## **Traffix Group**

#### CITY OF PORT PHILLIP PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Date: 24/09/2024

Sheet: 1 of 27

## Detailed Design Stage Road Safety Audit

**Proposed Residential Hotel Development** 

at

28-32 Albert Road, South Melbourne

Prepared for MP28 Albert Road Pty Ltd

June, 2024

G32264R-01F

Level 28, 459 Collins St Melbourne Victoria 3000 T: 03 9822 2888 admin@traffixgroup.com.au Traffix Group Pty Ltd ABN: 32 100 481 570

b traffixgroup.com.au PORT PHILLIP PLANNING DEPARTMEN' Date Received: 05/09/2024 Detailed Design Stage Road Safety Audit

28-32 Albert Road, South Melbourne

#### CITY OF PORT PHILLIP PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Date: 24/09/2024

Sheet: 2 of 27

### **Document Control**

#### Our Reference: G32264R-01F

Issue No.	Туре	Date	Prepared By	Approved By	
С	Report	10/11/2023	R. Thomson (RPE 6375)	A. Coyle (RPE 6079)	
D	Report	26/03/2024	R. Thomson (RPE 6375)	R. Thomson (RPE 6375)	
E	Report	24/05/2024	R. Thomson (RPE 6375)	R. Thomson (RPE 6375)	
F	Report	14/06/2024	R. Thomson (RPE 6375)	R. Thomson (RPE 6375)	

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#### PORT PHILLIP PLANNING DEPARTMENT Date Received: 12 May 2023 CHTY OF PORT PHILLIP PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A

Detailed Design Stage Road Safety Audit

Date: 24/09/2024-32 Albert RSad, South Meb 27ne

### **Table of Contents**

1.	Introduction	4
2.	Background Information	4
2.1.	Auditor and Audit Process Details	4
2.2.	Project and Site Details	5
2.3.	Information Provided	8
2.4.	Responding to the Audit	8
3.	Safe System Approach	9
3.1.	Safe System Speeds	9
3.2.	Identifying Safe System Treatments	9
3.3.	Risk Ranking of Safety Issues	0
4.	Recommendations from Previous Audits 1	1
5.	Audit Findings and Recommendations 1	1
6.	Concluding Statement 1	2

### List of Figures

Figure 1: Locality Map	7
Figure 2: Aerial Photograph	8
Figure 3: Severity Guidance Matrix	9

### List of Tables

Table 1: Site Inspection Details	5
Table 2: Crash Likelihood	10
Table 3: Crash Severity	10
Table 4: Risk Ranking Matrix	11
Table 5: Road Safety Audit – Findings and Recommendations	. 13

### **List of Appendices**

Appendix A	Photographs
Appendix B	Development Plans
Appendix C	Swept Path Diagrams



PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2028 32 Albert Spece out hore bourne

### 1. Introduction

Traffix Group Pty Ltd has been engaged by MP28 Albert Road Pty Ltd to conduct a Detailed Design Stage Road Safety Audit for the operation of the laneway to the rear of the proposed residential hotel development at 28-32 Albert Road in South Melbourne.

The Road Safety Audit is required to address Condition 15 of the Planning Permit for the development and is required to address:

- Vehicular, bicycle and pedestrian access arrangements including loading arrangements and internal circulation and layout,
- Assess whether public use of the pedestrian arcade between the rear laneway and Albert Road between the hours of 10:00am and 4:00pm provides for the safe movement of pedestrians, cyclists and vehicles with or without further works, and
- Based on the above outline whether any further works, signage or other improvements to the laneway environs should be implemented.

The report has since been updated to reflect an updated set of plans that were submitted to Council as part of a Secondary Consent application.

The following report outlines the audit process and findings including recommendations to the Designer/Project Manager.

### 2. Background Information

### 2.1. Auditor and Audit Process Details

The audit was carried out by:

- Ross Thomson, B.E. (Civil) (Hons.), M.A.I.T.P.M. Registered Professional Engineer No. RPE 6375 Senior Associate, Traffix Group (Senior Road Safety Auditor and Audit Team Leader)
- Anthony Coyle, B.E. (Civil) (Hons.), M.A.I.T.P.M., Dip. Bus., Registered Professional Engineer No. RPE 6079 Director, Traffix Group (Senior Road Safety Auditor)

It is noted that the auditors have not had any previous involvement in the design or development of the proposed works.

Site inspection details are as described in Table 1 below.



PORT PHILLIP PLANNING SCHEME

### Detailed Design Stage Road Safety Audit

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Date: 24/09/2022 Albert Speetouthoffetourne

Table 1: Site Inspection Details

Activity	Day Inspection
Day	Friday
Date	09/12/2022
Time	11:30am – 12:00 noon
Auditor/s	R. Thomson
<b>Weather Conditions</b> (Clear, Raining, Snowing, Fog, Dust, Smoke, Unknown or Not Applicable)	Clear
<b>Light Conditions</b> (Light, Dark Dusk Dawn, Light and Dark, Unknown or Not Applicable)	Light
Road Surface Conditions (Dry, Wet, Muddy, Snowy, Icy, Unknown or Not Applicable)	Dry

This audit has been carried out following the procedures set out in the Austroads Guide to Road Safety, Part 6: Road Safety Audit, January 2022. The audit covers physical features of the road which may affect road user safety and it has sought to identify potential safety hazards. However, the auditors point out that no guarantee is made that every deficiency has been identified. Further, if all the recommendations in this report were to be followed, this would not guarantee that the project is 'safe'. Rather, adoption of the recommendations should improve the level of safety of the facility.

### 2.2. Project and Site Details

#### 2.2.1. Project Details

It is proposed to construct a new 26 level residential hotel building at 28-32 Albert Road in South Melbourne. The development will have dual frontages to both Albert Road to the east and to an existing rear laneway to the west.

There are three levels of basement carparking to be provided as part of the development, with vehicles to enter the basement carpark via a car lift accessed behind a tilt panel door from the rear laneway. A separate car lift is provided towards the eastern end of the site to allow vehicles to exit via a separate access to Albert Road.

In addition to the basement carpark access, a separate ramp is also proposed leading to a turntable on the lower ground level for trucks to access an internal loading dock. This ramp to the loading dock is accessed from the tilt panel door along the rear laneway frontage adjacent to the car lift for vehicles to enter the basement carpark.

A pedestrian arcade is proposed to run in an east-west direction through the proposed development connecting Albert Road through to the rear laneway.



PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2028 32 Albert Sheet out of the pourne

Bicycle parking for staff and residents of the development is proposed on the lower ground level of the building and within each level of the basement carpark. Access to these spaces is via a door from the rear laneway, with lifts from this area providing access down to the basement levels.

#### 2.2.2. Site Details

The site is currently occupied by a medium rise office building with a main frontage to Albert Road on the eastern site boundary and a secondary frontage to the northern end of a rear laneway. There is currently roller door access into the building from both frontages.

Albert Road is a major road that runs in a north-east to south-west direction forming the boundary between the suburbs of South Melbourne and Albert Park. The majority of the road is managed by the Department of Transport as an arterial road, however, the north-eastern section adjacent to the subject site is managed by Council. The road is currently blocked to through traffic at its north-eastern end due to works associated with the Metro Rail Tunnel Project.

The laneway located at the rear of the 28-32 Albert Road site runs in an 'F' shape with a single section running in a north-south orientation and two separate sections running in an east-west direction which connect through to Palmerston Crescent either side of a single property at 23 Palmerston Crescent. The north-south section of the laneway terminates in a dead-end adjacent to the subject site.

In addition to providing access to the subject site, the rear laneway also includes access to the following properties:

- High rise building located immediately adjacent to the subject site to the south where a tilt slab door for vehicle access into the building is provided,
- · Ramp and rollerdoor access to a medium rise building at 40 Albert Road,
- Access to a private carpark and a small number of ground level spaces associated with the high rise building at 42-50 Albert Road,
- Private parking behind tilt slab doors associated with the median rise office building at 25 Palmerston Crescent, and
- Two under croft spaces located at the rear of the building at 23 Palmerston Crescent between the two sections of east-west running laneway.

A commercial carpark is located to the west of the north-south section of laneway and to the north of the northern east-west section. Vehicle access to this carpark is from Palmerston Crescent and there is no access for vehicles into the carpark from the laneway. It is understood that there is a proposal to replace this carpark with a high rise residential tower.

The two east-west sections of the laneway in particular are quite narrow and only allow for the passage of one vehicle at a time. The north section of east-west laneway is restricted to westbound exit movements whilst the south section of the laneway is restricted to eastbound entry movements.

There is an existing open area located to the rear of the building at 23 Palmerston Crescent which allows vehicles to manoeuvre within the laneway area. There is also a splay on the



PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

### Detailed Design Stage Road Safety Audit

Date: 24/09/2022 Albert Spectouth Methourne

corner of the commercial carpark building which assists vehicles turning between the northsouth and east-west sections of the laneway.

A plan illustrating the site location is presented at Figure 1.



Figure 1: Locality Map

An aerial photograph illustrating the existing conditions at the site is presented at Figure 2 whilst photographs are also provided at Appendix A.



SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2022 Albert Bride out of the pourne



Source: http://nearmap.com/ (Image Date 3 December 2022)

Figure 2: Aerial Photograph

#### 2.3. Information Provided

The following plans have been reviewed as part of this Road Safety Audit:

 'Proposed Mixed Use Development 28-32 Albert Road, South Melbourne', Prepared by Artisan Architects, Project No. 10212, Drawing Nos. A0097 to A0100, Revision N, dated 30 May 2024.

Copies of the ground and lower ground level plans are attached at Appendix B.

In addition to the above, the auditors have also reviewed swept path diagrams illustrating access to critical parking spaces within the basement level carpark as well as access to the car lifts and the loading bay.

Copies of the swept path diagrams are attached at Appendix C.

#### 2.4. Responding to the Audit

As set out in the road safety audit guidelines, responsibility for the management of the road always rests with the asset owner/manager, and not with the auditor. A project manager is under no obligation to accept all the audit recommendations. Also, it is not the role of the auditors to agree to or approve of the project manager's response to the audit. Rather, the audit provides the opportunity to highlight potential safety hazards and have them formally considered by the project manager, in conjunction with all other considerations.



PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2022 Albert Speet ough of the pourne

This formal road safety audit report should be responded to in writing, giving reasons to each rejection. Acceptance of a recommendation may require no further comment, but explanation of how or when the action will be taken may be useful.

### 3. Safe System Approach

A Road Safety Audit under the Safe System approach focuses on crash types that result in a significant transfer of kinetic energy beyond the limits that a human body can tolerate which may lead to fatalities or serious injuries.

### 3.1. Safe System Speeds

The speed at which a road user is impacted during a collision has a significant effect on the probability of a person being killed or seriously injured. Safe System impact speeds are speeds below the threshold of which chances of survival are high and the likelihood of serious injury is low based on the common crash types as presented at Figure 3.

The angle of impact of a collision is also a factor that affects the severity of a crash. Infrastructure should be designed and travel speeds managed so that the impact speeds when a crash occurs are below the thresholds.



Figure 3: Severity Guidance Matrix

### 3.2. Identifying Safe System Treatments

Mitigation measures or treatments for identified safety risks can be categorised into primary, supporting or other treatments of which provide a level of alignment with Safe System outcomes:

**Primary Treatments** – Effectively eliminates or comes close to eliminating the occurrence of fatal or serious injuries for a given crash type.



	PORT PHILLIP PLANNING DEPARTMENT Date Received: 12 May 2023
	PORT PHILLIP PLANNING SCHEME
	SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only
Road Safety Audit	Date: 24/09/2024-32 Albert Spee Fouth Metogurne

**Supporting Treatments** – Improves the level of safety for a given crash type and can reduce the risk of fatal or serious injuries but not to the extent of a Primary Treatment. When applied to an existing road environment, these treatments do not change the ability for a Primary Treatment to be implemented in the future.

**Other Treatments** – Improves the overall level of safety but does not reduce the potential of fatal or serious injuries occurring. When applied to an existing road environment, these treatments do not change the ability for a Primary Treatment to be implemented in the future.

### 3.3. Risk Ranking of Safety Issues

A risk ranking has been applied to each of the safety issues raised in this audit in accordance with the method suggested in the Austroads 'Guide to Road Safety - Part 6: Road Safety Audit (2022)'.

Table 2 outlines the adopted rankings in relation to the likelihood of a crash occurring.

Table 2: Crash Likelihood

Likelihood	Description
Almost Certain	Once per quarter
Likely	Once per quarter to once per year
Possible	Once per year to once every three years
Unlikely	Once every three to every seven years
Rare	Less than once every seven years

Table 3 outlines the adopted rankings in relation to the expected severity of a crash resulting from the safety issue raised.

Table 3: Crash Severity

Severity	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	Death within 30 days of crash

Table 4 outlines how risk is ranked where likelihood and severity are considered within a standard risk matrix.



Version: 1, Version Date: 14/05/2025

G32264R-01F

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PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2024-32 Albert Speet outh Mebourne

Table 4: Risk Ranking Matrix

	Severity					
		Insignificant	Minor	Moderate	Serious	Fatal
	Almost certain	Medium	High	High	Extreme (FSI)	Extreme (FSI)
Likelihood (includes	Likely	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
exposure)	Possible	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

### 4. Recommendations from Previous Audits

The audit team is not aware of any previous Road Safety Audits conducted for this project.

### 5. Audit Findings and Recommendations

The audit findings and recommendations are presented in Table 5.



PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in Planning Permit No: 1051/2017/A Note: This approval relates to ther indicated/highlighted area(s) only

Detailed Design Stage Road Safety Audit

Date: 24/09/2022 Albert Spect out Metogurne

### 6. Concluding Statement

We have examined the plans and documents listed in Section 2.3 of this report and have inspected the site located at 28-32 Albert Road in South Melbourne. The audit has been carried out for the purpose of identifying any features of the project which could be altered or removed to improve the safety of the project. The identified issues have been noted in this report. The accompanying recommendations are put forward for consideration by the Project Manager for implementation.

Frequency	Signature	Date		
<b>Ross Thomson</b> Senior Road Safety Auditor (Audit Team Leader)	Aso	14/06/2024		
<b>Anthony Coyle</b> Senior Road Safety Auditor	Andf	14/06/2024		

**Reference Documents Used During the Audit:** 

- a) Australian Standard AS 1742.2-2009, Manual of Uniform Traffic Control Devices Part 2, Traffic Control Devices for General Use, March 2009.
- b) Australian/New Zealand Standard AS/NZS 2890.1-2004, Parking Facilities Part 1, Offstreet Car Parking, March 2004.
- c) Australian Standard AS 2890.2-2018, Parking Facilities Part 2, Off-street Commercial Vehicle Facilities, December 2018.
- d) Australian Standard AS 2890.3-2015, Parking Facilities Part 3, Bicycle Parking, September 2015.
- e) Austroads, Guide to Road Safety, Part 6: Road Safety Audit, January 2022.
- f) Department of Transport Supplements to Austroads Guide to Road Design, November 2021.
- g) VicRoads Supplements to Australian Standards (Traffic Engineering Manual Volume 2), October 2021.



Detailed Design Stage Road Safety Audit Table 5: Road Safety Audit – Findings and Recommendations				PORT PHILLIP PLANNING PORT PHILLI SECONDARY under Condition No. 2 in Note: This approval relates to	P PLAN CONSI PPanhin o ther in	MENT Date Received: INING SCHEME ENT APPROVAL ⑮P양f까만하신은바이명1192 dicated/highlighted a	<u>12 May 202</u> 017/A rea(s) only
ltem	Audit Findings	Risk Rating	Audi P – I S – S N – 9	t Recommendations <sup>22</sup> 24/09/20 Primary Supporting Other Treatment	24 P Accept (Y/N)	Reasons/Comments	
1	Truck access Around Laneway Corner: Trucks will be the only vehicles from the proposed development site that will be required to exit via the laneway. There is currently a splay on the existing commercial carpark building which is likely to be sufficient to allow trucks to turn the corner within the existing laneway to exit via the northern east-west branch onto Palmerston Crescent. [Refer Photos 8 & 14] The future redevelopment of the commercial carpark site may remove part of the existing splay and it is not clear whether there would still be sufficient area for a truck to turn the corner to exit via the northern east-west laneway branch onto Palmerston Crescent.	Likelihood: Possible Severity: Minor Risk Rating: Medium	Unde conf the c towa the e carp	ertake swept path analysis to irm that trucks can safely turn corner within the laneway to exit ards Palmerston Crescent should existing splay on the commercial ark site be removed. [N]			



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Item	Audit Findings	Risk Rating	S – Supporting N – Other Treatment	Accept (Y/N)	Reasons/Comments	
2	Pedestrian Access via East-West Laneway Branches: The existing east-west laneway branches which connect through to Palmerston Crescent are only slightly more than 3m wide and would not be comfortable for a vehicle to pass a pedestrian. Whilst it is understood that following the redevelopment of the commercial carpark site, pedestrians would be able to walk through that site to access Palmerston Crescent, in the short-term pedestrians would be required to walk along the existing laneways. [Refer Photos $1 - 8$ ] There is currently a speed hump located at the western end of the northern branch of the laneway to slow traffic approaching the footpath on Palmerston Crescent. There are currently no other speed humps located in the existing laneway sections. Given the increased likelihood of pedestrians walking along the laneway sections following the completion of the 28-32 Albert Road development and prior to the redevelopment of the commercial car park site, it is considered that additional speed humps would be desirable to slow traffic using the narrow east-west laneway sections.	Likelihood: Possible Severity: Minor Risk Rating: Medium	Install speed humps at both ends of the southern east-west laneway section. [S] Install an additional speed hump at the eastern end of the northern east- west laneway section. [S]			



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Iter	n Audit Findings	RISK Rating	S – Supporting N – Other Treatment	Accept (Y/N)	Reasons/Comments	
3	Southern East-West Laneway Branch: The southern east-west laneway branch is intended to be restricted only for eastbound entry movements into the laneway system. There is not currently any signage or pavement markings provided at the eastern end of this laneway section that are visible from the north-south laneway section. This may potentially lead to wrong-way movements along this section of laneway. [Refer Photo 4]	Likelihood: Possible Severity: Minor Risk Rating: Medium	Install a 'No Entry' sign and a one- way pavement arrow at the eastern end of the southern east-west laneway branch to restrict its use for eastbound traffic exiting towards Palmerston Crescent. [S]			
4	Northern East-West Laneway Branch: The northern east-west laneway branch is intended to be restricted only for westbound exit movements from the laneway system towards Palmerston Crescent. Although there is a sign provided, there is not currently any pavement markings to supplement the sign at the eastern end of this laneway section. This may result in uncertainty as to whether vehicles or pedestrians using this laneway branch may encounter oncoming traffic. [Refer Photo 8]	Likelihood: Unlikely Severity: Insignificant Risk Rating: Negligible	Install a one-way pavement arrow at the eastern end of the northern east- west laneway branch to reassure motorists and pedestrians that they will not encounter oncoming traffic. [N]			
5	<u>Pedestrian Arcade:</u> There are no safety issues identified in relation to the pedestrian arcade on the ground level of the proposed 28-32 Albert Road building between Albert Road and the rear laneway.	N/A	Note Only.			



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Item	Audit Findings	Risk Rating	S – S N – C	Supporting Other Treatment	Accept (Y/N)	Reasons/Comments	
6	Pedestrian Sight Triangle: The existing booster box for the adjacent development at 38 Albert Road encroaches marginally into the 2.5m by 2.0m sight triangle for vehicles exiting the proposed development site onto Albert Road. The auditors do not consider this to represent a safety issue, noting that the vehicle egress is to be offset 1.5m from the booster box and the sight triangle is otherwise free of obstructions. The auditors consider that motorists exiting the carpark would still have reasonable visibility to pedestrians walking along the footpath who approach from the south.	N/A	Note	Only.			





# Appendix A

### Photographs



Document Set ID: 9105160 Version: 1, Version Date: 14/05/2025 G32264R-01F

### Detailed Design Stage Road Safety Audit

#### PORT PHILLIP PLANNING DEPARTMENT, Date Received: 12 May 2021

#### PORT PHILLIP PLANNING SCHEME

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Photograph 1:

Southern East-West Laneway Branch

View east from Palmerston Crescent



Sheet: 18 of 27

Photograph 2:

Southern East-West Laneway Branch

View west towards Palmerston Crescent



Photograph 3:

Southern East-West Laneway Branch

View west



Photograph 4:

Southern East-West Laneway Branch

View west from laneway turning area

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Document Set ID: 9105160 Version: 1, Version Date: 14/05/2025

#### PORT PHILLIP PLANNING SCHEME

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**Detailed Design Stage** 

**Road Safety Audit** 

Photograph 5:

Northern East-West Laneway Branch

View east from Palmerston Crescent



Sheet: 19 of 27

Photograph 6:

Northern East-West Laneway Branch

View east from Palmerston Crescent



Photograph 7:

Northern East-West Laneway Branch

View west towards Palmerston Crescent



Photograph 8:

Northern East-West Laneway Branch

View west from laneway turning area

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Document Set ID: 9105160 Version: 1, Version Date: 14/05/2025

### **Detailed Design Stage Road Safety Audit**



Photograph 9:

North-South Laneway Section

View north towards 28-32 Albert Road site from laneway turning area



Sheet: 20 of 27

Photograph 10:

PORT PHILLIP PLANNING DEPARTMENT, Date Received: 12 May 2021

PORT PHILLIP PLANNING SCHEME

SECONDARY CONSENT APPROVAL under Condition No. 2 in የሚፈለትበት የሚሞት የሚሞት 2017/A

> North-South Laneway Section

View north towards 28-32 Albert Road site from laneway turning area



Photograph 11:

North-South Laneway Section

View north towards 28-32 Albert Road site



Photograph 12:

North-South Laneway Section

View south from 28-32 Albert Road site



Document Set ID: 9105160 Version: 1. Version Date: 14/05/2025

### Detailed Design Stage Road Safety Audit

#### PORT PHILLIP PLANNING DEPARTMENT, Date Received: 12 May 202

#### PORT PHILLIP PLANNING SCHEME

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Photograph 13:

Northern East-West Laneway Branch

View east towards laneway turning area



Sheet: 21 of 27 Photograph 14:

Corner Splay of Existing Commercial Carpark Building

View west from north-south laneway section



Photograph 15:

Laneway Turning Area

View south from north-south laneway section



Photograph 16:

Laneway Turning Area

View east from northern east-west laneway branch

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Document Set ID: 9105160 Version: 1, Version Date: 14/05/2025



# **Appendix B**

### **Development Plans**





REVISIONS No Date Description	By	PROJECT TITLE	I	1	N		Artisan Architects retain all common law, statutory law an copyright and intellectual property rights in respect of this
N 30.05.24 SECONDARY CONSENT APPLICATION	AP	PROPOSED MIXED USE DEVELOPMENT	SCALE: @ A3 1:200	PROJECT No:			The recipient indemnifies Artisan Architects against all cla use of this document for any purpose other than its intend or reuse of the document on other projects without the pe
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GENERAL ARRANGEMENT PLAN

**GROUND FLOOR** 

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