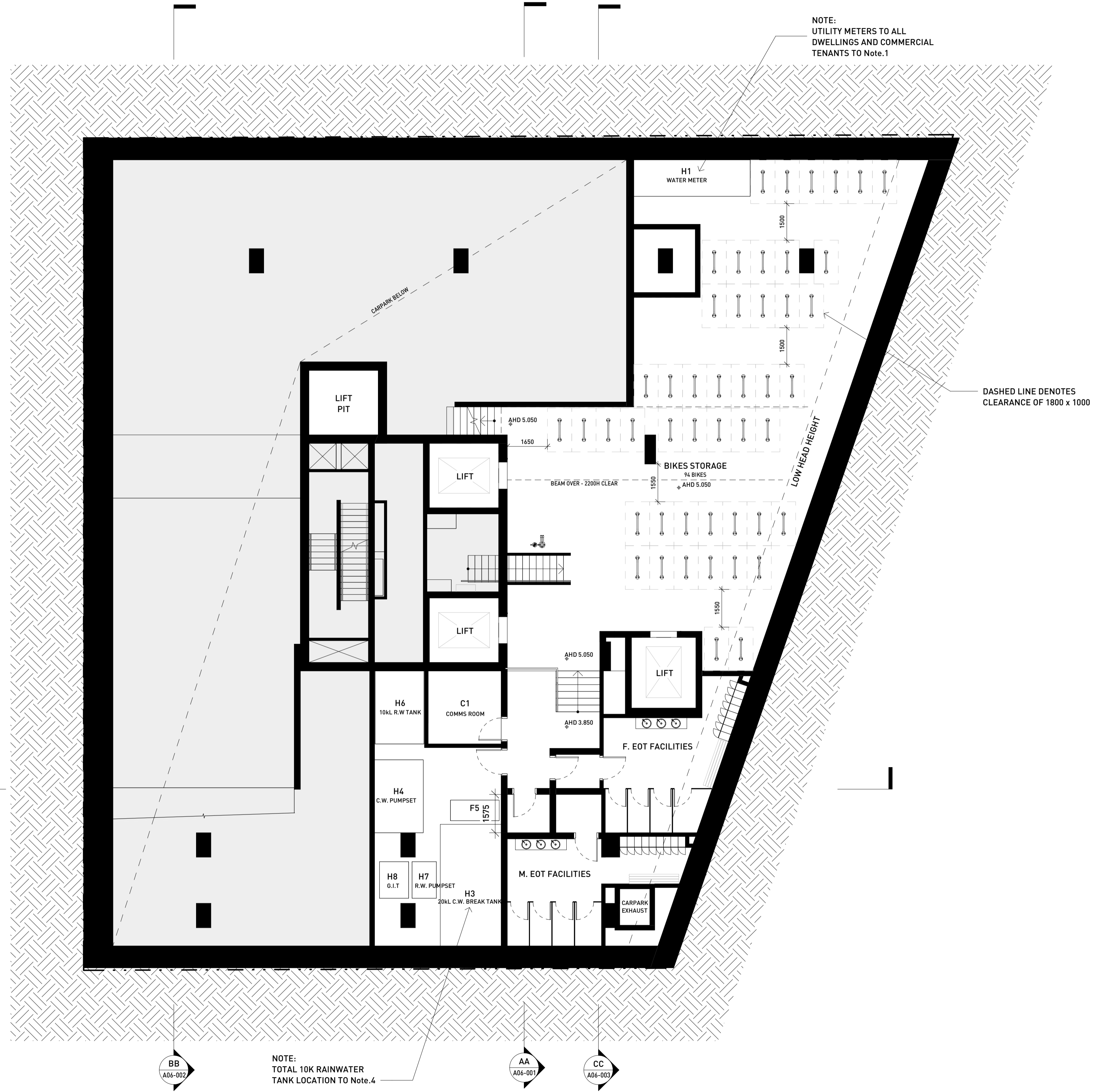


CLIENT TIME AND PLACE
 LEVEL 26, 35 COLLINS ST,
 MELBOURNE VIC 3000

PROJECT DORCAS STREET TOWER
 11-17 DORCAS STREET,
 SOUTH MELBOURNE VIC 3205

TITLE BASEMENT 01

DRAWING NO.	REVISION NO.	PLOTTED DATE	DESIGNED	CHECKED	APPROVED
A03-005	10	21/12/2021 7:35:22 PM	RW	LA	RM
JOB NUMBER	329	SCALE	1 : 100 @A1	DRAWN	TH



- ESD NOTES**
- UTILITY METERS (ELECTRICITY, WATER) FOR ALL INDIVIDUAL DWELLINGS AND COMMERCIAL TENANTS.
 - SUB-METERING FACILITIES FOR COMMON AREA ENERGY AND WATER MONITORING AND CONTROL.
 - WATER FIXTURES MINIMUM WELS RATING
 - KITCHEN TAPS - 5 STAR WELS RATING
 - BATHROOM TAPS - 5 STAR WELS RATING
 - DISHWASHER - 4 STAR WELS RATING
 - WC'S - 4 STAR WELS RATING
 - URINALS - 5 STAR WELS RATING
 - SHOWERS - 4 STAR WELS RATING (≤ 7.5L/MIN)
 - WASHING MACHIENE - 4 STAR WELS RATING
 - MINIMUM 10,000 – LITRE RAINWATER TANK(S) TO COLLECT RAINWATER ON THE ROOF AND USED FOR TOILET FLUSHING, WASH-DOWN AND LANDSCAPING IRRIGATION.
 - WATER EFFICIENT LANDSCAPING IS DESIGNED TO NOT REQUIRE WATERING AFTER AN INITIAL PERIOD WHEN PLANTS ARE GETTING ESTABLISHED.
 - A STORAGE TANK WITHIN THE FIRE TANK ROOM TO COLLECT A MINIMUM OF 80% OF THE ROUTINE FIRE PROTECTION SYSTEM TEST WATER FOR RE-USE ON-SITE.
 - THE CAR PARK VENTILATION SYSTEM IS TO INCLUDE VARIABLE SPEED DRIVERS (VSDS) ON THE FANS CONTROLLED BY CO SENSORS.
 - MINIMUM 10KW SOLAR PV PANELS ON THE ROOF.
 - MINIMUM 60% OF DWELLINGS WILL HAVE OPERABLE WINDOWS OR SLIDING DOORS WITH VENTILATION OPENINGS AT LEAST 2% OF THE TOTL FLOOR AREA OR 1M², WHICHEVER IS GREATER.
 - MINIMUM ONE PARKING SPACE SHOULD BE NOMINATED FOR EV CHARGING, WITH APPROPRIATE SIGNAGE AND CHARGING INFRASTRUCTURE INSTALLED.
 - MINIMUM 5% OF THE TOTAL SITE WILL BE SOFT LANDSCAPED.

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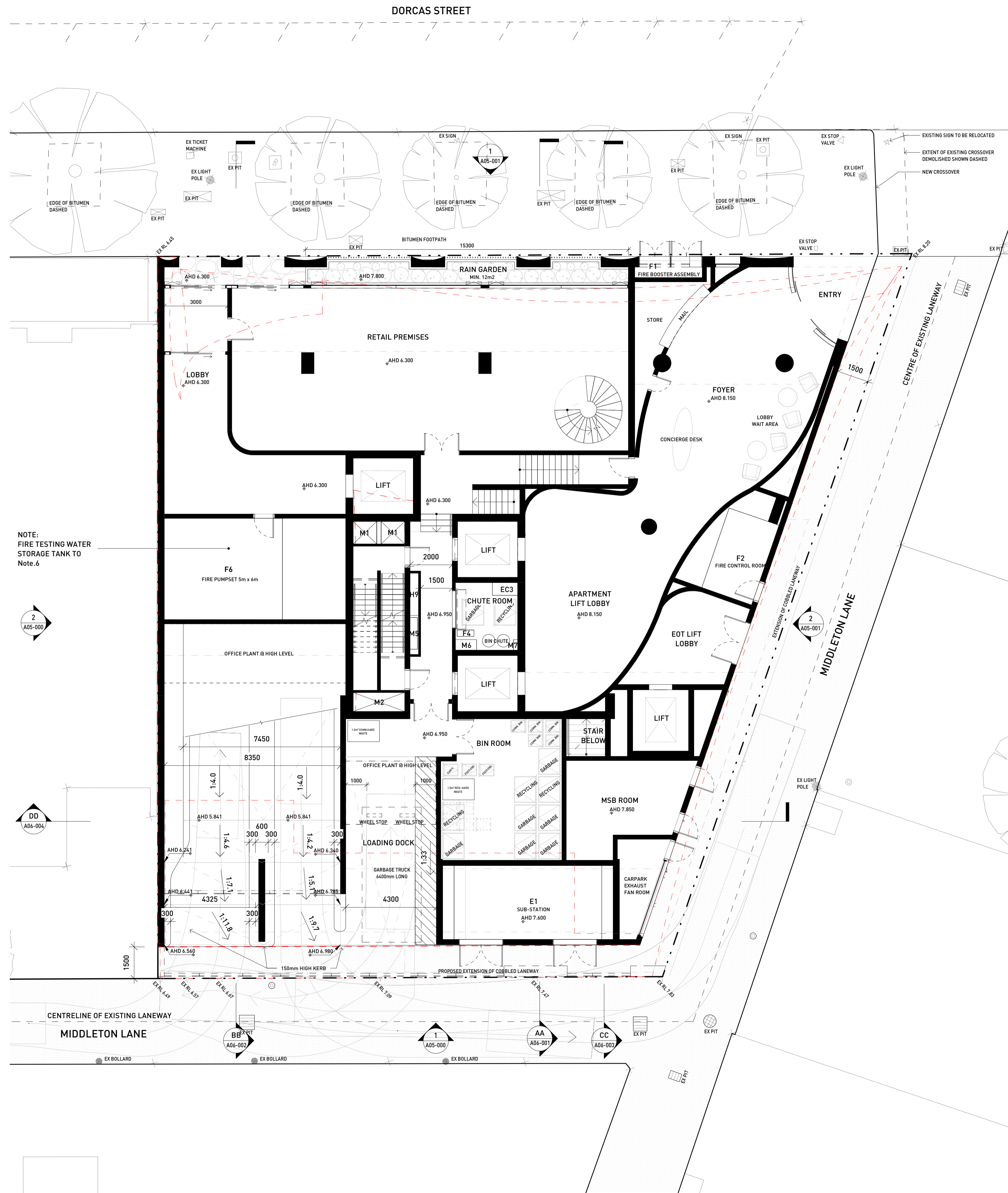


CLIENT TIME AND PLACE
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PROJECT DORCAS STREET TOWER
 11-17 DORCAS STREET,
 SOUTH MELBOURNE VIC 3205

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329	RW
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NOTE:
FIRE TESTING WATER
STORAGE TANK TO
Note.6

- ESD NOTES
- UTILITY METERS (ELECTRICITY, WATER) FOR ALL INDIVIDUAL DWELLINGS AND COMMERCIAL TENANTS.
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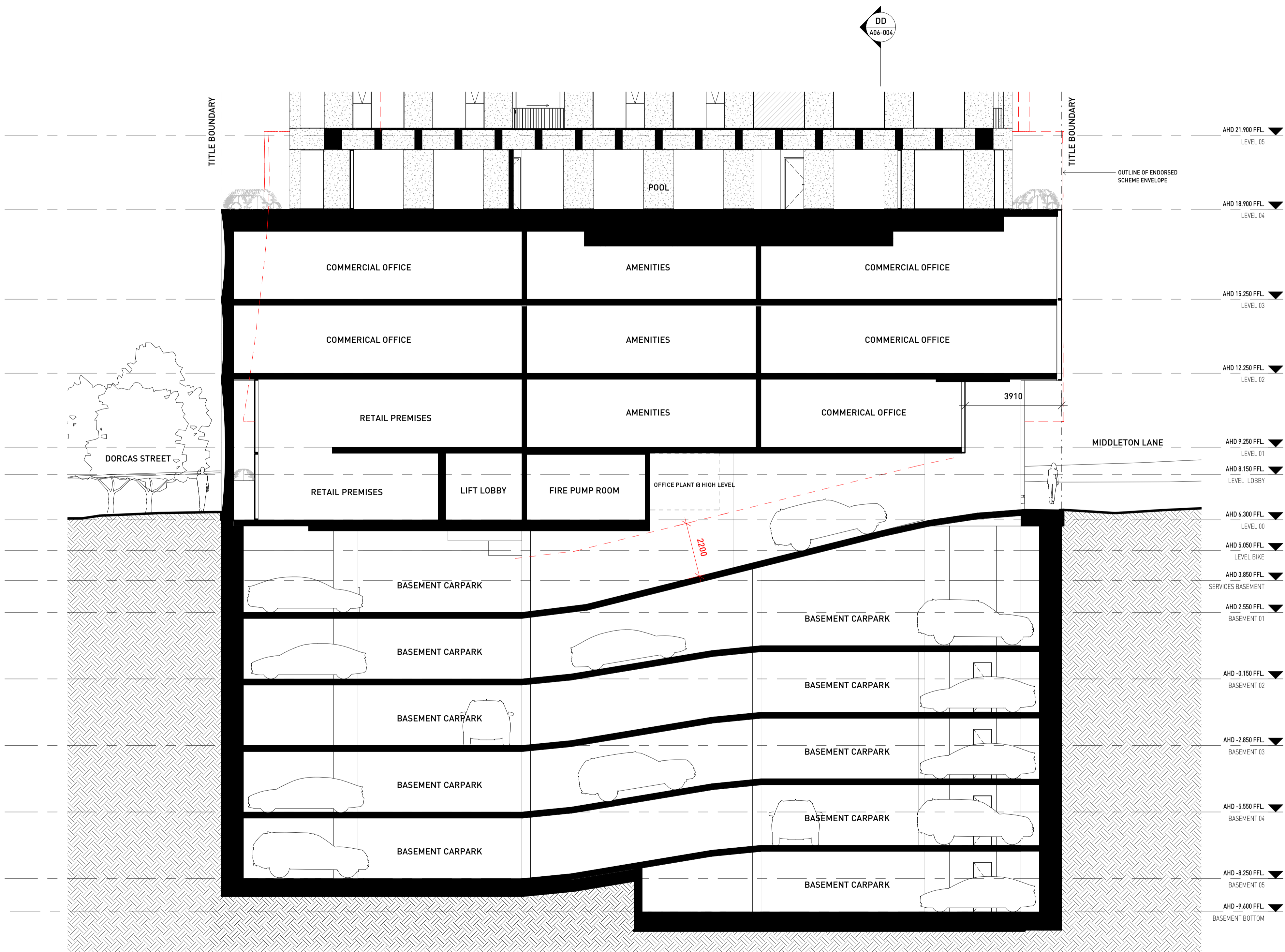
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CLIENT: TIME AND PLACE
LEVEL 26, 35 COLLINS ST,
MELBOURNE VIC 3000
PROJECT: DORCAS STREET TOWER
11-17 DORCAS STREET,
SOUTH MELBOURNE VIC 3205
TITLE: LEVEL 00

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A03-007	10
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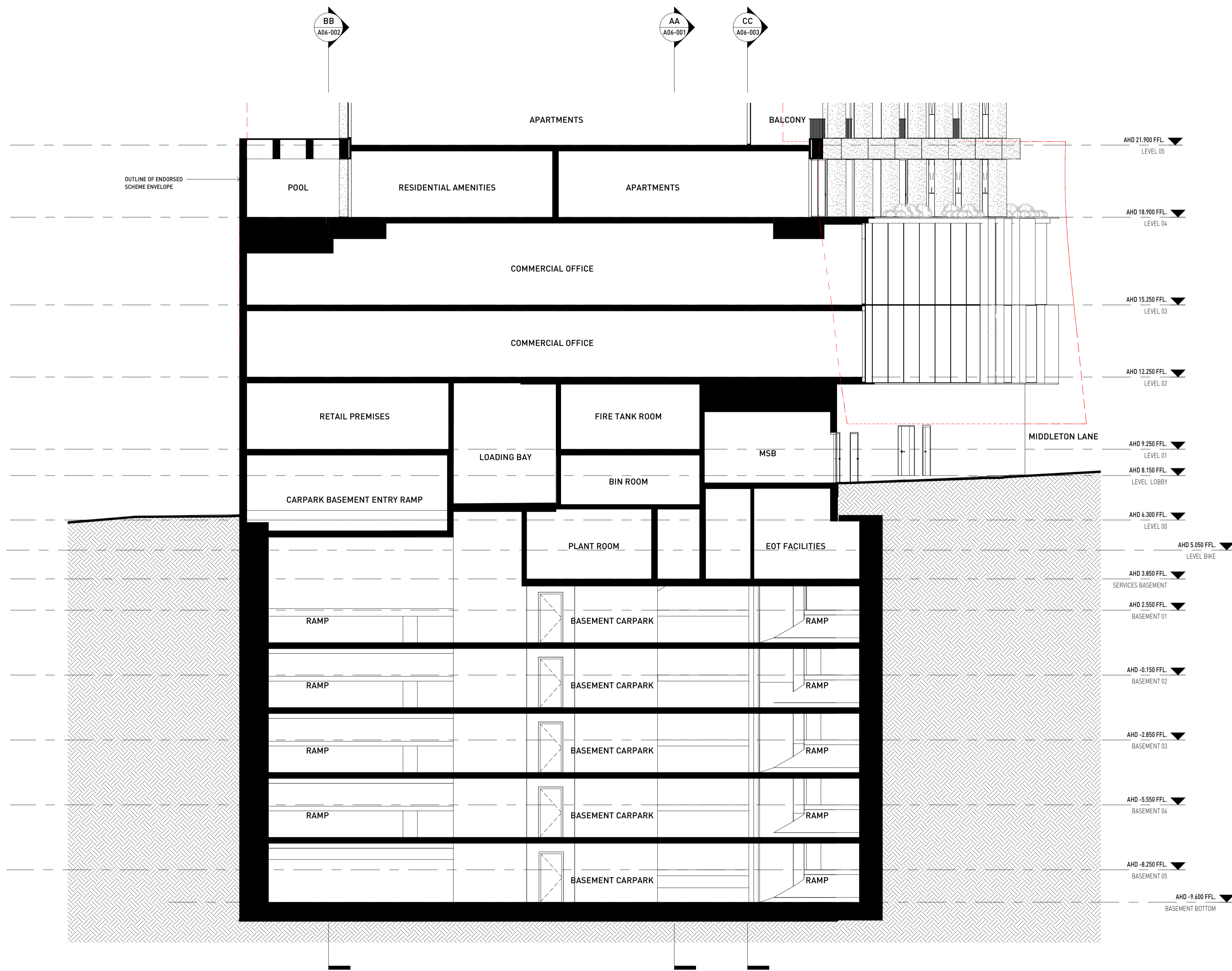
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SOUTH MELBOURNE VIC 3205
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JOB NUMBER	DESIGNED
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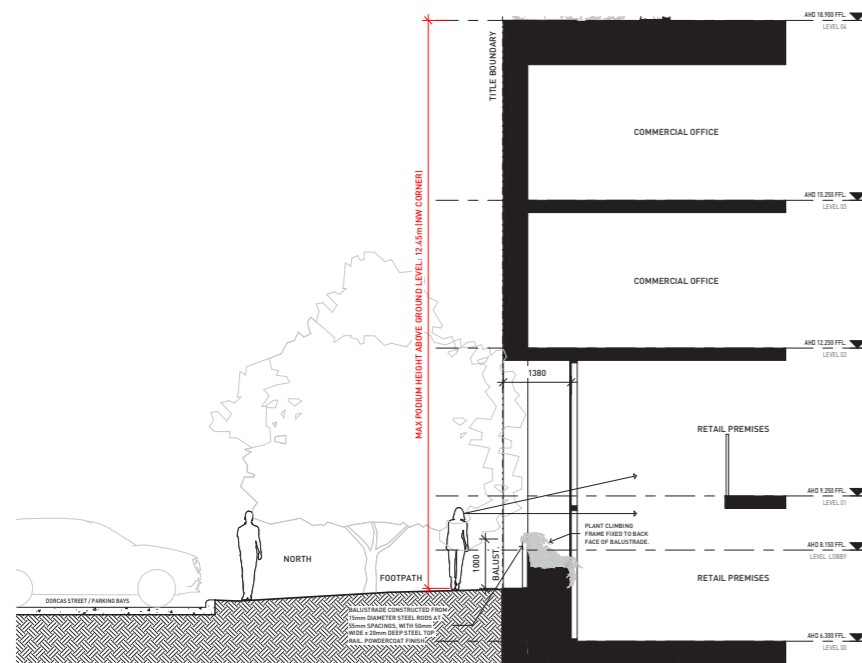
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PROJECT	DORCAS STREET TOWER 11-17 DORCAS STREET, SOUTH MELBOURNE VIC 3205
TITLE	SECTION DD

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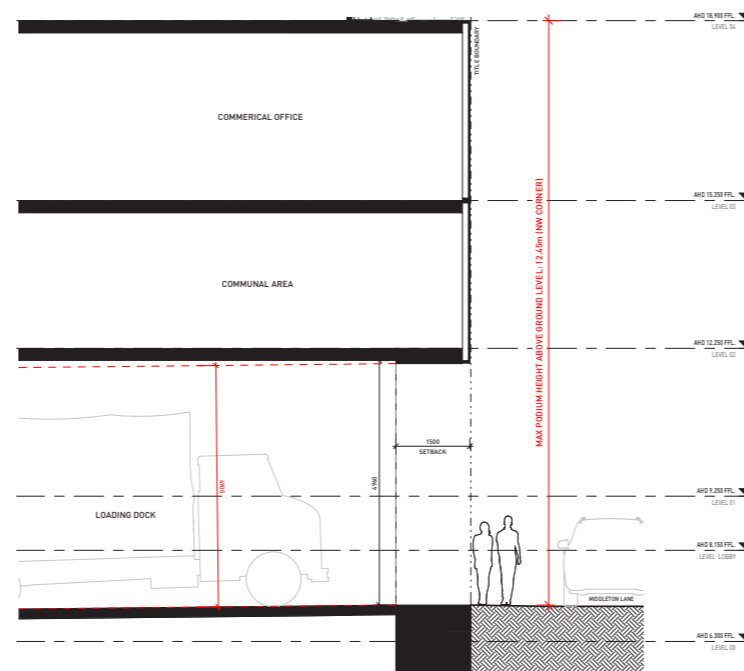
03.02 PODIUM HEIGHTS

The podium's built form and program respond to the existing variation in building typologies along Dorcas St.

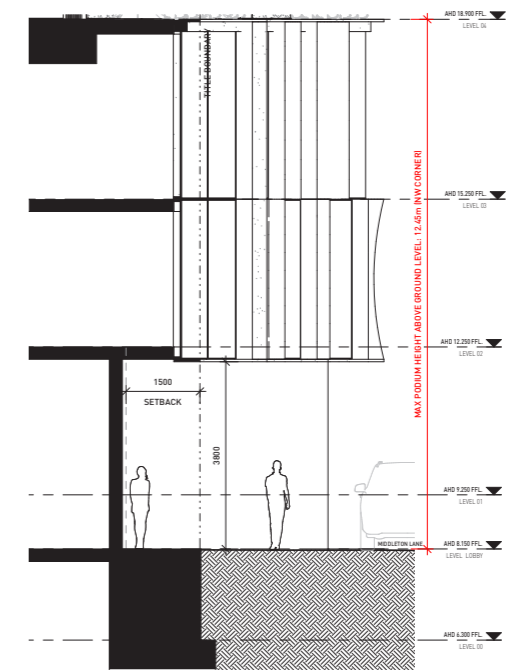
Unlike the existing five storey structure, the proposed podium height responds to its immediate context, respecting its position in the existing streetscape, particularly the heritage listing religious building to the East.



01 PODIUM NORTH INTERFACE WITH DORCAS ST
SECTION 1 : 50



03 PODIUM EAST INTERFACE WITH MIDDLETON LN
SECTION 1 : 50



02 PODIUM SOUTH INTERFACE WITH MIDDLETON LN
SECTION 1 : 50



Appendix B

Carpark Layout Review

Table 4: 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.	✓	Complies. Swept paths indicate that the B99 and B85 design vehicle can navigate around the carpark.
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.	✓	Complies. Passing opportunities within each basement level are also available for vehicles to prop and pass each other.
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.



Requirement	Assessment	Design Response																																
If entry to the car space is from a road, the width of the accessway may include the road.	✓	Not applicable.																																
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>90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <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.</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																															
<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> <p>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.</p> <p>A structure, which may project into the space if it is at least 2.1 metres above the space.</p> <p>Diagram 1 Clearance to car parking spaces</p> <p>Diagram 1 Clearance to car parking spaces</p> <p>Dimensions in millimetres</p> <p>▨ Clearance required</p> <p>■ Tree or column permitted</p>	✓	Complies.																																



Requirement	Assessment	Design Response													
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.	N/A	No garages proposed.													
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	No tandem car spaces.													
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	✓	All spaces are under cover.													
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.	✓	Complies.													
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.	0	Whilst not strictly limited to 1:10, the overall level drop does not exceed 0.5m from 5m @ 1:10. Objective achieved.													
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.													



Requirement	Assessment	Design Response
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 car stackers provided.
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.		

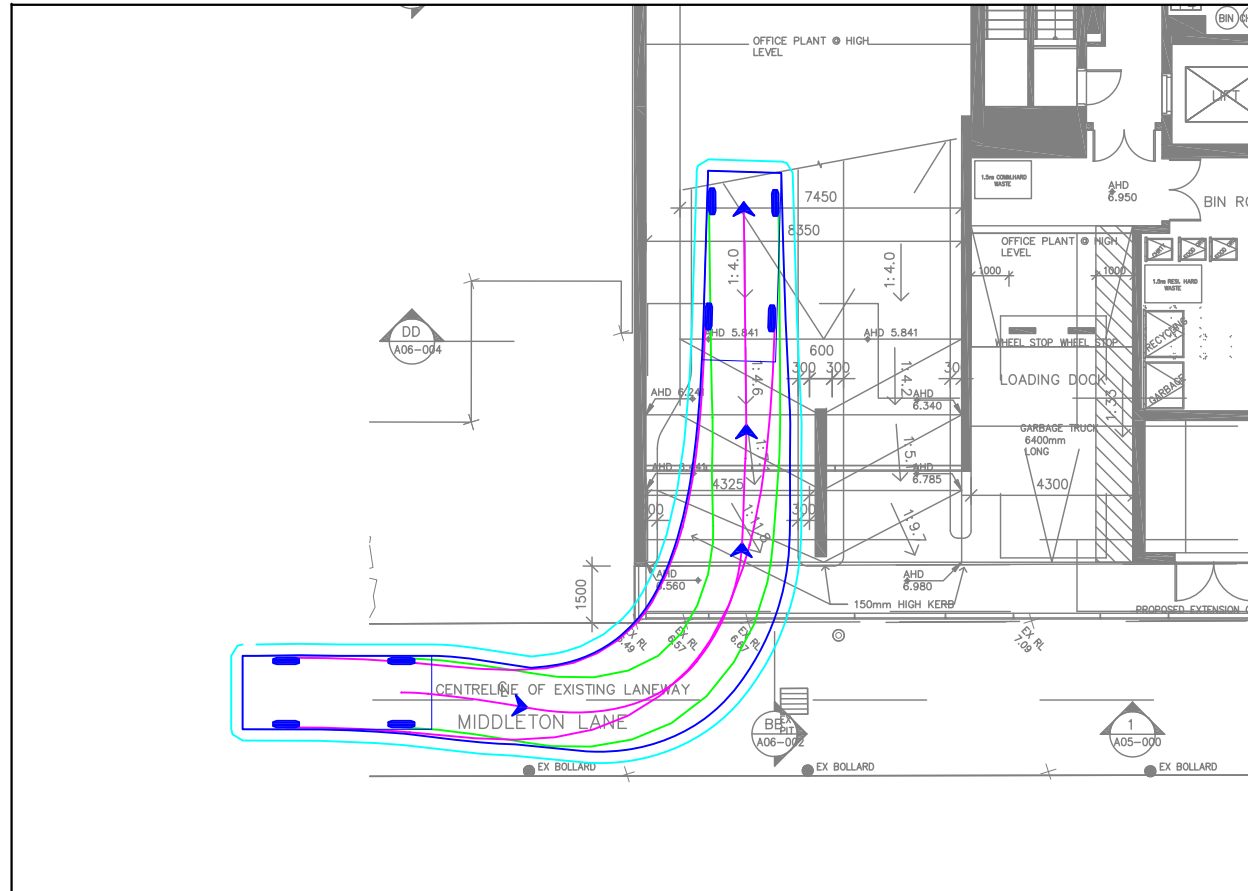




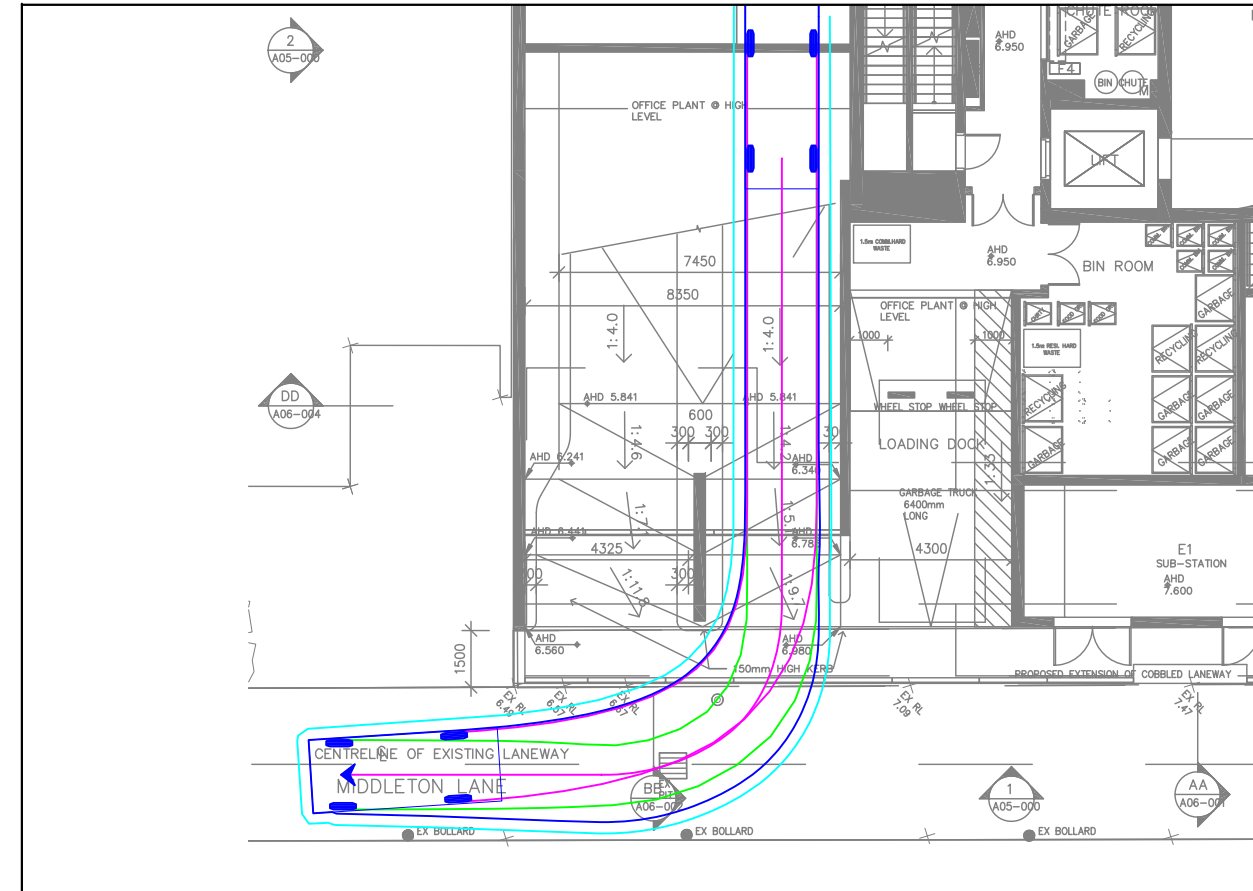
Appendix C

Swept Path Diagrams

GROUND FLOOR - INGRESS (WEST)

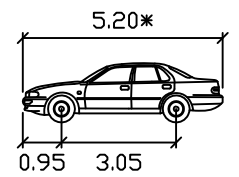


GROUND FLOOR - EGRESS (WEST)



VEHICLE PROFILE

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



99th percentile
(AS/NZS 2890.1:2004)

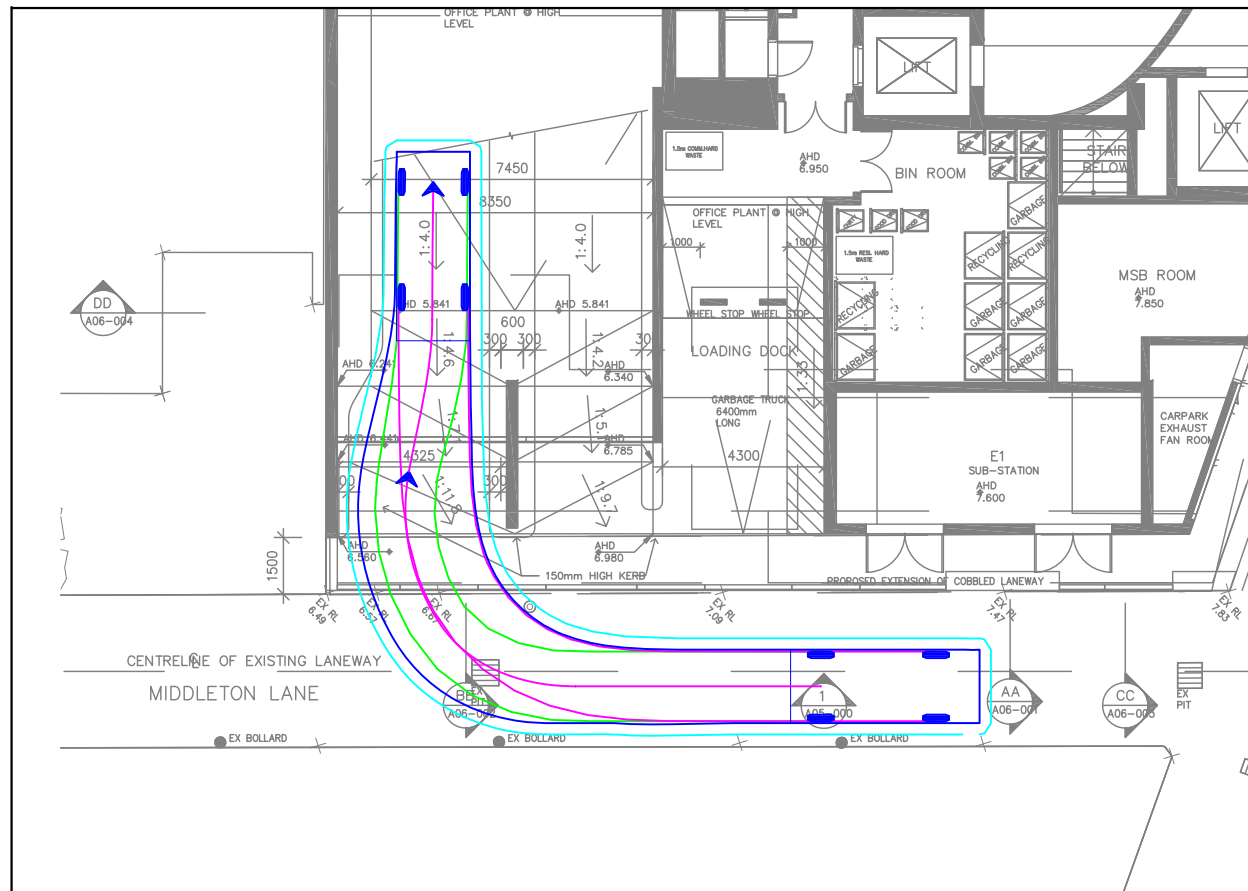
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Kerb to Kerb Radius : 12.5m

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

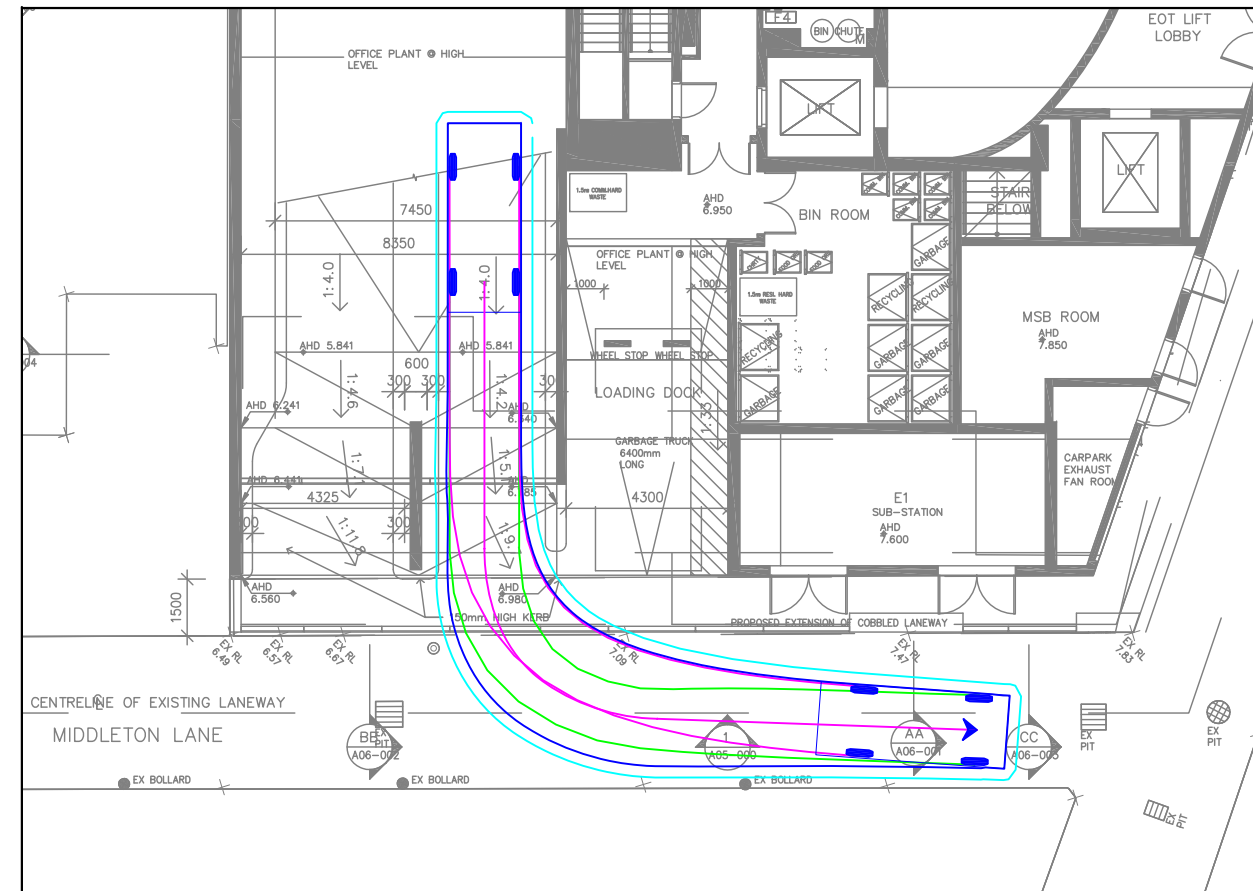
LEGEND

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

GROUND FLOOR - INGRESS (EAST)



GROUND FLOOR - INGRESS (EAST)



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A	22/12/2021	S87A APPLICATION	F. BANH	L. FURNESS

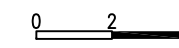
11-17 DORCAS STREET, SOUTH MELBOURNE
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
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PREPARED BY Wood Marsh Architecture -
received - 22/12/2021

FILE NAME: G21657-06
SHEET NO.: 01



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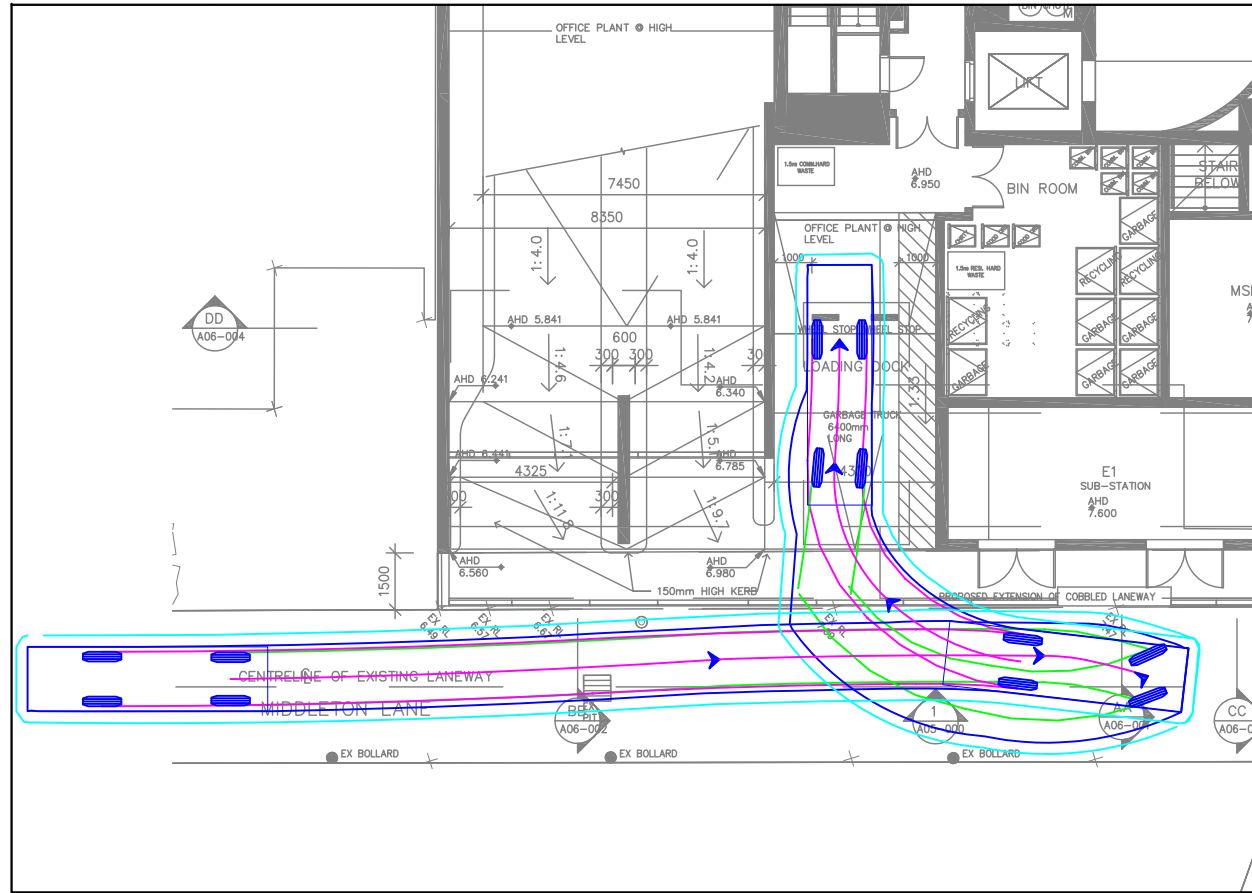


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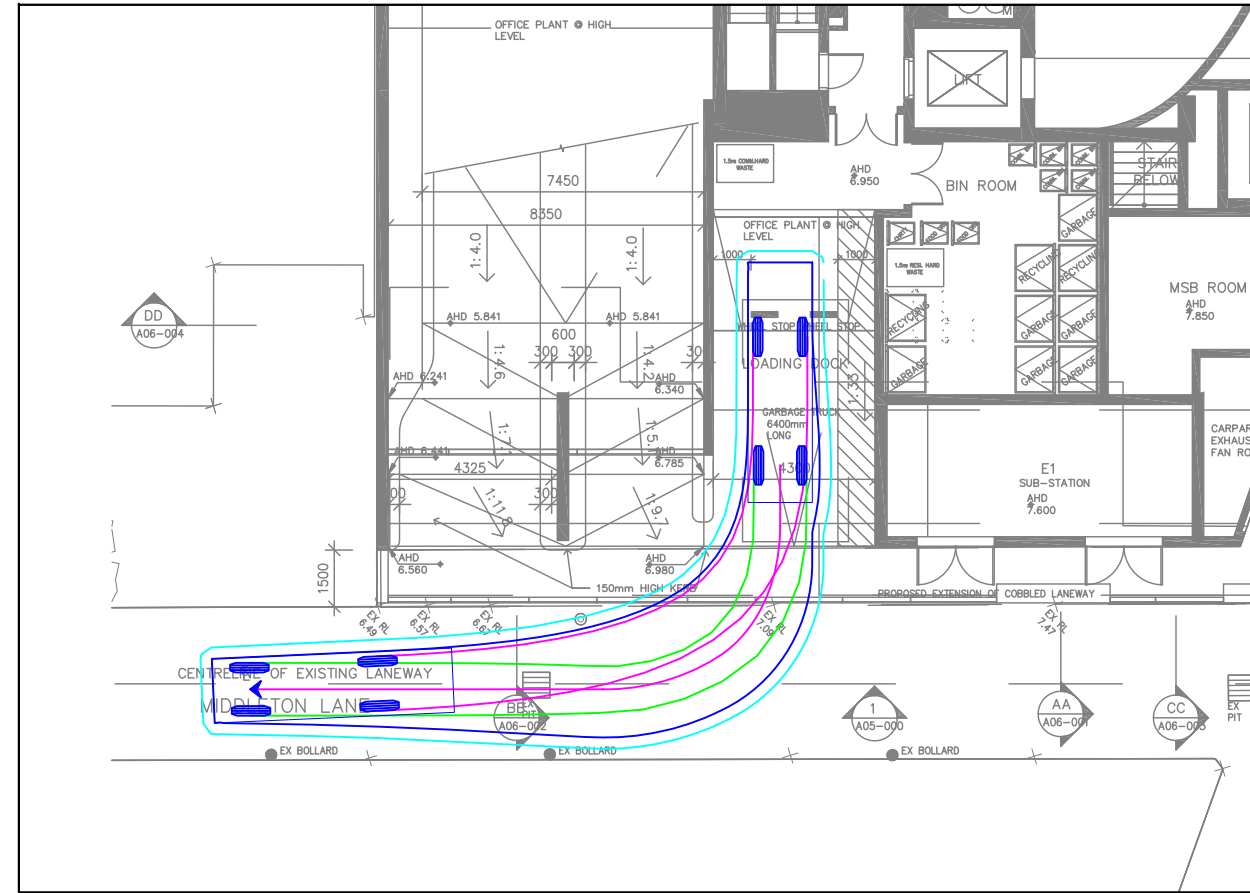
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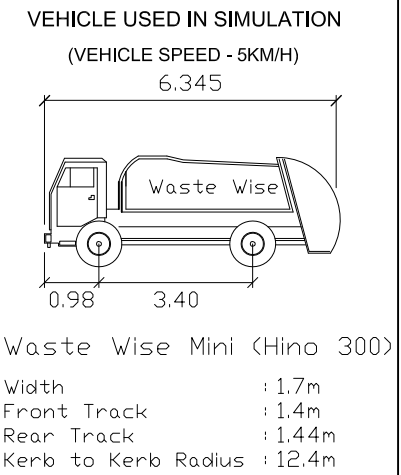
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WASTE TRUCK - EGRESS (WEST)



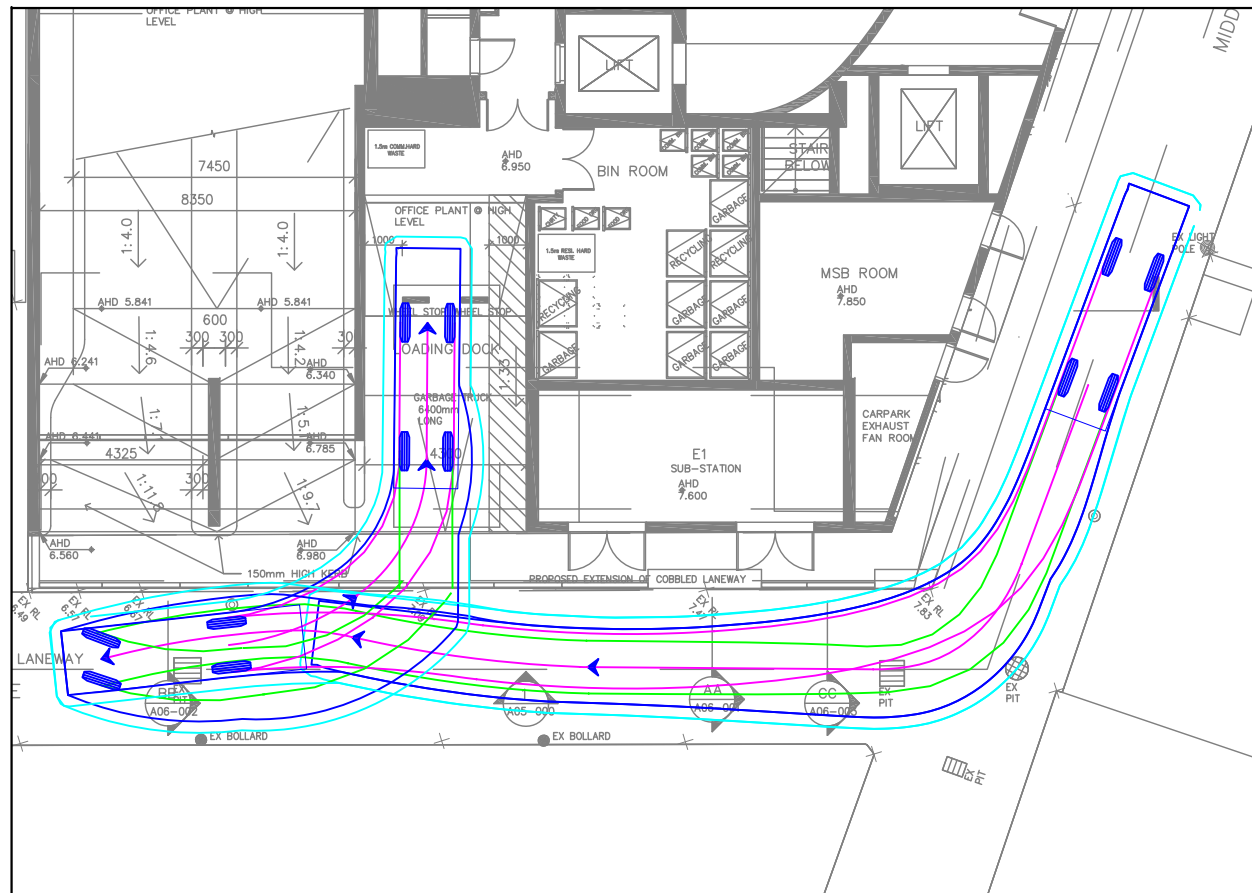
VEHICLE PROFILE



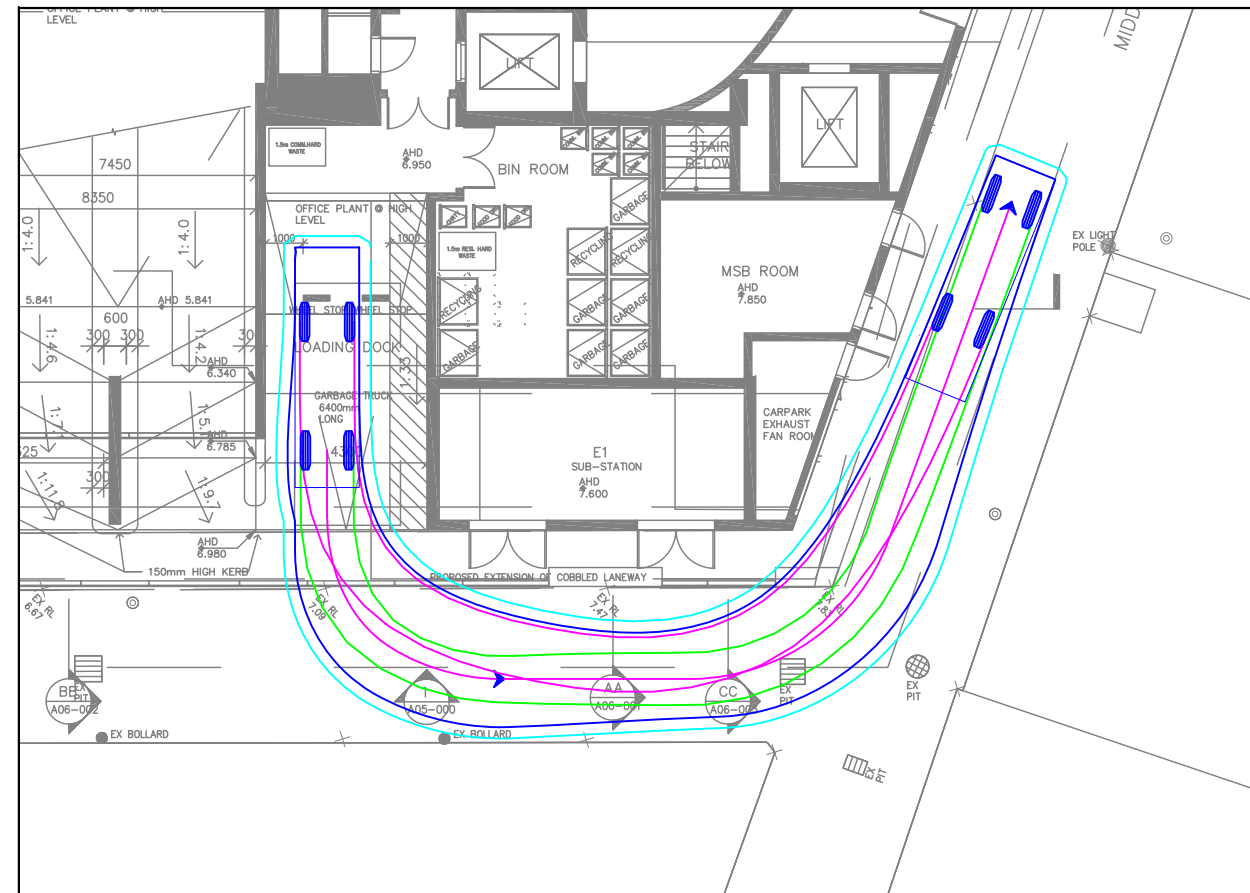
LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE

WASTE TRUCK - INGRESS (EAST)



WASTE TRUCK - INGRESS (EAST)



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11-17 DORCAS STREET, SOUTH MELBOURNE
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
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PREPARED BY Wood Marsh Architecture -
received - 22/12/2021

FILE NAME: G21657-06
SHEET NO.: 02



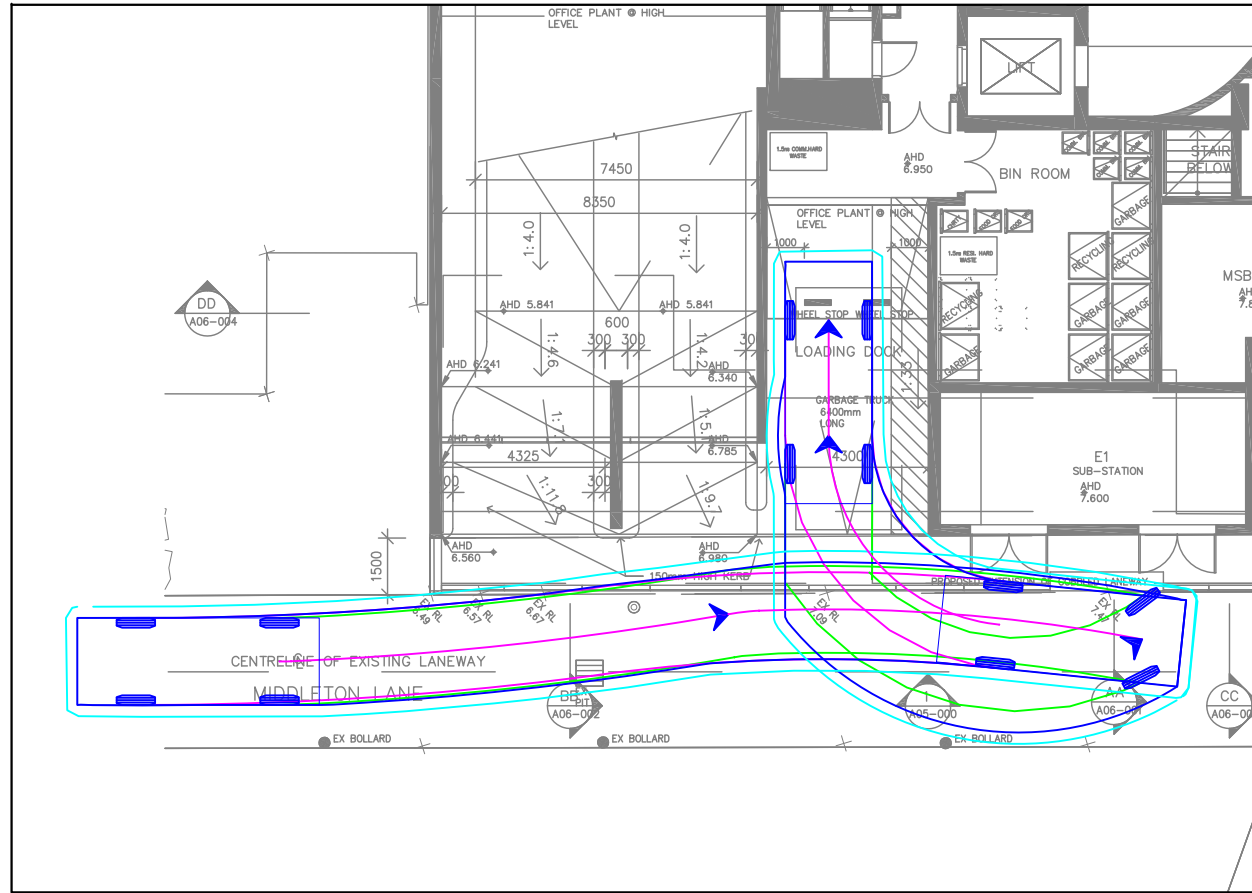
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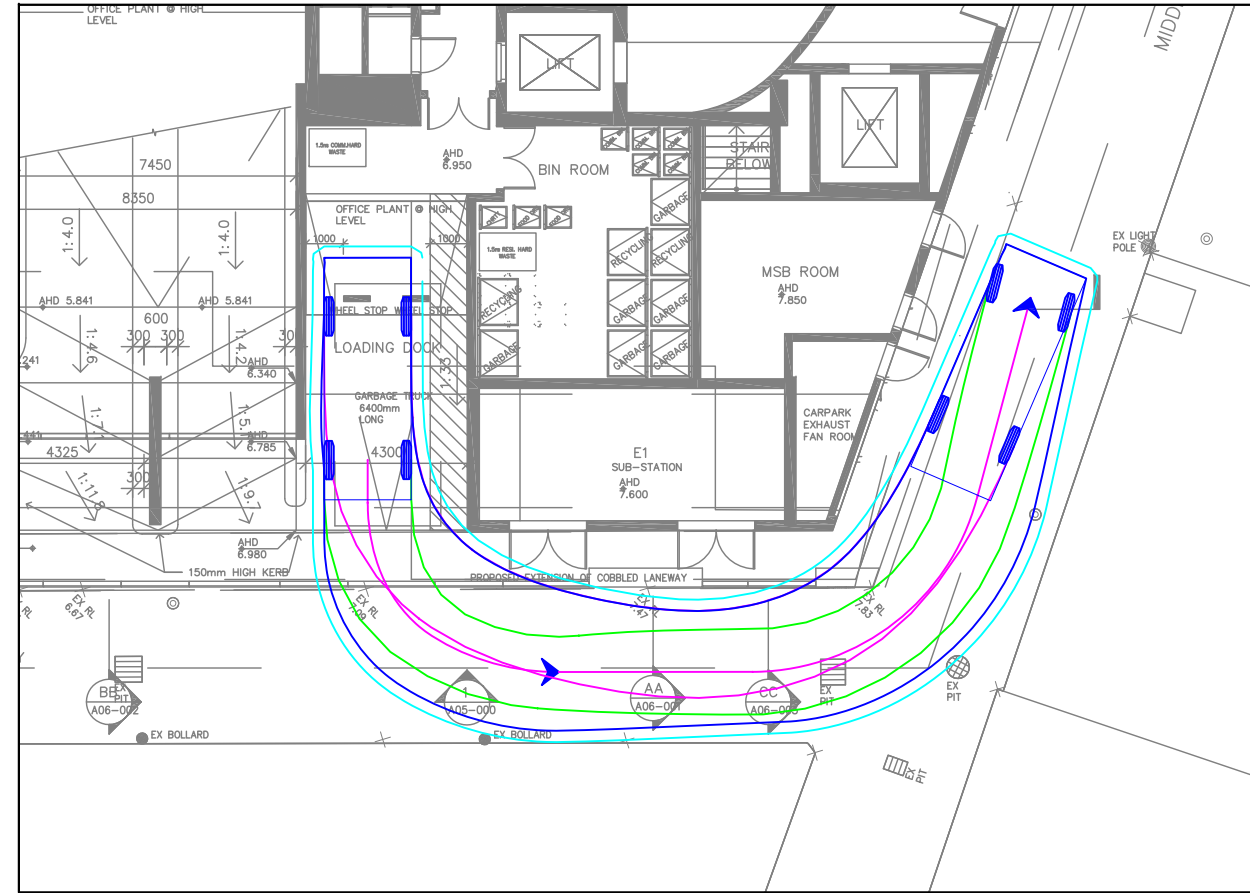
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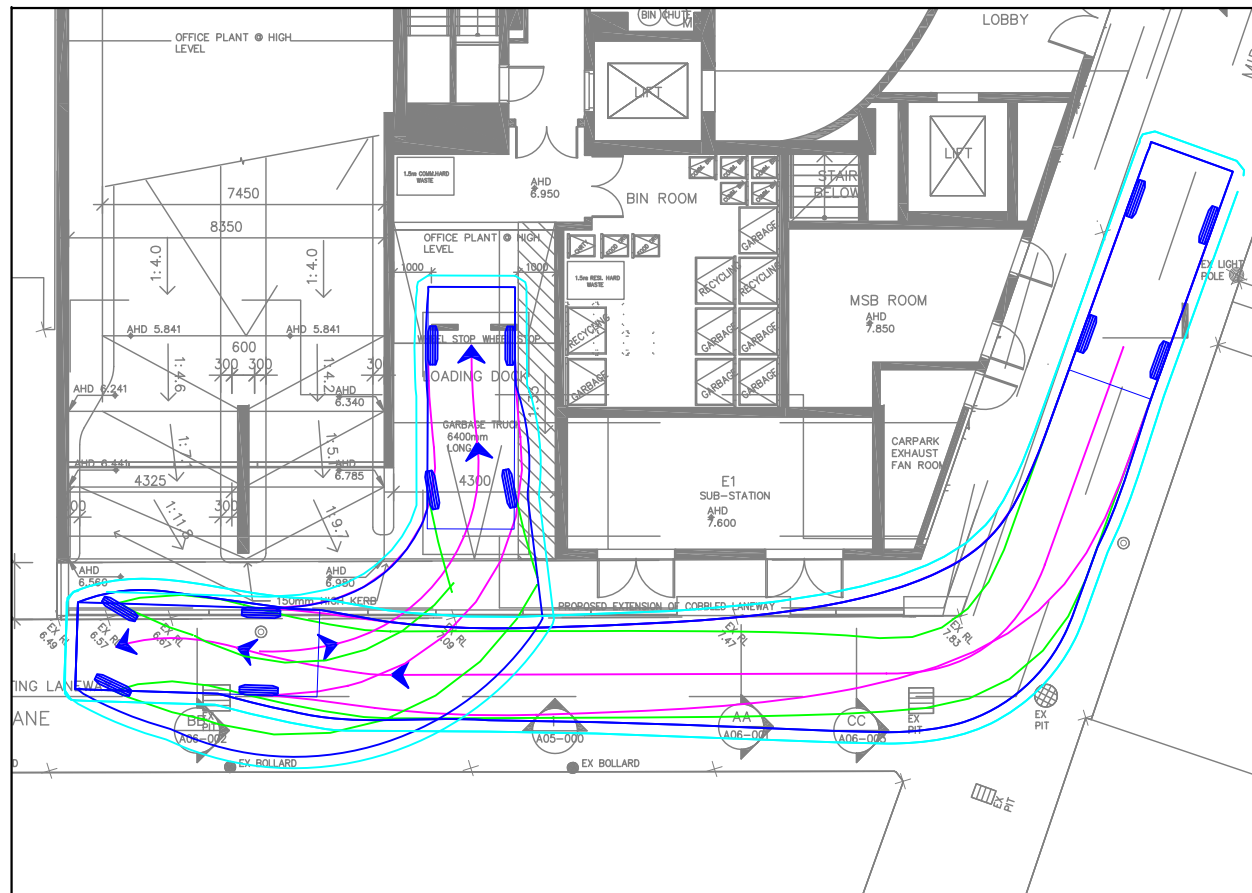
6.4m SRV - INGRESS (WEST)



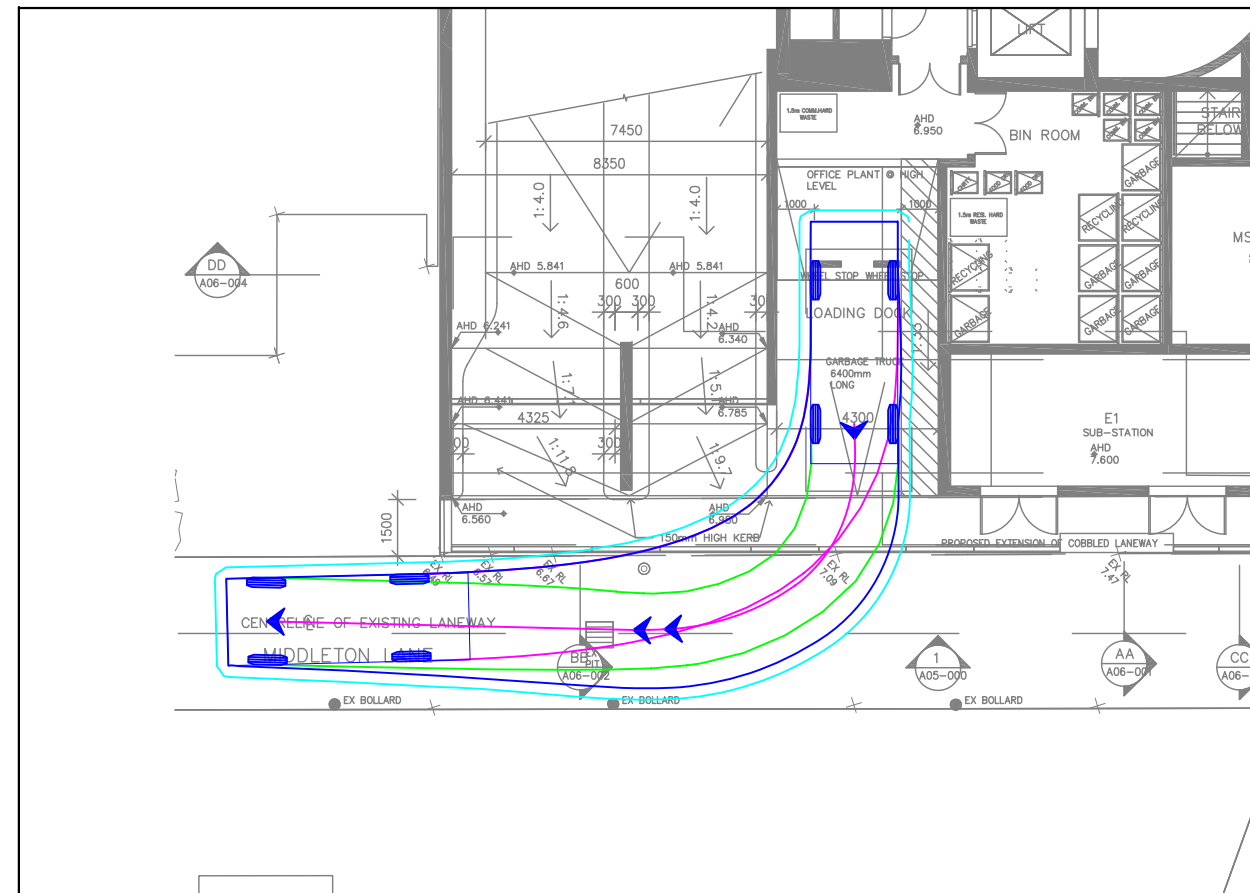
6.4m SRV - EGRESS (WEST)



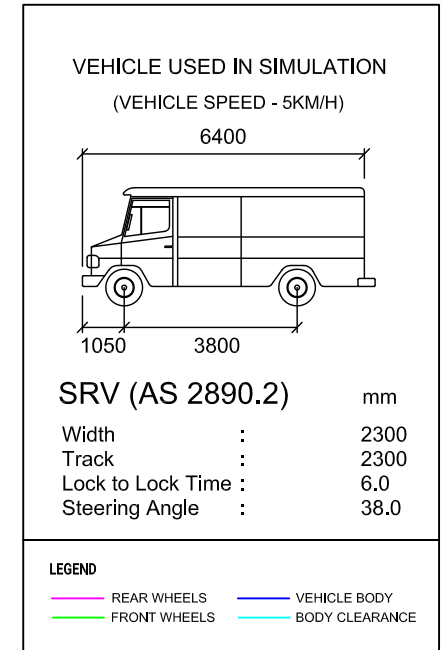
6.4m SRV - INGRESS (EAST)



6.4m SRV - EGRESS (EAST)



VEHICLE PROFILE



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	22/12/2021	S87A APPLICATION	F. BANH	L. FURNESS

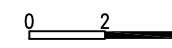
11-17 DORCAS STREET, SOUTH MELBOURNE
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: A03-007_LEVEL
00.dwg
PREPARED BY Wood Marsh Architecture -
received - 22/12/2021

FILE NAME: G21657-06
SHEET NO.: 03



SCALE:
1:200 (A3)



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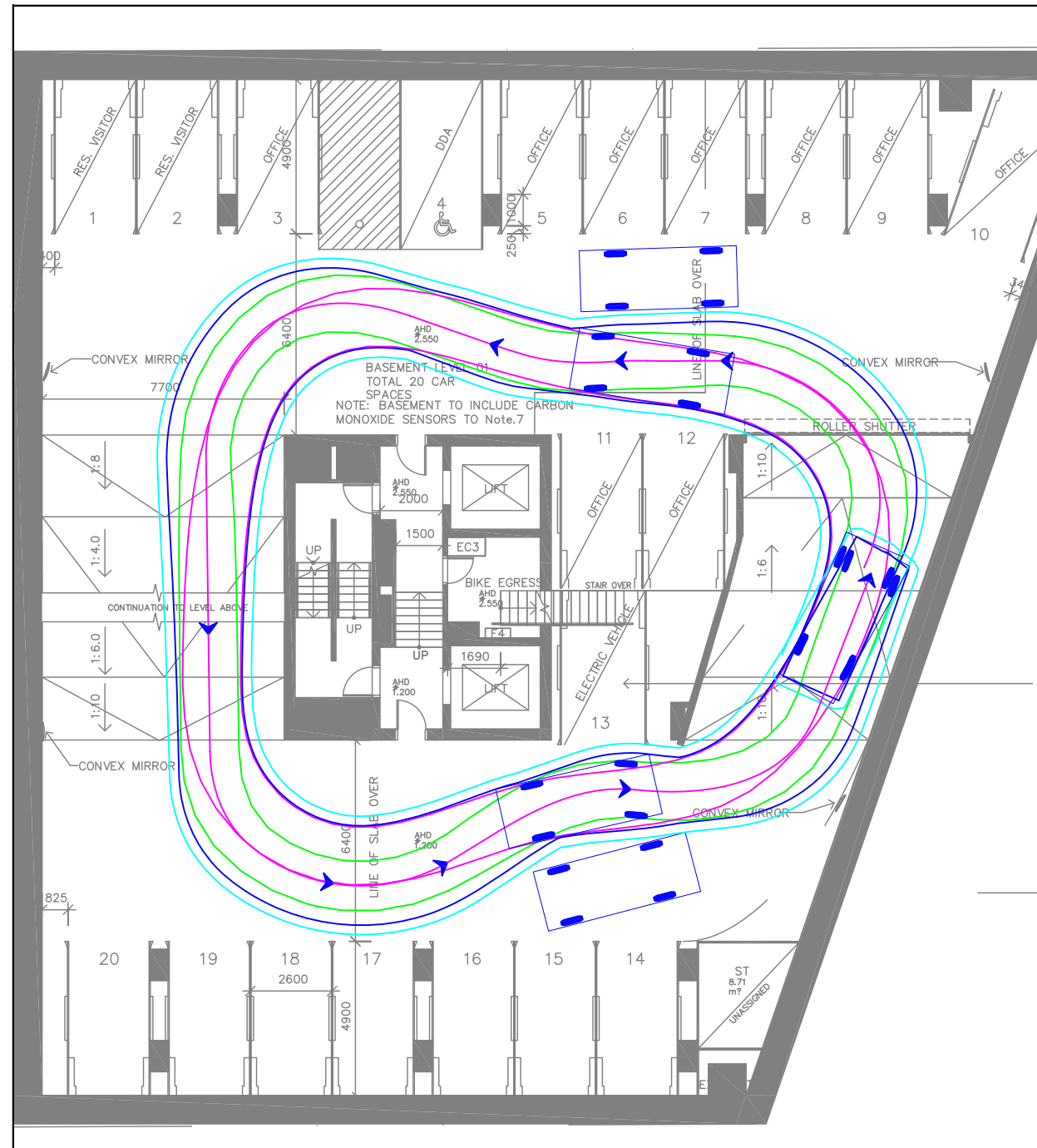
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B99 CIRCULATION - INGRESS



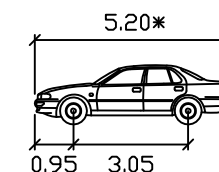
B99 CIRCULATION - EGRESS



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	22/12/2021	S87A APPLICATION	F. BANH	L. FURNESS

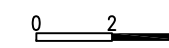
11-17 DORCAS STREET, SOUTH MELBOURNE
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM:
A03-005_BASEMENT 01.dwg
PREPARED BY Wood Marsh Architecture -
received - 22/12/2021

FILE NAME: G21657-06
SHEET NO.: 04



SCALE:
1:200 (A3)

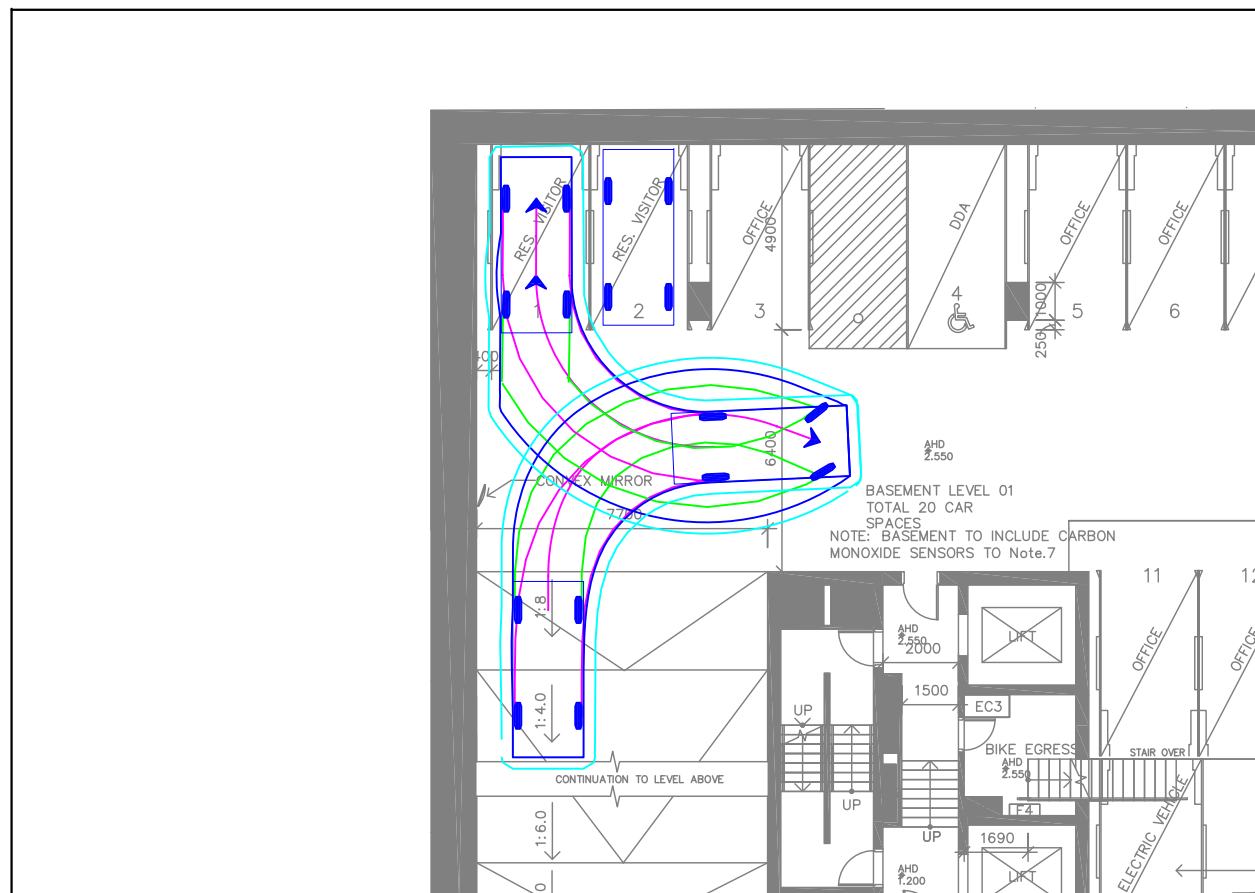


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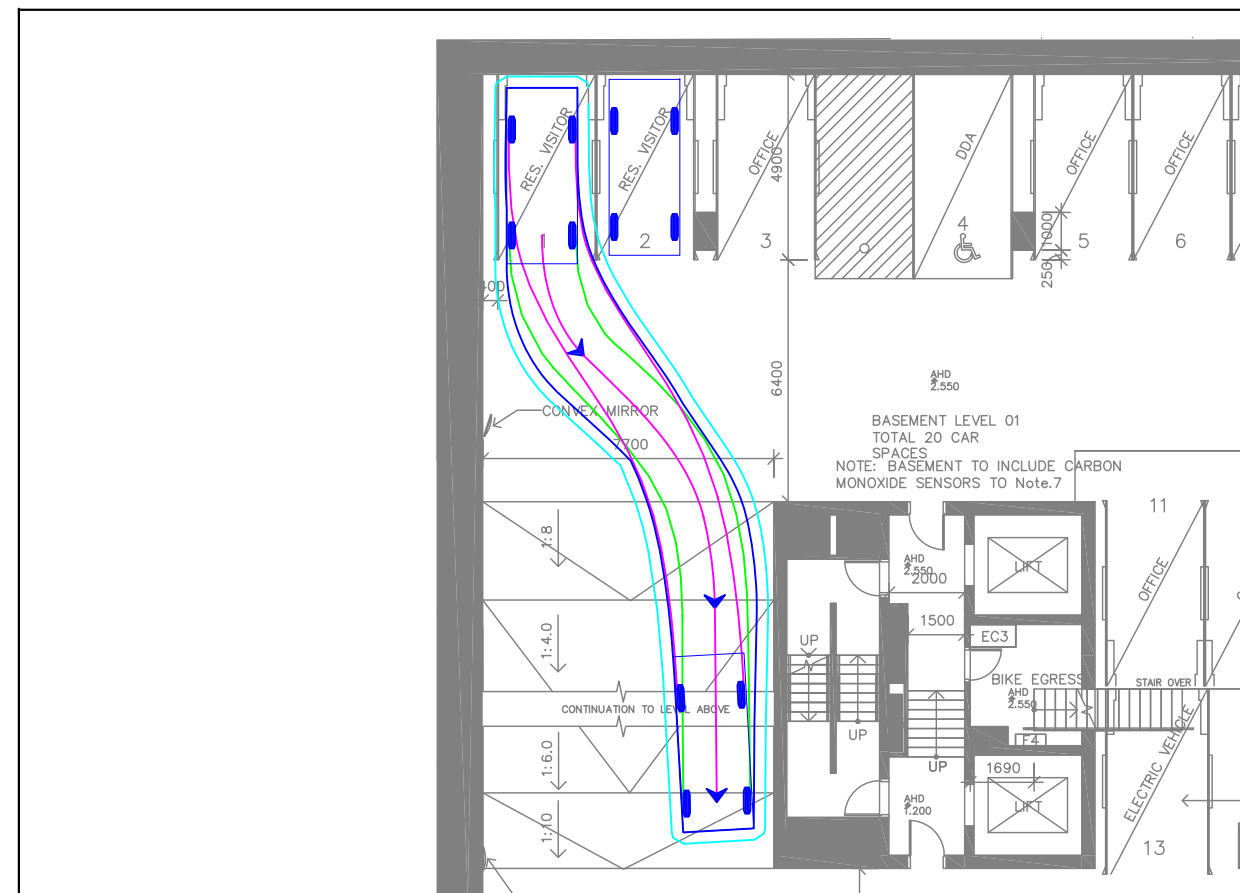
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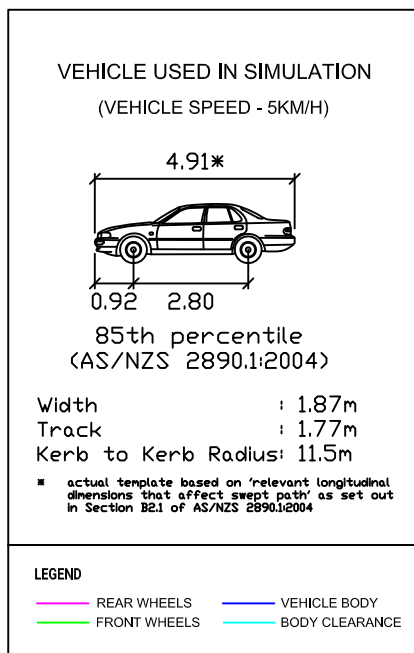
BASEMENT 1 CAR SPACE 1 - INGRESS



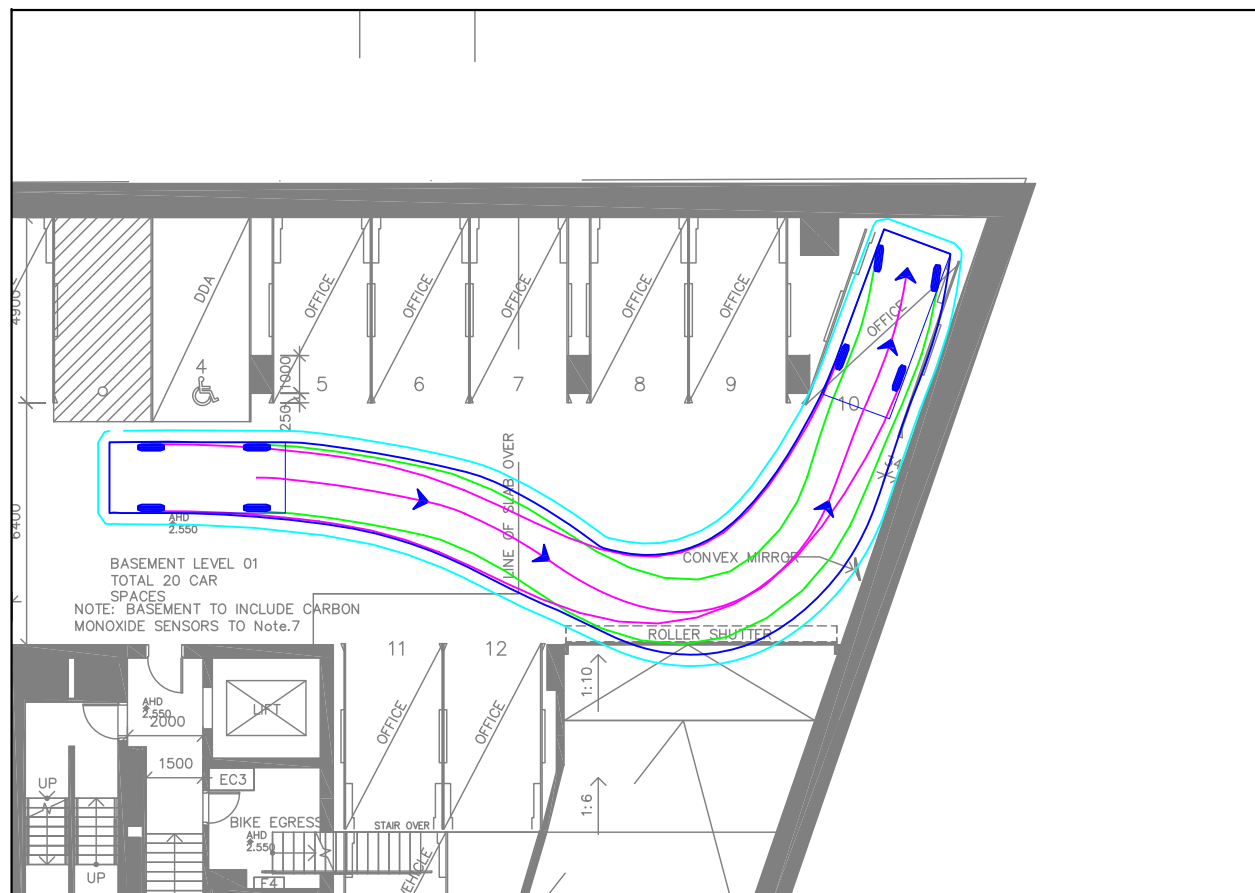
BASEMENT 1 CAR SPACE 1 - EGRESS



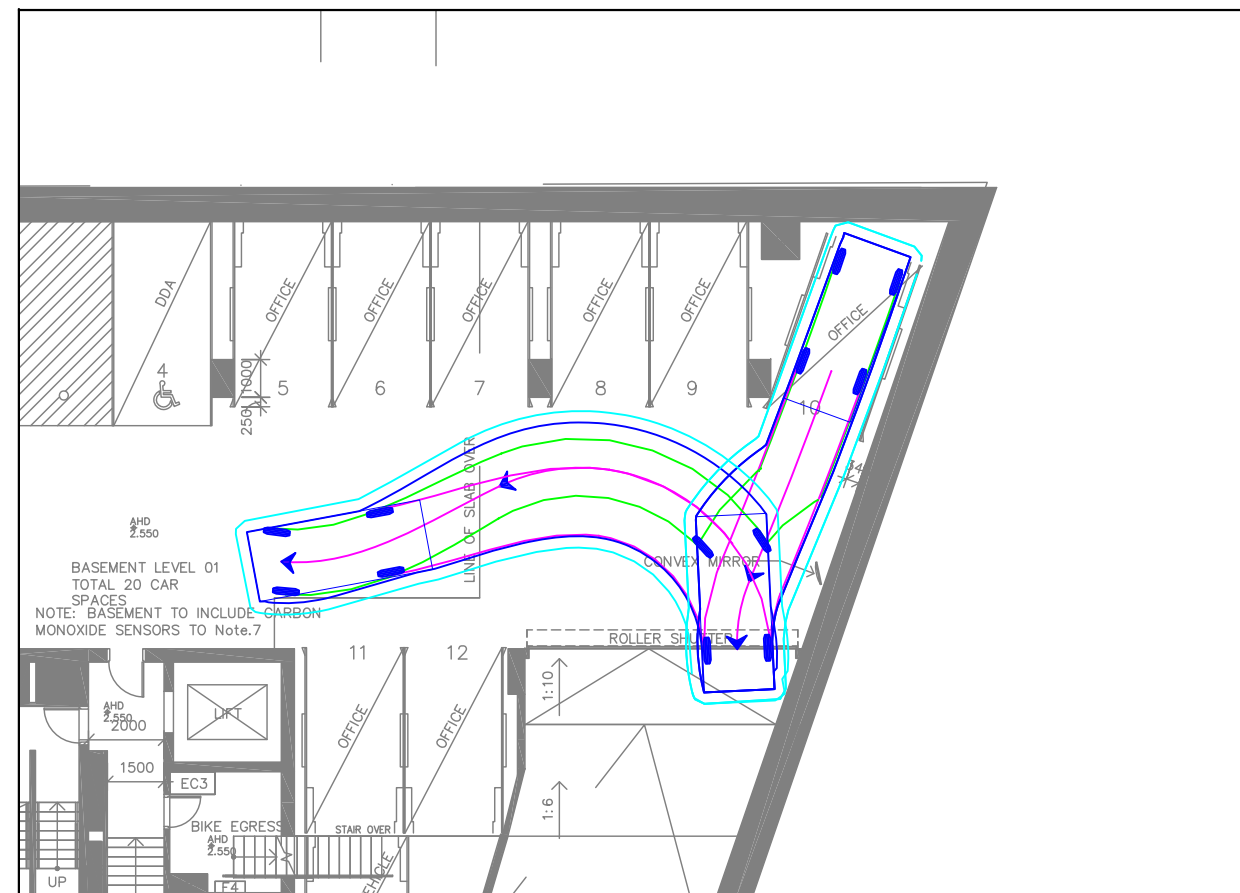
VEHICLE PROFILE



BASEMENT 1 CAR SPACE 11 - INGRESS



BASEMENT 1 CAR SPACE 11 - EGRESS



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11-17 DORCAS STREET, SOUTH MELBOURNE
 PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
 BASE INFORMATION FROM:
 A03-005_BASEMENT 01.dwg
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FILE NAME: G21657-06
 SHEET NO.: 05



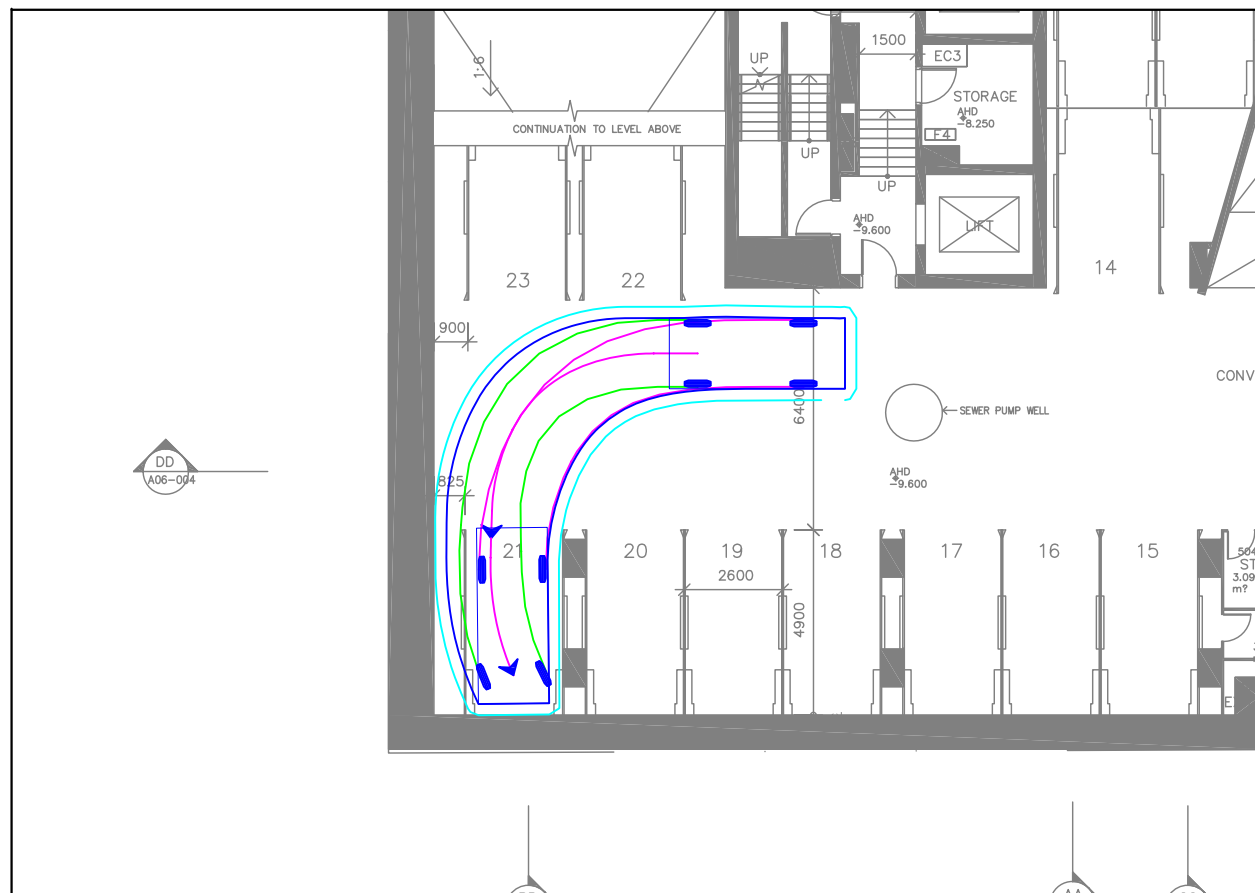
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BASEMENT 5 CAR SPACE 21 - INGRESS

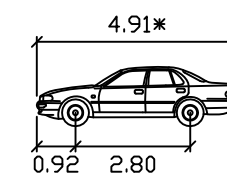


BASEMENT 5 CAR SPACE 21 - EGRESS



VEHICLE PROFILE

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



85th percentile
(AS/NZS 2890.1:2004)

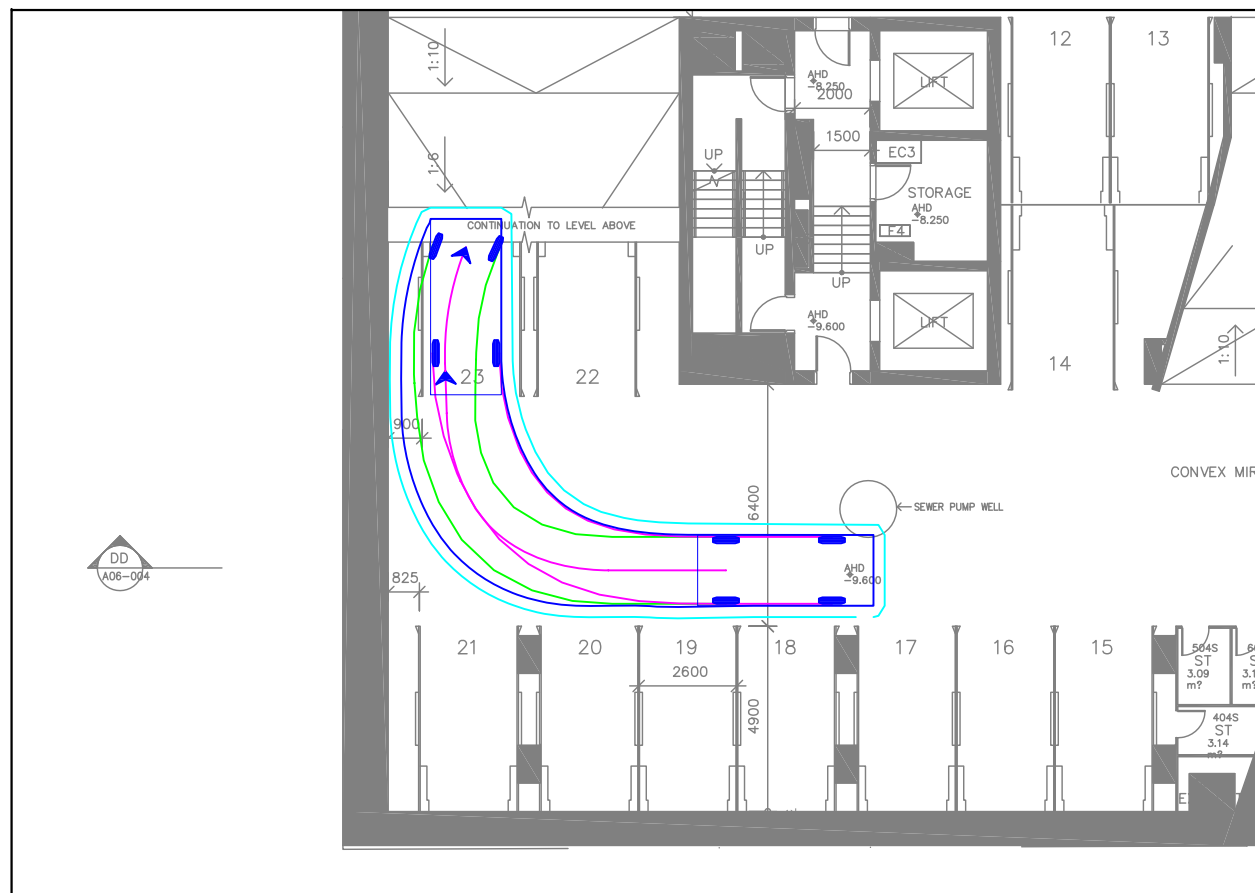
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius: 11.5m

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

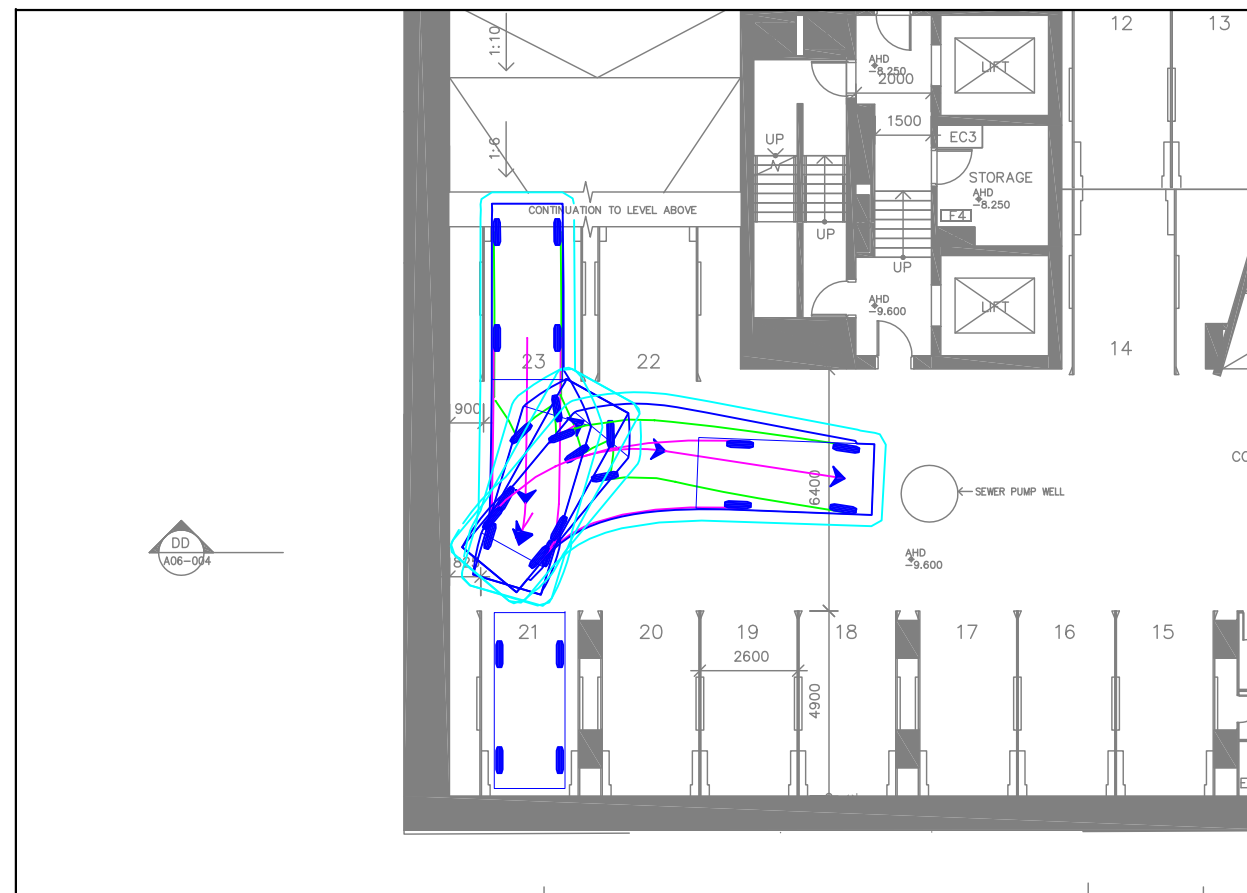
LEGEND

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

BASEMENT 5 CAR SPACE 23 - INGRESS



BASEMENT 5 CAR SPACE 23 - EGRESS



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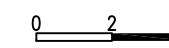
11-17 DORCAS STREET, SOUTH MELBOURNE
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM:
A03-001_BASEMENT 05.dwg
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FILE NAME: G21657-06
SHEET NO.: 06



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