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290 Park Street, Fitzroy North Transport Impact Assessment



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2 June 2026

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onemilegrid

ABN: 79 168 115 679

(03) 9939 8250
Wurundjeri Woieworung Country
56 Down Street
COLLINGWOOD, VIC 3066
www.onemilegrid.com.au

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1 INTRODUCTION

onemilegrid has been requested by Antipodean Land Developments Pty Ltd to undertake a Transport Impact Assessment of the proposed commercial and residential development at 290 Park Street, Fitzroy North.

As part of this assessment the subject site has been inspected with due consideration of the development proposal and relevant background reports have been reviewed.

This report has been updated following the issue of a Request for Further Information from the Department of Transport and Planning (DTP) on 15/5/2026 which included the following items relevant to our discipline:

Traffic Impact Assessment

10. The swept path diagrams have been prepared based on an earlier iteration of the ground floor plans. While it does not appear changes were made to the car parking areas as a result, please confirm the ground floor plan details used for the swept paths remains unchanged or, provide updated swept path diagrams where ground floor plan changes may impact diagrams.

11. Include the ground clearance diagram previously informally provided to DTP in response to Yarra City Council's concerns regarding the access grade transition from the laneway.

12. Address any residential loading requirements in accordance with Clause 65.

Other Issues

5. Insufficient information has been provided to determine whether all design requirements of Clause 52.34-6 have been met (noting failure to comply with any of these standards requires a planning permit to vary or waive a requirement). Concern is raised with whether the 1.5 metre clear dimension (including in doorways) to access the bicycle storage room in the basement can be achieved from either the Park Street building entrance or from the car park (if accessed from Railway Lane), as well as the minimum dimensions to be provided for each bicycle parking space. Given the site's context directly adjacent to the Principal Bicycle Network, it is strongly encouraged that access to residential bike storage meets minimum standards to provide convenient access from the street.

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2 PLANNING HISTORY

A Planning Permit was issued for the development of a mixed use development comprising of residential units and a café use by Yarra City Council (Application Number: PLN22/0915). The Planning Permit allowed for the following:

“Demolition of existing buildings; construction of a mixed use building and associated works of up to four storeys containing a café (food and drink premises – no permit required for use); use of the land for dwellings and reduction in the statutory car parking requirement)”

2.1 Development Scheme

The approved scheme for the granted Planning Permit is summarised in Table 1 below.

Table 1 Approved Development Scheme (2024)

Use	Component	No/Area
Dwellings	2-Bedroom Units	1
	3-Bedroom Units	4
	4-Bedroom Units	1
	Sub-Total	6
Café	-	57m ²

The proposed access and car parking arrangements for the scheme is summarised below:

- Vehicle access is proposed via Railway Lane along the eastern boundary of the site;
- A total of 7 car parking spaces provided on-site
 - ✦ All 2-3 bedroom units allocated 2 car parking spaces while 1 bedroom units were allocated 2 spaces in the form of a car stacker.
- No car parking spaces allocated to the café premise.
- 2 bicycle parking spaces provided to each residential unit.

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2.2 Car Parking

Based on the car parking provision and allocation detailed above, there was a car parking shortfall of 4 residential spaces and one café space for a total of 5 spaces.

In evaluating the suitability of the proposed car parking supply, Council acknowledged;

- ABS data of car ownership within Fitzroy North indicated that there is a market for 3-bedroom dwellings in this location that provide less parking than the statutory requirement.
- The proposal supported Yarra Council's Climate Emergency Plan, strategies and Planning Scheme policies which are focused on a reduced reliance of private vehicles and encourages alternate modes of transportation.
- Parking restrictions in the vicinity of the site ensure that car parking caters for short-term visitors with limited opportunities for long-term parking.
- The site is within a location that is well serviced by other transport modes such as walking, cycling and public transport.
- An existing car parking credit of 20 car parking spaces associated with the previous medical centre use.

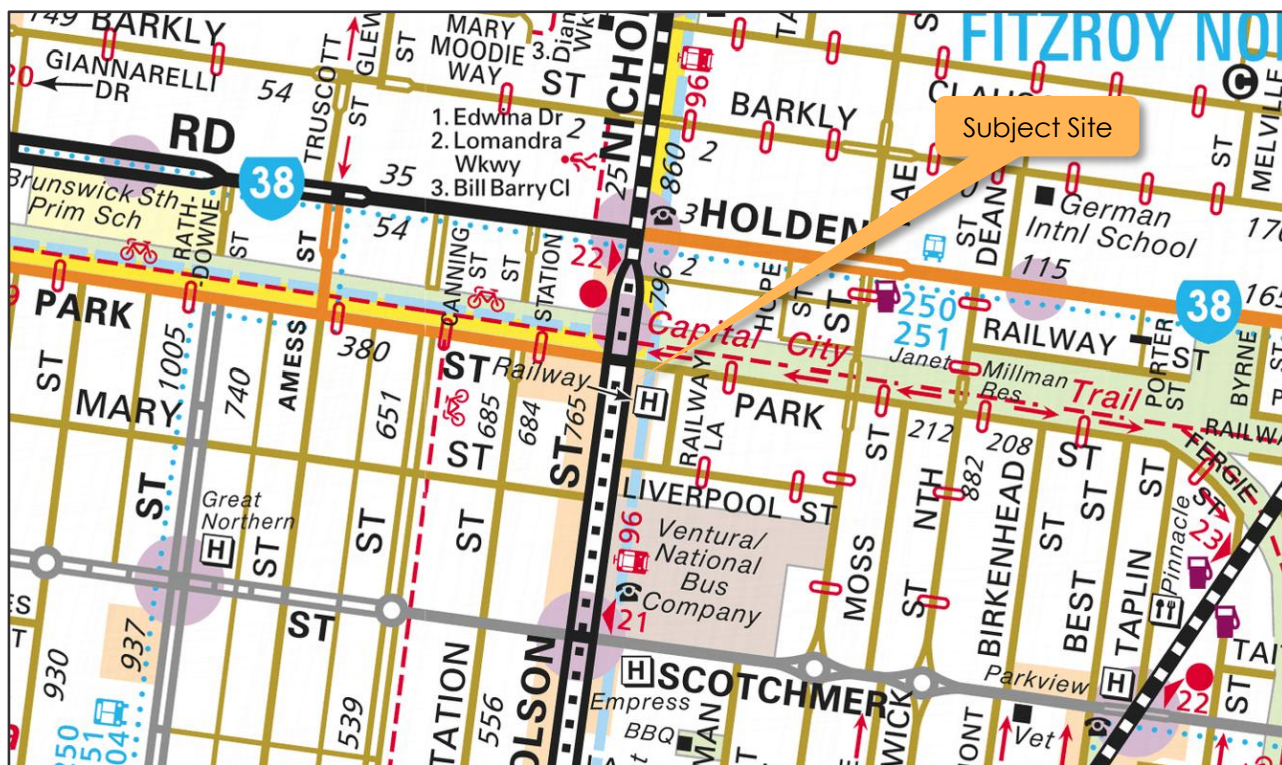
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3 EXISTING CONDITIONS

3.1 Site Location

The subject site is located at the southeast corner of the Nicholson Street / Park Street intersection and is addressed as 290 Park Street, Fitzroy North, as shown in Figure 1.

Figure 1 Site Location



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The subject site is generally rectangular in shape and has a frontage of approximately 16.29 m to Nicholson Street and approximately 36.58 m to Park Street. The site also abuts Railway Lane to the east.

The site is currently vacant, but until recently was occupied by several commercial tenancies comprising of smaller retail developments and a medical centre (Panda), totalling 591.2 m². Existing vehicle access to the subject site is a double-width gate via the Railway Lane along the eastern boundary, and a roller door and crossover on the northern boundary (Park Street). We understand that no parking spaces are currently provided on-site.

Land use in the immediate vicinity of the site is primarily commercial along Nicholson Street and generally residential in any other site direction.

An aerial view of the subject site is provided in Figure 2.

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Figure 2 Site Context (14 February 2025)



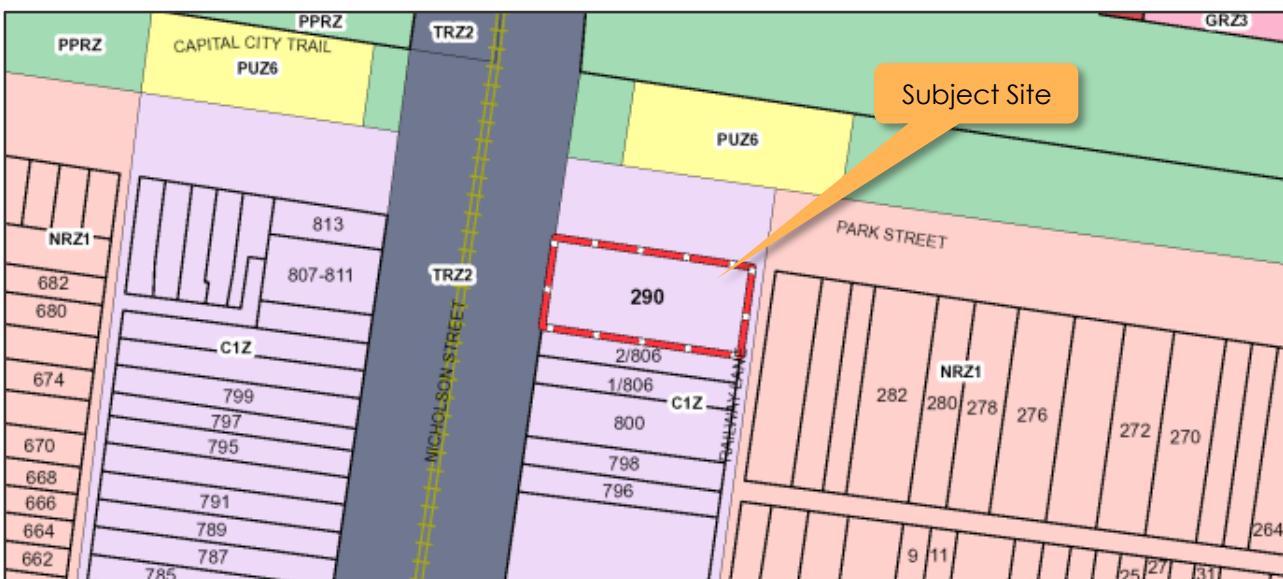
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3.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z). The site is also subjected to a Development Contributions Plan Overlay – Schedule 1 (DCPO1) and Heritage Overlay (HO327). Additionally, the site abuts Nicholson Street to the west which is in a Transport Zone 2 (TR2); Principal Road Network.

Figure 3 Planning Scheme Zones



3.3 Road Network

3.3.1 Nicholson Street

Nicholson Street is an arterial road generally aligned north-south, running between Victoria Parade in the south and Albion Street in the north. Nicholson Street provides two traffic lanes in each direction adjacent to the site which are separated by a central tram reservation. Kerbside parking is permitted on both sides of the road with parking on the eastern side generally restricted to;

- Loading Zone between 7:00am and 9:00am, Monday to Friday;
- 1-hour restriction between 9:00am and 5:30pm, Monday to Friday;
- 1-hour restriction between 7:30am and 12:30pm, Saturday;

Kerbside parking on the western side of Nicholson Street in the vicinity is generally restricted to;

- 15-minute Loading Zone between 7:00am and 1:00pm, Monday to Friday;
- 1-hour restriction between 7:00am and 7:00pm, Monday to Saturday;

The cross-section of Nicholson Street at the frontage of the site is shown in Figure 4.

Figure 4 Nicholson Street, looking south adjacent to the subject site



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Figure 5 Nicholson Street, looking north adjacent to the subject site



A 40 km/h speed limit applies to Nicholson Street between 7:00am and 7:00pm with a 60 km/h speed limit applying all other times.

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3.3.2 Park Street

Park Street is a local road generally aligned east-west, running between Wilson Street in the west and St Georges Road in the east. Park Street provides a single shared one-way traffic lane for vehicles and bikes travelling westbound and a separate dedicated bike lane travelling eastbound on the northern side of Park Street adjacent to the site.

Kerbside parking is provided on the southern boundary of Park Street east of the subject site and is generally restricted to 2-hour restriction between 7:00am and 7:00pm, Monday to Saturday.

It is noted that Park Street also provides access to an off-street car park in the vicinity of the site which offers an additional 17 car parking spaces which are subject to 2-hour restriction between 7:00am and 6:00pm,

The cross-section of Park Street at the frontage of the site is shown in Figure 6.

Figure 6 Park Street, looking south adjacent to the subject site



A 50km/h speed limit applies to Park Street in the vicinity of the site.

3.3.3 Railway Lane

Railway Lane is a 3.6 m wide laneway abutting the eastern boundary of the subject site and is generally aligned north-south, running between Liverpool Street in the south and Park Street in the north. The laneway provides a single traffic lane facilitating two way vehicle movements and provides rear access to neighbouring developments.

The cross-section of Railway Lane adjacent to the subject site is shown in Figure 7 and Figure 8.

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Figure 7 Railway Lane, looking north adjacent to the subject site



Figure 8 Railway Lane, looking south adjacent to the subject site



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3.4 Sustainable Transport

3.4.1 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 9 and detailed in Table 2.

Figure 9 Public Transport Provision

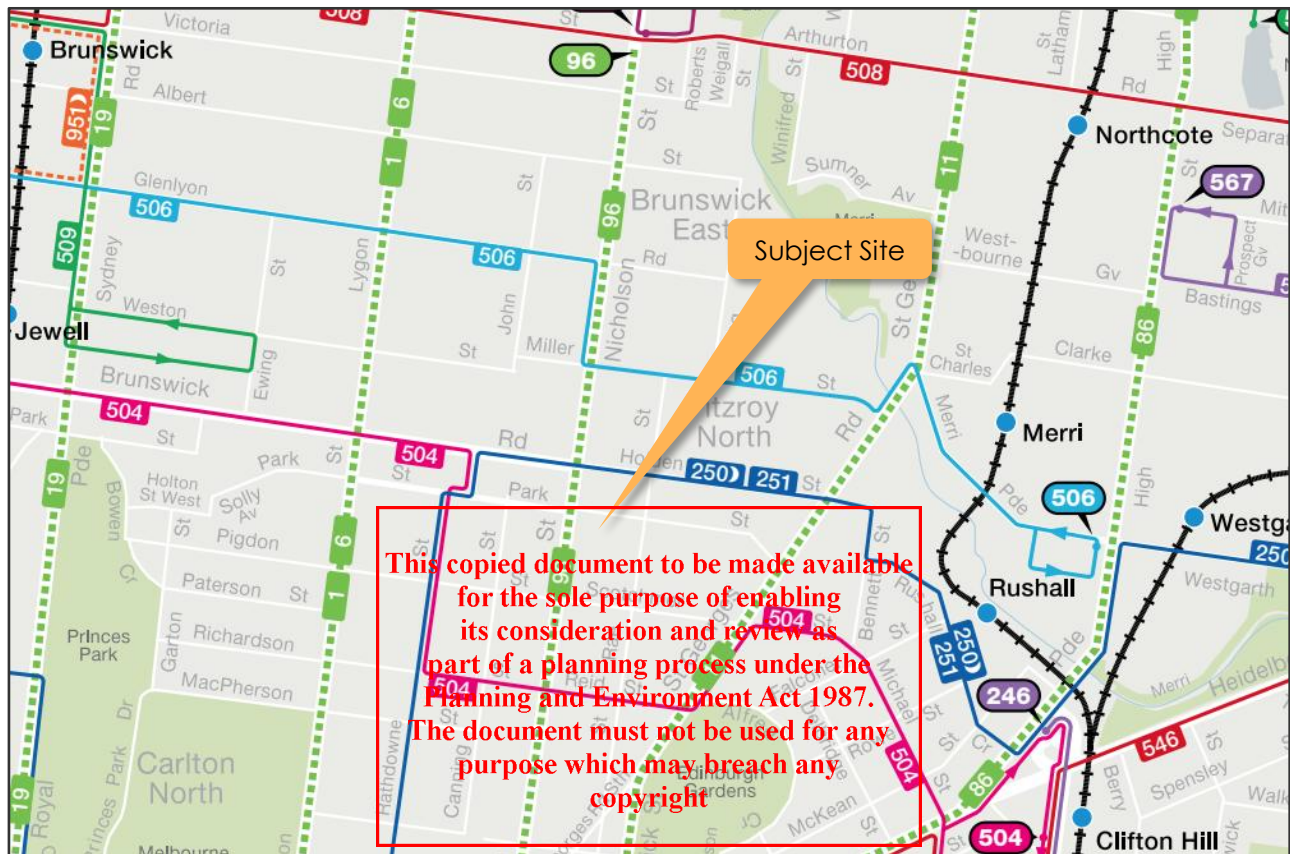


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Mernda Line	Rushall Station
Train		Upfield Line	Jewell Station
Tram	96	East Brunswick - St Kilda Beach	Brunswick Road / Nicholson Street
	11	West Preston - Victoria Harbour Docklands	Park Street / St Georges Road
	1	East Coburg - South Melbourne Beach	Park Street / Lygon Street
	16	Melbourne University - Kew via St Kilda Beach	
Bus	504	Moonee Ponds - Clifton Hill via East Brunswick	Nicholson Street / Richardson Street
	506	Moonee Ponds - Westgarth Station via Brunswick	Rae Street / Miller Street
	250	City (Queen St) - La Trobe University	Nicholson Street / Holden Street
	251	City (Queen St) - Northland SC	

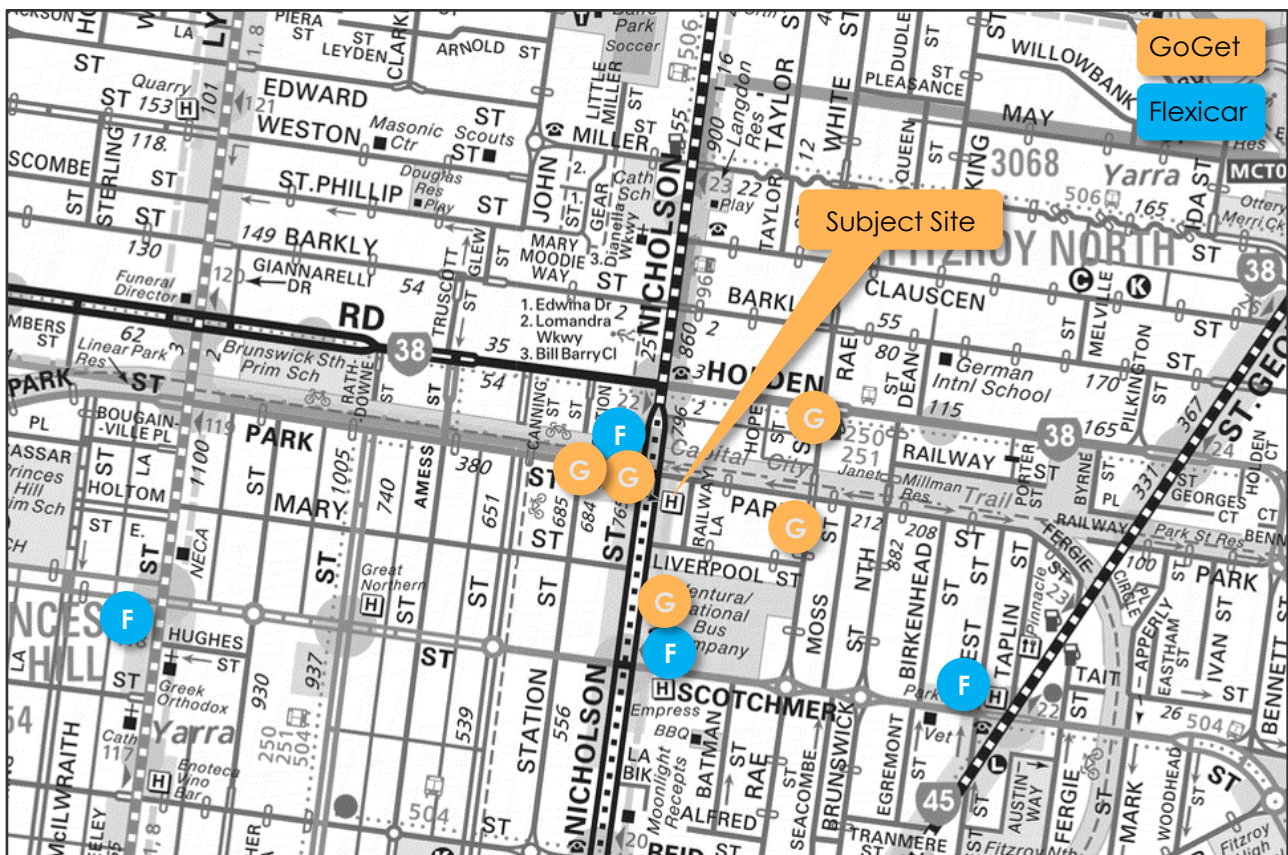
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3.4.2 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 10.

Figure 10 Share Car Locations



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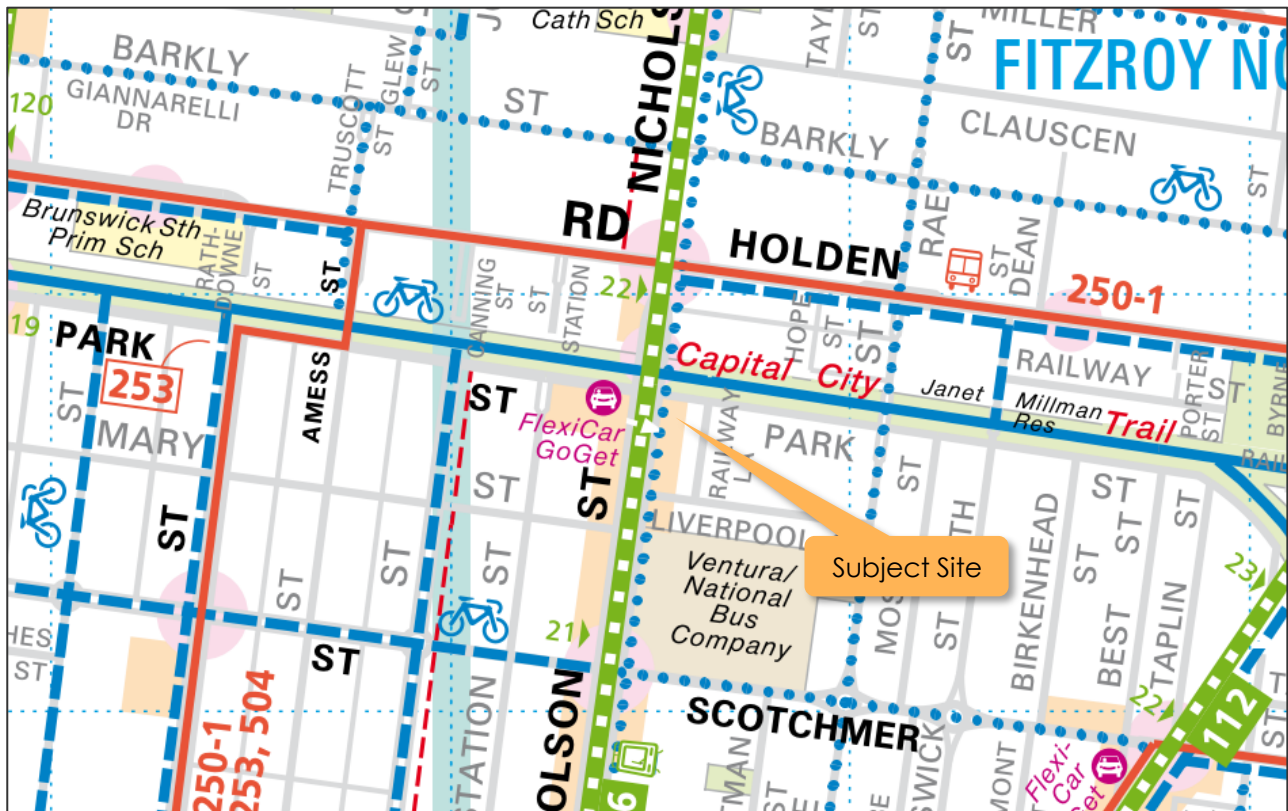
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3.4.3 Bicycle Facilities

The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes. These all combine to provide connectivity to the CBD and Activity Centres.

Bike routes are identified on the City of Yarra Travelsmart (in blue) in Figure 11 below.

Figure 11 City of Yarra TravelSmart Map



3.4.4 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 95/100 and is considered a 'Walker's Paradise', meaning that daily errands do not require a car.

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4 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development containing both residential and a café tenancy, as shown in Table 3 below.

Table 3 Proposed Development

Use	Component	No/Area
Dwellings	1-Bedroom Unit / Studio	5
	2-Bedroom Units	11
	3-Bedroom Units	3
	4-Bedroom Units	1
	Sub-Total	20
Shop/Café	-	57 m ²

It is proposed to provide a total of 18 spaces within an undercroft car park comprising of 16 spaces within two car stacker systems (Wohr Combilift 543 MR or similar) and 2 standard car parking spaces. Access into car parking spaces is provided via Railway Lane along the eastern boundary of the site.

All car parking spaces will be allocated to residents with no car parking spaces to be provided for the commercial/café tenancy.

All car spaces are to be provided with provision for a future electric vehicle charger, and one standard space will be provided with an electric vehicle charger.

A total of 32 bicycle parking spaces are provided within the basement level comprising of 6 vertical spaces, one standard horizontal rail (2 spaces) and 24 double stacked spaces. Two spaces will be nominally allocated to the café use with the remaining 30 spaces to be allocated to residents. Three additional horizontal rails (6 spaces) are to be provided along the Park Street frontage within the site for visitors. Additionally, several double-sided bicycle hoops are available along the Nicholson Street frontage, and one on Park Street which provides up to eight additional bicycle spaces available to the public.

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5 DESIGN ASSESSMENT

5.1 Yarra Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

5.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied – minimum width of accessway is 3.5 m
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	N/a – no change in direction along accessway
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.	N/a – private car park
Provide at least 2.1 metres height clear of overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – a minimum height clearance of 3.49 m is achieved in the accessway
If the accessway serves four or more car parking spaces and connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit in a forward direction.	N/a – does not connect to a Transport Zone 2 or 3
Provide a passing area at the entrance at least 6.1 metres wide and 7 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.	N/a – does not service 10 spaces, nor connect to a Transport Zone
Have a corner splay or area at least 50 per cent 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 of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/a – This design requirement relates to visibility to pedestrians on the footpath of the frontage road. It is noted that the site access is via a laneway which does not include a footpath and as such, this requirement does not apply. Nonetheless, low levels of traffic is expected to be generated with limited pedestrian movements along the laneway and vehicles travelling at a low speed.
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.	N/a – does not connect to a Transport Zone

Swept path diagrams are provided attached in Appendix A illustrating satisfactory access to and from the rear laneway with a 99.8th percentile passenger vehicle (B99).

5.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 5.

Table 5 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Standard car parking spaces are dimensioned at 2.8 m width, 4.9 m length and are accessed by an aisle of 5.8 m.
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: - 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. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1. A height clearance of 3.8 m is provided above the stackers, and no less than 2.1 m above the standard car spaces.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – No garages or car ports provided
Where parking spaces are provided (one behind the other) an additional 500mm is required between each space.	N/A – No tandem spaces are provided
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All spaces are 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.	N/A – No accessible spaces provided.

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5.1.3 Design Standard 3: Gradients

A 1:8 ramp is proposed to provide access into the ground floor car park area which is in accordance with the Planning Scheme requirements.

It is noted that the architectural plans show the 1:8 ramp extending in front of the easternmost stacker space however this ramp will be appropriately splayed to allow for suitable access into the stacker space.

A ground clearance diagram has been prepared by Architecture Architecture to confirm the suitability of ramp grades to the laneway. This drawing is attached within Appendix C.

5.1.4 Design Standard 4: Mechanical Parking

As discussed, it is proposed to utilise the Wohr Combilift 543 MR car stacker system to provide for 16 car parking spaces.

The Wohr system is arranged in a grid of three levels, with platforms above-ground, on ground level and within an underground pit. Platforms on the ground level will move horizontally, allowing for

platforms on the upper level to move vertically and shuffle platforms to the ground-level as required. A vacant space will remain clear on the ground-level at all times to facilitate for platform movements.

Residents will be allocated a specific car space within the stacker system which will be reserved for their use only. As such, residents will enter and exit the system from the same row at all times. When storing a vehicle within the system, the resident will approach the stacker system and prop within the access aisle and 'call' the platform, using either a remote control or pressing the appropriate button on a control panel. Once called, the empty space will be shuffled from within the system to the ground level, allowing access into the stacker system.

When retrieving a vehicle, the system will operate in the same manner, albeit in reverse.

Specification sheets for the Wohr Combilift 543 MR system are provided within Appendix B.

A review of the stacker design against the specific Planning Scheme requirements is provided in Table 6 below.

Table 6 Clause 52.06-9 Design Assessment – Design Standard 4

Requirement	Comments
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres.	Satisfied – A clear height of 3.99 m and pit depth of 2.05 m is provided at the stackers, allowing in excess of 1.8 m vehicle height to all spaces
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	Satisfied - All stacker spaces will be allocated to residents

In order to validate the functionality of access to the mechanical parking system, swept path diagrams were prepared, attached in Appendix A, based on the drawing set dated 31/03/2026. Any alterations to drawings since this issue do not impact car parking or access arrangements.

The swept paths shown access to critical spaces in the system with a 85th percentile passenger vehicle (B85) in accordance with the requirements of Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004). Access may be accommodated with a reverse entry and single manoeuvre exit, or forwards in with a correction on entry and exit. As such, we are satisfied that car parking access is suitable, and fit for purpose.

5.2 Waste Collection

A bin store area is provided for each residential dwelling and the proposed café tenancy, each capable of accommodating for the required bin provision. Residents and the staff/operator will be responsible for transferring waste bins to and from the Park Street and Nicholson Street frontage for collection on collection days.

Refer to the Waste Management Plan for further information.

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5.3 Bicycle Parking

Bicycle parking is proposed to be provided in a mixture of vertically mounted and staggered bicycle racks, on-ground bicycle hoops, and double-stacked mechanical systems.

Detail of the bicycle parking dimensions are provided below.

Table 7 Bicycle Parking Provision and Dimensions

Product	Number	Dimensions
Vertical Racks	12 (6 residential + 6 visitor)	1.2m long, 0.5m separation between racks (provides 1.0m separation between racks at the same height when staggered) and 1.5m access aisle
Horizontal Rails	1 (2 bikes)	1.8m long, 1.0m separation between rails (double sided), 0.5m separation to walls and 1.5m access aisle
Double Tier Racks	12 (24 bikes)	1.8m long, 0.5m separation between racks (provides 1.0m separation between racks at the same height when staggered), 2.6m height clearance and 2.0m access aisle.

The "draft amended ground floor plan (bicycle access)" confirm the proposal will satisfy all requirements of Clause 52.34-6 with the exception of the lift that provides access to the basement, which offers a door opening of approximately 900mm. A lift with a 1.5m opening cannot be practically provided in this context. A 900mm lift opening is more than sufficient to enable access at a localised pinch point, and provides 400mm additional clearance over and above a standard handlebar width.

6 BICYCLE PARKING

The bicycle parking requirements of the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for the different components of the proposed development.

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Table 8 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Dwelling (four or more storeys)	20 dwellings	1 space per 5 dwellings for residents	4
		1 space per 10 dwellings for visitors	2
Shop/Café (Retail)	57 m ²	1 space per 300m ² for employees	-
		1 space per 500m ² for visitors	-
Total		Residents	4
		Employees	-
		Visitors	2

Based on the above, 6 bicycle parking spaces are required for the proposed development as per Clause 52.34 standards.

It is proposed to provide 38 bicycle parking spaces throughout the subject site with 6 spaces for visitors on the ground floor, and 32 spaces for residents within the basement level, satisfying the Planning Scheme requirements. Furthermore, bicycle hoops are available along the Nicholson Street and Park Street frontages which are available for visitor use.

Considering the above, the proposed bicycle parking provision exceeds the requirement of the Planning Scheme and is considered appropriate.

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7 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that “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.”

In relation to the proposed residential development, loading facilities will only be required for occasional removalist vehicles, which may utilise the existing on-street parking along the site frontage, or the car park for smaller vehicles.

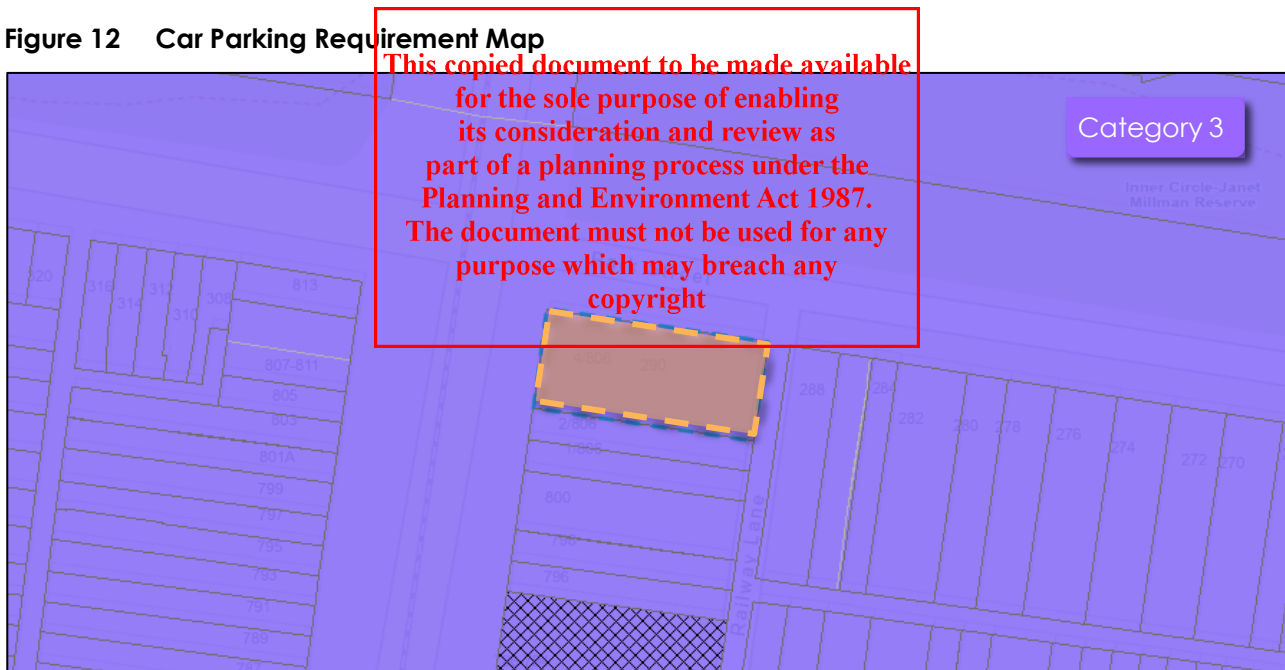
8 CAR PARKING

8.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

In this regard, the subject site is situated within Category 3, as shown in Figure 12 below.

Figure 12 Car Parking Requirement Map



It is noted that for sites within Category 3, both **minimum** and **maximum** car parking rates apply.

Noting the above, the car parking requirements are specified in Table 9 below.

Table 9 Clause 52.06 – Car Parking Requirements

Use	No/Area	Min Rate	Max Rate	Car Parking Measure	Total
Dwelling	20 units	0	2	To each dwelling	0 – 40 spaces
Shop/Café (Shop)	57 m ²	0	2	to each 100m ² of leasable floor area	0 – 1 space
Total					0 – 41 spaces

Based on the above calculations, a minimum of 0 car parking spaces and maximum of 41 car parking spaces are required for the proposed development.

8.1.1 Proposed Car Parking Provision

It is proposed to provide a total of 18 car parking spaces on-site which falls within the minimum and maximum number of car parking spaces required. As such, the proposed car parking provision satisfies Planning Scheme requirements.

9 TRAFFIC

Traffic generation is typically a function of car parking supply. In this regard, with 18 car parking spaces provided on-site for residents, the level of traffic generated will be associated with these spaces.

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the location of the subject site and moreover the excellent access to public transport, it is expected that generation rates will be towards the lower end of the range. Nevertheless, for the purposes of this assessment a daily rate of in the order of 4 movements per day per car parking space provided will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 18 dwellings with parking will generate 72 movements per day, inclusive of 7 vehicle movements during the morning and afternoon peak hours.

This level of traffic is very low in traffic engineering terms and equates to one movement every 8 – 9 minutes during the peak hours and as such is not expected to have an impact on the operation of the surrounding road network.

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10 RFI REVIEW

A response to items raised in the DTP RFI are provided below.

Traffic Impact Assessment

10. The swept path diagrams have been prepared based on an earlier iteration of the ground floor plans. While it does not appear changes were made to the car parking areas as a result, please confirm the ground floor plan details used for the swept paths remains unchanged or, provide updated swept path diagrams where ground floor plan changes may impact diagrams.

Refer to Section 5.1.2 of this report.

11. Include the ground clearance diagram previously informally provided to DTP in response to Yarra City Council's concerns regarding the access grade transition from the laneway.

Refer to Appendix C

12. Address any residential loading requirements in accordance with Clause 65.

Refer to Section 7 of this report.

Other Issues

5. Insufficient information has been provided to determine whether all design requirements of Clause 52.34-6 have been met (including failure to comply with any of these standards requires a planning permit to vary planning process under the Planning and Environment Act 1987). Concern is raised with whether the 1.5 metre clear dimension including the doorways to access the bicycle storage room in the basement can be achieved from either the Park Street building entrance or from the car park (if accessed from Railway Lane) as well as the minimum dimensions to be provided for each bicycle parking space. Given the site's context directly adjacent to the Principal Bicycle Network, it is strongly encouraged that access to residential bike storage meets minimum standards to provide convenient access from the street.

Refer to Section 5.3 of this report.

11 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a mixed use development comprising of 20 residential units and a café tenancy on the ground floor.

Considering the analysis presented above, it is concluded that:

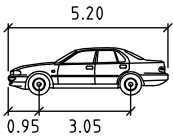
- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The provision of bicycle parking exceeds the requirements of Clause 52.34;
- The proposed provision of car parking satisfies the minimum and maximum car parking requirements of Clause 52.06;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Park Street or the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Appendix A *Swept Path Diagrams*

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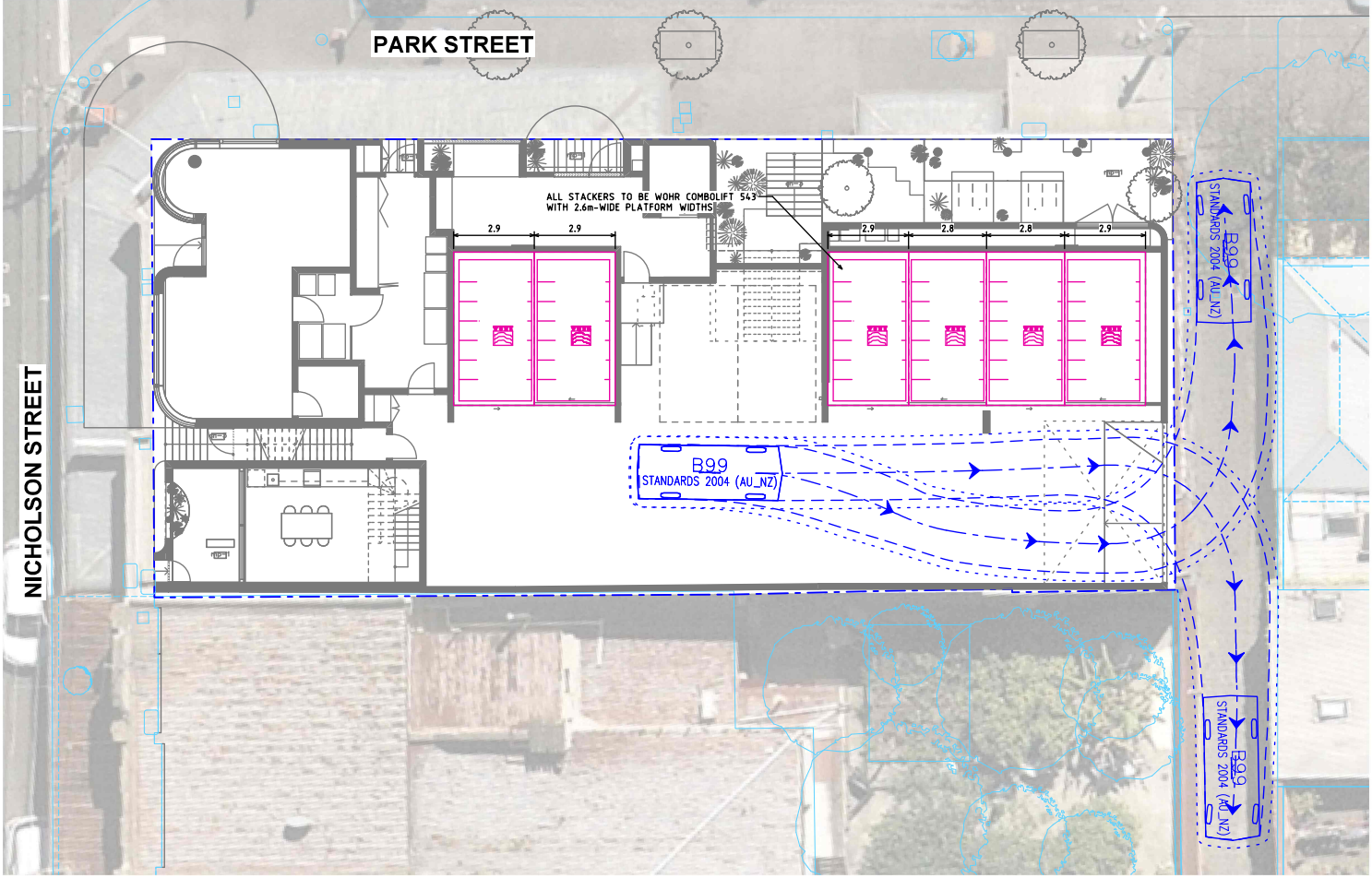
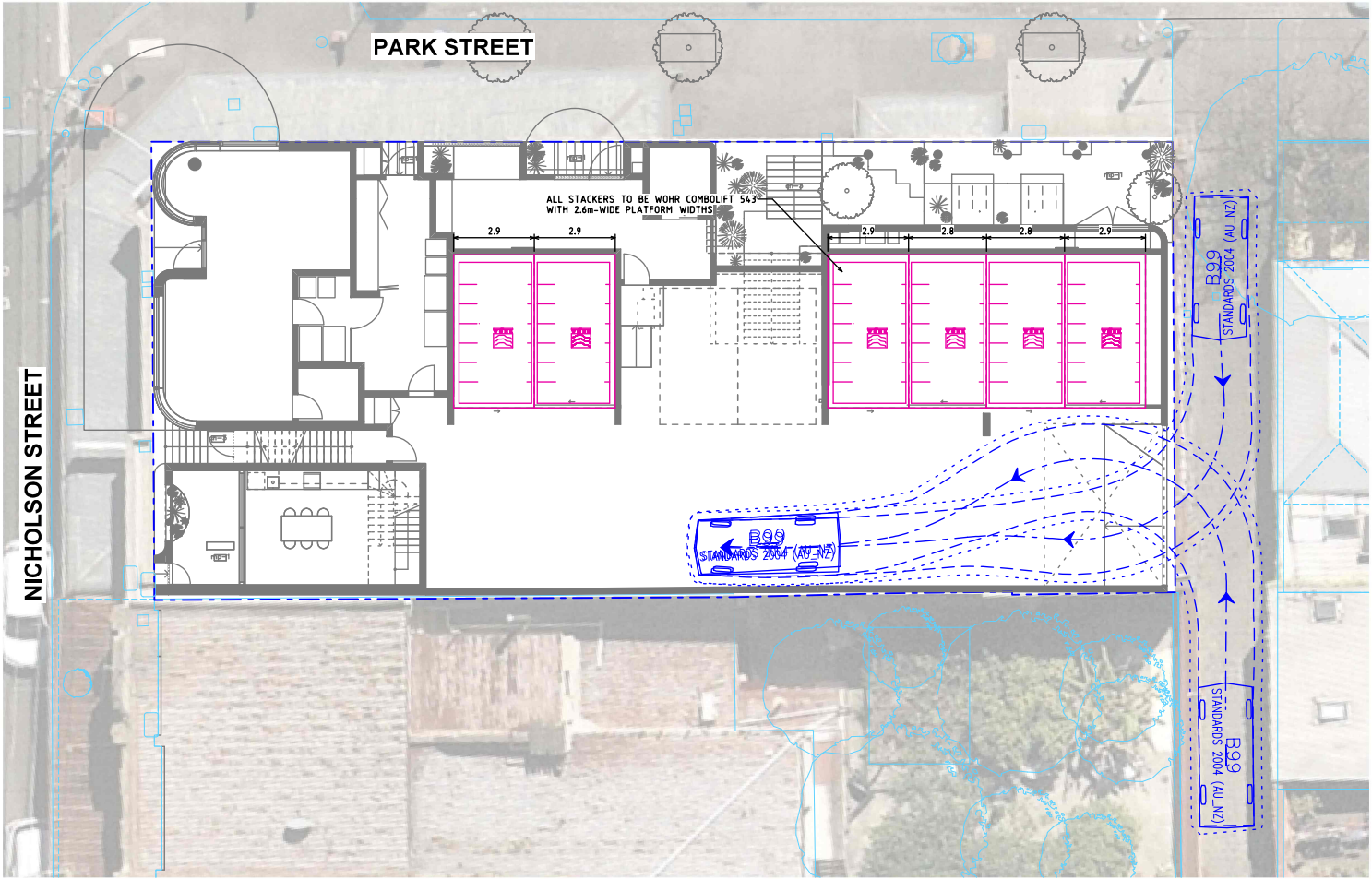
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B99	Width	: 1.94
	Track	: 1.84
	Lock to Lock Time	: 6.0
	Steering Angle	: 33.9

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ENTRY MANOEUVRES

----- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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EXIT MANOEUVRES

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..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



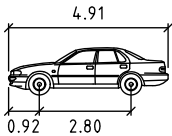
Wurundjeri Woiwurrung Country
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone: (03) 9939 8250

Scale 1:250 @ A3

Drawing Title
290 PARK STREET, FITZROY NORTH
SITE VEHICLE ACCESS
SWEEP PATH ANALYSIS

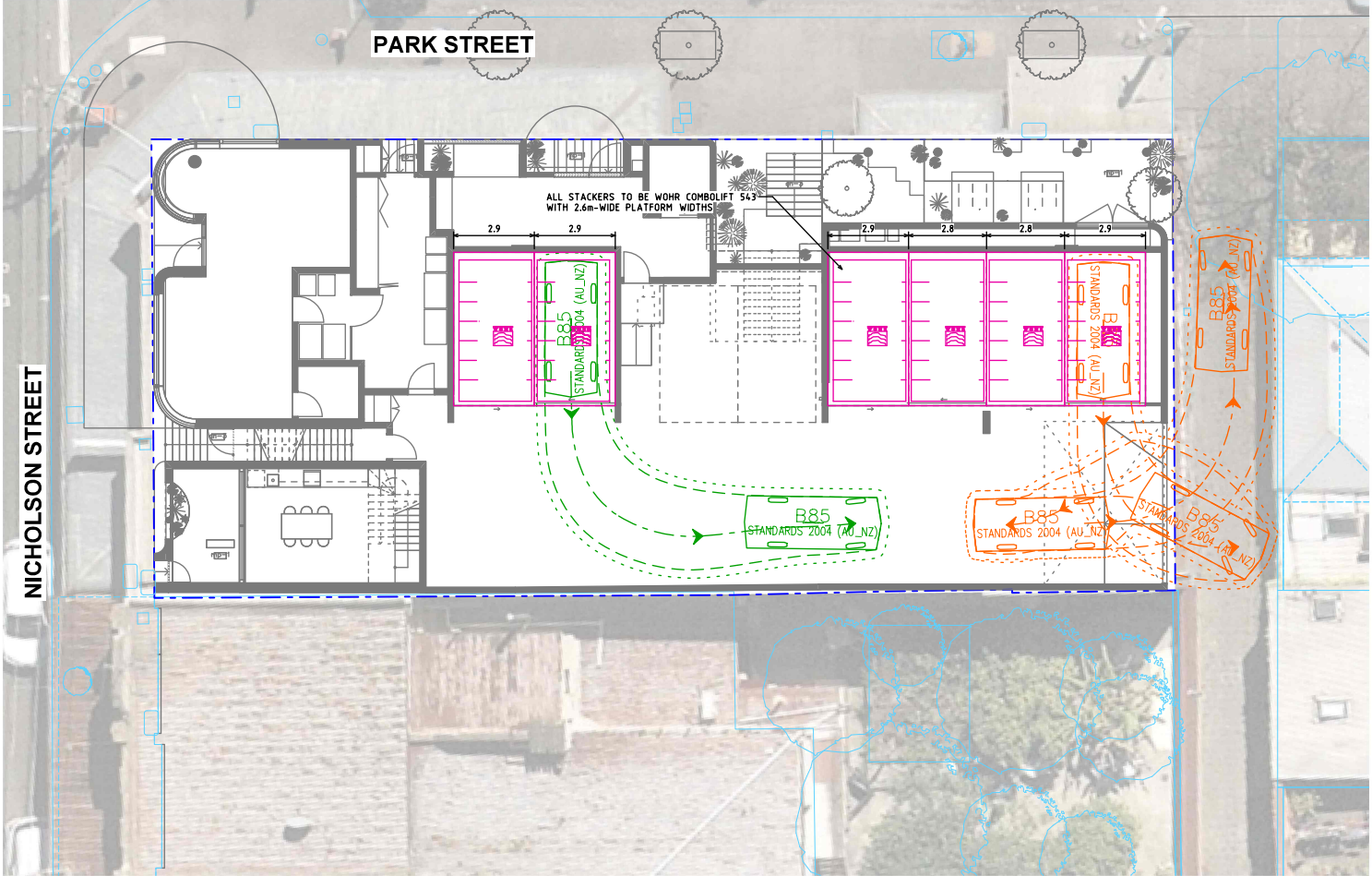
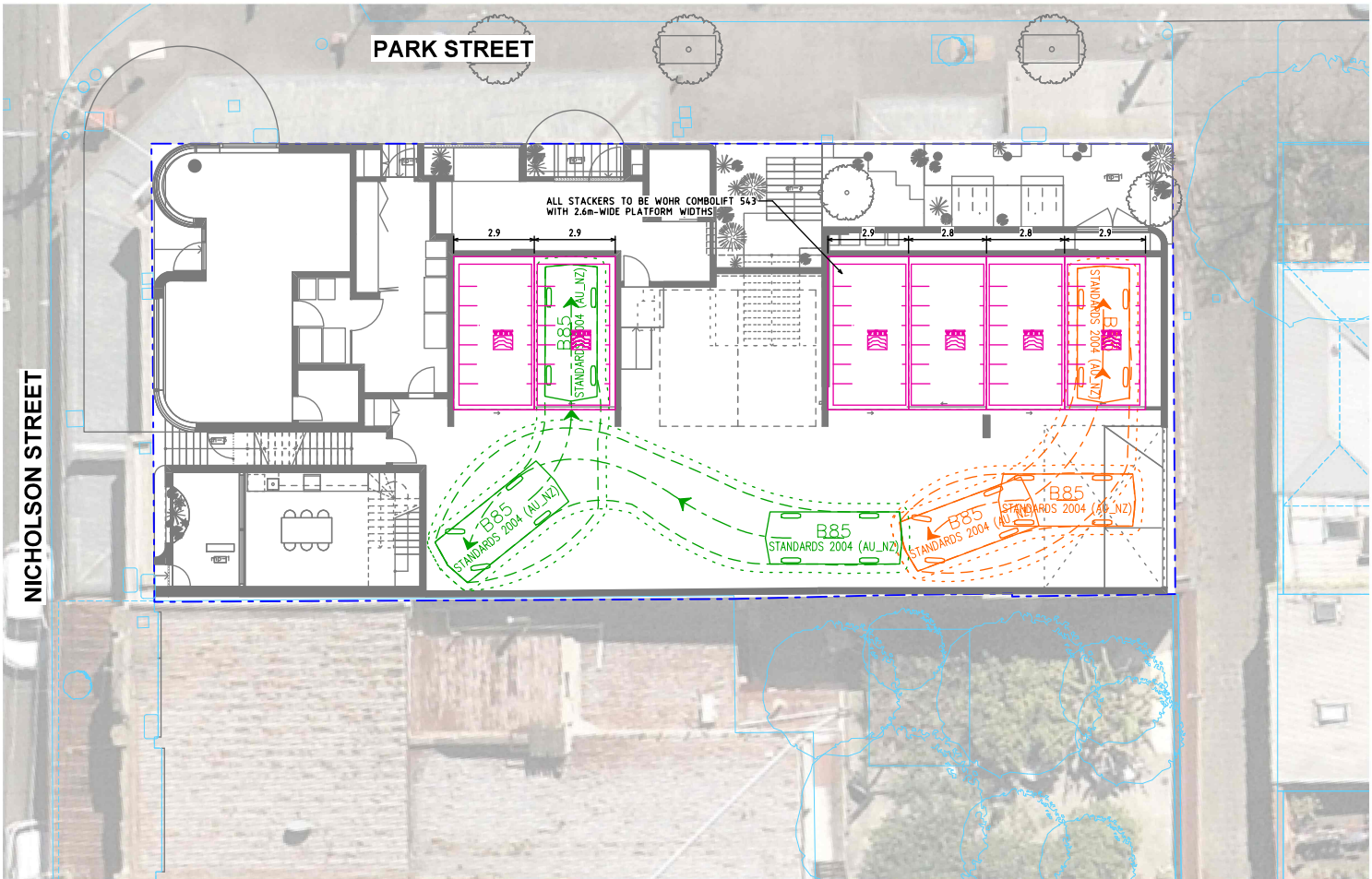
Designed CM	Approved JD	Metway Ref 30 A11
----------------	----------------	----------------------

Project Number 220156	Drawing Number SPA100	Revision F
--------------------------	--------------------------	---------------



B85	width	: 1.87
	track	: 1.77
	lock to lock time	: 6.0
	steering angle	: 34.1

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ENTRY MANOEUVRES

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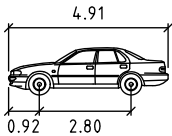
Wurundjeri Woiwurrung Country
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone: (03) 9939 8250

Scale 1:250 @ A3

Drawing Title
290 PARK STREET, FITZROY NORTH
SITE VEHICLE ACCESS
SWEEP PATH ANALYSIS

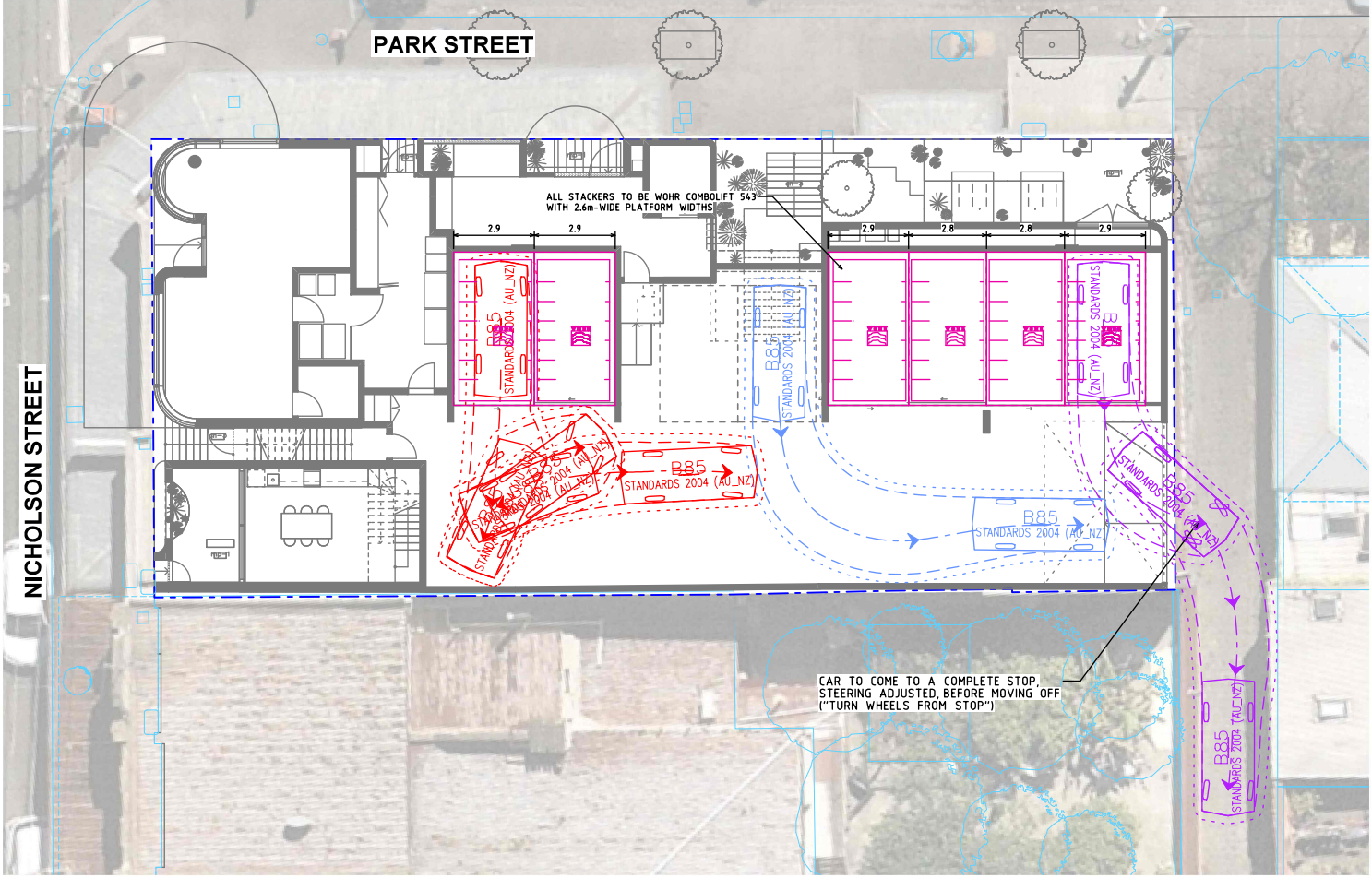
Designed CM	Approved JD	Metway Ref 30 A11
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Project Number 220156	Drawing Number SPA101	Revision F
--------------------------	--------------------------	---------------



B85 meters
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

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ENTRY MANOEUVRES

----- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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EXIT MANOEUVRES

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..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Phone: (03) 9939 8250

Scale 1:250 @ A3
0 1.25 2.5 5

Drawing Title
290 PARK STREET, FITZROY NORTH
SITE VEHICLE ACCESS
SWEEP PATH ANALYSIS

Designed CM	Approved JD	Metway Ref 30 A11
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Project Number 220156	Drawing Number SPA102	Revision F
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Appendix B Car Stacker Specifications

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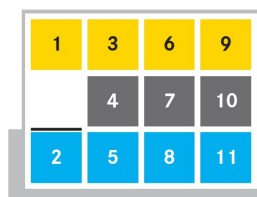


Data Sheet

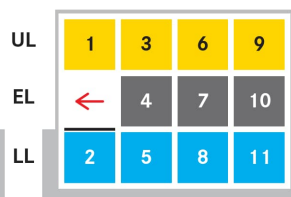
WÖHR COMBILIFT 543/543_MR



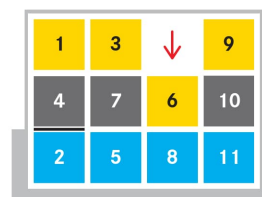
- **Combilift 543: single system**
- **Combilift 543_MR: for driving through to reach a rear parking in combination with:**
 - Combilift 552, 542, 543
- **Platform load options:**
 - max. 2000 kg, load per wheel 500 kg
 - max. 2600 kg, load per wheel 650 kg 1
 - max. 3000 kg, load per wheel 750 kg 1
- **Platform load can be increased later (also individual parking places)**
- **Platforms are in horizontal position to drive on**
- **Arrangement from 2 grids**



With MR-systems: you can drive into the rear system via the empty space.

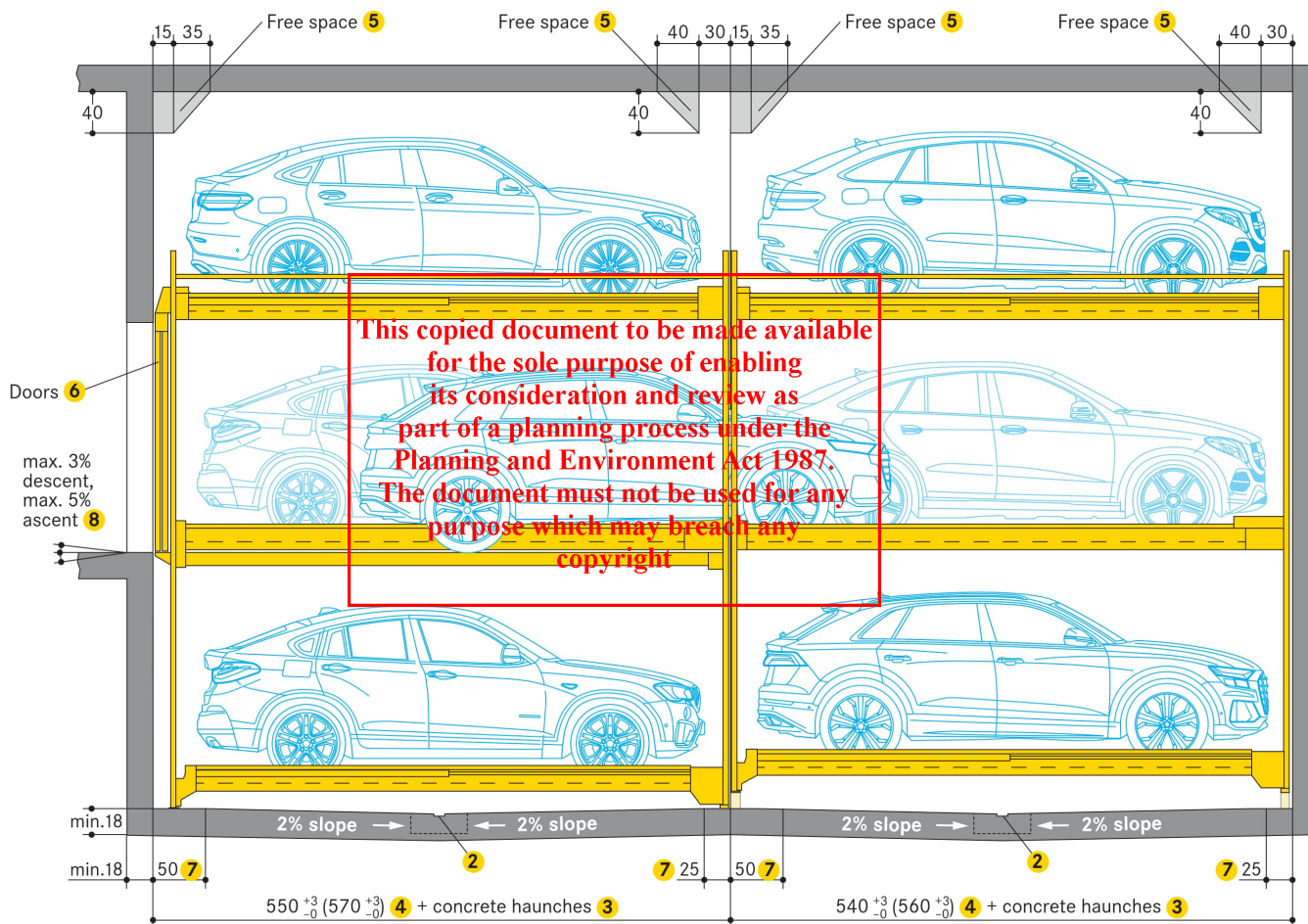


Or the parking places 4 and 7 are shifted to the left.



An upper parking place can be lowered.

- **Length dimensions underground car park (height dimensions see page 6/7)**



- 1 Increasing of platform load at extra cost
- 2 Drainage channels (performed by the customer):
 - 10 x 2 cm, with a 50 x 50 x 20 cm drainage pit
 - in case of installation of a sump pump, it is necessary to comply with the drainage pit dimensions specified by the pump manufacturer
- 3 Channels or undercuts/concrete haunches (performed by the customer):
 - not allowed along the pit floor-to-wall joints
 - should channels or undercuts be necessary, the system width needs to be reduced or the pit needs to be wider
- 4 500 cm vehicle length = 550/540 cm pit length (including doors)
520 cm vehicle length = 570/560 cm pit length (including doors)
- 5 Free spaces:
 - please ask WÖHR for the dimension sheets
- 6 Doors (see page 13/14)
- 7 In this area, 0% of downward/upward slope in longitudinal and cross direction
- 8 For above ground garages with a slope, a drainage channel in the driveway is recommended

■ Dimensions

- all dimensions specified are the minimum, finished dimensions
- tolerances must be taken into consideration
- all dimensions are given in cm

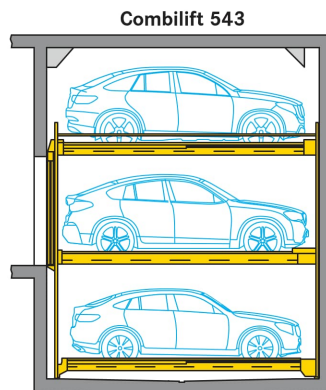
ADVERTISED PLAN

■ Differentiation Combilift 543 and Combilift 543_MR

The **Combilift 543** is used in a 1-row system and in a multi-row arrangement in the last row.

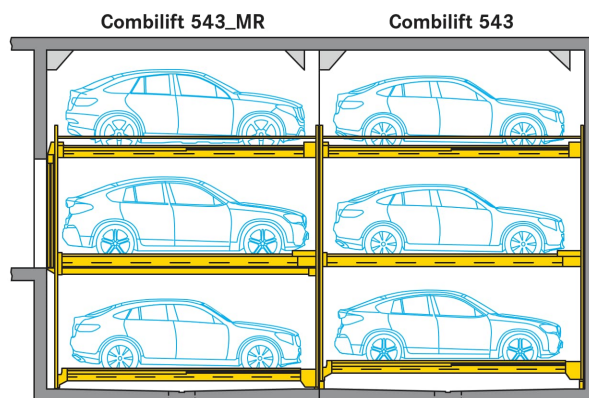
The **Combilift 543_MR** is used for multi-row arrangements in the front row

■ 1 row



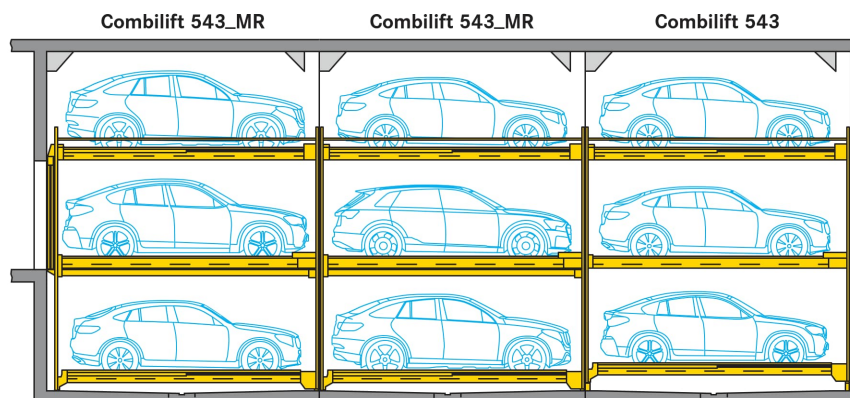
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■ 2 rows

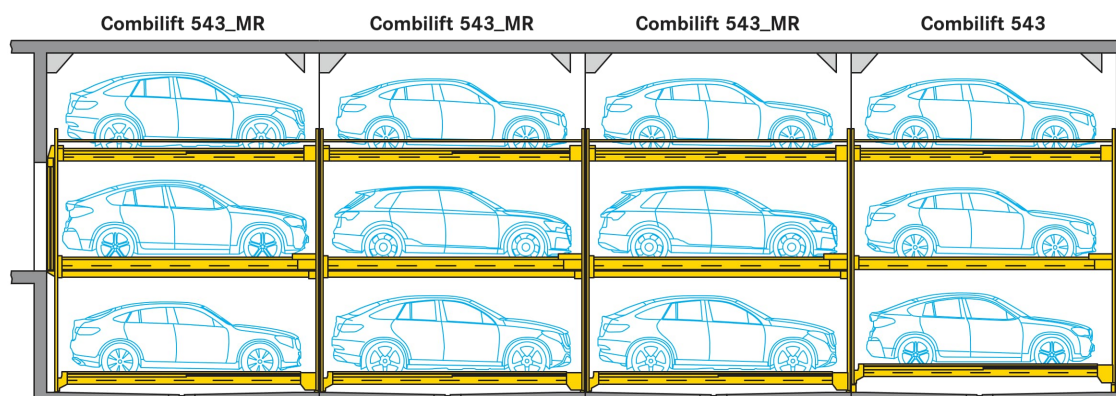


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■ 3 rows



■ 4 rows

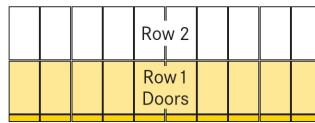


Grid arrangement and combinations for multi-row systems

To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.

WÖHR recommends: Platform width at least 280 cm.

2 rows one behind the other



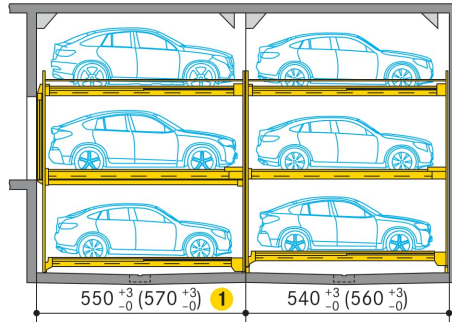
Combilift 543
max. 10 grids, 29 parking places

Combilift 542
max. 10 grids, 19 parking places

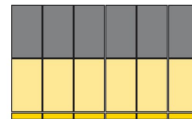
Combilift 552
max. 10 grids, 19 parking places

Combilift 543_MR
max. 10 grids, 29 parking places

Combination Combilift 543_MR with Combilift 543



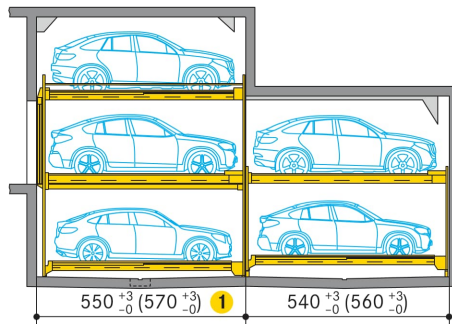
WÖHR recommends:
max. 6 grids, 34 parking places



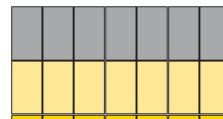
Combilift 543
6 grids, 17 parking places

Combilift 543_MR
6 grids, 17 parking places

Combination Combilift 543_MR with Combilift 542



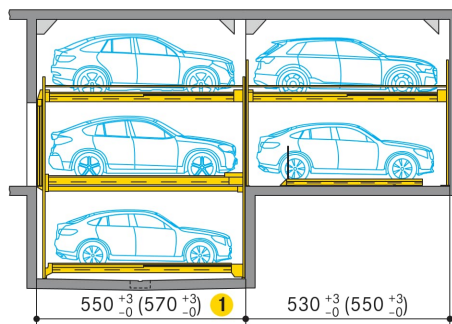
WÖHR recommends:
max. 7 grids, 33 parking places



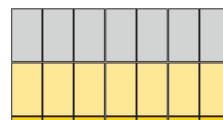
Combilift 542
7 grids, 13 parking places

Combilift 543_MR
7 grids, 20 parking places

Combination Combilift 543_MR with Combilift 552



WÖHR recommends:
max. 7 grids, 33 parking places



Combilift 552
7 grids, 13 parking places

Combilift 543_MR
7 grids, 20 parking places

- ① Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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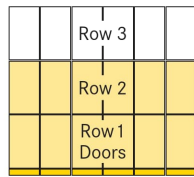
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Grid arrangement and combinations for multi-row systems

To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.

WÖHR recommends: Platform width at least 280 cm.

3 rows one behind the other



Combilift 543
max. 6 grids, 17 parking places

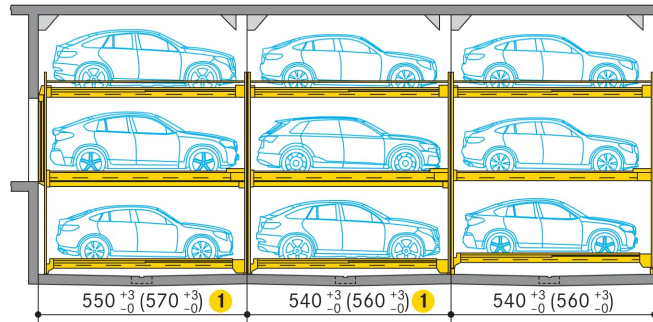
Combilift 542
max. 6 grids, 11 parking places

Combilift 552
max. 6 grids, 11 parking places

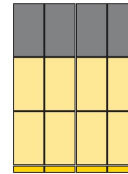
Combilift 543_MR
max. 6 grids, 17 parking places

Combilift 543_MR
max. 6 grids, 17 parking places

Combination Combilift 543_MR with Combilift 543



WÖHR recommends:
max. 4 grids, 33 parking places

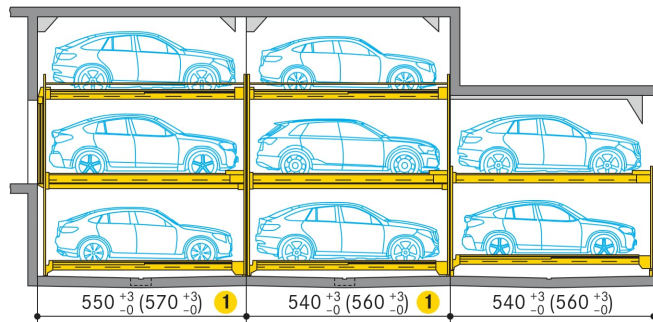


Combilift 543
4 grids, 11 parking places

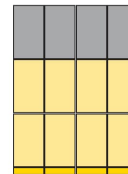
Combilift 543_MR
4 grids, 11 parking places

Combilift 543_MR
4 grids, 11 parking places

Combination Combilift 543_MR with Combilift 542



WÖHR recommends:
max. 4 grids, 29 parking places

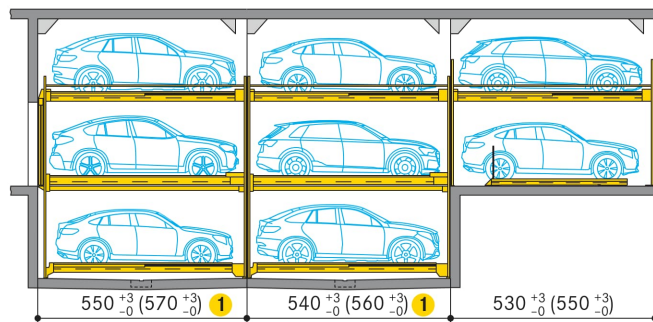


Combilift 542
4 grids, 7 parking places

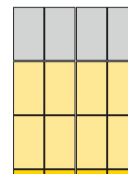
Combilift 543_MR
4 grids, 11 parking places

Combilift 543_MR
4 grids, 11 parking places

Combination Combilift 543_MR with Combilift 552



WÖHR recommends:
max. 4 grids, 29 parking places



Combilift 552
4 grids, 7 parking places

Combilift 543_MR
4 grids, 11 parking places

Combilift 543_MR
4 grids, 11 parking places

- 1 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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Grid arrangement and combinations for multi-row systems

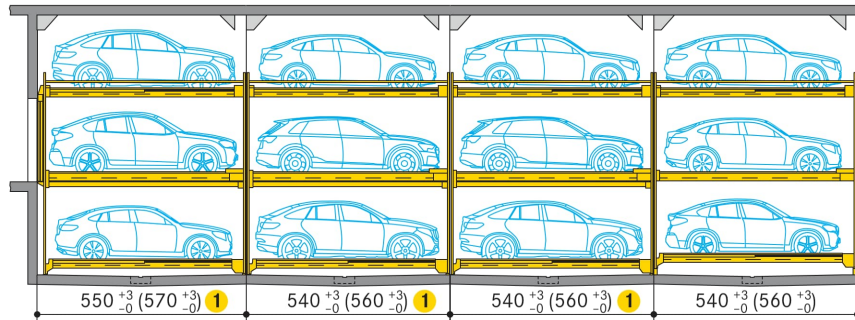
To guarantee visibility and for safety reasons, please consider the following maximum grid arrangement.

WÖHR recommends: Platform width at least 280 cm.

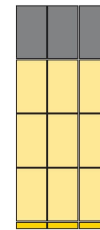
4 rows one behind the other

Row 4	Combilift 543 max. 4 grids, 11 parking places	Combilift 542 max. 4 grids, 7 parking places	Combilift 552 max. 4 grids, 7 parking places
Row 3	Combilift 543_MR max. 4 grids, 11 parking places		
Row 2	Combilift 543_MR max. 4 grids, 11 parking places		
Row 1 Doors	Combilift 543_MR max. 4 grids, 11 parking places		

Combination **Combilift 543_MR** with **Combilift 543**

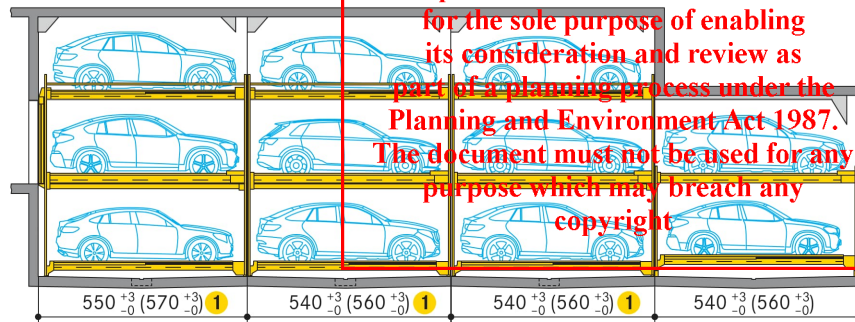


WÖHR recommends:
max. 3 grids, 32 parking places



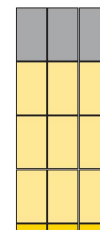
Combilift 543
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

Combination **Combilift 543_MR** with **Combilift 542**



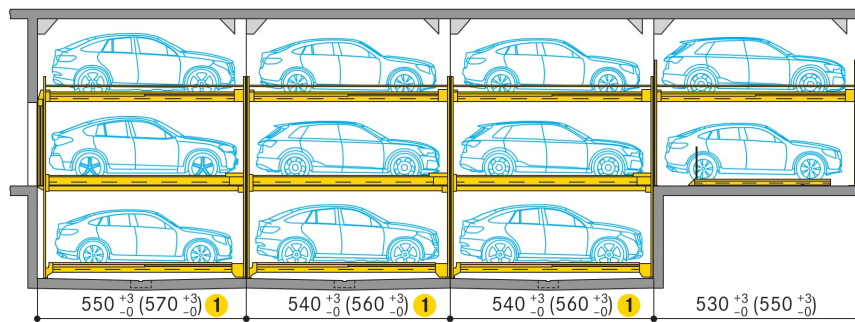
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WÖHR recommends:
max. 3 grids, 29 parking places

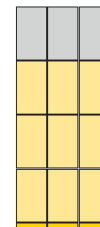


Combilift 542
3 grids, 5 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

Combination **Combilift 543_MR** with **Combilift 552**



WÖHR recommends:
max. 3 grids, 29 parking places



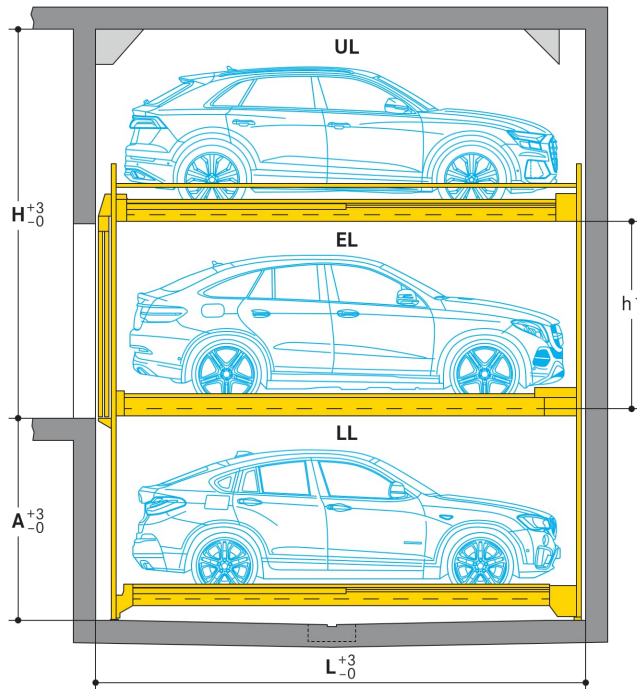
Combilift 552
3 grids, 5 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places
Combilift 543_MR
3 grids, 8 parking places

- 1 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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Height dimensions Combilift 543

Note: The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!
See page 8 for examples of configuration.



Type	Pit depth A	Vehicle height LL (lower level)	Pit length L ¹
543-175	175	150	550 (570)
543-180	180	155	550 (570)
543-185	185	160	550 (570)
543-190	190	165	550 (570)
543-195	195	170	550 (570)
543-200	200	175	550 (570)
543-205	205	180	550 (570)
543-210	210	185	550 (570)
543-215	215	190	550 (570)
543-220	220	195	550 (570)
543-225	225	200	550 (570)
543-230	230	205	550 (570)
543-235	235	210	550 (570)
543-240	240	215	550 (570)
543-245	245	220	550 (570)

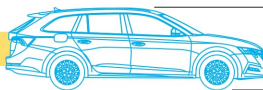
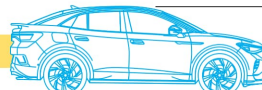
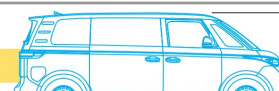
¹ Dimensions in brackets for vehicle length 520 cm

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height h														
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460
225	220	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465

Lower heights are possible but not recommended (please contact WÖHR).

Market shares by vehicle height

The following list is intended as a guide to help you select the platform distance and construction dimensions:

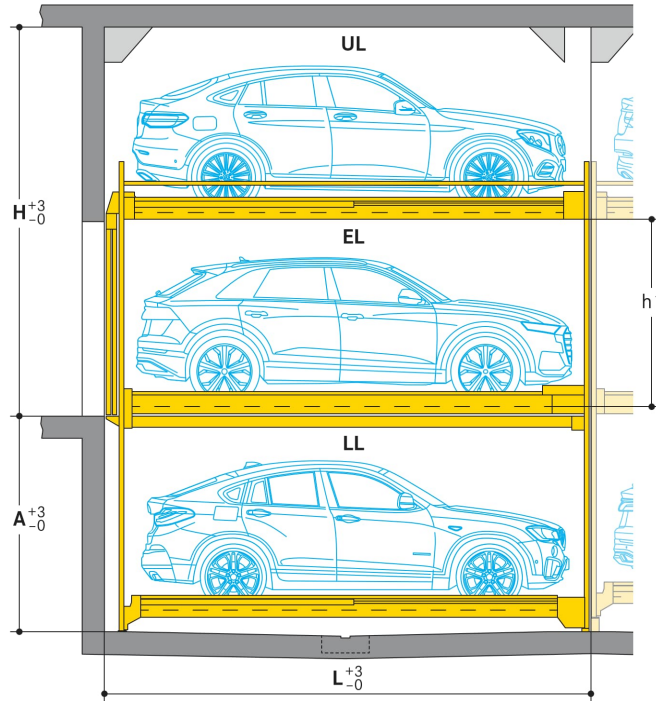
Examples of models	Height	Market shares
Opel Corsa	143,5	33,27 %  up to 150 cm*
VW Passat	144,1	
Audi A8	147,3	
VW ID.5	161,5	91,25 %  up to 170 cm*
BMW iX3	166,8	
Skoda Kodiaq	168,1	
Audi Q7	171,2	92,81 %  up to 175 cm*
Mercedes Benz EQS SUV	171,8	
Volvo XC90	172,7	
Ford Explorer	177,8	93,76 %  up to 180 cm*
Mercedes Benz GLE	179,7	
VW Caddy Kombi	179,7	
VW Amarok	188,0	99,27 %  up to 205 cm*
Land Rover Defender	191,4	
VW ID.Buzz	193,8	

* Due to different equipment, vehicles of the same design may have different heights. The maximum heights have been taken into account.

Source: German Federal Motor Transport Authority, 2022 (evaluation for motor vehicles registered in Germany for passenger transport with up to 9 seats).

Height dimensions Combilift 543_MR

Note: The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!
See page 8 for examples of configuration.



Type	Pit depth A	Vehicle height LL (lower level)	Pit length L ¹
543_MR-190	190	150	550 (570)
543_MR-195	195	155	550 (570)
543_MR-200	200	160	550 (570)
543_MR-205	205	165	550 (570)
543_MR-210	210	170	550 (570)
543_MR-215	215	175	550 (570)
543_MR-220	220	180	550 (570)
543_MR-225	225	185	550 (570)
543_MR-230	230	190	550 (570)
543_MR-235	235	195	550 (570)
543_MR-240	240	200	550 (570)
543_MR-245	245	205	550 (570)
543_MR-250	250	210	560 (580)
543_MR-255	255	215	560 (580)
543_MR-260	260	220	570 (590)

¹ Dimensions in brackets for vehicle length 520 cm

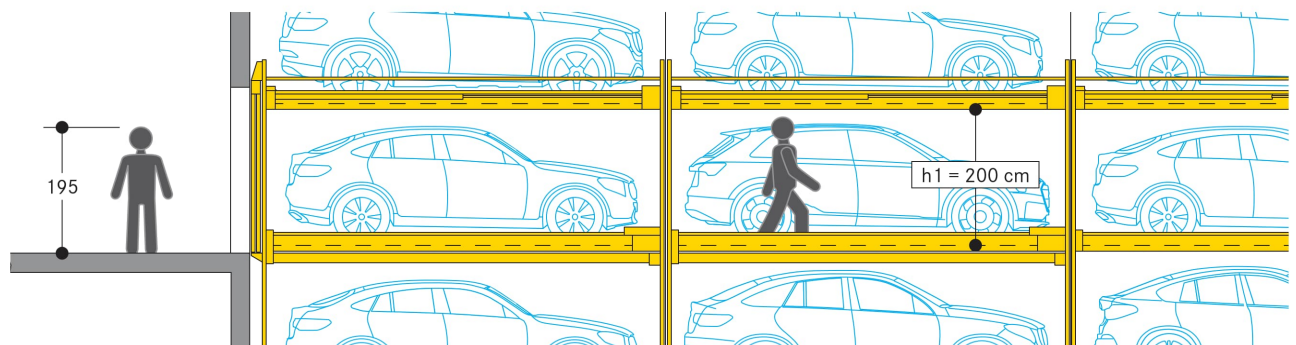
Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)														
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
		Height H														
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460
225	220	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465

Lower heights are possible but not recommended (please contact WÖHR).

Please see the table above:

Different vehicle heights can be planned in the first row on the upper level and the entrance level. In the second, third and fourth row, the same vehicle heights must be planned for the upper level and the entrance level.

Example for passage height



With two or more systems in a row, we recommend a clear height h1 of at least 200 cm.

Decision support for the vehicle height

Choosing the right vehicle height for your project is essentially based on any building regulations, user expectations and building specifications. Criteria can include:

Residential buildings:

Different parking space heights are conceivable and can affect the sales price. For example, lower parking spaces could be provided for higher vehicles. This results in more convenient access to the vehicle. Less high vehicles in the upper parking spaces and thus reduced building height and less enclosed space. The ramp to the underground car park will be less steep or less long. To make it easier to sell parking spaces, we recommend that the vehicle heights be the same.

Office buildings:

For this parking concept, we recommend the same vehicle height for all parking spaces. If permanently assigned parking spaces are preferred for parking permittees, different parking space heights could be provided.

Hotels:

Whether city hotel, vacation hotel or vacation apartments: With changing occupancy, all parking spaces should have the same vehicle height. Maximum parking space heights should be selected to allow parking for vehicles with roof-mounted structures, if necessary.

Configuration example residential buildings

1	Vehicle height UL	165 cm	4	Type	543_MR-200		Type	Pit depth A	Vehicle height LL (lower level)
2	Vehicle height EL	185 cm	5	Pit depth A	200 cm		543_MR-195	195	155
3	Vehicle height LL	160 cm	6	Height H	375 cm		543_MR-200	200	160

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)															
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	
		Height H															
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	

Configuration example office building and hotels

1	Vehicle height UL	205 cm	4	Type	543_MR-245		Type	Pit depth A	Vehicle height LL (lower level)
2	Vehicle height EL	205 cm	5	Pit depth A	245 cm		543_MR-240	240	200
3	Vehicle height LL	205 cm	6	Height H	435 cm		543_MR-245	245	205

Height h1	Vehicle height EL (entrance level)	Vehicle height UL (upper level)															
		150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	
		Height H															
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	

Impossible configuration example

Vehicle height UL	165 cm	Type	-
Vehicle height EL	185 cm	Pit depth A	-
Vehicle height LL	200 cm	Height H	-

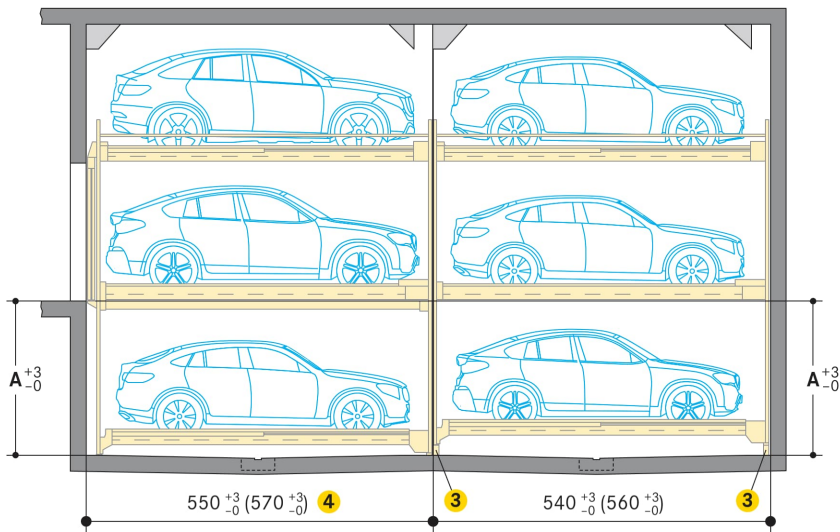
The configuration is not possible because the vehicle height on the lower level is greater than the vehicle height on the entrance level.

The vehicle height on the lower level must be equal or lower than the vehicle height on the entrance level!

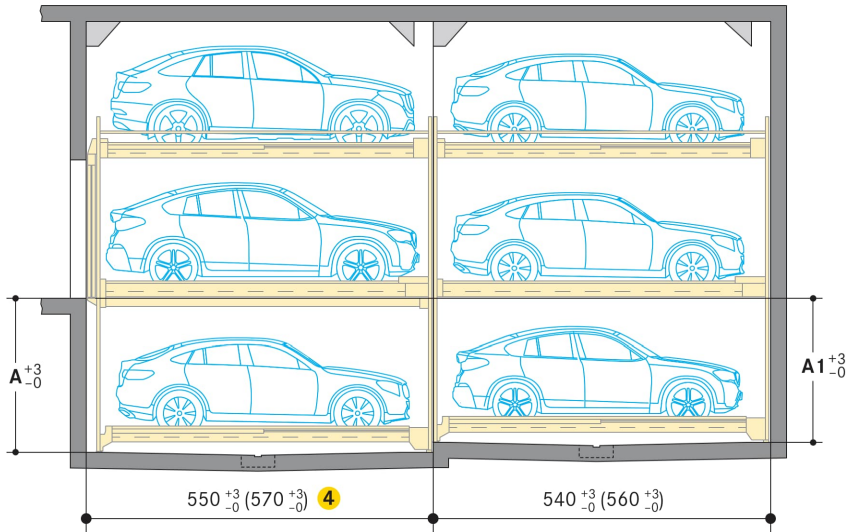
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Pit dimensions without intermediate walls

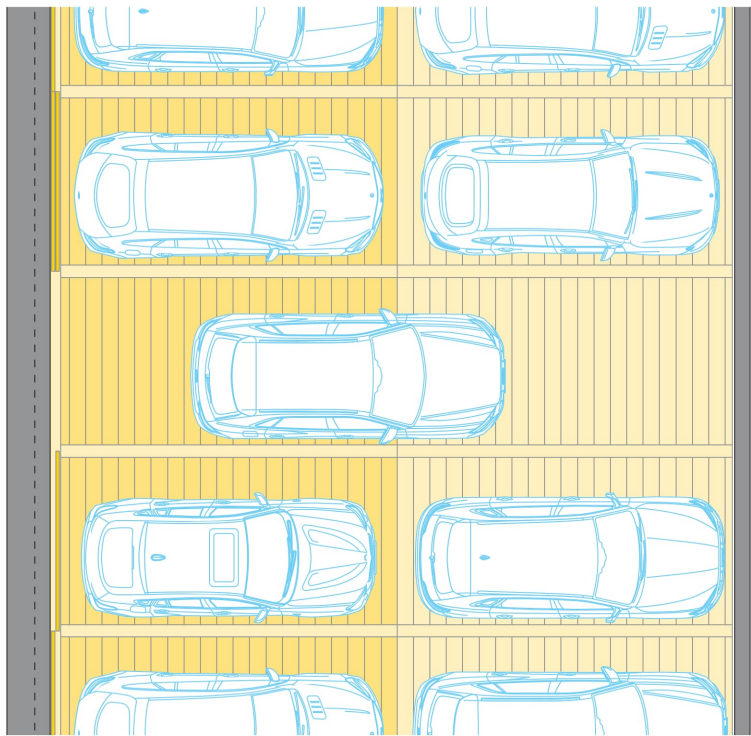
Straight pit:



Stepped pit:
– without extra costs for Combilift



Top view



Type 1 2	Pit depth A	Pit depth A1
543_MR-190	190	175
543_MR-195	195	180
543_MR-200	200	185
543_MR-205	205	190
543_MR-210	210	195
543_MR-215	215	200
543_MR-220	220	205
543_MR-225	225	210
543_MR-230	230	215
543_MR-235	235	220
543_MR-240	240	225
543_MR-245	245	230
543_MR-250	250	235
543_MR-255	255	240
543_MR-260	260	245

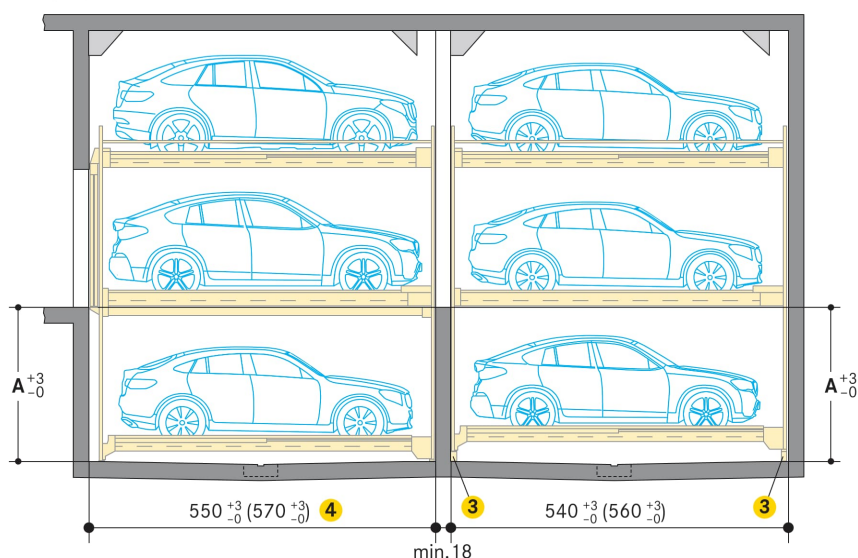
- 1 WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
- 2 Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
- 3 Substructure for Combilift is included
- 4 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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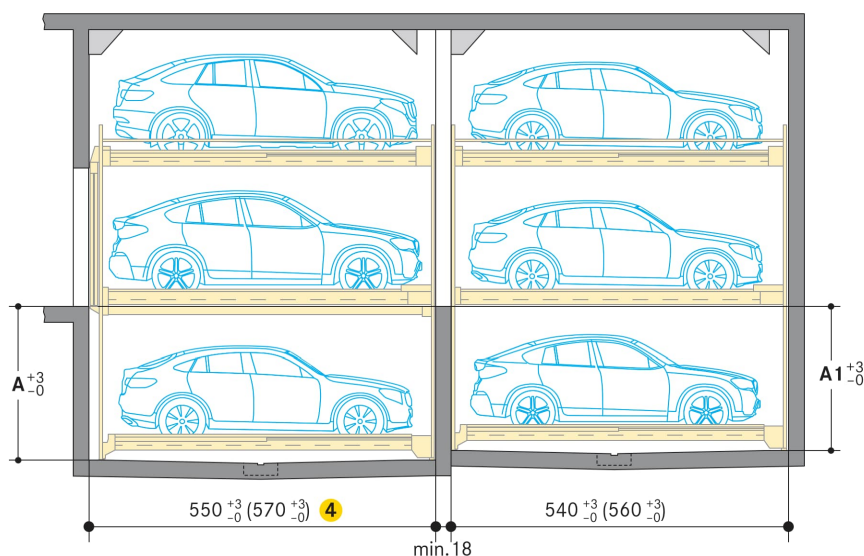
Pit dimensions with intermediate walls

Straight pit:

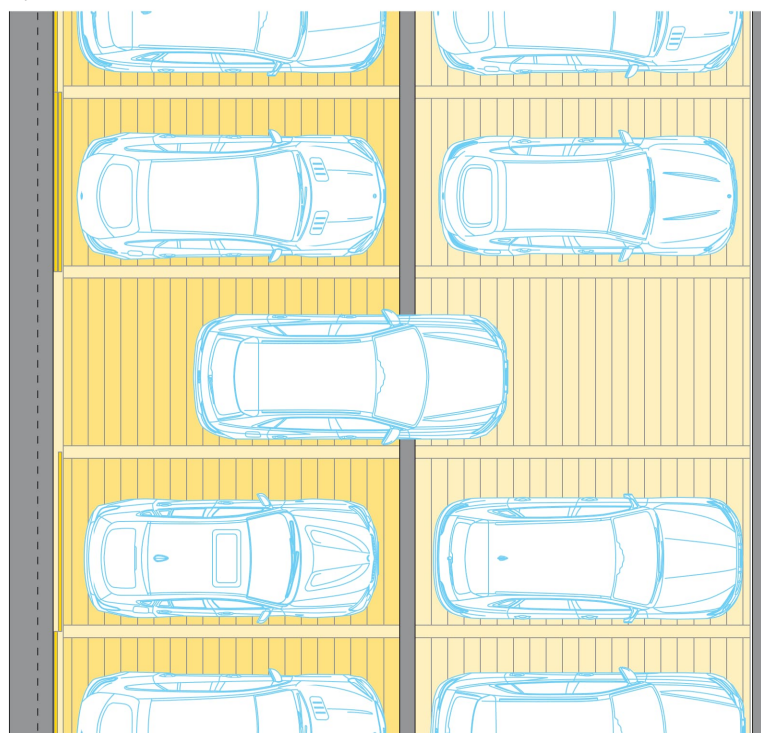


Stepped pit:

– without extra costs for Combilift



Top view



Type 1 2	Pit depth A	Pit depth A1
543_MR-190	190	175
543_MR-195	195	180
543_MR-200	200	185
543_MR-205	205	190
543_MR-210	210	195
543_MR-215	215	200
543_MR-220	220	205
543_MR-225	225	210
543_MR-230	230	215
543_MR-235	235	220
543_MR-240	240	225
543_MR-245	245	230
543_MR-250	250	235
543_MR-255	255	240
543_MR-260	260	245

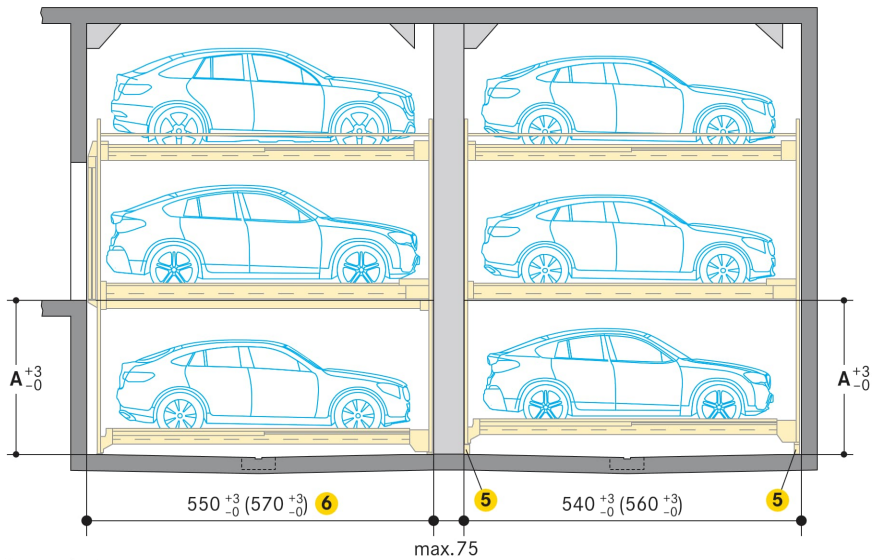
- 1 WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
- 2 Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
- 3 Substructure for Combilift is included
- 4 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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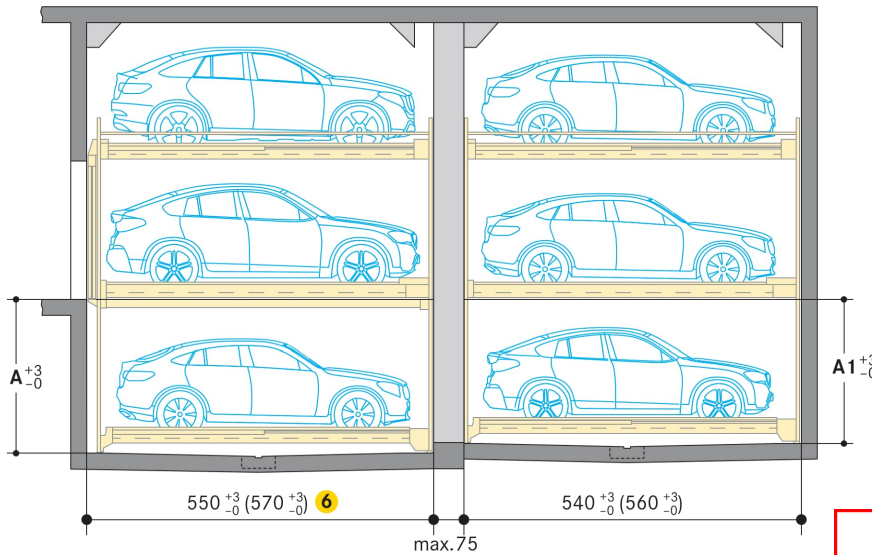
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Pit dimensions with pillars

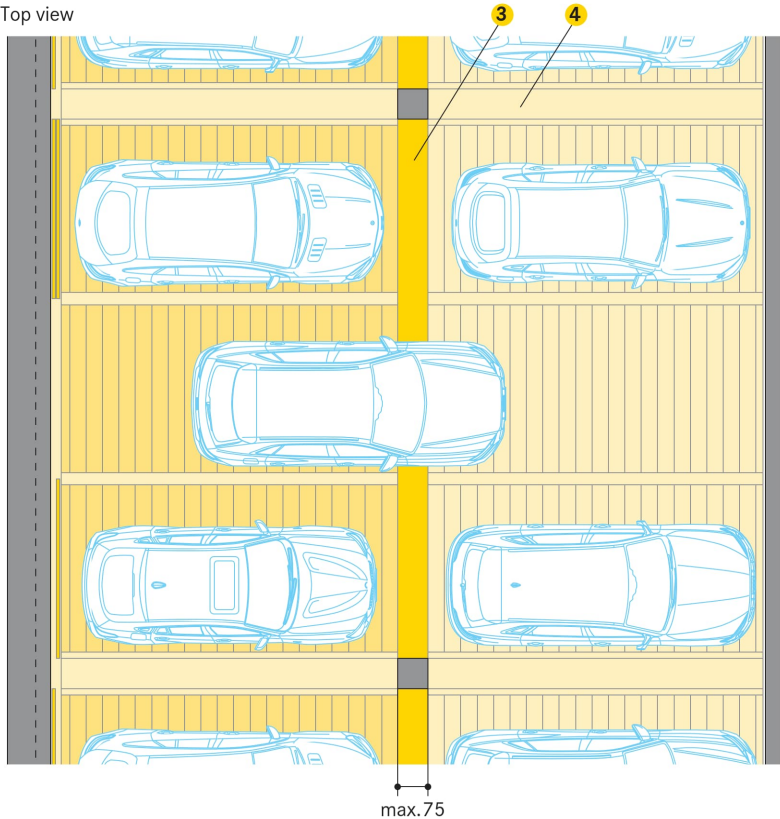
Straight pit:



Stepped pit:
– without extra costs for Combilift



Top view



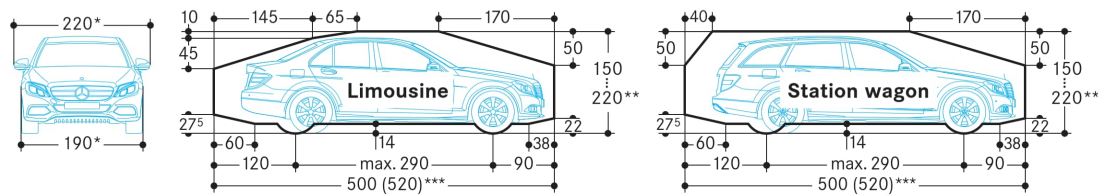
Type	1 2	Pit depth A	Pit depth A1
543_MR-190		190	175
543_MR-195		195	180
543_MR-200		200	185
543_MR-205		205	190
543_MR-210		210	195
543_MR-215		215	200
543_MR-220		220	205
543_MR-225		225	210
543_MR-230		230	215
543_MR-235		235	220
543_MR-240		240	225
543_MR-245		245	230
543_MR-250		250	235
543_MR-255		255	240
543_MR-260		260	245

- 1 WÖHR recommends a straight pit. This simplifies the concreting work and compliance with the dimensions.
- 2 Due to the 15 cm deeper pit of the MR system, the same vehicle heights can be parked in the lower parking spaces in all rows
- 3 Drive over metal sheet at extra cost
- 4 Steel structure separation required at extra cost
- 5 Substructure for Combilift is included
- 6 Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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■ Clearance profile (for standard vehicles)



* for a 250 cm platform width
 ** The overall vehicle height including roof luggage rails an antenna mounts must not exceed the max. vehicle height dimensions specified
 *** see page 1

■ Width dimensions

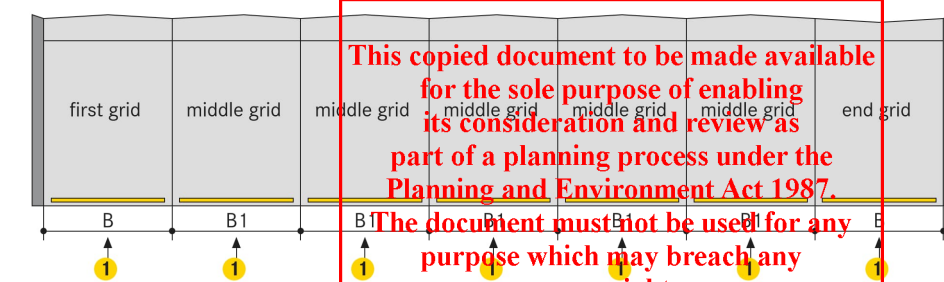
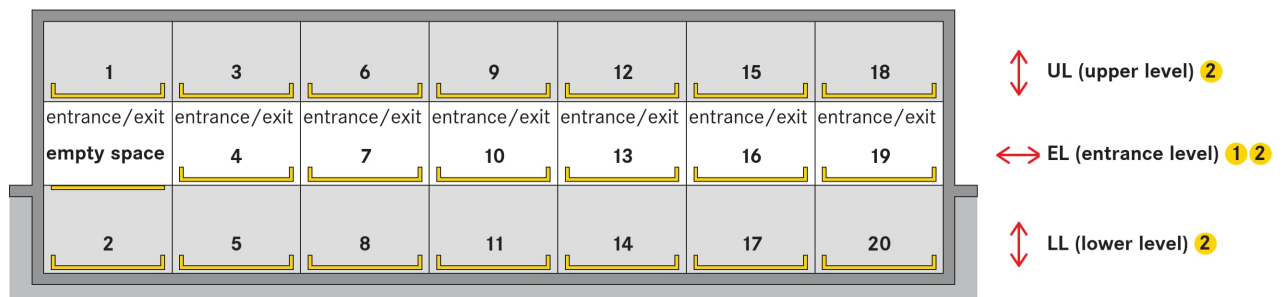
Platform widths:

- 250 cm:
– for 190 cm vehicle width (without outside mirror)
- 260–300 cm:
– for vehicles wider than 190 cm (without outside mirror)
- 270–300 cm:
– for units at the end of the driving aisle

For comfortable parking, entry and exit conditions platform widths upon 270 cm are recommended.
 Reduced platform width means reduced parking comfort depending on the vehicle width, vehicle type, individual driving style, access situation of the (underground) garage.

With a 90° arrangement of the parking places, we recommend widening the driving aisle to at least 700 cm or a wall recess (see below).

■ Width dimensions (underground car park)



Space requirements B	B1	clear platform width
280	270	250
290	280	260
300	290	270
310	300	280 ③
320	310	290 ③
330	320	300 ③

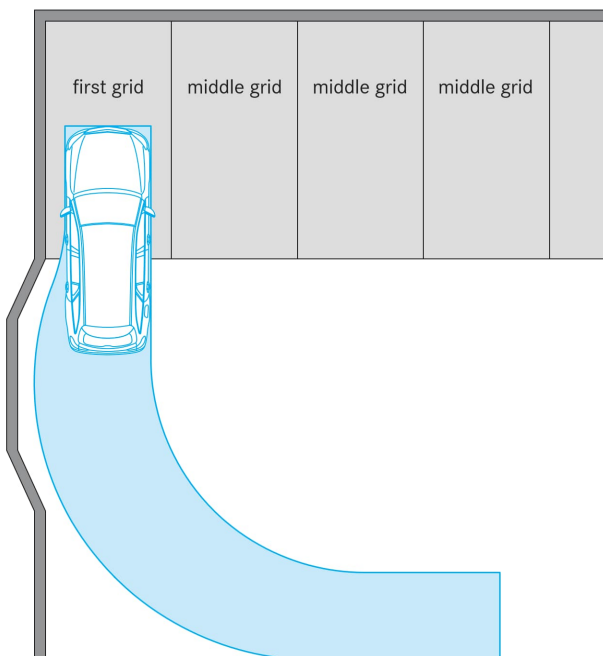
① One entry/exit is required on entrance level (EL) for each grid

② For a comfortable parking process and comfortable conditions for getting in and out of the car, we recommend platform widths of at least 270 cm. Smaller platform widths are possible but not recommended (please contact WÖHR).

③ Platform load max. 2600 kg

④ It is not possible to combine different platform widths

■ Wall recess



According to GaVo for Baden-Württemberg (07.07.1997/26.01.2011):
 For parking places with a 90° arrangement at the end of the driving aisle, the entrance width must be min. 275 cm.

At the end of the driving aisle, we recommend to provide a wall recess, if technically possible.

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Doors

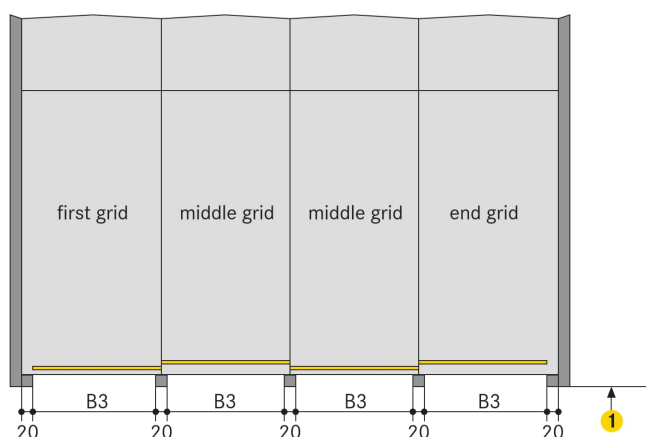
According to DIN EN 14010 doors are required.

Automatic sliding doors:

- electrical drive
- controls are integrated in the overall system
- electro-mechanically interlocked
- can only be opened when the selected parking place has reached the entry/exit position
- any crash openings are closed in the entrance area

Local requirements for electrical doors regarding the technology, maintenance and revision are not subject of our delivery. These matters have to be observed and carried out by the customer, according to the local regulations.

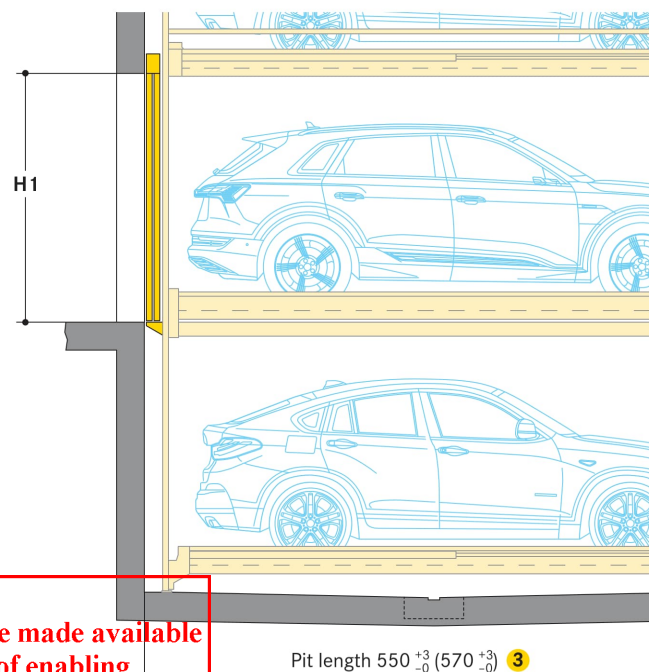
Sliding doors behind the building pillars with door offset



Space requirements B3	clear platform width
250	250
260	260
270	270
280	280 ②
290	290 ②
300	300 ②

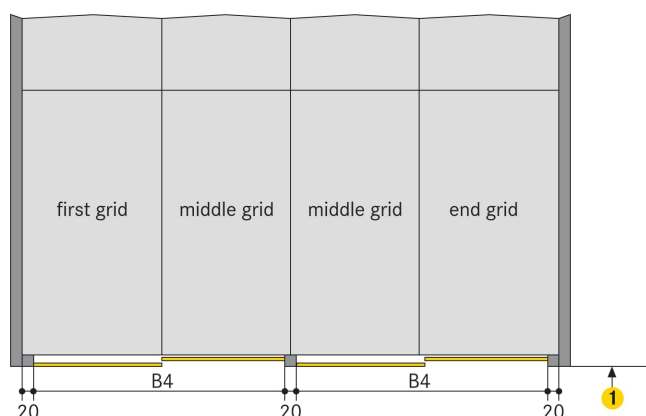
- ① The driving aisle width must comply with local regulations
- ② Platform load max. 2600 kg
- ③ For MR-systems:
Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

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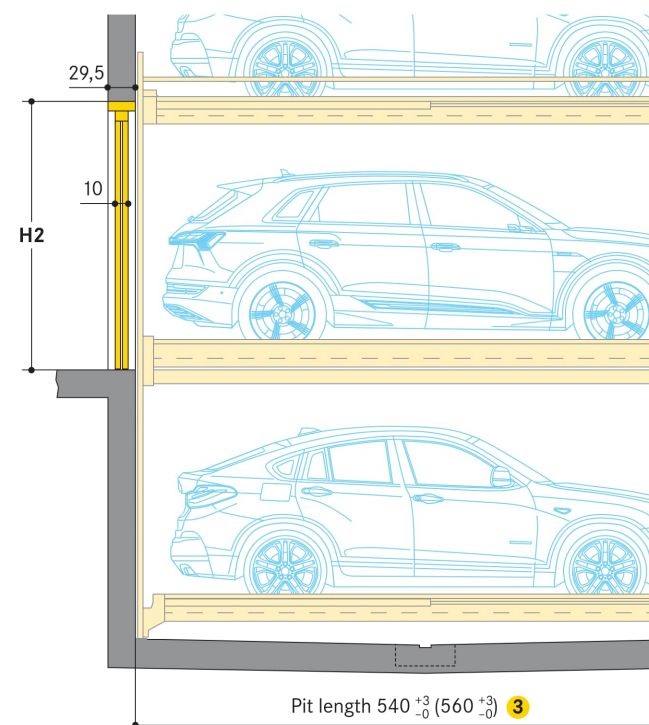
Vehicle height UL (upper level) EL (entrance level)	175	180	185	190	195	200	205	210	215	220
H1	220	220	220	220	220	220	225	230	235	240

Sliding doors below the lintel between the building pillars



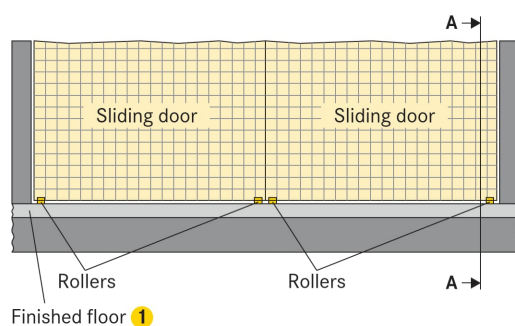
Space requirements B4	clear platform width
520	250
540	260
560	270
580	280 ②
600	290 ②
620	300 ②

- ① The driving aisle width must comply with local regulations
- ② Platform load max. 2600 kg
- ③ For MR-systems:
Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

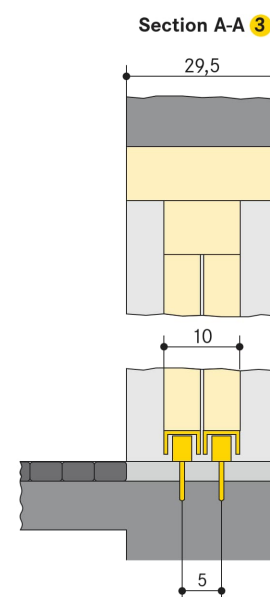
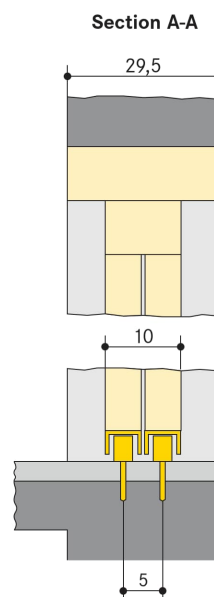


Vehicle height UL (upper level) EL (entrance level)	175	180	185	190	195	200	205	210	215	220
H2	220	220	220	220	220	220	225	230	235	240

■ Sliding door floor guides



- 1 Finished floor:
 - compliant to DIN 18353,
 - floor evenness compliant to DIN 18202, table 3, line 3
- 2 Floor guide section:
 - base plate with plastic rollers
 - fixed on the floor with adhesive anchor (M8 internal screw thread)
 - borehole depth approx. 9 cm
 - in the event that floor filling needs to be laid into the door section to the purpose of reaching the required floor evenness, the borehole depth needs to be increased by the thickness of the floor fill (max. 4 cm)
- 3 If the driving aisle is made of concrete blocks, asphalt etc., the concrete slab of the pit edge in the door area must be min. 29,5 cm wide

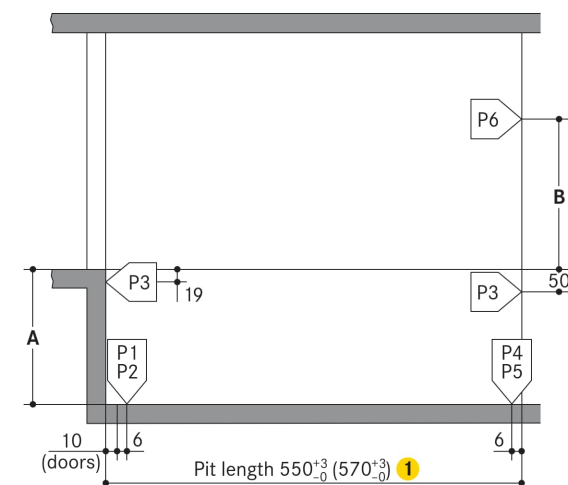


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Static calculations and construction works requirement

Section



543/543_MR (2000 kg)	
P1	+ 53,0 kN*
P2	+ 26,5 kN
P3	± 1,8 kN
P4	± 28,0 kN
P5	± 14,0 kN
P6	± 1,8 kN

543/543_MR (2600 kg)	
P1	+ 68,0 kN*
P2	+ 34,0 kN
P3	± 2,5 kN
P4	± 34,0 kN
P5	± 17,0 kN
P6	± 2,5 kN

543/543_MR (3000 kg)	
P1	+ 78,0 kN*
P2	+ 39,0 kN
P3	± 3,0 kN
P4	± 38,0 kN
P5	± 19,0 kN
P6	± 3,0 kN

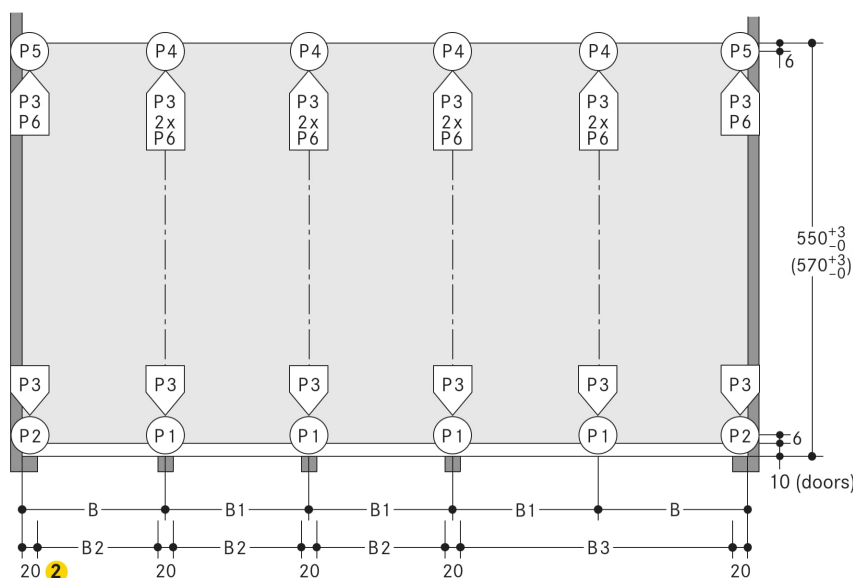
*specified load bearing data includes the vehicle weight

Type 543	A
543-175	175
543-180	180
543-185	185
543-190	190
543-195	195
543-200	200
543-205	205
543-210	210
543-215	215
543-220	220
543-225	225
543-230	230
543-235	235
543-240	240
543-245	245

Type 543_MR	A
543_MR-190	190
543_MR-195	195
543_MR-200	200
543_MR-205	205
543_MR-210	210
543_MR-215	215
543_MR-220	220
543_MR-225	225
543_MR-230	230
543_MR-235	235
543_MR-240	240
543_MR-245	245
543_MR-250	250
543_MR-255	255
543_MR-260	260

Vehicle height EL	B
175	207
180	212
185	217
190	222
195	227
200	232
205	237
210	242
215	247
220	252

Ground plan



Fixing of the system frames to the floor slab:

- using base plates (approx. 350 cm²)
- using adhesive anchor bolts
- hole depth to 12-14 cm
- bottom plate in concrete
- thickness of bottom plate min. 18 cm

Fixing of the system frames to the walls:

- with walls plates (approx. 30 cm²)
- using adhesive anchor bolts
- using adhesive anchor bolts
- front drive-in wall and rear wall in concrete
- perfectly flat wall surfaces
- without protruding sections such as border edgings, pipes and tubes, etc.
- thickness of walls min. 18 cm

Concrete quality grade:

- compliant to the static requirements of the construction
- min. C20/25 grade (for dowel fastening)

Frame bearing points:

- the specified lengths are expressed as mean value
- for the exact data, specific TÜV-tested data sheets are available

Door widths/widths of columns:

- please contact WÖHR
- grid width (270/280/290/300/310/320) must be observed

Space requirements				clear platform width
B	B1	B2	B3	
280	270	250	520	250
290	280	260	540	260
300	290	270	560	270
310	300	280	580	280 ③
320	310	290	600	290 ③
330	320	300	620	300 ③

- ① For MR-systems:
Pit depth 250 and 255: +10 cm
Pit depth 260: +20 cm

- ② If the width of the pillars is more than 20 cm, than the width of the drive through will be reduced accordingly to the above mentioned width dimensions (B and B1). In order to avoid this, we recommend to extend the measures between the pillars (B2 and B3) accordingly. Please contact WÖHR.

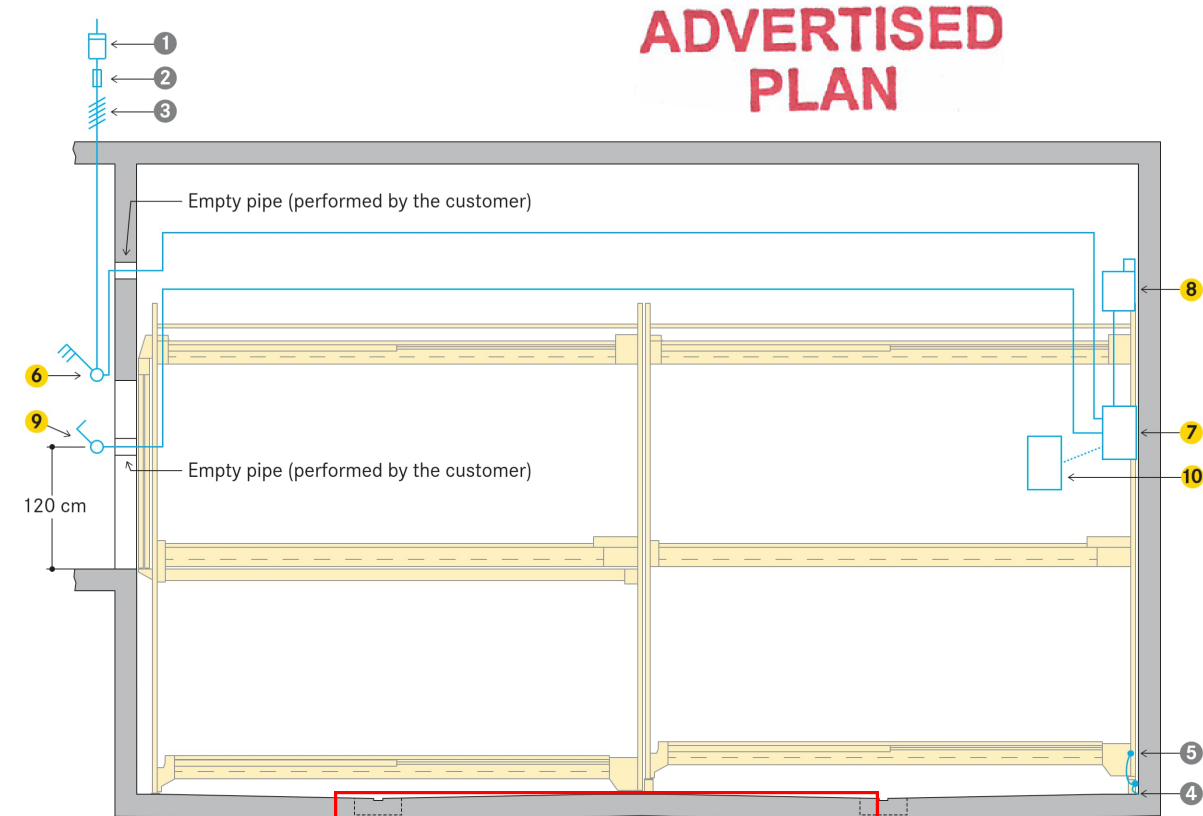
- ③ Platform load max. 2600 kg

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ADVERTISED PLAN

Electrical specifications

Installation diagram



Cabling preparation to be performed by the customer:

- up to the main switch to be in place prior to starting the installation operations
- connection to the main switch during installation
- system functional check testing can be performed by WÖHR together with the electrician
- if requested as a latch date, functional check testing can be performed by WÖHR
- Grounding and potential equalisation (to be performed by the customer):
 - compliant to DIN EN 60204
 - connections required every 10 metres

To be performed by the customer

Item	Quantity	Description	Position	Recurrence																																													
1	1 piece	Power meter	In the feed cable																																														
2	1 piece	Fuse protection or automatic circuit breaker: * <table><tr><th>Rows</th><th>Motor</th><th>Starting current</th><th>Fuse protection</th><th>Platform load</th></tr><tr><td>1</td><td>3,0 kW</td><td>24 A</td><td>3 x 16 A (11 kW)</td><td>2000 kg/2600 kg</td></tr><tr><td>2</td><td>3,0 kW</td><td>48 A</td><td>3 x 32 A (22 kW)</td><td>2000 kg/2600 kg</td></tr><tr><td>3</td><td>3,0 kW</td><td>72 A</td><td>3 x 40 A (28 kW)</td><td>2000 kg/2600 kg</td></tr><tr><td>4</td><td>3,0 kW</td><td>96 A</td><td>3 x 63 A (44 kW)</td><td>2000 kg/2600 kg</td></tr><tr><td>1</td><td>5,5 kW</td><td>57 A</td><td>3 x 32 A (22 kW)</td><td>3000 kg</td></tr><tr><td>2</td><td>5,5 kW</td><td>114 A</td><td>3 x 63 A (44 kW)</td><td>3000 kg</td></tr><tr><td>3</td><td>5,5 kW</td><td>171 A</td><td>3 x 100 A (69 kW)</td><td>3000 kg</td></tr><tr><td>4</td><td>5,5 kW</td><td>228 A</td><td>3 x 125 A (86 kW)</td><td>3000 kg</td></tr></table>	Rows	Motor	Starting current	Fuse protection	Platform load	1	3,0 kW	24 A	3 x 16 A (11 kW)	2000 kg/2600 kg	2	3,0 kW	48 A	3 x 32 A (22 kW)	2000 kg/2600 kg	3	3,0 kW	72 A	3 x 40 A (28 kW)	2000 kg/2600 kg	4	3,0 kW	96 A	3 x 63 A (44 kW)	2000 kg/2600 kg	1	5,5 kW	57 A	3 x 32 A (22 kW)	3000 kg	2	5,5 kW	114 A	3 x 63 A (44 kW)	3000 kg	3	5,5 kW	171 A	3 x 100 A (69 kW)	3000 kg	4	5,5 kW	228 A	3 x 125 A (86 kW)	3000 kg	In the feed cable	1 x per system
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4	5,5 kW	228 A	3 x 125 A (86 kW)	3000 kg																																													
3	Based on site conditions	Compliant to local power supply regulations 3 phases + N + PE* 230/400 V, 50 Hz	Feed cables to main switch including connection	1 x per system																																													
4	Every 10 m	Grounding and potential equalisation lead-out connection	Along pit floor edges/rear wall																																														
5	1 piece	Grounding and potential equalisation compliant to DIN EN 60204	From lead-out connection to system	1 x per system																																													

* Compliant to DIN VDE 0100 sections 410 and 430 (no permanent load) 3 phases + N+ PE (three phase current)

Scope of delivery by WÖHR (unless otherwise specified in the order)

Item	Description
6	Lockable main switch
7	Main switch cabinet for grid 1-4
8	Hydraulic power pack 3.0 kW (5.5 kW for platform load 3000 kg) with three-phase motor. Ready-wired switching cabinet with motor safety contactor
9	Operating device
10	Extra switch cabinet for grid 5-8

Notes and directions

Scope of application

- suitable for residential buildings, office buildings and business premises, hotels
- only for long-term users that have been instructed on how to use the system
- for frequently changing users (e.g. for office, hotel and business premises or similar):
 - performance of technical system adjustments is necessary
 - please consult with WÖHR

Function

- one empty space per unit on entrance level
- platforms on entrance level are moved sideways
- platforms on the upper and lower levels are lifted or lowered to the empty space on the entrance level

Numbering of the parking places

- empty space on the entrance level on the left
- numbering single system:

1	3	6
-	4	7
2	5	8

Combilift 543

- numbering MR-system:

9	11	14
-	12	15
10	13	16
1	3	6
-	4	7
2	5	8

17	19	22
-	20	23
18	21	24
9	11	14
-	12	15
10	13	16

1	3	6
-	4	7
2	5	8

25	27	30
-	28	31
26	29	32
17	19	22
-	20	23
18	21	24

9	11	14
-	12	15
10	13	16

1	3	6
-	4	7
2	5	8

Combilift 543 (552/542)

Combilift 543_MR

Combilift 543_MR

Combilift 543_MR

- the numbering for each unit starts with 1
- different numbering of parking places is possible at extra cost (software changes are necessary)

Noise protection

Basis is the German DIN 4109 "Noise protection in building construction". With the following conditions required 30 dB (A) in rooms can be provided:

- noise protection package from our accessory
- insulation figure of the construction of min. $R'_{w} = 57$ dB
- walls which are bordering the parking systems must be done as single wall and deflection resistant with min. $m' = 300$ kg/m²
- solid ceiling above the parking systems with min. $m' = 400$ kg/m²

At differing constructional conditions additional sound absorbing measures are to be provided by the customer. The best results are reached by separated sole plates from the construction.

Increased sound insulation (separate agreement):

It is based on VDI 4100 „Sound insulation in building construction“ Assessment and proposals for increased sound insulation.

Under the following conditions, 25 dB (A) can be complied with in living spaces and bedrooms:

- sound insulation package according to offer/order
- Sound insulation value of the building structure of min. $R'_{w} = 62$ dB (to be performed by the customer)

Note:

User noises are not subject to the requirements (see VDI 4100, Scope - Notes). User noises are basically noises that can be individually influenced by the user of the parking systems (e.g. driving on the platform, closing of vehicle doors, engine and brake noises).

Drainage

Water leaks into the pit:

- in the winter, up to 40 litres of snow water can possibly come with the wheel housings in just one parking process

Drainage channels:

- along the middle section of the pit
- connecting to a floor drain or drainage pit (50 x 50 x 20 cm)
- with manual emptying out of the drainage pit
- alternatively installation of a pump or drainage channel into the sewerage system, to be performed by the customer

Sideways slope drainage:

- only into a gutter
- not possible in the remaining pit section

Lengthways slope drainage:

- provided according to specified construction dimensions

Environmental safety:

- coating of the pit flooring is recommended
- installation of an oil and/or petrol separator unit between the drainage connection and the main sewerage system is recommended

Declaration of conformity



The parking systems are compliant to:

- EC Machinery Directive 2006/42/EC
- DIN EN 14010
- ISO 9001:2015

Hydraulic power pack

Arrangement of the hydraulic power pack:

- within the unit

Switch cabinet

Arrangement of the switch cabinet:

- within the unit

Temperature

- system operating range: +5° bis +40°C (with unloaded platforms and low temperatures, a reduced lowering speed is to be expected)
- humidity: 50 % at +40° C
- if use in deviating temperature ranges is planned, constructive adjustments may be necessary (please consult with WÖHR)

Lighting

- sufficient lighting of the driving aisle and of the parking places must be performed by the customer

Fire safety

- all fire safety requirements and all mandatory equipment (fire extinguisher and fire alarm systems, etc.) must be performed by the customer
- WÖHR will provide documents on attachment points and clearances for sprinklers on request

Railings

If walkways are arranged directly to the side or behind the systems, railings have to be provided by the customer acc. to local requirements, height min. 200 cm - this is applicable during the construction phase too.

Maintenance

WÖHR and all the WÖHR partners abroad provide an installation and customer service network. Regular maintenance is provided subject to the stipulation of a maintenance agreement. Local requirements for electrical doors regarding the technology, revision are not subject of our delivery. These matters have to be observed and carried out by the customer, according to the local regulations.

Prevention of corrosion damage

- all operations listed in the WÖHR Cleaning and Maintenance Instructions are to be performed regularly (independently of maintenance operations)
- zinc-plated parts, components and platforms are to be kept clean of dirt, road-salt and any other debris (due to corrosion hazards)
- always keep the garage well ventilated and deaerated

Surface protection

- please consider the information on surface protection!

Tender specification

- please consider the specifications!

Parking Place-Profile

- please consider the product information Parking Place-Profile!

Electromobility

- please consider the product information power supply!
- depending on the position of the charging point on the electric vehicle, collision points with protruding plugs and charging cables can occur

Sliding doors and Operating concepts

- please consider the product information Sliding doors and Operating concepts!

Construction formalities

- the documentation necessary for construction permit applications is provided by WÖHR on demand

Construction alterations and/or modifications

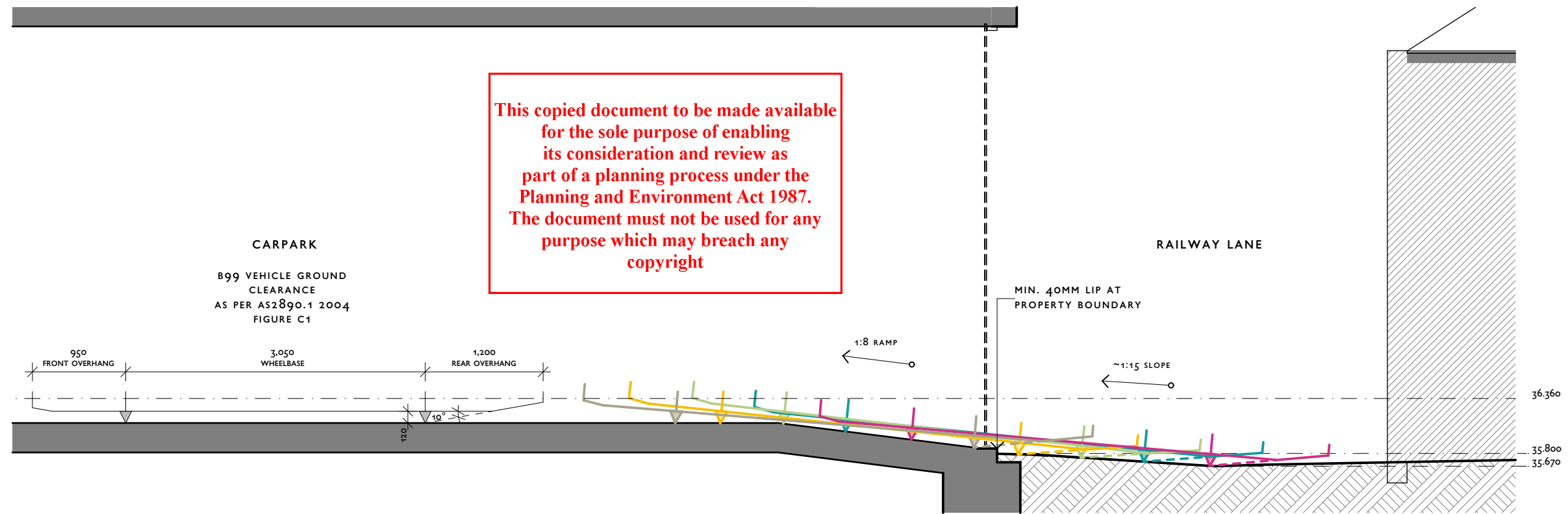
- the right to construction or model modifications and/or variations is hereby reserved
- the right to any subsequent part modification and/or variation and amendments in procedures and standards due to technical and engineering progresses or due to environmental regulation changes is also hereby reserved

Appendix C Ground Clearance Diagram

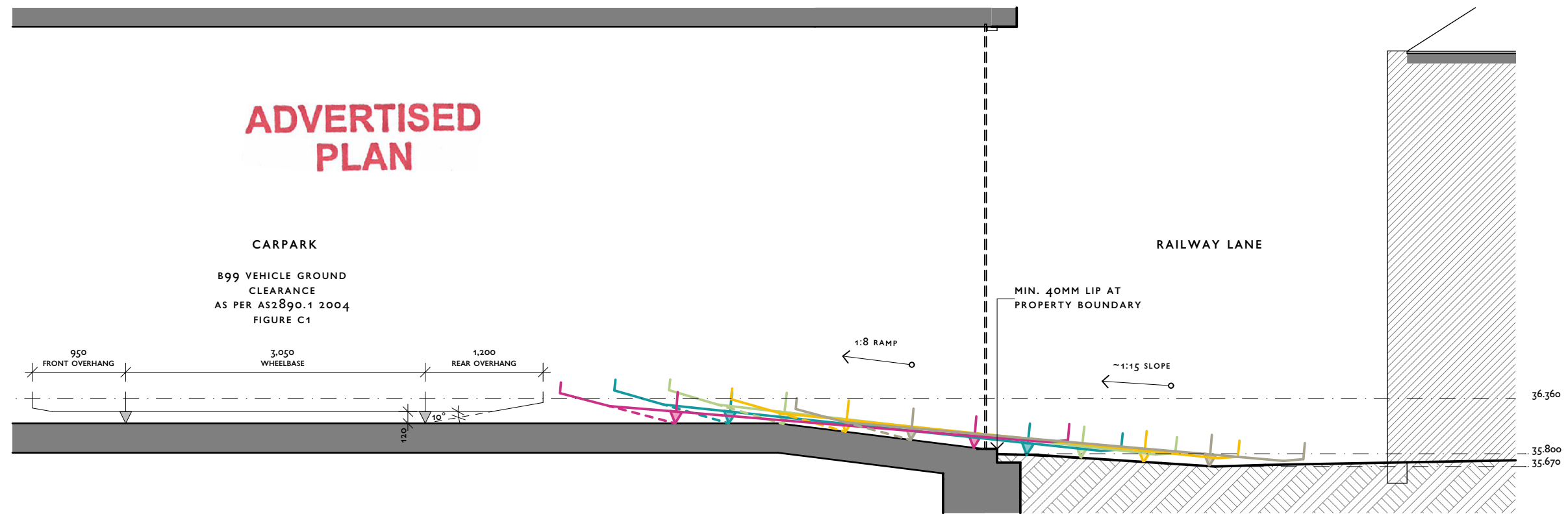
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VEHICLE ENTRY CLEARANCE DIAGRAM
1:50



VEHICLE EXIT CLEARANCE DIAGRAM
1:50

