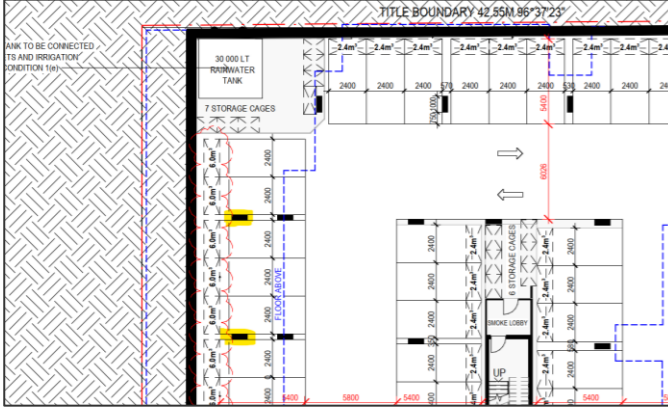
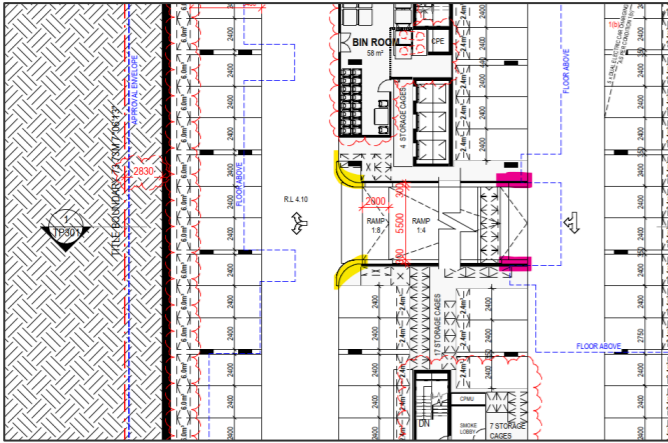
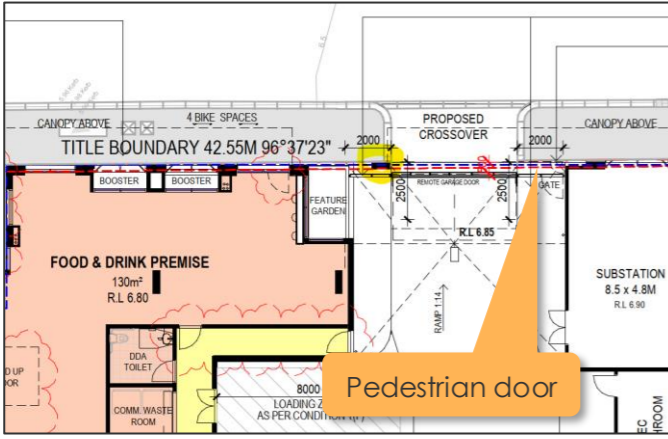


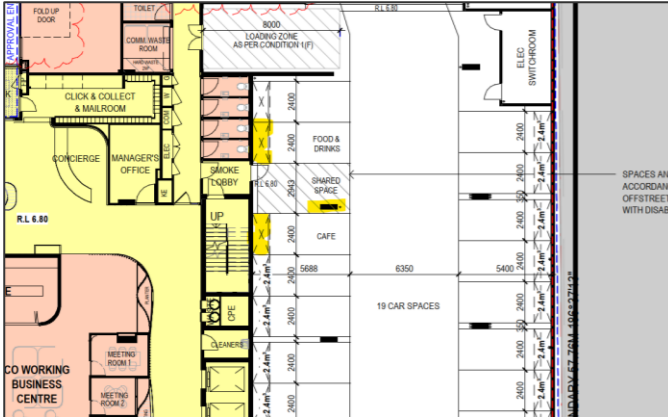
AUDIT FINDINGS AND RECOMMENDATIONS

Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Revised / Updated Audit Finding Based on Review of P10 Plans	Designer/Project Manager Response
Findings from Endorsed RSA (200032RSA003A-F) – Based on revision P6 plans					
<p>1. The locations of columns with respect to car parking spaces (those along the western side of the car park in particular) as shown on the architectural plans do not accord with the car parking clearance envelope requirements of AS/NZS 2890.1:2004. While not a significant safety concern, this could make the spaces more difficult to access, and could affect door opening.</p> <p>Examples of non-conforming column locations are shown below. Please note that this does not show all non-conforming columns.</p> 	<p>Review the design of the car park and column locations, having regard to Figure 5.2 of AS/NZS 2890.1:2004 (N)</p>	<p>Note</p>	<p>Not Applicable</p>	<p>Columns have been relocated clear of door opening areas.</p> <p>Finding is resolved.</p>	<p>N/A</p> <div style="border: 2px solid red; padding: 10px; text-align: center; color: red; font-weight: bold;"> <p>ADVERTISED PLAN</p> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p>2. Radii are provided at the bottom of ramps between levels, but not at the top (yellow highlight vs pink highlight below). This could affect the ability to accommodate passing movements at the top of the ramp. Additionally sightlines may be affected by the wall either side of the ramp.</p> 	<p>Confirm by means of a swept path assessment to confirm that circulating vehicle movements can be suitably accommodated. (P)</p> <p>Review sightlines at this location and adjust wall if needed and if possibly to improve sightlines. (P)</p> <p>If the walls cannot be adjusted, supplementary convex mirrors should be provided to assist with sightlines. (S)</p>	<p>Rare Insignificant Negligible</p>	<p>Within Tolerable</p>	<p>Radii have not been provided however ramp has been increased from 5.5 m to 6.7 m. Swept paths should be checked to ensure appropriate design vehicle movements can be accommodated.</p> <p>Convex mirrors are not shown at all intersections. Review sightlines and add convex mirrors if necessary.</p>	<p>Swept path assessment confirms that circulation can be provided for concurrent B85 and B99 design vehicle movements.</p> <p>Convex mirrors should be provided at each side of the ramp on all basement levels.</p>

Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Revised / Updated Audit Finding Based on Review of P10 Plans	Designer/Project Manager Response
<p>3. Vehicles are unlikely to be able to pass at the corners and intersections within the basement levels, creating opportunities for side swiping.</p>	<p>Install convex mirrors to assist with driver sightlines. (S)</p>	<p>Rare Insignificant Negligible</p>	<p>Within Tolerable</p>	<p>Convex mirrors have been added in some locations but not others.</p> <p>Check swept paths and add convex mirrors at all locations where concurrent passing movements are not possible and sightlines to oncoming vehicles may be compromised.</p>	<p>Convex mirrors are provided at all corners of each basement level.</p>
<p>4. The pedestrian sight triangle on the western side of the access driveway is compromised by the column within the prescribed area. It is acknowledged that the Planning Scheme requirement is for the prescribed area to be 'at least 50% clear of obstructions', which is technically achieved by the proposed solution, it is considered that the 50% requirement is to allow for treatments such as paling fences which wouldn't completely obscure the view to a pedestrian.</p> <p>It is acknowledged that a convex mirror is provided to assist with sightlines, however that should be considered a supplementary treatment if it is not possible to remove the issue entirely. The convex mirror appears to be installed behind the pedestrian entry door and will therefore need to be installed at a height that doesn't obstruct access. This will likely not be visible to drivers exiting the site.</p> 	<p>Review options to reduce obstructions within the pedestrian sight triangle on the western side of the driveway. This could include a column immediately to the east of the driveway (noting that the Planning Scheme acknowledges that a sight triangle on the entry side of an access is less important. (P)</p> <p>Review the positioning of the convex mirror to ensure that it can function suitably (ST)</p>	<p>Rare Minor Negligible</p>	<p>Within Tolerable</p>	<p>Finding still applicable to revised plans.</p>	<p>Pedestrian sight triangle will be partially clear of obstruction, and glazed to allow visibility between drivers exiting the site and pedestrians approaching the driveway from the west.</p> <p>Convex mirrors on both sides of the access will mitigate any potential loss in visibility.</p>

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Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Revised / Updated Audit Finding Based on Review of P10 Plans	Designer/Project Manager Response
<p>5. The spaces for the café and food and drink premises feature a shared area between them, so that they could be used by people with disabilities, should they have the need to.</p> <p>While not necessarily a safety concern, there it is suggested that storage cages over the end of these spaces could make them more difficult to use for people with disabilities. Additionally while Australian Standard 2890.6:2022 does allow for a column to be located within the shared area, the column shown on the plans does not fall within the area permitted under the standard.</p> 	<p>Consider the design of these spaces with regard to the requirements of AS 2890.6:2022. (N)</p>	<p>Note</p>	<p>Not Applicable</p>	<p>Storage cages no longer provided in these spaces.</p> <p>Column is still located within the shared area and should be addressed.</p>	<p>If structural design permits, the column should be relocated centrally within the hatched area.</p> <p>This is considered a building compliance matter, and does not materially impact safety.</p>
<p>6. The roller door opening at the site entrance has a width of 5.5 m. The 5.5 m width should allow for entering and exiting cars to pass one another however there would be minimal clearances to the vehicles. A 6.1 m door width would be preferable.</p>	<p>Undertake a swept path assessment to confirm suitable access to the site and simultaneous entering and exiting vehicles (ST)</p>	<p>Possible Insignificant Low</p>	<p>Within Tolerable</p>	<p>Finding remains applicable to revised plans.</p>	<p>Swept path diagrams indicate the access can permit concurrent entry and exit manoeuvres for two waste vehicles, which is more than adequate to accommodate two passing passenger cars.</p>
<p>7. The remote garage door is positioned at the site boundary to Sutton Street and will result in vehicles propping within the crossover and onto the Sutton Street carriageway while the door is opening. It is acknowledged that Sutton Street would be expected to carry low traffic volumes in this area, being a no-through road, and the wide carriageway will ensure that through traffic can still pass. Nonetheless, multiple vehicles waiting to enter the site will project queues into the through traffic on Sutton Street and may present a risk of collisions.</p>	<p>Recess the garage door into the site to ensure that there is adequate space for entering vehicles to queue/prop while the door is opening (P) Review door opening mechanisms to ensure minimal delay for opening (S)</p>	<p>Unlikely Minor Low</p>	<p>Within Tolerable</p>	<p>Finding remains applicable to revised plans.</p>	<p>Given the limited traffic generated by the site, it is expected vehicles will rarely be queueing on-street.</p> <p>The developer should incorporate a suitable high-speed door to service the access.</p>

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	Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Designer/Project Manager Response
New Findings - Based on revision P10 plans					
8.	<p>While not considered a safety issue, it is noted that the columns between car spaces along the southern side of the building are not quite in accordance with the requirements of Clause 52.06 of the Melbourne Planning Scheme or with the requirements of the Australian Standard for off-street parking (AS/NZS 2890.1:2004), noting that both Planning Scheme and Australian Standard spaces are provided in different sections along the southern boundary. The columns are located closer to the access aisle than is permitted.</p> <p>Additionally, it is noted that one of the 2.6 m wide spaces in the southwest corner of the site is accessed from a 6.2 m wide aisle (which is incorrectly labelled as being 6.3 m wide), whereas a 6.4 m wide aisle is required to satisfy the Planning Scheme requirements.</p> <p>These issues occur on both basement levels.</p>	<p>It is recommended to convert the 2.6 m wide space with the reduced aisle width to a 5.4 m long Australian Standard space, as the resultant 5.8 m wide aisle would comply with the Australian Standard requirements. The space width can remain at 2.6 m, as it is suggested there would be no benefit to reducing it to 2.4 m.</p> <p>The column locations are only considered an issue in practice for the Australian Standard spaces, as although the Planning Scheme spaces are not technically compliant, they do feature a wider access aisle than is needed, so the columns being slightly closer to the access aisle would not adversely affect the ability for drivers to manoeuvre to/from the spaces. The distance between the columns and the opposite side of the access aisle is greater under this scenario than it would be with a compliant design with the minimum access aisle width.</p> <p>The column locations with respect to the Australian Standard spaces, however, should be considered. Relocating the columns would be the preferred solution, however understanding that that may not be possible, then a swept path assessment should be undertaken to demonstrate that the columns do not prevent suitable access to the adjacent spaces.</p> <p>(N)</p>	Note	Not Applicable	<p>Columns to be relocated where practicable, and the reference car space should be reconfigured in line with recommendations.</p> <p>It is noted that column locations are unlikely to impact on safety.</p> <div data-bbox="2113 478 2620 793" style="border: 1px solid red; padding: 5px; text-align: center;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div> <p style="text-align: center; font-size: 24pt; font-weight: bold; color: red;">ADVERTISED PLAN</p>

Designer/Project Manager Response by:

James Dear



11/09/24

Name

Signature

Date

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