

# Transport Impact Assessment

## Proposed Mixed-Use Development

1-7 Waterfront Place,  
Port Melbourne

**ratio:**

**Project**  
1-7 Waterfront Place, Port Melbourne

**Prepared for**  
GFM Group Pty Ltd in its capacity as trustee  
of the GFM BTS Trust Subtrust No. 4

**Our reference**  
21693T

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# 1. Introduction

## 1.1. Planning History and Summary of Approved Scheme

A planning permit (490/2020/A) was issued by City of Port Phillip on 03 August 2021 pursuant to the land parcels addressed as 1-7 Waterfront Place in Port Melbourne.

The permit allows for:

*Use and development of the land, to carry out works and construct a 10 storey mixed use building over two basement levels, comprising dwellings, retail (shop, food & drink premises, wellness centre), a restricted recreation facility (gymnasium) and a reduction in car parking requirements, generally in accordance with the endorsed plans and subject to the following conditions.*

More specifically, the approved scheme comprised the following:

– 126 dwellings as follows:

- 22 x one-bedroom apartments;
- 64 x two-bedroom apartments;
- 32 x three-bedroom apartments;
- One (1) x four-bedroom apartments; and
- Seven (7) x three-bedroom townhouses.

– A retail tenancy at ground level with a total floor area of 472 sqm;

– A food & drink premises at ground level with a total floor area of 260 sqm;

– A gymnasium at ground level fronting Beach Street with a total floor area of 801 sqm;

– A wellness centre at level 01 with a floor area of 369 sqm;

– A total of 194 car parking spaces within two (2) basement levels, comprising:

- 89 spaces (including two (2) accessible parking spaces) within basement 01; and
- 105 spaces within basement 02; and

– A total of 202 bicycle parking spaces including 180 spaces for residents / staff and 22 spaces for visitors.

## 1.2. Introduction

An amended planning permit is now sought for the land parcels addressed as 1-7 Waterfront Place in Port Melbourne, which seeks the construction of a multi-storey mixed-use building at the subject site.

Ratio Consultants has been engaged by the permit applicant to undertake a transport impact assessment of the development proposal for the amended scheme.

### 1.3. Purpose of this Report

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

- Existing traffic and car parking conditions in the vicinity of the site;
- Car 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.

### 1.4. References

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

- Amended planning permit 490/2020/A for the approved scheme (provided at Appendix A of this report);
- Transport Impact Assessment report prepared by Ratio Consultants for the approved scheme, Rev F01, dated 31 July 2020;
- Architectural plans prepared for the amended application by Woods Bagot, Sheet Nos. TP-22098, TP-22099 and TP-22100, dated 17/01/2025 (provided at Appendix B of this report);
- Port Phillip Planning Scheme;
- Australian / New Zealand Standard, Parking Facilities (AS2890 series);
- National Construction Code (NCC) 2022 Volume 1;
- City of Port Phillip's Public Road Register;
- Existing conditions traffic and car parking survey data, as referenced throughout this report;
- A desktop inspection of the subject site and its surrounds; and
- Other documents as nominated throughout this report;

## 2. Existing Conditions

### 2.1. Site Location

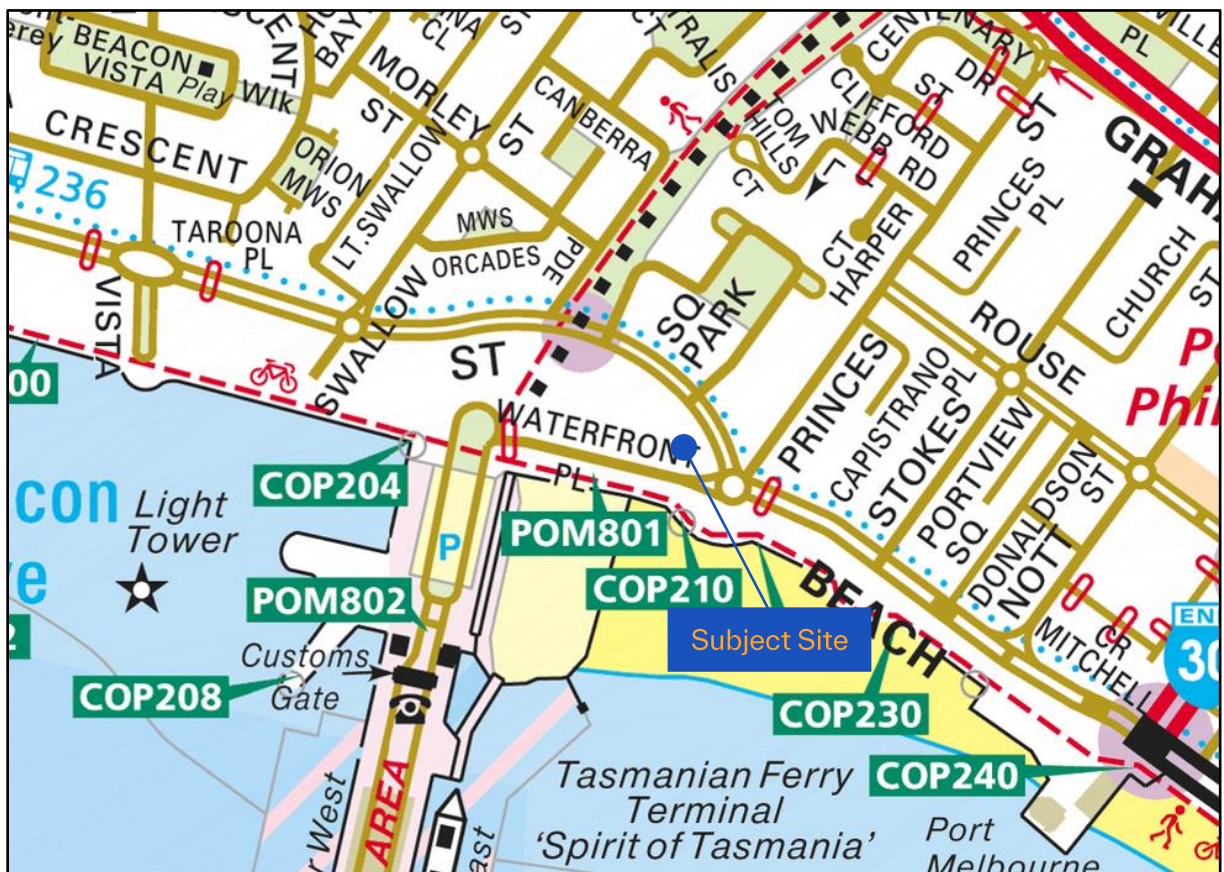
The subject site comprises the land parcels addressed 1-7 Waterfront Place and is situated to the immediate west of the Beach Street / Waterfront Place roundabout.

The subject site forms an irregular shape with an overall area in the order of 5,483 sqm<sup>1</sup>.

The subject site was formerly occupied by a fitness centre and tennis court; however, is now vacant / undergoing demolition.

The subject site's location relative to the surrounding road network is shown in Figure 2.1, with an aerial context also provided in Figure 2.2.

Figure 2.1: Site Location & Surrounds

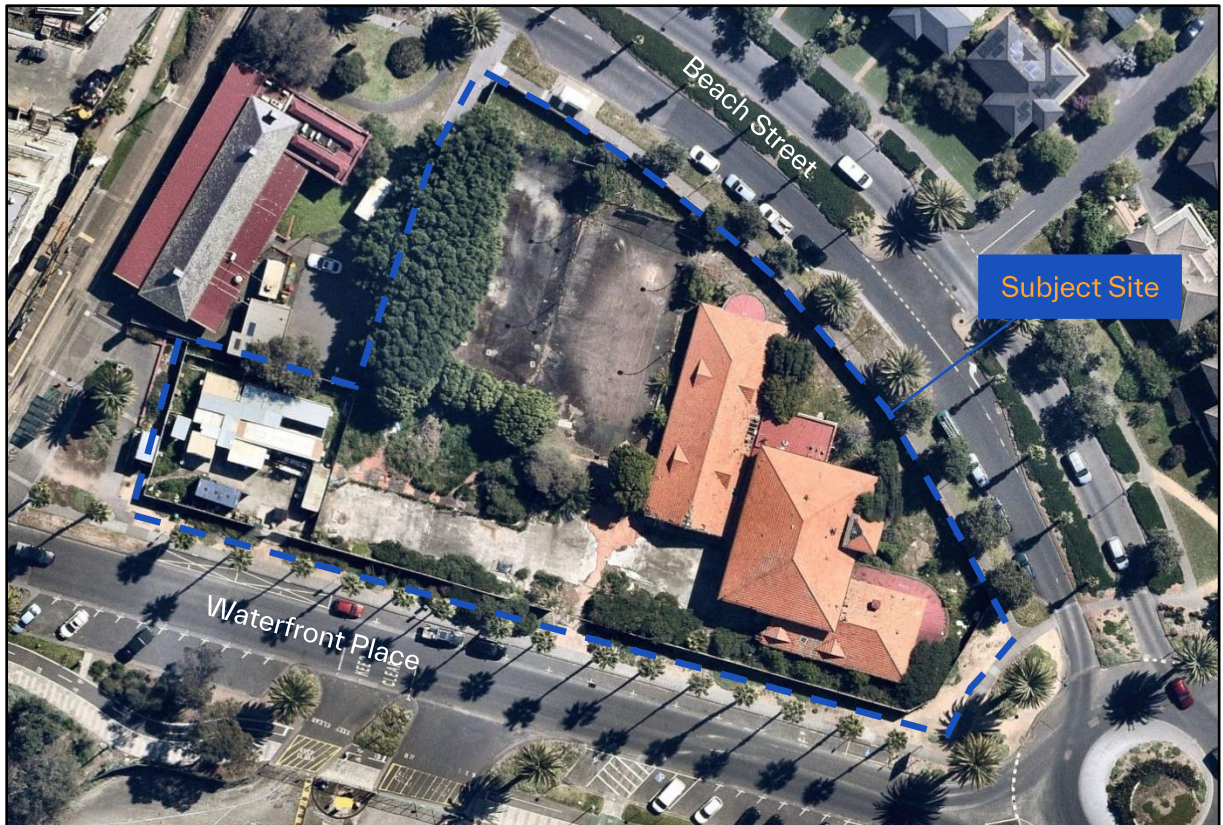


Source: Melway

<sup>1</sup> As measured by <https://app.landchecker.com.au/>



Figure 2.2: Site Location (Aerial Context)



Source: Nearmap – image dated 09 October 2024

The site is located within a Mixed-Use Zone (MUZ) and is subject to the following planning overlays:

- Design and Development Overlay – Schedule 23 (DDO23);
- Environmental Audit Overlay (EAO); and
- Environmental Significance Overlay – Schedule 4 (ESO4).

The Heritage Overlay (HO46) applies to part of the land parcel addressed as 7 Waterfront Place only.

It is further noted that the site location is situated within the City of Port Phillip's Principal Public Transport Network (PPTN) area.

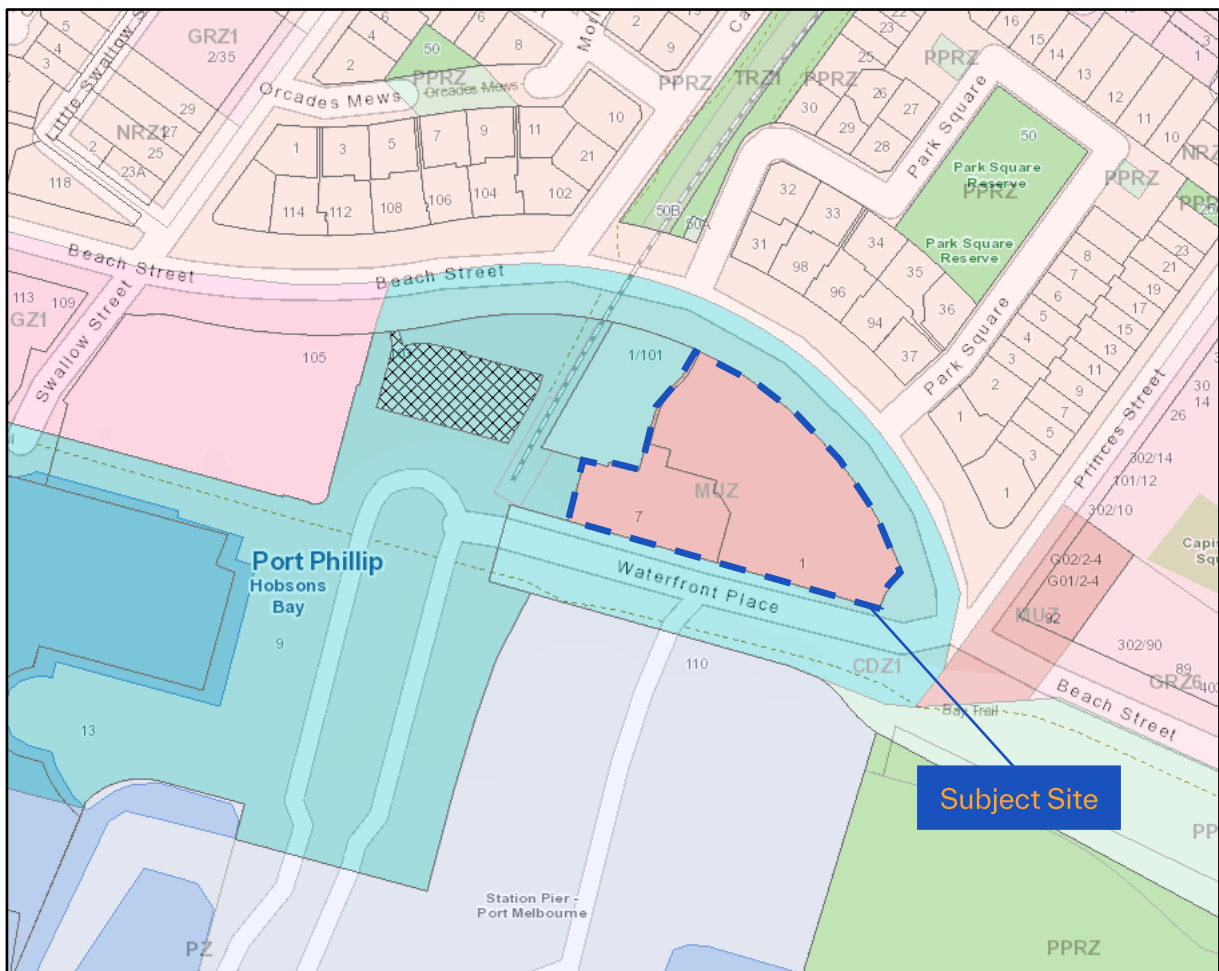
Schedule 23 to the Design and Development Overlay specifically relates to the land parcels 1 & 7 Waterfront Place and was introduced by the City of Port Phillip to shape future development of the site. The design objectives relevant to transport engineering have been reproduced below:

- *To reduce the dependence on cars as the primary mode of transport for residents and visitors;*
- *Development of the site must provide a direct pedestrian laneway linking Beach Street and Waterfront Place, between the heritage Station building and new built form on the western edge of the site;*
- *Pedestrian linkages through the site must be designed so as to provide unrestricted access to the public on a 24-hour basis. They should be straight and direct, providing a clear line of sight through the walkways and must be a minimum of 5 metres in width;*

- Vehicle entrances, loading/deliveries area and utilities/infrastructure along the building frontage should be minimised, and, where provided these elements should be subtly integrated into the building façade;
- Vehicle access to any on-site car parking or loading bays should be from Beach Street and should allow for all turning movements to/from the vehicular entry to the site;
- Where car parking is contained within the podium levels, it must be sleeved with activated spaces or the façade designed with quality architecture screening to completely disguise the car park use of the areas.

Figure 2.3 shows the location of the subject site and the surrounding Port Phillip Planning Scheme Zones.

**Figure 2.3: Site Location & Planning Scheme Zones**



Source: VicPlan

## 2.2. Road Network

### Beach Street

Beach Street is defined as a Collector Road within the City of Port Phillip's Public Road Register to the west of Princes Street (i.e. along the site frontage). To the east of Princes Street, Beach Street is defined as a Major Road.

Beach Street is generally aligned in an east-west direction between Beacon Road to the west and its continuation as Beaconsfield to the east.

To the east of Princes Street, Beach Street accommodates two (2) lanes of traffic in the westbound direction and one (1) lane of traffic in the eastbound direction, separated by a central median. On-road cycle lanes are provided on both sides and kerbside parallel parking spaces are provided on both sides of the carriageway. An off-road shared path (Bay Trail) is provided on the southern side of the road and a concrete footpath is provided on the north side of the road.

To the west of Princes Street, Beach Street is configured with one (1) traffic lane in each direction, separated by a central median. Indented, kerbside parallel parking is provided (where practicable) on both sides of the carriageway and concrete footpaths are provided on both sides of the road.

Central median breaks are provided at regular intervals along Beach Street to facilitate turning movements into local streets and enable U-turn movements.

Beach Street has a posted speed limit of 40km/hr.

### Waterfront Place

Waterfront Place is classified as a Major Road within the City of Port Phillip's Public Road Register.

Waterfront Place runs in an east-west alignment between the Beach Street / Waterfront Place / Princes Street intersection and the Station Pier access road.

The configuration of the Waterfront Place carriageway allows two-way traffic flows. Indented kerbside parallel parking is provided on the northern side of the carriageway (including along the site frontage) and angled on-street parking is provided on the southern side of the road. An off-road shared path (Bay Trail) is provided on the southern side of the road and a concrete footpath is provided on the north side of the road.

Waterfront Place has a posted speed limit of 40km/hr.

### Waterfront Place / Beach Street / Princes Street Intersection

The intersection of Waterfront Place / Beach Street / Princes Street is controlled by a single lane roundabout.

The east approach of this intersection (Beach Street) was upgraded in mid-2017 to provide a duplicated approach, which comprises a dedicated through lane and dedicated right turn lane on the eastern approach.

The duplication of this approach allowed for traffic seeking to access Station Pier or trucks entering the freight terminal area on the south side of Waterfront Place to queue back through the roundabout without impeding other traffic movements, including westbound through traffic along Beach Street.

All other legs of the roundabout function with single lane approaches and departures, with a generous circulating carriageway and semi-mountable central island provided within the roundabout to facilitate turning movements for articulated trucks accessing the freight terminal and Station Pier as required.

The layout of the roundabout is shown for context in Figure 2.4.



Figure 2.4: Beach Street / Waterfront Place / Princes Street Intersection



Source: Nearmap – image dated 09 October 2024

2.3. Surrounding Traffic Conditions

Historic Traffic Conditions

Reference is made to Section 2.4 within the Transport Impact Assessment report prepared by Ratio Consultants for the approved scheme (dated 31 July 2020) wherein a range of historical traffic survey data in the vicinity of the subject site location was presented. The historical data was summarised in Tables 2.1 and 2.2 of that report.

The number of vehicles travelling along the Beach Street westbound carriageway past the subject site have been extracted from this summary and are presented in Table 2.1.

Table 2.1: Historical Survey Results – Beach Street Westbound Carriageway

Survey Date	AM Peak Hour	PM Peak Hour
Tuesday 30/10/2012	598 vph	451 vph
Monday 18/02/2013	355 vph	526 vph
Tuesday 19/11/2013	489 vph	430 vph
Tuesday 23/08/2016	530 vph	392 vph

Monday 05/02/2018	526 vph	342 vph
Thursday 21/10/2019	455 vph	370 vph
<b><u>Average</u></b>	<b><u>492 vph</u></b>	<b><u>419 vph</u></b>

It is noted that each of the historical survey dates presented within Table 2.1 were selected to overlap with sailings of the Spirit of Tasmania and, in most instances, berthing of other cruise ships, so as to identify peak activity associated with Station Pier.

It is also noted that the Spirit of Tasmania was relocated to Spirit of Tasmania Quay in Geelong in October 2022, and therefore it is evident that traffic movements are now considerably less than when the Spirit of Tasmania docked at Station Pier.

### 2024 Tube Count Survey

To understand existing traffic volumes along the site's Beach Street frontage, Ratio commissioned a pneumatic tube count survey for a weeklong period, commencing on Monday 29 July 2024.

The tube counter was installed along Beach Street in the vicinity of the proposed site access point, as shown in Figure 2.5.

**Figure 2.5: Tube Count Location**



Source: Google Maps

Noting that Beach Street is configured with a central median, the westbound and eastbound carriageways are able to operate independently of each other. As vehicle access to/from the

subject site is proposed via Beach Street, it is only the traffic flows along the westbound carriageway that are considered to be of relevance.

In this regard, the peak hour traffic volumes recorded along the Beach Street westbound carriageway are summarised in Table 2.2, with a full set of survey results provided at Appendix C of this report.

**Table 2.2: Beach Street Peak Hour Traffic Volumes – Westbound Carriageway**

Date	AM Peak Hour	PM Peak Hour
Monday 29/07/2024	306 vph	205 vph
Tuesday 30/07/2024	307 vph	212 vph
Wednesday 31/07/2024	322 vph	252 vph
Thursday 01/08/2024	290 vph	262 vph
Friday 02/08/2024	260 vph	272 vph
<b><u>Average</u></b>	<b><u>297 vph</u></b>	<b><u>241 vph</u></b>

The average peak hour traffic volumes recorded by the tube counter represent a 39.7% and 42.2% reduction during the AM and PM peak hours respectively, in comparison to the average peak hour volumes in Table 2.1.

As the tube count survey took place at a time when the Spirit of Tasmania was no longer operating out of Station Pier, the tube counter results are considered to be an accurate representation of the current operation of Beach Street compared to the 2020 assessment.

## 2.4. Existing Car Parking Conditions

### Car Park Occupancy Surveys

To understand existing car parking conditions proximate to the site location, Ratio commissioned a survey of the publicly available car park supply and demand during the following periods:

- Thursday 01 August 2024 from 5:00pm – 9:00pm at hourly intervals; and
- Saturday 03 August 2024 from 10:00am-2:00pm and 5:00pm-9:00pm.

The survey area included all publicly available car parking spaces within an approximately 200 metre walk of the site location. More specifically, the following locations were included in the survey area:

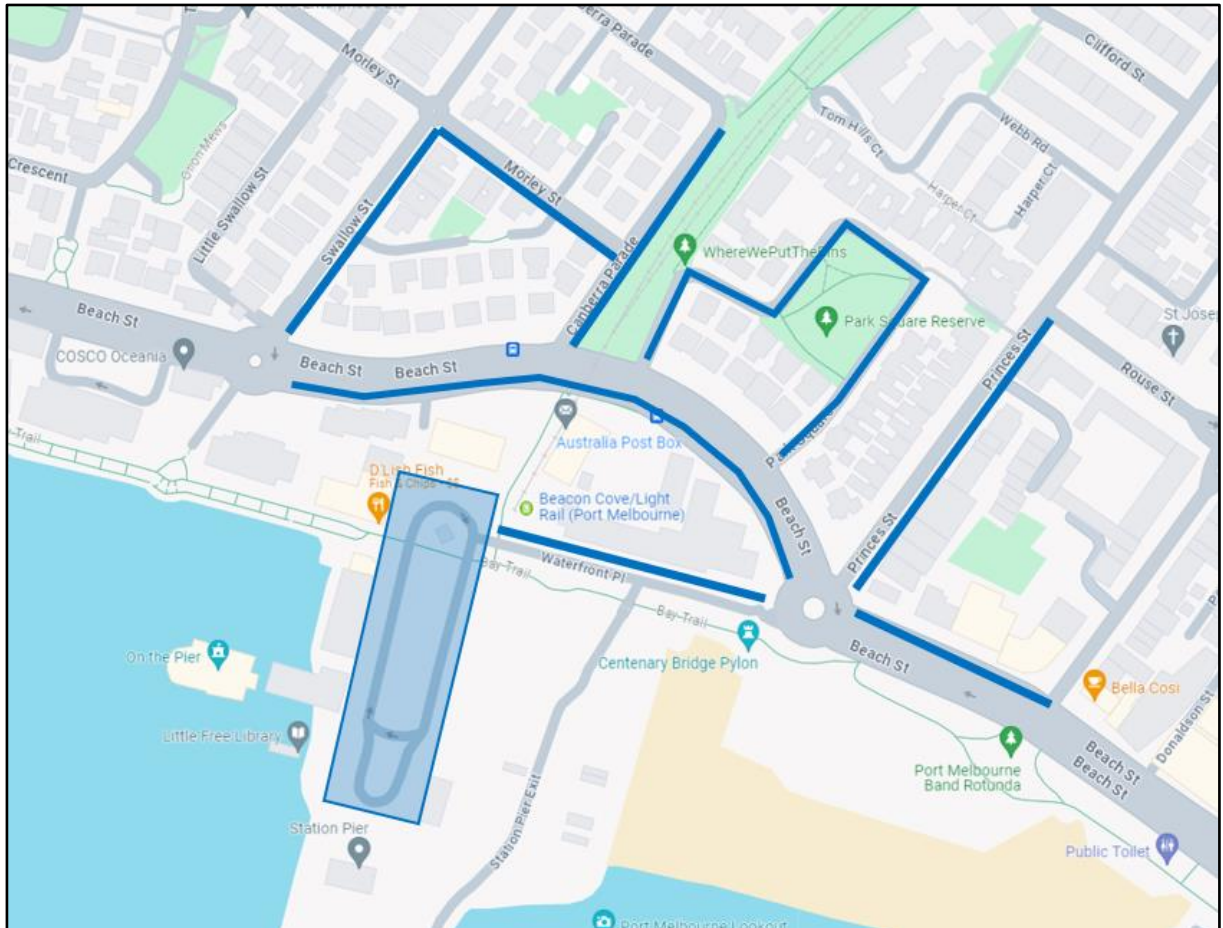
- Morley Street (between Swallow Street and Canberra Parade);
- Swallow Street (between Beach Street and Canberra Parade);
- Canberra Parade (between Beach Street and the 90-degree bend in Canberra Parade);
- Beach Street (between Swallow Street and Stokes Street);
- Park Square (all);



- Princes Street (between Beach Street and Rouse Street);
- Waterfront Place (all); and
- Car park at termination of Waterfront Place (all).

The survey area is also shown in Figure 2.6.

**Figure 2.6: Car Park Survey Area**



Source: Google Maps

The surveys identified a total of 274 publicly available spaces within the survey area. The recorded occupancy results for the Thursday and Saturday are shown in Figure 2.7 and Figure 2.8 and provided at Appendix D of this report.

Figure 2.7: Thursday 01 August 2024 – Parking Demand Profile

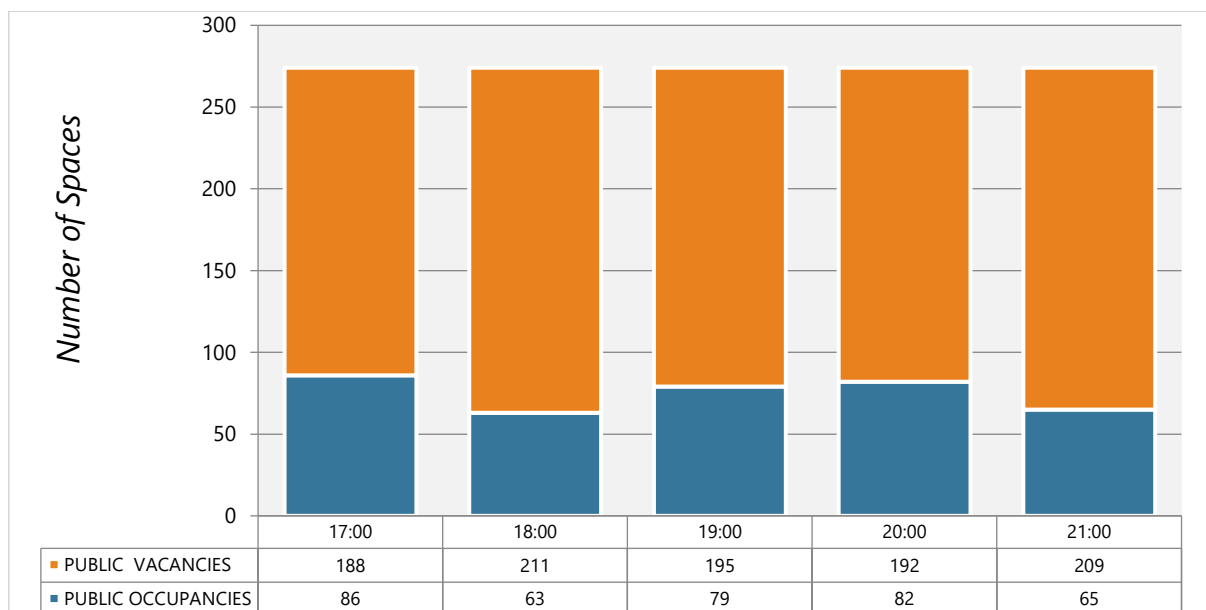
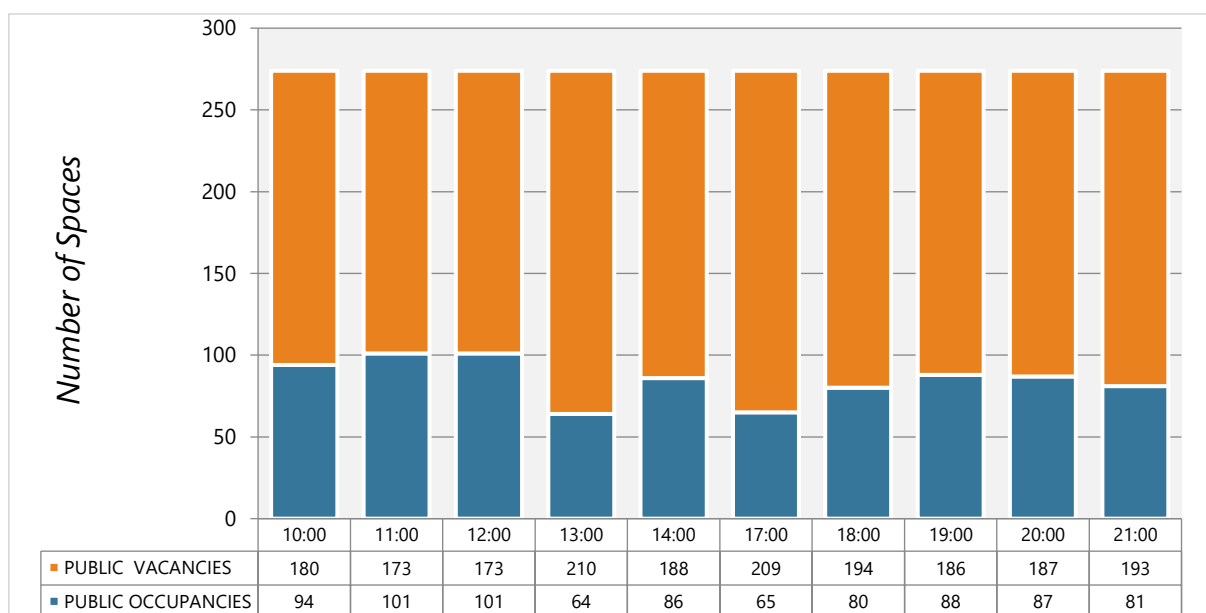


Figure 2.8: Saturday 03 August 2024 – Parking Demand Profile



## Nearmap Observation Surveys

In addition to the above, a review has been undertaken of recent Nearmap aerial imagery for the purpose of understanding car parking occupancy levels proximate to the site throughout the day on weekdays.

The four (4) most recent weekday aerial imagery captures are provided in Figure 2.9 through to Figure 2.12.

Critically, each image indicates a low level of on-street car parking occupancy in the vicinity of the subject site, particularly along the Beach Street and Waterfront Place frontages.

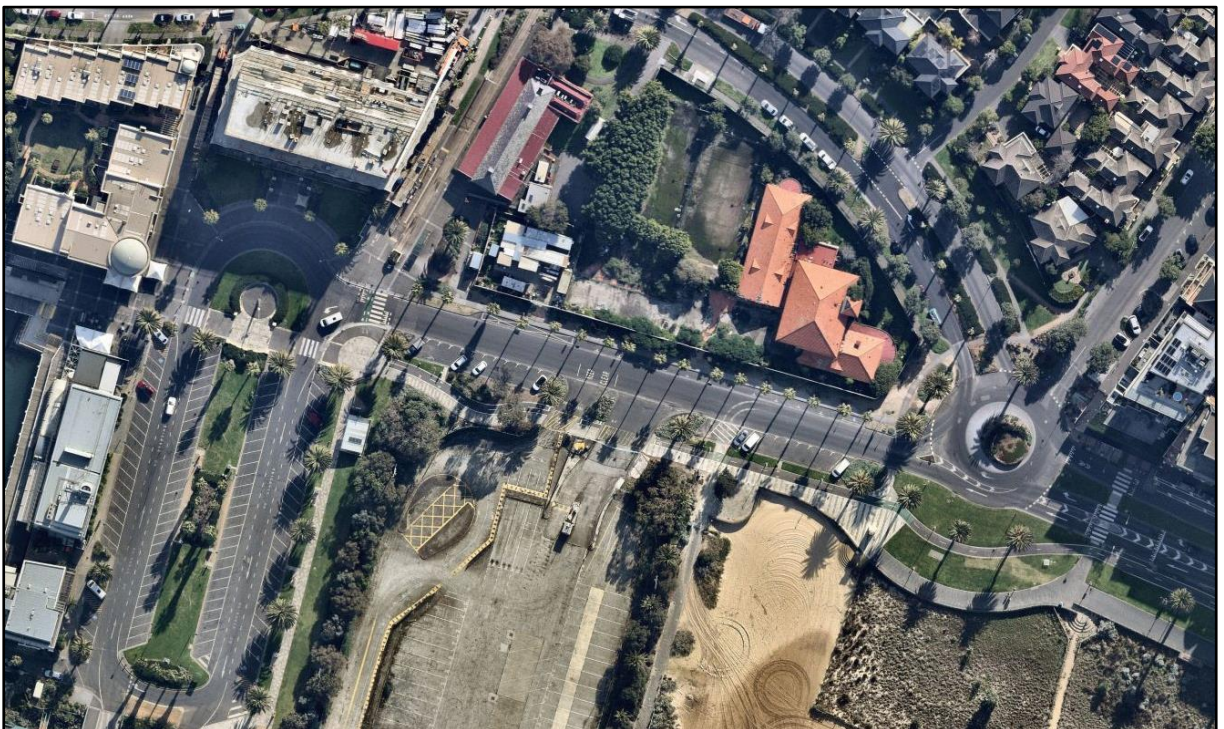


Figure 2.9: Nearmap Image – Wednesday 09 October 2024 (image taken at 10:34am)



Source: Nearmap – image dated 09 October 2024

Figure 2.10: Nearmap Image – Tuesday 31 July 2024 (image taken at 10:36am)



Source: Nearmap – image dated 31 July 2024



Figure 2.11: Nearmap Image – Thursday 16 May 2024 (image taken at 11:29am)



Source: Nearmap – image dated 16 July 2024

Figure 2.12: Nearmap Image – Friday 10 November 2023 (image taken at 12:27pm)



Source: Nearmap – image dated 10 November 2023



## 2.5. Sustainable Transport

### Public Transport

The site location is situated within the City of Port Phillip's Principal Public Transport Network (PPTN) area.

The site location has access to various existing public transport services, as described in Table 2.3 and shown in Figure 2.13.

As a result of the available public transport services, the subject site achieves a transit score of 56 out of 100 on walkscore.com. This score infers that the site location has access to 'good transit' and that there are 'many nearby public transportation options.'

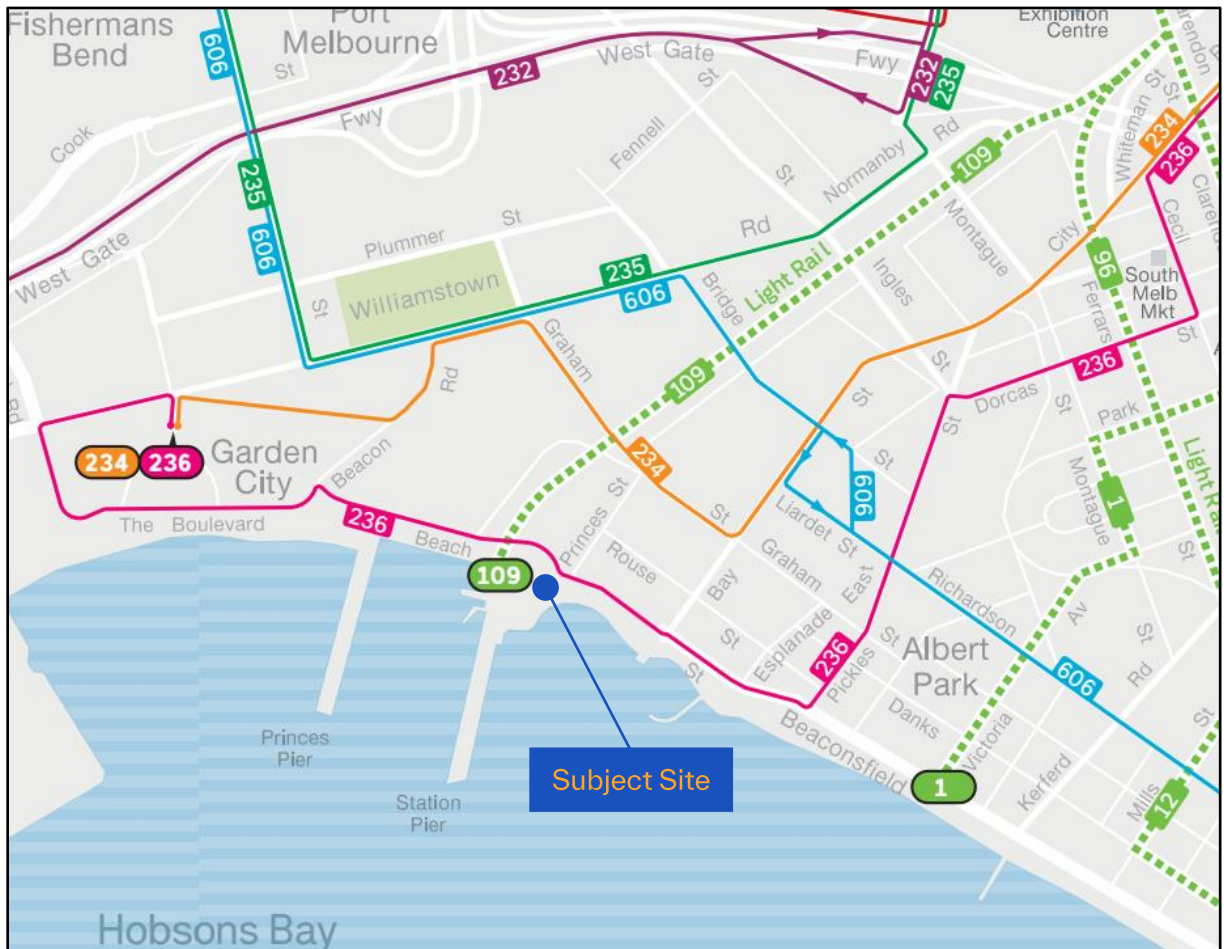
**Table 2.3: Summary of Public Transport Services**

Mode	Route No.	Route	Nearest Stop	Walking Distance
Tram	109	Box Hill to Port Melbourne	Beacon Cove	~ 50 metres
	236	Garden City to Queen Victoria Market via City	Beach Street	Fronting subject site [1]
	234	Garden City to City (Queen Victoria Market)	Graham Street (near Nott Street)	~ 800 metres
	606	Elsternwick Station to Fishermans Bend	Williamstown Road / Beacon	~ 1,000 metres
	235	City to Fishermans Bend via Williamstown Road	Road intersection	

[1] This bus stop will be relocated to a suitable location along Beach Street as part of the amended application.



Figure 2.13: Public Transport Services in Close Proximity of the Site



Source: Public Transport Victoria

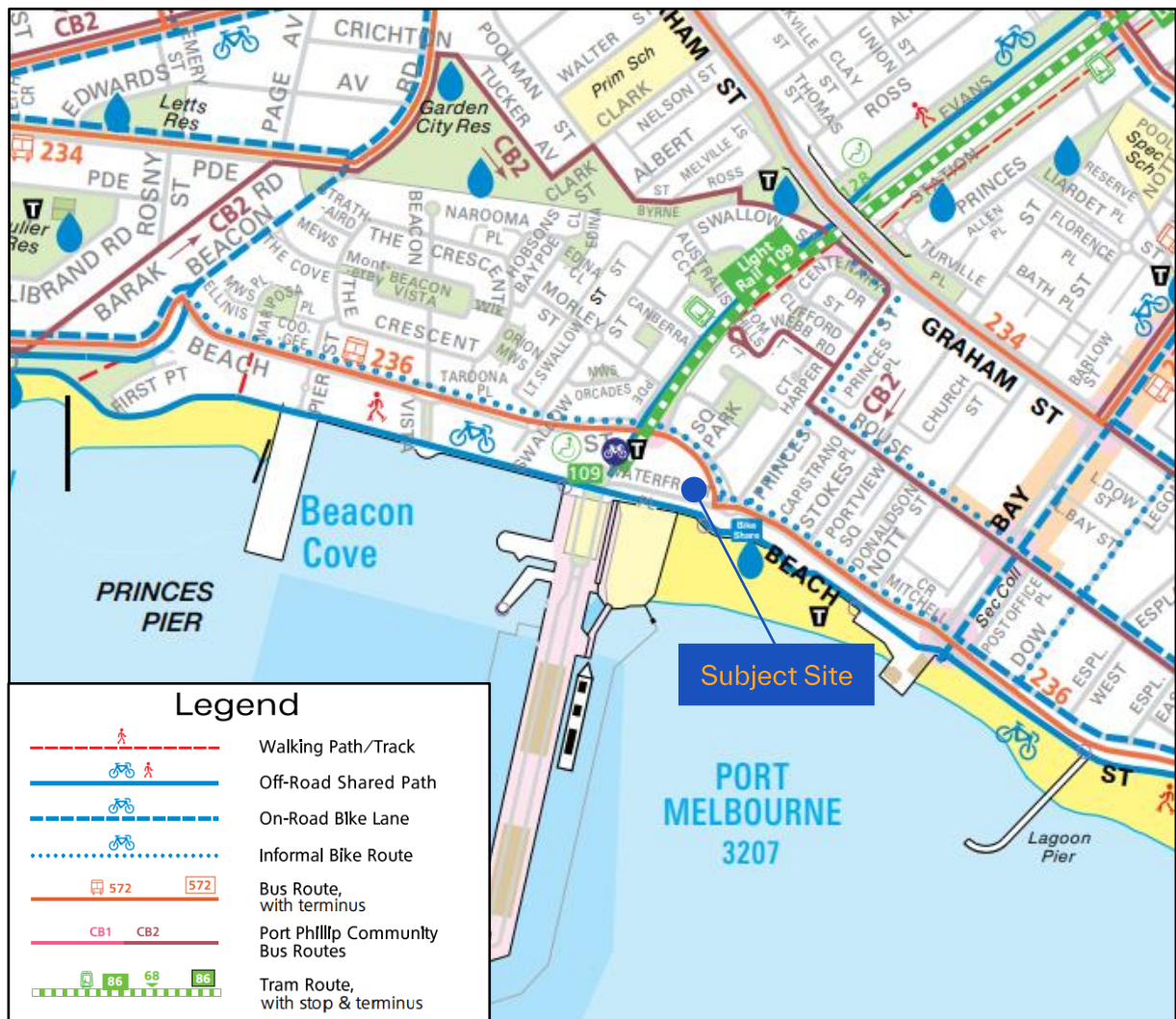
## Bicycle Network

The following cycling facilities are located in the nearby vicinity of the subject site location:

- Shared off-road bicycle path along the Port Phillip foreshore (Bay Trail);
- On-road cycle lanes along Bay Street, Beach Street (east of Bay Street), Williamstown Road and Richardson Street; and
- Informal on-road bicycle routes along Beach Street (between Beacon Road and Bay Street), Princes Street and Rouse Street.

The sustainable transport services, including bicycle facilities, in the nearby vicinity of the site location are shown in Figure 2.14.

Figure 2.14: City of Port Phillip TravelSmart Map



Source: City of Port Phillip

## Pedestrian Network

Pedestrian movements are well facilitated with footpaths and street lighting provided on both sides of the road on the majority surrounding streets.

The proposed pedestrian access points will directly link to the site to the surrounding pedestrian network.

As a result of the surrounding pedestrian network, the subject site achieves a walk score of 85 out of 100 on walkscore.com. This score infers that the surrounding location is 'very walkable' and that 'most errands can be completed on foot.'

The walk score of an area is calculated by determining the distance required to walk from an origin to nearby amenities. It also assesses block sizes and intersection density to determine the permeability of an area.

# 3. Development Proposal

## 3.1. Development Overview

An amended planning permit is sought for the land addressed as 1-7 Waterfront Place in Port Melbourne, which seeks the construction of a multi-storey mixed-use building at the subject site.

The proposed development scheme is summarised in Table 3.1.

Table 3.1: Proposed Development Scheme

Description	Land Use	Size/No.
One-bedroom apartment	Dwelling	5 dwellings
Two-bedroom apartment		24 dwellings
Three-bedroom apartment		46 dwellings
Four-bedroom apartment		8 dwellings
Four-bedroom loft apartment		1 dwelling
<u>Sub-Total</u>		<u>84 dwellings</u>
Retail	Shop	593 sqm
Wellness	Indoor recreation facility	539 sqm
Entertaining zone	Place of assembly	426 sqm
Office	Office	682 sqm

It is understood that the entertaining zone and wellness offerings will only be available for use by residents / staff of the site. Accordingly, these uses are considered ancillary to the site, and they will be excluded from this assessment.

Further to the above, there is a ground floor meeting room that is available for use by local residents (Permit Condition 40). As such, no car parking spaces are allocated to the meeting room component as it is for local resident use only.

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



Figure 3.1: Proposed Site Layout



Source: Woods Bagot – Ground Floor Plan

## 3.2. Parking Provision

A total of 164 car parking spaces are proposed on-site within two (2) basement levels, comprising:

- 71 spaces within Basement 01; and
- 93 spaces within Basement 02.

One (1) – two (2) on-street parking spaces along the Beach Street frontage will be removed to accommodate the proposed vehicle access arrangements.

A total of six (6) motorcycle parking spaces are proposed on-site, including:

- Four (4) spaces within Basement 01; and
- Two (2) spaces within Basement 02.

A total of 90 long-term bicycle parking spaces are proposed on-site, within a secure bike store at Basement 01, as well as 14 short-term visitor bike hoops on the ground floor level.

## 3.3. Site Access

Vehicle access to/from the site will be provided via two (2) crossovers along Beach Street, which will provide vehicle access to/from the site as follows:

- The eastern 6.0-metre-wide crossover will provide left in entry movements for cars. Waste collection and service vehicles will not be permitted to enter the site at this location; and

- The western 6.4-metre-wide crossover will provide left in entry movements for waste collection and service vehicles and left out exit movements for all vehicles.

A circuitous driveway will be provided between the crossovers, allowing them to function in a *Porte cochere* arrangement. This arrangement will afford an on-site pick-up / drop-off location for visitors, as well as allowing vehicles to enter the site without being impeded; thereby reducing the chances of any vehicle queues forming back onto Beach Street.

The proposed location of the exit crossover conflicts with the existing bus stop and shelter along the Beach Street frontage (as per the approved scheme). Accordingly, the bus stop will need to be relocated to a suitable nearby location along Beach Street, to the satisfaction of the Department of Transport and Planning. It is expected that specific details regarding the bus stop relocation will be managed via permit conditions, consistent with conditions 41-44 of the amended planning permit for the approved scheme (refer to Appendix A).

Pedestrian access points are proposed to/from the footpaths along the Beach Street and Waterfront Place frontages. A pedestrian laneway is proposed along the western boundary of the site, providing a direct connection between Waterfront Place and Beach Street.

### 3.4. Loading & Waste Collection

A loading bay is proposed within Basement 01, adjacent to the Ground-Basement 01 ramp.

Various waste storage rooms are proposed throughout Basement 01.

# 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 consolidation of car parking facilities;*
- *To ensure that 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 within 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 (PPTN) area, as shown on the Principal Public Transport Network 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.*

The site is situated within the City of Port Phillip's PPTN area and is therefore subject to the Column B rates set out 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
One-bedroom apartment	Dwelling	5 dwellings	1 space to each one- or two-bedroom dwelling	5 spaces
Two-bedroom apartment		24 dwellings		24 spaces
Three-bedroom apartment		46 dwellings	2 spaces to each three or more-bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom)	92 spaces
Four-bedroom apartment		8 dwellings		16 spaces
Four-bedroom loft apartment		1 dwelling		2 spaces
Visitor		84 dwellings	No requirement	0 spaces
Retail	Shop	593 sqm	3.5 spaces to each 100 sqm of leasable floor area	20 spaces
Office	Office	682 sqm	3.0 spaces to each 100 sqm of net floor area	20 spaces
<b>Total</b>				<b>179 spaces</b>

Based on the preceding assessment, the amended application has a statutory requirement to provide a total of 179 car parking spaces.

## 4.2. Proposed Car Parking Provision

Based on information provided by the permit applicant, it is understood that car parking spaces will be allocated as per the descriptions in Table 4.2.

Table 4.2: Proposed Car Parking Provision

Description	Statutory Car Parking Requirement	Car Parking Allocation	Difference (+/-)
Residents	139 spaces	164 spaces	+ 25 spaces
Residential visitors	0 spaces	0 spaces	0 spaces
Retail	20 spaces	0 spaces	- 20 spaces
Office	20 spaces	0 spaces	- 20 spaces

On the basis of the preceding Table 4.2, the amended application is proposing to provide car parking for residents in excess of the statutory requirement.

Moreover, the proposed provision (or lack thereof) of any car parking spaces on-site for residential visitors is consistent with the statutory requirement.

Each of the above provisions are considered acceptable.

The proposed provision (or lack thereof) for the retail and office use represents a shortfall of 20 spaces against the statutory requirement for each of these uses, for a total shortfall of 40 spaces.

Accordingly, the amendment application is seeking a permit for a reduction against the requirements of Clause 52.06-5 of the Port Phillip Planning Scheme.

For situations where the statutory requirement is not met on-site, Clause 52.06-7 outlines that decision guidelines for an application to reduce the car parking requirement draw a distinction between the likely demand for parking spaces and whether it is appropriate to allow the provision of fewer spaces.

These are two separate considerations, one technical while the other is strategic.

Both of these considerations will be given due consideration in the following sections of the report to assess the adequacy of the sought reduction of the statutory car parking requirements.

### 4.3. Car Parking Demand Assessment

Clause 52.06-7 of the Port Phillip Planning Scheme specifies that an application to reduce (including to zero) the number of car parking spaces required under Clause 52.06-5, or in a schedule to the Parking Overlay, must be accompanied by a Car Parking Demand Assessment.

The assessment must consider various matters, including:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use;*
- *The variation of car parking demand likely to be generated by the proposed use;*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use;*
- *The availability of public transport in the locality of the land;*
- *The convenience of pedestrian and cyclist access to the land;*
- *The provision of bicycle parking and end of trip facilities in the locality of the land;*
- *The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land; and*
- *Any empirical assessment or case study.*

The above matters are discussed as relevant below in relation to the sought car parking reduction for the retail & office components of the development.

#### Empirical Assessment

##### RETAIL

As described in Section 4.2 of this report, the amendment application seeks to reduce the statutory car parking requirement for the retail component of the site. It is noted that no specific information regarding the future operators of these spaces is known at this time.



On this basis and for the purpose of a robust assessment, the retail use is estimated to generate a peak car parking demand of up to 20 spaces (i.e. equivalent to the statutory requirement for the use).

A general transport engineering rule of thumb for retail uses is that staff parking is generated at a rate of one (1) space per 100 sqm, which equates to a staff parking demand of six (6) spaces.

Customer parking demand will comprise the balance of the overall car parking demand (i.e. 14 spaces).

It is critical to note that it is typical for developments where small retail offerings are provided that are subservient to the primary operation of the site (e.g. residential or commercial), that a large portion of their trade will comprise walk up customers visiting from the other use(s), either from the subject site itself or from the surrounding area.

This factor greatly diminishes the level of customer car parking demand generated by these types of retail offerings and for this reason, the above estimation is considered to be conservative on the high side.

## OFFICE

The car parking demand generated by the office component has been estimated on a first principles basis.

The development proposal is seeking to provide 20 office suites at ground level. Each of these suites are in the order of 20 sqm in size and it is therefore assumed that each could be occupied by a single person on a day-to-day basis choosing to work in alternate location to their businesses primary office.

It is understood that the office suites will be commercially available and will therefore be available for use by either residents of the site or the general public.

For the purpose of this assessment, it is assumed that 80% of the office suites (16 suites) will typically be used by residents of the subject site, with the remaining 20% (four (4) suites) to be external users.

Accordingly, it is assumed that the office suites will generate a typical demand of up to four (4) people travelling to/from the site each day, with high likelihood that that external users will be proximate to the site and can walk, ride or utilise public transport (discussed later in this report).

### 4.4. Appropriateness of Allowing Fewer Parking Spaces

Clause 52.06-7 within the Port Phillip Planning Scheme identifies that before granting a permit to reduce the number of car parking spaces required under Clause 52.06-5, the responsible authority must consider the following as appropriate:

- The Car Parking Demand Assessment;
- Any relevant local planning policy or incorporated plan;
- The availability of alternative car parking in the locality of the land, including:
  - *Efficiencies gained from the consolidation of shared car parking spaces;*
  - *Public car parks intended to serve the land;*
  - On-street parking in non-residential zones; and
  - *Streets in residential zones specifically managed for non-residential parking.*

- *On-street parking in residential zones in the locality of the land that is intended to be for residential use;*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 sqm;*
- *Any adverse economic impact a shortfall of car parking may have on the economic viability of any nearby activity centre;*
- *The future growth and development of any nearby activity centre;*
- *Any car parking deficiency associated with the existing use of the land;*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment;*
- *Local traffic management in the locality of the land;*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas;*
- *Access to or provision or provision of alternative transport modes to and from the land;*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses;*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome;*
- *Any other matter specified in a schedule to the Parking Overlay; and*
- *Any other relevant consideration.*

The above matters are discussed as relevant below in relation to the sought car parking reduction for the retail component of the development.

### Car Parking Demand Assessment

The anticipated car parking demand for the uses where a car parking reduction is sought is summarised below:

- Six (6) retail staff spaces;
- 14 retail customer spaces; and
- Four (4) office spaces;

### Local Planning Policies

Port Phillip City Council has prepared a range of broad-level policy documents which set out similar goals and objectives aimed at improving and encouraging usage of alternative transport modes to ultimately reduce reliance on private motor vehicles.

Discussion of some of the key policies is provided below.

### DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 23

Schedule 23 to the Design and Development Overlay specifically relates to the land parcels 1 & 7 Waterfront Place and was introduced by the City of Port Phillip to shape future development.

One of the design objectives *‘to reduce the dependence on cars as the primary mode of transport for residents and visitors’* supports a car parking reduction and supports the proposed non provision of any on-site car parking for customers.

## INTEGRATED TRANSPORT STRATEGY 2018-28

The Integrated Transport Strategy 2018-28 is a long-term plan to ensure that as a community, Port Phillip can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options and ensuring the liveability and safety of our streets.

The Strategy seeks to achieve five (5) outcomes:

- Outcome 1 – Our City’s transport network, streets and places cater for our growing community;
- Outcome 2 – Our community is healthier because it has safe, connected and convenient walking and bike riding choices;
- Outcome 3 – Our community has convenient public transport choices that make it easier to move and connect;
- Outcome 4 – Our community understand that parking is a limited and shared resource, and works with Council to ensure fairest access; and
- Outcome 5 – Our community benefits from new transport options and technology to move around.

## CAR SHARE POLICY 2023

This policy aims to increase the use of car share across the city through the development and management of a network of easily reached, well distributed, affordable car share vehicles.

An increase in use of car share will result in lower private vehicle ownership, as one car share vehicle replaces an average of ten (10) privately owned vehicles. This assists Council to:

- Improve parking availability;
- Reduce traffic congestion as people make more trips by other modes; and
- Reduce greenhouse gas emissions through reduced vehicle ownership and trips.

These benefits generate secondary benefits including:

- Social equity as people can access a vehicle without the prohibitive cost of owning one;
- Increased physical activity through increased walking; and
- Greater local expenditure.

The policy aims to:

1. Lower barriers and provide access to car share for the local community;
2. Expand car share across the municipality to provide coverage to ensure equity and reduce the barrier of distance from residences to car share vehicles;
3. Provide targets for expanding the number of car share vehicles;
4. Provide targets for the number of memberships in car share schemes as a percentage of our City’s population;
5. Outline the rationale for car share fees and charges; and
6. Provide strategic direction for the accompanying Car Share Guidelines.

## PARKING MANAGEMENT POLICY 2020

The Parking Management Policy will contribute to delivery of the Strategy outcome specifically related to parking management for publicly available Council car parking areas:

“Our community understand that parking is a limited and shared resource and works with Council to ensure fairest access. Council will deliver a program of changes to our parking management system to improve equity in carparking while also supporting the economic vitality of the City”.

The Parking Management Policy will provide a framework for the ongoing management of our existing 53,000 on-street and 4,000 Council-managed off-street spaces used for parking and storage of motor vehicles.

The overarching objectives of the Parking Management Policy are to:

- Address the City’s existing and future growth and transport challenges; and
- Provide fairer and more reliable access to parking in all locations and at all times.

These will be delivered via four (4) key settings:

- Hierarchy of parking allocation;
- Parking availability targets;
- Demand responsive pricing; and
- Parking Permit management.

These settings will allow for ongoing monitoring and evaluation as well as transport reporting.

The Policy further aims to be:

- Clear and easy for the community and Council officers to interpret and apply;
- Fair and reasonable in both the outcomes it achieves and how it is implemented;
- Flexible to suit different circumstances across Port Phillip, and responsive to changing needs as the City grows;
- Consistent with surrounding and other similar municipalities as far as practicable, while following best practice; and
- Realistic and practical to implement, including consideration of Council resources.

## ACTIVE TRANSPORT POLICIES

Whilst not enshrined within a formal planning policy, the City of Port Phillip’s website provides plentiful information and resources in relation to walking & cycling throughout the municipality.

This information can be accessed via the following links:

<https://www.portphillip.vic.gov.au/explore-the-city/sport-and-fitness/walking-trails-and-groups>

<https://www.portphillip.vic.gov.au/explore-the-city/travelling-around/bike-riding>

## Availability of Alternative Car Parking

As described in Section 2.4 of this report, car parking occupancy surveys were undertaken on Thursday 01 August and Saturday 03 August 2024 of the publicly available car parking supply within an approx. 200 metre walk of the site location.

It is noted that the car parking surveys indicate that the vast majority of the available car parking supply is ticketed and subject to short time restrictions. As such, available off-site car parking is considered to be appropriate to accommodate short term users of the site only (i.e. retail customers and residential visitors).

Whilst the future operators of the retail spaces are not known at this time, it is expected that peak operation will occur during the midday Saturday period.

The car parking surveys indicated a peak demand of 101 spaces between 10:00am-2:00pm on the Saturday, representing 37% occupancy of the available car park supply. Accordingly, there is ample capacity within the surrounding car park supply during the anticipated peak time period of the retail uses to accommodate the retail customer parking demand.

Moreover, the four (4) most recent Nearmap aerial imagery captured throughout the day on weekdays was also presented. These images also indicated a low level of on-street car parking occupancy in the vicinity of the subject site, particularly along the Beach Street and Waterfront Place frontages.

Off-site car parking is therefore expected to be available on all days of the week for customers of the retail uses.

## Access to Alternate Transport Modes

The site location has access to various existing public transport services, as described previously in Table 2.3 of this report.

Critically, the nearest stop on bus route 236 is located along the site frontage to Beach Street, noting that the bus stop will be relocated to a suitable location along Beach Street as part of the amended application. Furthermore, the nearest stop along tram route 109 is located approximately a 50 metre walk away from the site location. Both of these routes provide a direct connection to/from the Melbourne CBD.

The site location is also located in immediate proximity of the Bay Trail, which provides excellent cycling connectivity in an east-west direction along the foreshore. It is also noted that the Bay Trail is an off-road cycling route and therefore offers a safe and attractive option to less experienced cyclists.

## Existing Car Parking Deficiency

Reference is made to Section 4 within the Transport Impact Assessment report prepared by Ratio Consultants for the approved scheme (dated 31 July 2020). The discussion within this section of the report indicated that all car parking demand associated with the customers of the retail component and visitors of the gymnasium would be accommodated off-site.

Furthermore, the report estimated that retail customers and gymnasium visitors would generate a peak off-site car parking demand of 42 spaces.

The amendment application is seeking not to provide any on-site parking spaces for customers of the retail uses. This approach is consistent with what has previously been approved for the

site, noting that the approved scheme was expected to generate a higher level of off-site car parking demand.

## Other Relevant Considerations

As described above, the available off-site car parking supply is primarily ticketed and subject to short term time restrictions.

For this reason, it is not considered appropriate for use by long term users of the site such as office users and retail employees.

Due to the non-provision of any on-site parking spaces or the availability of any appropriate public parking spaces, these users will be required to travel to/from the site via alternate transport modes.

External users of the office suites are expected to from the surrounding residential catchment and therefore will only be required to travel a short distance to access the site. On this basis, it is considered an appropriate expectation that these users will either be able to walk or cycle to/from the site each day.

Retail employees will similarly be able to conveniently access the site via either walking or cycling. It is acknowledged that retail employees may be required to travel a further distance to access the site. In these situations, the above-mentioned bus and tram services offer a convenient method of travelling to/from the site without their private vehicle.

Noting the relatively high walk score of the site, office users and retail staff are expected to be able to conveniently undertake any errands or personal activities during their breaks or before/after work without the use of a private vehicle.

Accordingly, the subject site location is considered to be afforded an appropriate level of transport amenity to allow external office users and retail employees to travel to/from the site without their private vehicle. It should be noted information regarding the access arrangements to/from the site (i.e. no on-site parking allocation and lack of proximate suitable parking opportunities) would be made available to prospective employees / users of the office suites. They would then be able to make a personal decision about whether the transport arrangements are suitable for their situation before booking an office suite or seeking employment at the site.

## 4.5. Other Car Parking Considerations

### Residential Visitor Car Parking Demand

As described in the previous sections, the site does not have a statutory requirement to provide any car parking spaces on-site for residential visitors.

However, it is acknowledged that in practice, the site will generate some level of visitor car parking demand.

Car parking surveys were undertaken by Cardno at 127 and 147 Beach Street, Beacon Cove (in close proximity to the subject site location) to determine the visitor car parking demands generated by apartment developments. These surveys, conducted over a 36-hour period from 6:00am Friday 19 November 2010 to midnight Saturday 20 November 2010, indicate that visitor parking demand varies throughout the day with peak parking demands occurring during the evening and on weekends.

The recorded peak weekday visitor parking demand was 0.07 spaces per apartment after 6:30pm while the peak visitor parking demand during normal business hours was 0.06 spaces



per apartment at 11:30am. The overall peak visitor parking demand occurred at 6:30pm on Saturday with a demand of 0.09 spaces per apartment.

Given the close proximity of the subject site to the apartment building assessed during the surveys (approximately 600 metres to the west along Beach Street), it is considered that the surveyed rates are an appropriate representation of the level of residential visitor car parking demand that will be generated by the subject site. Accordingly, the subject site is expected to generate the following levels of car parking demand associated with residential visitors:

- Weekday business hours – five (5) spaces;
- Weekday evenings – six (6) spaces; and
- Weekends – eight (8) spaces.

As described previously throughout this report, the amended application does not propose to provide any car parking on-site for residential visitors. As such, all residential visitor demand will need to be accommodated off-site.

The car parking occupancy survey results and Nearmap imagery provided in Section 2.4 indicate that there is ample capacity within the nearby publicly available car park supply to accommodate this demand.

### Loss of On-Street Parking Along Beach Street

As described previously in this report, one (1) – two (2) on-street parking spaces along the Beach Street frontage will be removed to accommodate the proposed vehicle access arrangements.

The car parking occupancy survey results and Nearmap imagery provided in Section 2.4 indicate a low level of utilisation of the proximate publicly available car park supply.

As such, there is expected to be ample capacity within this car park supply to accommodate the removal of one (1) – two (2) spaces.

Furthermore, it is noted that the Nearmap images provided in Figure 2.9 to Figure 2.12 suggest there is minimal usage of the indented parallel spaces along the Waterfront Place frontage. Therefore, there will still be adequate availability of conveniently accessible on-street parking along the site frontages.

### Motorcycle Parking

The Port Phillip Planning Scheme does not outline any requirements for the provision of motorcycle spaces for the subject site.

However, in order to cater for the demand of this transport mode and provide an additional travel option to traditional car-based travel, a total of six (6) motorcycle spaces are proposed on-site, including four (4) spaces within basement O1 and two (2) spaces within basement O2.

Motorcycle spaces have been designed to be 1.2 metres wide by 2.5 metre long, in accordance with the requirements set out in Figure 2.7 within AS/NZS 2890.1:2004.

On the basis of the above, the provision and design of the motorcycle spaces are considered acceptable.

## 4.6. Adequacy of Proposed Car Parking Provision

It is proposed to provide a total of 164 car parking spaces on-site, within two (2) basement levels.

The proposed car parking provision is considered appropriate for the following reasons:

- The proposal to allocate all 164 on-site parking spaces to residents of the site exceeds the statutory requirement for residents;
- The proposed non provision of any parking spaces on-site for residential visitors is consistent with the statutory requirement. There is also ample capacity within the surrounding public car park supply to accommodate the estimated peak visitor car parking demand of eight (8) spaces;
- There is ample capacity within the surrounding publicly available car park supply to accommodate the anticipated demand associated with retail customers. Moreover, the non-provision is consistent with the proposed car parking approach for the approved scheme (noting that the approved scheme was expected to generate a higher level of off-site car parking demand) and is in line with the objectives of various local planning policies;
- The surrounding publicly available car park supply is primarily ticketed and subject to short term time restrictions. As such, it is not considered appropriate for user by external users of the office suites or retail employees; and
- This arrangement is considered acceptable in this instance as the subject site location is considered to be afforded an appropriate level of transport amenity to support these users travelling to/from the site via alternate transport modes that do not require the use of their private vehicle.



# 5. Bicycle Parking Assessment

## 5.1. Clause 52.34 Requirements

Requirements for the provision of 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 Requirements

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
One-, two-, three- and four-bedroom apartment	Dwelling	84 dwellings	Resident	In developments of four or more storeys, 1 space to each 5 dwellings	17 spaces
			Visitor	In developments of four or more storeys, 1 space to each 10 dwellings	8 spaces
Retail	Shop	593 sqm	Employee	1 space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1,000 sqm	0 spaces
			Visitor	1 space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1,000 sqm	0 spaces
Office	Office	682 sqm	Employee	1 space to each 300 sqm of net floor area if the net floor area exceeds 1,000 sqm	0 spaces

Visitor	1 space to each 1,000 sqm of net floor area if the net floor area exceeds 1,000 sqm	0 spaces
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Based on the assessment provided within Table 5.1, the amended application has a statutory requirement to provide a total of 25 bicycle parking spaces on-site, comprising:

- 17 spaces for residents; and
- Eight (8) 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 if five (5) or more employee bicycle parking spaces are required, one (1) shower be provided for the first five (5) employee spaces and one (1) shower to each ten (10) employee spaces thereafter.

A change room or direct access to a communal change room must be provided for each shower.

As the site does not have a requirement to provide any employee bicycle parking spaces there is therefore no requirement to provide any showers / change rooms on-site for employees.

## 5.2. Bicycle Parking Provision

A total of 90 long-term bicycle parking spaces are proposed within Basement 01 level for use by residents and employees.

The proposed provision is more than five (5) times higher than the statutory requirement for residents and employees and also allows for at least one (1) bicycle parking space to be provided to each apartment.

Further to the above, there are a total of 14 x short-term bike hoops provided on the ground floor level for visitor use within accessible areas. This exceeds the demands expected for visitor bicycle parking use and is considered satisfactory.

## 5.3. Bicycle Parking Layout

All bicycle parking spaces within the secure bike store are proposed as two-tier bike racks.

These bike racks are proposed at 400mm spacings and within a 2.0-metre-long parking envelope, with access provided via a 2.55-metre-wide aisle. The design of the bike racks is in accordance with the dimensional requirements set out within AS2890.3:2015.

Furthermore, the proposed bicycle parking provision will provide 50% of spaces within an at-grade horizontal arrangement (i.e. the bottom tier of each bike rack).

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

# 6. Access Arrangements & Car Park Layout

## 6.1. Access Arrangements

Vehicle access to/from the site will be provided via two (2) crossovers along Beach Street, which will provide vehicle access to/from the site as follows:

- The eastern 6.0-metre-wide crossover will provide left in entry movements for cars. Waste collection and service vehicles will not be permitted to enter the site at this location; and
- The western 6.4-metre-wide crossover will provide left in entry movements for waste collection and service vehicles and left out exit movements for all vehicles.

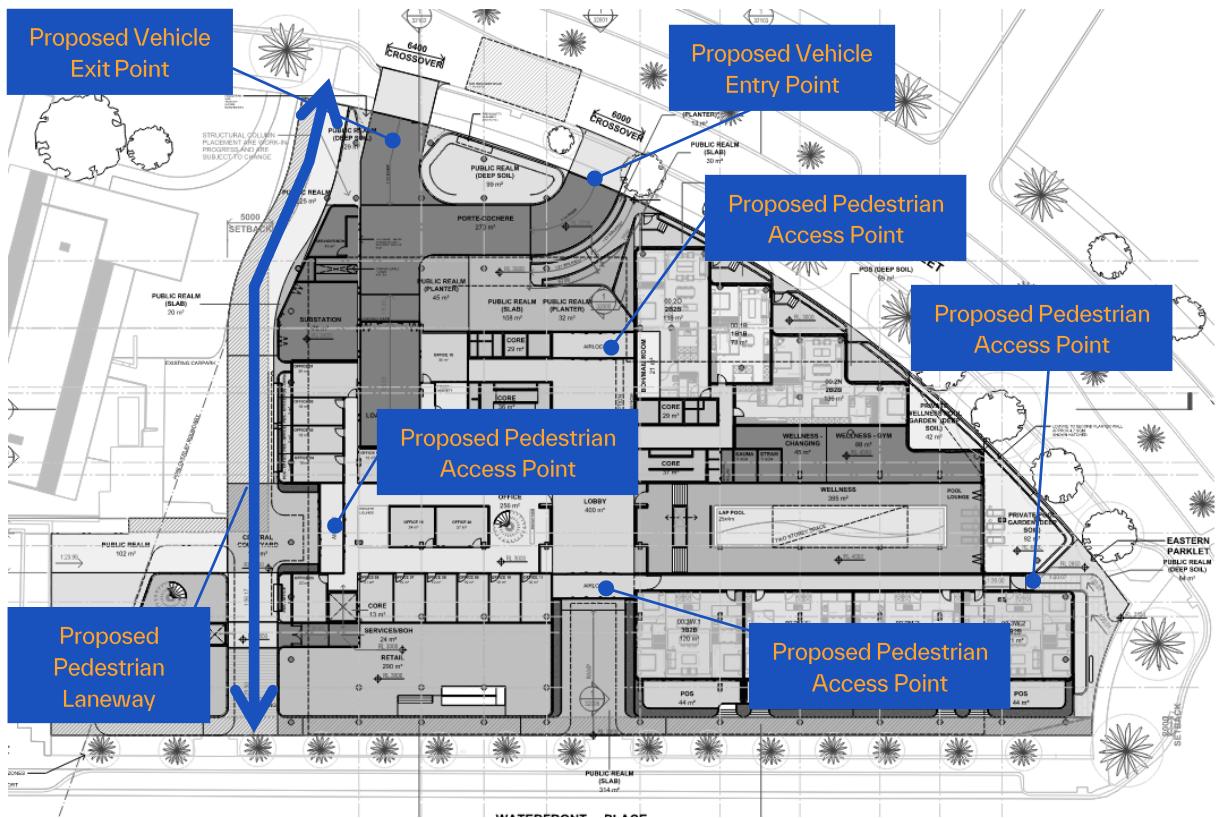
A circuitous driveway will be provided between the crossovers, allowing them to function in a Porte cochere arrangement. This arrangement will afford an on-site pick-up / drop-off location for visitors as well as allowing vehicles to enter the site without being impeded; thereby reducing the chances of any vehicle queues forming back onto Beach Street. It

The proposed location of the exit crossover conflicts with the existing bus stop and shelter along the Beach Street frontage (as per the approved scheme). Accordingly, the bus stop will need to be relocated to a suitable nearby location along Beach Street, to the satisfaction of the Department of Transport and Planning. It is expected that specific details regarding the bus stop relocation will be managed via permit conditions, consistent with conditions 41-44 of the amended planning permit for the approved scheme (refer to Appendix A).

Pedestrian access points are proposed to/from the footpaths along the Beach Street and Waterfront Place frontages. A pedestrian laneway is proposed along the western boundary of the site, providing a direct connection between Waterfront Place and Beach Street.

The proposed access arrangements are demonstrated in Figure 6.1.

Figure 6.1: Proposed Access Arrangements



Source: Woods Bagot – Ground Plan

6.2. Car Park Layout

The proposed access arrangements and car park layout have been assessed against the objectives and design requirements set out within Clause 52.06-9 of the Port Phillip Planning Scheme and relevant sections of AS/NZS 2890.1:2004 and AS/NZS 2890.6:2022.

Design Standard 1 – Accessways

Design Standard 1 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to accessways. The requirements of Design Standard 1 are assessed against the proposed architectural plans in Table 6.1.

Table 6.1: Design Standard 1 Assessment – Accessways

Requirement	Comments
Be at least 3 metres wide.	<p>Satisfied – Accessways have been designed with a two-way width of 6.4 metres.</p> <p>It is noted that car park aisles have been designed with a width of 5.8 metres, which is in accordance with the requirements outlined within Design Standard 2 of Design Standard 2.</p>

Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	<u>Satisfied</u> – Accessways have been designed with widths exceeding 4.2 metres at all changes of direction.
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.	<u>Satisfied</u> – The on-site car park will not be publicly accessible.  Notwithstanding, vehicles are able to depart from all car parking spaces in a forward direction in a suitable manner.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	<u>Satisfied</u> – A minimum height clearance of at least 2.1 metres will be provided for all car parking areas.
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.	<u>Satisfied</u> – The site access points serve more than four (4) car parking spaces. Accordingly, all vehicles are able to depart the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide by 7.0 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	<u>Not applicable</u> – The site access points are not situated along a road within either a Transport Zone 2 or Transport Zone 3 and passing opportunities are provided within 50 metres.  Notwithstanding, as separated entry and exit vehicle access points are proposed, vehicles will be able to enter & exit the site simultaneously.
Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath on the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	<u>Satisfied</u> – Pedestrian sight triangles are shown on the architectural plans.
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> – The proposed access point is not along a road within a Transport Zone 2 or Transport Zone 3.

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If entry to the car space is from a road, the width of the accessway may include the road.

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Not applicable – Car parking spaces are accessible via internal accessways and not directly to/from an adjacent road.

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## Design Standard 2 – Car Parking Spaces

Design Standard 2 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to car parking spaces. The requirements of Design Standard 2 are assessed against the proposed architectural plans 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> – Car parking spaces have been designed with minimum dimensions 2.8 metres wide by 4.9 metres long, accessible via a 5.8 metre wide accessway.</p> <p>The proposed car parking space dimensions are in accordance with the requirements outlined within Table 2 of Design Standard 2.</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> <ul style="list-style-type: none"><li>• 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.</li><li>• A structure, which may project into the space if it is at least 2.1 metres above the space.</li></ul>	<p><u>Not Satisfied</u> – Various columns are shown on the architectural plans within the areas marked as ‘clearance required’ on Diagram 1 of Design Standard 2.</p> <p>It is recommended that these columns be relocated to appropriate locations.</p>
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres long for a single space and 5.5 metres wide for a double space measured from inside the garage or carport.	<p><u>Not applicable</u> – No garages are proposed on-site.</p>
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<p><u>Not applicable</u> – No tandem parking spaces are proposed on-site.</p>



Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.

Satisfied – All car parking spaces are proposed within the two (2) basement levels. Therefore, all resident parking spaces will be provided under cover.

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.

Not applicable – No accessible parking spaces are proposed on-site.

### Design Standard 3 – Gradients

Design Standard 3 within Clause 52.06-9 of the Port Phillip Planning Scheme relates to gradients. The requirements of Design Standard 3 are assessed against the proposed architectural plans 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 configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	<u>Satisfied</u> – No gradient is proposed along the accessways within 5.0 metres of the property boundary.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.	<u>Satisfied</u> – A maximum gradient of 1:5 is proposed along all ramps within the site.
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 1:67% (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less	<u>Satisfied</u> – Appropriate transition sections are proposed along all ramps within the site.

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than 3 metres apart for clearances, to the satisfaction of the responsible authority.

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### Other Considerations

An extension of at least 1.0 metre is provided beyond the last parking space of all dead-end aisles within the site, in accordance with the requirements set out within Section 2.4.2 within AS/NZS 2890.1:2004.

## 6.3. Swept Path Assessment

An assessment of site access and circulation has been undertaken using the 'Autodesk Vehicle Tracking' software program.

The results of the swept path assessment are summarised as follows:

- A B99 (99.8<sup>th</sup> percentile passenger vehicle, as defined within AS/NZS 2890.1:2004) is able to enter the site via the entry crossover along Beach Street and access the basement levels with a vehicle able to park within the ground level Porte cochere as required;
- A B99 is able to enter the site via the entry crossover along Beach Street and access the basement levels whilst a B85 (85<sup>th</sup> percentile passenger vehicle, as defined within AS/NZS AS2890.1:2004) simultaneously departs the site from the basement levels. Moreover, the entry movement can be completed whilst a B99 is parked within the Porte cochere area;
- A 6.4-metre-long mini rear loader is able to enter the site via the entry crossover and access the basement levels whilst another mini rear loader departs the site via from the basement levels. Moreover, the entry movement can be completed whilst a B99 is parked within the Porte cochere area;
- Both a 6.4-metre-long mini rear loader and B99 are able to circulate from the ground-basement O1 ramp and reverse into the proposed loading bay. Once loading / waste collection activities are complete, each vehicle is able to circulate onto the ground-basement O1 ramp and depart the site in a forward direction;
- A B99 & B85 is able to turn to/from each of the ramps within the site whilst the opposing vehicle props and waits for the other vehicle. This type of arrangement is commonplace in private car parks that only provide car parking for residents and/or staff who will be familiar with the layout of the car park. It is also noted that convex mirrors are provided at the top and bottom of each ramp within the basement levels to assist with these movements; and
- A B85 is able to enter & exit the end spaces within the dead-end aisles in a suitable manner.

It is noted that access to some parking spaces will require the vehicle to undertake a corrective manoeuvre when entering and/or exiting the space. This type of arrangement is allowable residential, domestic and employee parking under the requirements set out in Table 1.1 within AS/NZS 2890.1:2004.

## 6.4. Adequacy of Access Arrangements & Car Park Layout

Based on the preceding assessment, the proposed access arrangements and car park layout have been designed in accordance with the requirements outlined within Clause 52.06-9 of the Port Phillip Planning Scheme and/or relevant sections of the Australian Standards (AS/NZS 2890.1:2004).

# 7. Loading & Waste Collection Arrangements

## 7.1. Statutory Requirement

Clause 65.01 'Decision Guidelines' within 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 as appropriate:*

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

## 7.2. Loading Arrangements

The primary loading and unloading activities for the site will be associated with day-to-day deliveries to residents and each of the retail tenancies. These types of deliveries are expected to be undertaken by a van or courier vehicle.

Moving vans / trucks will also be required to visit the site for the loading / unloading of furniture and goods into and out of the apartments. This will largely occur when the building is initially occupied and is expected to occur relatively infrequently thereafter.

A loading bay is proposed within Basement 01, adjacent to the Ground-Basement 01 ramp. It is expected a booking system will be implemented to manage usage of the loading bay.

A height clearance of 2.8 metres is proposed along the ramp between Ground level and Basement 01 and between the base of the ramp and the loading bay. This height clearance is sufficient to accommodate all standard passenger vehicles as well as various models of moving vans.

The B99 is considered an appropriate representation for these types of vehicles.

As discussed in Section 6.3 of this report, a swept path assessment has been completed which confirms that a B99 vehicle is able to suitably circulate the accessways within the basement and reverse into position within the loading bay. Once loading / unloading activities are complete the B99 is able to depart from the basement in a forward direction.

It is noted that the B99 vehicle is required to undertake a corrective manoeuvre in order to travel from the loading bay and onto the ramp. This arrangement is considered acceptable in this instance when considering that all on-site car parking spaces will be allocated to residents and staff of the retail tenancies, who will be low turnover and repeat users of the car park. Accordingly, it will be possible for all car park users to be made aware of the site's loading arrangements, so they are cognisant of this factor when entering / exiting the site.

It is acknowledged that some residents may have greater furniture requirements that necessitate the use of a moving truck, which will be unable to access the basement levels. In

these situations, the moving truck will need to utilise an on-street parking space either along the Beach Street or Waterfront Place frontage. This type of arrangement is commonplace for residential developments and is considered acceptable in this instance when noting the low level of parking occupancy in these locations.

### **7.3. Waste Collection Arrangements**

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

Based on the details provided within the WMP, it is understood that waste will be collected from within the loading bay at Basement 01 by a private contractor using a 6.4-metre-long mini rear loader.

As discussed in Section 6.3 of this report, a swept path assessment has been completed which confirms that a 6.4-metre-long mini rear loader is able to suitably circulate the accessways within the basement and reverse into position within the loading bay. Once loading / unloading activities are complete the mini rear loader is able to depart from the basement in a forward direction.

It is noted that the mini rear loader is required to undertake a corrective manoeuvre in order to travel from the loading bay and onto the ramp. This arrangement is considered acceptable in this instance when considering that all on-site car parking spaces will be allocated to residents and staff of the retail tenancies, who will be low turnover and repeat users of the car park. Accordingly, it will be possible for all car park users to be made aware of the site's loading arrangements, so they are cognisant of this factor when entering / exiting the site.

### **7.4. Adequacy of Loading & Waste Collection Arrangements**

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

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

# 8. Traffic Assessment

## 8.1. Traffic Generation

### Residential 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/or car share facilities) and proximity to nearby activity centres or other retail facilities and services.

Based on the above discussion and noting the level of transport amenity available to the subject site location, it is estimated that each dwelling could be expected to generate in the order of four (4) vehicle movements per day. Typically, 10% of this traffic is expected during the AM and PM peak hours.

For the purpose of this assessment, a traffic generation rate of four (4) vehicle movements per day and 0.4 vehicle movements per hour during the AM and PM peak hours has been adopted for each dwelling.

Typical splits between inbound and outbound vehicle movements in the AM and PM peak hours 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 84 dwellings results in the following traffic generation estimates, as presented in Table 8.1.

**Table 8.1: Estimated Residential Traffic Generation**

Direction	AM Peak Hour	PM Peak Hour	Daily
Inbound	7 vph	20 vph	168 vpd
Outbound	27 vph	14 vph	168 vpd
<b><u>Total</u></b>	<b><u>34 vph</u></b>	<b><u>34 vph</u></b>	<b><u>336 vpd</u></b>

## 8.2. Traffic Distribution

Due to the central median along Beach Street, vehicle movements to/from the site will be restricted to left in / left out movements only. Accordingly, all site generated traffic will access the site via Beach Street.

The most proximate intersections to the vehicular access point are the Beach Street / Waterfront Place / Princes Street intersection and the Beach Street / Swallow Street intersection. Both intersections are roundabout controlled and thereby, permit vehicle movements in all directions.

Accordingly, vehicles will be able to access the site to/from all directions as required, dependent on the origin or destination of the trip.

### 8.3. Traffic Impact

Reference is made to Section 8 within the Transport Impact Assessment report prepared by Ratio Consultants for the approved scheme (dated 31 July 2020). This report estimated that the approved scheme would generate up to 65 vehicle movements during each of the AM and PM peak hours.

Moreover, a SIDRA modelling assessment was undertaken for each of the Beach Street / Waterfront Place / Princes Street & Beach Street / Swallow Street intersections, wherein both roundabouts were modelling under existing and post development conditions.

The SIDRA modelling results indicated that both intersections were expected to operate well within their theoretical capacity under post development conditions. Furthermore, the additional traffic volumes associated with the approved scheme were not expected to have a material impact on the queueing or delays experienced at either intersection.

It is critical to note that the level of traffic generation that was estimated and modelled for the approved scheme is more than 1.5 times higher than the estimated level of traffic generation for the amended scheme.

Further to this, the peak hour traffic volumes recorded along Beach Street during the 2024 tube count survey were in the order of 40% lower than the historic survey results along Beach Street (as presented in Table 2.1), noting that the historic traffic volumes were used as the basis of the existing conditions assessment for the approved scheme.

On the basis of these factors, it is considered that the level of traffic generation associated with the amended scheme can be comfortably accommodated by the surrounding road network in a safe and satisfactory manner without the creation of any adverse traffic safety or operational impacts.



## 9. Conclusion

An amended planning permit is sought for the land addressed as 1-7 Waterfront Place in Port Melbourne, which seeks the construction of a multi-storey mixed-use building at the subject site.

More specifically, the proposed development scheme seeks to provide 84 apartments, 593 sqm of retail space and 682 sqm of office space.

Various wellness offerings, and an entertaining zone are all proposed on-site, for use by residents and staff.

The following parking facilities are proposed on-site:

- 164 car parking spaces;
- Six (6) motorcycle spaces; and
- 90 long-term bicycle parking spaces within the basement
- 14 short-term bicycle parking hoops on the ground floor level for visitors.

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

- The amended application has a statutory requirement to provide 179 car parking spaces on-site;
- The proposed car parking provision is considered appropriate for the following reasons:
  - The proposed allocation of 164 spaces to residents of the site exceeds the statutory requirement for residents;
  - The proposed non provision of any parking spaces on-site for residential visitors is consistent with the statutory requirement. There is also ample capacity within the surrounding publicly available car park supply to accommodate the estimated peak visitor car parking demand of eight (8) spaces;
  - There is ample capacity within the surrounding publicly available car park supply to accommodate the anticipated demand associated with retail customers. Moreover, the non-provision is consistent with the proposed car parking approach for the approved scheme (noting that the approved scheme was expected to generate a higher level of off-site car parking demand) and is in line with the objectives of various local planning policies;
  - The surrounding publicly available car park supply is primarily ticketed and subject to short term time restrictions. As such, it is not considered appropriate for user by external users of the office suites or retail employees; and
  - This arrangement is considered acceptable in this instance as the subject site location is considered to be afforded an appropriate level of transport amenity to support these users travelling to/from the site via alternate transport modes that do not require the use of their private vehicle.

- 90 bicycle parking spaces are proposed within a secure bike store at Basement 01 for residents and staff. This provision is more than five (5) times higher than the statutory requirement for residents and staff;
- 14 bicycle parking hoops are proposed to be provided in accessible areas on the ground floor level to meet visitor bicycle parking demands;
- The proposed bicycle parking spaces have been designed appropriately, in accordance with the requirements set out within AS2890.3:2015;
- The proposed access arrangements and car park layout have been designed in accordance with the requirements set out within Clause 52.06 of the Port Phillip Planning Scheme and/or relevant sections of the Australian Standard (AS/NZS 2890 series);
- The proposed loading and waste collection arrangements for the site are considered acceptable;
- The site is expected to generate up to 34 vehicle movements during the AM and PM peak hours and 336 vehicle movements per day on the surrounding road network; and
- Noting that the estimated level of traffic generation that was estimated and modelled for the approved scheme is more than 1.5 times higher than the estimated level of traffic generation for the amended scheme, it is expected that the traffic generation associated with the amended scheme can be comfortably accommodated by the surrounding road network in a safe and satisfactory manner without the creation of any traffic safety or operational impacts.

On the basis of the preceding assessment, the proposed development of the site is considered to be acceptable from a transport engineering perspective.

# Appendix A Planning Permit 490/2020/A

Enquiries: Richard Little  
Telephone: 9209 6424  
Facsimile: 9536 2740  
Our Ref: 490/2020/A



27 January 2023

ProUrban

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99a Carlisle Street  
St Kilda  
Victoria 3182

[www.portphillip.vic.gov.au](http://www.portphillip.vic.gov.au)

**ASSIST Customer Service**  
☎ 9209 6777

Dear Sir/Madam,

Re: **Application to amend Planning Permit No. 490/2020/A / PDPL/00910/2022**  
Address: **1-7 WATERFRONT PLACE, PORT MELBOURNE VIC 3207**

This application has been considered and it has been decided that it is appropriate that an amended Planning Permit be issued by Council Delegate. I attach a copy of this Planning Permit, which contains certain conditions. You should make sure that you are familiar with these conditions before you act on this permit.

If you are aggrieved by any condition on this permit you may appeal to the Victorian Civil and Administrative Tribunal (VCAT) to have that matter discussed. The last page of the Planning Permit form has some details regarding this process.

Accordingly, please find attached a copy of Planning Permit «Application\_Number» as per the direction of the Tribunal. You should make sure that you are familiar with these conditions before you act on this permit.

You may also need building or other approvals from the Council, so you should ensure that these matters are also attended to prior to acting on this Planning Permit.

**Note:** **Any variation** from the Planning Permit and Approved Plans will require prior written consent from the Responsible Authority, this may require you to submit a new application for a planning permit from Planning & Building Services at the City of Port Phillip. An Enforcement Notice will be issued to a building surveyor who fails to comply with the Building Regulations as they relate to Planning consent. Enforcement action under the Planning & Environment Act 1987 may also involve the owner where they have shown disregard for the conditions of this Planning Permit issued under the Port Phillip Planning Scheme.

**PLEASE READ AND CONSIDER THE CONDITIONS CAREFULLY.**

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'R. Little'.

Richard Little  
Urban Planner

Planning & Building Services *Located at:-*  
*St Kilda Office*  
*99A Carlisle Street, St Kilda*

«Application\_Number»





# PLANNING PERMIT

Application Number: **490/2020/A**  
Planning Scheme: **Port Phillip**  
Responsible Authority: **City of Port Phillip**

## ADDRESS OF THE LAND:

**1 - 7 WATERFRONT PLACE, PORT MELBOURNE VIC 3207**

## THE PERMIT ALLOWS:

Use and development of the land, to carry out works and construct a 10 storey mixed use building over two basement levels, comprising dwellings, retail (shop, food and drink premises, wellness centre), a restricted recreation facility (gymnasium) and a reduction in car parking requirements., generally in accordance with the endorsed plans and subject to the following conditions.

## THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

### 1 Amended Plans Required

Before the use and/or development starts, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the plans amended by way of Section 57A of the Planning and Environment Act 1987 and advertised by Council, date stamped as being received by Council on 8 April 2021 and identified as A0003 (Rev: D), A0098 (Rev: D), A0099 (Rev: D), A0100 (Rev: D), A0101 (Rev: D), A0102 (Rev: C), A0103 (Rev: C), A0104 (Rev: C), A0105 (Rev: C), A0106 (Rev: C), A0107 (Rev: D), A0108 (Rev: D), A0109 (Rev: D), A0110 (Rev: D), A0900 (Rev: D), A0901 (Rev: D), A0902 (Rev: D), A0903 (Rev: D), A0904 (Rev: B), A0905 (Rev: B), A0950 (Rev: D), A0951 (Rev: D), A0952 (Rev: D), A0960 (Rev: D), A0961 (Rev: D), A0963 (Rev: B), A1100 (Rev: B), A1101 (Rev: B), A1600 (Rev: B), A1601 (Rev: B) and Schedule 002 – External Materials and Finishes (Rev: B) but modified to show:

- Details of the surface materials to be used to the north/south laneway (to the western interface of the site), to identify it as a shared surface for pedestrians and vehicles.
- A detailed (1:50 scale) elevation(s) to all ground floor commercial frontages which includes a solid section of wall at the base of the building, to better anchor the building and improve tactility.
- An improved western interface to Townhouse 6, by including privacy measures to windows and by extending/reconfiguring the abutting planter, to create defensible space adjacent to the bedrooms and bathroom.

**27<sup>th</sup> October 2022**  
**Date Issued**


**20<sup>th</sup> January 2023**  
**Date Amended**

**Planning and Environment Regulations 1998 Form 4**

**Signature for Responsible Authority**

**Note:** Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon

- d) Public seating provided to the eastern 'parklet'.
- e) Internal disabled ramp access to the southern entrances of the food and drink premises, providedore and gym. Ramp access can replace platform lifts.
- f) Introduction of external shading to the east elevation; and, details of operable external shading devices to east and west façade including dimensions, design details, materials, operability; to be shown on elevations as well as the floor plans.
- g) All windows that are openable on the floor plans.
- h) All balconies that are to be winter gardens.
- i) Details of winter gardens showing the method used to enclose them, the allowance for light penetration and that they shall be fully openable (full height and across the full width of the balcony).
- j) Provide appropriate privacy measures to the east facing windows of the townhouses, to protect their own privacy and also limit overlooking to adjoining townhouses.
- k) The car park entrance 'garage door' at Beach Street to be setback a minimum of 6 metres from the property boundary with Beach Street.
- l) All buildings/built form at ground floor to be setback a minimum of 2m from the southern boundary, including the architectural corner features and the planter extending from the southern courtyard.
- m) Removal of the seating and planter boxes within the east/west pedestrian linkage.
- n) Reduction in height of the podium to ensure the podium does not exceed 3 Storeys or 12m at any point.
- o) The development must not exceed 10 storeys (inclusive of the podium and exclusive of rooftop services).
- p) A notation on the plans that written confirmation by a Licensed Land Surveyor will be provided to the Responsible Authority verifying that the development does not exceed 35m above natural ground level in height. This must be provided at relevant stages during the construction of the building as nominated by the Responsible Authority and before the building is occupied.
- q) Details that demonstrate that architectural features, such as building services, that exceed the maximum building height, do not exceed the height by more than 4 metres and do not exceed 10% of the gross floor area of the top building level; and, any associated reduction in roof top services.
- r) Details that demonstrate that development above 3 storeys (and 12 metres) to be set back a minimum of 8 metres in addition to any ground level setback, this includes to the eastern corner of the development where the setback must be taken from the ground level setback; and to the canopy overhangs along the southern elevation and to the eastern corner. Consequential design changes are permitted albeit setbacks must be absorbed within the building envelope, without the reduction of any other setback.

<p><u>27<sup>th</sup> October 2022</u> <b>Date Issued</b></p> <p><u>20<sup>th</sup> January 2023</u> <b>Date Amended</b></p>	 <p><b>Signature for Responsible Authority</b></p>
<p><b>Planning and Environment Regulations 1998 Form 4</b></p>	<p><b>Note:</b> Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon</p>

- s) Specifications that demonstrate the external finishes to be of a type that does not reflect more than 15% of visible light, when measured at an angle of 90 degrees to the surface.
- t) A storage schedule which demonstrates compliance with Clause 58 standard D20, for all dwellings.
- u) An annotation to the ground floor plan to state that all offsite works are indicative and are subject to the relevant approval of the Responsible Authority.
- v) Any changes required by the Car and Bicycle Parking Management Plan, in accordance with condition 16.
- w) An Urban Art Plan, in accordance with condition 21.
- x) Any changes required by the findings of the amended Wind Assessment, in accordance with condition 22.
- y) Any changes required by the findings of the Arboricultural Impact Assessment and the TPMP, in accordance with conditions 23 and 24 respectively.
- z) An updated Landscape Plan, in accordance with condition 25.
  - aa) Any changes required by the amended SMP, in accordance with condition 27.
  - bb) Any changes required by the amended WMP, in accordance with condition 32.
  - cc) Any changes required by the findings and recommendations of the Amended Acoustic Report, in accordance with condition 33.
  - dd) Deleted.

## 2 No Alterations (development and use)

The layout of the site and the size, levels, design, finishes and location of buildings and works; and, the description of the use(s), as shown on the endorsed plans must not be modified for any reason (unless the Port Phillip Planning Scheme specifically states that a permit is not required) without the prior written consent of the Responsible Authority.


## 3 Covenants

The uses and development approved by this permit must not commence until the relevant written consents are obtained from Mirvac (Beacon Cove Pty Ltd and/or Victoria Pty Ltd, as relevant) or its nominee pursuant to Restrictive Covenants V074097S (5/11/1997), PS344341D (29/05/1997), W413729L (17/11/1999) registered on the titles of the Subject Land OR the requirement for consent by Mirvac or its nominee is removed from Restrictive Covenants V074097S (5/11/1997), PS344341D (29/05/1997), W413729L (17/11/1999).

If the requirement for consent persists in the covenants, prior to the endorsement of plans the written consents of Mirvac or its nominee must be provided to the Council.

## 4 Satisfactory Continuation and Completion

Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

<p><u>27<sup>th</sup> October 2022</u> <b>Date Issued</b></p> <p><u>20<sup>th</sup> January 2023</u> <b>Date Amended</b></p>	
<p><b>Planning and Environment Regulations 1998 Form 4</b></p>	<p><b>Signature for Responsible Authority</b></p> <p><b>Note:</b> Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon</p>

## 5 Hours of Operation and Number of Patrons

Without the further written consent of the Responsible Authority the use(s) must operate only between the following hours and with no more than the following number of patrons:

- a) Food and drink premises: 7am to 11pm, Monday to Sunday; with a maximum of 150 patrons at any time.
- b) Retail/shops, including provedore: 7am to 11pm, Monday to Sunday.
- c) Gym (including wellness centre): 5:30am to 11pm, Monday to Sunday; with a maximum of 175 patrons at any time.

## 6 General Amenity

The amenity of the area must not be detrimentally affected by the use and development through the:

- a) Transport of materials, goods or commodities to or from the land
- b) Appearance of any building, works or materials, or
- c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

To the satisfaction of the Responsible Authority.

## 7 Ongoing Involvement of the Architect

The applicant must retain the project architect, Elenberg Fraser, to complete the design and provide architectural oversight of the delivery of the detailed design as shown in the endorsed plans and endorsed schedule of materials and finishes during construction except with the prior written approval of the Responsible Authority.

## 8 No External Amplified Equipment


Without the further written consent of the Responsible Authority, no form of public address system, loud speakers or sound amplification equipment must be used on the premises so as to be audible outside the premises.

## 9 Privacy Screening Must be Installed

Prior to occupation of the development approved by this permit the installation of privacy screens must be undertaken in accordance with the endorsed plans. The privacy screens must be maintained thereafter to the satisfaction of the Responsible Authority.

## 10 Walls on or Facing the Boundary

Prior to occupation of the development approved by this permit all new or extended walls on or facing the boundary of adjoining properties and/or a laneway must be cleaned and finished to a uniform standard to the satisfaction of the Responsible Authority. Unpainted or unrendered masonry walls must have all excess mortar removed from the joints and face and all joints must be tooled or pointed also to the satisfaction of the Responsible Authority. Painted or rendered or bagged walls must be finished to a uniform standard to the satisfaction of the Responsible Authority.

<p><u>27<sup>th</sup> October 2022</u> <b>Date Issued</b></p> <p><u>20<sup>th</sup> January 2023</u> <b>Date Amended</b></p>	 <b>Signature for Responsible Authority</b>
<b>Planning and Environment Regulations 1998 Form 4</b>	<b>Note:</b> Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon



## 11 No Equipment or Services

Any plant, equipment or domestic services visible from the primary street (other than a lane) or public park must be located and visually screened to the satisfaction of the Responsible Authority. No mechanical plant is permitted on balconies/terraces.

## 12 Vehicle Crossings

Before the occupation of the development allowed by this permit, vehicle crossings must be constructed in accordance with Council's current Vehicle Crossing Guidelines and standard drawings to the satisfaction of the Responsible Authority. All redundant crossings must be removed and the footpath, naturestrip, kerb and road reinstated as necessary at the cost of the applicant/owner and to the satisfaction of the Responsible Authority.

## 13 Car and Bicycle Parking Layout

Prior to occupation of the development approved by this permit the area(s) set aside for the parking of vehicles and bicycles and access lanes as shown on the endorsed plans must, to the satisfaction of the Responsible Authority, be:

- a) Constructed;
- b) Properly formed to such levels that may be used in accordance with the plans;
- c) Surfaced with an all weather surface or seal coat (as appropriate);
- d) Drained and maintained; and
- e) Line marked to indicate each car space, visitor space, motorcycle space, loading bay and/or access lane.
- f) Clearly marked to show the direction of traffic along access lanes and driveways.

## 14 Parking and Loading Areas Must Be Available

Car, motorcycle and bicycle parking and loading areas and access lanes must be developed and kept available for those purposes at all times and must not be used for any other purpose such as storage to the satisfaction of the Responsible Authority.


## 15 Car Parking Allocation

Without the further written consent of the Responsible Authority car parking for the approved development must be allocated on any Plan of Subdivision as follows:

- a) not less than one car space for each one and two bedroom dwelling;
- b) not less than two car spaces for each dwelling with three or more bedrooms;
- c) not less than 13 car spaces (total) for the food and drink / shop / retail uses;
- d) not less than 10 car spaces for the gym use.

All to the satisfaction of the Responsible Authority.

## 16 Car and Bicycle Parking Management Plan

<p><u>27<sup>th</sup> October 2022</u> <b>Date Issued</b></p> <p><u>20<sup>th</sup> January 2023</u> <b>Date Amended</b></p>	
<p><b>Planning and Environment Regulations 1998 Form 4</b></p>	<p><b>Signature for Responsible Authority</b></p> <p><b>Note:</b> Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon</p>

Prior to the endorsement of plans under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, a parking plan to the satisfaction of the Responsible Authority, prepared by a suitably qualified professional, must be submitted to and approved by the Responsible Authority. Once approved the plan will be endorsed and form part of this permit. The plan must detail a car parking management plan (CPMP) including a line-marking plan, specific details regarding the car park access controls and location of intercom system, how to use the bike racks and where residents, staff and accredited visitors should park bikes, to the satisfaction of the Responsible Authority.

## 17 Lighting

All lighting of external areas must be suitably baffled so as not to cause nuisance or annoyance to nearby properties or roads.

## 18 Utility connections

Before the occupation of the development *allowed by this permit*, any modification to existing infrastructure and services within the road reserve (including but not restricted to electricity, telecommunications services, gas, water, sewerage and stormwater drainage), necessary to provide the required access to the site, must be undertaken by the applicant/owner to the satisfaction of the relevant authority and the Responsible Authority. All costs associated with any such modifications must be borne by the applicant/owner.

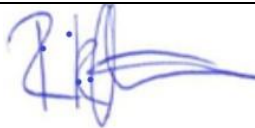
## 19 Provision of Bike Racks on the Pavement

Prior to occupation of the development approved by this permit, stainless steel bike racks must be installed in the adjacent public footpath or nature strip in a location to the satisfaction of the Responsible Authority. Installation of the bike racks shall be undertaken by the Responsible Authority. All costs associated with the supply and installation of the bike racks are to be borne by the applicant/owner/developer. Once the racks have been installed they will become a Council asset and the developer will have no further ongoing obligations or responsibilities regarding the racks.

## 20 Green Transport Plan

Before the occupation of the development *allowed by this permit*, a green travel plan to the satisfaction of the Responsible Authority, prepared by a suitably qualified professional, must be submitted to and approved by the Responsible Authority. Once approved the plan will be endorsed and form part of this permit. The green travel plan must provide detailed advice regarding how traffic movements and staff parking will be managed and ensure an alternative, non-private vehicle transport modes will be encouraged. The plan should also identify specific opportunities for the provision of more sustainable transport options and encouragement of their use. The plan must include but not be limited to:

- a) Bicycle parking, including that suitable for e-bikes, to be installed in well secured and prominent locations at ground level if possible, for tenants and visitors.
- b) Provide electric vehicle recharge facilities
- c) Install signs in prominent locations advising of the location of existing and proposed share car schemes, bicycle parking facilities for staff, residents and visitors, tram stops, taxi ranks, railway stations, bus stops and bicycle lanes and paths.
- d) Ensure that access to the on-site parking is restricted and controlled.
- e) Establishment of a car-pooling database for residents/employees

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- f) Specific targets to guide the plans ongoing implementation;
- g) Identify persons responsible for the implementation of actions;
- h) Estimate timescales and costs for each action;
- i) Include a plan for monitoring and review of the Travel Plan on an annual basis for at least three years.

## 21 Urban Art Plan

Concurrently with the submission of plans for endorsement under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, an urban art plan in accordance with Council's Urban Art Strategy must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The value of the urban art must be at least 0.5% of the total building cost of the development to the satisfaction of the Responsible Authority. Urban art in accordance with the approved plan must be installed prior to the occupation of the building to the satisfaction of the Responsible Authority.

## 22 Wind Assessment

Concurrently with the submission of plans for endorsement under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, a suitably qualified person must prepare an updated Wind Climate Assessment Report to the satisfaction of the Responsible Authority, which must be provided for the written endorsement of the Responsible Authority. The Report must be in general accordance with the submitted Environmental Wind Considerations, prepared by MEL Consultants and dated 29 October 2020 but updated to reflect the requirements of Condition 1 of this permit. Any modifications required to the development in order to ensure acceptable wind conditions must be submitted to and approved by the Responsible Authority as part of the plans for endorsement. The design details of any wind mitigation works must receive the endorsement of the owner's wind climate experts, preferencing the use of architectural features and planting to resolve any issues identified, to the satisfaction of the Responsible Authority.

## 23 Arboricultural Impact Assessment


Prior to the commencement of the development (excluding works required for relevant pre-commencement testing), an Arboricultural Impact Assessment report must be submitted to, be to the satisfaction of and approved by the Responsible Authority, the impact assessment must be prepared by a suitably qualified Arborist (AQF level 5 or equivalent) and include:

- a) trees on neighbouring properties with TPZs that fall within the subject site,
- b) the nature strip tree(s) adjacent the property.

The report must follow the guidelines from Council Arboriculture Victoria and comply with the Australian Standard 4970:2009 Protection of Trees on Development Sites.

Should the report find that any works encroach into 10% or more of the Tree Protection Zone, or into the Structural Root Zone of any tree, and the design cannot be modified to reduce the incursion, then a non-destructive root investigation (NDRI) must be conducted and documented, with a root map to show the location, depth and diameter of all roots found along the line of the proposed works. The findings, photographs and recommendations shall be presented in the impact assessment report.

When approved, the impact assessment will be endorsed and will then form part of this permit.

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## 24 Tree Protection Management Plan

Prior to the commencement of the development (excluding works required for relevant pre-commencement testing), and prior to any related demolition or vegetation removal, a Tree Protection and Management Plan (TPMP) that details how the trees will be protected, in accordance with AS4970-2009 (Protection of Trees on Development Sites), will be required, to the satisfaction of the Responsible Authority. Once approved, the TPMP will be endorsed and form part of the permit. The TPMP must be prepared by a suitably qualified Arborist (AQF level 5 or equivalent) and include:

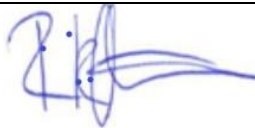
- a) measures to protect trees including any modified construction techniques such as root sensitive footings and permeable paving;
- b) identification and methodology of any canopy or root pruning required (for onsite or offsite trees);
- c) trees on neighbouring properties with TPZs that fall within the subject site;
- d) the nature strip tree(s) adjacent the property.

The tree protection measures directed in the TPMP must be installed prior to commencement of works at the site, maintained and remain in place until such time as specified within the TPMP.

## 25 Landscape Plan

Concurrently with the submission of plans for endorsement under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, an updated detailed Landscape Plan must be submitted to, approved by and be to the satisfaction of the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must be in general accordance with the Landscape Concept Plan (Rev: 02) dated 08/04/2021 but updated to incorporate:

- (a) A survey plan, including botanical names, of all existing vegetation/trees to be retained;
- (b) Buildings and vegetation (including botanical names) on neighbouring properties within 3m of the boundary;
- (c) Significant trees greater than 1.5m in circumference, as measured 1m above ground;
- (d) All street trees and/or other trees on Council land;
- (e) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways;
- (f) Landscaping and planting within all open space areas of the site;
- (g) Advanced tree stock (minimum 45 litre pot or bag 2.5 metres tall when planted unless otherwise agreed to in writing by the Responsible Authority);
- (h) Consistency with the plans required under condition 1 of this permit;
- (i) Details of the green wall to the north facing wall, above the food and drink premises;
- (j) Details of the façade planting to the western retail units;
- (k) Landscaping to the first floor level;

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- (l) Details of surfaces and appropriate integration with the public realm;
- (m) Details of irrigation;
- (n) Details of the green roof.

Trees are not to be sited over easements.

## 26 Completion and Maintenance of Landscaping

The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development and/or the commencement of the use or at such later date as is approved by the Responsible Authority in writing. The landscaping as shown on the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.

## 27 Sustainable Management Plan

Concurrent with the endorsement of plans under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, a revised Sustainable Management Plan must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The revised Sustainability Management Plan must be generally in accordance with the ESD design memo 'Further Initiatives to BESS Excellence' dated 5 March 2021 that commits to at least a 70% BESS score for the development but modified to be consistent with items specified in condition 1 of this permit. In addition, the following shall be incorporated in the updated SMP:

- a) Confirm that all dwellings would achieve NatHERS cooling loads not exceeding 30 MJ/M<sup>2</sup> per annum.
- b) For residential windows within the podium level, the usage of windows with visible light transmissions (VLTs) exceeding 50%.

When approved, the Plan will be endorsed and will then form part of the permit and the project must incorporate the sustainable design initiatives listed.

## 28 Incorporation and Maintenance of Sustainable Design Initiatives

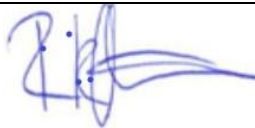
Prior to the occupation of any dwelling/building approved under this permit, the provisions, recommendations and requirements of the endorsed Water Sensitive Urban Design Report and Sustainability Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

The ESD initiatives of the endorsed Water Sensitive Urban Design Report and Sustainability Management Plan must be fully implemented and maintained throughout the operational life of the development to the satisfaction of the Responsible Authority.

## 29 ESD Implementation Report

Prior to the occupation of any building approved under this permit, a report (or reports) from the author of the Sustainability Management Plan (SMP), approved under this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority and must confirm all measures specified in the approved SMP and WSUD report have been implemented in accordance with the approved plans.

## 30 Confirmation of Green Power

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Prior to the issue of a Statement of Compliance, electrical plans must be submitted to the responsible authority showing that the whole development will be serviced by an embedded network. Within one month of the first owners' corporation meeting required under the Owners Corporations Act 2006, a copy of the executed contract with the Embedded Network Operation, confirming that all electricity supplied to the entire development will be 100% accredited Green Power (or equivalent 100% renewable energy generation), must be submitted to Council.

### 31 Construction Management Water Sensitive Urban Design

The developer must ensure that throughout the construction of the building(s) and construction and carrying out of works allowed by this permit;

- a) No water containing oil, foam, grease, scum or litter will be discharged to the stormwater drainage system from the site;
- b) All stored wastes are kept in designated areas or covered containers that prevent escape into the stormwater system;
- c) The amount of mud, dirt, sand, soil, clay or stones deposited by vehicles on the abutting roads is minimised when vehicles are leaving the site.
- d) No mud, dirt, sand, soil, clay or stones are washed into, or are allowed to enter the stormwater drainage system;
- e) The site is developed and managed to minimise the risks of stormwater pollution through the contamination of run-off by chemicals, sediments, animal wastes or gross pollutants in accordance with currently accepted best practice


### 32 Waste Management Plan

Concurrent with the endorsement of plans under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, an updated Waste Management Plan must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The plan must be in general accordance with the WMP submitted with the application but updated to reflect the plans required by condition 1. When approved the WMP will be endorsed and form part of the permit.

### 33 Acoustic Report and Mitigation Measures

Concurrent with the endorsement of plans under condition 1 of this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, an updated Acoustic Report prepared by a suitably qualified person must be submitted to, approved by and be to the satisfaction of the Responsible Authority. The Report must be generally in accordance with the submitted Acoustic Assessment prepared by Acoustic Logic (Rev: 3, 22/10/2020) but updated to include:

- a) Confirmation that the Port was audible during measurements, or if the measured noise levels are inclusive of Port noise and what noise level the Port was generating;
- b) Confirmation of how it was established that the Port was in full operation. Alternatively, provide long term continuous monitoring (at least 7-days) to reasonably sample and establish the variability of Port operation;
- c) Appropriate mitigation measures based on surrounding noise sources, including the Port (in full operation) and the adjacent tram/light rail, to confirm that all dwellings will achieve internal noise levels not exceeding 30dBA in any bedrooms and 40 dBA in living areas;

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- d) Appropriate mitigation measures to ensure the use of the gym will not unreasonably impact the above/surrounding dwellings in terms of noise and vibration.

When approved, the Report will be endorsed and will then form part of this permit and the development must incorporate the mitigation measures listed.

### **34 Internal Noise Levels to Dwellings**

All dwellings must achieve internal noise levels not exceeding 30dBA in any bedrooms and 40 dBA in living areas, to the satisfaction of the Responsible Authority.

### **35 Environmental Audit Overlay**

Before the commencement of construction or carrying out of buildings and works pursuant to this permit, or any works associated with a sensitive use, either:

- a) A Certificate of Environmental Audit for the land must be issued in accordance with Section 53Y of the Environment Protection Act 1970 and provided to the Responsible Authority;
- b) A Statement of Environmental Audit for the land must be issued in accordance with Section 53Z of the Environment Protection Act 1970 that the environmental conditions of the land are suitable for the use and/or development that are the subject of this permit and this statement must be provided to the Responsible Authority.

### **36 Compliance with Statement of Environmental Audit**

Where a Statement of Environmental Audit is issued for the land, the buildings and works and the use(s) of the land that are the subject of this permit must comply with all directions and conditions contained within the statement.


Where a Statement of Environmental Audit is issued for the land, before the commencement of the use, and before the issue of a Statement of Compliance under the Subdivision Act 1988, and before the issue of an occupancy permit under the Building Act 1993, a letter prepared by an Environmental Auditor appointed under Section 53S of the Environment Protection Act 1970 must be submitted to the Responsible Authority to verify that the directions and conditions contained within the statement have been satisfied.

Where a Statement of Environmental Audit is issued for the land, and any condition of that statement requires any maintenance or monitoring of an on-going nature, the owner(s) must enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning & Environment Act 1987, which must be executed before the commencement of the permitted use and before the certification of the Plan of Subdivision under the Subdivision act 1988. All such expenses related to the Section 173 Agreement including drafting, negotiating, lodging, registering and execution of the Agreement, including those incurred by the Responsible Authority, must be met by the owner(s).

### **37 Remediation Works Plan**

Before any remediation works are undertaken in association with the environmental audit, a 'remediation works plan' must be submitted to and approved by the Responsible Authority. The plan must detail all excavation works as well as any proposed structures such as retaining walls required to facilitate the remediation works. Only those works detailed in the approved remediation works plans are permitted to be carried out before the issue of a Certificate or Statement of Environmental Audit.

### **38 Removal of Easement**

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Before the commencement of construction or carrying out of buildings and works pursuant to this permit, other than demolition, early works (hording site services, site shed etc) works to remediate contaminated land, and excavation and piling, easement E7 (located centrally within the Site, between Lots 2 and 3) registered on the titles of the Subject Land shall be removed from the respective titles.

### 39 Construction Over Easement

No buildings or works are to be constructed over any easement or other restriction on the land or any sewers, drains, pipes, wires or cables under the control of a public authority without the prior written consent of the relevant authority and the Responsible Authority.

### 40 Section 173 Agreement – Use of the Meeting Room

Prior to the occupation of any dwelling/building approved under this permit, the applicant must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the Responsible Authority. The agreement must be in a form to the satisfaction of the Responsible Authority, and the applicant must be responsible for the expense of the preparation and registration of the agreement, including the Responsible Authority's reasonable costs and expense (including legal expenses) incidental to the preparation, registration and enforcement of the agreement. The agreement must contain covenants to be registered on the Title of the property so as to run with the land pursuant to Section 181 of the Section 173 of the Planning and Environment Act 1987, and must provide for the following:

- a) That the ground floor meeting room be made available for the use of local residents (including residents outside of the development) by means of a booking system; the meeting room is to be available to residents for the lifetime of the development. The meeting room must be available for booking on all days between the hours of 8am to 10pm, unless otherwise agreed by the Responsible Authority.

The agreement will be registered on Title in accordance with Section 181 of the Planning and Environment Act 1987. A dealing number must be provided to the Responsible Authority.

### 41 Department of Transport Conditions – Additional Plans

Before the development starts, excluding demolition, excavation, piling, site preparation works and works to remediate contaminated land, amended plans must be submitted to and approved by the Head, Transport for Victoria. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be generally in accordance with the plans submitted but modified to show:


- a) New/updated bus stop and all associated infrastructure in an agreed location on Beach Street outside the development site;
- b) A new shelter and barrier kerb as required;
- c) The inclusion of Passenger Information Displays (PIDS) in the vicinity of the bus stop (if required);
- d) The bus stop clear of any street furniture and obstacles; and
- e) A design compliant with the Disability Discrimination Act 1992 (Cth).

### 42 Department of Transport Conditions – Public Transport (Bus Stop Works)

If the existing bus stop on Beach Street cannot be used during the demolition and construction of the development a temporary bus stop must be provided in an alternative location at no cost and to the satisfaction of the Head, Transport for Victoria.

### 43 Department of Transport Conditions – Public Transport (Bus Stop Works)

Any request for written consent to disrupt bus operations or a temporary bus stop on Beach Street during the demolition and construction of the development must be submitted to and approved by the

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Head, Transport for Victoria not later than 8 weeks prior to the planned disruption / temporary bus stop relocation and must detail measures that will occur to mitigate the impact of the planned disruption or temporary bus stop.

#### **44 Department of Transport Conditions – Prior to Occupation**

Prior to the occupation of the development, all works outlined on the endorsed plans for the relocated bus stop must be completed at no cost to and to the satisfaction of the Head, Transport for Victoria. Any temporary bus stop (if required) must be removed and the site reinstated to the satisfaction of the Head, Transport for Victoria.

#### **45 Time for Starting and Completion**

This permit will expire if one of the following circumstances applies:

- a) The development is not started within three (3) years of the date of this permit.
- b) The development is not completed within five (5) years of the date of this permit.
- c) The use is not commenced within two (2) years of the completion of the development.

The Responsible Authority may extend the periods referred to if a request is made in writing:

- a. before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started; and
- b. within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

#### **46. Early Works Plan**

Except with the consent of the Responsible Authority, prior to the commencement of any buildings or works, an early Works Plan must be prepared to the satisfaction of the Responsible Authority. The Early Works Plan must provide details of all works which comprise 'early works', including, but not limited to:

- a) Piling works (Bored Piers) including capping Beams.
- b) Retention system including shotcrete walls and rock anchors.
- c) Bulk excavation.
- d) Detailed excavation.
- e) Excavation and pouring of pad footings, raft slab and pile caps.
- f) Civil drainage to retention system and Under Level Three Basement slab.
- g) Pouring of Lowest Basement slab.
- h) Crane Footing System.


**Note: This permit was issued at the direction of VCAT's order for P11346/2021 dated 6 October 2022.**

#### **Notes:**

- **No Resident or Visitor Parking Permits**

The owners and occupiers of the new dwellings allowed by this permit will not be eligible for Council resident or visitor parking permits.

- **Boundary Fences**

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1. This permit has been assessed only against the relevant planning controls relating to fencing in the Port Phillip Planning Scheme. Property owners rights and responsibilities for fences on a common boundary are prescribed by the provisions of the *Fence Act 1968* (refer particularly to Part 3 Procedures; Division 1, Sections 11 to 22).
2. A fence exceeding two metres in height may require a Building Permit. Please contact the relevant Building Surveyor.

- **Building Approval Required**

This permit does not authorise the commencement of any building construction works. Before any such development may commence, the applicant must apply for and obtain appropriate building approval.

- **Building Works to Accord With Planning Permit**

The applicant/owner will provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with this planning permit.

- **Due Care**

The developer must show due care in the development of the proposed extensions so as to ensure that no damage is incurred to any dwelling on the adjoining properties.

- **Days and Hours of Construction Works**

Except in the case of an emergency, a builder must not carry out building works outside the following times, without first obtaining a permit from Council's Local Laws Section:

- Monday to Friday: 7.00am to 6.00pm; or
- Saturdays: 9.00am to 3.00pm.

An after hours building works permit cannot be granted for an appointed public holiday under the Public Holidays Act, 1993.

- **Drainage Point and Method of Discharge**


The legal point of stormwater discharge for the proposal must be to the satisfaction of the responsible authority. Engineering construction plans for the satisfactory drainage and discharge of stormwater from the site must be submitted to and approved by the responsible authority prior to the commencement of any buildings or works.

- **Other Approvals May be Required**

This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of the City of Port Phillip or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

- **Heritage Victoria Approval Required**

Prior to the commencement of any buildings or works allowed by this Planning Permit, the proposed buildings and works must also be approved in writing by Heritage Victoria.

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- **Noise**

The air conditioning plant must be screened and baffled and/or insulated to minimise noise and vibration to other residences in accordance with Environmental Protection Authority Noise Control Technical Guidelines as follows:

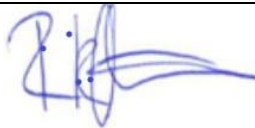
- noise from the plant during the day and evening (7.00am to 10.00pm Monday to Friday, 9.00am to 10.00pm Weekends and Public Holidays) must not exceed the background noise level by more than 5 dB(A) measured at the property boundary
- noise from the plant during the night (10.00pm to 7.00am Monday to Friday, 10.00pm to 9.00am Weekends and Public Holidays) must not be audible within a habitable room of any other residence (regardless of whether any door or window giving access to the room is open).

### Expiry Date

The words “date of this permit” in condition 45 refers to 27<sup>th</sup> October 2022 being the date of planning permit 490/2020. **See attached “information about this permit” for expiry date relating to the approved amendments.**

### THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of Amendment	Brief Description of Amendment	Name of responsible authority that approved the amendment
20/01/2023	<ul style="list-style-type: none"> <li>Amend Conditions 1, 16, 21, 22, 23, 24, 25, 26, 27, 32, 33 and 38</li> <li>Add Condition 45</li> </ul>	CoPP

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Planning and Environment Regulations 1998 Form 4	<b>Note:</b> Under Part 4, Division 1A of the Planning and Environment Act 1987, a permit may be amended. Please check with the responsible authority that this permit is the current permit and can be acted upon

## IMPORTANT INFORMATION ABOUT THIS PERMIT

### WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

### WHEN DOES A PERMIT BEGIN?

A permit operates:

- \* from the date specified in the permit, or
- \* if no date is specified, from
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal, or
  - (ii) the date on which it was issued, in any other case.

### WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if: -
  - \* the development or any stage of it does not start within the time specified in the permit, or
  - \* the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act, 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
  - \* the development or any stage is not completed within the time specified in the permit, or if no time is specified, **within two years after the issue of the permit** or in the case of a subdivision or consolidation within five (5) years of the certification of the plan of subdivision or consolidation under the Subdivision Act, 1988.
2. A permit for the use of land expires if: -
  - \* the use does not start within the time specified in the permit, or if no time is specified, **within two years after the issue of the permit**, or
  - \* the use is discontinued for a period of two (2) years
3. A permit for the development and use of land expires if: -
  - \* the development or any stage of it does not start within the time in the permit; or
  - \* the development or any stage of it is not completed within the time specified in the permit or if no time is specified, **within two years after the issue of the permit**; or
  - \* the use does not start within the time specified in the permit, or if no time is specified, **within two years after the completion of the development** or
  - \* the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in Section 6A(2) of the Planning and Environment Act, 1987 or to any combination of use, development or any of those circumstances requires the certification of a plan under the Subdivision Act, 1988 unless the permit contains a difference provision -
  - \* the use or development of any stage is to be taken to have started when the plan is certified; and
  - \* the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

### WHAT ABOUT APPEALS?

- \* The person who applied for the permit may appeal against any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal where, in which case no right of appeal exists.
- \* An appeal must be lodged within 60 days after the permit was issued, unless a Notice of Decision to grant a permit has been issued previously, in which case the appeal must be lodged within 60 days after the giving of that notice.
- \* An appeal is lodged with the Victorian Civil and Administrative Tribunal.
- \* An appeal must be made on a Notice of Appeal form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the prescribed fee.
- \* An appeal must state the grounds upon which it is based.
- \* An appeal must also be served on the Responsible Authority.
- \* Details about appeals and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.
- \* The address of the Victorian Civil and Administrative Tribunal is 55 King Street, Melbourne. The telephone number is (03) 9628 9777.

# Appendix B Proposed Architectural Plans



#	Status	Description	Date
A		Town Planning Issue	17/01/2025

Notes  
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Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.


**GENERAL NOTES:**

- ALL CAR PARKING SPACES TO HAVE FUTURE PROVISION FOR THE INSTALLATION OF EV CHARGING STATIONS.
- REFER TO LANDSCAPE ARCHITECT DRAWINGS PREPARED BY JULIUS FOR FACADE PLANTER AND LEVEL 01 OUTDOOR GARDEN
- MIN. 1700MM HIGH SCREEN BETWEEN APARTMENTS TO ALL RESIDENCES IN ACCORDANCE WITH STANDARD D5
- REFER BELOW SYMBOLS FOR WASTE BIN TYPES:
  - G GARAGE BINS
  - GL GLASS
  - O ORGANICS
  - R RECYCLING
  - WASH WASHING BAY
- REFER TO WASTE REPORT BY RATIO CONSULTANTS
- REFER TO TRAFFIC REPORT BY RATIO CONSULTANTS

Project  
1-7 Waterfront Place, Port Melbourne

Client  
Perpetual Corporate Trust Ltd

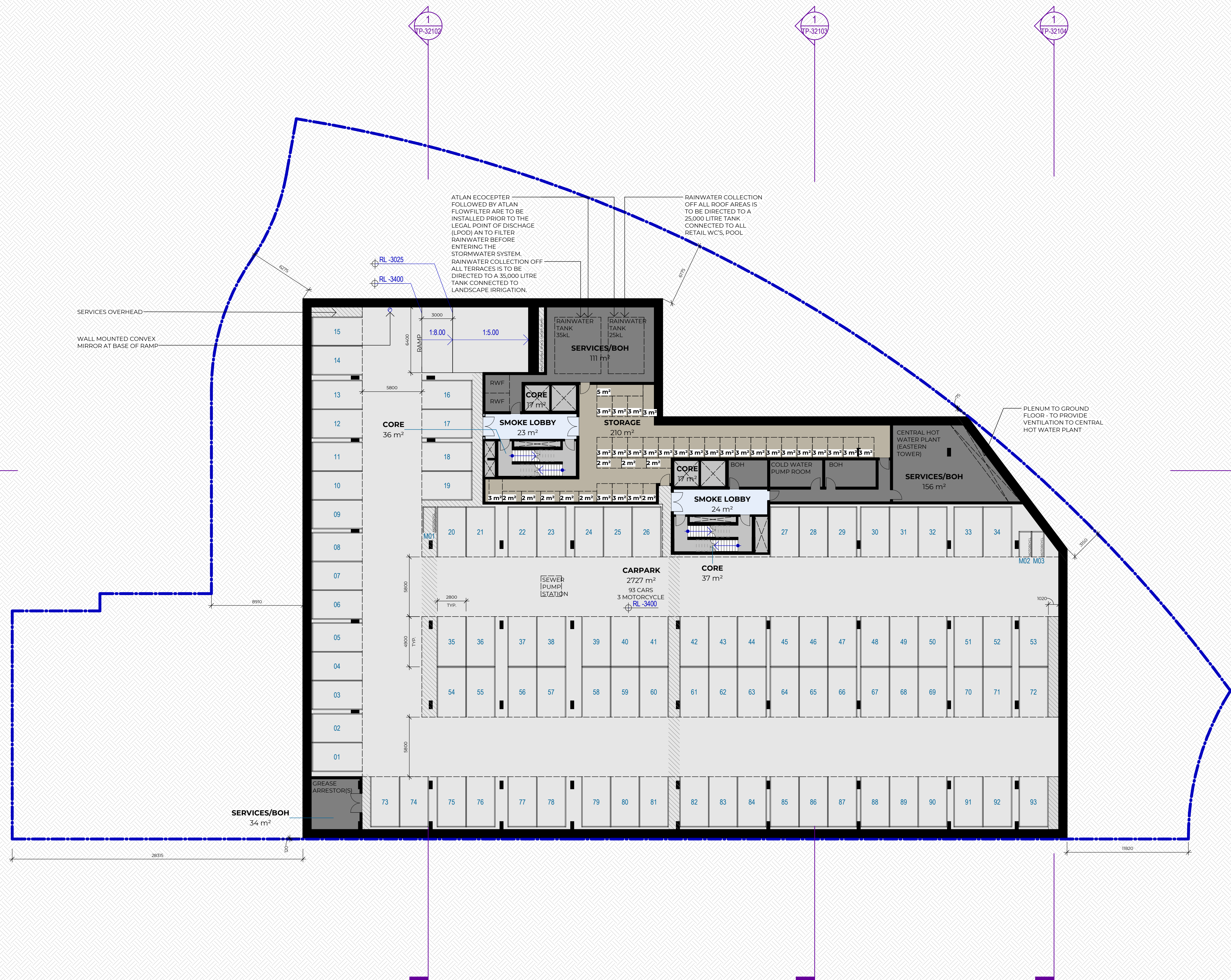
Issuer  
**W-B**  
**WOODS BAGOT**

Project number **131042** Size check   
 25mm

Checked **SS** Approved **Approver** Sheet size **A1** Scale **1 : 200**

Sheet title  
**BASEMENT 02**

Sheet number **TP-22098** Revision **A**  
Status  
**TOWN PLANNING APPLICATION**





#	Status	Description	Date
A		Town Planning Issue	17/01/2025

Notes  
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Contractor must verify all dimensions on site before commencing  
work or preparing shop drawings.  
  
Do not scale drawings.

**GENERAL NOTES:**


- ALL CAR PARKING SPACES TO HAVE FUTURE PROVISION FOR THE INSTALLATION OF EV CHARGING STATIONS.
- REFER TO LANDSCAPE ARCHITECT DRAWINGS PREPARED BY OCULUS FOR FACADE PLANTER AND LEVEL 01 OUTDOOR GARDEN
- MIN. 1700MM HIGH SCREEN BETWEEN APARTMENTS TO ALL RESIDENCES IN ACCORDANCE WITH STANDARD DIS
- REFER BELOW SYMBOLS FOR WASTE BIN TYPES:
 

G	GARAGE BINS
G/L	GLASS
O	ORGANICS
R	RECYCLING
WASH	WASHING BAY
- REFER TO WASTE REPOY BY RATIO CONSULTANTS
- REFER TO TRAFFIC REPORT BY RATIO CONSULTANTS

Project  
1-7 Waterfront Place, Port Melbourne

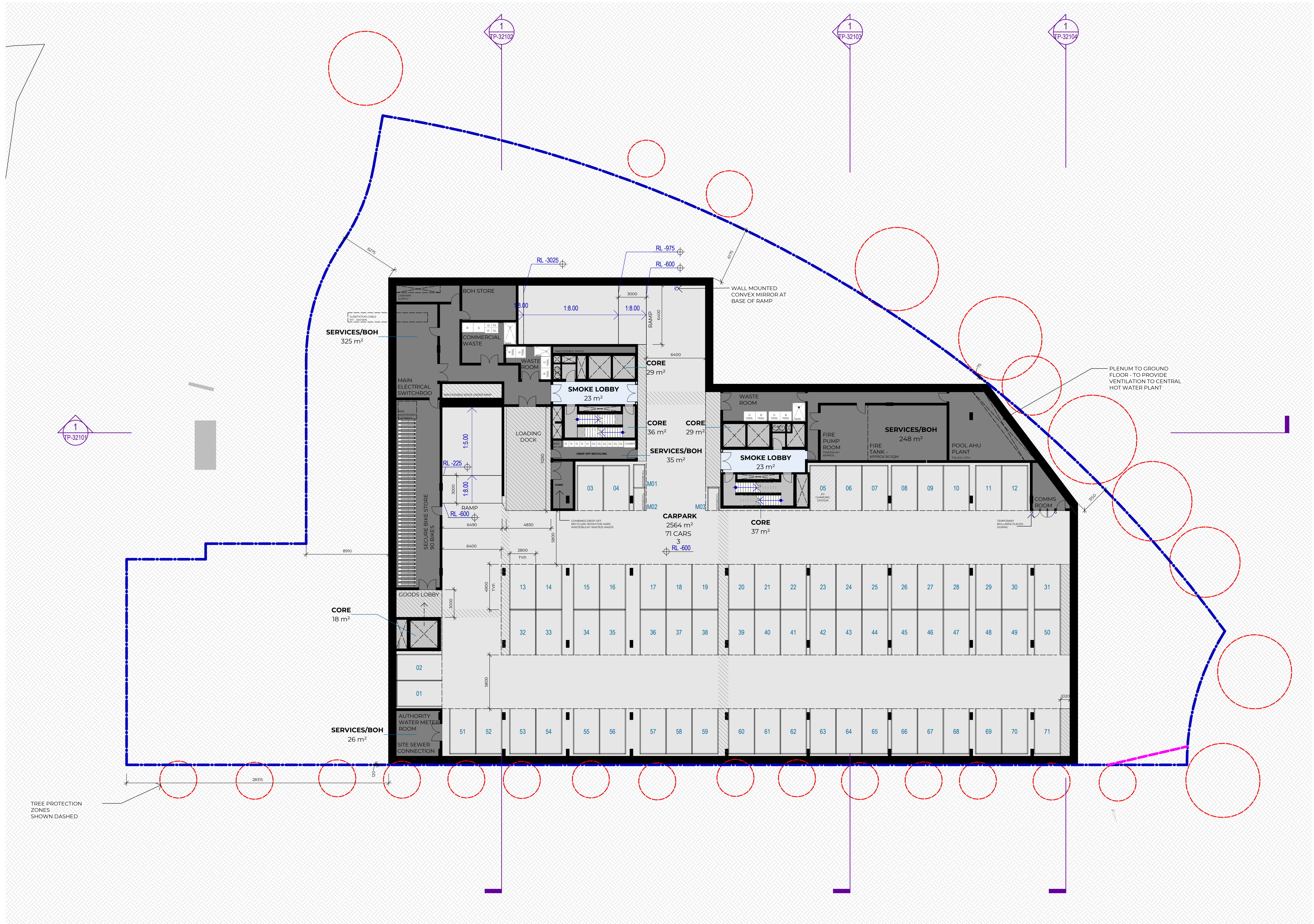
Client  
Perpetual Corporate Trust Ltd

Issuer  
**W-B**  
**WOODS BAGOT**

Project number		Size check		
131042		25mm		
Checked	Approved	Sheet size	Scale	
SS	Approver	A1	1 : 200	

Sheet title  
**BASEMENT 01**

Sheet number **TP-22099** Revision **A**  
Status  
**TOWN PLANNING APPLICATION**







Recent revision history		
#	Status	Description
A		Town Planning Issue
		Date
		17/01/2025

Notes  
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Contractor must verify all dimensions on site before commencing work or preparing shop drawings.  
Do not scale drawings.

- GENERAL NOTES:
- ALL CAR PARKING SPACES TO HAVE FUTURE PROVISION FOR THE INSTALLATION OF EV CHARGING STATIONS.
  - REFER TO LANDSCAPE ARCHITECT DRAWINGS PREPARED BY OCULUS FOR FACADE PLANTER AND LEVEL 01 OUTDOOR GARDEN
  - MIN 1700MM HIGH SCREEN BETWEEN APARTMENTS TO ALL RESIDENCES IN ACCORDANCE WITH STANDARD D15
  - REFER BELOW SYMBOLS FOR WASTE BIN TYPES:
    - G GARAGE BINS
    - GL GLASS
    - O ORGANICS
    - R RECYCLING
    - W WASH WASHING BAY
  - REFER TO WASTE REPORT BY RATIO CONSULTANTS
  - REFER TO TRAFFIC REPORT BY RATIO CONSULTANTS
  - REFER TO ARCHITECTURAL COMPLIANCE DIAGRAMS

Project  
1-7 Waterfront Place, Port Melbourne

Client  
Perpetual Corporate Trust Ltd

Issuer  
**W-B**  
WOODS BAGOT

Project number	Size check
131042	25mm
Checked	Approved
SS	Approver
Sheet size	Scale
A1	1:200

Sheet title  
GROUND PLAN

Sheet number  
TP-22100

Revision  
A

Status  
TOWN PLANNING APPLICATION



# Appendix C Tube Count Survey Results

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. [traffic@trafficsurvey.com.au](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

## AUTOMATIC COUNT SUMMARY

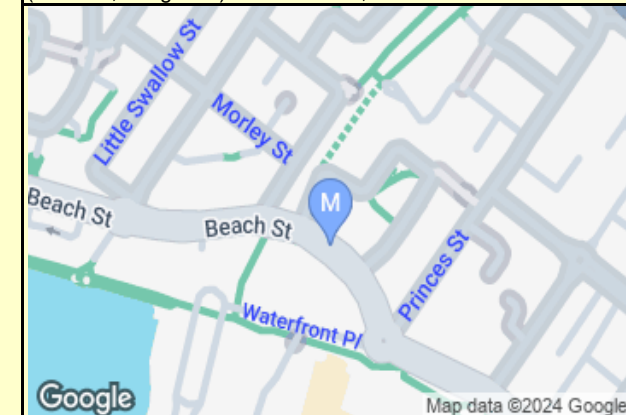
<b>Street Name :</b>	Beach St	<b>Location :</b>	Oustide Property 96
<b>Suburb :</b>	Port Melbourne	<b>Start Date :</b>	00:00 Mon 29/July/2024
<b>Machine ID:</b>	JE59AS8S	<b>Finish Date :</b>	00:00 Mon 05/August/2024
<b>Site ID:</b>	20240	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
Lat	37° 50' 25.93 South	Both directions	Westbound	Eastbound
Long	144° 56' 1.64 East			
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	7,066	3,042	4,024
	7 Day Average	6,728	2,902	3,826
<b>Weekday AM</b>	08:00	638	297	341
<b>Peak hour start PM</b>	15:00	642	241	401
<b>Speeds : (Km/Hr)</b>	85th Percentile	40.8	40.2	41.4
	Average	35.9	35.2	36.6
<b>Classification % :</b>	Light Vehicles up to 5.5m	94.7%	95.1%	94.5%

## Location

**GPS Information** [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.840535, 144.933788



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



**QUALITY ASSURED COMPANY BY ISO 9001:2015**

**OH&S SYSTEM CERTIFIED TO ISO 4801:2001**

**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015**

### Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open. These results should be used for indicative assessment only."

# AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Beach St

Direction  ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	29/07/2024	30/07/2024	31/07/2024	1/08/2024	2/08/2024	3/08/2024	4/08/2024	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	16:00	16:00	16:00	15:00	12:00	15:00	N/A	15:00	N/A	15:00	N/A	12:00
00:00	19	27	19	18	19	50	65	217	31	102	20	115	58
01:00	14	4	9	12	15	21	38	113	16	54	11	59	30
02:00	6	6	5	3	10	15	18	63	9	30	6	33	17
03:00	7	12	10	6	7	13	14	69	10	42	8	27	14
04:00	15	16	24	23	16	10	9	113	16	94	19	19	10
05:00	99	81	96	85	80	28	17	486	69	441	88	45	23
06:00	227	243	279	258	236	76	34	1353	193	1243	249	110	55
07:00	442	455	458	458	438	157	118	2526	361	2251	450	275	138
08:00	638	662	670	663	557	257	189	3636	519	3190	638	446	223
09:00	522	580	544	602	480	362	291	3381	483	2728	546	653	327
10:00	354	419	466	435	433	443	356	2906	415	2107	421	799	400
11:00	409	406	428	444	437	525	473	3122	446	2124	425	998	499
12:00	368	410	408	409	396	545	532	3068	438	1991	398	1077	539
13:00	374	385	417	415	442	510	498	3041	434	2033	407	1008	504
14:00	437	469	501	479	613	545	510	3554	508	2499	500	1055	528
15:00	531	606	663	671	737	439	578	4225	604	3208	642	1017	509
16:00	539	632	667	688	639	409	532	4106	587	3165	633	941	471
17:00	554	624	663	603	516	454	471	3885	555	2960	592	925	463
18:00	301	414	447	449	398	424	311	2744	392	2009	402	735	368
19:00	164	241	214	196	275	245	216	1551	222	1090	218	461	231
20:00	114	163	188	152	204	213	169	1203	172	821	164	382	191
21:00	68	106	111	108	165	142	84	784	112	558	112	226	113
22:00	56	61	70	91	120	143	53	594	85	398	80	196	98
23:00	26	35	25	43	80	122	27	358	51	209	42	149	75
Total	6284	7057	7382	7311	7313	6148	5603	47098	6728	35347	7071	11751	5884
% Heavy	6.00%	5.92%	5.73%	5.76%	6.13%	3.50%	3.23%	5.27%		5.90%		3.37%	



# AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Beach St

Direction Westbound ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	29/07/2024	30/07/2024	31/07/2024	1/08/2024	2/08/2024	3/08/2024	4/08/2024	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	16:00	16:00	15:00	15:00	14:00	15:00	N/A	15:00	N/A	15:00	N/A	14:00
00:00	12	9	11	8	6	24	26	96	14	46	9	50	25
01:00	4	2	4	6	7	10	18	51	7	23	5	28	14
02:00	1	1	1	1	5	9	10	28	4	9	2	19	10
03:00	2	6	4	3	2	5	10	32	5	17	3	15	8
04:00	7	9	12	9	5	4	4	50	7	42	8	8	4
05:00	54	52	52	41	51	14	10	274	39	250	50	24	12
06:00	126	132	136	134	112	30	15	685	98	640	128	45	23
07:00	203	223	198	218	207	68	51	1168	167	1049	210	119	60
08:00	306	307	322	290	260	111	89	1685	241	1485	297	200	100
09:00	228	243	260	284	211	168	129	1523	218	1226	245	297	149
10:00	145	159	195	176	168	180	156	1179	168	843	169	336	168
11:00	182	189	177	196	180	222	212	1358	194	924	185	434	217
12:00	149	179	183	156	167	218	208	1260	180	834	167	426	213
13:00	162	176	187	201	210	227	205	1368	195	936	187	432	216
14:00	169	193	218	208	254	248	226	1516	217	1042	208	474	237
15:00	205	212	252	262	272	189	266	1658	237	1203	241	455	228
16:00	189	243	259	246	265	180	258	1640	234	1202	240	438	219
17:00	182	233	224	235	206	175	189	1444	206	1080	216	364	182
18:00	127	172	180	191	169	147	123	1109	158	839	168	270	135
19:00	86	95	108	95	111	99	103	697	100	495	99	202	101
20:00	56	91	99	78	97	99	82	602	86	421	84	181	91
21:00	31	58	70	55	83	64	36	397	57	297	59	100	50
22:00	29	28	34	52	56	65	31	295	42	199	40	96	48
23:00	12	17	13	25	45	70	15	197	28	112	22	85	43
Total	2667	3029	3199	3170	3149	2626	2472	20312	2902	15214	3042	5098	2553
% Heavy	4.95%	5.02%	4.97%	5.55%	6.51%	3.54%	3.48%	4.94%		5.42%		3.51%	

# Appendix D Car Park Occupancy Surveys

## Parking Port Melbourne

**TRANS TRAFFIC SURVEY**  
trafficsurvey.com.au



### Parking Occupancy Survey


<b>Date:</b>	Thursday, 1 August 2024
<b>Location:</b>	Port Melbourne
<b>GPS:</b>	-37.841900, 144.933310
<b>Weather:</b>	Fine
<b>Customer:</b>	Ratio

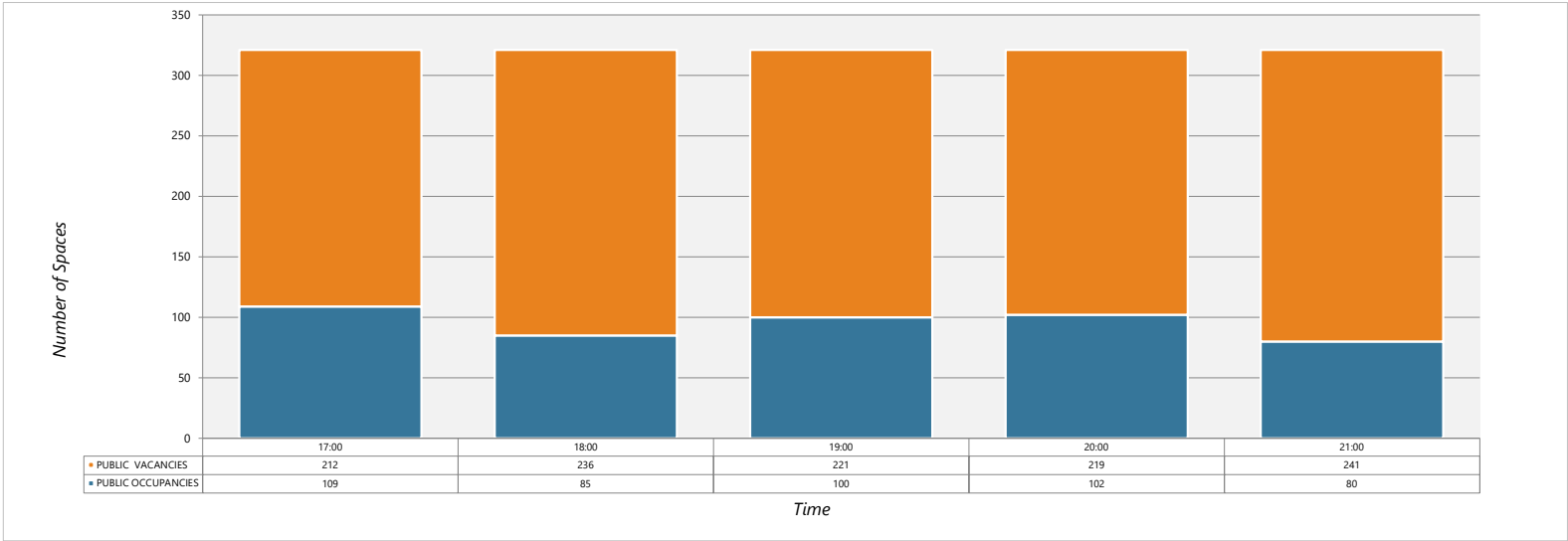
Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Clear Way	Capacity	Parking Occupancy				
								17:00	18:00	19:00	20:00	21:00
1		Swallow St	From Beach St To Morley St	W	Permit Zone		15	4	4	4	4	3
1					Works Zone 7am-5pm Mon-Fri 9am-5pm Sat Permit All Other Times		1	0	0	0	0	0
1				E	Unrestricted		10	3	2	3	3	3
1		Morley St	From Swallow St To Canberra Pde	N	2P 8am-6pm Mon-Fri		10	5	5	5	5	4
0				S	No Stopping		0	0	0	0	0	0
1		Canberra Pde	From Morley St To Bend	W	2P 8am-6pm Mon-Fri		7	3	2	3	3	3
1				E	Unrestricted		6	3	2	3	3	2
1			From Morley St To Beach St	W	2P 8am-6pm Mon-Fri		5	3	1	2	3	2
1				E	Unrestricted		3	3	1	2	3	3
1		Beach St	From Swallow St To Canberra Pde	N	2P 8am-Midnight		14	5	5	5	5	4
1				S	Unrestricted		11	6	6	6	5	4
0			From Canberra Pde To Park Square W	N	No Stopping		0	0	0	0	0	0
0				S	No Stopping		0	0	0	0	0	0
1			From Park Square W To Park Square E	N	2P 8am-Midnight		8	3	2	3	3	3
1				S	Unrestricted		4	3	2	3	3	2
1					Bus Zone		1	0	0	0	0	0
1			From Park Square E To Princes St	N	2P 8am-Midnight		5	3	0	2	3	2
1				S	Unrestricted		5	3	0	2	3	2
1			From Princes St To Stokes St	N	P Ticket 8am-Midnight		13	3	2	3	3	2

### Parking Port Melbourne

1				S	P Ticket 8am-Midnight		2	2	0	1	2	0
1		Princes St	From Beach St To Rouse St	W	2P 8am-Midnight		10	9	9	9	8	6
1				E	Permit Zone		13	12	11	10	9	8
1		Park Square	From Beach St To #11	W	2P		12	5	5	5	5	4
0				E	No Stopping		0	0	0	0	0	0
0			From #11 To #16	N	No Stopping		0	0	0	0	0	0
1				S	2P		5	3	1	2	3	3
1			From #16 To #34	W	No Stopping		0	0	0	0	0	0
1				E	Permit Zone		8	3	3	3	3	2
0			From #34 To #32	N	No Stopping		0	0	0	0	0	0
1				S	Permit Zone		5	3	3	3	3	2
1			From #32 To Beach St	W	2P		7	3	0	2	3	2
0				E	No Stopping		0	0	0	0	0	0
1		Waterfront Pl	From Beach St To End	N	P Meter 8am-Midnight		10	0	0	0	0	0
1					Bus Zone 8am-6pm P Ticket 6pm-Midnight		2	0	0	0	0	0
1				S	Permit Flexicar Carshare Vehicles Excepted		1	1	1	1	1	0
1					2P Meter 8am-Midnight		19	3	2	3	3	3
1					Permit Popcar Carshare Vehicles Excepted		1	1	1	1	1	1
1					Disabled		2	0	0	0	0	0
1		Carpark			3P Meter 8am-Midnight No Stopping 1-6am Oct-Apr		81	8	9	8	7	6
1					P Ticket 8am-Midnight		17	6	6	6	5	4
1					Taxi 5-10am P Ticket 10am-Midnight		1	0	0	0	0	0
1					Loading Zone 10min 5-10am P Ticket 10am-Midnight		1	0	0	0	0	0
1					Disabled		6	0	0	0	0	0
	PUBLIC CAPACITY							321	321	321	321	321
	PUBLIC OCCUPANCIES							109	85	100	102	80
	PUBLIC VACANCIES							212	236	221	219	241
	PUBLIC % OCCUPANCIES							34%	26%	31%	32%	25%

Parking Port Melbourne

 not available for public parking





# Parking Port Melbourne



## Parking Occupancy Survey

Date:	Saturday, 3 August 2024
Location:	Port Melbourne
GPS:	-37.841900, 144.933310
Weather:	Fine
Customer:	Ratio

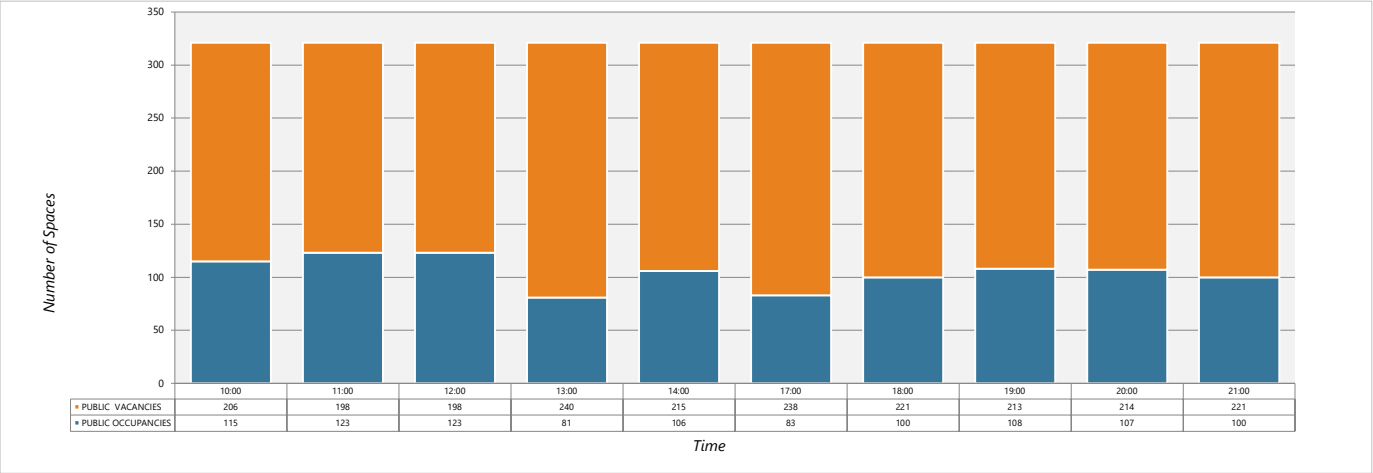
Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								10:00	11:00	12:00	13:00	14:00	17:00	18:00	19:00	20:00	21:00
1		Swallow St	From Beach St To Morley St	W	Permit Zone		15	3	3	3	2	3	3	3	3	3	3
1					Works Zone 7am-5pm Mon-Fri 9am-5pm Sat Permit All Other Times		1	0	0	0	0	0	0	0	0	0	0
1				E	Unrestricted		10	5	5	5	4	4	3	3	3	3	3
1		Morley St	From Swallow St To Canberra Pde	N	2P 8am-6pm Mon-Fri		10	3	3	3	3	3	3	3	3	3	3
0				S	No Stopping		0	0	0	0	0	0	0	0	0	0	0
1		Canberra Pde	From Morley St To Bend	W	2P 8am-6pm Mon-Fri		7	3	4	4	3	3	3	3	3	3	3
1				E	Unrestricted		6	2	3	3	1	3	2	3	3	3	3
1			From Morley St To Beach St	W	2P 8am-6pm Mon-Fri		5	3	3	3	0	3	1	2	3	3	2
1				E	Unrestricted		3	3	3	3	1	3	1	2	3	3	3
1		Beach St	From Swallow St To Canberra Pde	N	2P 8am-Midnight		14	7	8	8	6	6	5	5	5	5	4
1				S	Unrestricted		11	8	9	9	7	6	6	6	6	6	5
0			From Canberra Pde To Park Square W	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping		0	0	0	0	0	0	0	0	0	0	0
1			From Park Square W To Park Square E	N	2P 8am-Midnight		8	2	3	3	0	3	0	2	3	3	3
1				S	Unrestricted		4	3	3	3	1	3	1	2	3	3	3
1					Bus Zone		1	0	0	0	0	0	0	0	0	0	0
1			From Park Square E To Princes St	N	2P 8am-Midnight		5	3	3	3	0	3	0	2	3	3	3
1				S	Unrestricted		5	3	3	3	1	3	1	2	3	3	3
1			From Princes St To Stokes St	N	P Ticket 8am-Midnight		13	3	3	3	1	3	2	3	3	3	3
1				S	P Ticket 8am-Midnight		2	2	2	2	0	2	0	1	2	2	2
1		Princes St	From Beach St To Rouse St	W	2P 8am-Midnight		10	8	8	8	7	7	8	8	8	8	7
1				E	Permit Zone		13	10	11	11	10	9	10	10	9	9	8
1		Park Square	From Beach St To #11	W	2P		12	7	7	7	6	6	6	6	6	6	6

# Parking Port Melbourne

0				E	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0
0			From #11 To #16	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0
1				S	2P		5	3	3	3	2	3	2	3	3	3	3	3	3
1			From #16 To #34	W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0
1				E	Permit Zone		8	3	3	3	1	3	1	2	3	3	3	3	3
0			From #34 To #32	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0
1				S	Permit Zone		5	3	3	3	2	3	2	3	3	3	3	3	3
1			From #32 To Beach St	W	2P		7	3	3	3	0	3	0	2	3	3	3	2	2
0				E	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0
1		Waterfront Pl	From Beach St To End	N	P Meter 8am-Midnight		10	0	0	0	0	0	0	0	0	0	0	0	0
1					Bus Zone 8am-6pm P Ticket 6pm-Midnight		2	0	0	0	0	0	0	0	0	0	0	0	0
1				S	Permit Flexicar Carshare Vehicles Excepted		1	1	1	1	1	1	1	1	1	1	1	1	1
1					2P Meter 8am-Midnight		19	6	6	6	5	5	3	3	3	3	3	3	3
1					Permit Popcar Carshare Vehicles Excepted		1	1	1	1	1	1	1	1	1	1	1	1	1
1					Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0
1		Carpark			3P Meter 8am-Midnight No Stopping 1-6am Oct-Apr		81	9	10	10	8	7	10	10	10	10	10	9	9
1					P Ticket 8am-Midnight		17	6	6	6	5	5	6	6	6	6	6	6	6
1					Taxi 5-10am P Ticket 10am-Midnight		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Loading Zone 10min 5-10am P Ticket 10am-Midnight		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Disabled		6	2	3	3	3	2	2	3	3	2	2	2	2
		<b>PUBLIC CAPACITY</b>						<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>	<b>321</b>
		<b>PUBLIC OCCUPANCIES</b>						<b>115</b>	<b>123</b>	<b>123</b>	<b>81</b>	<b>106</b>	<b>83</b>	<b>100</b>	<b>108</b>	<b>107</b>	<b>100</b>	<b>100</b>	<b>100</b>
		<b>PUBLIC VACANCIES</b>						<b>206</b>	<b>198</b>	<b>198</b>	<b>240</b>	<b>215</b>	<b>238</b>	<b>221</b>	<b>213</b>	<b>214</b>	<b>221</b>	<b>221</b>	<b>221</b>
		<b>PUBLIC % OCCUPANCIES</b>						<b>36%</b>	<b>38%</b>	<b>38%</b>	<b>25%</b>	<b>33%</b>	<b>26%</b>	<b>31%</b>	<b>34%</b>	<b>33%</b>	<b>31%</b>	<b>31%</b>	<b>31%</b>

not available for public parking

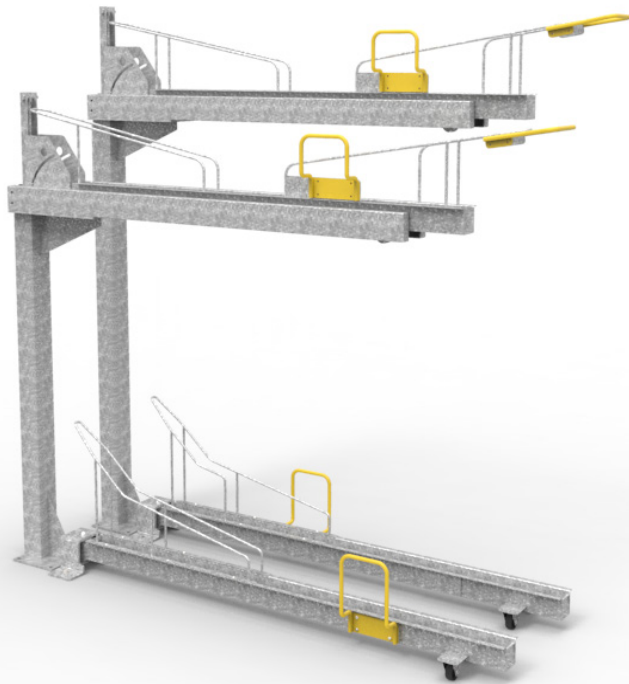
Parking Port Melbourne



# Appendix E Representative Bicycle Parking Specifications

# CORA BIKE RACK

## PRODUCT SPECIFICATION SHEET



## E3DT SERIES

E3DT-GP

DYNAMIC UPPER TIER  
DYNAMIC LOWER TIER

Australia's ONLY fully dynamic 2 tier system to provide reduced AS2890.3 compliant spacing of 400mm on both tiers. A Dynamic upper tier combined with a dynamic lower tier provides the maximum capacity possible. Upper tier includes gas assist lift for ease of use and is available in alternating heights. Lower tier uses the E3GP bike ground pivot rack that allows users to move the rack left or right for ease of access.

### Capacity

- E3ST-H: 1 bike
- E3ST-L: 1 bike
- E3GP-F: 1 bike
- E3GP-B: 1 bike

### Construction

- Heavy duty high quality steel

### Fixings

M10 anchor bolts with security nuts

### Finishes

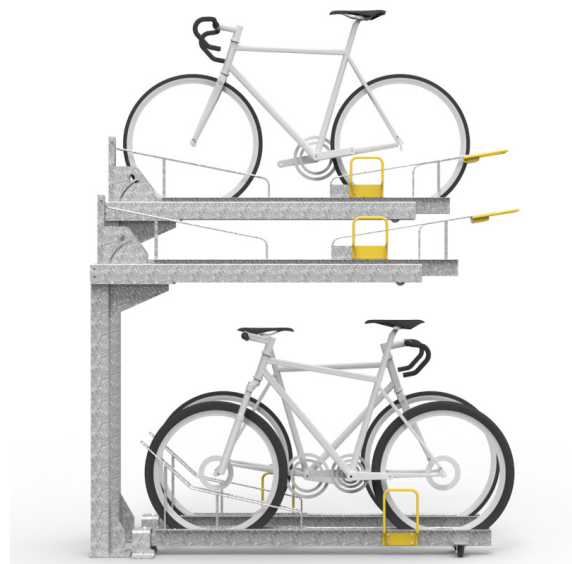
- Galvanised with powder coated accents on handles
- Option - Colour Powder Coat (Cora standard colour range)

### Assembly

- Supplied partially assembled for assembly and mounting on site

### Compliance

- Rack is AS2890.3 (2015) compliant

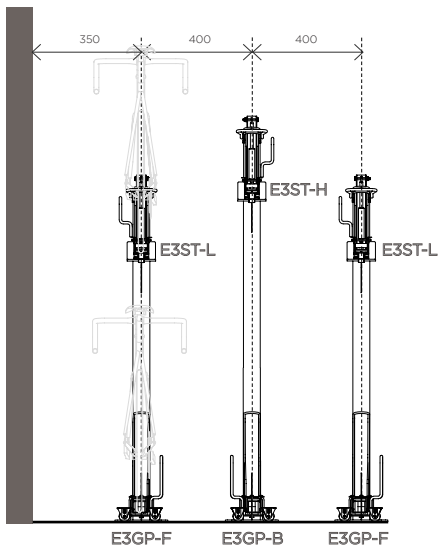




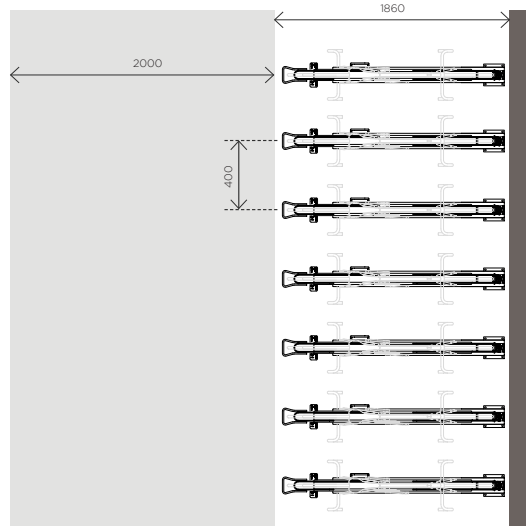
# CORA BIKE RACK

## PRODUCT SPECIFICATION SHEET

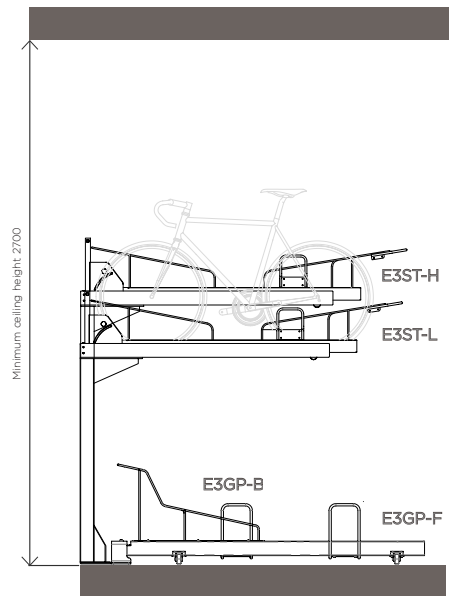
### STAGGERED LAYOUT



Front view

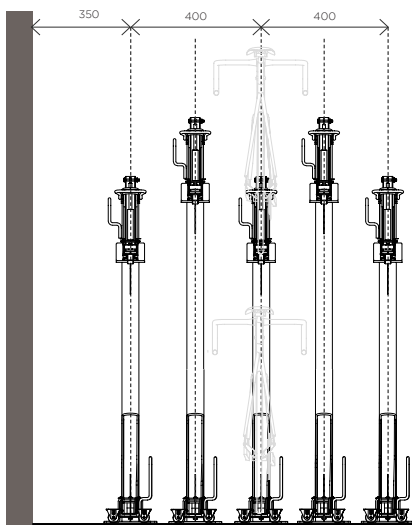


Top view

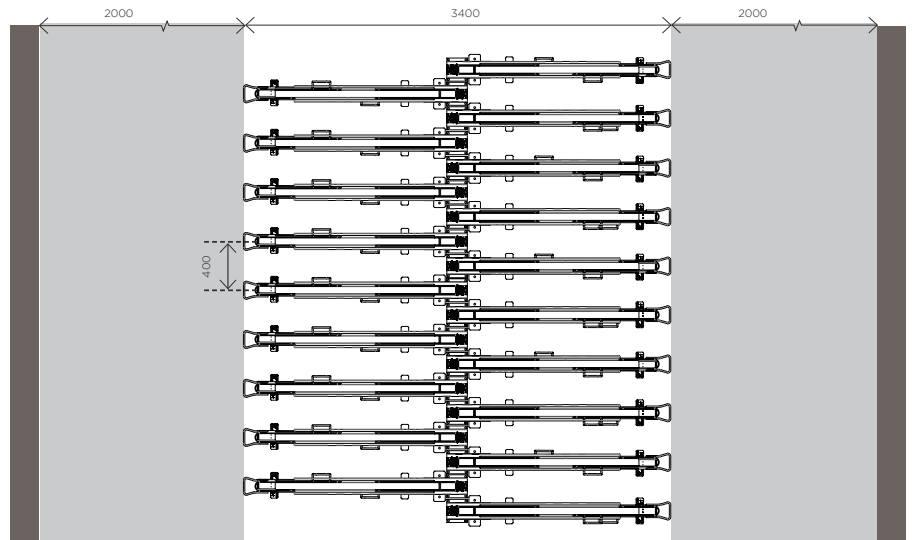


Side view

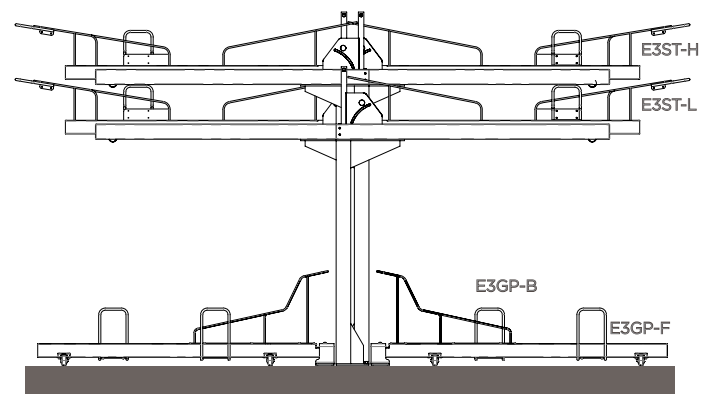
### NESTED LAYOUT



Front view



Top view



Side view

### E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

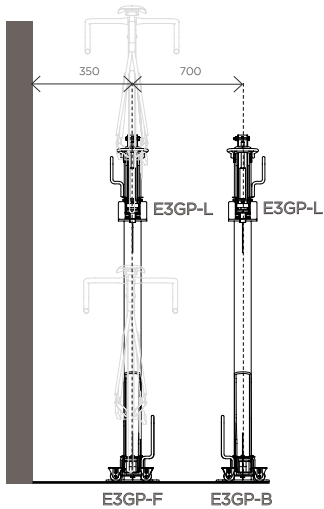
For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

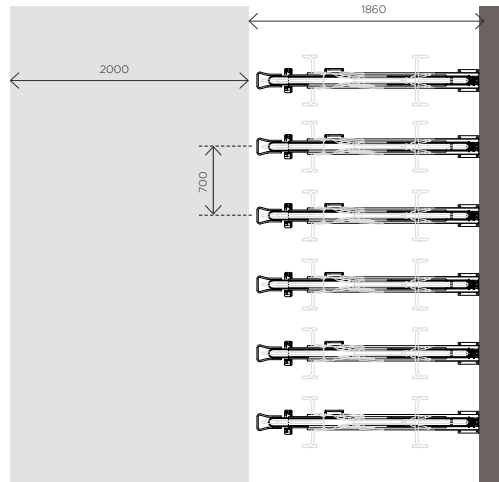
# CORA BIKE RACK

## PRODUCT SPECIFICATION SHEET

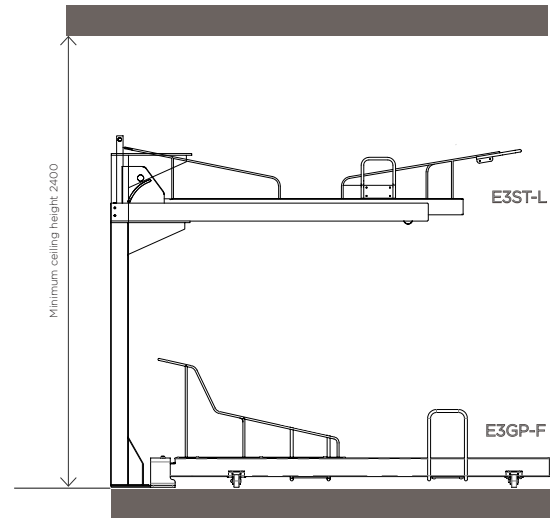
### SINGLE LEVEL LAYOUT



Front view



Top view



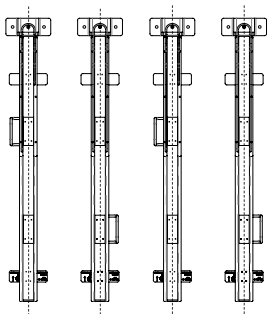
Side view

### E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

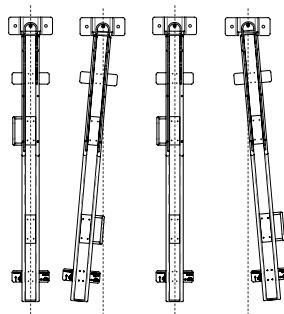
For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

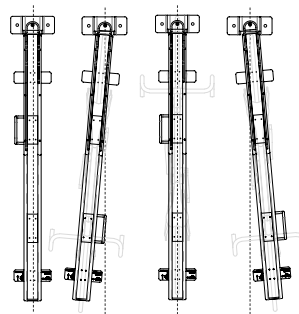
#### Dynamic side to side movement of lower rack



Racks in neutral position



Racks Pivoted  
Racks either side of free rack, can be pivoted, to increase access for racking or removal



Bike placed in rack  
Bike is wheeled in to rack, either front or rear wheel-in first depending on rack type



**CORA**  
BIKERACK

PH 1800 249 878

sales@cora.com.au

www.cora.com.au

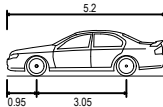
# Appendix F Swept Path Assessment

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ratio:

RATIO CONSULTANTS PTY LTD  
ABN 005 422 104  
LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

B99 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)

5.200m  
1.940m  
2.200m  
0.312m  
1.840m  
4.00 sec  
6.30m

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Ground Level

### NOTE:

- 1) Base plan supplied by Woods Bagot dated 10 December 2024
- 2) Maximum design speed - 5km/h

RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
1 of 12

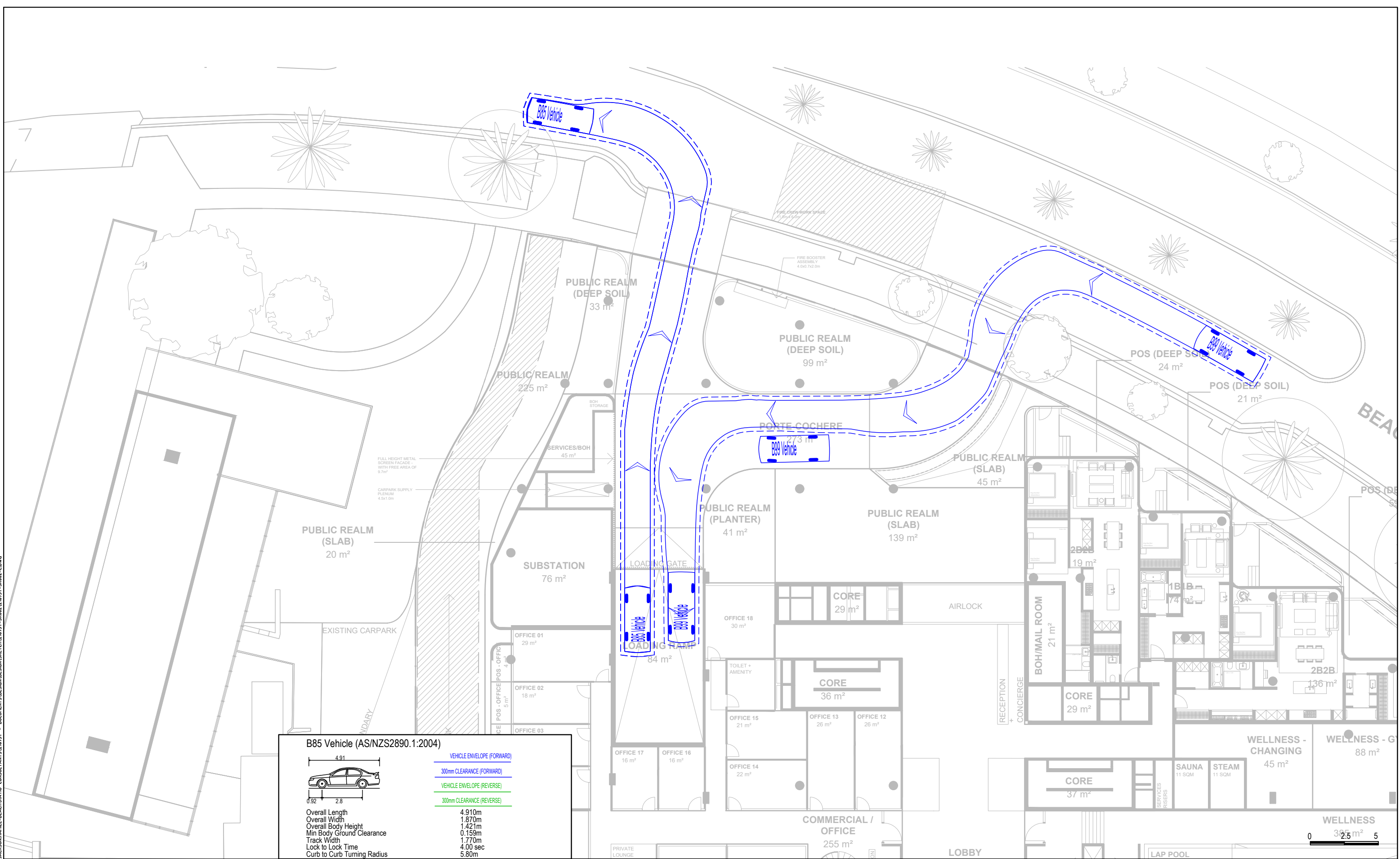
PREPARED BY  
J.H.B

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DATE  
12/12/2024

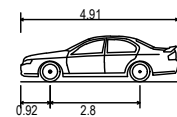


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CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
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B85 Vehicle (AS/NZS2890.1:2004)

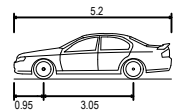


Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to Lock Time  
Curb to Curb Turning Radius

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

B99 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)

5.200m  
1.940m  
2.200m  
0.312m  
1.840m  
4.00 sec  
6.30m

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Ground Level

### NOTE:

- 1) Base plan supplied by Woods Bagot dated 10 December 2024
- 2) Maximum design speed - 5km/h

RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
2 of 12

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J.H.B

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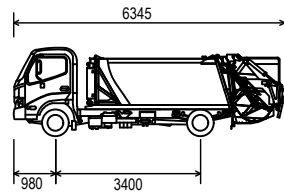


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ratio:

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ABN 005 422 104  
LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



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

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

6.345m  
1.700m  
2.080m  
0.205m  
1.670m  
4.00 sec  
6.450m

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Ground Level

### NOTE:

- 1) Base plan supplied by Woods Bagot dated 10 December 2024
- 2) Maximum design speed - 5km/h

RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
3 of 12

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J.H.B

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DATE  
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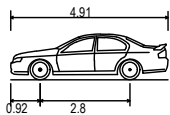
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TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)

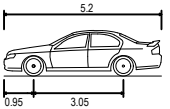


Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to Lock Time  
Curb to Curb Turning Radius

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

B99 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)

5.200m  
1.940m  
2.200m  
0.312m  
1.840m  
4.00 sec  
6.30m

Proposed Mixed-Use Development  
1 & 7 Waterfront Place, Port Melbourne  
Swept Path Assessment - Basement 01

NOTE:  
1) Base plan supplied by Woods Bagot dated 10 December 2024  
2) Maximum design speed - 5km/h

RATIO REFERENCE  
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SHEET No.  
4 of 12

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DATE  
12/12/2024

0 2 4



SERVICES/BOH  
325 m<sup>2</sup>

MAIN  
ELECTRICAL  
SWITCHROOM  
7.5 x 4.5 x 3m (h)  
TWO EXITS

CARPARK  
SUPPLY FAN  
6.5 x 3.8m

COMM.  
WASTE

WASTE  
ROOM

SERVICES

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
36 m<sup>2</sup>

DROP OFF RECYCLING ROOM

SERVICES/BOH  
35 m<sup>2</sup>

WASTE  
ROOM

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
37 m<sup>2</sup>

FIRE  
PUMP  
ROOM  
7.0x5.0x2.4m  
APPROX.

CARPARK  
2583 m<sup>2</sup>  
67 CARS  
4 MOTORCYCLE

SECURE BIKE STORE  
90 BIKES

COMBINED DROP-OFF RECYCLING  
ROOM FOR HARD WASTE/BULKY  
WASTE/E-WASTE  
4.7 SQM

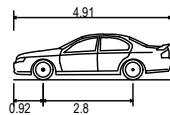
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LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

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

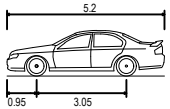
VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

B99 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)

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Basement 01

NOTE:  
1) Base plan supplied by Woods Bagot dated 10 December 2024  
2) Maximum design speed - 5km/h

RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
5 of 12

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J.H.B

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DATE  
12/12/2024

0 2 4



SERVICES/BOH  
325 m<sup>2</sup>

MAIN  
ELECTRICAL  
SWITCHROOM  
7.5 x 4.5 x 3m (h)  
TWO EXITS

CARPARK  
SUPPLY FAN  
6.5 x 3.8m

COMM.  
WASTE

WASTE  
ROOM

B99 Vehicle

B85 Vehicle

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
36 m<sup>2</sup>

LOADING  
DOCK

SERVICES/BOH  
35 m<sup>2</sup>

WASTE  
ROOM

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
37 m<sup>2</sup>

FIRE  
PUMP  
ROOM  
7.0x5.0x2.4m  
APPROX.

SECURE BIKE STORE  
90 BIKES

COMBINED DROP-OFF RECYCLING  
ROOM FOR HARD WASTE/BULKY  
WASTE-E-WASTE  
4.7 SQM

B85 Vehicle

B99 Vehicle

CARPARK  
2583 m<sup>2</sup>  
67 CARS  
4 MOTORCYCLE

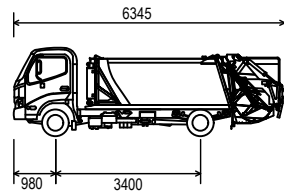
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ratio:

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ABN 005 422 104  
LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



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

Overall Length 6.345m  
Body Width 1.700m  
Overall Body Height 2.080m  
Min Body Ground Clearance 0.205m  
Track Width 1.670m  
Lock to Lock Time 4.00 sec  
Curb to Curb Turning Radius 6.450m

Proposed Mixed-Use Development  
1 & 7 Waterfront Place, Port Melbourne  
Swept Path Assessment - Basement 01

NOTE:  
1) Base plan supplied by Woods Bagot dated 10 December 2024  
2) Maximum design speed - 5km/h

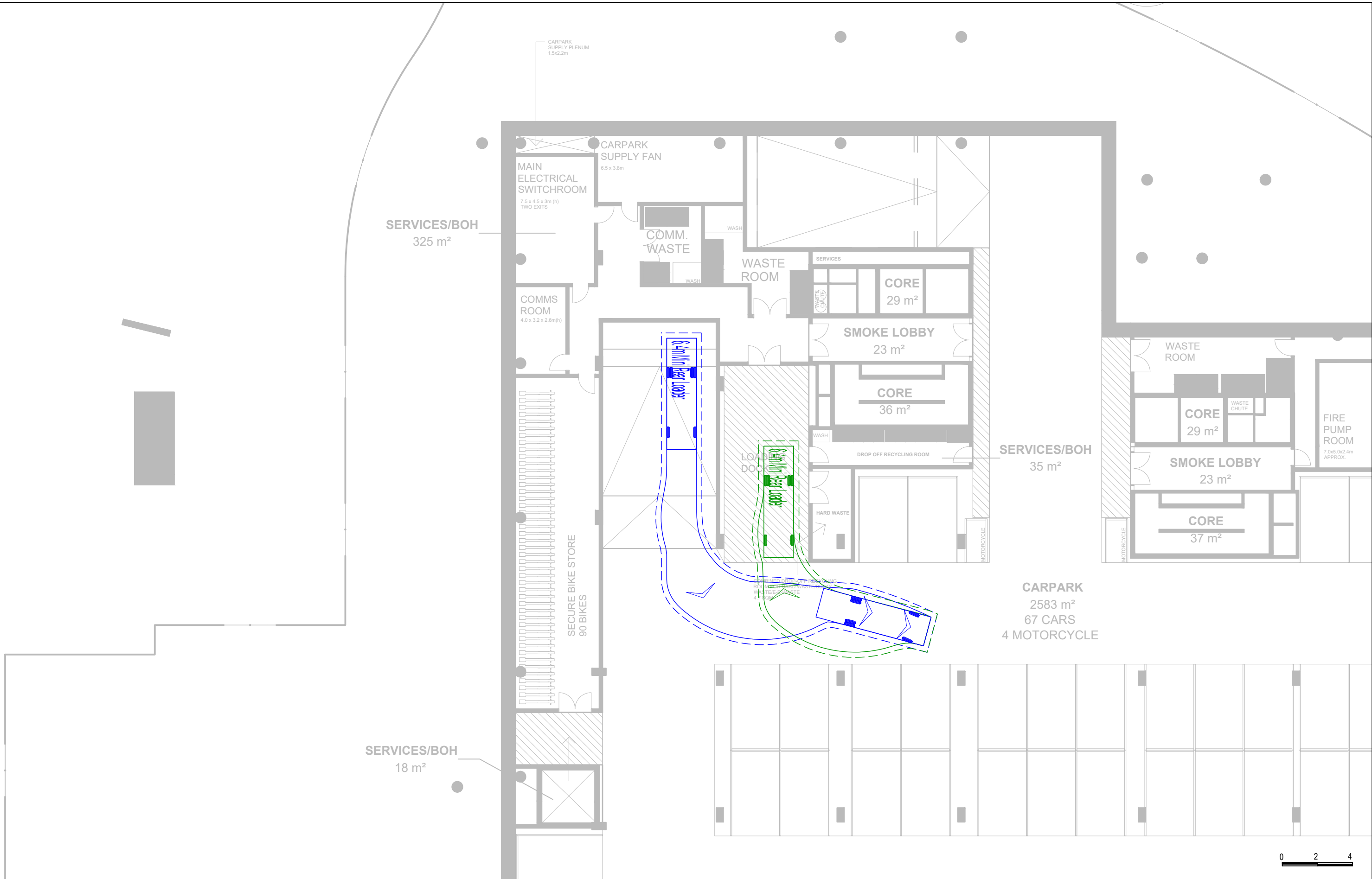
RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
6 of 12

PREPARED BY  
J.H.B

SCALE  
1:200@A3

DATE  
12/12/2024



0 2 4



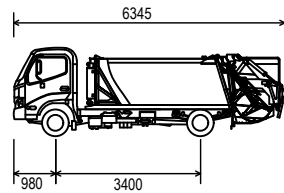
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**ratio:**

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ABN 005 422 104  
LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



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

Overall Length 6.345m  
Body Width 1.700m  
Overall Body Height 2.080m  
Min Body Ground Clearance 0.205m  
Track Width 1.670m  
Lock to Lock Time 4.00 sec  
Curb to Curb Turning Radius 6.450m

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Basement 01

NOTE:  
1) Base plan supplied by Woods Bagot dated 10 December 2024  
2) Maximum design speed - 5km/h

RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
7 of 12

PREPARED BY  
J.H.B

SCALE  
1:200@A3

DATE  
12/12/2024



SERVICES/BOH  
18 m<sup>2</sup>

SERVICES/BOH  
325 m<sup>2</sup>

SERVICES/BOH  
35 m<sup>2</sup>

CARPARK  
2583 m<sup>2</sup>  
67 CARS  
4 MOTORCYCLE

0 2 4

CARPARK  
SUPPLY PLENUM  
1.5x2.2m

CARPARK  
SUPPLY FAN  
6.5 x 3.8m

MAIN  
ELECTRICAL  
SWITCHROOM  
7.5 x 4.5 x 3m (h)  
TWO EXITS

COMM.  
WASTE

WASTE  
ROOM

SERVICES

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
36 m<sup>2</sup>

DROP OFF RECYCLING ROOM

WASH

HARD WASTE

MOTORCYCLE

WASTE  
ROOM

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
37 m<sup>2</sup>

FIRE  
PUMP  
ROOM  
7.0x5.0x2.4m  
APPROX.

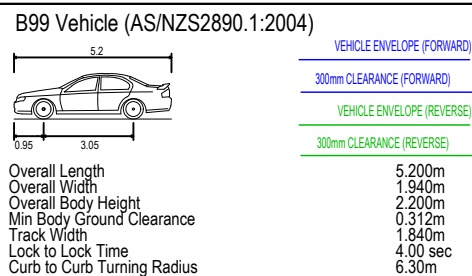
MOTORCYCLE

COMMS  
ROOM  
4.0 x 3.2 x 2.6m(h)

SECURE BIKE STORE  
90 BIKES

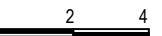
LOAD  
DOCK

COMBINED DROP-OFF RECYCLING  
ROOM FOR HARD WASTE/BULKY  
WASTE-E-WASTE  
4.7 SQM



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DATE  
12/12/2024



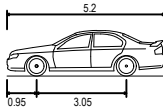
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12/12/2024 4:31:13 PM



RATIO CONSULTANTS PTY LTD  
ABN 005 422 104  
LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

B99 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)

5.200m  
1.940m  
2.200m  
0.312m  
1.840m  
4.00 sec  
6.30m

## Proposed Mixed-Use Development 1 & 7 Waterfront Place, Port Melbourne Swept Path Assessment - Basement 01

### NOTE:

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SHEET No.  
9 of 12

PREPARED BY  
J.H.B

SCALE  
1:200@A3

DATE  
12/12/2024



SERVICES/BOH  
325 m<sup>2</sup>

MAIN  
ELECTRICAL  
SWITCHROOM  
7.5 x 4.5 x 3m (h)  
TWO EXITS

CARPARK  
SUPPLY FAN  
6.5 x 3.8m

COMM.  
WASTE

WASTE  
ROOM

SERVICES

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
36 m<sup>2</sup>

DROP OFF RECYCLING ROOM

SERVICES/BOH  
35 m<sup>2</sup>

WASTE  
ROOM

CORE  
29 m<sup>2</sup>

SMOKE LOBBY  
23 m<sup>2</sup>

CORE  
37 m<sup>2</sup>

FIRE PUMP  
ROOM  
7.0x5.0x2.4m  
APPROX.

COMMS  
ROOM  
4.0 x 3.2 x 2.6m(h)

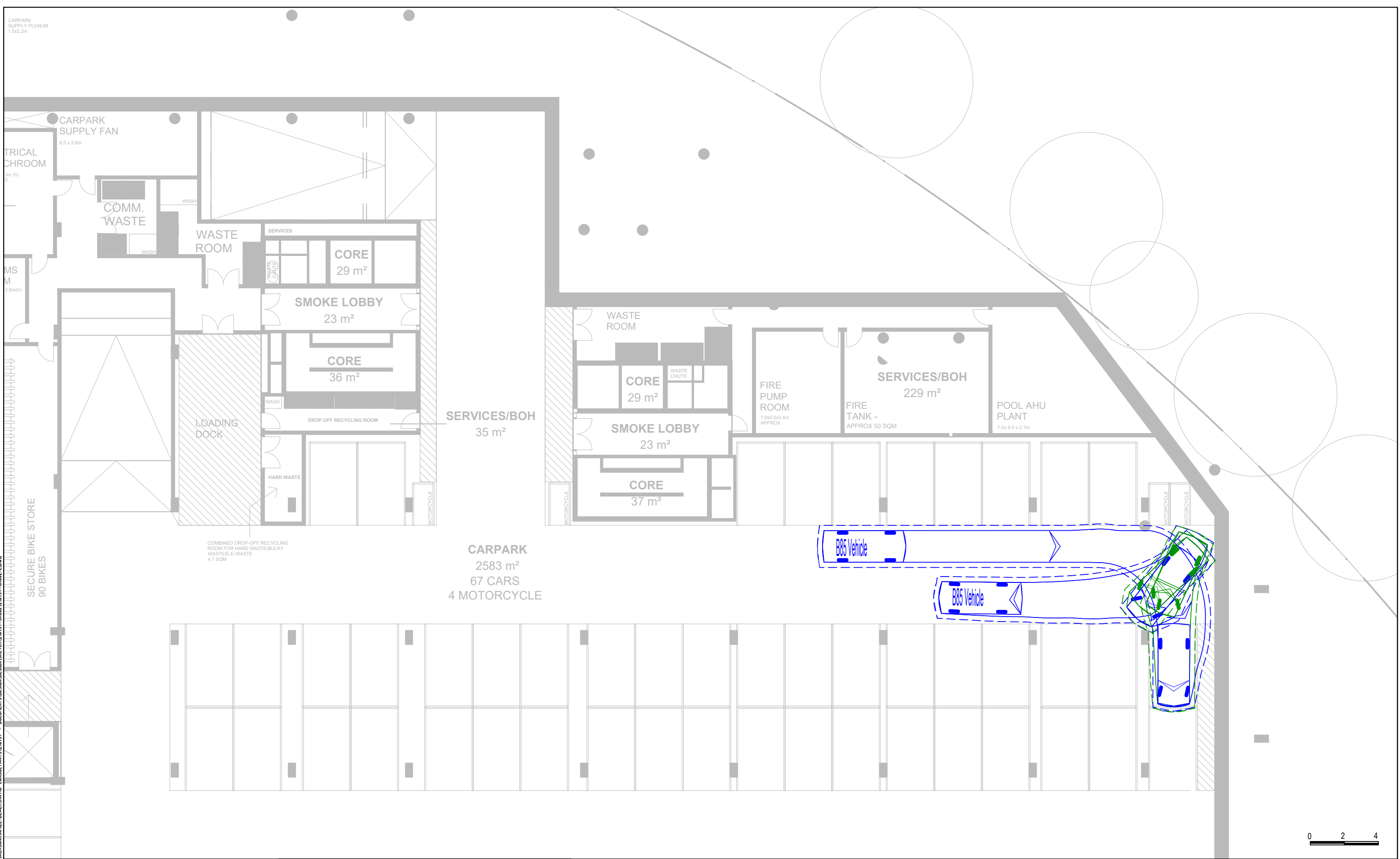
SECURE BIKE STORE  
90 BIKES

LOADING  
DOCK

COMBINED DROP OFF RECYCLING  
ROOM FOR HARD WASTE/BULKY  
WASTE-E-WASTE  
4.7 SQM

CARPARK  
2583 m<sup>2</sup>  
67 CARS  
4 MOTORCYCLE

0 2 4



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LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

**B85 Vehicle (AS/NZS2890.1:2004)**

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

**Proposed Mixed-Use Development**  
**1 & 7 Waterfront Place, Port Melbourne**  
**Swept Path Assessment - Basement 01**

NOTE:  
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RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
10 of 12

PREPARED BY  
J.H.B

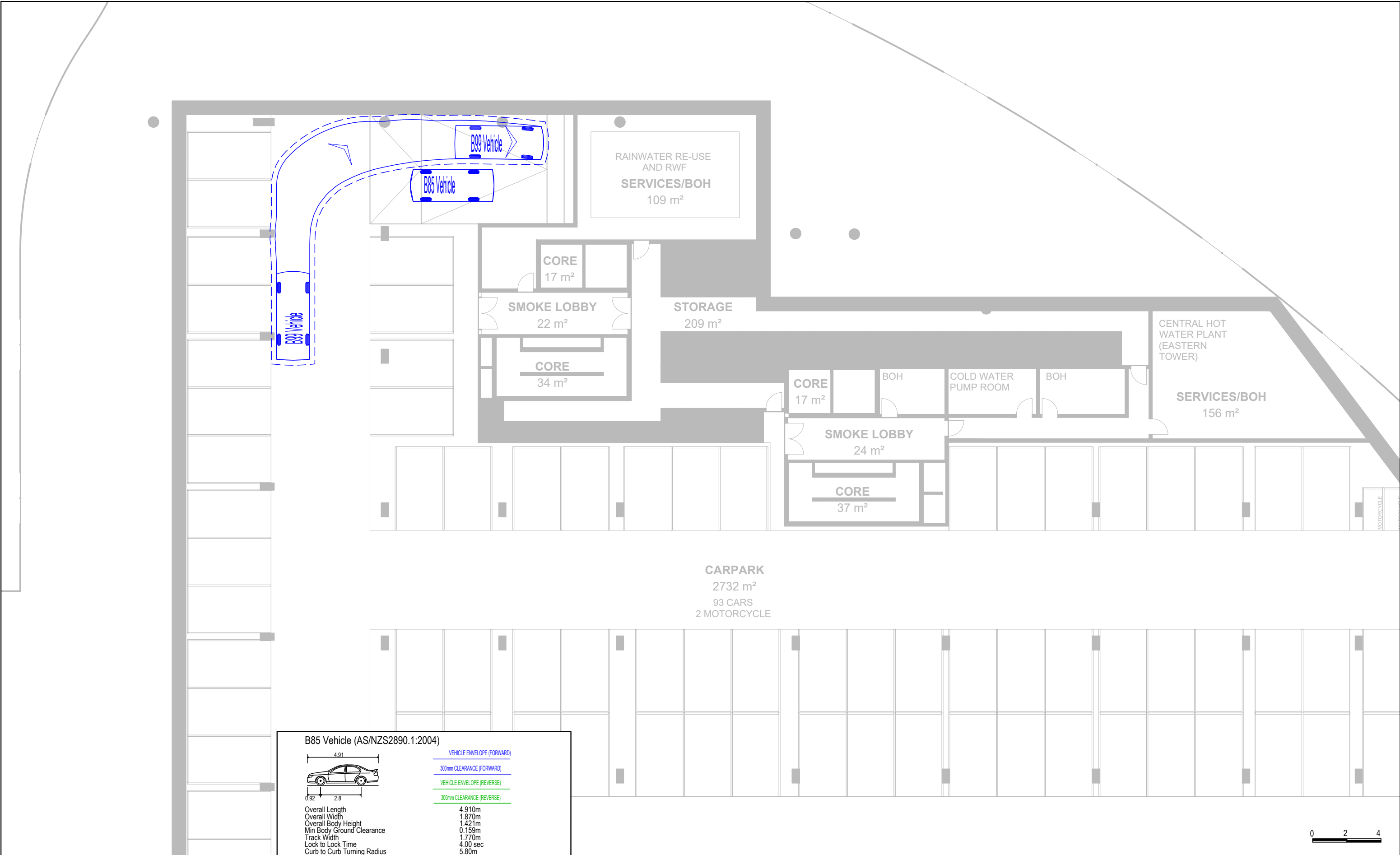
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DATE  
12/12/2024

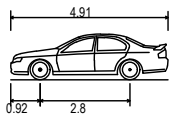


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B85 Vehicle (AS/NZS2890.1:2004)



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

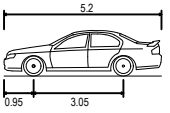
0.159m

1.770m

4.00 sec

5.80m

B99 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)

5.200m

1.940m

2.200m

0.312m

1.840m

4.00 sec

6.30m

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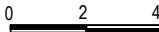
RATIO REFERENCE  
21693T-SK002-C

SHEET No.  
11 of 12

PREPARED BY  
J.H.B

SCALE  
1:200@A3

DATE  
12/12/2024

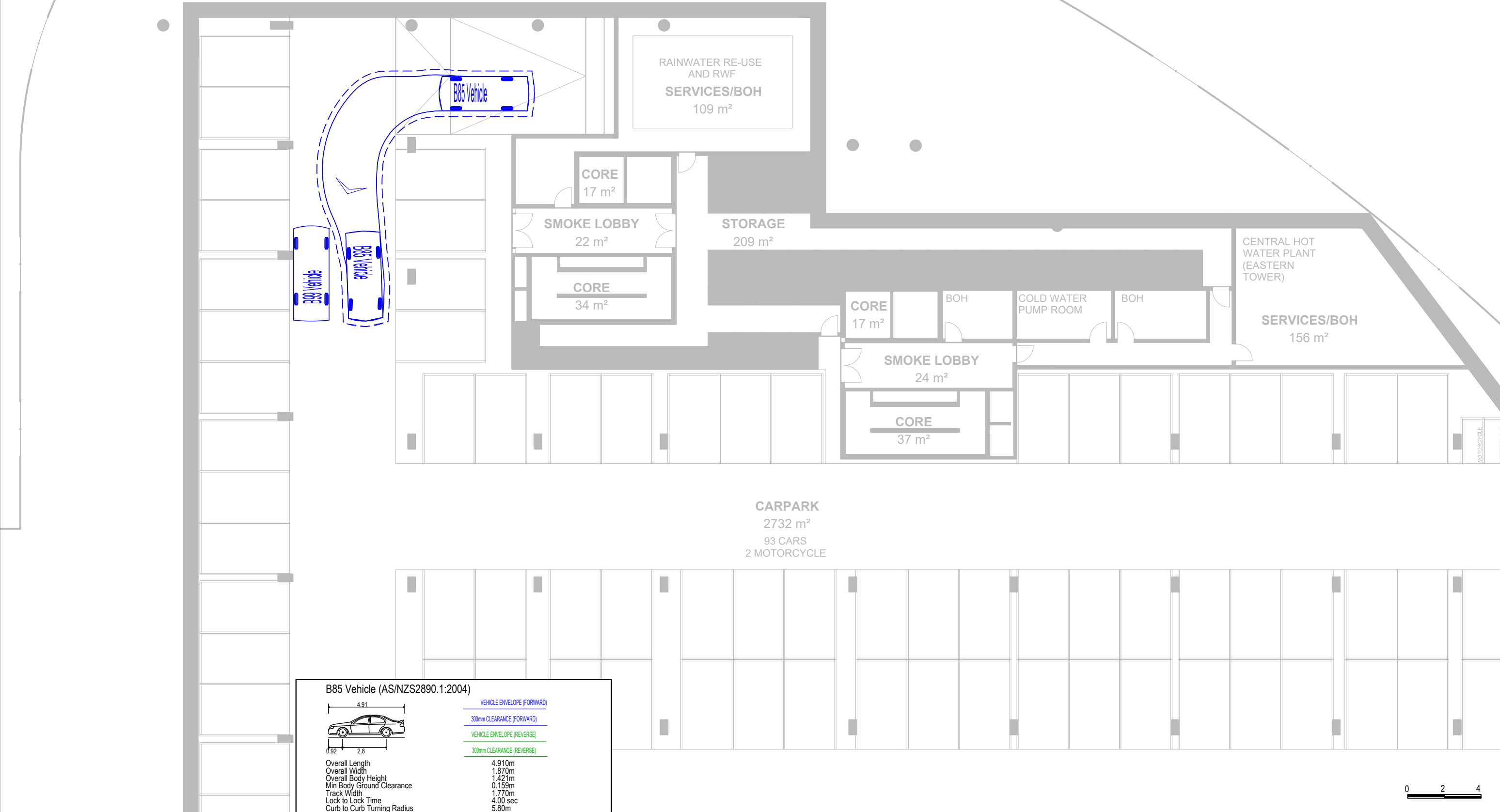


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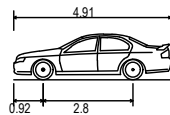
RATIO CONSULTANTS PTY LTD  
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LEVEL 5, 65 DOVER STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

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B85 Vehicle (AS/NZS2890.1:2004)

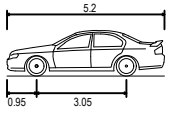


Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to Lock Time  
Curb to Curb Turning Radius

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

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

B99 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

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300mm CLEARANCE (FORWARD)  
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ratio:

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