
Client	Date
Altis Bulky Retail Pty Ltd As Trustee for Altis ARET Sub Trust 28	3 July 2024

Planning

Transport

Urban Design

Waste

Transport Impact Assessment

Proposed Residential Development

50 Queens Road, Melbourne

ratio:

ratio.com.au

Project
50 Queens Road, Melbourne

Prepared for
Altis Bulky Retail Pty Ltd As Trustee for
Altis ARET Sub Trust 28

Our reference
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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Introduction

A planning permit (Ref No. PDPL/00392/2022) was issued via VCAT in July 2023 for the construction of a 15-storey apartment building at the land addressed as 50 Queens Road, Melbourne.

An amendment to this planning permit is now sought for the subject site.

Ratio Consultants has been engaged by the permit applicant to prepare a transport impact assessment for the amended application.

1.2. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the development proposal, including consideration of:

- Existing traffic and car parking conditions in the vicinity of the site;
- Parking demand likely to be generated by the development proposal;
- Suitability of the proposed car parking facilities, in terms of supply and layout;
- Adequacy of the proposed bicycle parking arrangements, in terms of supply and layout;
- Adequacy of the proposed site access arrangements;
- Adequacy of the proposed loading & waste collection arrangements; and
- Traffic generating characteristics of the development proposal and impact on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following material:

- Proposed architectural plans for the development proposal, prepared by Bates Smart, dated 25 June 2024;
- Port Phillip Planning Scheme;
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004);
- Australian/New Zealand Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2:2018);
- Australian/New Zealand Standard, Parking Facilities Part 3: Bicycle Parking (AS2890.3:2015);
- A desktop inspection of the subject site and its surrounds; and
- Other documents as nominated.

2. Existing Conditions

2.1. Site Location

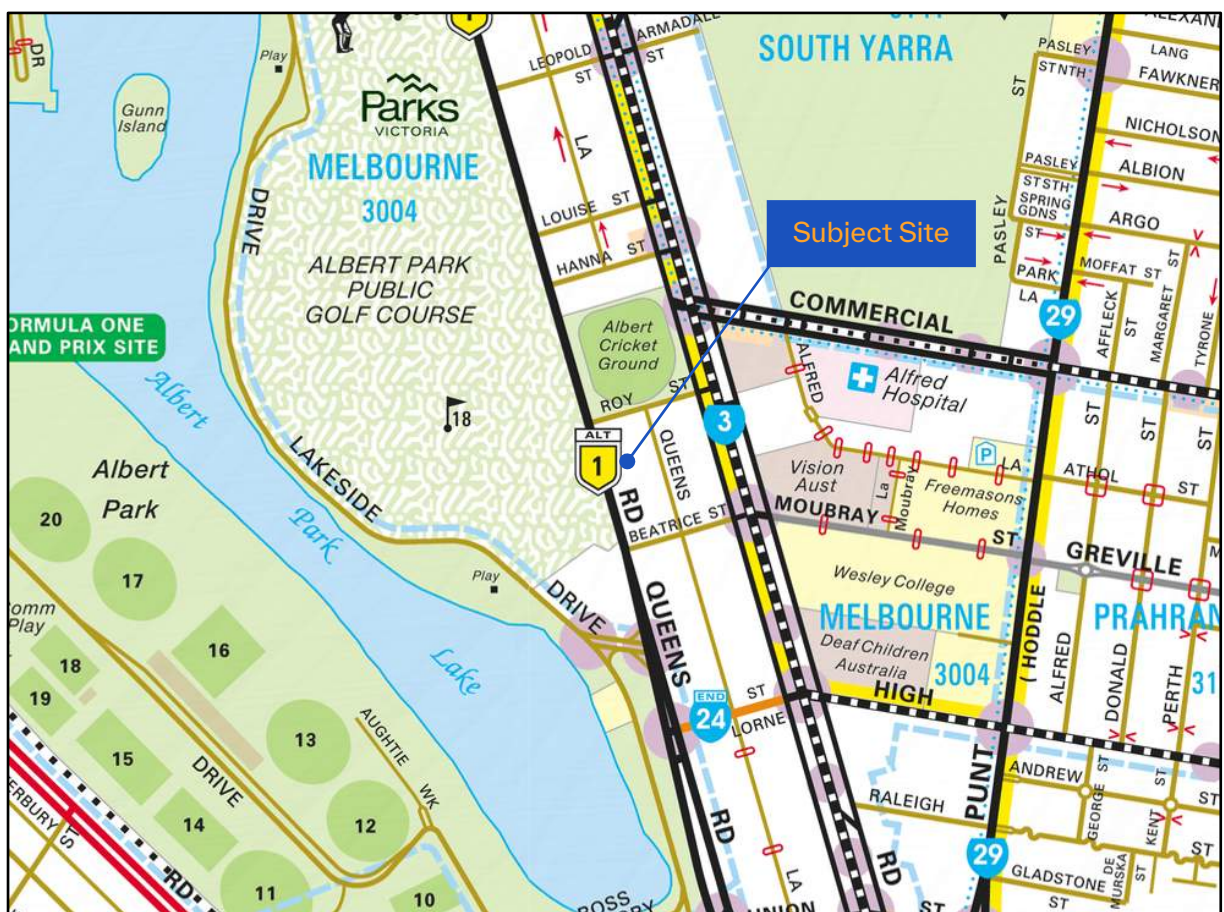
The subject site is located at 50 Queens Road in Melbourne. The subject site is situated on the eastern side of Queens Road and western side of Queens Lane.

The site is generally rectangular in shape, with an approximate 92 metre frontage to both Queens Road and Queens Lane and an overall site area in the order of 7,013 sqm.

The site is currently vacant, the previous use (a 6-storey hotel) having been demolished in 2023. Various vehicle crossovers are afforded to both Queens Road and Queens Lane.

The location of the subject site and its surrounding environs is shown in Figure 2.1, with an aerial context also provided in Figure 2.2.

Figure 2.1: Site Locality



(Source: Melway, Map Ref. 58 A5)

Figure 2.2: Site Location & Its Surrounds



(Source: Nearmap, image dated 10 November 2023)

The subject site is located within the Residential Growth Zone – Schedule 1 (RGZ1) and is subject to the following planning overlays:

- Design and Development Overlay – Schedule 26-6b (DDO26-6b); and
- Special Building Overlay – Schedule 2 (SB02), which borders the western frontage of the site and only partially encroaches into the subject land.

Land uses in the vicinity of the site are predominately commercial and residential in nature.

Some key non-residential land uses in close proximity of the subject site include:

- Albert Park, located approximately 60 metres west of the site;
- Fawkner Road, located approximately 600 metres north-east of the site;
- Alfred Hospital, located approximately 550 metres north-east of the site; and
- Wesley College and the Victorian College for the Deaf, located approximately 400 metres south-east of the site.

The subject site location and relevant planning zones are shown in Figure 2.3.

Figure 2.3: Site Location & Planning Zones



(Source: VicPlan)

2.2. Road Network

Queens Road

Queens Road is a primary arterial road located within a Transport Zone 2 (TRZ2) and under the care and management of the Department of Transport and Planning (DTP). It runs in a north-south alignment between Kings Way to the north and St Kilda Road / Queens Way to the south.

In the vicinity of the site, Queens Road has an approximate carriageway width of 15 metres, configured with two (2) traffic lanes running each direction and a central demand managed traffic lane which flows in the direction of peak hour traffic.

Queens Road is a clearway at all times in both directions within the vicinity of the site.

Queens Road has a default speed limit of 60 km/h. Constructed footpaths are provided on the eastern side of the road (i.e. along the subject site frontage).

Queens Lane

Queens Lane is a Council managed local road which runs in a north-south alignment between Roy Street to the north and Queens Road to the south.

In the vicinity of the site, Queens Lane has an approximate road reserve width of 10 metres, configured with one (1) traffic lane in each direction. Intermittent loading zones are provided on the eastern side of the carriageway.

On-street parking along Queens Lane within the vicinity of the site location is subject to 'loading zone' 9:30am to 4:30pm and 'no stopping' 7:30am to 9:30am and 4:30pm-6:30pm restrictions.

Queens Lane has a posted speed limit of 40km/h. Constructed footpaths are provided on both sides of the road.

Roy Street

Roy Street is a Council managed local road, which runs in an east-west alignment between Queens Road to the west and St Kilda Road to the east.

In the vicinity of the site, Roy Street has an approximate road reserve width of 19 metres, which accommodates one (1) traffic lane in each direction and kerbside parking on both sides of the carriageway.

On-street parking on Roy Street is ticketed and subject to 2P restrictions between 8:00am to 6:00pm Monday to Friday on the southern side of the road and 4P restrictions between 8:00am to 6:00pm Monday to Friday on the northern side of the road.

Roy Street has a posted speed limit of 40km/h. Constructed footpaths are provided on both sides of the road.

Beatrice Street

Beatrice Street is a Council managed local road which runs in an east-west alignment between Queens Road to the west and St Kilda Road to the east.

In the vicinity of the site, Beatrice has an approximate road reserve width of 19 metres, which accommodates one (1) traffic lane in each direction and kerbside parking on both sides of the carriageway.

On-street parking on the northern side Beatrice Street is ticketed and subject to 2P restrictions between 8:00am to 6:00pm Monday to Friday. Non ticketed parking is provided on the southern side of Beatrice Street and subject to 1P restrictions between 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturday.

Beatrice Street has a posted speed limit of 40km/h. Constructed footpaths are provided on both sides of the road.

2.3. Existing Traffic Volumes

To understand existing traffic conditions in the vicinity of the site, Ratio Consultants commissioned turning movements counts at the intersections of Queens Lane with Roy Street and Beatrice Street.

The surveys were undertaken on Thursday 10 March 2022 over the following time periods:

- 6:00am – 9:00am; and
- 3:00pm – 7:00pm.

The survey results recorded the AM and PM road network peak hours between 7:45am-8:45am and 4:45-5:45pm respectively.

The peak hour traffic volumes have been extracted from the survey results and are presented in Figure 2.4 and Figure 2.5, with a full set of results presented at Appendix A of this report.

Figure 2.4: Queens Lane / Beatrice Street Intersection - Existing Peak Hour Traffic Volumes

AM Peak 7:45am - 8:45am		PM Peak 4:45pm - 5:45pm					
		6	8				
		57	107				
		18	21				
Beatrice Street		1	0	0	18	32	38
				0	6	21	20
				↑	←	↓	→
		←	↑	→	↓		
		4	31	38	0		
		2	11	18	0		
	Queens Lane	→	↑	→	↓	4	0
						47	10
						23	37
						50	37

Figure 2.5: Queens Lane / Roy Street Intersection - Existing Peak Hour Traffic Volumes

AM Peak 7:45am - 8:45am		PM Peak 4:45pm - 5:45pm					
		43	29				
		17	29				
		0	0				
				Roy Street			
		←	→	↓			
		5	42	0	0		
		10	55	0	7	39	
	Queens Lane				36	17	

The traffic volumes presented in Figure 2.4 and Figure 2.5 indicate the following:

- The section of Queens Lane fronting the subject site carries approximately 1,150 vehicles per day on the basis of a peak to daily ratio of 10% for local roads.

2.4. Sustainable Transport

Public Transport

The Principal Public Transport Network (PPTN) is a statutory land use planning tool that supports integrated land use and transport planning by providing certainty to planners and the community about locations that are, or will be, served by high-quality public transport.

It is designed to support integrated transport and land use planning, by encouraging more diverse and dense development near high-quality public transport to help support public transport usage.

The subject site, as shown in Figure 2.6, is located within the Port Phillip PPTN area.

Figure 2.6: City of Port Phillip PPTN Area



(Source: Department of Transport and Planning)

The site has access to high quality public transport services, as described in Table 2.1 and shown in Figure 2.7.

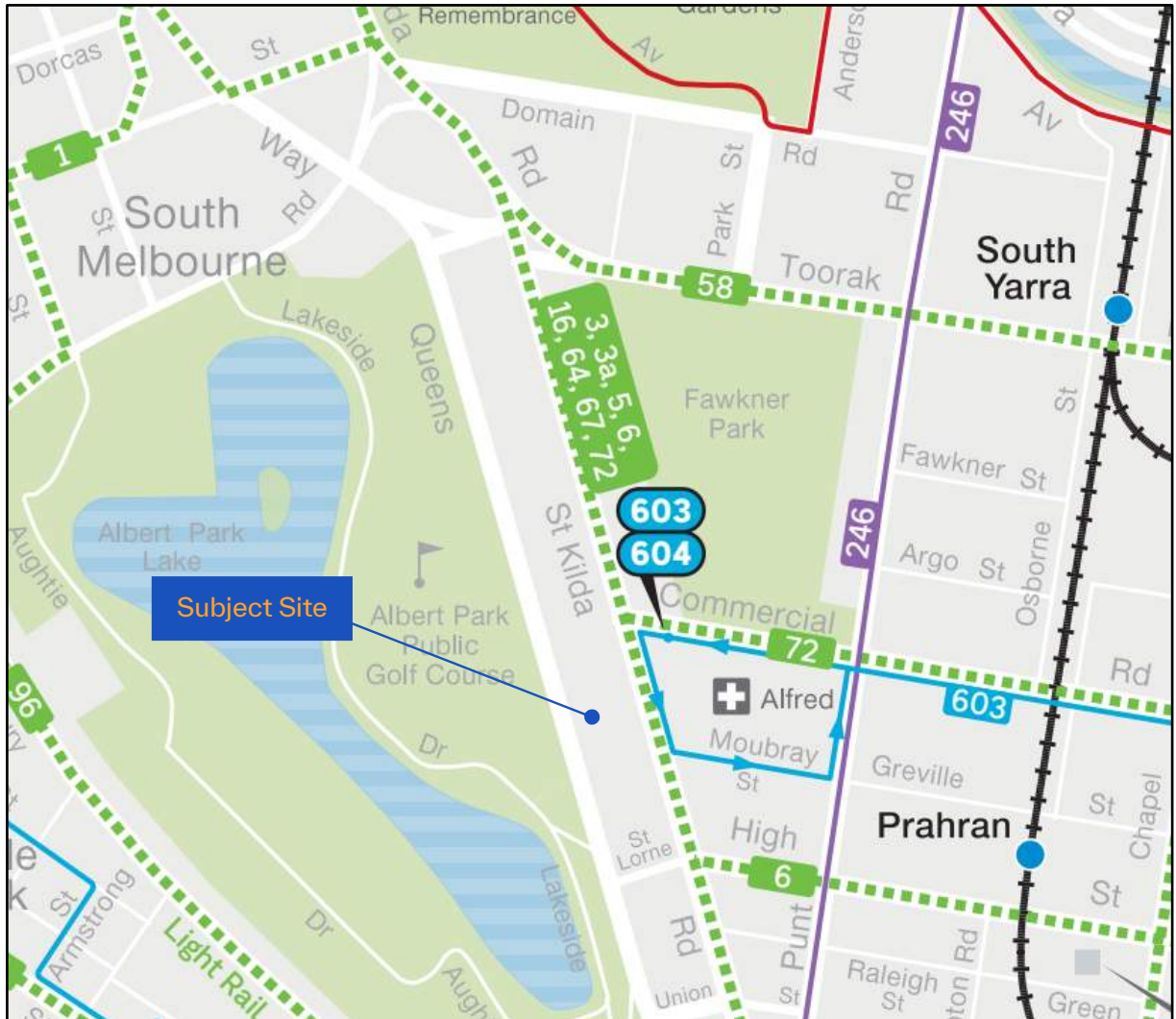
As a result of the available public transport services, the site achieves a transit score of '92 out of 100' (on walkscore.com), inferring that the site has access to 'world class public transportation'. Moreover, based on the available public transport services, an isochrone

drawing of the area accessible from the subject site location in a 30-minute public transport journey is presented in Figure 2.8.

Table 2.1: Public Transport Services in the Vicinity of the Site

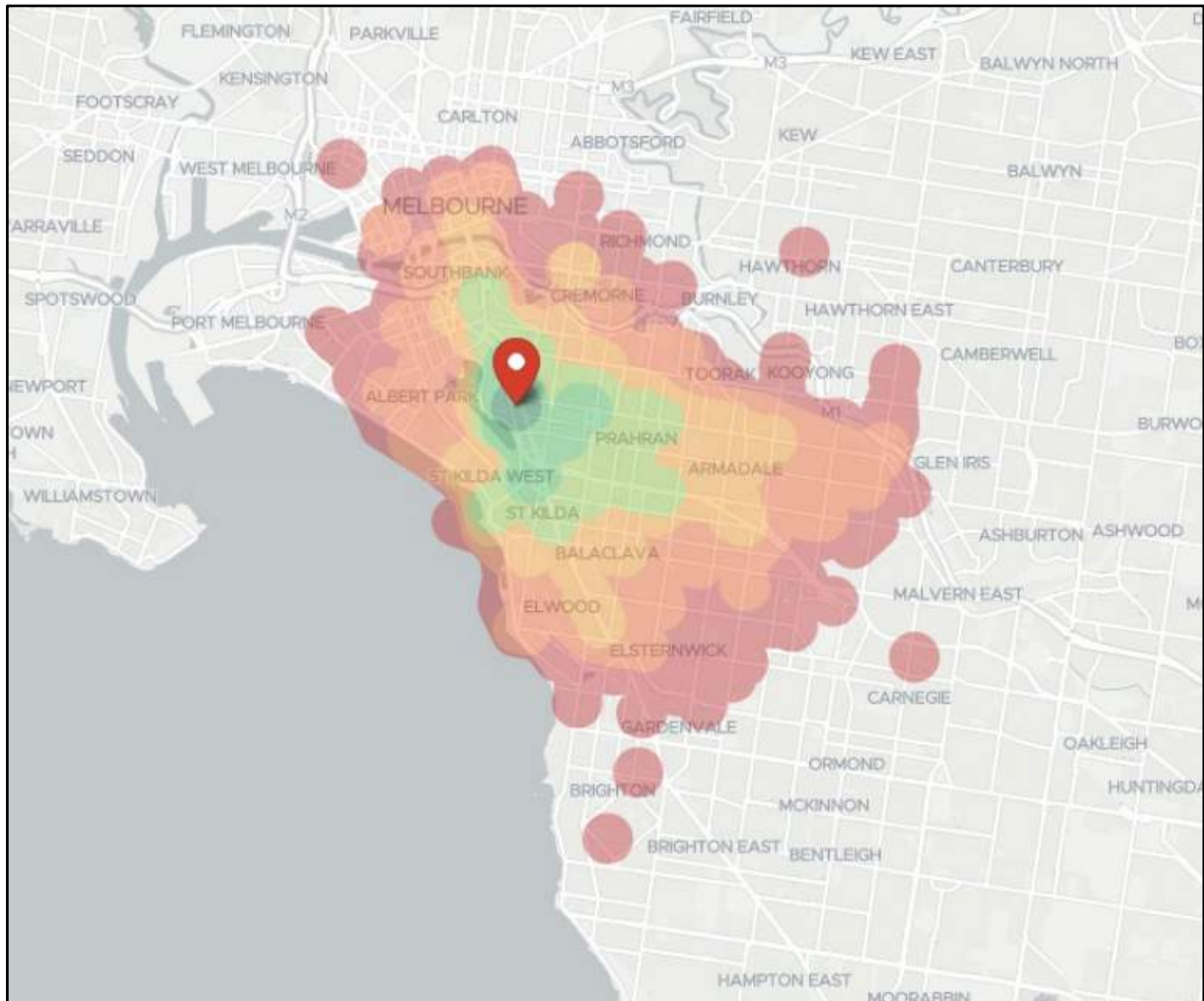
Service	Route	Route Description	Nearest Stop	Walking Distance and Time
Tram	3 / 3a	Melbourne University - East Malvern	Moubray Street / St Kilda Road	350 metres 4 mins
	5	Melbourne University - Malvern		
	6	Moreland - Glen Iris		
	16	Melbourne University - Kew via St Kilda Beach		
	64	Melbourne University - East Brighton		
	67	Melbourne University - Carnegie		
Bus	72	Melbourne University - Camberwell	Commercial Road / St Kilda Road	400 metres 5 minutes
	603	Brighton Beach - Alfred Hospital	Alfred Hospital / Commercial Road	600 metres 8 minutes
	604	Greenvale - Alfred Hospital		
Train	246	Elsternwick - Clifton Hill via St Kilda	Greville Street / Punt Road	800 metres 11 minutes
	-	Sandringham Line	Prahran Station	1.3 kilometres 17 minutes
	-	Metro	ANZAC Station	1.4 kilometres 17 minutes

Figure 2.7: Public Transport Services in the Vicinity of the Site



(Source: Public Transport Victoria)

Figure 2.8: Public Transport Catchment Area (from subject site)



(Source: Targomo)

Figure 2.8 indicates that all adjoining suburbs can be accessed in a 30-minute public transport journey, including the Melbourne CBD.

Anzac Railway Station

ANZAC Railway Station is a component of the new metro tunnel which will provide access to western suburbs, the CBD and south-eastern suburbs. ANZAC Railway Station is currently under construction and due to be completed and operational by 2025-2026.

ANZAC Railway Station will be located a short distance from the subject site and will be accessible via a convenient walk or by the tram network on St Kilda Road, with the closest tram stop located approximately 250 metres from the site.

The new railway station will increase the transportation options for residents of the development.

Bicycle Network

The site has excellent access to the surrounding bicycle network, with the following bicycle routes located in close proximity of the subject site location:

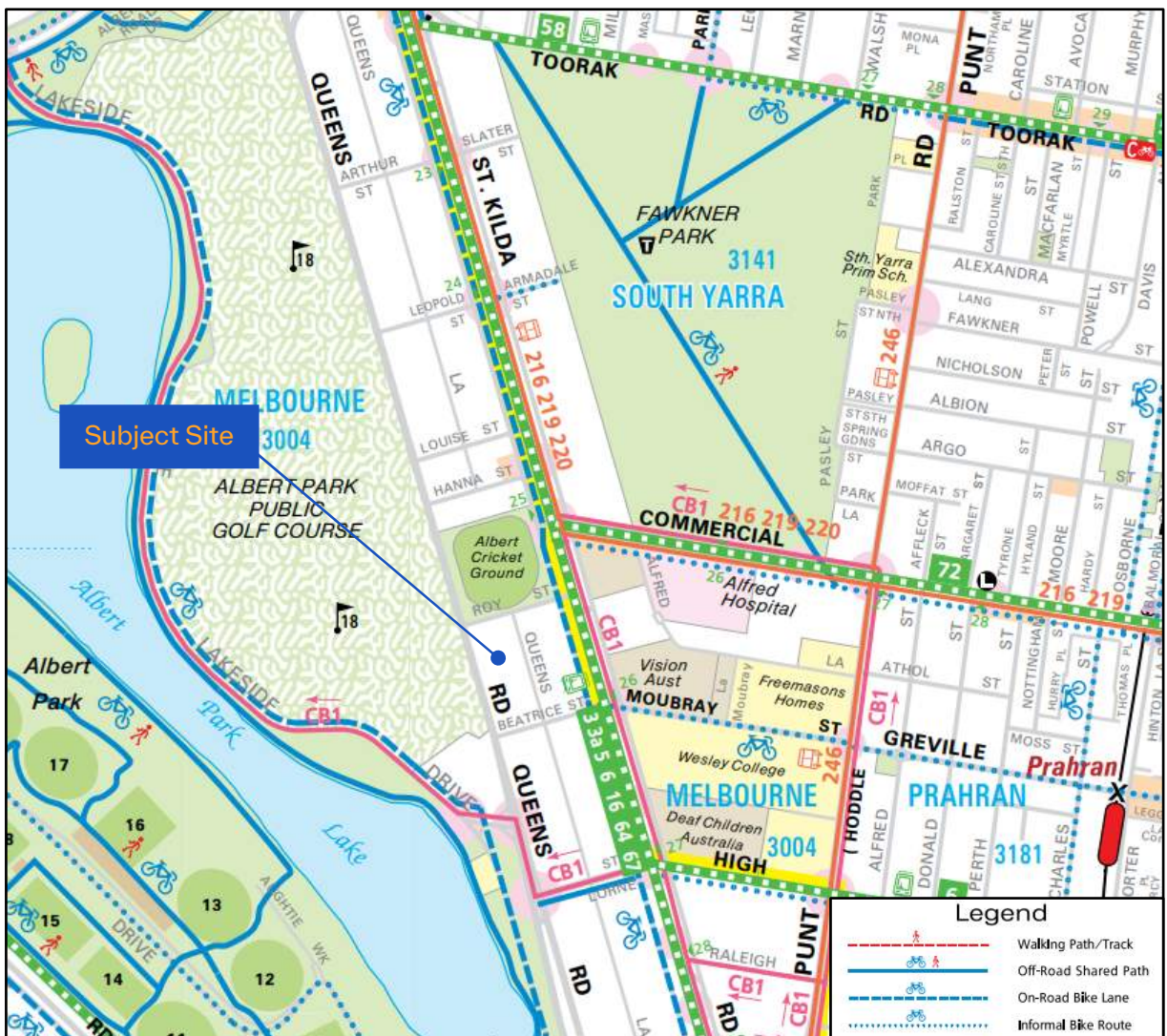
- Off-road shared paths within Albert Park;
- Off-road shared paths within Fawkner Park;

- On-road bicycle lanes on St Kilda Road;
- On-road bicycle lanes on Lakeside Drive;
- On-road bicycle lanes on Commercial Road;
- On-road bicycle lanes on Moubray Street;
- On-road bicycle lanes on High Street; and
- Multiple other informal linking bicycle routes in close proximity to the site.

The above cycling infrastructure provides connection to the wider bicycle network, thereby providing further connections across Melbourne.

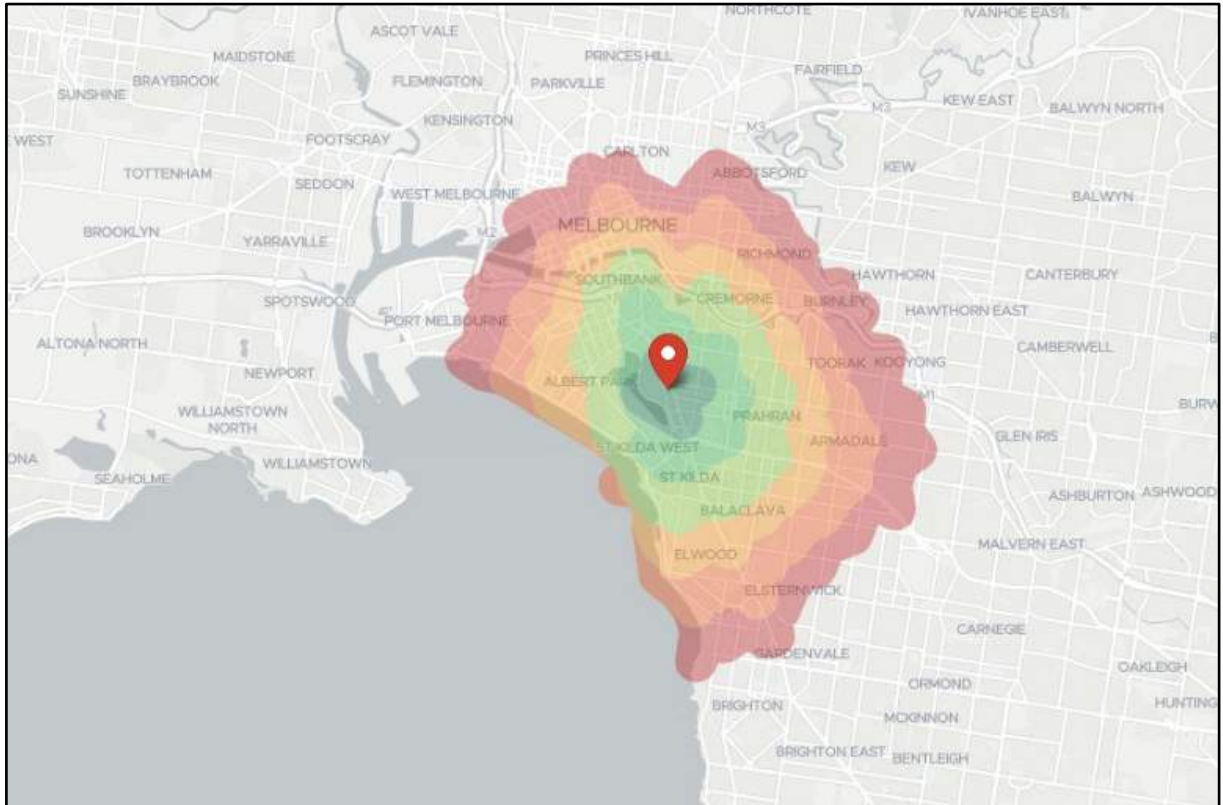
The bicycle infrastructure in the vicinity of the site is shown in Figure 2.9 and the 30-minute cycling catchment area from the subject site is shown in Figure 2.10.

Figure 2.9: Bicycle Infrastructure in the Vicinity of the Site



(Source: City of Port Phillip Travelsmart Map)

Figure 2.10: Cycling Catchment Area (from subject site)



(Source: Targomo)

Walking

Constructed footpaths are provided along both sides of the majority of streets in the nearby vicinity of the site.

The site location achieves a walk score of '91 out of 100' (on [walkscore.com](https://www.walkscore.com)), indicating that the surrounding area is a *'walkers paradise'* and that *'daily errands do not require a car'*.


As such, the site location is considered to exhibit the characteristics to support walking as a primary mode of travel for those residing within or visiting the site.

Taxi / Rideshare

In addition, a number of ride-hailing services operate in the vicinity of the subject site. Ride-hailing services offer opportunities for door-to-door travel from any origin and destination specified by the passenger.

The following operators, as described in Table 2.2, provide taxi and/or rideshare services in metropolitan Melbourne.

Table 2.2: Taxi / Rideshare Alternatives

Service	How to order
 Silver Top Taxis	<p>Call 8413 7202</p> <p>Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>



Yellow Cabs

Call 13 6294

Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking



Uber



DiDi

Get a reliable ride in minutes with the Mobile App for each service. No reservations are required



Bolt (Taxify)



Ola

Car Share

There are three (3) car share vehicles available within a 500 metre walk of the site location and an additional four (4) vehicles within 800m of the site.

Car share schemes offer a viable alternative to owning your own vehicle, with members able to book vehicles on an as needs basis, either online or by phone. Car share vehicles offer a more cost effective and environmentally friendly option to the private motor vehicle and are ideal to meet a 'mobility gap' for trips that cannot be conveniently via alternative transport modes.

A summary of the car share pods in the vicinity of the subject site is provided in Table 2.3.

Table 2.3: Car Share Pod Locations

Operator	Location	Available Vehicles	Approximate Walking Distance
GoGet	Beatrice Street, near Queens Lane	1 x car	300 metres
	Commercial Road, near St Kilda Road	1 x car	400 metres
	St Kilda Road, near Moubray Street	1 x car	450 metres
	Louise Street, near St Kilda Road	1 x car	550 metres
	Lorne Street, near St Kilda Road	1 x car	600 metres
Flexicar	St Kilda Road, near High Street	1 x car	650 metres
	St Kilda Road, near Leopold Street	1 x car	800 metres

3. Development Overview

3.1. Development Summary

The amended application seeks to develop the land addressed as 50 Queens Road for the purpose of a 14-storey residential building as per the previous application.

Specifically, the development proposal seeks to amend the number of dwellings proposed to a total of 434 apartments under a 'Built to Rent' typology, comprising:

- 64 x studio apartments;
- 223 x one-bedroom apartments;
- 129 x two-bedroom apartments; and
- 18 x three-bedroom apartments.

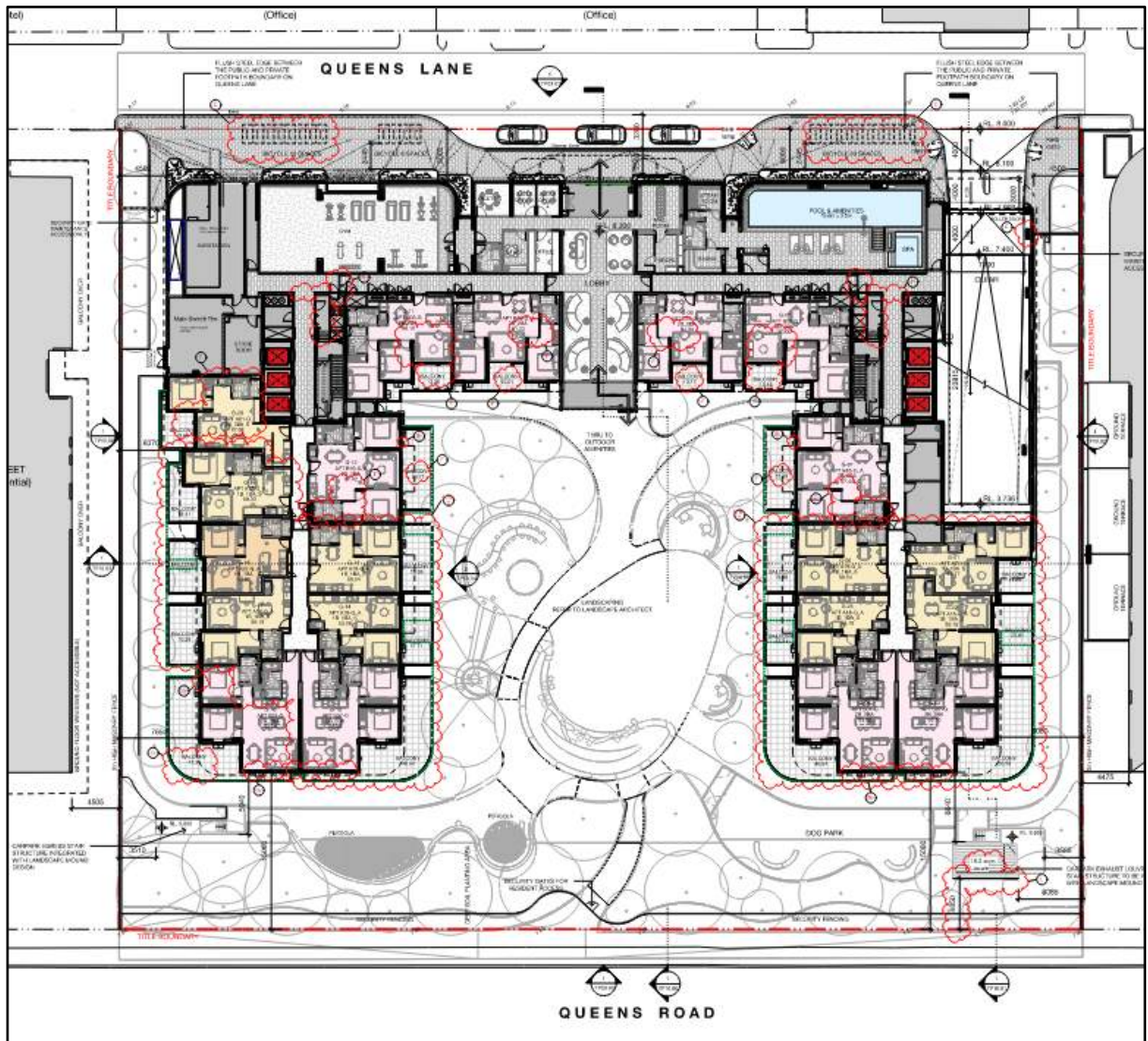
The following amenities /communal areas are also proposed:

- Gymnasium and pool & amenities areas at ground level;
- Coworking area at level 01; and
- Tenant amenity / lounge area at level 13.

It is understood that each of the amenity / communal areas will only be available to future residents and are therefore considered ancillary to the site.

The proposed ground floor layout is shown in Figure 3.1, with a full set of architectural plans provided at Appendix B of this report.

Figure 3.1: Proposed Ground Floor Layout



(Source: Bates Smart – General Arrangement Ground Floor)

3.2. Car Parking Provision

The amended application proposes a total of 503 car parking spaces on-site, including:

- 139 spaces within basement 01;
- 206 spaces within basement 02;
- 158 spaces within basement 03;

Within the overall car parking provision:

- 501 spaces will be allocated to residents; and
- 2 maintenance & medical spaces will be provided within basement level 01.

A 3.2-metre-wide indented pick up / drop off lane is proposed along the site frontage to Queens Lane.

3.3. Bicycle Parking Provision

A total of 258 bicycle parking spaces are proposed on-site, comprising:

- 44 spaces in various locations at ground level for visitors; and
- 214 spaces and a bicycle repair station within two (2) secure bicycle stores within basement 01 for residents.

3.4. Site Access

The main pedestrian access to/from the building will be provided midblock along the frontage to Queens Lane. A security gate is also proposed midblock along the Queens Road frontage, affording a secondary pedestrian access point for residents.

Vehicle access to/from the basement parking levels is proposed via a 7.1-metre-wide crossover to/from Queens Lane at the southeast corner of the site. A roller door and intercom will be provided at the top of the ramp to control access to/from the basement parking levels.

All redundant crossovers will be reinstated as kerb and channel as part of the amended application.

3.5. Loading & Waste Collection

Two (2) bin storage rooms are proposed within basement 01, in close proximity to each of the lift cores.

A 3.5-metre-wide x 6.4-metre-long loading bay is proposed in close proximity to each bin room / lift core, to accommodate loading and waste collection activities.

4. Car Parking Assessment

4.1. Clause 52.06 Requirements

Car parking requirements for new developments are set out within Clause 52.06 of the Port Phillip Planning Scheme. The purpose of Clause 52.06 is defined in the scheme as follows:

- *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 alternatives to the motor car;*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities;*
- *To ensure car parking does not adversely affect the amenity of the locality; and*
- *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.*

Table 1 to Clause 52.06 sets out the car parking requirements that apply to a use listed in the Table. A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever is applicable) by the measure in Column C.

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 (PPTN) Area Maps (State Government of Victoria 2018); or*
- *A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

As shown in Figure 2.6, the site is situated within the City of Port Phillip PPTN area and is therefore subject to the Column B rates within Clause 52.06 of the Port Phillip Planning Scheme.

Accordingly, the statutory car parking requirements for the amended application are set out in

Table 4.1

Table 4.1: Statutory Car Parking Requirements

Description	Land Use	Size/No.	Column B Parking Rate	Car Parking Requirement
Studio apartment	Dwelling	64 dwellings	1.0 space to each one or two bedroom dwelling	64 spaces
One-bedroom apartment		223 dwellings		223 spaces
Two-bedroom apartment		129 dwellings		129 spaces
Three-bedroom apartment		18 dwellings	2.0 spaces to each three or more bedroom dwelling	36 spaces
Visitor		434 dwellings	No requirement	0 spaces
Total				452 spaces

Based on the above assessment, the amended application has a statutory requirement to provide 452 car parking spaces on-site.

4.2. Adequacy of Proposed Car Parking Provision

It is proposed to provide a total of 503 car parking spaces on-site.

Within this provision, 501 spaces will be allocated to residents of the site. This provision exceeds the minimum statutory requirement for residents and is therefore considered compliant with Clause 52.06 of the Planning Scheme.

Two (2) maintenance & medical spaces are proposed within basement 01, providing an option for maintenance or medical visits to be undertaken within the car park as required.

It is therefore considered that the proposed car parking supply is acceptable to cater for the parking requirements of the proposed development.

5. Bicycle Parking Assessment

5.1. Clause 52.34 Requirements

Requirements for bicycle facilities are set out within Clause 52.34 of the Port Phillip Planning Scheme. The purpose of Clause 52.34 is defined in the scheme as follows:

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

Bicycle Parking Spaces

The statutory bicycle parking requirements for the amended application are set out in Table 5.1.

Table 5.1: Statutory Bicycle Parking Requirements

Description	Land Use	Size/No.	User	Parking Rate	Parking Requirement
Studio, one, two & three bedroom apartments	Dwelling	434 dwellings	Resident	In developments of four or more storeys, 1 space to each 5 dwellings	87 spaces
			Visitor	In developments of four or more storeys, 1 space to each 10 dwellings	43 spaces

Based on the above assessment, the application has a statutory requirement to provide 130 bicycle parking spaces on-site, including:

- 87 spaces for residents; and
- 43 spaces for visitors.

Shower / Change Room Requirements

In addition to the bicycle parking requirements outlined above, Table 2 & 3 within Clause 52.34 of the Port Phillip Planning Scheme requires that one (1) shower be provided for the first five (5) employee bicycle spaces and one (1) shower for each subsequent ten (10) employee bicycle parking spaces. A change room or direct access to a communal change room must be provided for each shower.

As the site is purely residential in nature, there is no employee bicycle parking requirement, and the amended application therefore does not have a statutory requirement to provide any showers / change rooms on-site.

5.2. Provision of Bicycle Parking Facilities

The amended application seeks to provide a total of 258 bicycle parking spaces on-site, comprising the following:

- 44 spaces in various locations at ground level for visitors; and
- 214 spaces and a bicycle repair station within two (2) secure bicycle stores within basement 01 for residents.

The proposed supply of 214 resident bicycle parking spaces is more than double the statutory requirement for residents.

The proposed supply of 44 visitor bicycle parking spaces meets the statutory requirement for visitors.

No formal shower / change room facilities are proposed on-site given the residential nature of the proposal.

The abovementioned provisions each satisfy the relevant statutory requirements. As such, the proposed provision of bicycle parking spaces and associated facilities is considered to be acceptable.

Moreover, whilst not statutorily required, the provision of a bicycle repair station within the bicycle store affords residents a convenient location and opportunity to undertake basic maintenance on their bicycle. This will assist in encouraging cycling as a mode of transport, as per the purpose of Clause 52.34.

5.3. Bicycle Parking Layout

Bicycle parking spaces throughout the site are proposed as a mix of at-grade horizontal spaces and wall-mounted vertical spaces.

214 bicycle parking spaces for residents are proposed within two (2) bicycle stores within basement 01, which can be accessed via the ramp between ground level and basement 01 or via either the southern or northern lifts (for residents that do not feel confident using the vehicle access ramp). Bicycle parking spaces have been designed as follows:

- 198 spaces are proposed in a wall-mounted vertical arrangement. Bicycle parking spaces will be provided with a 0.5-metre-wide by 1.2-metre-long parking envelope that is accessible via an access aisle of at least 1.5 metres wide; and
- 16 spaces are proposed in an at-grade horizontal arrangement. Bicycle parking spaces will be provided with a 0.5-metre-wide by 1.8-metre-long parking envelope that is accessible via an access aisle of at least 1.5 metres wide.

44 bicycle parking spaces are proposed in various publicly accessible locations at ground level for visitors. All visitor bicycle parking spaces are proposed in an at-grade horizontal arrangement and will be provided with a 0.5-metre-wide by 1.8-metre-long parking envelope that is accessible via an access aisle of at least 1.5 metres wide.

It is considered that all bicycle parking spaces have been designed appropriately, in accordance with the relevant design requirements set out within AS/NZS 2890.3:2015.

Furthermore, the proposed bicycle parking layout seeks to provide 60 of the total 258 bicycle parking spaces in an at-grade horizontal arrangement. This represents 23% of the total provision, which exceeds the requirement outlined within AS/NZS 2890.3:2015 that 20% of bicycle parking spaces must be provided within an at-grade horizontal arrangement.

Examples of representative bicycle parking specifications are provided at Appendix C of this report.

6. Access Arrangements & Car Park Layout

6.1. Access Arrangements

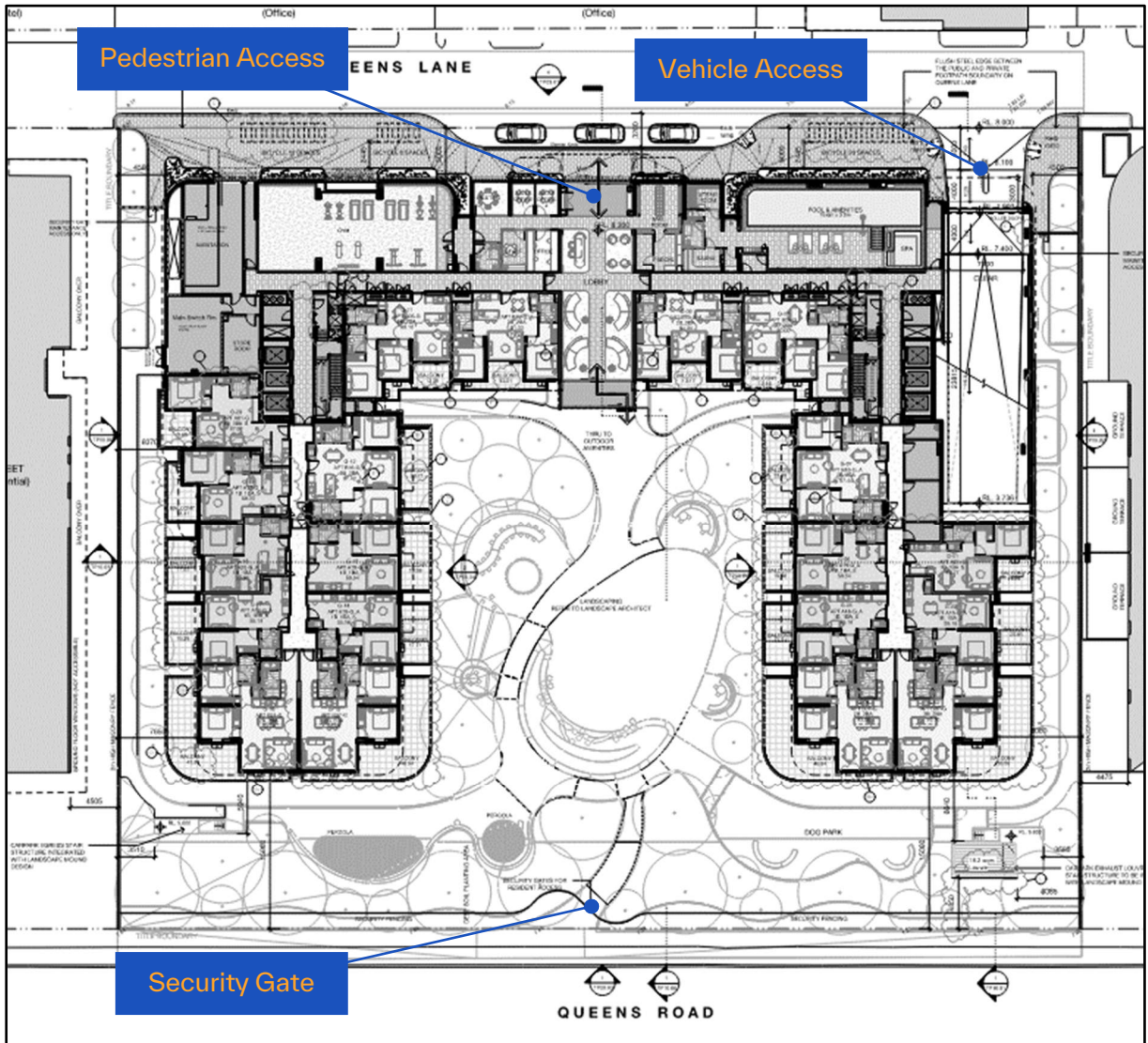
The main pedestrian access to/from the building will be provided midblock along the frontage to Queens Lane. A security gate is also proposed midblock along the Queens Road frontage, affording a secondary pedestrian access point for residents.

Vehicle access to/from the basement parking levels is proposed via a 7.1-metre-wide crossover to/from Queens Lane at the southeast corner of the site. A roller door and intercom will be provided at the top of the ramp to control access to/from the basement parking levels.

All redundant crossovers will be reinstated as kerb and channel as part of the amended application.

The proposed site access arrangements are shown on the excerpt of the ground floor plan in Figure 6.1.

Figure 6.1: Proposed Site Access Arrangements



(Source: Bates Smart – General Arrangement Ground Floor)

6.2. Car Park Layout

The proposed access arrangements and car park layout have been assessed against the objectives and design requirements of Clause 52.06-9 of the Port Phillip Planning Scheme, and relevant sections of AS/NZS2890.1:2004 and AS/NZS 2890.2:2018.

Design Standard 1 – Accessways

Design Standard 1 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to the design of accessways. The development proposal has been assessed against the requirements of Design Standard 1 in

Table 6.1.

Table 6.1: Design Standard 1 - Accessways

Requirement	Comments
Must be at least 3 metres wide.	<p><u>Satisfied</u> – Single width accessways have been designed with a minimum width of 5.2 metres.</p> <p>Double width accessways have been designed with a minimum width of 6.0 metres.</p>
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	<p><u>Satisfied</u> – The accessways and internal layout have been designed to be at least 4.2 metres wide at all changes of direction.</p>
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	<p><u>Not Applicable</u> – The proposed car park will not be publicly accessible.</p> <p>Notwithstanding, the proposed car park has been designed to enable all vehicles to exit the site in a forward direction.</p>
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	<p><u>Satisfied</u> – A headroom of at least 2.1 metres will be provided within the car park.</p> <p>Furthermore, a 3.5 metre headroom clearance will be provided along the length of the ramp between ground level and basement 01 as well as above the path of travel between the ramp and the loading bays.</p>
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	<p><u>Satisfied</u> – The accessway serves more than four (4) car spaces and accordingly, all vehicles are able to exit the site in a forward direction.</p>
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 Transport Zone 2 or Transport Zone 3.	<p><u>Not Applicable</u> – Although the accessway serves more than ten (10) car parking spaces, it does not connect to a road in a Transport Zone 2 or Transport Zone 3 nor is it more than 50 metres before passing can occur.</p> <p>Notwithstanding this, the site access point has been designed to facilitate two-way simultaneous movements to/from Queens Lane.</p>
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	<p><u>Satisfied</u> – Pedestrian sight triangles are provided on both sides of the site access point, in excess of the requirements outlined</p>

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.	in Design Standard 1 within Clause 52.06-9 of the Port Phillip Planning Scheme.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	<u>Not Applicable</u> - Access to the car spaces is not from a road in a Transport Zone 2 or Transport Zone 3.
If entry to a car space is from a road, the width of the accessway may include the road.	<u>Not Applicable</u> - Car parking spaces are accessed from internal accessways and not directly to/from an adjacent road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to the design of car parking spaces. The development proposal has been assessed against the requirements of Design Standard 2 in Table 6.2.

Table 6.2: Design Standard 2 – Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	<p><u>Satisfied</u> – All car parking spaces meet the dimensional requirements set out in Table 2 within Design Standard 2.</p> <p>Car parking spaces have been designed to be 2.6 metres wide by 4.9 metres long, accessed via a minimum 6.4-metre-wide aisle.</p>
<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 of Design Standard 2, 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><u>Satisfied</u> – All car parking spaces adjacent to a wall have been provided within a minimum 300mm clearance to that structure.</p> <p>Columns adjacent to parking spaces are located outside of the area marked ‘clearance required’ within Diagram 1 within Design Standard 2.</p>

Car spaces in garages must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage.	<u>Not Applicable</u> – No garages are proposed.
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Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>Satisfied</u> – The rear parking space of tandem pairs are provided at a length of 5.4m.
---	---

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	<u>Satisfied</u> – All car parking spaces are undercover.
---	---

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	<u>Not Applicable</u> – The development proposal does not propose to provide any parking spaces for people with disabilities.
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Design Standard 3 – Gradients

Design Standard 3 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to the design of gradients. The development proposal has been assessed against the requirements of Design Standard 3 in Table 6.3.

Table 6.3: Design Standard 3 - Gradients

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) 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.	<p><u>Satisfied</u> – The ramp between ground level and basement 01 has been designed in accordance with the requirements outlined within AS/NZS 2890.2:2018 for an SRV (small rigid vehicle, as defined within AS/NZS 2890.2:2018), with a gradient of 1:40 proposed for the first 4.0 metres into the site.</p> <p>Notably, the first 4.0 section into the site ramps up, satisfying the Melbourne Water flood bund level for the site.</p> <p>The above also satisfies the requirements of Design Standard 3 within Clause 52.06-9 of the Port Phillip Planning Scheme.</p>
Ramps (except within 5 metres of the frontage) must have the maximum grades as	<u>Satisfied</u> – The proposed maximum gradient along the ramp between ground level and

outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.

basement 01 of 1:6.5 is in accordance with Table 3.2 within AS/NZS 2890.2:2018 for an SRV.

The proposed maximum gradient along the ramps between basement levels of 1:4 is in accordance with the requirements of Design Standard 3 within Clause 52.06-9 of the Port Phillip Planning Scheme.

Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Satisfied – Appropriate transition sections have been provided at the top and bottom of ramps to prevent vehicles from scraping or bottoming out.

Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.

6.3. Swept Path Assessment

In addition to the above, an assessment of site access and circulation has been undertaken using the 'Autodesk Vehicle Tracking' software program.

A swept path assessment has been undertaken for the largest vehicle anticipated to access the site, that being a 6.4-metre-long SRV. The swept path demonstrates that the SRV is able to turn left into the site from Queens Lane, circulate the internal accessways within basement 01 and reverse into both of the proposed loading bays. Once loading/unloading is complete, the SRV is able to circulate the internal accessways within basement 01 and depart the site in a forward direction by turning left onto Queens Lane.

A swept path assessment has also been completed which demonstrates that simultaneous turning movements can be achieved between B99 and B85 vehicles (as set out within AS/NZS 2890.1:2004) at the proposed site access point and at the top and base of ramps within the site.

Additionally, a swept path assessment has been undertaken which demonstrates that a B85 vehicle (85th percentile passenger vehicle, as defined within AS/NZS 2890.1:2004) is able to enter & exit critical car parking spaces within the site in a suitable manner. Some spaces may require a corrective manoeuvre or single reverse manoeuvre, which is allowed for by Table 1.1 within AS/NZS 2890.1:2004 for User Class 1A (residential, domestic and employee parking).

For reference, each of the abovementioned swept paths are provided at Appendix D of this report.

6.4. Adequacy of Access Arrangements & Car Park Layout

Based on the preceding assessment, the proposed access arrangements and car park layout are considered to have been designed generally in accordance with the requirements within Clause 52.06-9 of the Port Phillip Planning Scheme and/or relevant sections of the Australian / New Zealand Standards (AS2890 series).

7. Loading & Waste Collection Arrangements

7.1. Statutory Requirement

Clause 65.01 'Decision Guidelines' of the Port Phillip Planning Scheme outlines the provision of loading requirements and states the following:

'Before deciding on an application or approval of a plan, the responsible authority must consider the following as appropriate:

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

7.2. Loading Arrangements

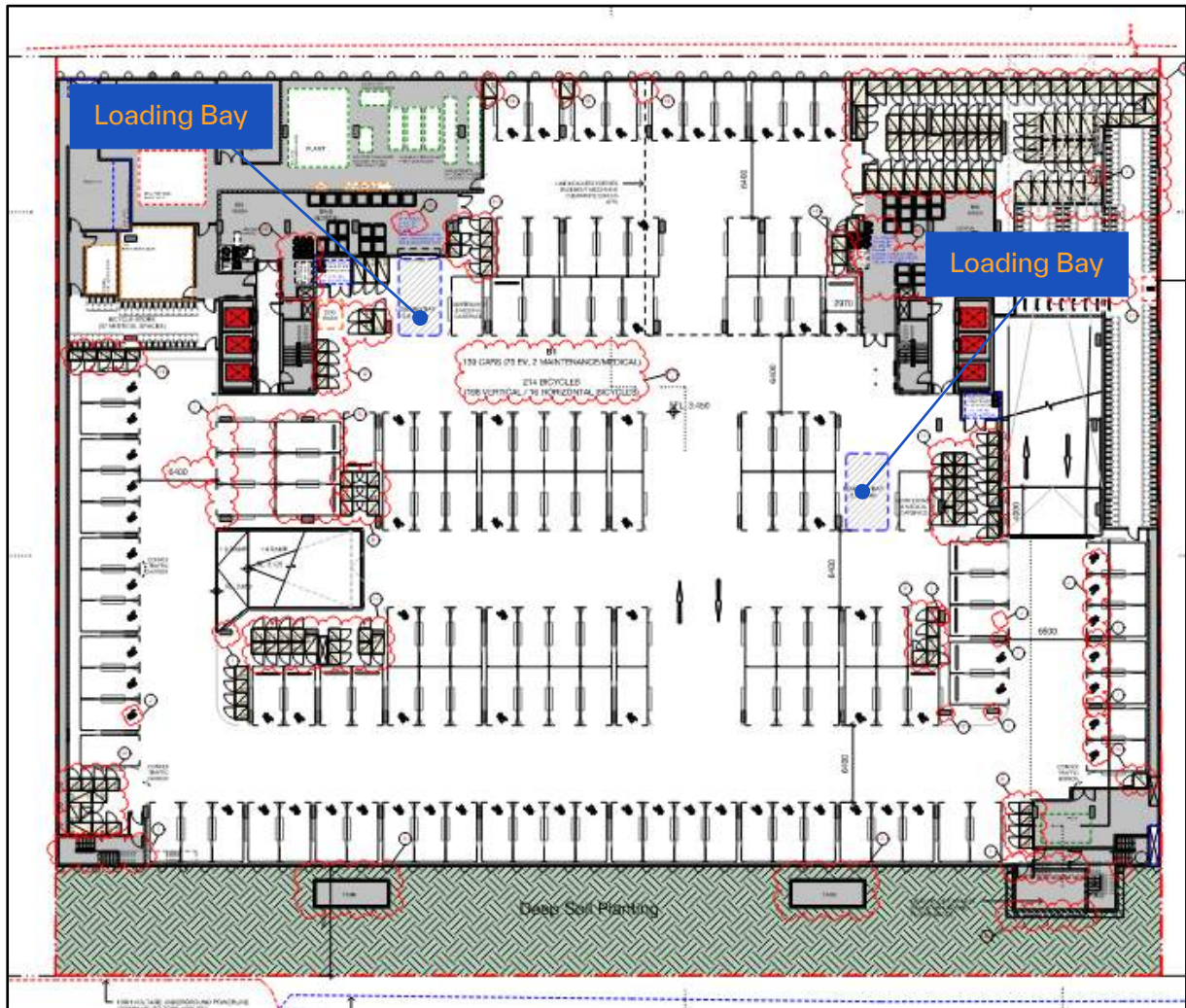
The site is expected to generate low level loading and unloading activities associated with deliveries to residents (meal delivery services, postal deliveries etc.). Noting the proposed number of dwellings, these could be expected to occur daily. However, they would typically be completed by a standard passenger vehicle or courier vehicle.

As an intercom and roller door are proposed at the site access point to control access to/from the basement levels, it is expected that these types of deliveries will be undertaken via on-street parking along Queens Lane. The 3.2-metre-wide indented pick up / drop off lane along the site frontage affords delivery drivers a convenient location to park in close proximity to the main building entrance. Given the time restrictions that will be imposed on these spaces, they are expected to be available for use by delivery drivers as needed.

Loading activities can also be expected associated with residents moving in / out of the site. When having regard for the proposed apartment mix that predominately favours dwellings with two-bedrooms or less, it is expected that the largest delivery that would be required for residents to move in / move out of the site would be equivalent in size to a 6.4-metre-long SRV.

A 3.5-metre-wide x 6.4-metre-long loading bay is proposed within basement 01 in close proximity to each lift core, to accommodate loading activities. The location of the loading bays is shown in Figure 7.1.

Figure 7.1: Proposed Loading Bay Locations



(Source: Bates Smart – General Arrangement Basement Level 01).

As described in Section 6.3 of this report, a swept path assessment has been undertaken which demonstrates that a 6.4-metre-long SRV is able to turn left into the site from Queens Lane, circulate the internal accessways within basement 01 and reverse into both of the proposed loading bays. Once loading/unloading is complete, the SRV is able to circulate the internal accessways within basement 01 and depart the site in a forward direction by turning left onto Queens Lane.

7.3. Waste Collection Arrangements

A Waste Management Plan (WMP) has been prepared for the amended application by Ratio Consultants.

Based on the details within the WMP, it is understood that waste will be collected on-site from the proposed loading bays within basement 01, by a private contractor using a 6.4-metre-long mini-rear loader.

Reference is made to the preceding discussion in Section 6.3 which demonstrates that a 6.4-metre-long SRV is able to access the site and both of the proposed loading bays in a suitable manner. As the mini-rear loader has a much tighter turning circle than the SRV, it follows that a mini-rear loader will be able to access both of the proposed loading bays in a suitable manner.

7.4. Adequacy of Loading & Waste Collection Arrangements

Based on the preceding discussion, the proposed loading and waste collection arrangements are considered to be acceptable.

For reference, each of the abovementioned swept paths are provided at Appendix D of this report.

8. Traffic Assessment

8.1. Traffic Generation

Traffic generation rates for residential developments are impacted by a range of factors including housing density, number of car parking spaces provided, availability to proximate alternate transport modes (including public transport services, bicycle network and car share facilities) and proximity to nearby activity centres or other retail facilities and services.

Additionally, the following factors are of particular relevance to the traffic generation rate of the subject site:

- The development proposal seeks to provide 214 resident bicycle parking spaces, which is more than double the statutory requirement for residents. This provision will assist in encouraging residents to cycle in lieu of private vehicle usage as their preferred mode of transport;
- The future ANZAC Railway Station will provide a proximate public transport connection for residents travelling on the metropolitan railway network;
- The development has convenient access to high frequency tram services, providing a direct and efficient public transport connection to the immediate area and the CBD;
- A review of 2021 ABS Census data suggest that car ownership rates within the locality are significantly lower than the statutory car parking requirement for each dwelling typology; and
- The proposed apartment mix predominately favours studio, one and two-bedroom apartments, which will generate a lower volume of traffic than larger three-bedroom apartments.

Based on the above discussion and the high level of transport amenity available to the site, it is assumed an average of up to two (2) vehicle trips per day could be generated by dwellings. It is noted that this is an *average* traffic generation rate applied to *all* dwellings recognising that smaller apartments may generate less traffic and some larger apartments may generate more.

Nevertheless, it is noted that Council have previously requested that 3 bedroom dwellings be assessed at a higher rate of 4 vehicle trips per day on the basis of additional parking being provided for these dwellings. It is noted that car ownership does not directly correlate with traffic generation i.e. simply owning a vehicle does not mean it will be used during the peak hour. Nevertheless, to provide a robust assessment consistent with previous reviews, a traffic generation rate of 4vpd has been applied to the 3 bedroom dwellings.

Typically, 10% of traffic is expected during the AM and PM peak hour periods as summarised in Table 8.1.

Table 8.1: Estimated Dwelling Generated Traffic Volumes

Dwellings	Schedule	Generation Rate	Traffic Volume
Studio, 1 & 2 bedroom dwellings	416 dwellings	0.2vph/dwelling	83 vpd
3 bedroom dwellings	18 dwellings	0.4vph/dwelling	7 vpd
Total	434 dwellings		90 vpd

Typical splits between inbound and outbound movements in the AM and PM peak hour for residential traffic have been assumed as follows:

- AM Peak Hour – 20% inbound / 80% outbound; and
- PM Peak Hour – 60% inbound / 40% outbound.

Application of the preceding assumptions to the proposed 434 apartments results in the following traffic generation estimates, as presented in Table 8.2.

Table 8.2: Estimated Site Generated Traffic Volume Distribution

Direction	AM Peak Hour	PM Peak Hour	Daily
Inbound	18 vph	54 vph	450 vpd
Outbound	72 vph	36 vph	450 vpd
Total	90 vph	90 vph	900 vpd

As presented in Table 8.2, the development proposal is expected to generate up to 90 vehicle movements during the AM and PM peak hour periods and 900 vehicle movements per day.

8.2. Traffic Distribution & Impact

Peak Hour

The site generated traffic will enter & exit the site via the proposed crossover to/from Queens Lane at the south-east corner of the site. The site generated traffic will travel via either the Roy Street / Queens Lane or Beatrice Street / Queens Lane intersections and then disperse onto the surrounding arterial road network via either Queens Road or St Kilda Road. The choice of route will depend on the origin and destination of the trip to and from the subject site.

The estimated site generated traffic volumes represent an average of 1.5 vehicle movements per minute at the site access during the AM and PM peak hour periods. There are a number of alternate routes for traffic to access the site with traffic expected to be distributed across the 4 nearby intersections with Queens Road and St Kilda Road. Assuming volumes are approximately evenly distributed across each of these 4 intersections, in the order of 22-23vph could be expected at each intersection. Accounting for the directional distribution of vehicles travelling to/from the site, the site generated traffic is expected to have minimal impact on the operation of the abovementioned intersections.

It is therefore expected that the increased traffic volumes can be readily accommodated by the existing surrounding road network in a safe and satisfactory manner without creating detrimental traffic safety or operational impacts.

Daily

As detailed in Section 2.3 of this report, the section of Queens Lane fronting the subject site carries approximately 1,150 vehicles per day on the basis of a peak to daily ratio of 10% for local roads. It is noted that the traffic surveys were undertaken when the previous use of the site (a 6-storey hotel) was operational and as such, would have captured the traffic volumes associated with the hotel. Given that the hotel has since ceased operating and the site is now vacant, this is considered a conservative estimate of the existing daily traffic volumes using Queens Lane.

As presented in Table 8.2, the development proposal is anticipated to generate up to 900 vehicle movements per day.

Accordingly, a total of 2,050 vehicles per day are expected along Queens Lane post development of the site.

Based on the definitions presented within Clause 56.06-8 of the Port Phillip Planning Scheme indicates Queens Lane is considered to be classified as an Access Street with a corresponding daily environmental traffic capacity of between 2,000 – 3,000 vehicles per day.

The anticipated post development traffic volumes along Queens Lane are at the lower end of this range and therefore the traffic impact of the development proposal is considered acceptable.

9. Conclusion

The amended application seeks to develop the land addressed as 50 Queens Road in Melbourne for the purpose of a 14-storey residential building.

Specifically, the development proposal seeks to provide a total of 434 apartments under a 'Built to Rent' typology, comprising:

- 64 x studio apartments;
- 223 x one-bedroom apartments;
- 129 x two-bedroom apartments; and
- 18 x three-bedroom apartments.

The following amenities /communal areas are also proposed:

- Gymnasium and pool & amenities areas at ground level;
- Coworking area at level 01; and
- Tenant amenity / lounge area at level 13.

It is understood that each of the amenity / communal areas will only be available to future residents and are therefore considered ancillary to the site.

The development proposal seeks to provide 503 car parking spaces on-site across three (3) basement levels comprising:

- 501 spaces will be allocated to residents; and
- 2 maintenance & medical spaces will be provided within basement level 01.

A total of 258 bicycle parking spaces are also proposed on-site, comprising:

- 44 spaces in various locations at ground level for visitors; and
- 214 spaces and a bicycle repair station in a secure bicycle store within basement 01 for residents.

Based on the foregoing assessment, the following conclusions are drawn:

- The amended application has a statutory requirement to provide 452 car parking spaces on-site;
- The proposed provision of 501 car parking spaces on-site for residents exceed the statutory requirement and is therefore compliant with Clause 52.06 of the Planning Scheme;
- It is proposed to provide 258 bicycle parking spaces on-site, including 214 spaces for residents and 44 spaces for visitors. This provision exceeds the statutory requirement for the site and is considered acceptable;
- The proposed bicycle parking layout has been designed in accordance with the requirements of AS/NZS 2890.3:2015;

- The proposed access arrangements and internal accessways are considered to be designed appropriately to accommodate the largest vehicle accessing the site (a 6.4-metre-long SRV) in a suitable manner;
- The proposed car parking facilities have been designed generally in accordance with the requirements outlined within Clause 52.06-9 of the Port Phillip Planning Scheme and the relevant sections of the Australian / New Zealand Standards (AS2890 series) where applicable;
- The proposed loading and waste collection arrangements for the site are considered acceptable;
- The development proposal is estimated to generate in the order of 90 vehicle movements during the AM and PM peak hour periods. It is expected that this increase in traffic volume can be readily accommodated by the existing surrounding road network in a safe and satisfactory manner without creating adverse traffic safety or operational issues; and
- The development proposal is expected to generate up to an additional 900 vehicle movements per day along the section of Queens Lane fronting the subject site. This increase in daily traffic volume is considered acceptable.

On the basis of the assessment above, the development proposal is considered to be acceptable from a transport engineering perspective.

Appendix A Traffic Survey Results

Intersection of Beatrice St and Queens Ln, Melbourne

GPS: -37.848000, 144.978521

Date: Thu 10/03/22

Weather: Fine

Suburban: Melbourne

Customer: Ratio

North: Queens Ln

East: Beatrice St

South: Queens Ln

West: Beatrice St

Survey Period: AM: 6:00 AM-9:00 AM
PM: 3:00 PM-7:00 PM

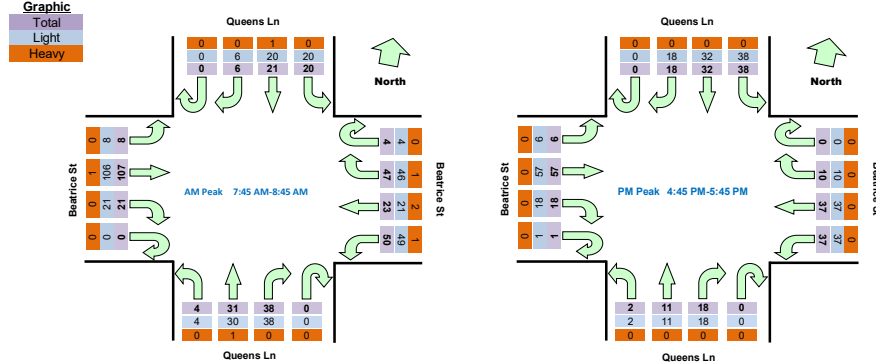
Traffic Peak: AM: 7:45 AM-8:45 AM
PM: 4:45 PM-5:45 PM

All Vehicles

Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	0	1	0	0	0	1	0	1	0	3	1	0	0	12	0	114	
6:15	6:30	0	0	2	0	0	0	0	1	0	0	4	0	0	1	12	0	137	
6:30	6:45	0	3	2	3	0	1	1	2	0	2	0	1	1	0	12	1	158	
6:45	7:00	0	1	1	0	1	2	1	3	0	4	4	0	0	3	25	0	195	
7:00	7:15	0	0	2	2	0	3	0	6	0	4	3	0	0	1	22	0	239	
7:15	7:30	0	0	1	4	0	5	0	4	0	3	1	0	0	0	23	0	275	
7:30	7:45	0	3	4	3	1	4	4	5	0	5	5	1	0	7	22	2	334	
7:45	8:00	0	2	3	5	2	13	4	7	0	11	3	3	0	5	29	2	380	Peak
8:00	8:15	0	0	6	2	1	7	4	11	0	8	9	0	0	5	24	2	377	
8:15	8:30	0	0	4	3	1	13	8	13	0	8	6	1	0	6	34	3		
8:30	8:45	0	4	8	10	0	14	7	19	0	11	13	0	0	5	20	1		
8:45	9:00	0	1	2	5	0	15	7	9	0	8	11	2	0	10	15	1		
9:00	9:15	0	2	1	3	0	3	2	3	0	6	5	2	0	2	11	1	207	
9:15	9:30	0	5	3	7	3	3	7	4	0	4	3	0	0	5	9	0	214	
9:30	9:45	0	2	5	4	1	2	7	6	0	7	2	2	0	4	16	2	224	
9:45	10:00	0	2	3	7	0	4	4	10	0	1	5	1	0	1	13	2	230	
10:00	10:15	0	1	7	3	0	3	4	3	0	2	3	1	0	4	16	1	239	
10:15	10:30	0	2	3	9	1	6	4	10	0	3	5	1	0	3	15	1	268	
10:30	10:45	0	2	6	11	0	3	6	8	0	3	2	0	0	5	19	1	282	
10:45	11:00	0	1	13	6	0	2	10	6	0	3	2	1	0	2	16	0	285	Peak
11:00	11:15	0	4	6	7	0	2	15	7	0	7	4	1	0	7	14	3	280	
11:15	11:30	0	6	6	14	0	3	7	11	0	5	3	0	1	4	15	2	267	
11:30	11:45	0	7	7	11	0	3	5	13	0	3	2	0	0	5	12	1	255	
11:45	12:00	0	3	2	12	0	1	5	11	0	4	3	1	0	1	13	1	235	
12:00	12:15	0	3	7	11	0	6	5	8	0	6	3	0	0	3	12	0	233	
12:15	12:30	0	3	7	7	0	5	7	11	0	6	4	1	0	5	8	1		
12:30	12:45	0	1	4	5	1	6	7	6	0	1	2	2	0	0	14	0		
12:45	1:00	0	0	7	8	0	2	1	6	0	3	4	0	0	2	17	5		

Peak Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:45	8:45	0	6	21	20	4	47	23	50	0	38	31	4	0	21	107	8	380
16:45	17:45	0	18	32	38	0	10	37	37	0	18	11	2	1	18	57	6	285

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	1	0	0	1	0	1	0	1	3	1	0	0	12	0
6:15	6:30	0	0	2	0	0	0	0	1	0	0	3	0	0	1	12	0
6:30	6:45	0	3	2	3	0	1	1	2	0	2	0	1	1	0	12	1
6:45	7:00	0	1	1	0	1	2	1	3	0	4	4	0	0	3	25	0
7:00	7:15	0	0	2	2	0	3	0	6	0	4	2	0	0	1	22	0
7:15	7:30	0	0	1	4	0	4	0	4	0	3	1	0	0	0	22	0
7:30	7:45	0	3	4	3	1	4	4	4	0	5	5	1	0	7	21	2
7:45	8:00	0	2	3	5	2	12	4	6	0	11	3	3	0	5	29	2
8:00	8:15	0	0	6	2	1	7	4	11	0	8	9	0	0	5	24	2
8:15	8:30	0	0	3	3	1	13	8	13	0	8	5	1	0	6	34	3
8:30	8:45	0	4	8	10	0	14	5	19	0	11	13	0	0	5	19	1
8:45	9:00	0	1	2	5	0	15	6	9	0	8	11	2	0	10	14	1
9:00	9:15	0	2	1	3	0	3	2	2	0	6	5	2	0	2	11	1
9:15	9:30	0	5	3	7	3	3	7	4	0	4	3	0	0	5	9	0
9:30	9:45	0	1	5	4	1	2	6	6	0	7	2	2	0	4	15	2
9:45	10:00	0	2	3	7	0	4	4	10	0	1	5	1	0	1	13	2
10:00	10:15	0	1	7	3	0	3	4	3	0	2	3	1	0	4	16	1

16:15	16:30	0	2	3	9	1	6	4	10	0	3	5	1	0	3	15	1
16:30	16:45	0	2	6	11	0	3	6	8	0	3	2	0	0	5	18	1
16:45	17:00	0	1	13	6	0	2	10	6	0	3	2	1	0	2	16	0
17:00	17:15	0	4	6	7	0	2	15	7	0	7	4	1	0	7	14	3
17:15	17:30	0	6	6	14	0	3	7	11	0	5	3	0	1	4	15	2
17:30	17:45	0	7	7	11	0	3	5	13	0	3	2	0	0	5	12	1
17:45	18:00	0	3	2	12	0	1	5	11	0	4	3	1	0	1	13	1
18:00	18:15	0	3	7	11	0	6	5	8	0	6	3	0	0	3	12	0
18:15	18:30	0	3	7	7	0	5	7	11	0	6	4	1	0	5	8	1
18:30	18:45	0	1	4	5	1	6	7	6	0	1	2	2	0	0	14	0
18:45	19:00	0	0	7	8	0	2	1	6	0	3	4	0	0	2	17	5

Peak Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:45	8:45	0	6	20	20	4	46	21	49	0	38	30	4	0	21	106	8	373
16:45	17:45	0	18	32	38	0	10	37	37	0	18	11	2	1	18	57	6	285

Heavy Vehicles

Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15	7:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30	7:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45	8:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
15:00	15:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Queens Ln				East Approach Beatrice St				South Approach Queens Ln				West Approach Beatrice St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:45	8:45	0	0	1	0	0	1	2	1	0	0	1	0	0	0	1	0	7
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Roy St and Queens Ln, Melbourne

GPS -37.846238, 144.977875

Date:	Thu 10/03/22
Weather:	Fine
Suburban:	Melbourne
Customer:	Ratio

North:	N/A
East:	Roy St
South:	Queens Ln
West:	Roy St

Survey Period	AM:	6:00 AM-9:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

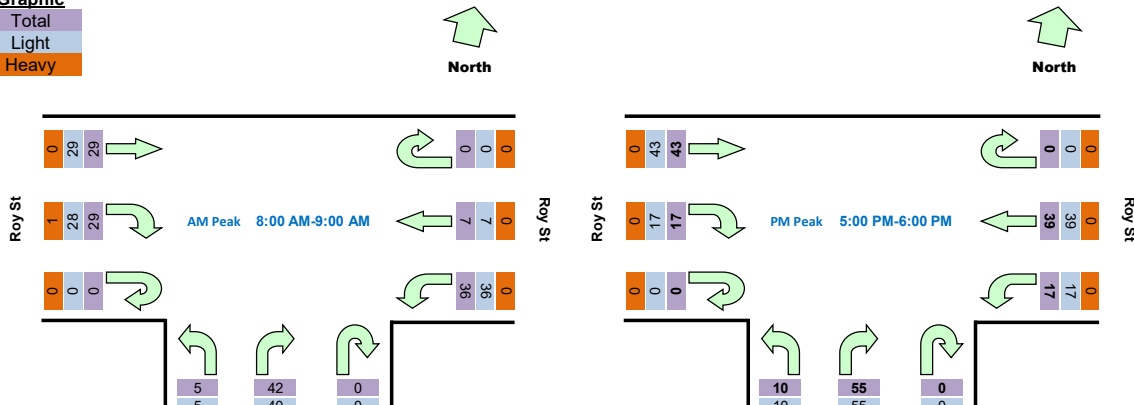
Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
6:00	6:15	0	1	0	0	2	0	0	0	1	40	
6:15	6:30	0	0	2	0	9	0	0	0	1	55	
6:30	6:45	0	1	0	0	4	0	0	1	2	58	
6:45	7:00	0	0	1	0	9	1	0	1	4	90	
7:00	7:15	0	1	2	0	7	0	0	4	5	92	
7:15	7:30	0	1	1	0	6	3	0	4	0	98	
7:30	7:45	1	2	7	0	16	3	0	4	7	113	
7:45	8:00	0	2	1	0	6	2	0	3	4	126	
8:00	8:15	0	0	5	0	10	0	0	6	4	148	Peak
8:15	8:30	0	0	8	0	8	1	0	5	8		
8:30	8:45	0	3	12	0	13	4	0	13	8		
8:45	9:00	0	4	11	0	11	0	0	5	9		
15:00	15:15	0	0	6	0	6	0	0	3	1	85	
15:15	15:30	0	2	6	0	10	1	1	2	8	100	
15:30	15:45	0	3	5	0	5	0	0	3	4	91	
15:45	16:00	0	2	2	0	7	1	0	3	4	102	
16:00	16:15	0	4	7	0	8	2	0	2	8	113	
16:15	16:30	0	3	3	0	9	1	0	1	4	128	
16:30	16:45	0	8	5	0	6	1	0	4	7	158	
16:45	17:00	0	5	8	0	5	0	0	4	8	173	
17:00	17:15	0	10	3	0	12	5	0	5	11	181	Peak
17:15	17:30	0	14	5	0	18	3	0	2	9	179	
17:30	17:45	0	7	6	0	15	2	0	7	9	153	
17:45	18:00	0	8	3	0	10	0	0	3	14	133	
18:00	18:15	0	3	12	0	12	3	0	3	11	121	
18:15	18:30	0	2	7	0	6	1	1	3	5		
18:30	18:45	0	8	4	0	4	2	0	4	4		
18:45	19:00	0	4	3	0	8	1	0	1	9		

Peak Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:00	9:00	0	7	36	0	42	5	0	29	29	148
17:00	18:00	0	39	17	0	55	10	0	17	43	181

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



0	40	0
0	2	0

Queens Ln

10	33	0
0	0	0

Queens Ln

Light Vehicles

Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	1	0	0	2	0	0	0	1
6:15	6:30	0	0	2	0	9	0	0	0	1
6:30	6:45	0	1	0	0	4	0	0	1	2
6:45	7:00	0	0	0	0	8	1	0	1	4
7:00	7:15	0	1	2	0	6	0	0	4	3
7:15	7:30	0	1	1	0	6	3	0	4	0
7:30	7:45	1	2	6	0	15	3	0	4	5
7:45	8:00	0	2	1	0	4	2	0	3	3
8:00	8:15	0	0	5	0	10	0	0	6	4
8:15	8:30	0	0	8	0	8	1	0	4	8
8:30	8:45	0	3	12	0	12	4	0	13	8
8:45	9:00	0	4	11	0	10	0	0	5	9
15:00	15:15	0	0	6	0	6	0	0	3	1
15:15	15:30	0	2	6	0	10	1	1	2	8
15:30	15:45	0	3	5	0	5	0	0	3	4
15:45	16:00	0	2	2	0	7	1	0	3	4
16:00	16:15	0	4	7	0	8	2	0	2	8
16:15	16:30	0	3	3	0	9	1	0	1	4
16:30	16:45	0	8	5	0	6	1	0	4	7
16:45	17:00	0	5	8	0	5	0	0	4	8
17:00	17:15	0	10	3	0	12	5	0	5	11
17:15	17:30	0	14	5	0	18	3	0	2	9
17:30	17:45	0	7	6	0	15	2	0	7	9
17:45	18:00	0	8	3	0	10	0	0	3	14
18:00	18:15	0	3	12	0	12	3	0	3	11
18:15	18:30	0	2	7	0	6	1	1	3	5
18:30	18:45	0	8	4	0	4	2	0	4	4
18:45	19:00	0	4	3	0	8	1	0	1	9

Peak Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:00	9:00	0	7	36	0	40	5	0	28	29	145
17:00	18:00	0	39	17	0	55	10	0	17	43	181

Heavy Vehicles

Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	1	0	1	0	0	0	0
7:00	7:15	0	0	0	0	1	0	0	0	2
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	1	0	1	0	0	0	2
7:45	8:00	0	0	0	0	2	0	0	0	1
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	1	0
8:30	8:45	0	0	0	0	1	0	0	0	0
8:45	9:00	0	0	0	0	1	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0

16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Roy St			South Approach Queens Ln			West Approach Roy St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	0	0	0	2	0	0	1	0	3
17:00	18:00	0	0	0	0	0	0	0	0	0	0

Appendix B Proposed Architectural Plans

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

L00 Apartment Count

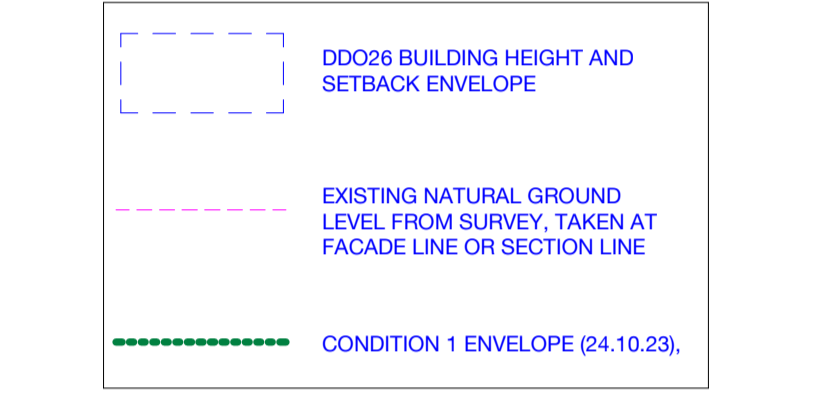
1B_1BA	1
1B_1BA_S	9
2B_2BA	10
TOTAL APARTMENTS:	20

Apartment Count - Whole Building

1B_1BA	174
1B_1BA_S	49
2B_2BA	129
3B_2BA	18
STUDIO	64
TOTAL APARTMENTS:	434

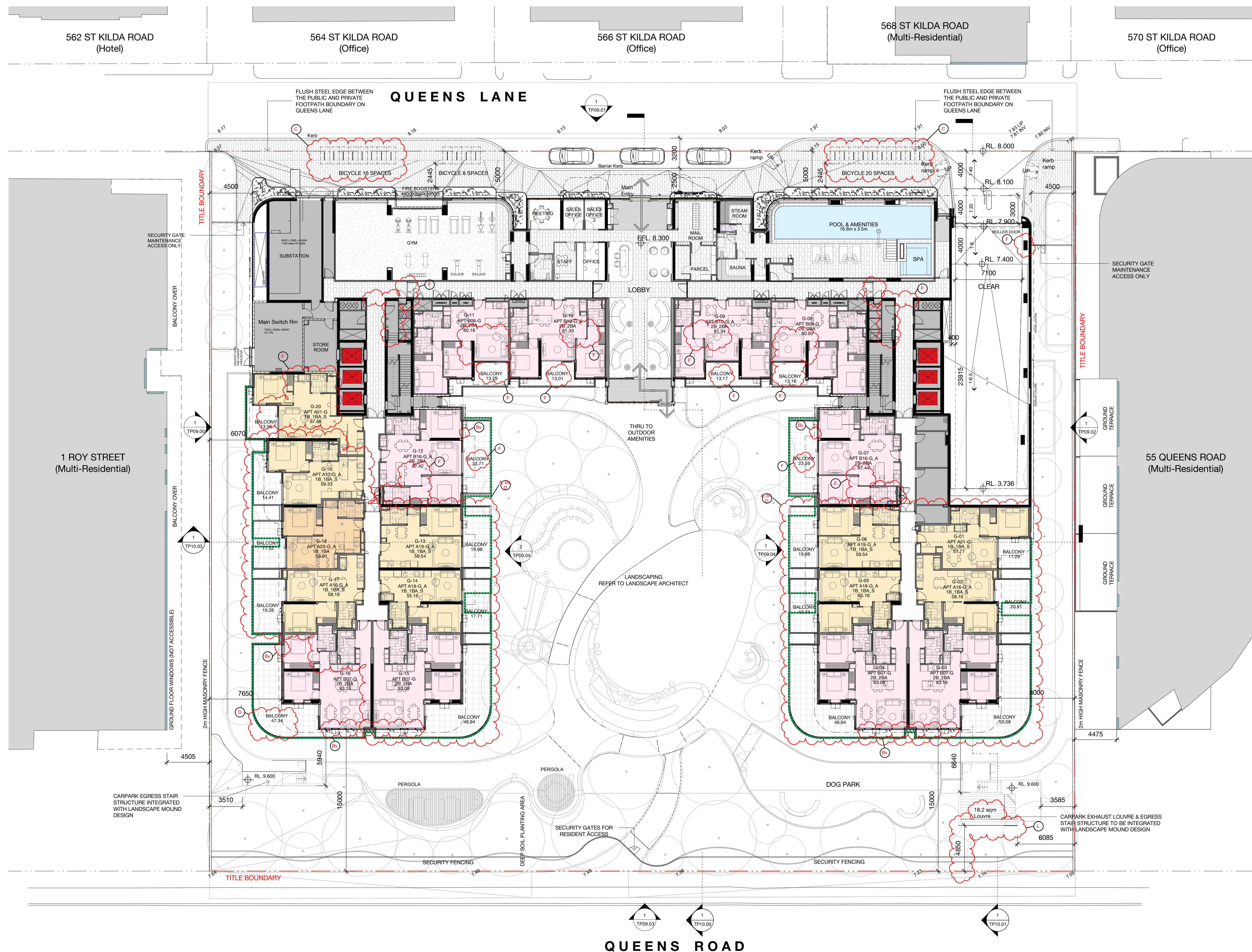
Apartments to achieve average 7.5 star NatHERs rating as maximum cooling load as per SMP

All non-residential spaces to achieve 10% improvement on Section J Energy efficiency building fabric requirements of the National Construction Code (NCC)



Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly

G	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
F	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
E	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
18	14.03.24	Town Planning Apartment Remix	CL	DR
17	05.03.24	Draft - Issued for Coordination	CL	DR
16	23.02.24	Draft - Issued for Coordination	CL	DR
15	16.02.24	Draft - Issued for Coordination	CL	DR
14	30.01.24	Draft - Issued for Coordination	CL	DR
13	22.01.24	Draft - Issued for Coordination	CL	DR
D	20.12.23	VCAT CONDITION 1 RFI RESPONSE	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
12	15.09.23	Draft - Issued for Coordination	CL	DR
11	31.07.23	Draft - Issued for Coordination	CL	DR
10	06.04.23	Draft - Issued For Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
9	03.03.23	Draft - issued for coordination	CL	DR
8	24.02.23	Draft - issued for coordination	CL	DR
7	02.02.23	Draft - issued for coordination	CL	DR
6	16.08.22	Draft - issued for coordination	CL	DR
5	12.08.22	Draft - issued for coordination	CL	DR
4	10.08.22	Draft - issued for coordination	CL	DR
3	08.08.22	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue	ZJ	RB
2	18.05.22	Draft - issued for coordination		
1	03.05.22	Draft - issued for coordination		



50 QUEENS RD

General Arrangement
Ground Floor

Status	TOWN PLANNING
Scale	1 : 200 @ A1
Drawn	CL Checked DR
Project No.	M12568
Plot Date	28/06/2024 2:30:01 PM
BIM	
Drawing no.	Revision
TP03.00	G

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Bates Smart Pty Ltd ABN 70 004 999 400

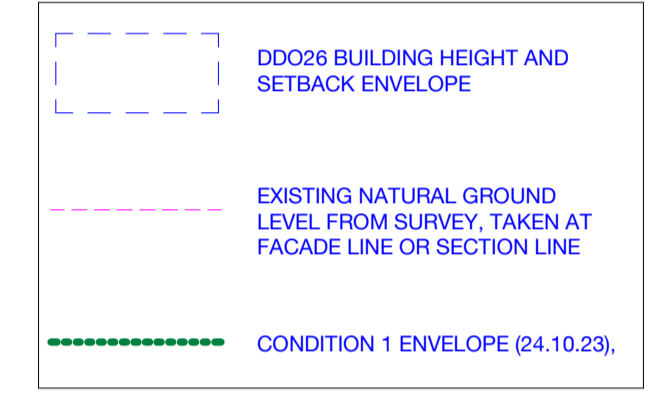
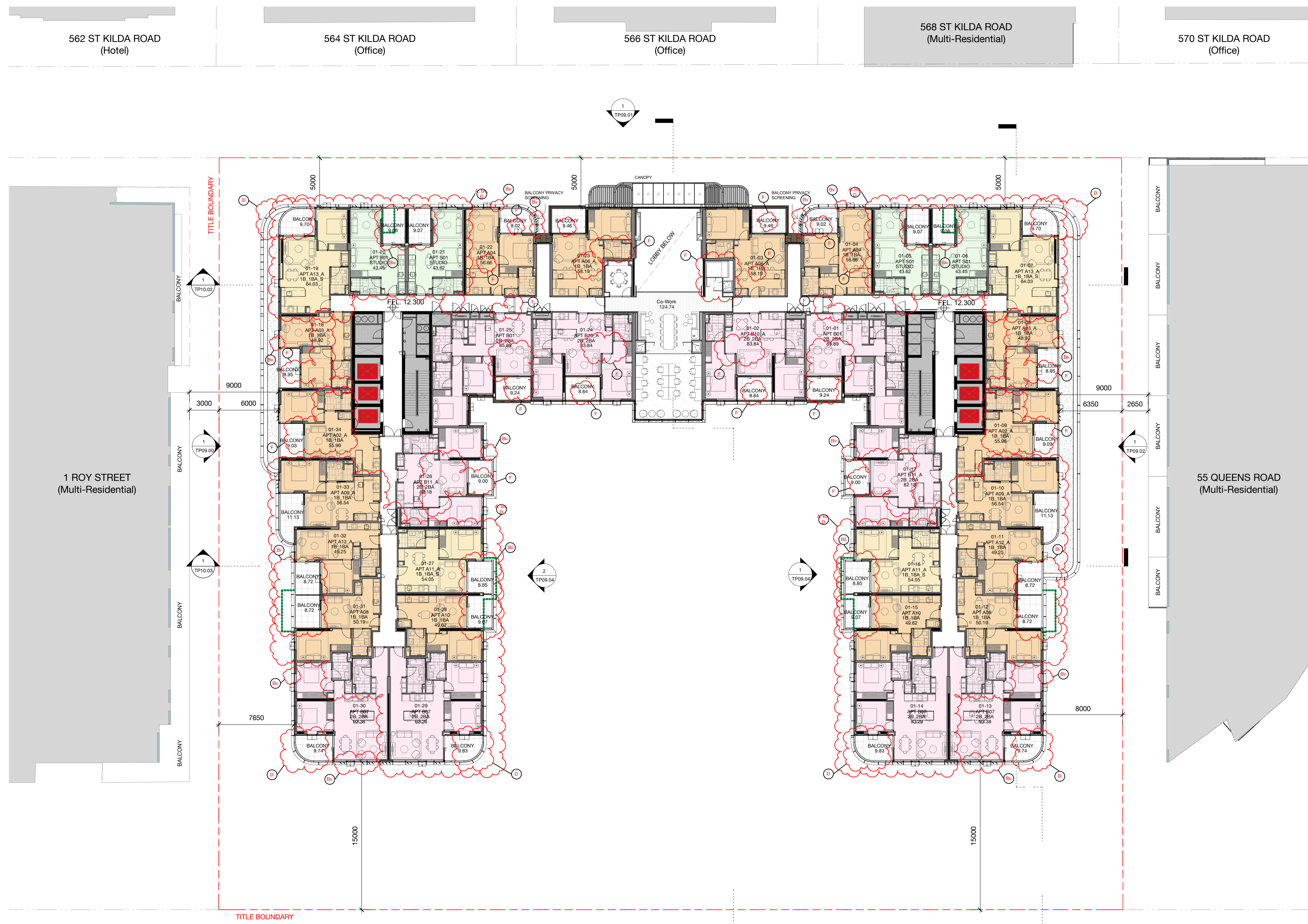


Autodesk Docs/50 Queens Rd/50 QUEENS RD_BIS_ARCH_162022.rvt

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L01 Apartment Count

1B_1BA	16
1B_1BA.S	4
2B_2BA	10
STUDIO	4
TOTAL APARTMENTS:	34



Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly

F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	DR	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	CL	DR
12	14.03.24	Town Planning Apartment Remix	CL	DR
11	05.03.24	Draft - Issued for Coordination	CL	DR
10	23.02.24	Draft - Issued for Coordination	CL	DR
9	16.02.24	Draft - Issued for Coordination	CL	DR
8	30.01.24	Draft - Issued for Coordination	CL	DR
7	22.01.24	Draft - Issued for Coordination	CL	DR
6	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
5	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - issued for coordination	CL	DR
4	24.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

50 QUEENS RD

General Arrangement Level 01



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:31:15 PM		
BIM			
Drawing no.	TP03.01	Revision	F

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Autodesk Docs://50 Queens Rd/50 QUEENS RD_BS_ARCH_162022.rvt

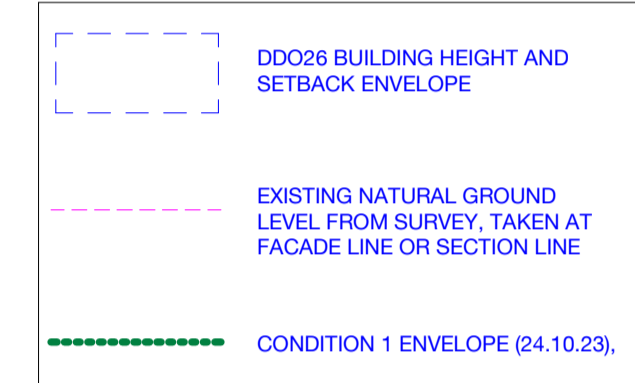
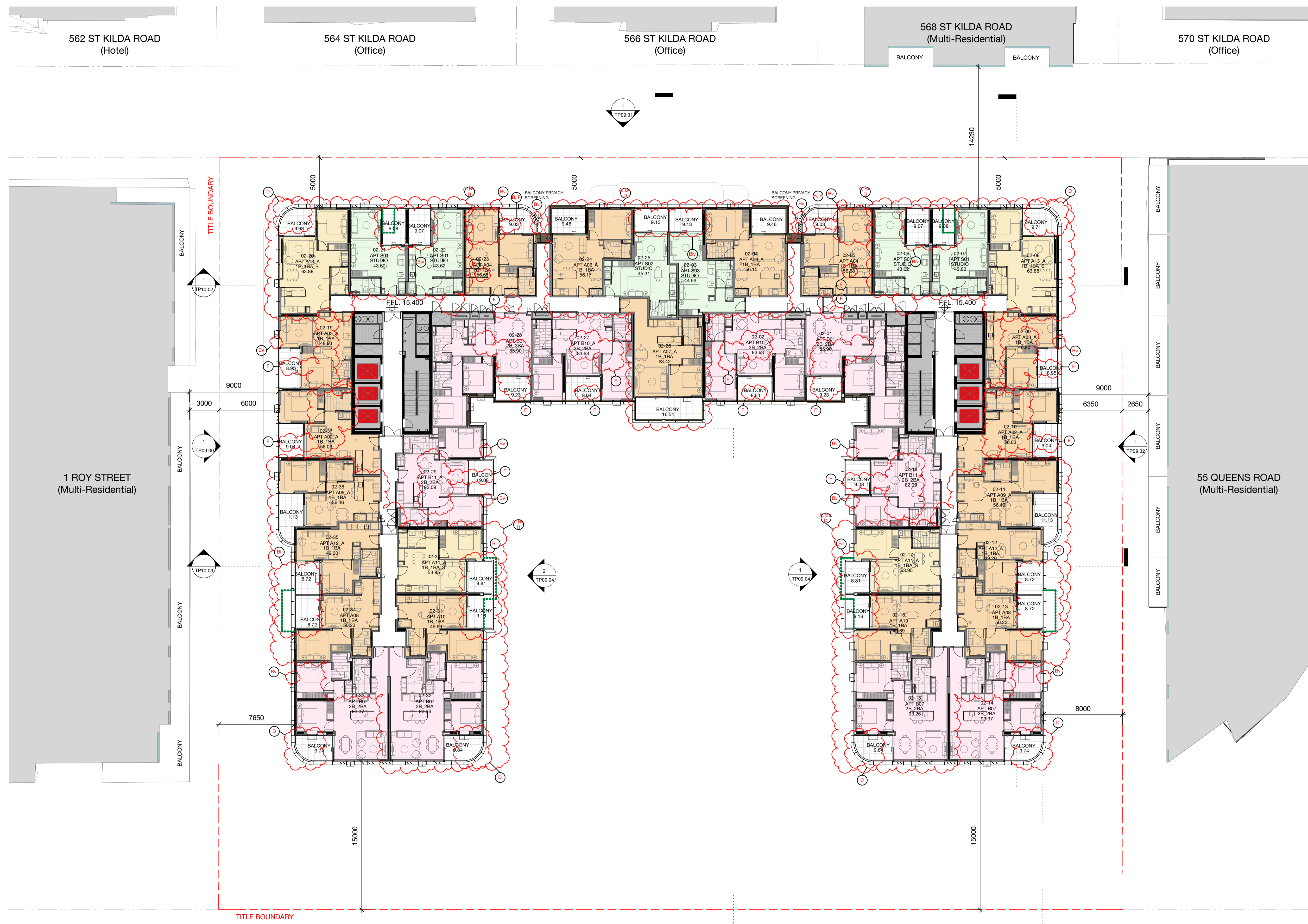
Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

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L02 Apartment Count

1B_1BA	17
1B_1BA.S	4
2B_2BA	10
STUDIO	6
TOTAL APARTMENTS:	37

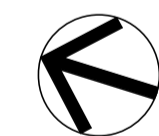


Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly.

Rev	Date	Description	Initial	Checked
F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
14	14.03.24	Town Planning Apartment Remix	CL	DR
13	05.03.24	Draft - Issued for Coordination	CL	DR
12	23.02.24	Draft - Issued for Coordination	CL	DR
11	16.02.24	Draft - Issued for Coordination	CL	DR
10	13.02.24	Draft - Issued for Coordination	CL	DR
9	30.01.24	Draft - Issued for Coordination	CL	DR
8	22.01.24	Draft - Issued for Coordination	CL	DR
7	16.01.24	Draft - Issued for Coordination	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - issued for coordination	CL	DR
4	24.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

50 QUEENS RD

General Arrangement Level 02



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:32:19 PM		
BIM			

Drawing no.	Revision
TP03.02	F

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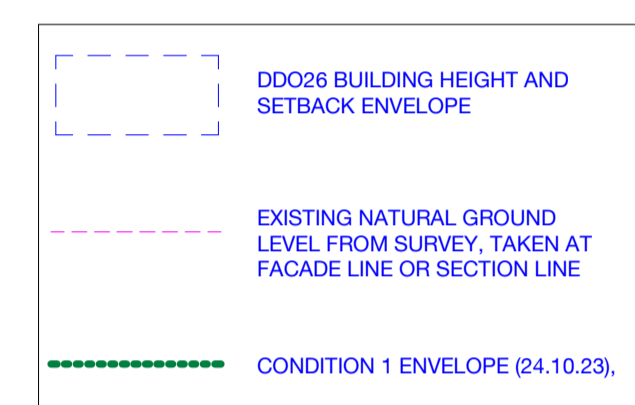
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L03 Apartment Count

1B_1BA	17
1B_1BA.S	4
2B_2BA	10
STUDIO	6
TOTAL APARTMENTS:	37

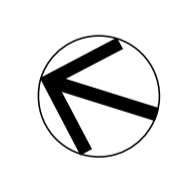


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F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
10	21.03.24	Town Planning Apartment Remix	CL	DR
9	14.03.24	Town Planning Apartment Remix	CL	DR
8	05.03.24	Draft - Issued for Coordination	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
7	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
6	03.03.23	Draft - issued for coordination	CL	DR
5	24.02.23	Draft - issued for coordination	CL	DR
4	17.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

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General Arrangement Level 03



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:33:16 PM		
BIM			
Drawing no.	TP03.03	Revision	F

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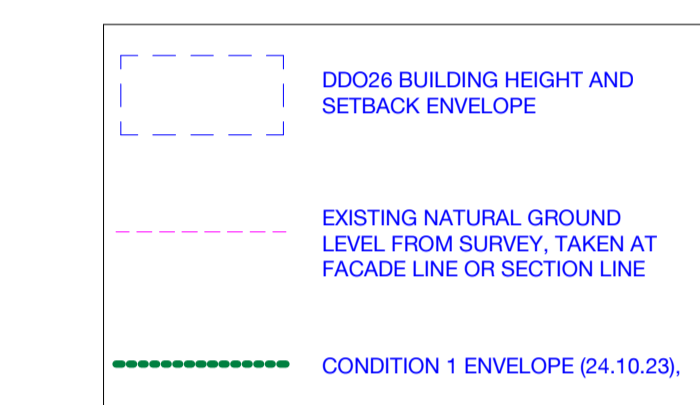
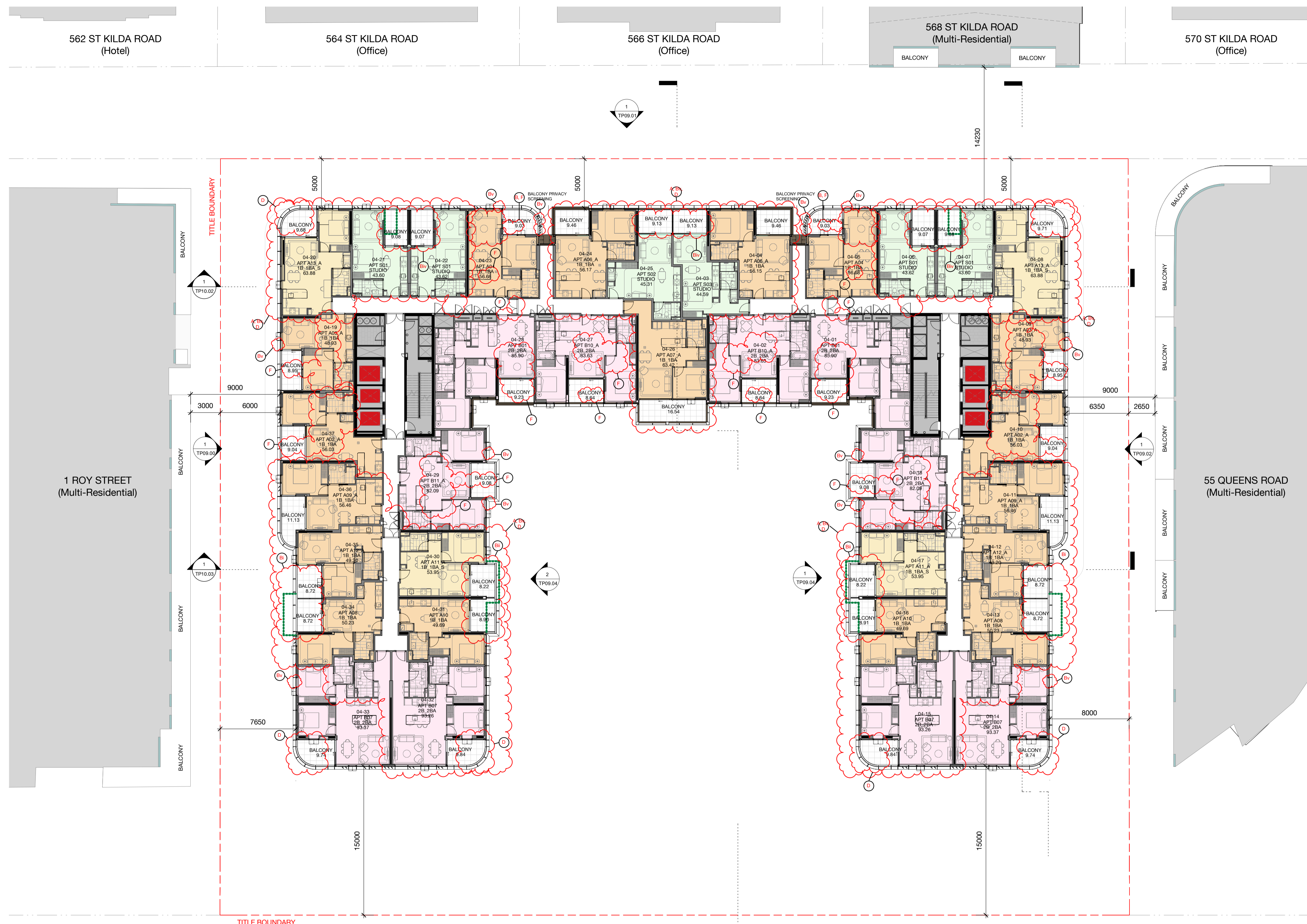
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L04 Apartment Count

1B_1BA 17
 1B_1BA.S 4
 2B_2BA 10
 STUDIO 6
TOTAL APARTMENTS: 37

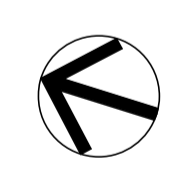


Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly.

F	25.06.24	VCAT - REMIX S&TA SUBMISSION	CL	DR
E	25.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
8	14.03.24	Town Planning Apartment Remix	CL	DR
7	05.03.24	Draft - Issued for Coordination	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - issued for coordination	CL	DR
4	24.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

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General Arrangement Level 04 - 08



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:34:11 PM		
BIM			
Drawing no.	TP03.04		Revision
			F

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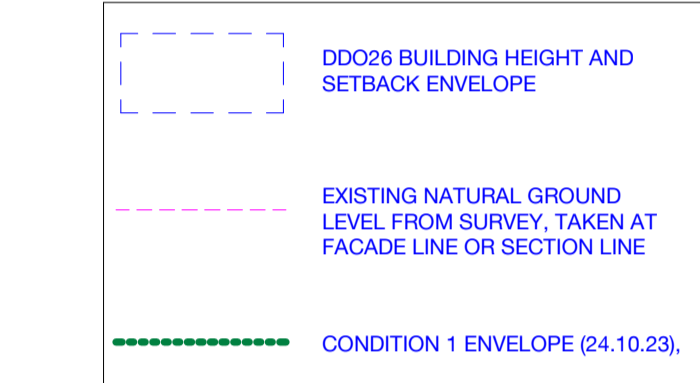
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L09 Apartment Count

1B_1BA	11
1B_1BA.S	2
2B_2BA	6
3B_2BA	4
STUDIO	6
TOTAL APARTMENTS:	29



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F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
11	14.03.24	Town Planning Apartment Remix	CL	DR
10	05.03.24	Draft - Issued for Coordination	CL	DR
9	23.02.24	Draft - Issued for Coordination	CL	DR
8	16.02.24	Draft - Issued for Coordination	CL	DR
7	22.01.24	Draft - Issued for Coordination	CL	DR
6	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
5	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
4	03.03.23	Draft - issued for coordination	CL	DR
3	24.02.23	Draft - issued for coordination	CL	DR
A	02.02.23	Draft - issued for coordination	CL	DR
2	01.06.22	Planning Permit Issue		
1	18.05.22	Draft - issued for coordination	ZJ	RB
Rev	Date	Description	Initial	Checked

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**General Arrangement
Level 09 - 11**

Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:35:09 PM		
BIM			
Drawing no.	TP03.09		Revision
			F

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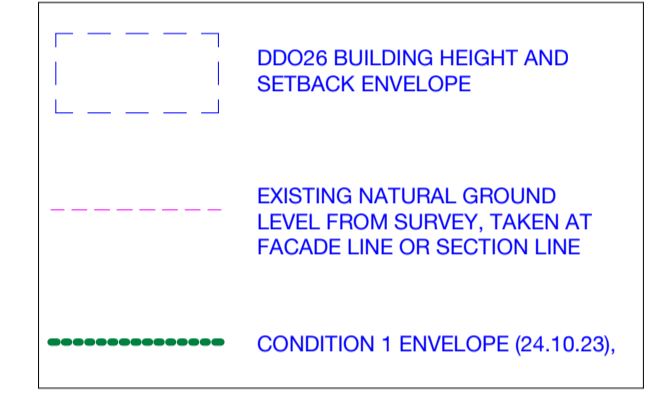
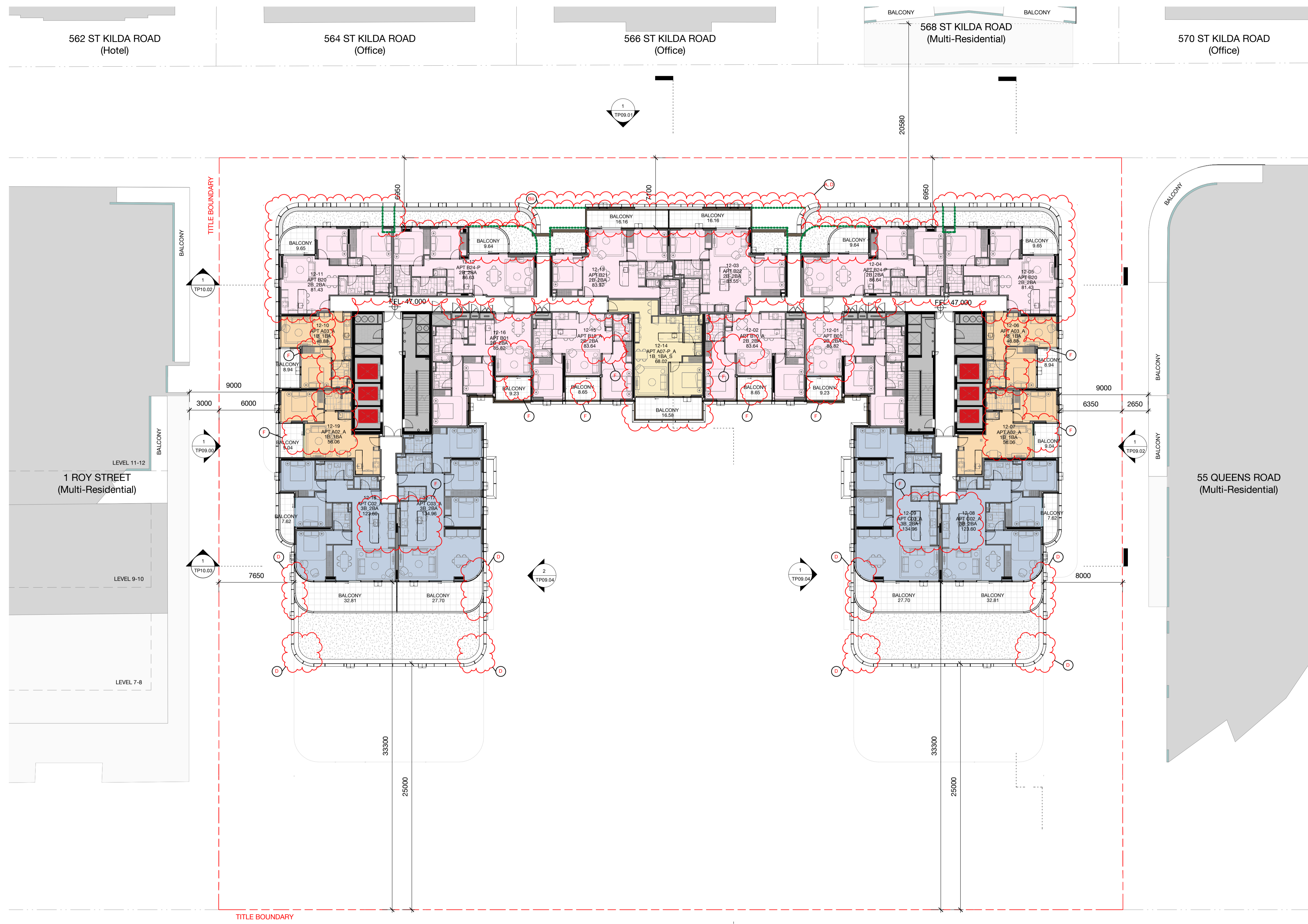
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L12 Apartment Count

1B_1BA	4
1B_1BA.S	1
2B_2BA	10
3B_2BA	4
TOTAL APARTMENTS:	19

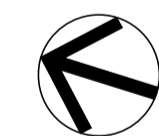


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Rev	Date	Description	Initial	Checked
F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
13	21.03.24	Town Planning Apartment Remix	CL	DR
12	14.03.24	Town Planning Apartment Remix	CL	DR
11	06.03.24	Draft - Issued for Coordination	CL	DR
10	05.03.24	Draft - Issued for Coordination	CL	DR
9	23.02.24	Draft - Issued for Coordination	CL	DR
8	22.01.24	Draft - Issued for Coordination	CL	DR
7	16.01.24	Draft - Issued for Coordination	CL	DR
6	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
5	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
4	03.03.23	Draft - issued for coordination	CL	DR
3	24.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue	CL	DR
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

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General Arrangement Level 12



Status	TOWN PLANNING
Scale	1 : 200 @ A1
Drawn	CL Checked DR
Project No.	M12568
Plot Date	28/06/2024 2:35:58 PM
BIM	
Drawing no.	Revision
TP03.12	F

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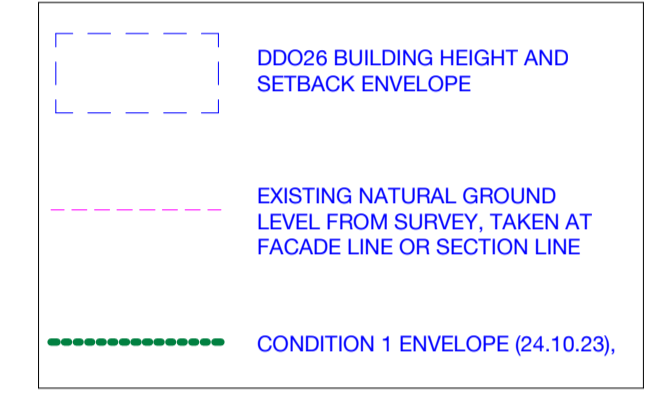
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L13 Apartment Count

1B_1BA	1
1B_1BA.S	1
2B_2BA	11
3B_2BA	2
TOTAL APARTMENTS:	15



Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly.

Rev	Date	Description	Initial	Checked
E	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
D	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
C	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
6	14.03.24	Town Planning Apartment Remix	CL	DR
5	05.03.24	Draft - Issued for Coordination	CL	DR
4	23.02.24	Draft - Issued for Coordination	CL	DR
3	22.01.24	Draft - Issued for Coordination	CL	DR
2	18.01.24	Draft - Issued for Coordination	CL	DR
B	18.12.23	VCAT CONDITION 1 RFI RESPONSE	CL	DR
A	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
1	15.09.23	Draft - Issued for Coordination	CL	DR

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**General Arrangement
Level 13**



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:36:42 PM		
BIM			
Drawing no.	TP03.13	Revision	E

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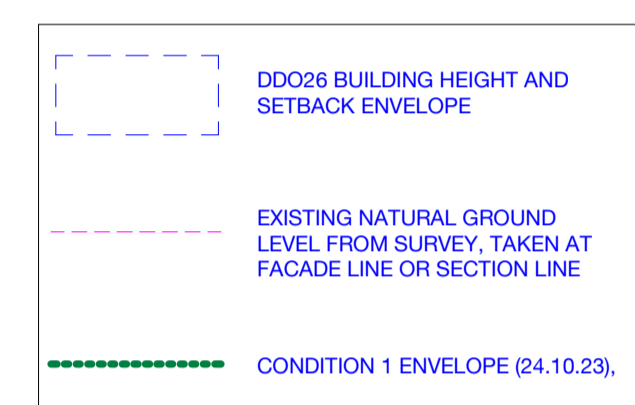
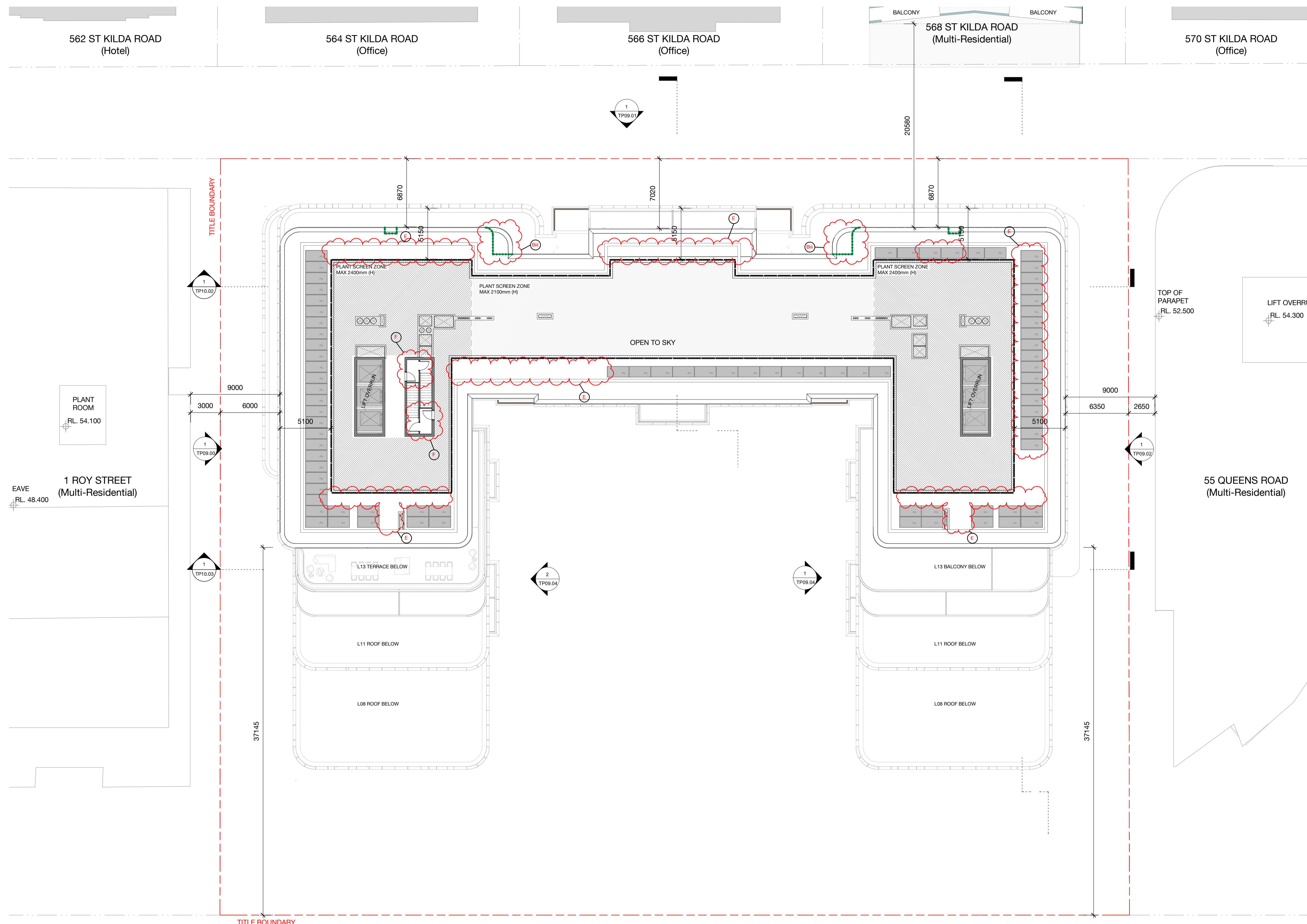
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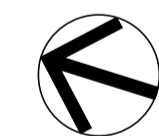


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Rev	Date	Description	Initial	Checked
G	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
F	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
E	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
9	14.03.24	Town Planning Apartment Remix	CL	DR
8	05.03.24	Draft - Issued for Coordination	CL	DR
7	23.02.24	Draft - Issued for Coordination	CL	DR
D	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
C	07.03.23	VCAT Submission Issue	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - issued for coordination	CL	DR
4	24.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	18.05.22	Draft - issued for coordination	ZJ	RB
1	03.05.22	Draft - issued for coordination		

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General Arrangement Roof Plant



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:37:36 PM		
BIM			
Drawing no.	Revision		

TP03.14 **G**

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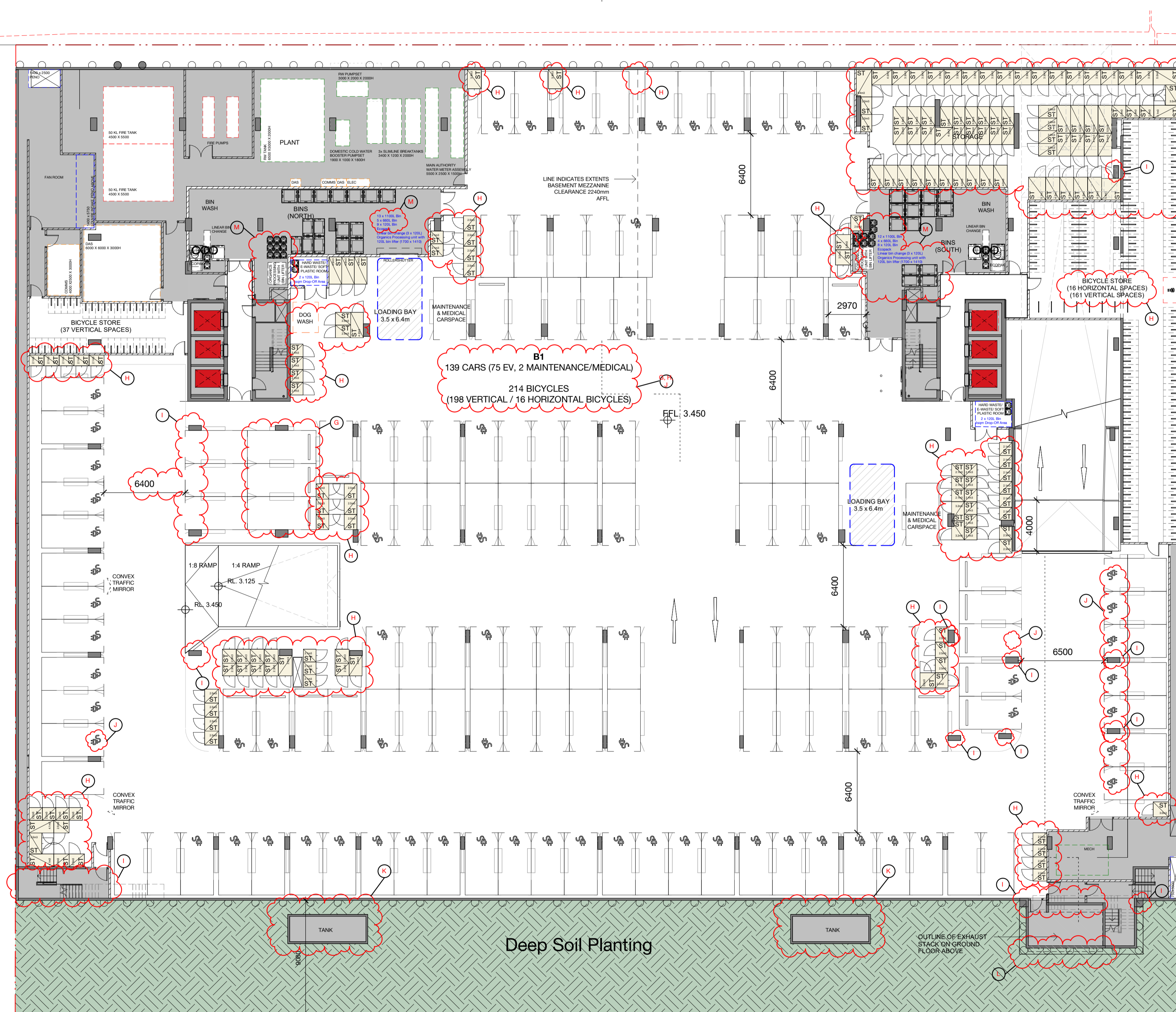


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Car space provision:
 B1: 139
 B2: 206
 B3: 158
 Total: 503

All car spaces are 2600x4900 unless noted otherwise.

--- DDO26 BUILDING HEIGHT AND SETBACK ENVELOPE
 - - - EXISTING NATURAL GROUND LEVEL FROM SURVEY, TAKEN AT FACADE LINE OR SECTION LINE
 CONDITION 1 ENVELOPE (24.10.23)

Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly

G	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
F	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
E	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
10	21.03.24	Town Planning Apartment Remix	CL	DR
9	14.03.24	Town Planning Apartment Remix	CL	DR
8	05.03.24	Draft - Issued for Coordination	CL	DR
7	23.02.24	Draft - Issued for Coordination	CL	DR
D	18.12.23	VCAT CONDITION 1 RFI RESPONSE	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - issued for coordination	CL	DR
4	24.02.23	Draft - issued for coordination	CL	DR
3	02.02.23	Draft - issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	20.05.22	Bins room updated		
1	03.05.22	Draft - issued for coordination	ZJ	RB
Rev	Date	Description	Initial	Checked

50 QUEENS RD

General Arrangement Basement Level 01

Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:39:05 PM		
BIM			
Drawing no.	TP03.B01		Revision
			G

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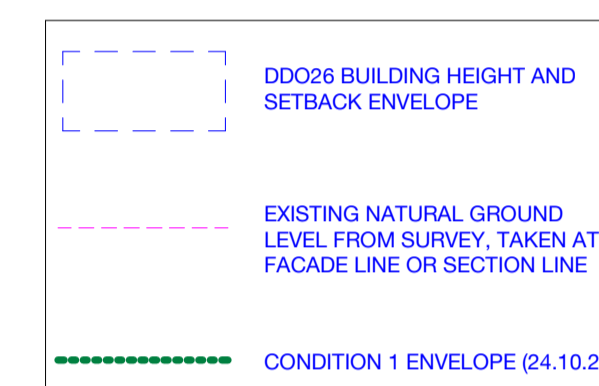


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 Version: 1, Version Date: 11/07/2024

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D	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
C	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
7	21.03.24	Town Planning Apartment Remix	CL	DR
6	14.03.24	Town Planning Apartment Remix	CL	DR
5	05.03.24	Draft - Issued for Coordination	CL	DR
4	23.02.24	Draft - Issued for Coordination	CL	DR
B	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
3	15.09.23	Draft - Issued for Coordination	CL	DR
A	07.03.23	VCAT Submission Issue	CL	DR
2	03.03.23	Draft - issued for coordination	CL	DR
1	24.02.23	Draft - issued for coordination	CL	DR
Rev	Date	Description	Initial	Checked

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General Arrangement
Basement Level 01 Mezzanine



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:39:20 PM		
BIM			
Drawing no.	TP03.B01M		Revision
			E

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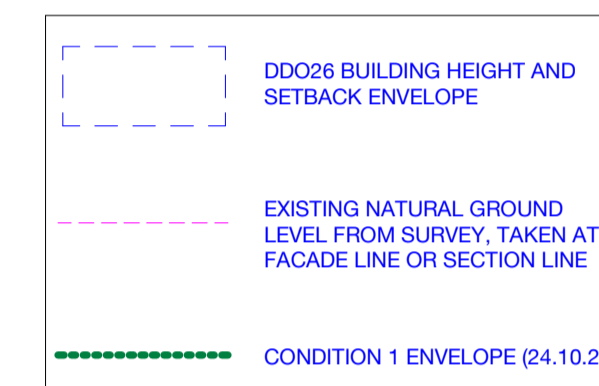
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Note: The ground level for the purposes of approximating the DDO26 envelope for the St Kilda Road properties has been taken from the existing natural ground level at Queens Lane. This can be considered to represent a conservative height envelope, noting the natural ground level actually elevates towards St Kilda Road which permits building height to increase correspondingly

F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
10	21.03.24	Town Planning Apartment Remix	CL	DR
9	14.03.24	Town Planning Apartment Remix	CL	DR
8	05.03.24	Draft - Issued for Coordination	CL	DR
7	23.02.24	Draft - Issued for Coordination	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - Issued for coordination	CL	DR
4	24.02.23	Draft - Issued for coordination	CL	DR
3	02.02.23	Draft - Issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	20.05.22	Draft - Issued for coordination	ZJ	RB
1	03.05.22	Draft - Issued for coordination		

50 QUEENS RD

General Arrangement Basement Level 02



Status	TOWN PLANNING		
Scale	1 : 200	@ A1	
Drawn	CL	Checked	DR
Project No.	M12568		
Plot Date	28/06/2024 2:39:31 PM		
BIM			
Drawing no.	Revision		

TP03.B02 **F**

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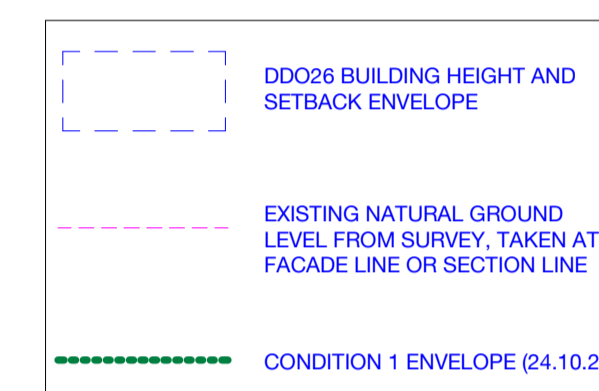
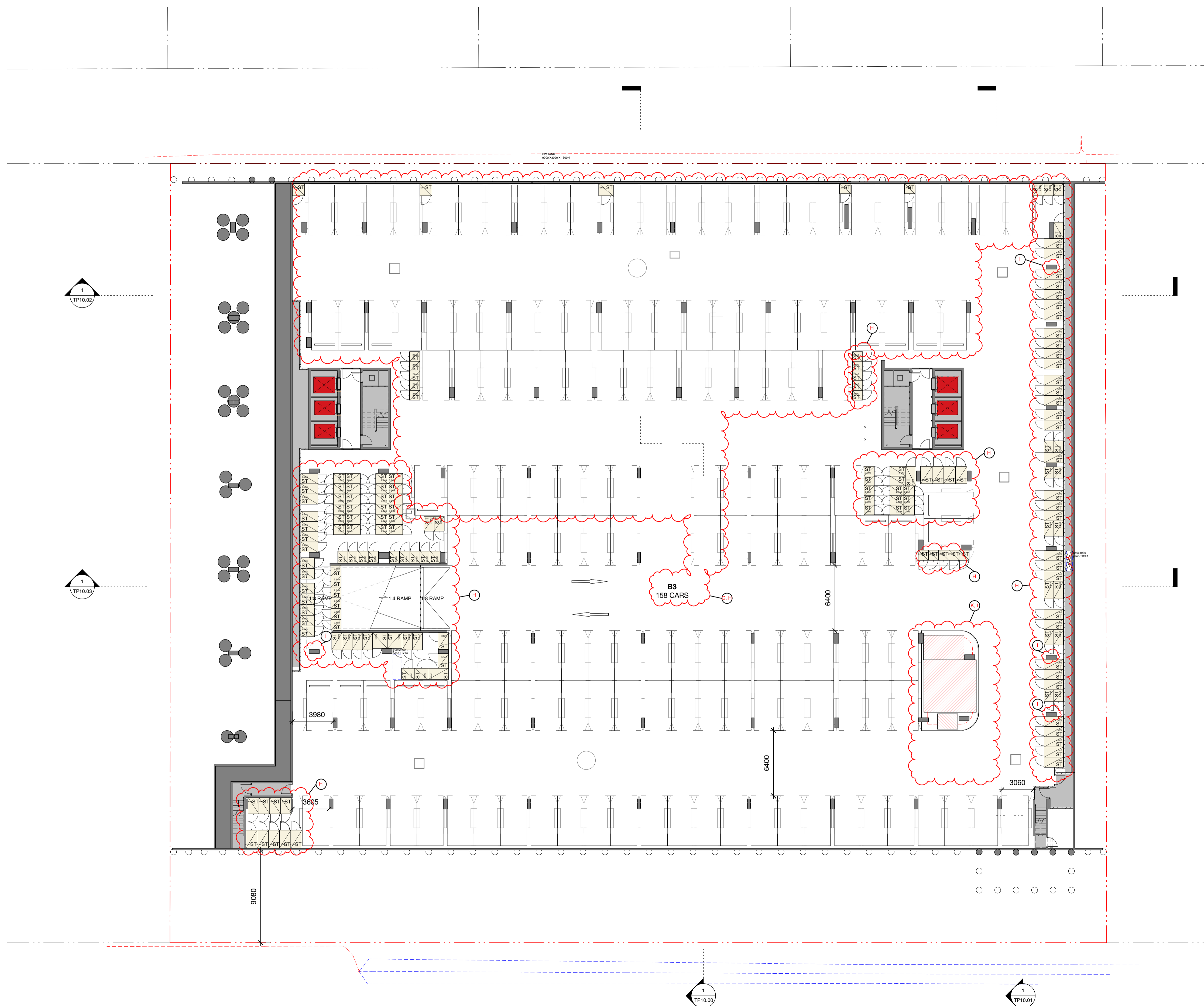
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Rev	Date	Description	Initial	Checked
F	25.06.24	VCAT - REMIX S87A SUBMISSION	CL	DR
E	26.03.24	TOWN PLANNING APARTMENT REMIX	CL	DR
D	25.03.24	VCAT CONDITION 1 FINAL UPDATES	DR	DR
10	21.03.24	Town Planning Apartment Remix	CL	DR
9	14.03.24	Town Planning Apartment Remix	CL	DR
8	05.03.24	Draft - Issued for Coordination	CL	DR
7	23.02.24	Draft - Issued for Coordination	CL	DR
C	24.10.23	VCAT CONDITION 1 UPDATES	CL	DR
6	15.09.23	Draft - Issued for Coordination	CL	DR
B	07.03.23	VCAT Submission Issue	CL	DR
5	03.03.23	Draft - Issued for coordination	CL	DR
4	24.02.23	Draft - Issued for coordination	CL	DR
3	02.02.23	Draft - Issued for coordination	CL	DR
A	01.06.22	Planning Permit Issue		
2	20.05.22	Draft - Issued for coordination	ZJ	RB
1	03.05.22	Draft - Issued for coordination		

50 QUEENS RD

General Arrangement Basement Level 03



Status	TOWN PLANNING
Scale	1 : 200 @ A1
Drawn	CL Checked DR
Project No.	M12568
Plot Date	28/06/2024 2:39:44 PM
BIM	
Drawing no.	Revision

TP03.B03 F

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Architecture
Interior Design
Urban Design
Strategy

50 QUEENS ROAD, MELBOURNE
M12568
APARTMENTS REMIX - TOWN PLANNING SET (25.06.2024)

Note: These are estimated figures and indicative ONLY

AREA SCHEDULE - 25.06.2024

		ENCLOSED AREA (sqm)			APARTMENT BALCONY (sqm)							Total Apartments
		approx.	NSA (sqm) approx.	Efficiency	approx.	STUDIO	1B_1BA	1B_1BA_S	2B_1BA	2B_2BA	3B_2BA	
Ground	Residential, Lobby, Services, Communal	2,735	1,458	53.30%	431	0	1	9	0	10	0	20
L1	Residential, Communal	2,663	2,138	80.27%	285	4	16	4	0	10	0	34
L2	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L3	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L4	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L5	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L6	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L7	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L8	Residential	2,687	2,287	85.11%	316	6	17	4	0	10	0	37
L9	Residential	2,336	1,969	84.29%	273	6	11	2	0	6	4	29
L10	Residential	2,336	1,969	84.29%	273	6	11	2	0	6	4	29
L11	Residential	2,336	1,969	84.29%	273	6	11	2	0	6	4	29
L12	Residential	1,976	1,638	82.90%	271	0	4	1	0	10	4	19
L13	Residential, Communal	1,760	1,251	71.09%	237	0	1	1	0	11	2	15
L14	Removed											
TOTAL		34,951	28,401	81%	4,255	64	174	49	0	129	18	434

15%	40%	11%	0%	30%	4%	100%
-----	-----	-----	----	-----	----	------

General Notes:

Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

GFA: Gross Floor Area is the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas as per Town Planning Permit definition

FAR: Floor Area Ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

NSA: Based on PCA Method of Measurement for Residential Property 2006 definitions

FECA: Fully Enclosed Covered Area, gross area excluding all unenclosed spaces such as balcony and rooftop

Apartment Balcony: measured to inside of balcony balustrade (for BADs compliance)

Architecture
 Interior Design
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50 QUEENS ROAD, MELBOURNE
 M12568
 APARTMENTS REMIX - TOWN PLANNING SET (25.06.2024)

Note: These are estimated figures and indicative ONLY

AREA SCHEDULE - 25.06.2024

SITE AREA (sqm)	7,013
TOTAL ABOVE GROUND NEW BUILD GFA (EXC. BASEMENT) sqm	38,713
TOTAL APARTMENTS	434
TOTAL COMMUNAL SPACE (sqm)	3210
TOTAL CARSPACES	503
TOTAL BIKES	258

NEW BUILD GFA		Maintenance Visitor	Total Carspaces
	(sqm) approx.	Residential Carspaces	Carspaces
B03	Basement	5083	158
B02	Basement	5978	206
B01M	Basement (excludes pool footprint)	547	0
B01	Basement	6023	139
TOTAL		17631	503

	Bicycle Spaces (Vertical)	Bicycle Spaces (Horizontal)	Total Bicycle Spaces	
Resident Bikes	0	0	0	B03
Resident Bikes	0	0	0	B02
Resident Bikes	0	0	0	B01M
Resident Bikes	198	16	214	B01
Visitor Bikes	0	44	44	Ground
	198	60	258	

COMMUNAL AREA		Communal Space Internal (sqm) approx.	Communal Open Space (sqm) approx.	Total (sqm) approx.
Ground		730	2,068	2,798
Level 1		121	0	121
Level 13		164	127	291
TOTAL		1,015	2,195	3,210

Horizontal Bicycle Space Percentage (Total)	23%
---	-----

	Enclosed Covered Area (sqm) approx. (A)	Roofed Terrace / Balcony (sqm) approx. (B)	Unroofed Terrace / Balcony (sqm) approx. (-)	GFA (sqm) approx. (A)+(B)	STUDIO	1B_1BA	1B_1BA_S	2B_1BA	2B_2BA	3B_2BA	Total Apartments
Ground	Residential, Lobby, Services, Communal	2,735	164	267	2,899	0	1	9	0	10	20
L1	Residential, Communal	2,663	285	0	2,948	4	16	4	0	10	34
L2	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L3	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L4	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L5	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L6	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L7	Residential	2,687	316	0	3,003	6	17	4	0	10	37
L8	Residential	2,687	302	14	2,989	6	17	4	0	10	37
L9	Residential	2,336	273	0	2,609	6	11	2	0	6	29
L10	Residential	2,336	273	0	2,609	6	11	2	0	6	29
L11	Residential	2,336	251	22	2,587	6	11	2	0	6	29
L12	Residential	1,976	139	132	2,115	0	4	1	0	10	19
L13	Residential, Communal	1,760	179	185	1,939	0	1	1	0	11	15
L14	Removed										
TOTAL		34,951	3,762	620	38,713	64	174	49	0	129	434

15%	40%	11%	0%	30%	4%	100%
-----	-----	-----	----	-----	----	------

ROOF		Roofed Terraces / Balcony (sqm) approx.	Unroofed Terraces / Balcony (sqm) approx.
External Terrace	L13	26	101
Plant	Roof Plant (within screen)	962	

	GFA (sqm) approx.	COMMUNAL SPACE (sqm) approx.	Total Carspaces	Total Apartments
TOTAL (ABOVE GROUND)	38,713	3210	0	434
TOTAL (INCLUDING BASEMENT)	56,344		503	

General Notes:

Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

GFA: Gross Floor Area is the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.
 FAR: Floor Area Ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

NSA: Based on PCA Method of Measurement for Residential Property 2006 definitions
 Apartment Balcony : measured to inside of balcony balustrade (for BADs compliance)

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APARTMENTS REMIX - TOWN PLANNING SET (25.06.2024)

Note: These are estimated figures and indicative ONLY

AREA SCHEDULE - 25.06.2024

	Studio	1 Bed	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed	Total Apts.	Total Beds	NSA (sqm)	Enclosed Covered area (sqm)	Terraces (sqm)
RESIDENTIAL LEVELS										
Ground	0	10	0	10	0	20	30	1,458	2,735	431
L1	4	20	0	10	0	34	44	2,138	2,663	285
L2	6	21	0	10	0	37	47	2,287	2,687	316
L3	6	21	0	10	0	37	47	2,287	2,687	316
L4	6	21	0	10	0	37	47	2,287	2,687	316
L5	6	21	0	10	0	37	47	2,287	2,687	316
L6	6	21	0	10	0	37	47	2,287	2,687	316
L7	6	21	0	10	0	37	47	2,287	2,687	316
L8	6	21	0	10	0	37	47	2,287	2,687	316
L9	6	13	0	6	4	29	43	1,969	2,336	273
L10	6	13	0	6	4	29	43	1,969	2,336	273
L11	6	13	0	6	4	29	43	1,969	2,336	273
L12	0	5	0	10	4	19	37	1,638	1,976	271
L13	0	2	0	11	2	15	30	1,251	1,760	237
	64	223	0	129	18	434	599	28,401	34,951	4,255

Roof / Plant (slab)									1,964	
Common Area Terrace (L13)										127

SUMMARY	Studio	1 Bed	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed	Total	Total	Total NSA	Enclosed Covered area (sqm)	Total Terraces
Achieved	64	223	0	129	18	434	599	28,401	34,951	4,255
Mix Achieved	15%	51%	0%	30%	4%	100%				

Parking Levels

	Total Cars Provided	Total Bike Parks Provided	Total Storage Cages Provided
Ground			
B01	139	44	161
B01 Mezzanine (Plant)		214	
B02	206	0	102
B03	158	0	164
	503	258	427

Basement GFA
6,023
547
5,978
5,083
17,631

Total Encl. Covered Area **52,582**

General Notes:

Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

GFA: Gross Floor Area is the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.

FAR: Floor Area Ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts,

NSA: Based on PCA Method of Measurement for Residential Property 2006 definitions

Apartment Balcony: measured to inside of balcony balustrade (for BADs compliance)

Appendix C Representative Bicycle Parking Specifications

Arc de Triomphe™



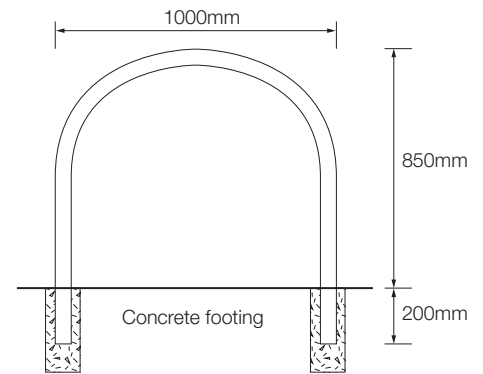
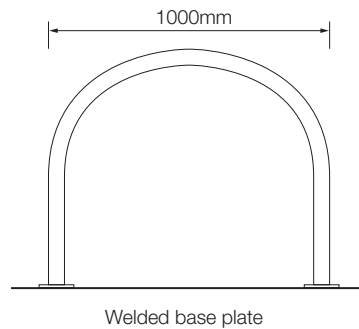
Galvanised finish / Stainless Steel finish

Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions



Specifications

Material options

- Galvanised (Duragal)
- 316 Marine grade stainless steel

Fixing options

- Welded flange - Bolt on
- In situ

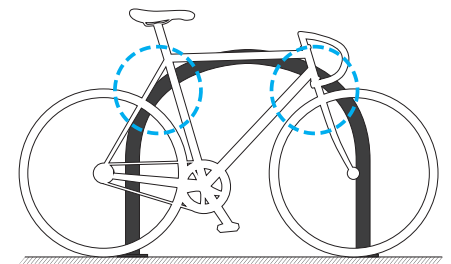
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

Locking Points



V4.1 - 1/05/2017 | Specification may be subject to change without notice. ©Bicycle Network



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Bicycle Network ABN 41 026 835 903

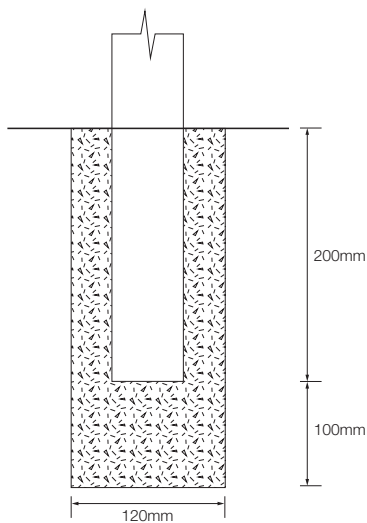
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au

VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010

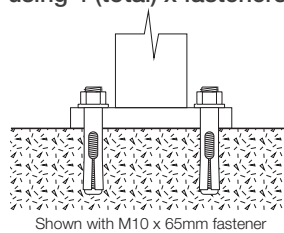
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Fixing options

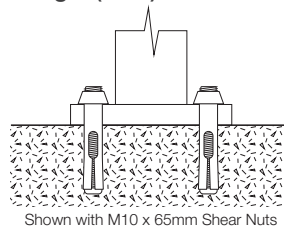
In situ (Concrete footing)



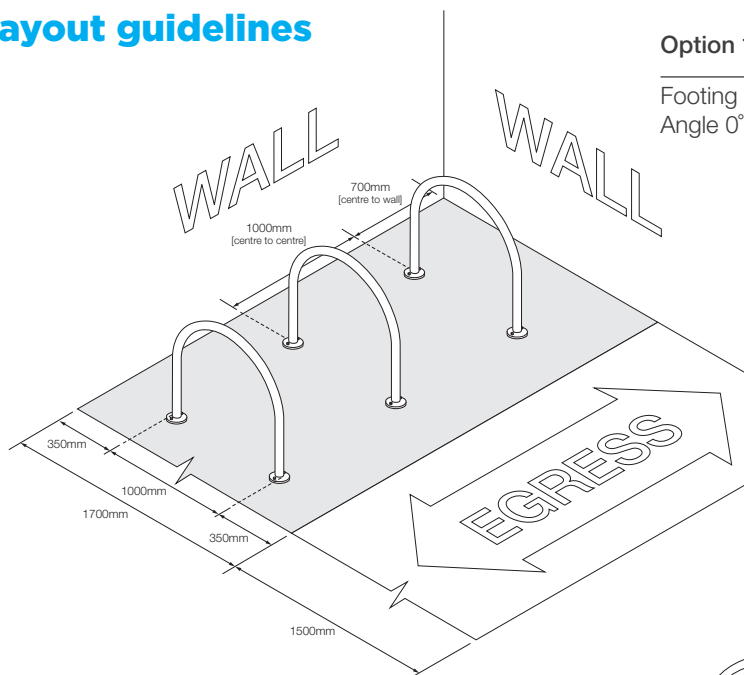
Welded flange (Bolt on)
using 4 (total) x fasteners



Welded flange (Security heads)
using 4 (total) x fasteners



Layout guidelines

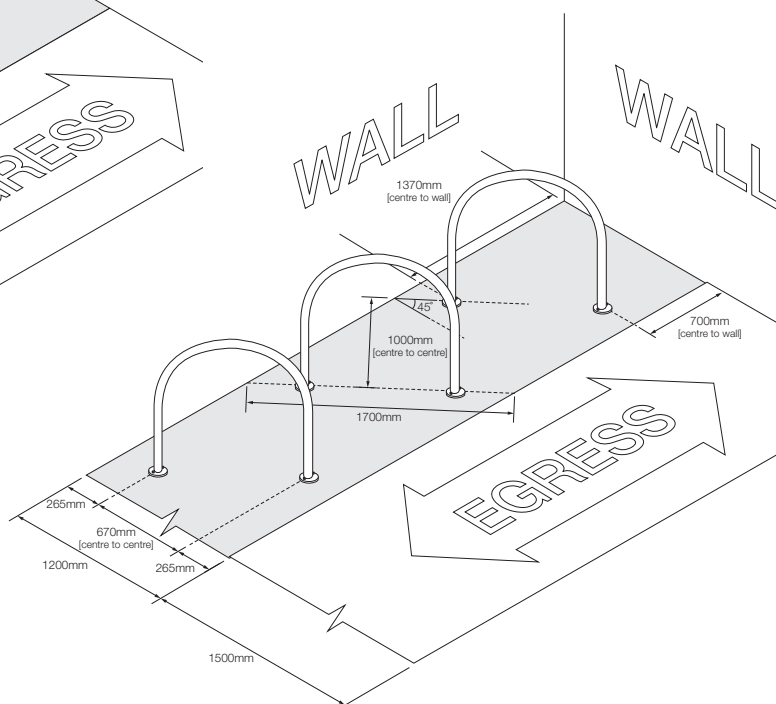


Option 1:

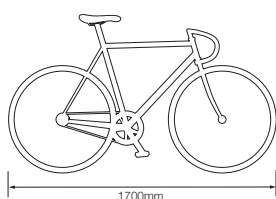
Footing Width 1700mm
Angle 0°

Option 2:

Footing Width 1200mm
Angle 45°



Typical Bicycle Length



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Ned Kelly™



Zinc finish



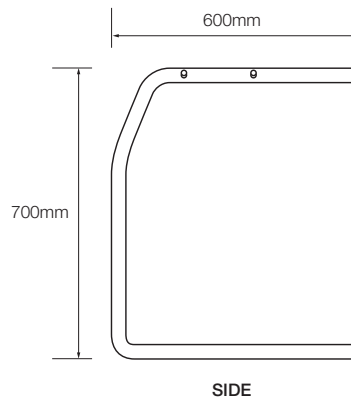
Black powder coat finish

Features



- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing - no wall needed

Dimensions



Specifications

Material options

- Zinc finish
- Black powder coat over mild steel
- Stainless steel - *Pre-order only*

Fixing options

- Bolt on to wall
- Fixed to support framing

Recommended fasteners - wall

- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

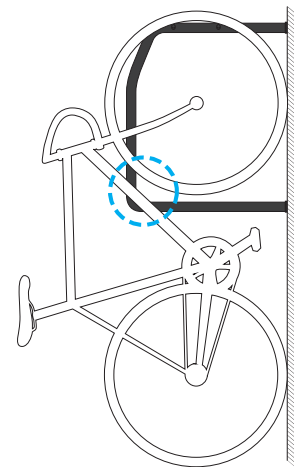
Recommended fasteners - framing

- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions

125mm [w] x 700mm [h] x 600mm [d]

Locking Points



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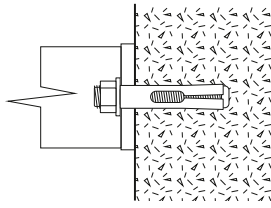
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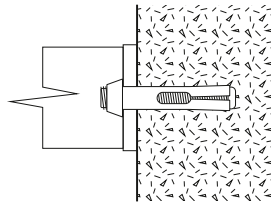
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Fixing options

Fix to a wall using 4x fasteners or Shear Nuts

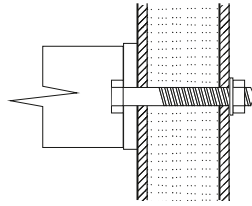


Shown with M8 x 40mm fastener

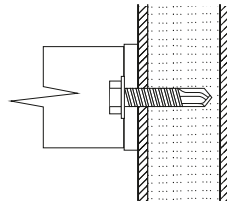


Shown with M8 x 40mm Shear Nuts

Fix to a frame using 4x bolts or Tek Screws



Shown with M10 x 60mm Bolt, Washer & Nut

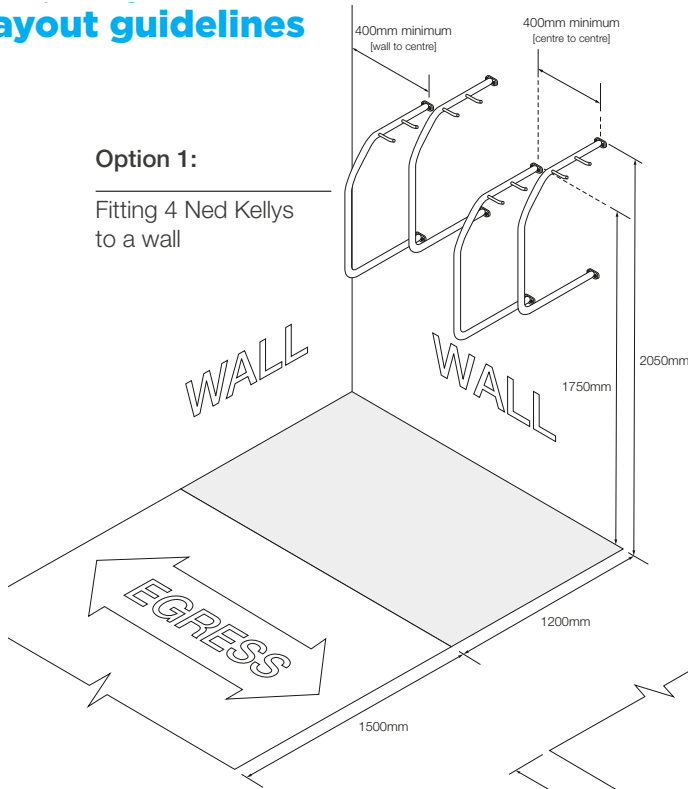


Shown with Tek Screw

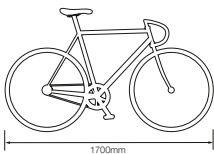
Layout guidelines

Option 1:

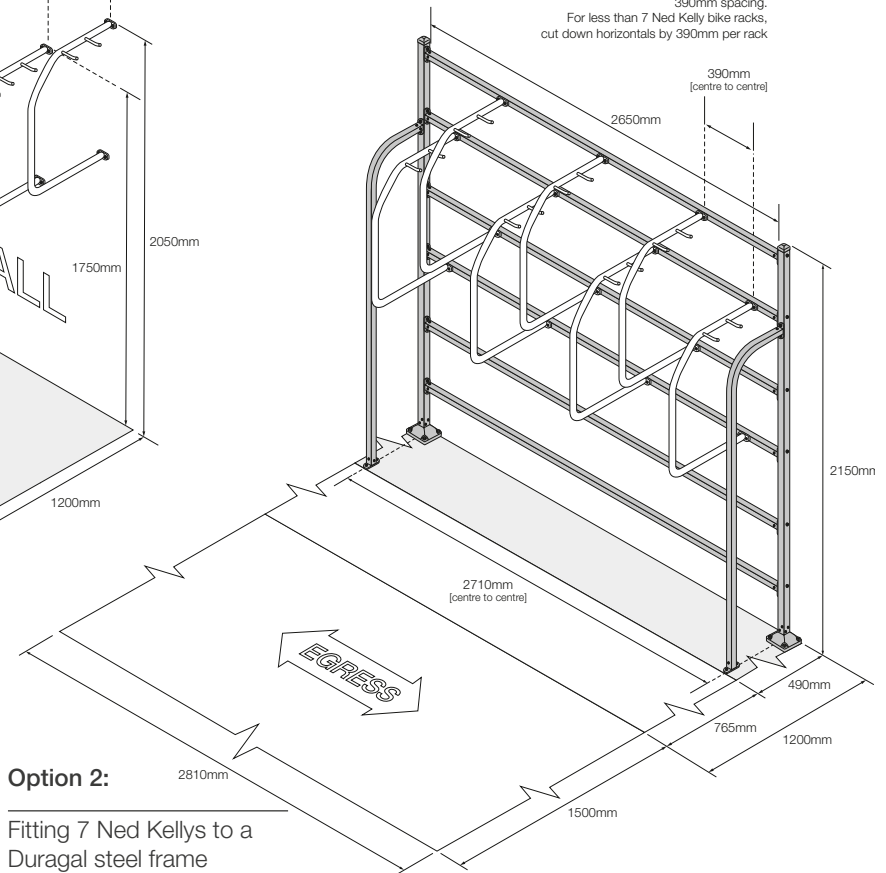
Fitting 4 Ned Kellys to a wall



Typical Bicycle Length



390mm spacing.
For less than 7 Ned Kelly bike racks,
cut down horizontals by 390mm per rack



Option 2:

Fitting 7 Ned Kellys to a Duragal steel frame

V4.1 - 1/05/2017 | Specification may be subject to change without notice. ©Bicycle Network



DESIGN. SUPPLY. INSTALL.

Bicycle Network ABN 41 026 835 903

p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au

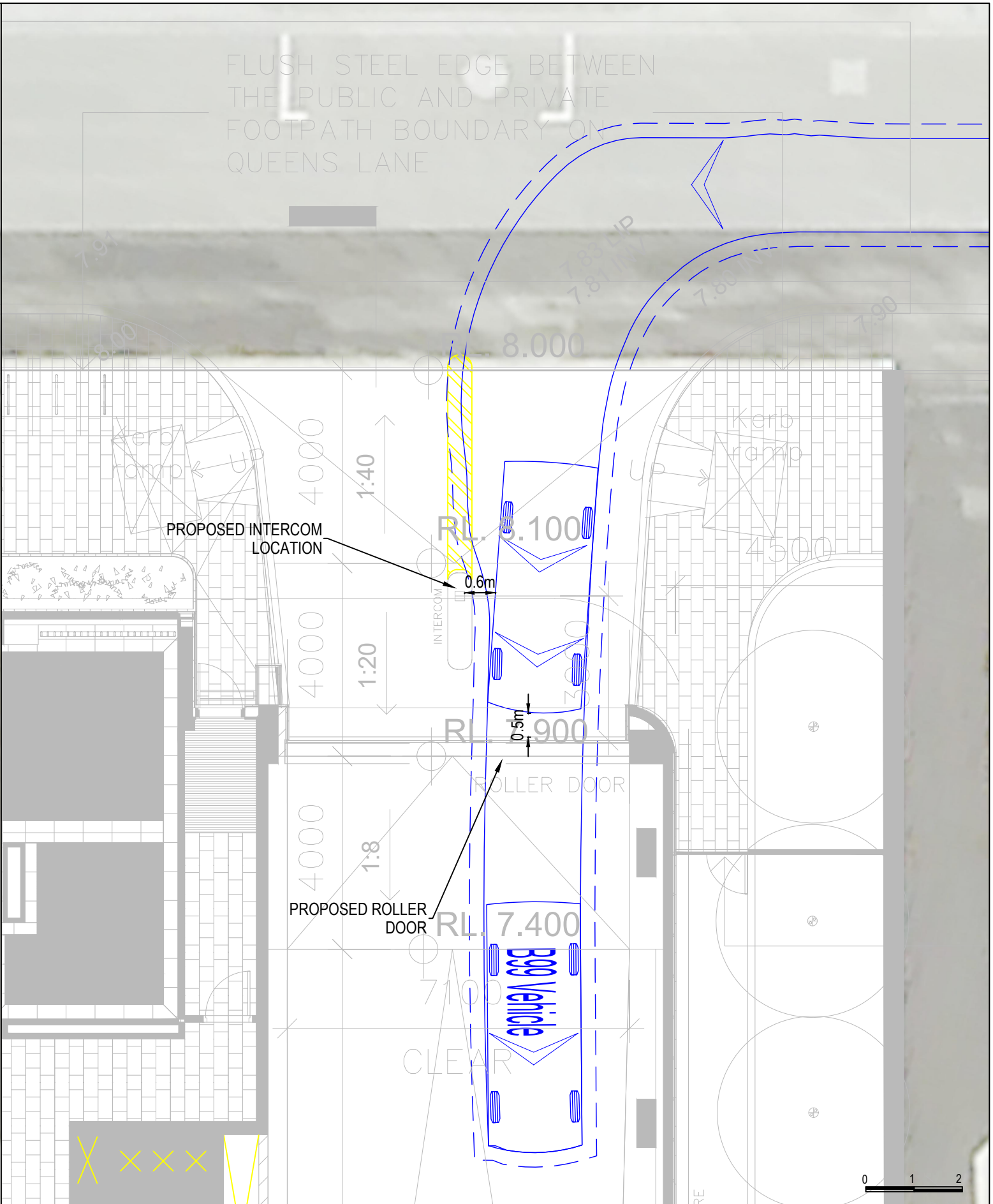
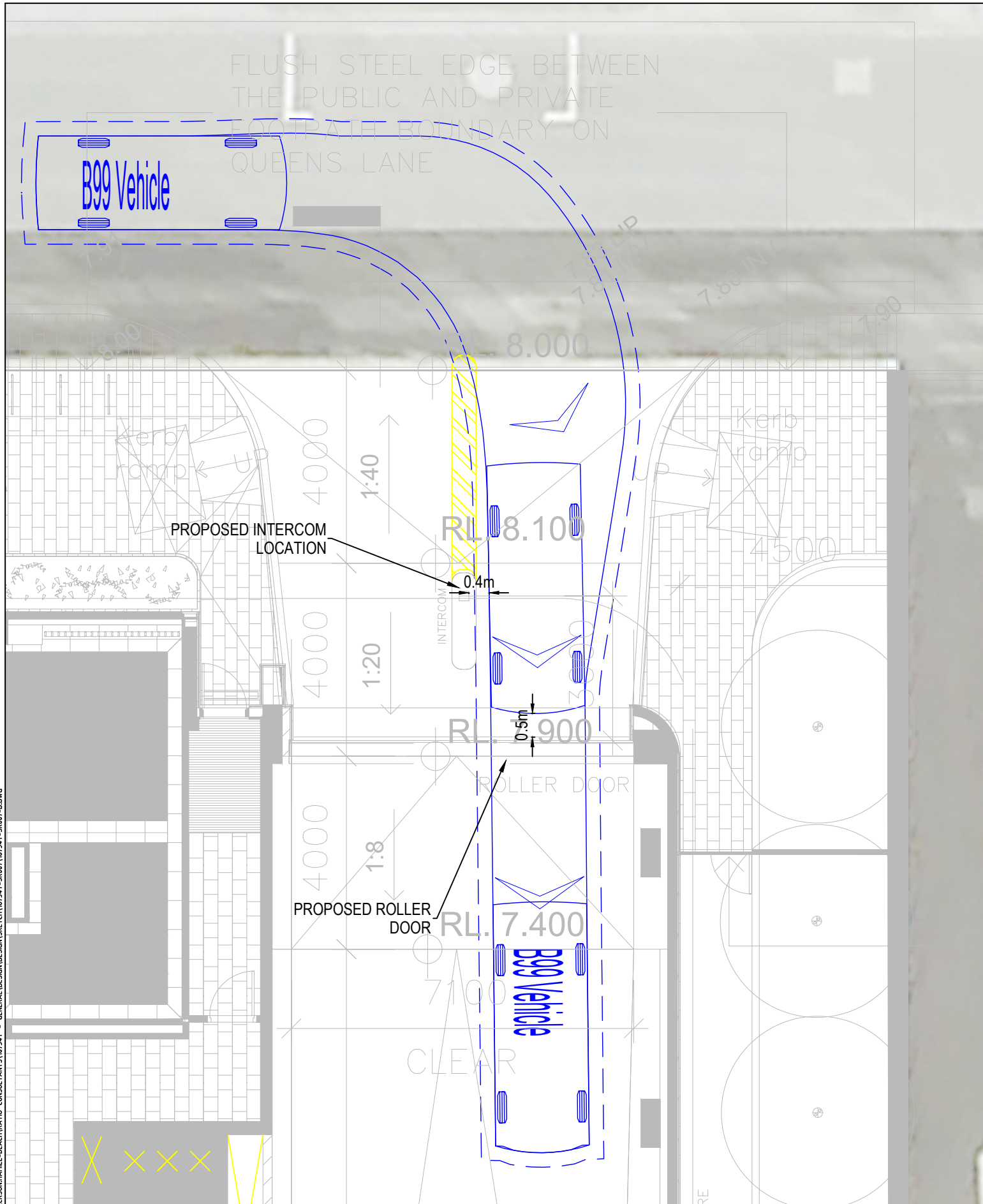
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010

TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Appendix D Swept Path Assessment

FLUSH STEEL EDGE BETWEEN THE PUBLIC AND PRIVATE FOOTPATH BOUNDARY ON QUEENS LANE

FLUSH STEEL EDGE BETWEEN THE PUBLIC AND PRIVATE FOOTPATH BOUNDARY ON QUEENS LANE



G:\USERS\JACKSON\HAMIL-BEACH\VRATIO - CONSULTANT\18734T - GENERAL DESIGN\DESIGN SKETCH\18734T - SK007\18734T - SK007 - D.DWG



RATIO CONSULTANTS PTY LTD
 ABN 005 422 104
 8 GWYNNE STREET
 CREMORNE, VICTORIA 3121
 TELEPHONE (03)9429 3111
 FAX (03)9429 3111

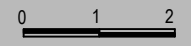
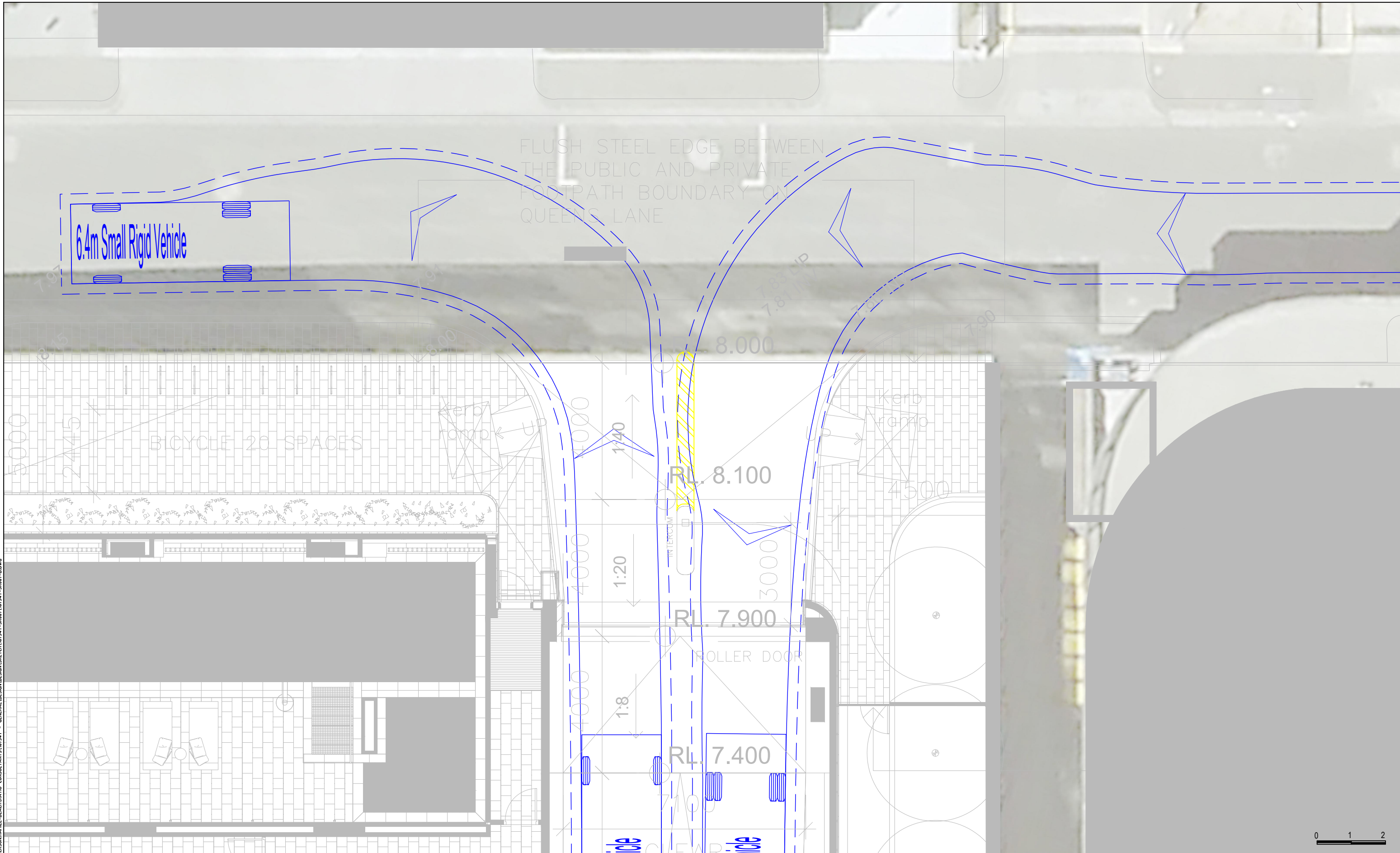
B99 Vehicle (AS/NZS2890.1:2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Residential Development 50 Queens Road, Melbourne Swept Path Assessment - Ground Floor

NOTE:
 1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 1 of 16	PREPARED BY P.M.	SCALE 1:100@A3	DATE 01/07/2024
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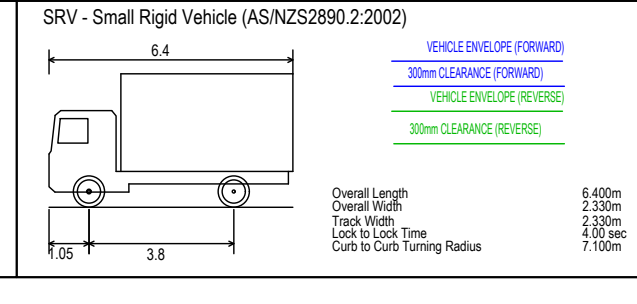




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 CREMORNE, VICTORIA 3121
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Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Ground Floor

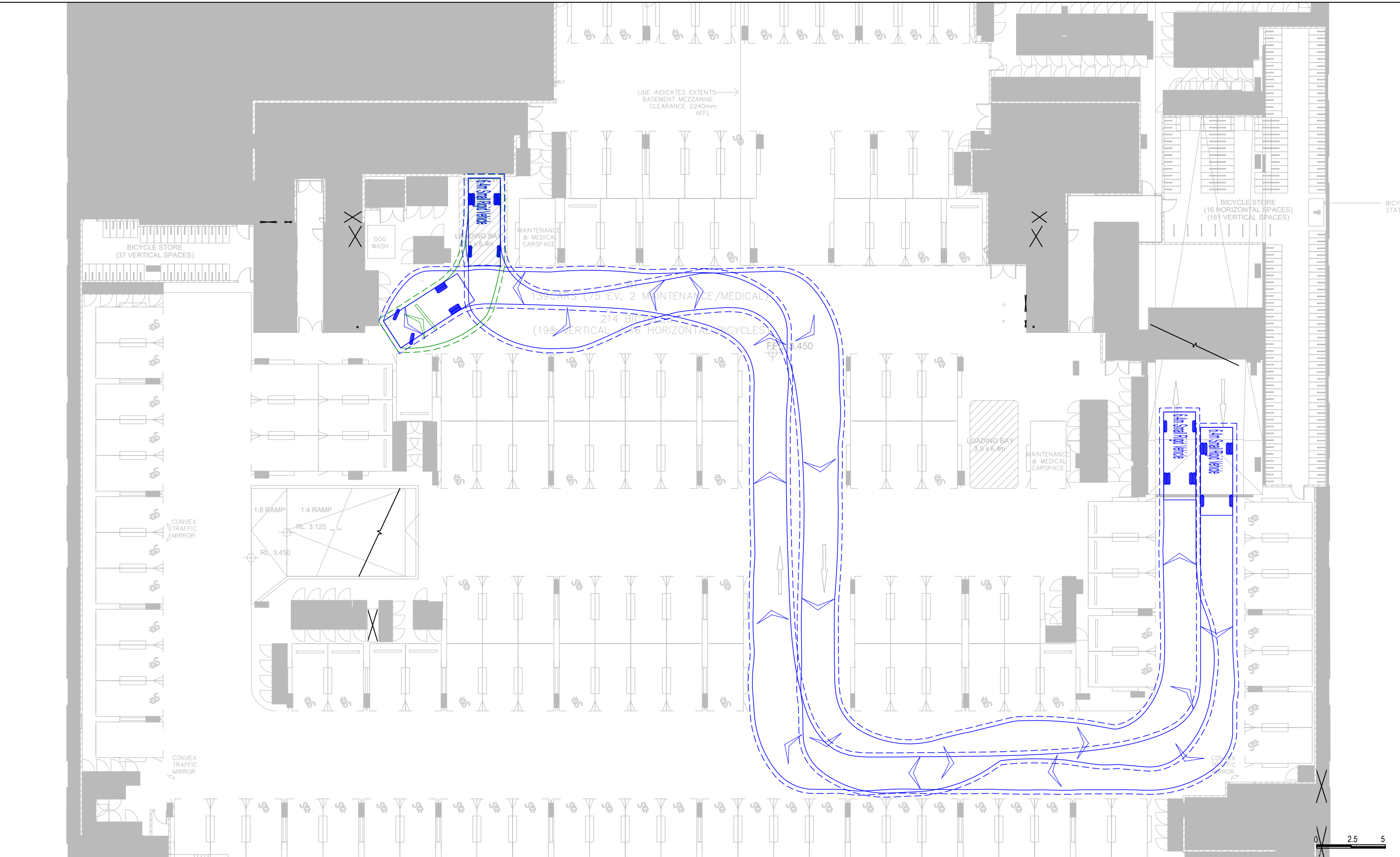
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 2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 2 of 16	PREPARED BY P.M.	SCALE 1:100@A3	DATE 01/07/2024
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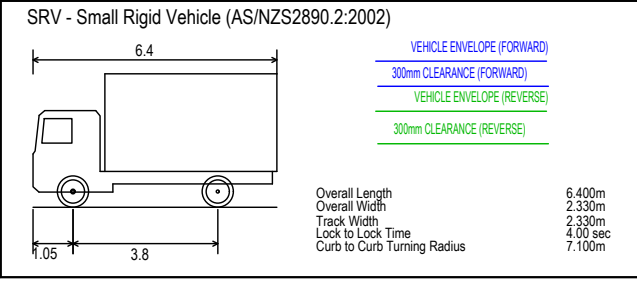


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Version: 1, Version Date: 11/07/2024



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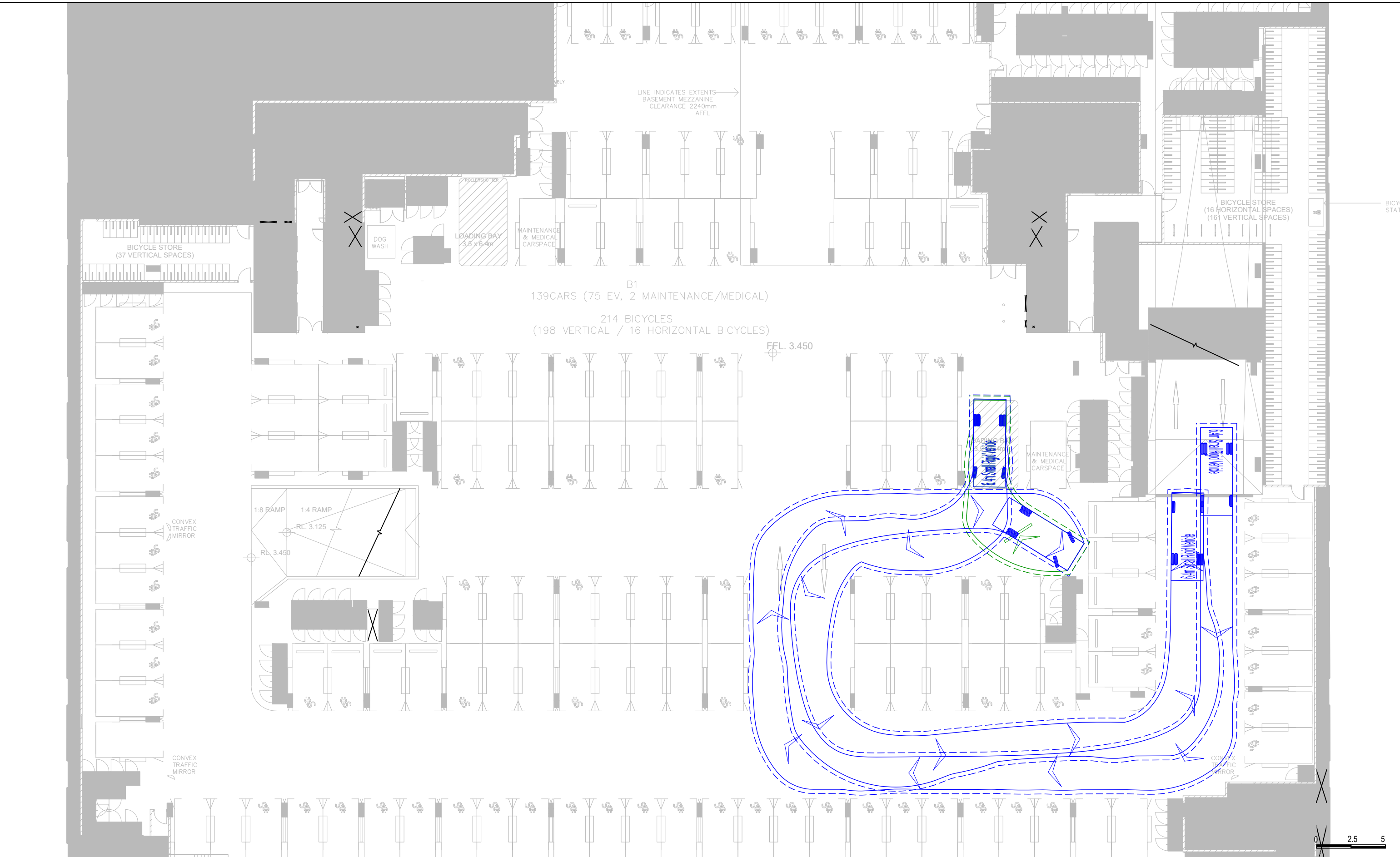
Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 01

NOTE:
1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
2) Maximum Design Speed 5km/h

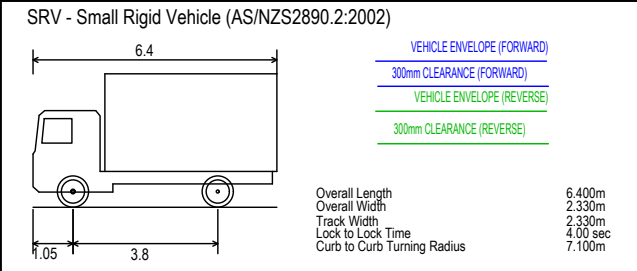
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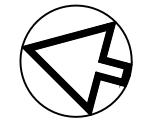
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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FAX (03)9429 3110



Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 01

NOTE:
1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 4 of 16	PREPARED BY P.M.	SCALE 1:250 @A3	DATE 01/07/2024
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139CARS (75 EV, 2 MAINTENANCE/MEDICAL)

214 BICYCLES
(198 VERTICAL / 16 HORIZONTAL BICYCLES)

F.F.L. 3.450

LOADING BAY
3.5 x 6.4m

MAINTENANCE
& MEDICAL
CARSPACE

1:8 RAMP

1:4 RAMP

R.L. 3.450

CONVEX TRAFFIC MIRROR

CONVEX TRAFFIC MIRROR

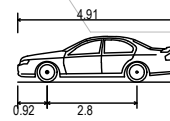
CONVEX TRAFFIC MIRROR

Deep Soil Planting

OUTLINE OF EXHAUST STACK ON GROUND FLOOR ABOVE

HIGH VOLTAGE UNDERGROUND POWERLINE
(500MM NO-GO ZONE APPLIED)

B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

VEHICLE ENVELOPE (FORWARD)

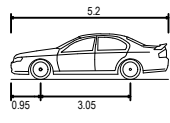
300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

HIGH VOLTAGE UNDERGROUND POWERLINE
(300MM NO-GO ZONE APPLIED)

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

0 2.5 5

ratio:

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Proposed Residential Development 50 Queens Road, Melbourne Swept Path Assessment - Basement 01

NOTE:
1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
2) Maximum Design Speed 5km/h

RATIO REFERENCE
18734T-SK007-D

SHEET No.
5 of 16

PREPARED BY
P.M.

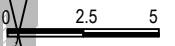
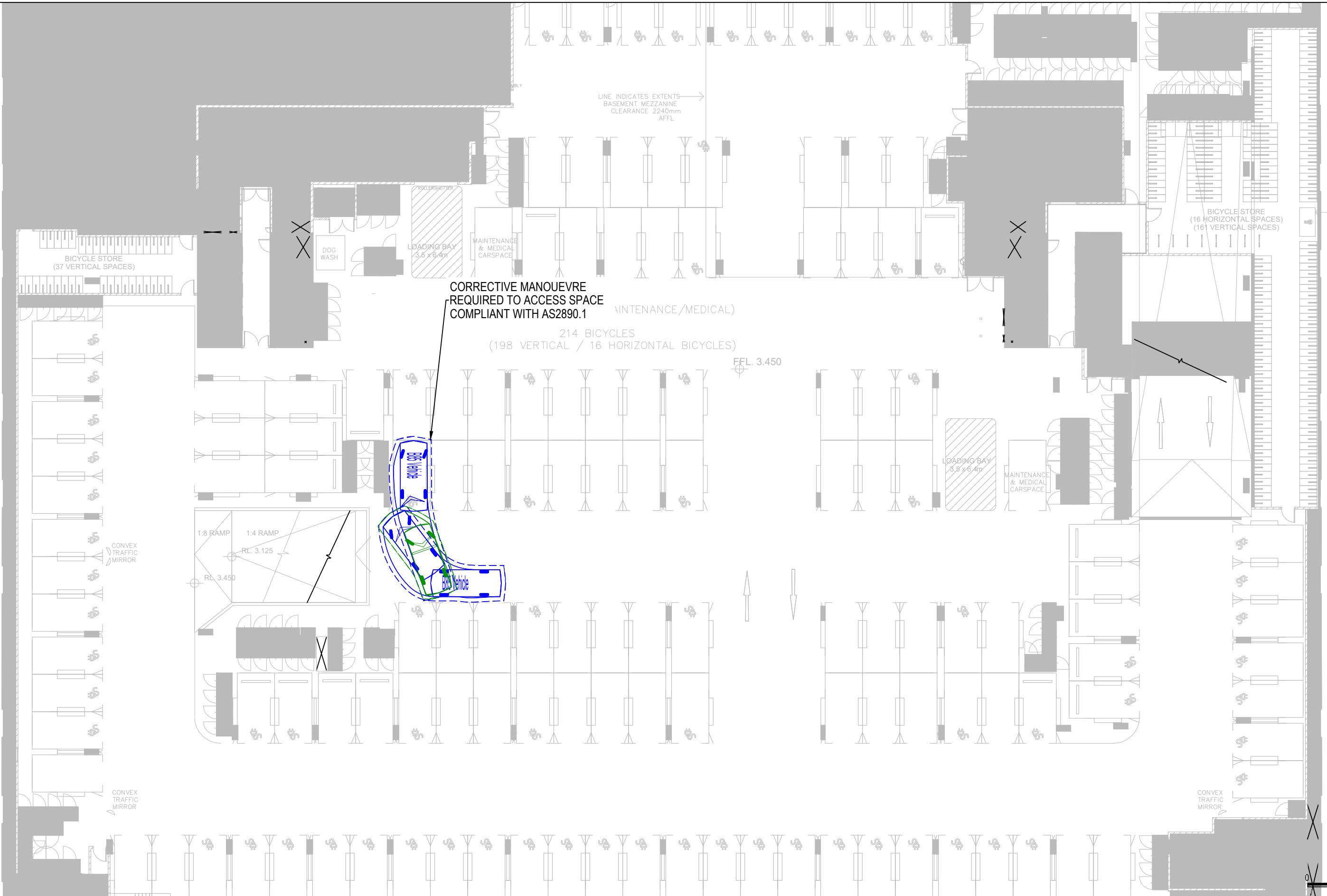
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01/07/2024



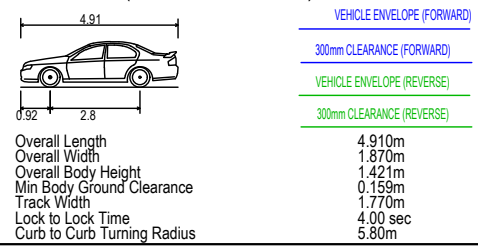
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B85 Vehicle (AS/NZS2890.1:2004)



Proposed Residential Development
 50 Queens Road, Melbourne
 Swept Path Assessment - Basement 01

NOTE:
 1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE
 18734T-SK007-D

SHEET No.
 6 of 16

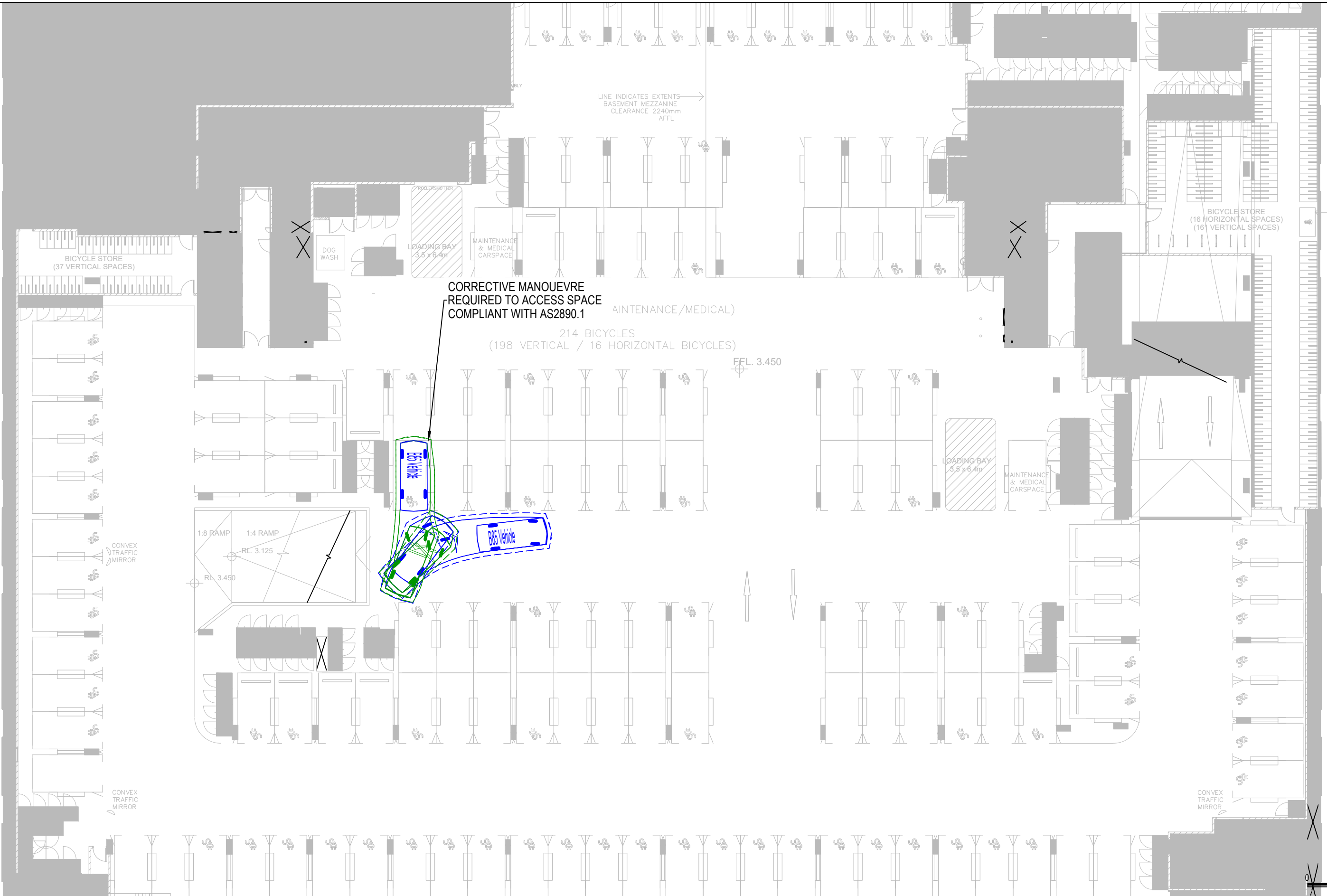
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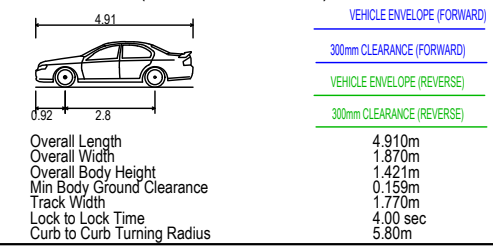
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 Version: 1, Version Date: 11/07/2024

B85 Vehicle (AS/NZS2890.1:2004)



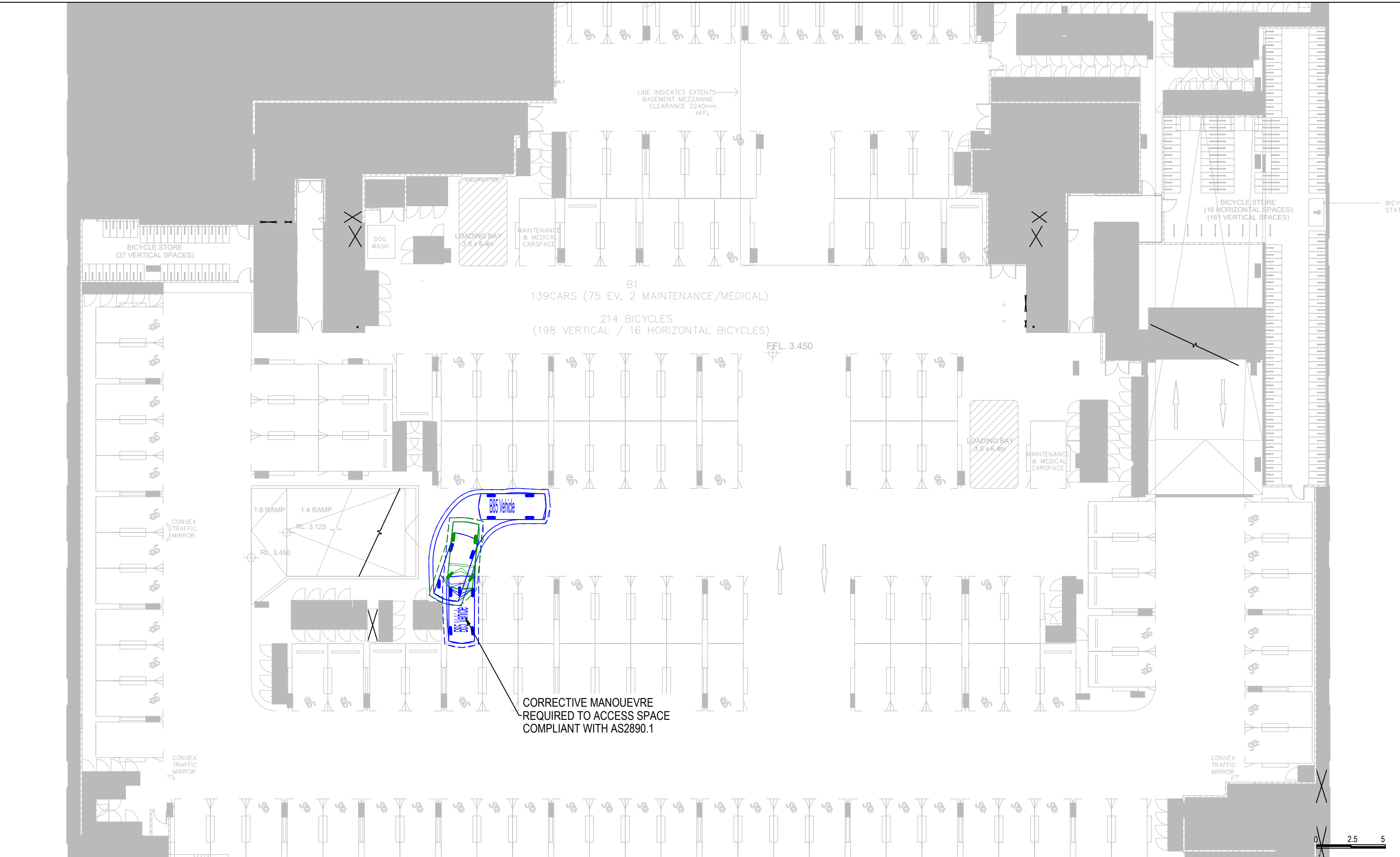
Proposed Residential Development 50 Queens Road, Melbourne Swept Path Assessment - Basement 01

NOTE:
 1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 7 of 16	PREPARED BY P.M.	SCALE 1:250 @A3	DATE 01/07/2024
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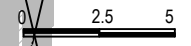
B85 Vehicle (AS/NZS2890.1:2004)

	<p>VEHICLE ENVELOPE (FORWARD)</p> <p>300mm CLEARANCE (FORWARD)</p> <p>VEHICLE ENVELOPE (REVERSE)</p> <p>300mm CLEARANCE (REVERSE)</p>
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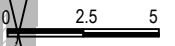
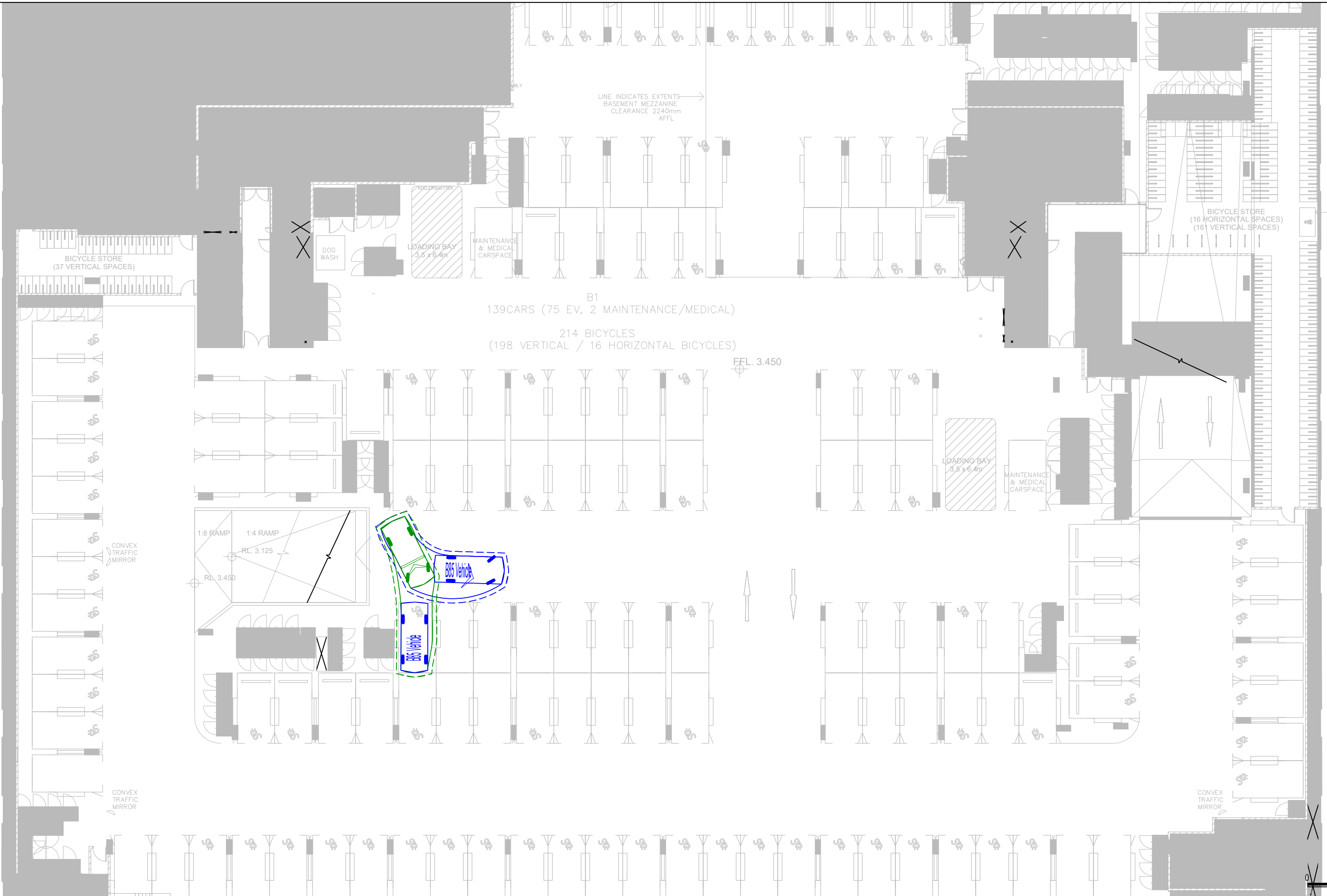
Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 01

NOTE:
 1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 8 of 16	PREPARED BY P.M.	SCALE 1:250 @A3	DATE 01/07/2024
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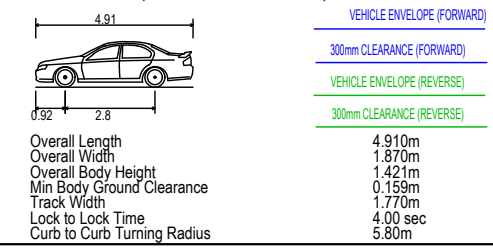
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B85 Vehicle (AS/NZS2890.1:2004)

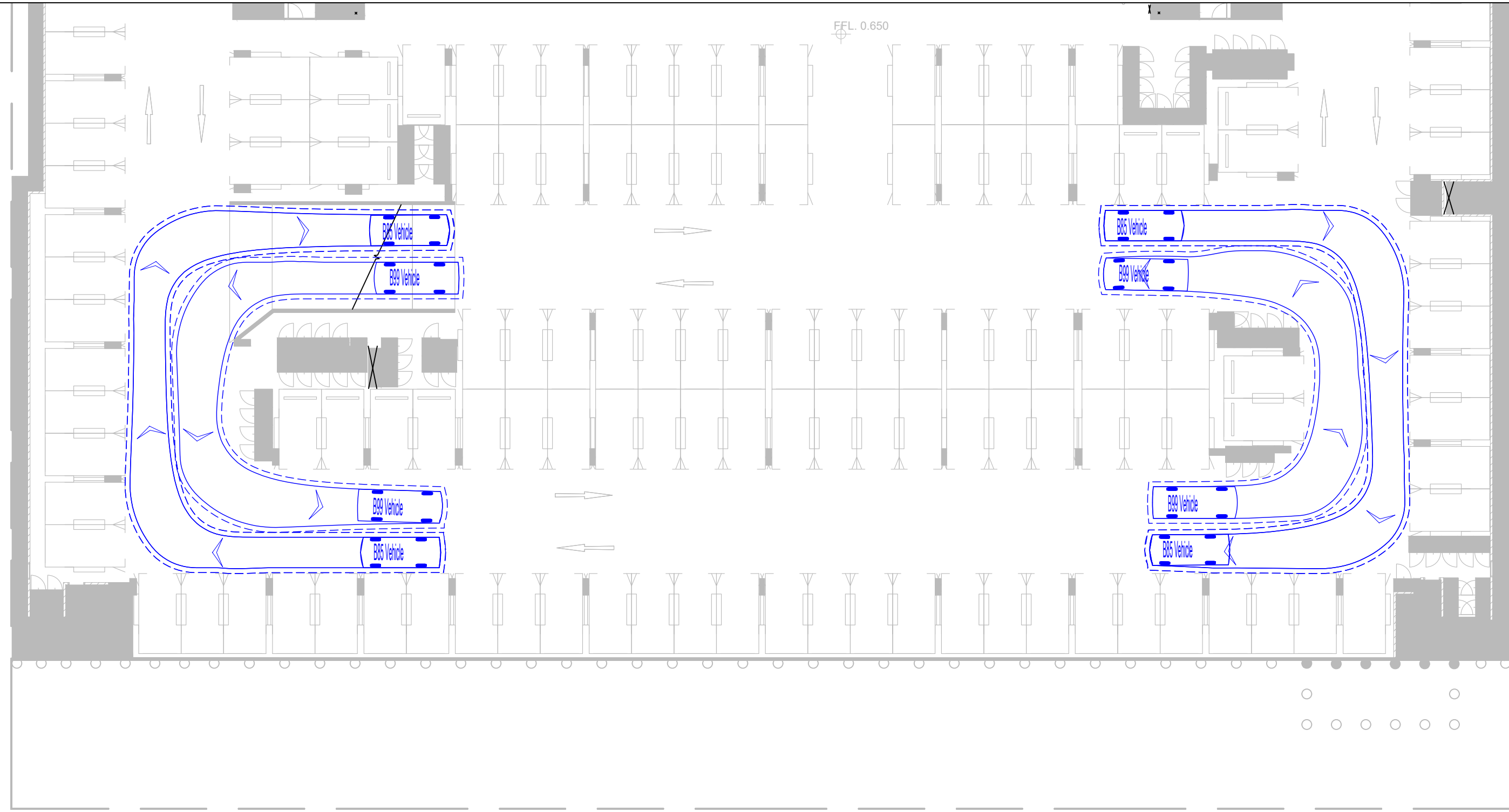


Proposed Residential Development 50 Queens Road, Melbourne Swept Path Assessment - Basement 01

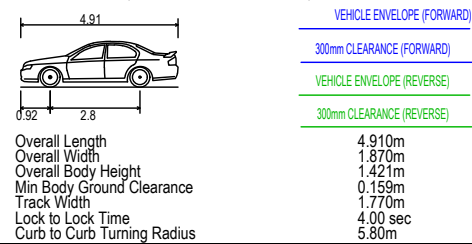
NOTE:
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2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 9 of 16	PREPARED BY P.M.	SCALE 1:250 @A3	DATE 01/07/2024
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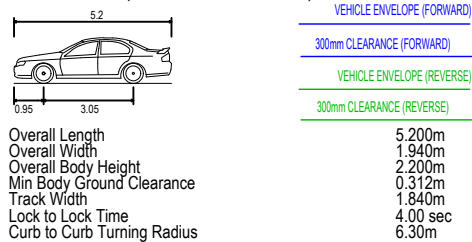
F.F.L. 0.650



B85 Vehicle (AS/NZS2890.1:2004)



B99 Vehicle (AS/NZS2890.1:2004)



Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 02

NOTE:
 1) Base Plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h



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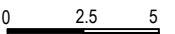
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SHEET No.
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 P.M.

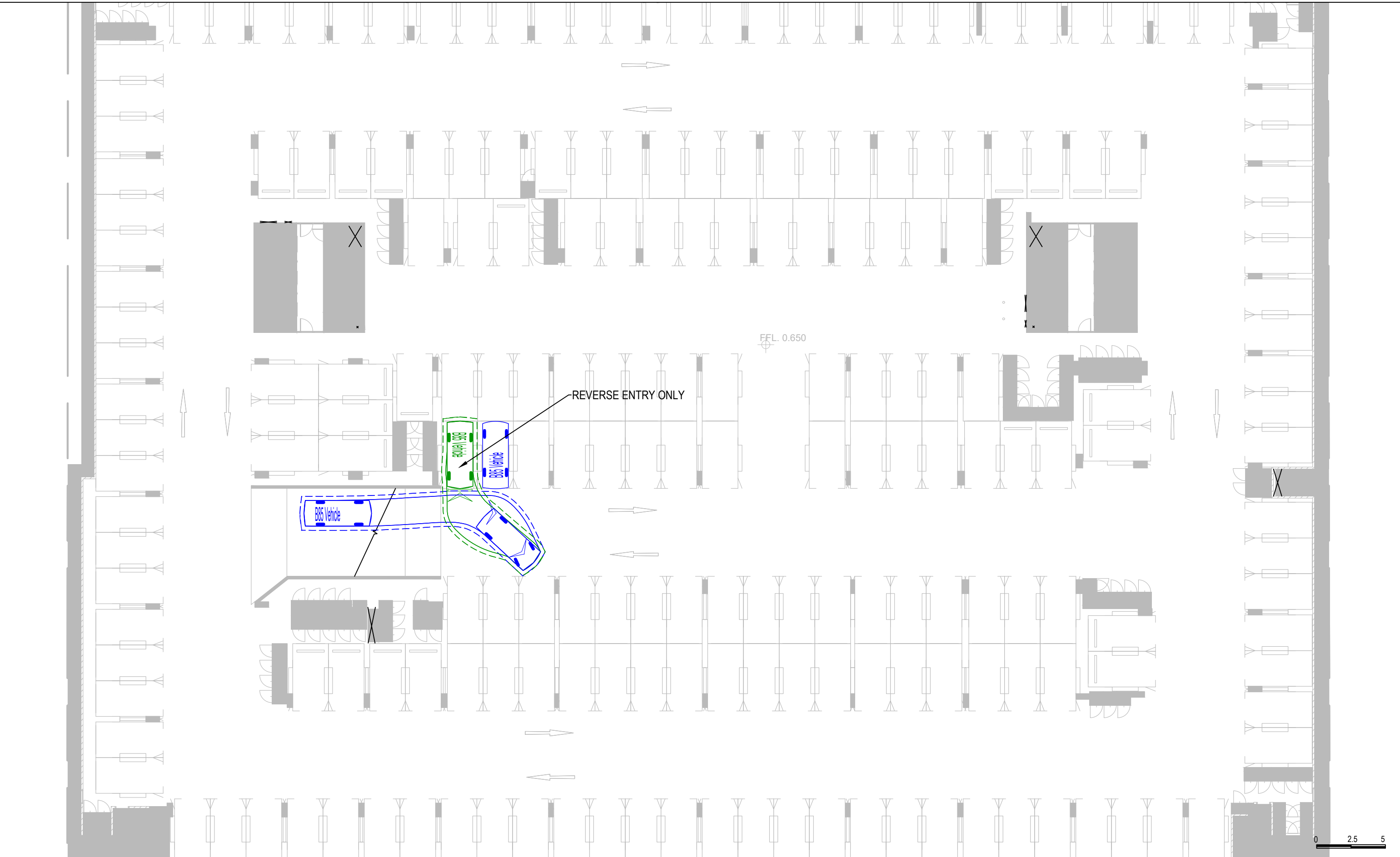
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B85 Vehicle (AS/NZS2890.1:2004)

	<p>VEHICLE ENVELOPE (FORWARD)</p> <p>300mm CLEARANCE (FORWARD)</p> <p>VEHICLE ENVELOPE (REVERSE)</p> <p>300mm CLEARANCE (REVERSE)</p>
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Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 02

NOTE:
 1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
 2) Maximum Design Speed 5km/h

RATIO REFERENCE 18734T-SK007-D	SHEET No. 11 of 16	PREPARED BY P.M.	SCALE 1:250 @A3	DATE 01/07/2024
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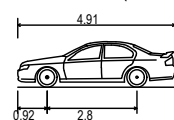
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8 GWYNNE STREET
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Document Set ID: 8174955
Version: 1, Version Date: 11/07/2024

B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.91m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 02

NOTE:
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2) Maximum Design Speed 5km/h

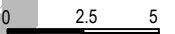
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SHEET No.
12 of 16

PREPARED BY
P.M.

SCALE
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01/07/2024

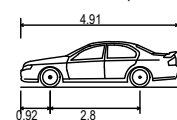


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8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FAX (03)9429 3130

B85 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

4.910m
1.870m
1.421m
0.159m
1.770m
4.00 sec
5.80m

Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 02

NOTE:
1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
2) Maximum Design Speed 5km/h

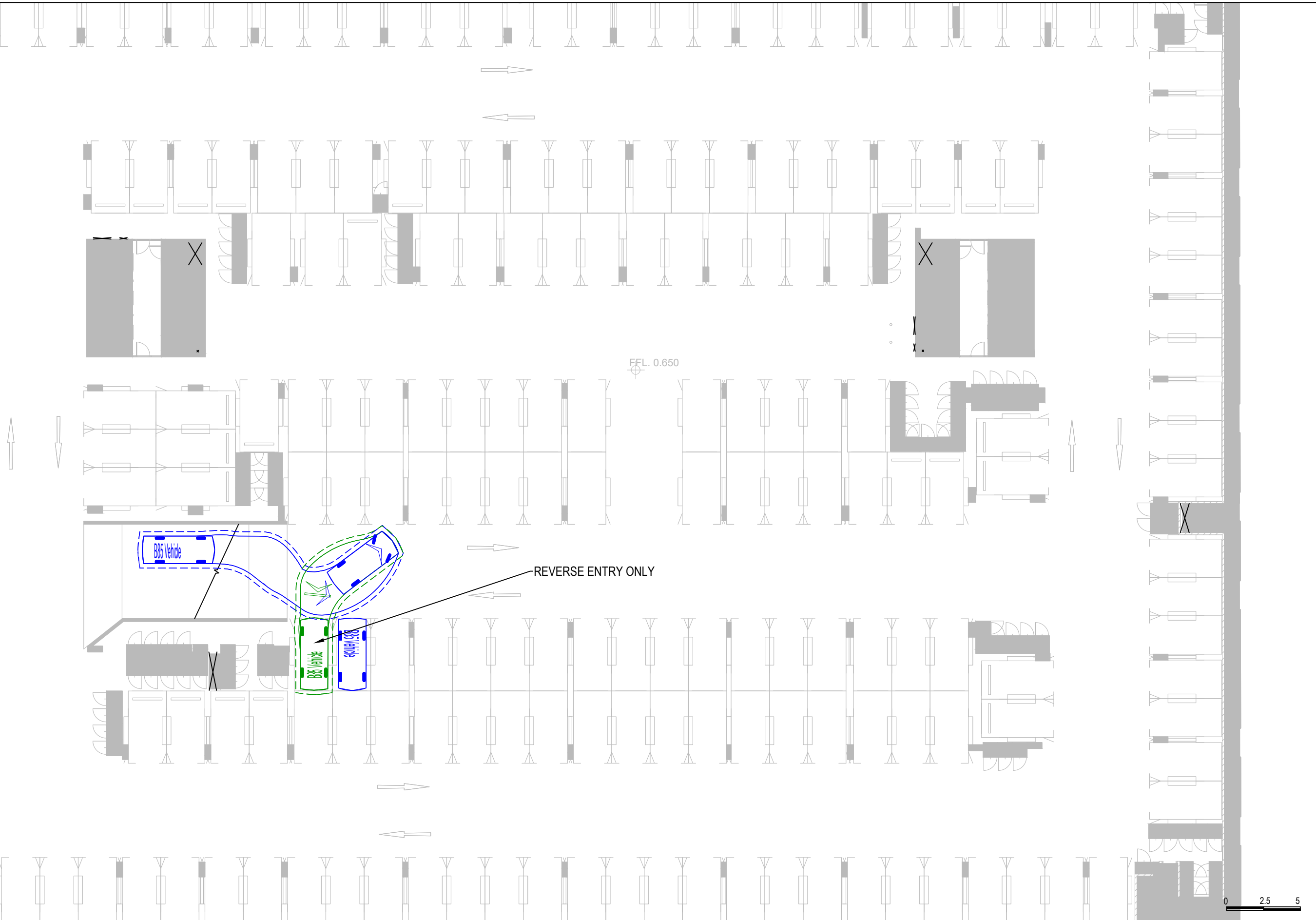
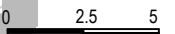
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SHEET No.
13 of 16

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P.M.

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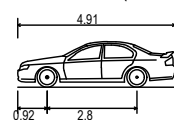
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B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.91m
Overall Width 1.870m
Overall Body Height 1.421m
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VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Residential Development
50 Queens Road, Melbourne
Swept Path Assessment - Basement 02

NOTE:
1) Base plan supplied by Bates Smart, Rev G, dated 25 June 2024
2) Maximum Design Speed 5km/h

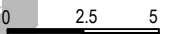
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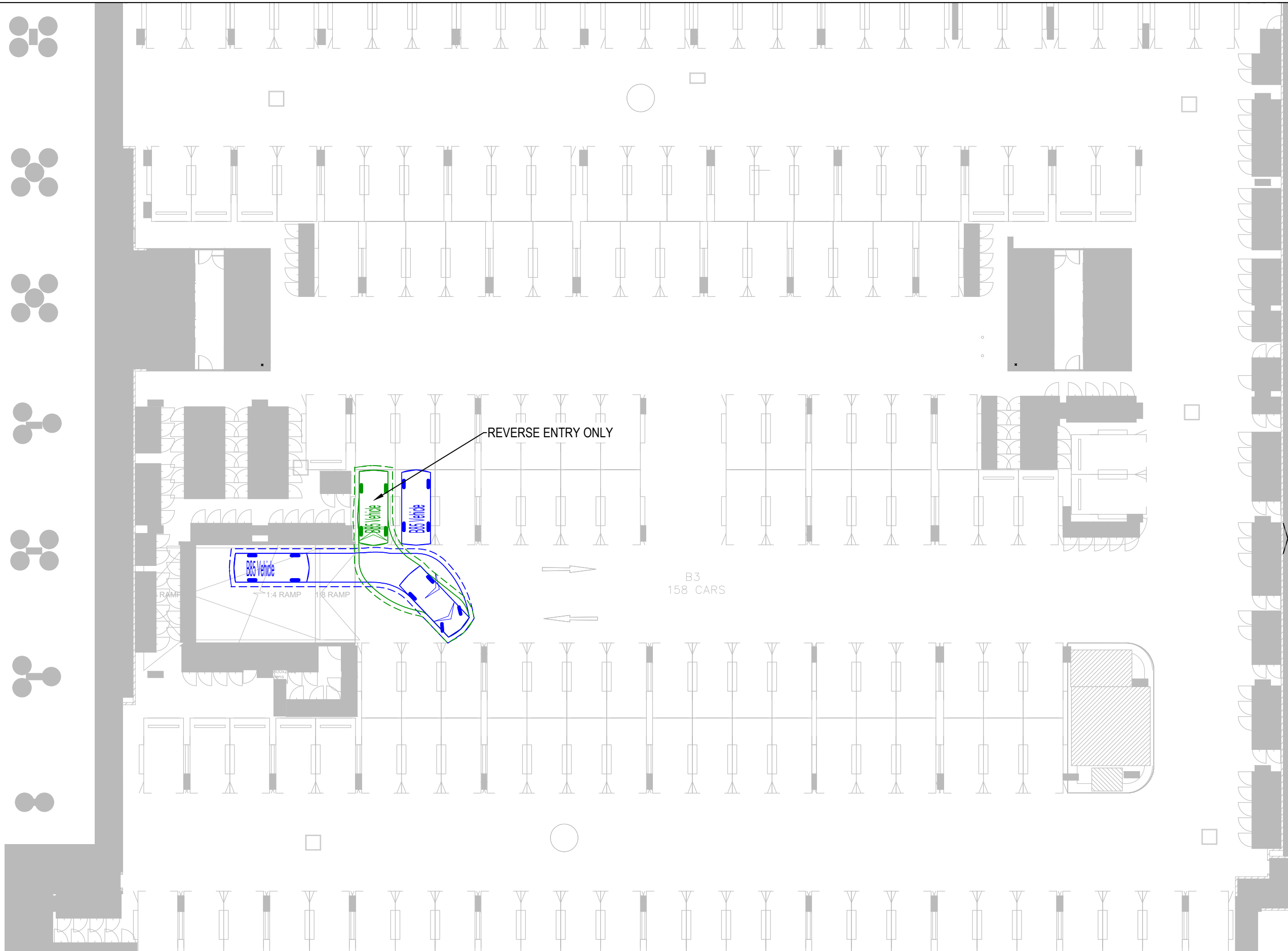
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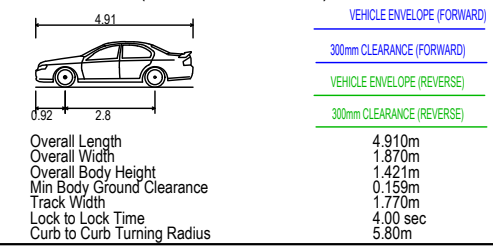
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B85 Vehicle (AS/NZS2890.1:2004)



Proposed Residential Development 50 Queens Road, Melbourne Swept Path Assessment - Basement 03

NOTE:
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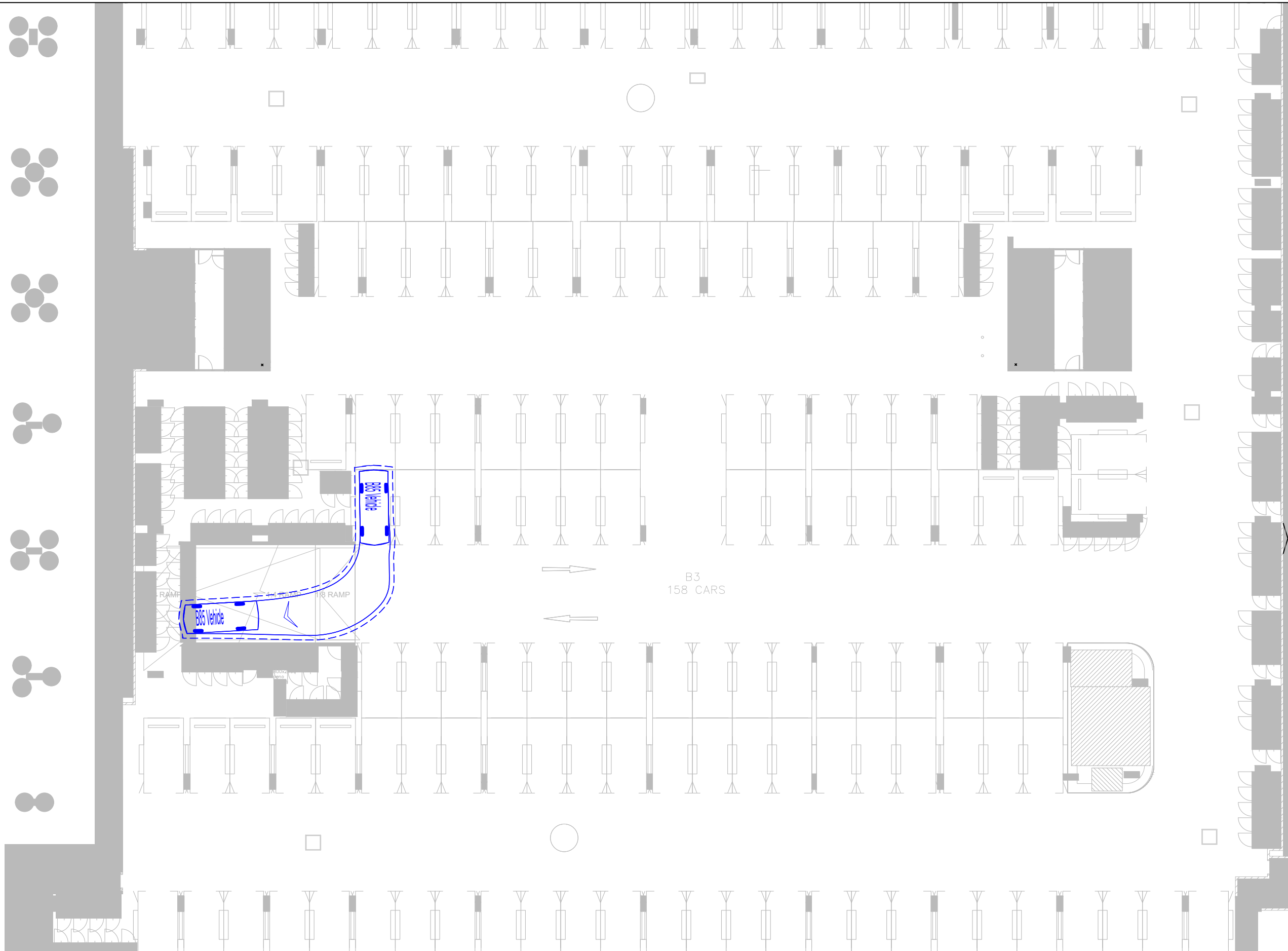
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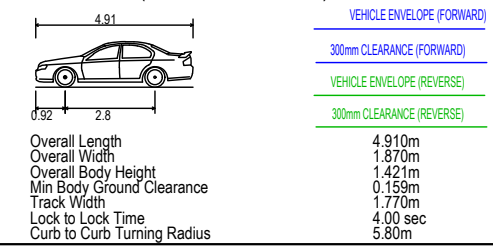
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