Traffix Group

Detailed Design Stage Road Safety Audit

Proposed Residential Hotel Development

at

28-32 Albert Road, South Melbourne

Prepared for
MP28 Albert Road Pty Ltd

November, 2024

G26080R-02G

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Document Control

Our Reference: G26080R-02G

Issue No.	Type	Date	Prepared By	Approved By
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)
G	Report	25/11/2024	R. Thomson (RPE 6375)	R. Thomson (RPE 6375)

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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.

Table 1: Site Inspection Details

Activity	Day Inspection
Day	Friday
Date	09/12/2022
Time	11:30am – 12:00 noon
Auditor/s	R. Thomson
Weather Conditions (Clear, Raining, Snowing, Fog, Dust, Smoke, Unknown or Not Applicable)	Clear
Light Conditions (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. The arcade will have an opening to the rear laneway of 0.948m.

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 vacant following the demolition of a previous 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 a vehicle crossover leading into the site from Albert Road, whilst vehicle access into the site is also possible from the laneway.

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 and Planning as an arterial road, however, the north-eastern section adjacent to the subject site is managed by Council.

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:

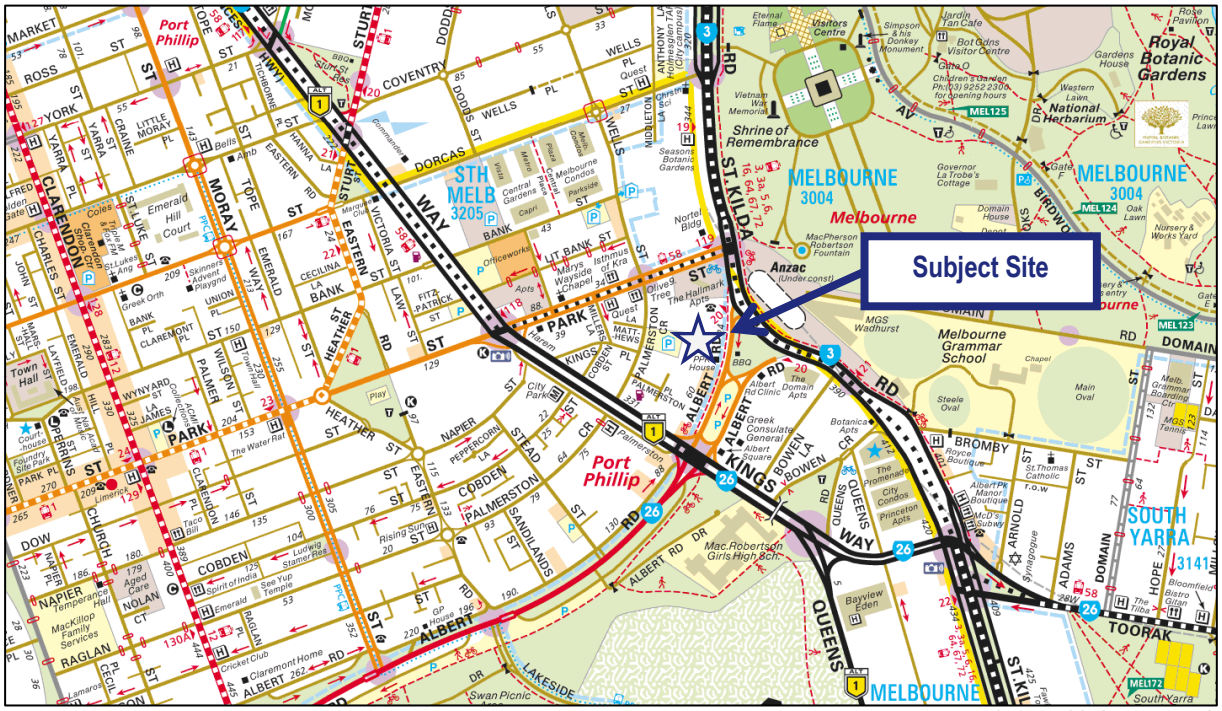
- High rise building located immediately adjacent to the subject site to the south where a tilt slab door for vehicle access into the building is provided,
- Ramp and rollerdoor access to a medium rise building at 40 Albert Road,
- Access to a private carpark and a small number of ground level spaces 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. A pedestrian access to this carpark is located at the northern end of the north-south section of laneway.

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

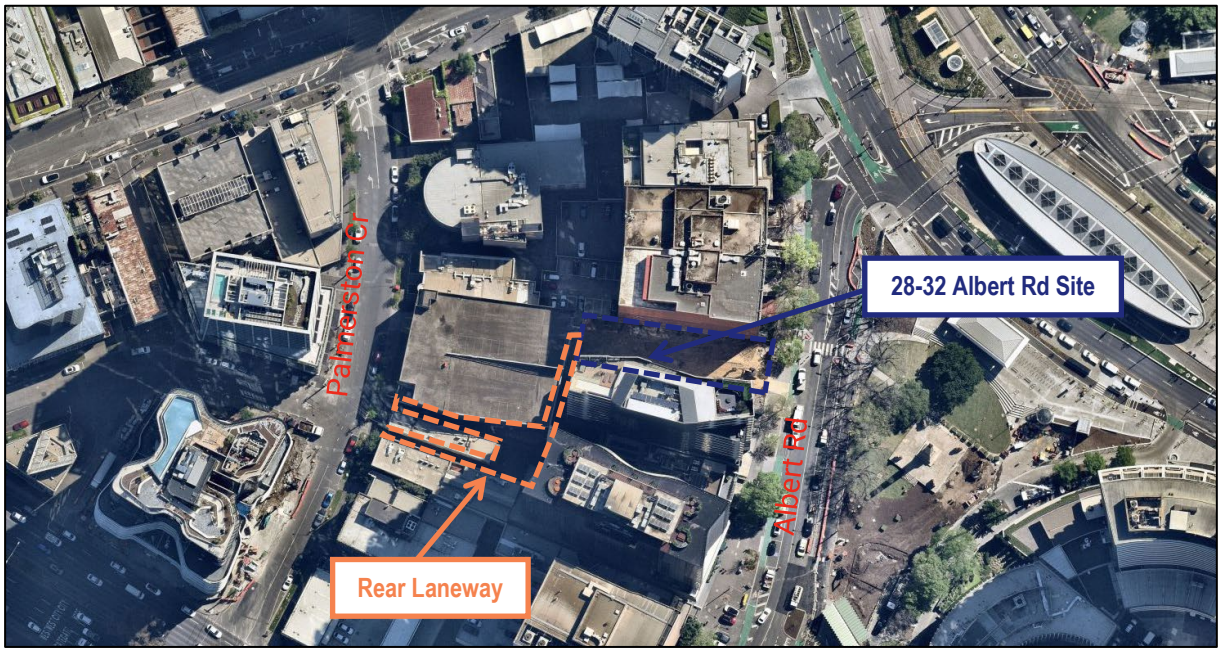
A plan illustrating the site location is presented at Figure 1.



Source: Melway Publishing Pty Ltd

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.



Source: http://nearmap.com/ (Image Date 9 October 2024)

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.

The lower ground level plan has since been updated (Revision V) to include the existing commercial carpark to the west of the subject site on the opposite side of the laneway which is proposed to be retained in the short-term.

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.

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.

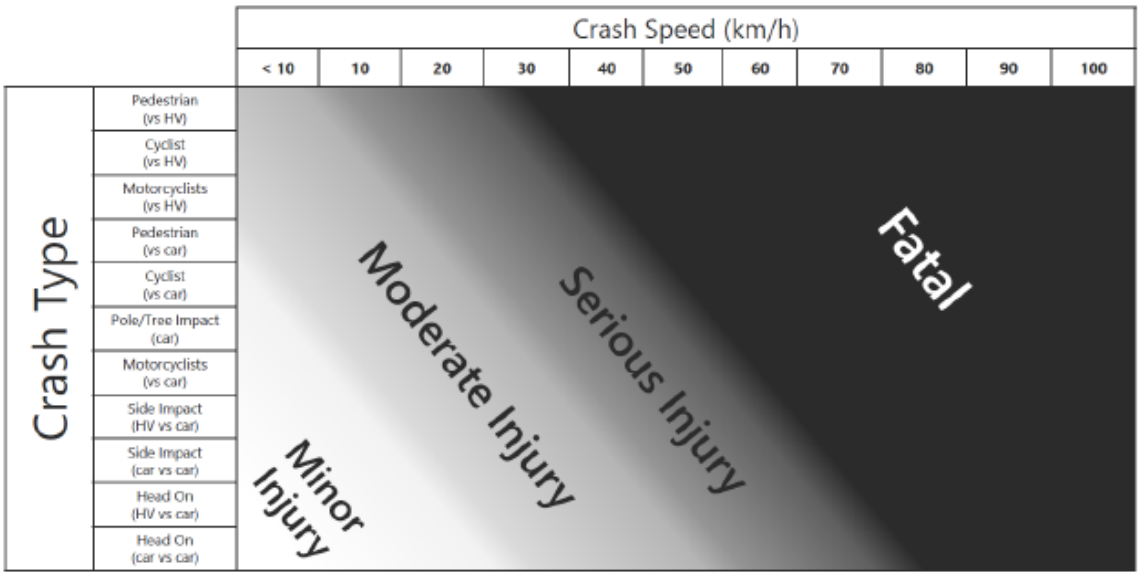


Figure 3: Severity Guidance Matrix

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.

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.

Table 4: Risk Ranking Matrix

		Severity				
		Insignificant	Minor	Moderate	Serious	Fatal
Likelihood (includes exposure)	Almost certain	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	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

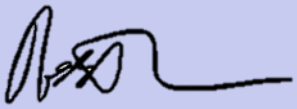
The audit team is not aware of any previous Road Safety Audits conducted for this project.

5. Audit Findings and Recommendations

The audit findings and recommendations are presented in Table 5.

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
Ross Thomson Senior Road Safety Auditor (Audit Team Leader)		25/11/2024
Anthony Coyle Senior Road Safety Auditor		25/11/2024

Reference Documents Used During the Audit:

a) Australian Standard AS 1428.1-2009, Design for Access and Mobility Part 1: General Requirements for Access—New Building Work, November 2009.

b) Australian Standard AS 1742.2-2022, Manual of Uniform Traffic Control Devices Part 2: Traffic Control Devices for General Use, August 2022.

c) Australian/New Zealand Standard AS/NZS 2890.1-2004, Parking Facilities Part 1, Off-Street Car Parking, March 2004.

d) Australian Standard AS 2890.2-2018, Parking Facilities Part 2, Off-street Commercial Vehicle Facilities, December 2018.

e) Australian Standard AS 2890.3-2015, Parking Facilities Part 3, Bicycle Parking, September 2015.

f) Austroads, Guide to Road Safety, Part 6: Road Safety Audit, January 2022.

g) Department of Transport and Planning Supplements to Austroads Guide to Road Design, February 2024.

h) Department of Transport Supplements to Australian Standards (Network Technical Guide), October 2023.

Table 5: Road Safety Audit – Findings and Recommendations

Item	Audit Findings	Risk Rating	Audit Recommendations P – Primary S – Supporting N – Other Treatment	Project Manager	
				Accept (Y/N)	Reasons/Comments
1	<u>Truck access Around Laneway Corner:</u> 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] A potential 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**	Undertake swept path analysis to confirm that trucks can safely turn the corner within the laneway to exit towards Palmerston Crescent I the event that the existing splay on the commercial carpark site is removed. [N]		

Item	Audit Findings	Risk Rating	Audit Recommendations P – Primary S – Supporting N – Other Treatment	Project Manager	
				Accept (Y/N)	Reasons/Comments
2	<u>Pedestrian Access via East-West Laneway Branches:</u> 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]		

Item	Audit Findings	Risk Rating	Audit Recommendations P – Primary S – Supporting N – Other Treatment	Project Manager	
				Accept (Y/N)	Reasons/Comments
3	<u>Southern East-West Laneway Branch:</u> 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	<u>Northern East-West Laneway Branch:</u> 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.		

Item	Audit Findings	Risk Rating	Audit Recommendations P – Primary S – Supporting N – Other Treatment	Project Manager	
				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.		
7	Pedestrian Arcade Access to Laneway: The Pedestrian Arcade is proposed to have a 0.948m access to the laneway at its western end. This exceeds the minimum width of 0.85m permitted for a doorway and includes a suitable circulation space within the site on the inside of the opening.	*N/A*	Note Only.		

Appendix A

Photographs

Photograph 1:

Southern East-West Laneway Branch

View east from Palmerston Crescent

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

Photograph 5:

Northern East-West Laneway Branch

View east from Palmerston Crescent

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

Photograph 9:

North-South Laneway Section

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

Photograph 10:

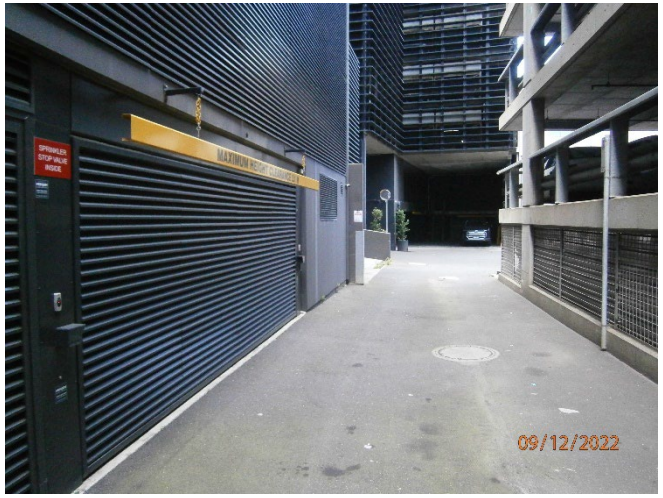
North-South Laneway Section

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

Photograph 13:

Northern East-West Laneway Branch

View east towards laneway turning area

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

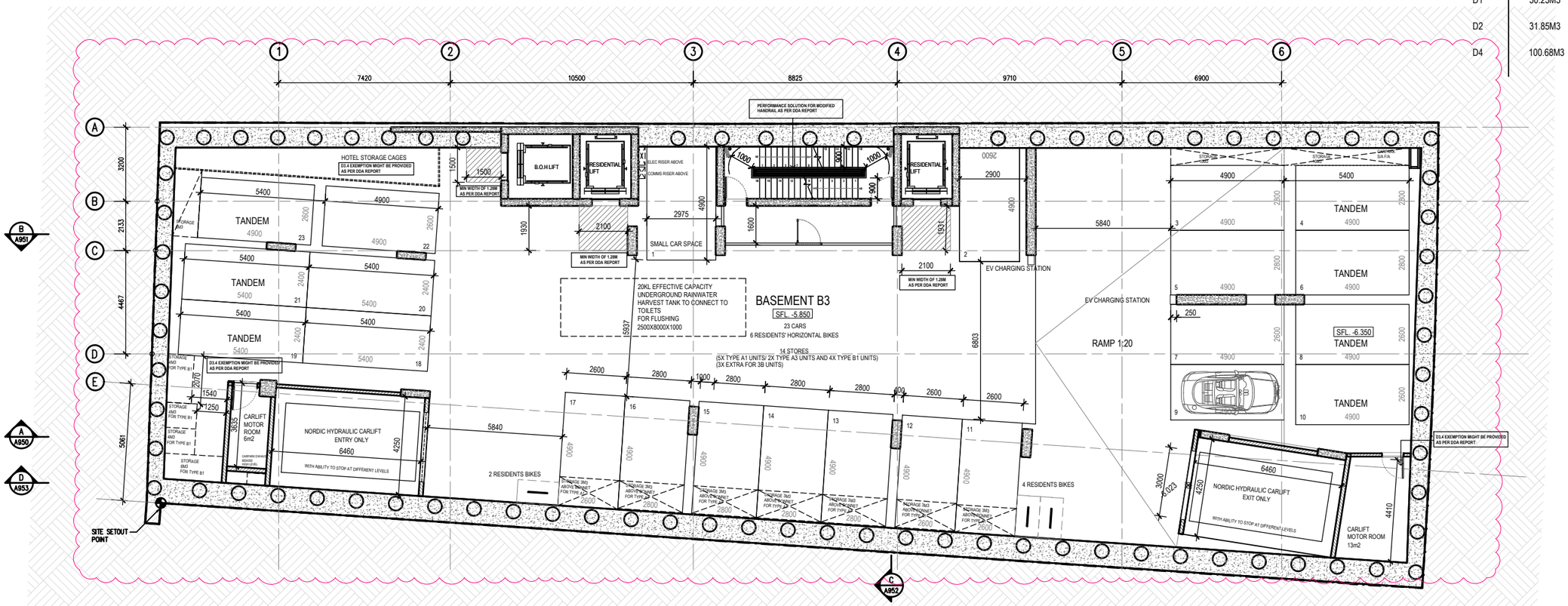
View east from northern east-west laneway branch

Appendix B

Development Plans

STORAGE REQUIREMENTS

TYPE	INTERNAL	EXTERNAL	No OF UNIT
A1	7.0M3	3M3	5
A2	11.57M3	NIL	1
A3	7.0M3	3M3	10
B1	10.0M3	4M3	4
C1	31.46M3	NIL	10
C2	20.67M3	NIL	6
C3	30.51M3	NIL	1
C4	41.28M3	NIL	1
D1	30.23M3	NIL	2
D2	31.85M3	NIL	3
D4	100.68M3	NIL	1



Note: recommendations within the DDA Report dated 12th August 2024 to be implemented in the next design phase

REVISIONS

No	Date	Description	By
N	30.05.24	SECONDARY CONSENT APPLICATION	AP

PROJECT TITLE
PROPOSED MIXED USE DEVELOPMENT
28 - 32 ALBERT ROAD, SOUTH MELBOURNE

DRAWING TITLE
BASEMENT 3 PLAN

SCALE: @ A3 1:200

DATE: SEPT 2023

PROJECT No: 10212

DRAWN BY: TM

DWG No: A0097

REV N

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ACN 138 157 641

artisan architects

Nominated Architect: Andrew Pham / Victoria ARBV 16732 / NSW ARB 11635

STORAGE REQUIREMENTS

TYPE	INTERNAL	EXTERNAL	No OF UNIT
A1	7.0M3	3M3	5
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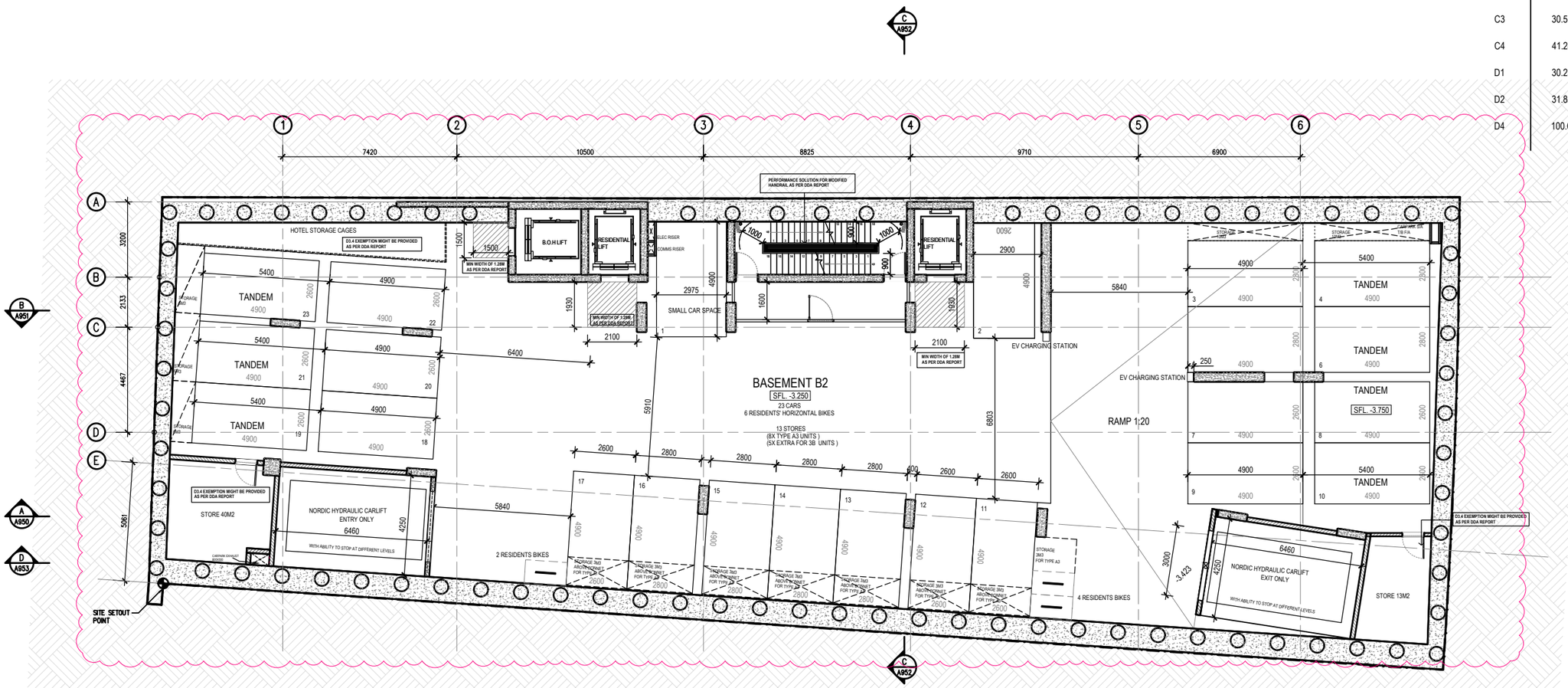
B1	10.0M3	4M3	4
C1	31.46M3	NIL	10
C2	20.67M3	NIL	6
C3	30.51M3	NIL	1
C4	41.28M3	NIL	1
D1	30.23M3	NIL	2
D2	31.85M3	NIL	3
D4	100.68M3	NIL	1



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REVISIONS

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N	30.05.24	SECONDARY CONSENT APPLICATION	AP

PROJECT TITLE
PROPOSED MIXED USE DEVELOPMENT
28 - 32 ALBERT ROAD, SOUTH MELBOURNE

DRAWING TITLE
BASEMENT 2 PLAN

SCALE: @ A3 1:200

DATE: SEPT 2023

PROJECT No: 10212

DRAWN BY: TM

N

DWG No: A0098

REV N

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Nominated Architect: Andrew Pham / Victoria ARBV 16732 / NSW ARB 11635

STORAGE REQUIREMENTS

TYPE	INTERNAL	EXTERNAL	No OF UNIT
A1	7.0M3	3M3	5
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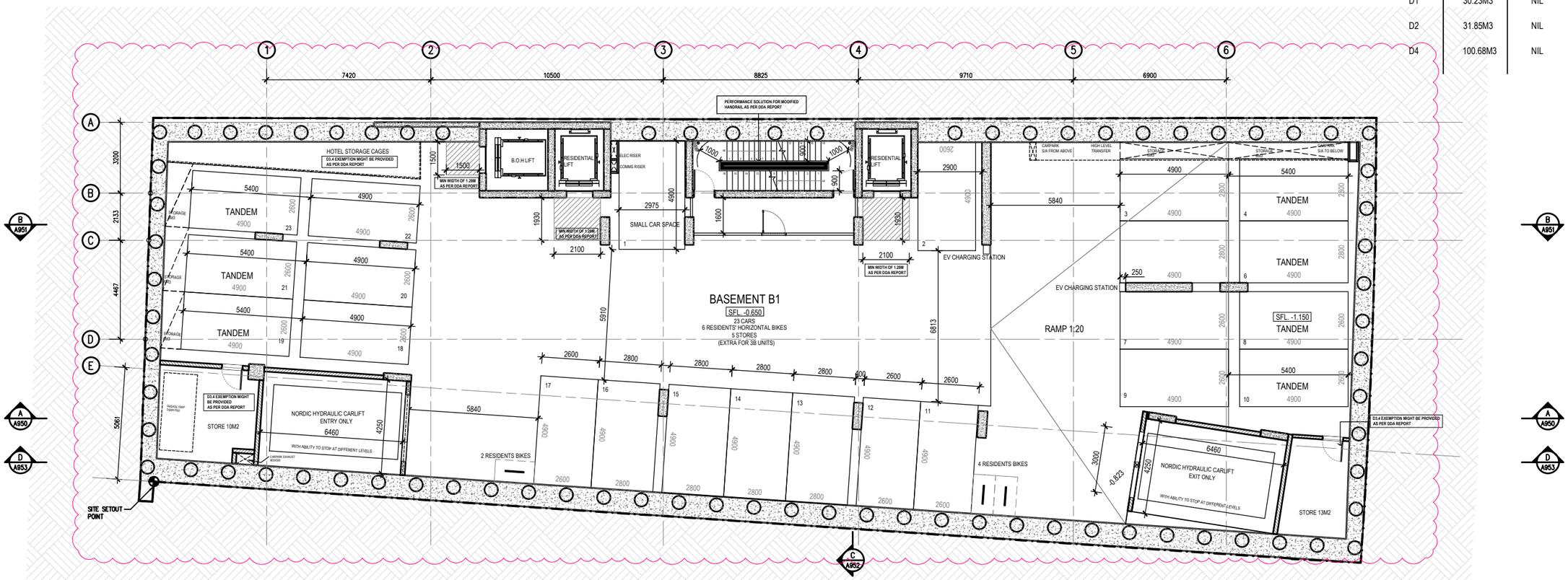
A3	7.0M3	3M3	10
B1	10.0M3	4M3	4
C1	31.46M3	NIL	10
C2	20.67M3	NIL	6
C3	30.51M3	NIL	1
C4	41.28M3	NIL	1
D1	30.23M3	NIL	2
D2	31.85M3	NIL	3
D4	100.68M3	NIL	1



Note: recommendations within the DDA Report dated 12th August 2024 to be implemented in the next design phase

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PROJECT TITLE
PROPOSED MIXED USE DEVELOPMENT
28 - 32 ALBERT ROAD, SOUTH MELBOURNE

DRAWING TITLE
BASEMENT 1 PLAN

SCALE: @ A3 1:200

DATE: SEPT 2023

PROJECT No: 10212

DRAWN BY: TM

DWG No: A0099

REV N

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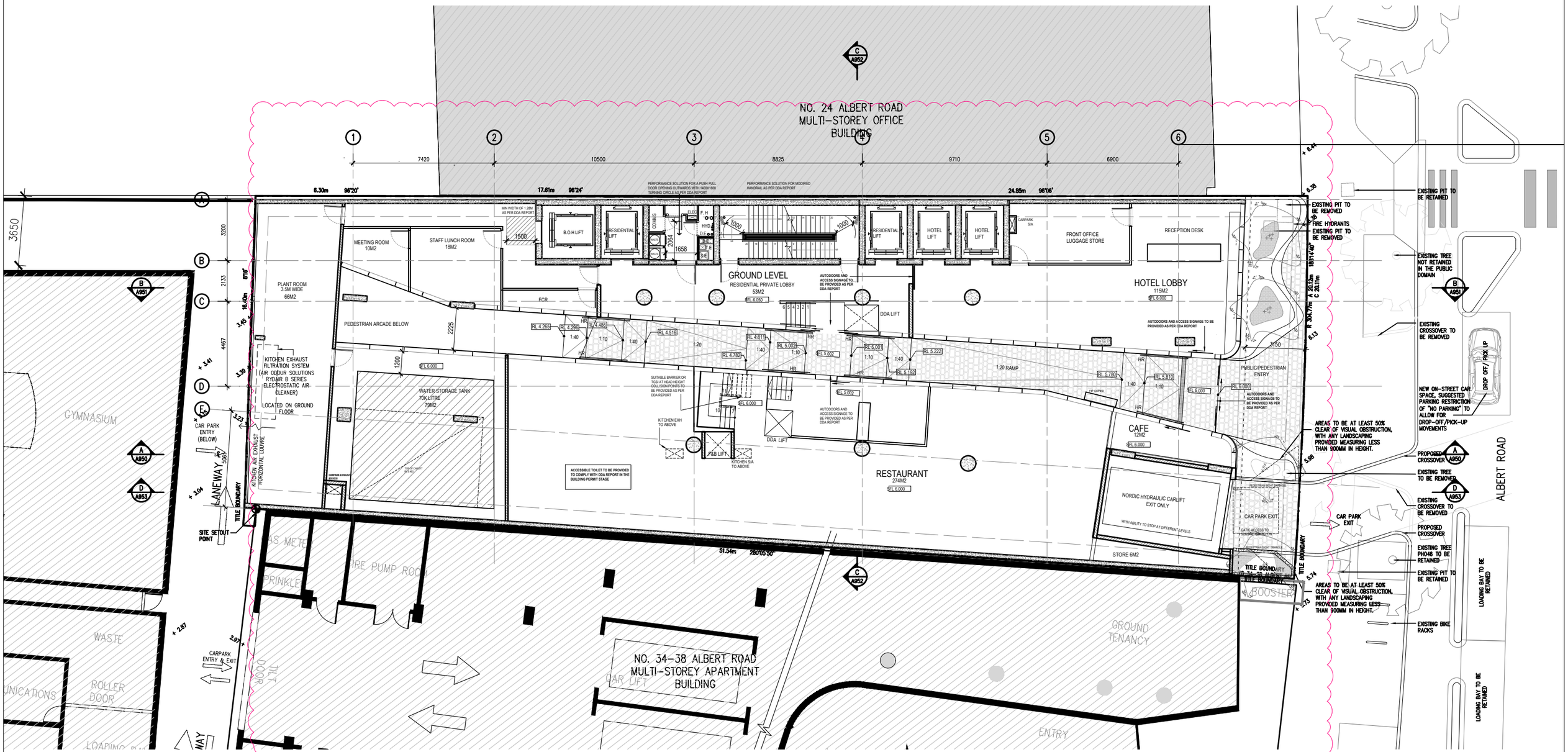

Note: recommendations within the DDA Report dated 12th August 2024 to be implemented in the next design phase

REVISIONS

No	Date	Description	By
N	30.05.24	SECONDARY CONSENT APPLICATION	AP

PROJECT TITLE
PROPOSED MIXED USE DEVELOPMENT
28 - 32 ALBERT ROAD, SOUTH MELBOURNE

DRAWING TITLE
GENERAL ARRANGEMENT PLAN
GROUND FLOOR

SCALE: @ A3 1:200

DATE: SEPT 2023

PROJECT No: 10212

DRAWN BY: TM

N

DWG No: A0100

REV N

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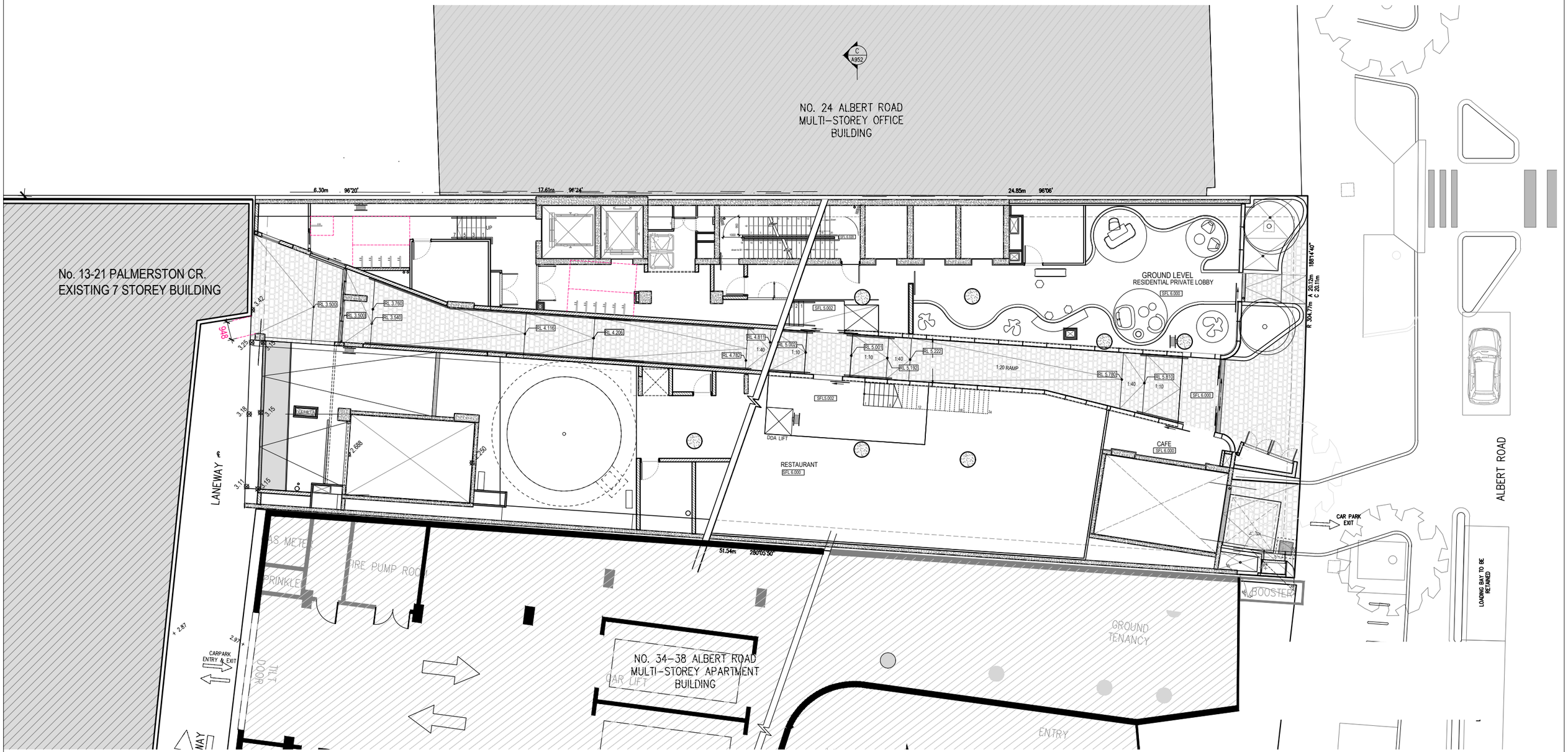
Nominated Architect: Andrew Pham / Victoria ARBV 16732 / NSW ARB 11635



RECOMMENDATIONS WITHIN THE DDA REPORT DATED 21ST MARCH 2014 TO BE IMPLEMENTED IN THE NEXT DESIGN PHASE

REVISIONS

No	Date	Description	By
N	30.05.24	SECONDARY CONSENT APPLICATION	AP
V	--.--.24	VCAT APPLICATION	AP

PROJECT TITLE
PROPOSED MIXED USE DEVELOPMENT
28 - 32 ALBERT ROAD, SOUTH MELBOURNE

SCALE: @ A3 1:200

PROJECT No: 10212

DRAWING TITLE
FUNCTIONAL LAYOUT PLAN/ PEDESTRIAN LINK
LOWER GROUND / GROUND FLOOR

DATE: SEPT 2023

DRAWN BY: CP

N

DWG No: A0100

REV V

info@artisanarchitects.com.au
www.artisanarchitects.com.au
ACN 138 157 641

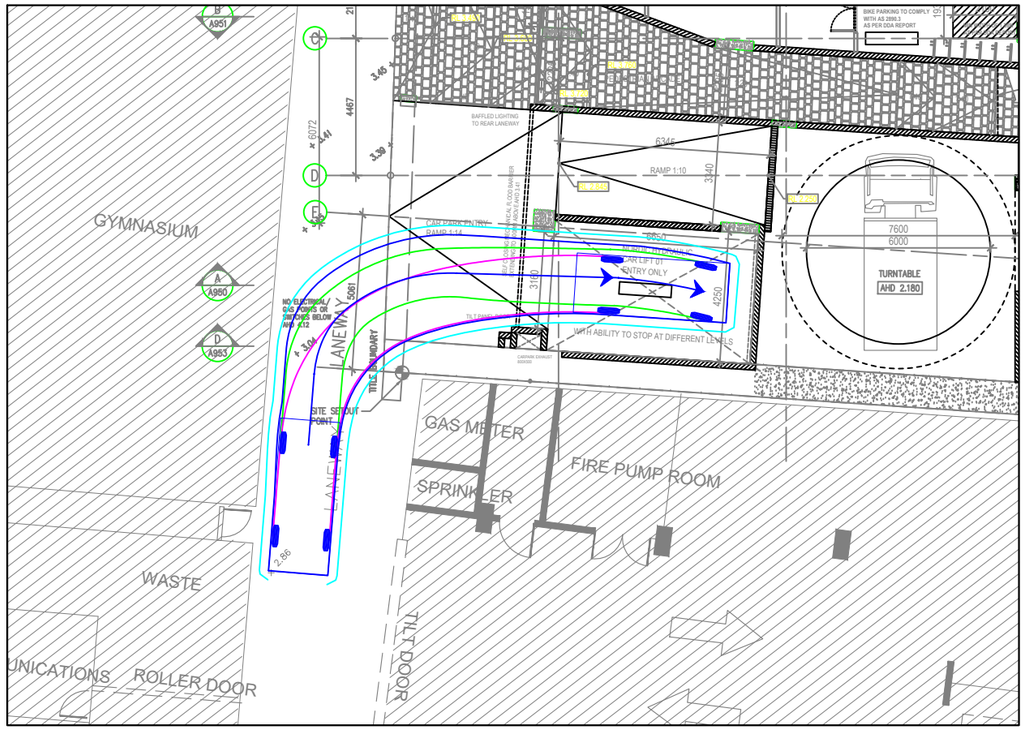
artisan architects

Nominated Architect: Andrew Pham / Victoria ARBV 16732 / NSW ARB 11635

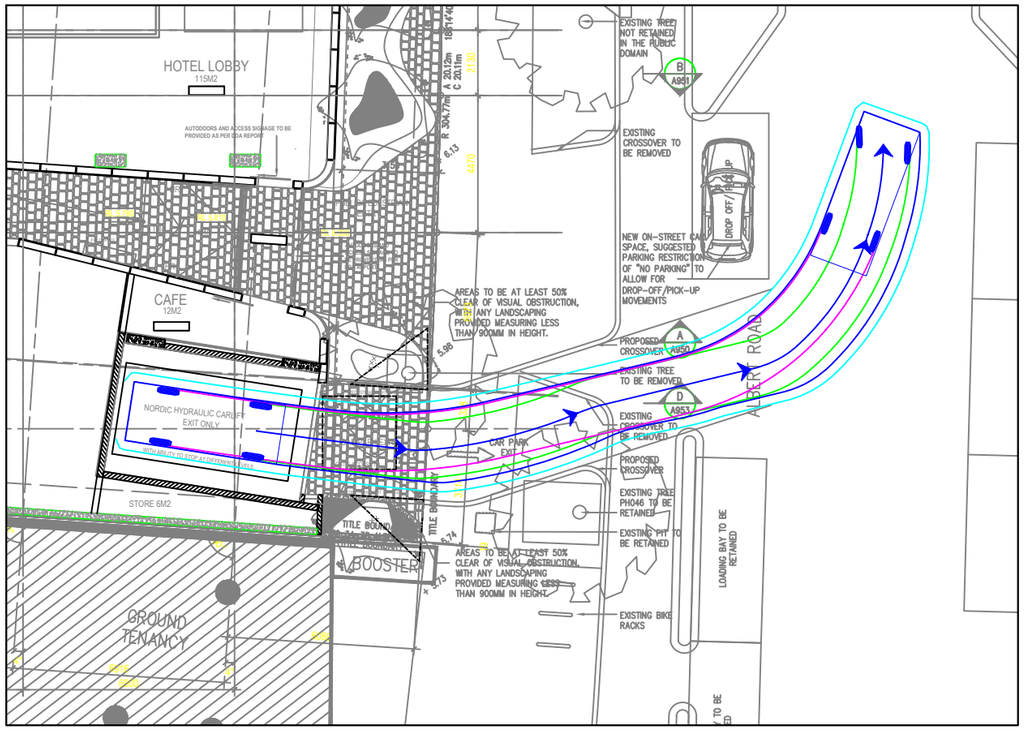
Appendix C

Swept Path Diagrams

ENTRY CAR LIFT - INGRESS



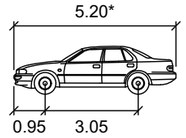
EXIT CAR LIFT - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

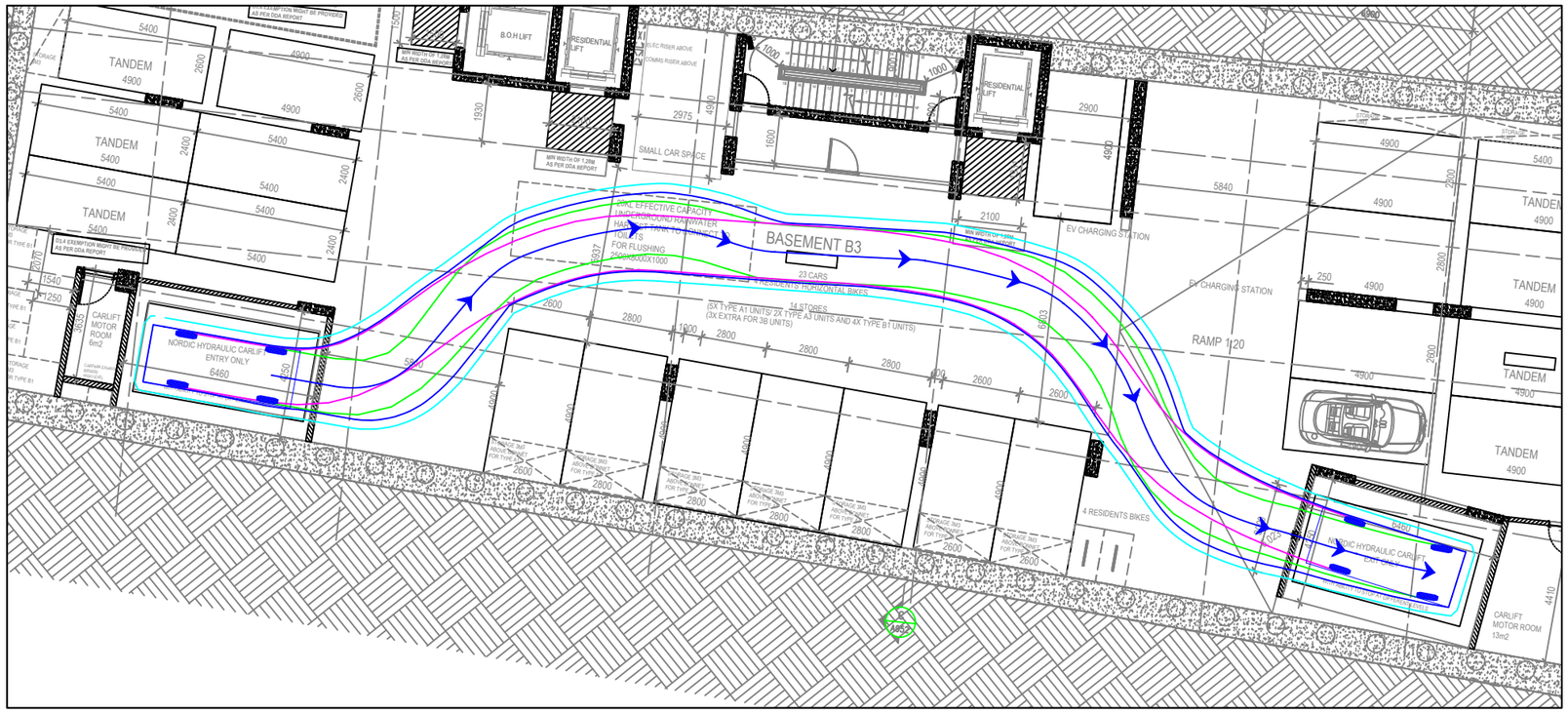
Width	:	1.94
Track	:	1.84
Kerb to Kerb Radius	:	12.5m

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

LEGEND

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

CIRCULATION BETWEEN BASEMENT CAR LIFTS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06
SHEET NO.: 01

SCALE: 1:200 (A3) 0 2 4

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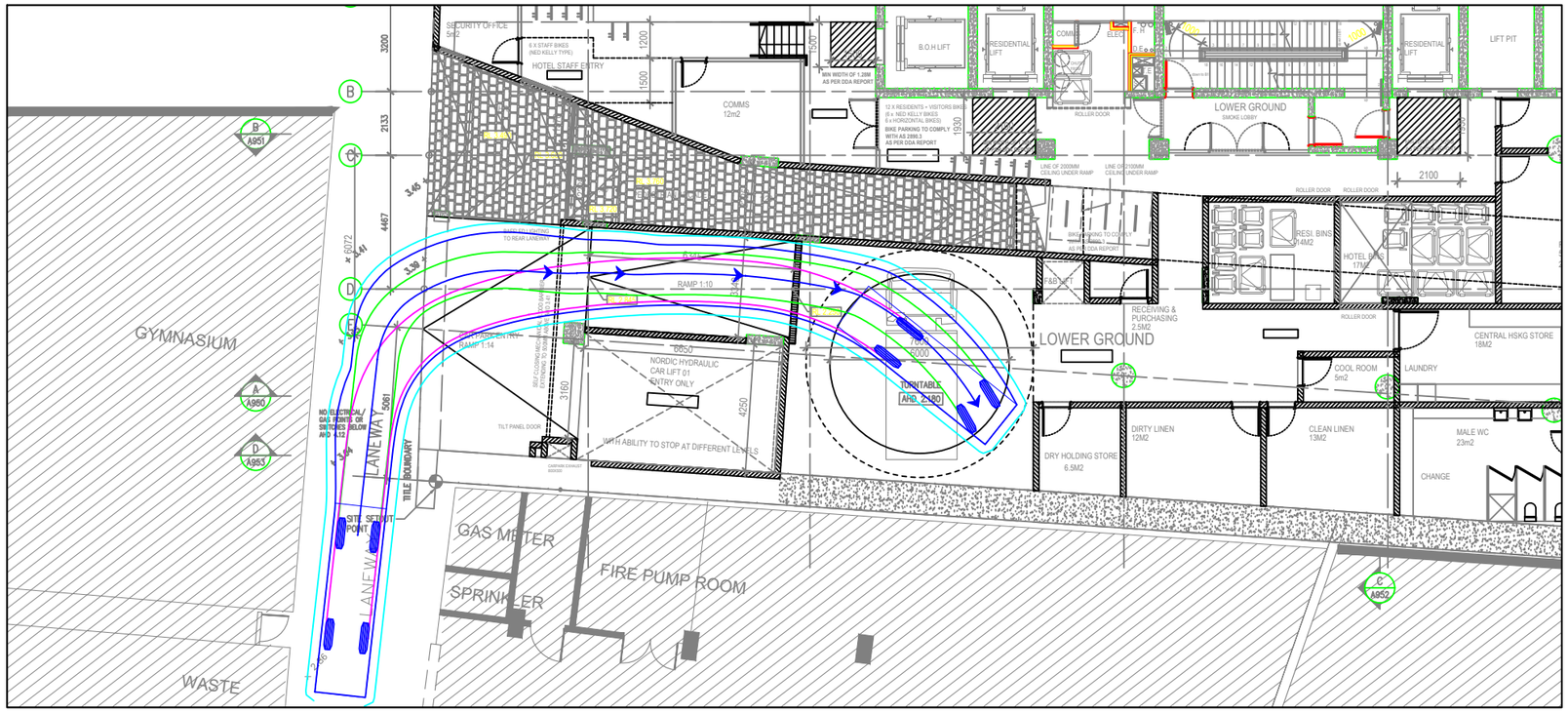
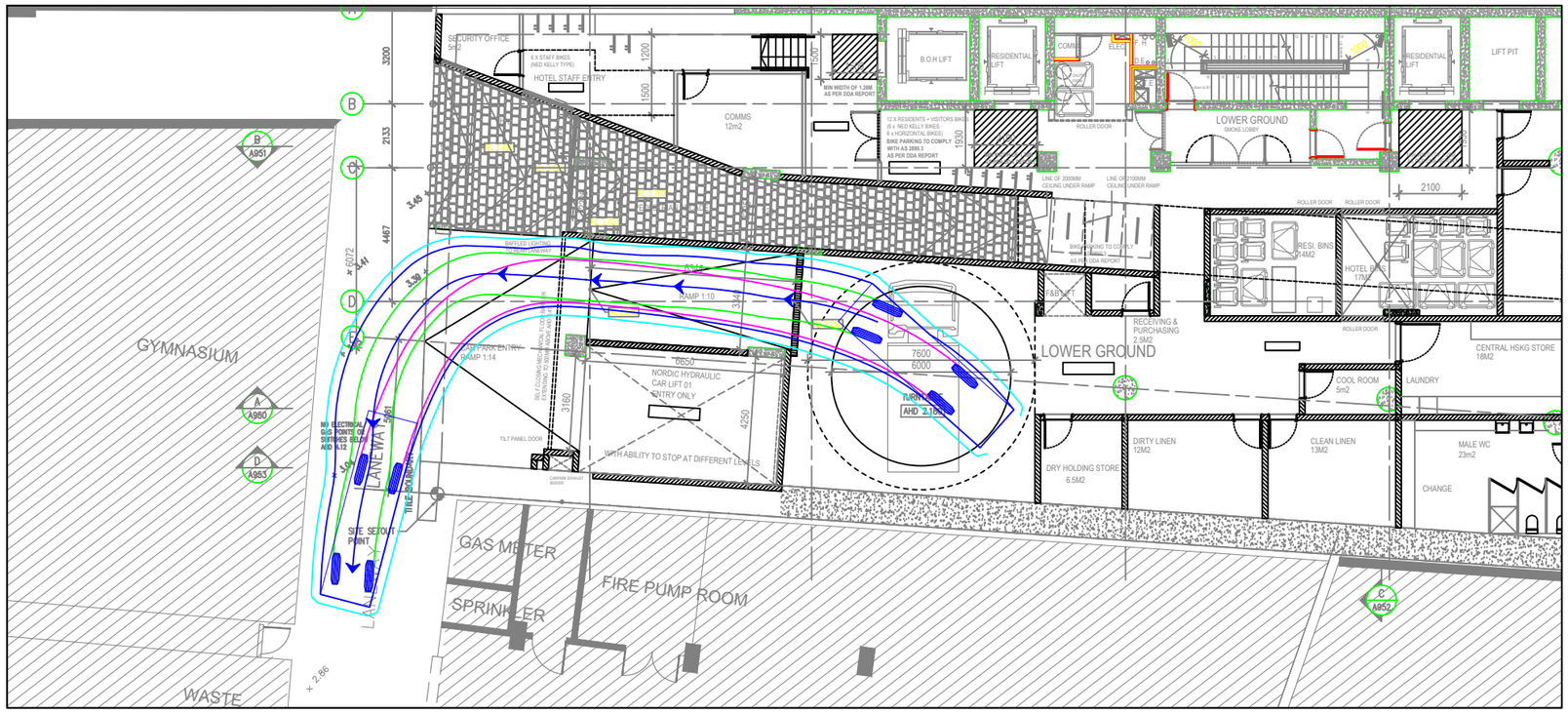
LOADING BAY AREA - INGRESS



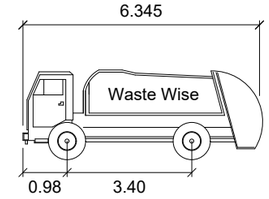
LOADING BAY AREA - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

REAR WHEELS — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06

SHEET NO.: 02

SCALE: 1:200 (A3) 0 2 4

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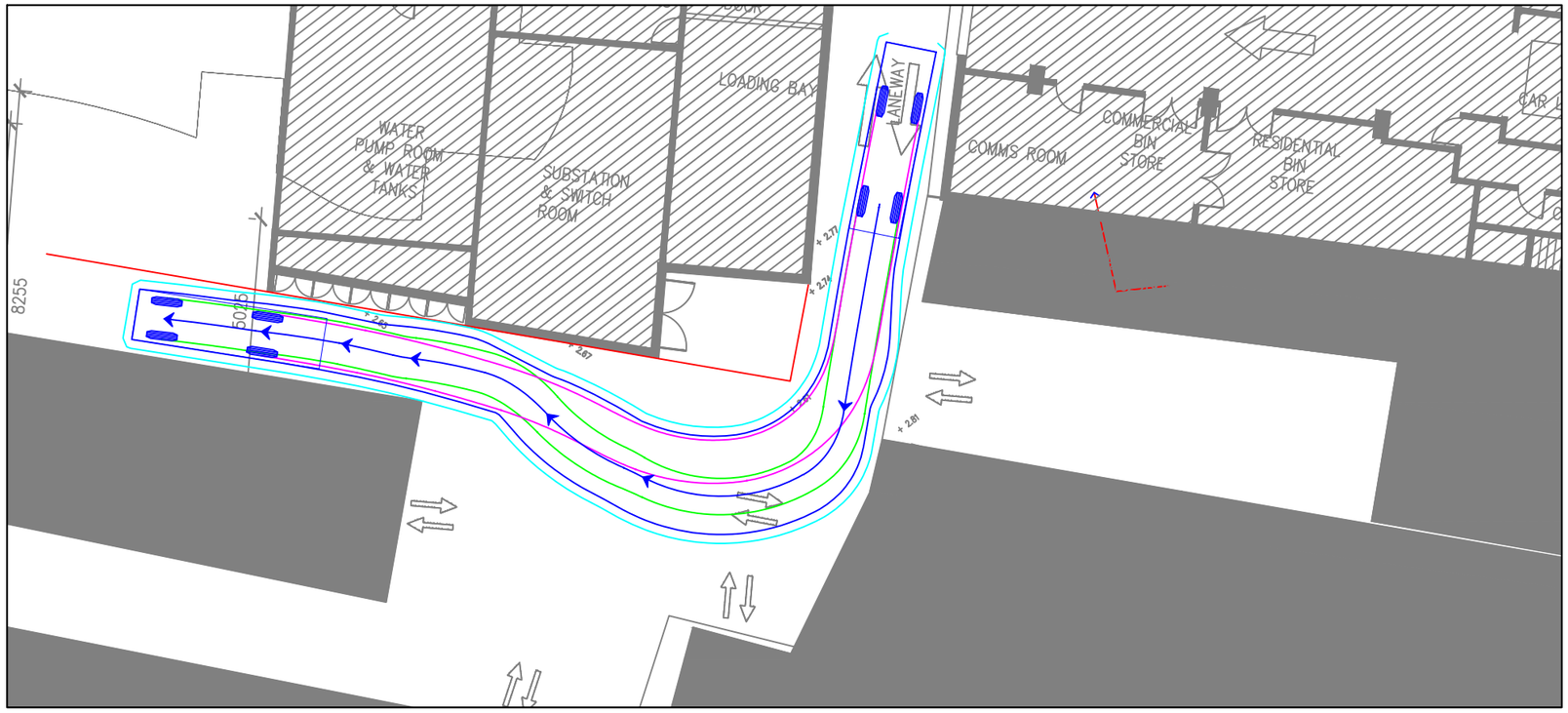
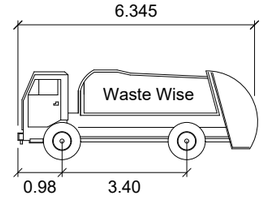
EXIT AROUND CORNER WITHOUT SPLAY



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 12.4m

LEGEND

REAR WHEELS
FRONT WHEELS
VEHICLE BODY
BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06

SHEET NO.: 03

SCALE: 1:200 (A3)

0 2 4

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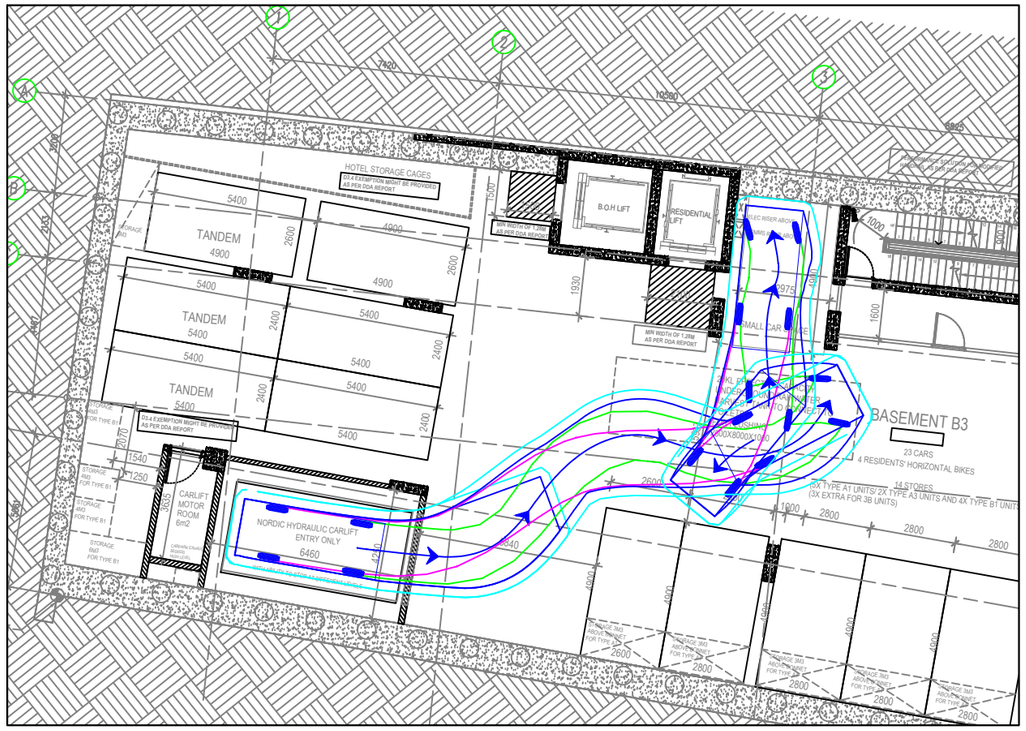
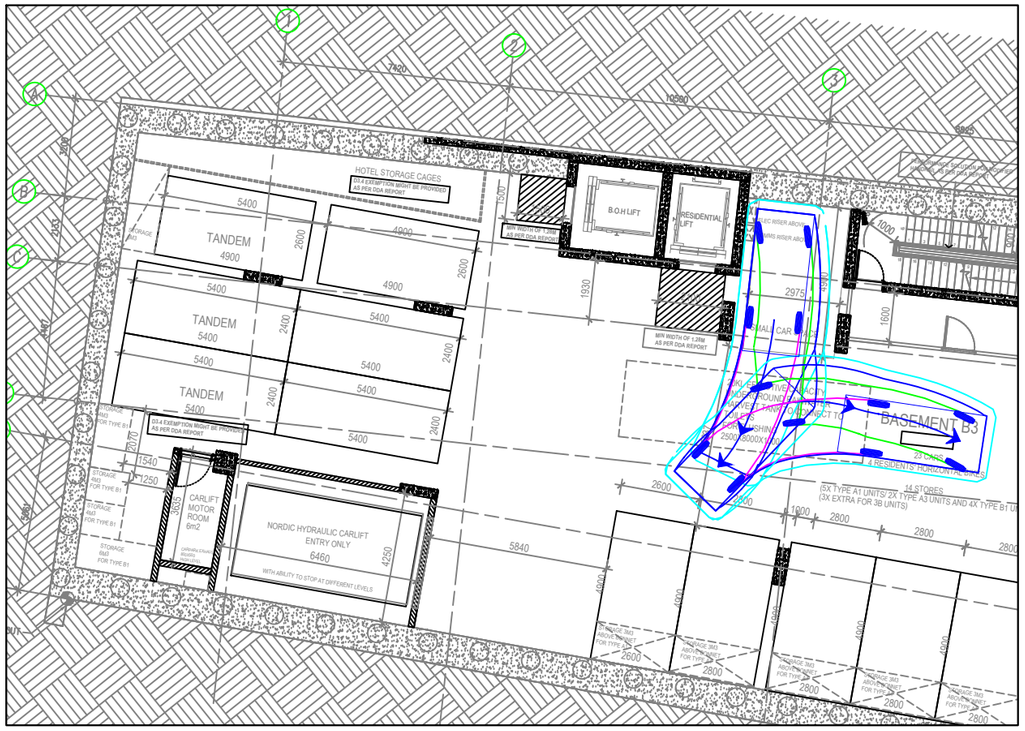
CAR SPACE 1 - INGRESS



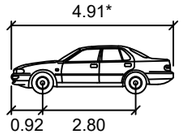
CAR SPACE 1 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

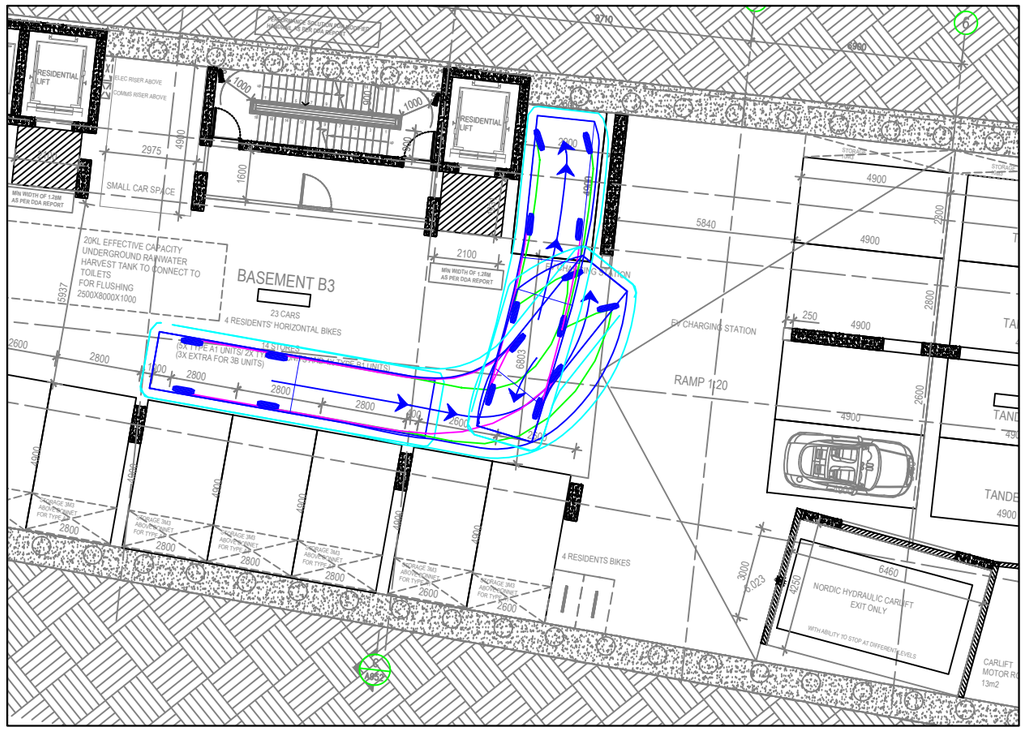
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

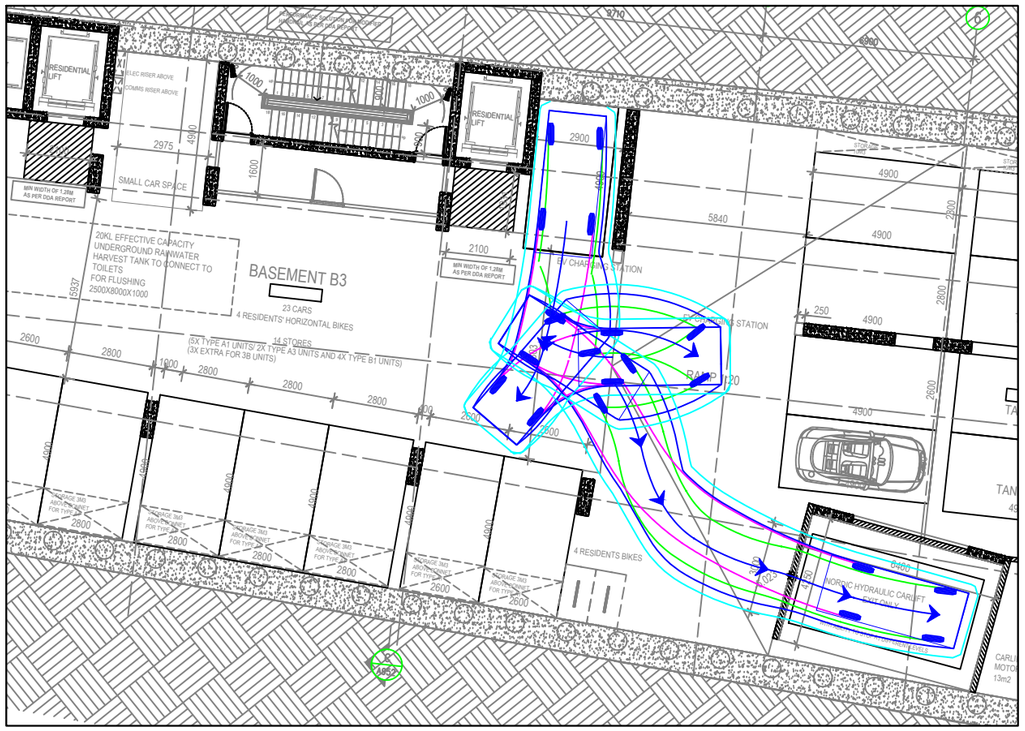
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

CAR SPACE 2 - INGRESS



CAR SPACE 2 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

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PREPARED BY Artisan Architects

FILE NAME: G28080-06
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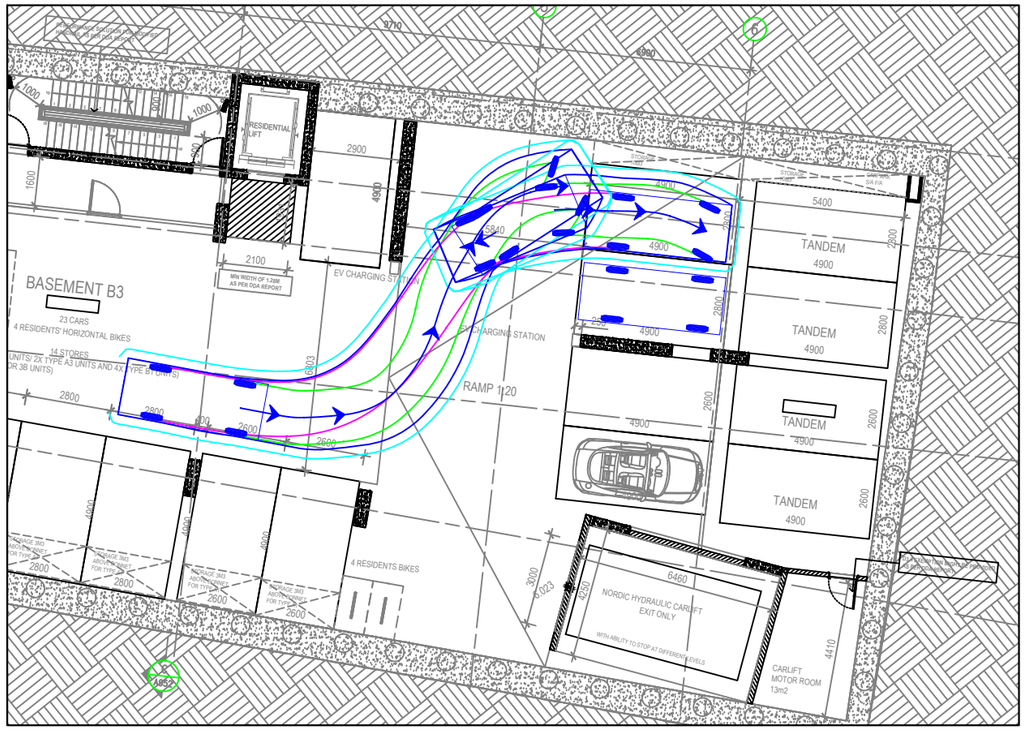
CAR SPACE 3 - INGRESS



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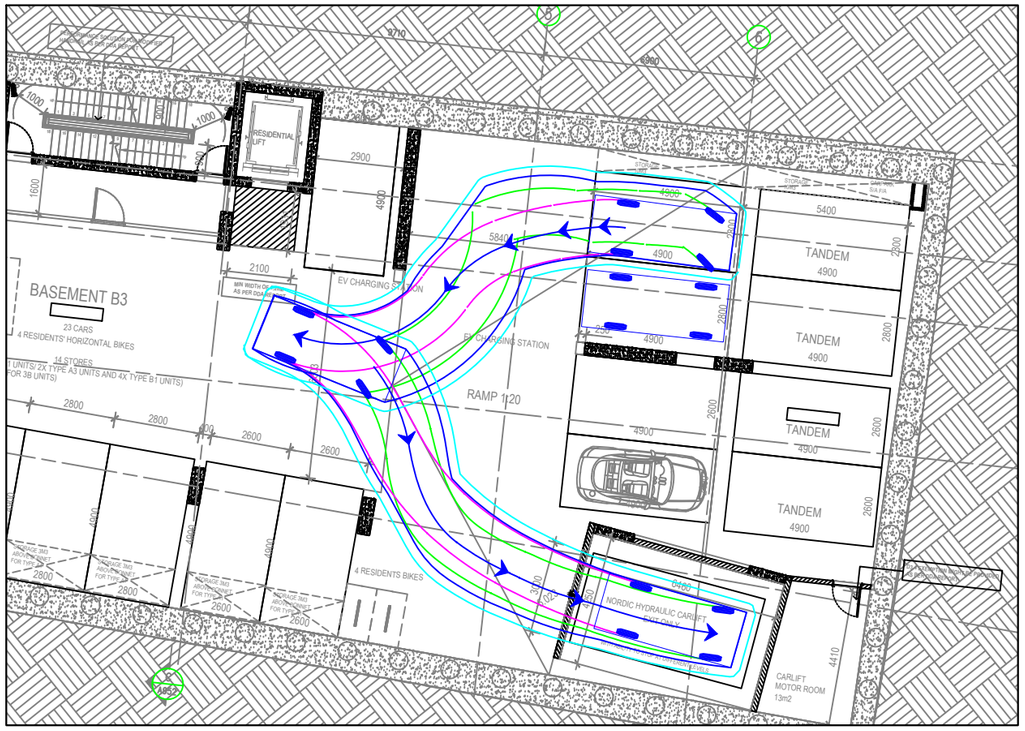
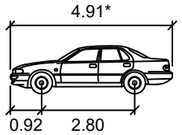


VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

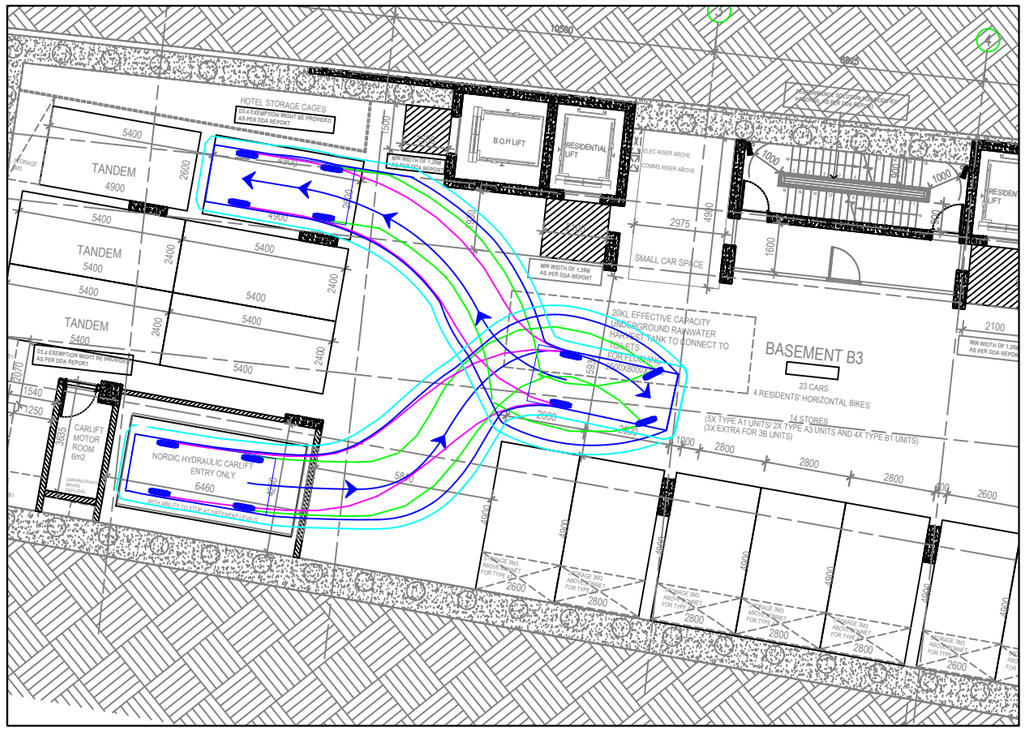
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

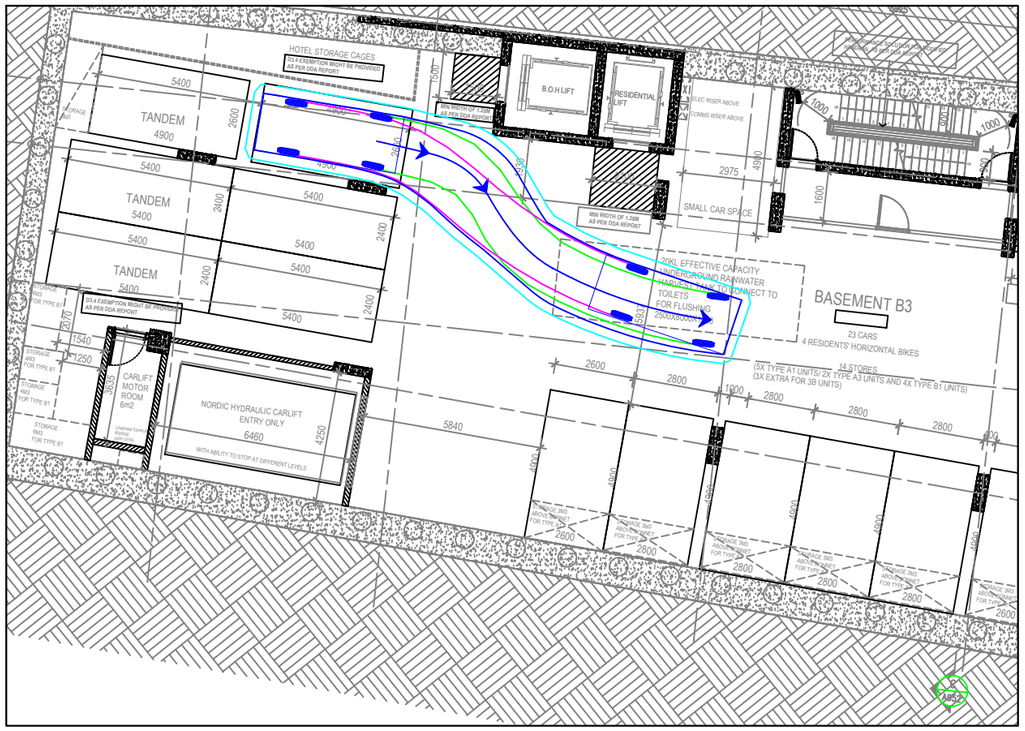
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

CAR SPACE 4 - INGRESS



CAR SPACE 4 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06
SHEET NO.: 05

SCALE: 1:200 (A3) 0 2 4

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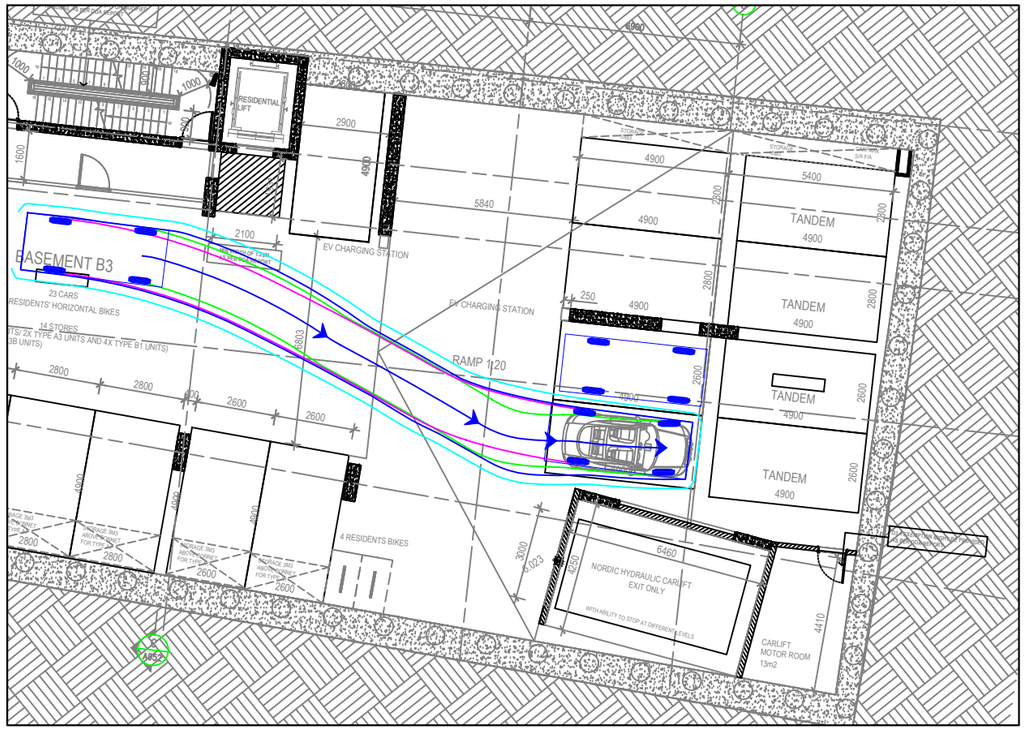
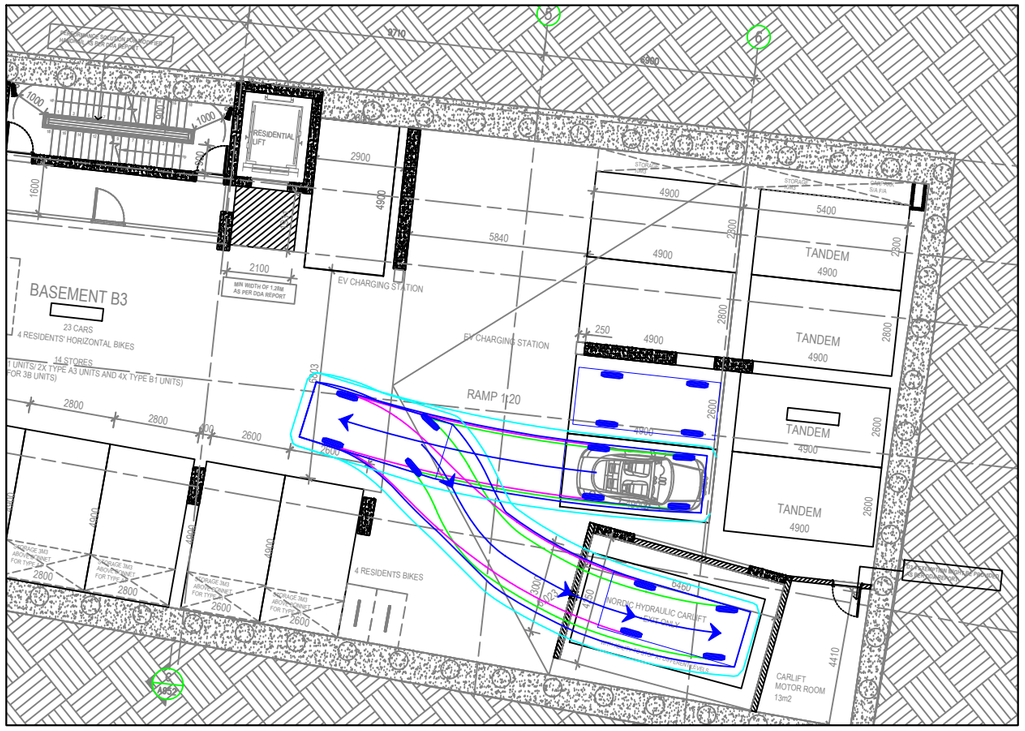
CAR SPACE 5 - INGRESS



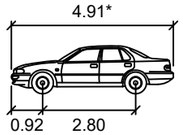
CAR SPACE 5 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

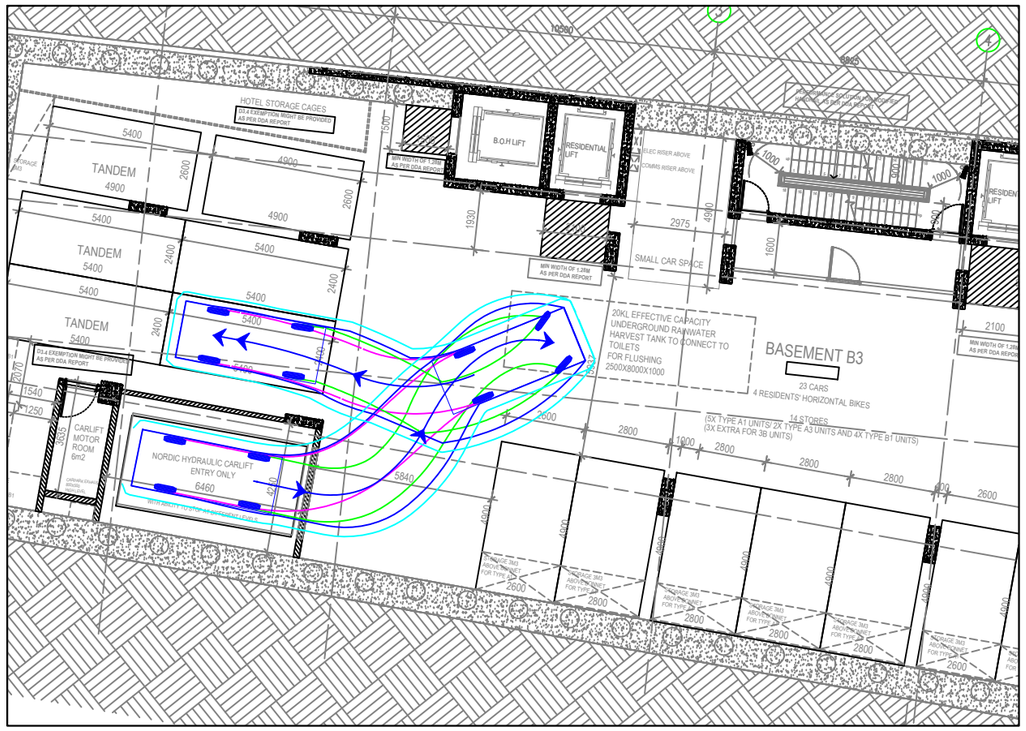
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

CAR SPACE 6 - INGRESS



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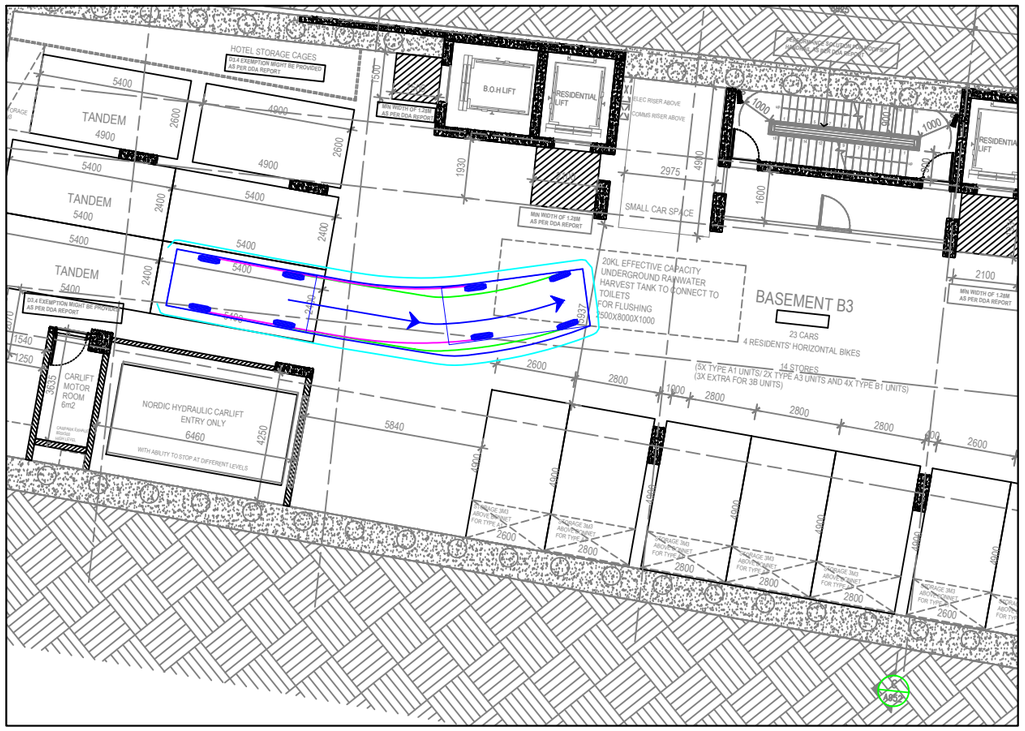

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE
MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06
SHEET NO.: 06

SCALE: 1:200 (A3)
0 2 4

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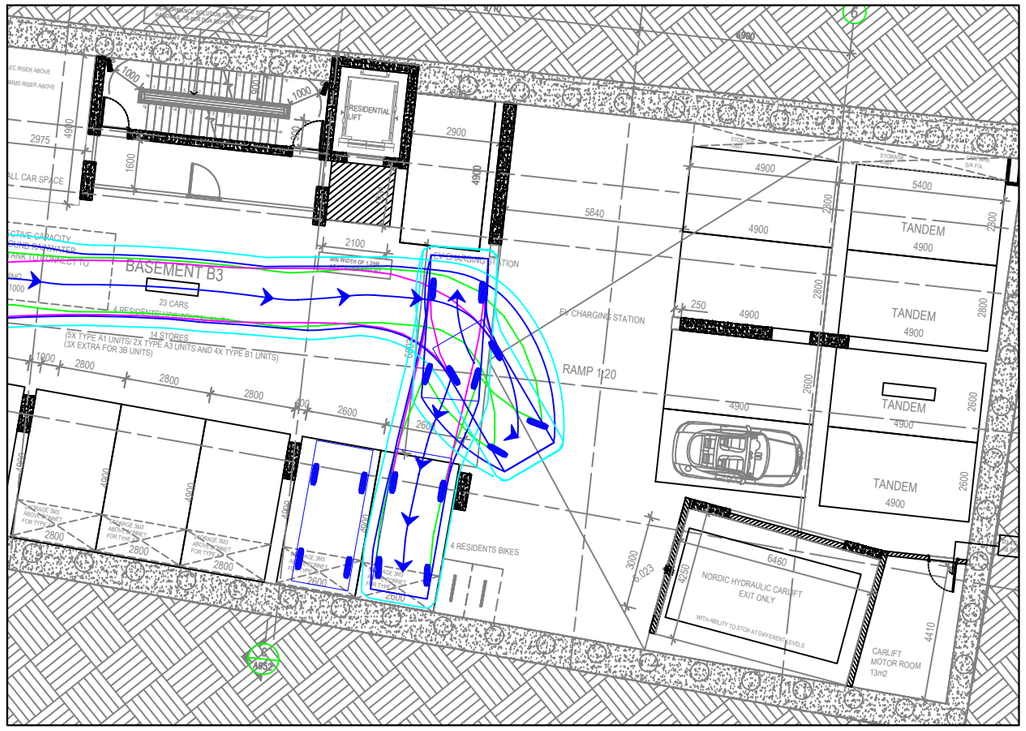
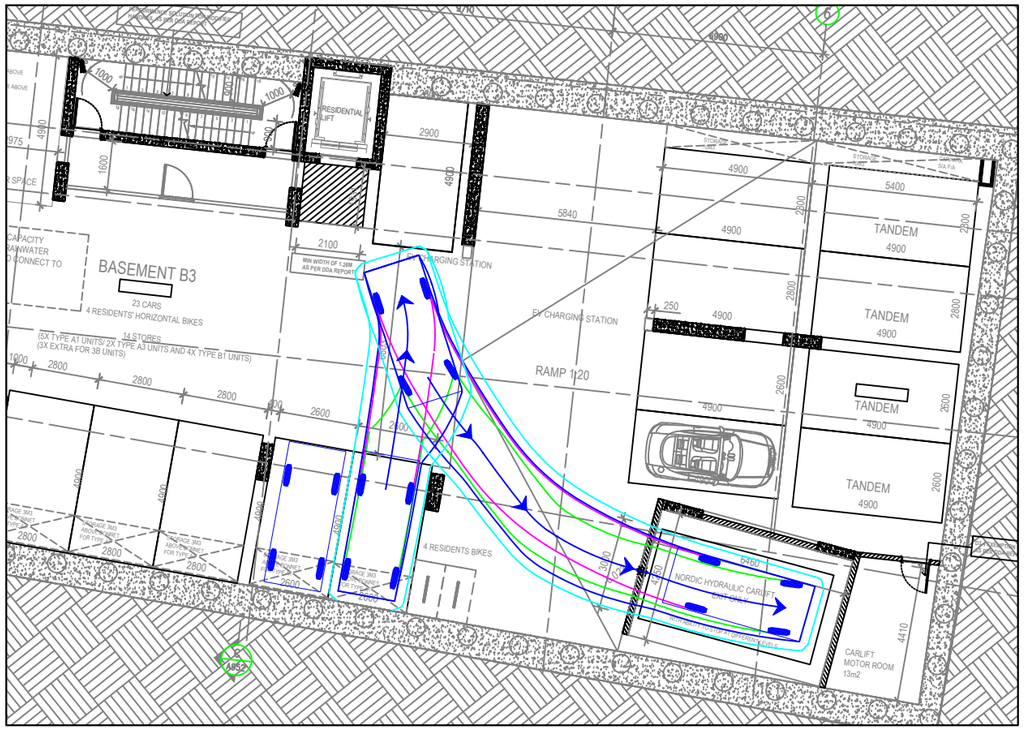
CAR SPACE 7 - INGRESS



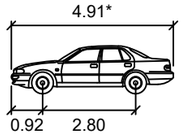
CAR SPACE 7 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

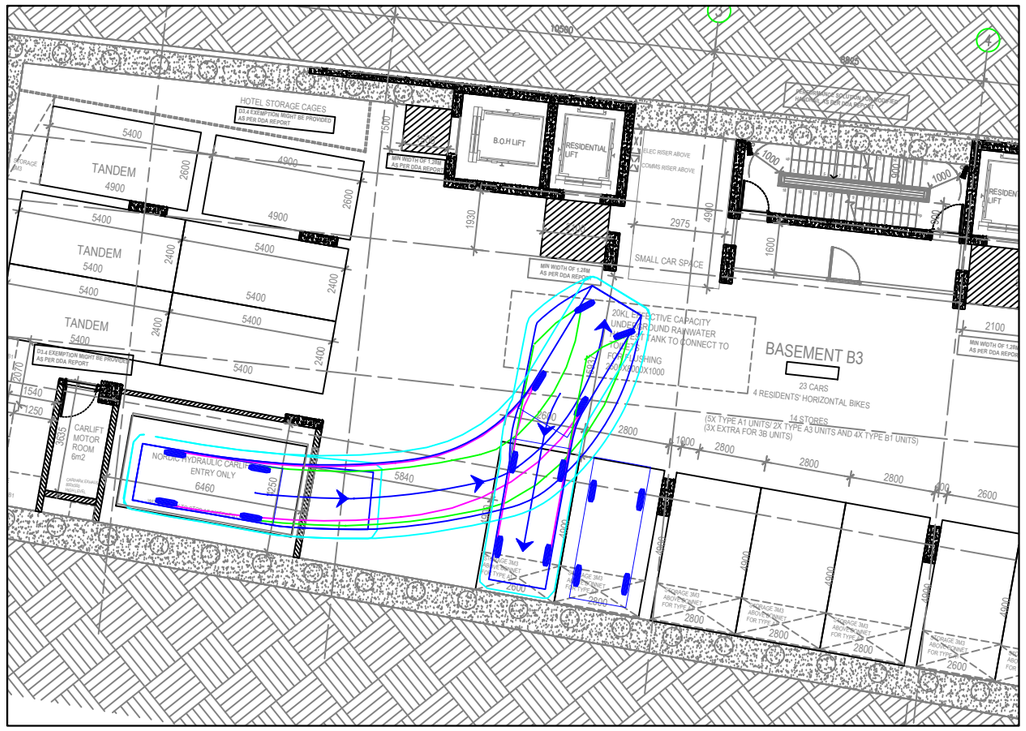
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

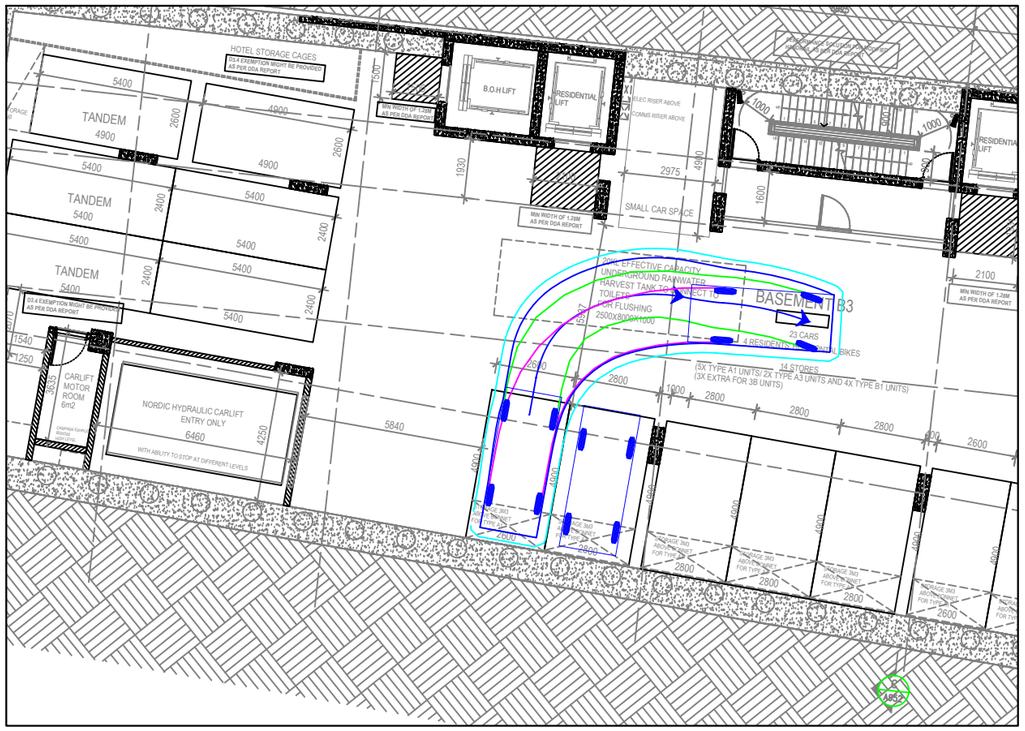
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

CAR SPACE 8 - INGRESS



CAR SPACE 8 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE

MIXED USE DEVELOPMENT

GENERAL NOTES:
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PREPARED BY Artisan Architects

FILE NAME: G28080-06
SHEET NO.: 07

SCALE: 1:200 (A3)
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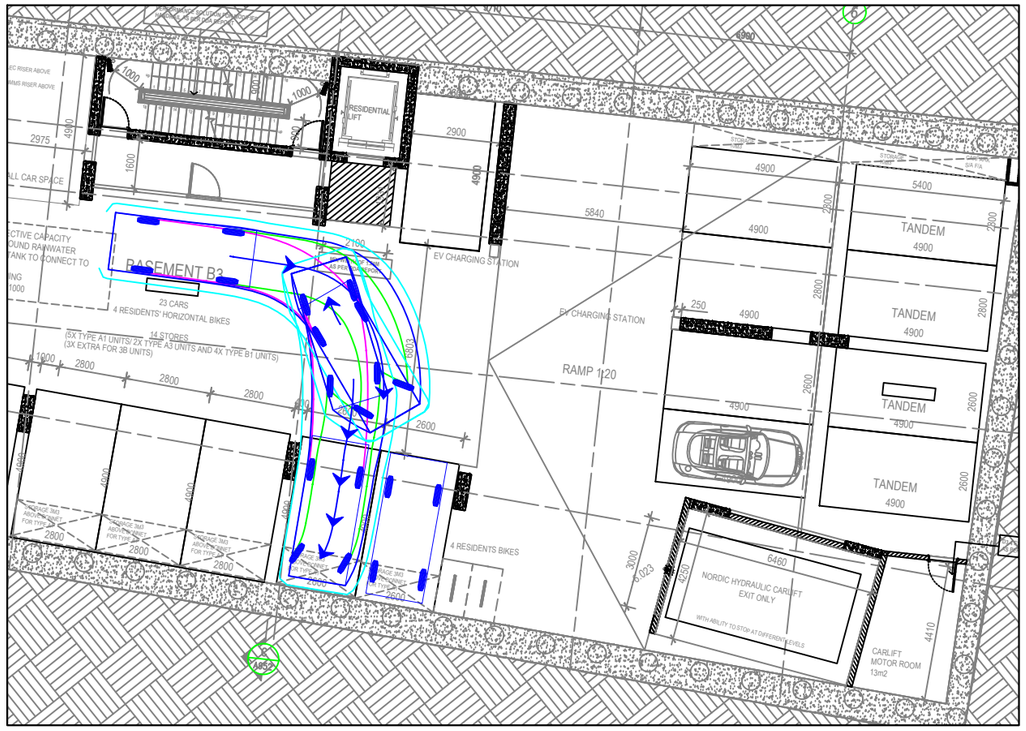
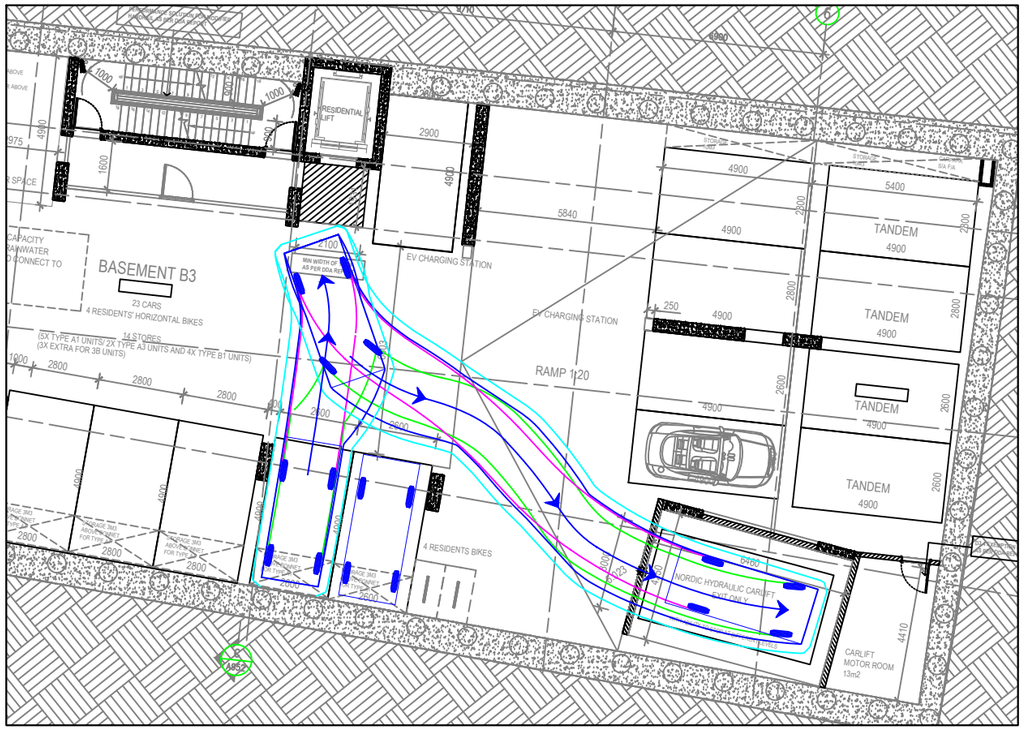
CAR SPACE 9 - INGRESS



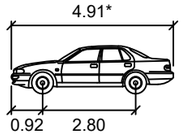
CAR SPACE 9 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

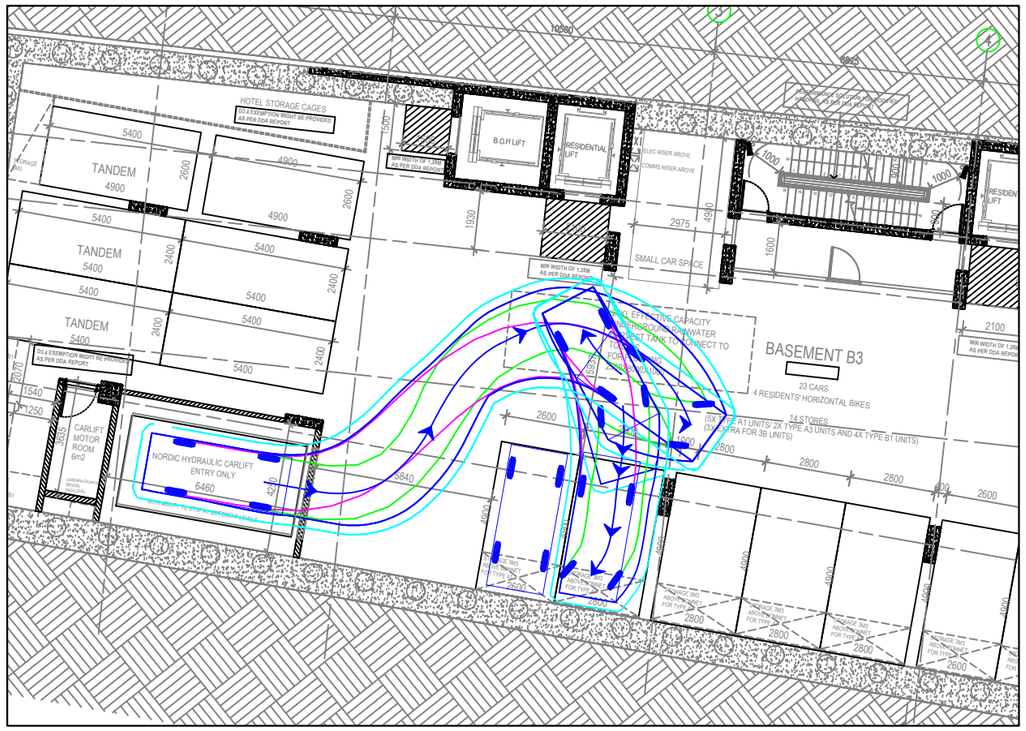
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

CAR SPACE 10 - INGRESS



CAR SPACE 10 - EGRESS

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2023	SECONDARY CONSENT	J. YOUNG	L. FURNESS
B	06/06/2024	SECONDARY CONSENT	J. YOUNG	L. FURNESS

28-32 ALBERT ROAD, SOUTH MELBOURNE
MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 10212 28-32 Albert Road, South Melbourne - A0100 LG Lower Ground Plan.dwg, 10212 28-32 Albert Road, South Melbourne - A0100 Ground Plan.dwg & 10212 28-32 Albert Road, South Melbourne - A0099 Basement 1 Plan.dwg
PREPARED BY Artisan Architects

FILE NAME: G28080-06
SHEET NO.: 08

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