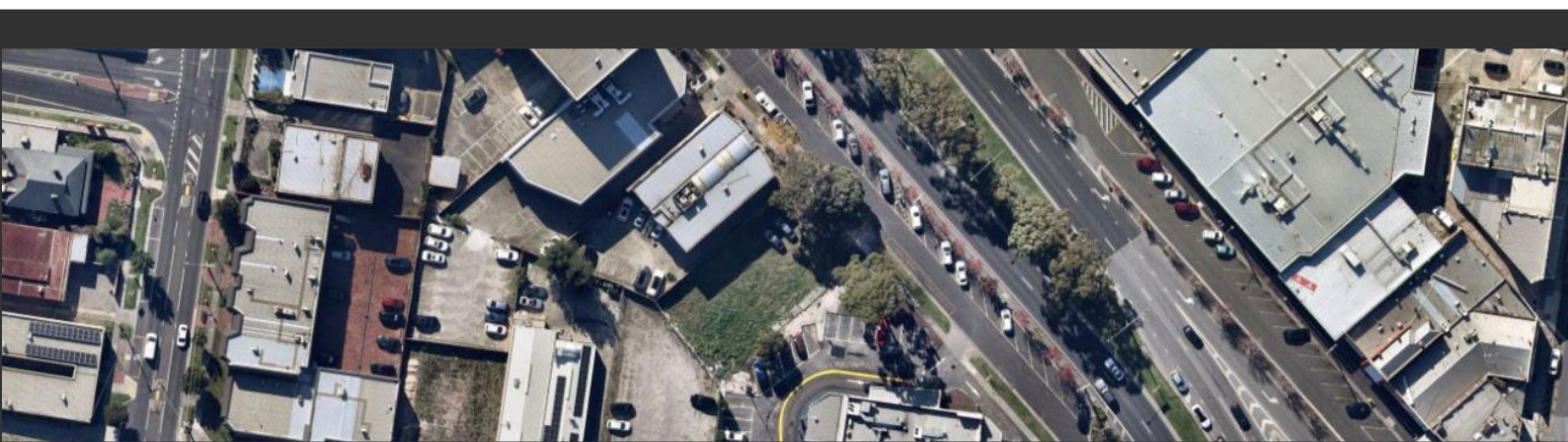


27 Princes Highway, Dandenong

Transport Impact Assessment



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7 August 2026

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APPENDICES

APPENDIX A SWEPT PATH DIAGRAMS

1 INTRODUCTION

onemilegrid has been requested by Rise Architecture to undertake a Transport Impact Assessment of the proposed multi-level residential development at 27 Princes Highway, Dandenong.

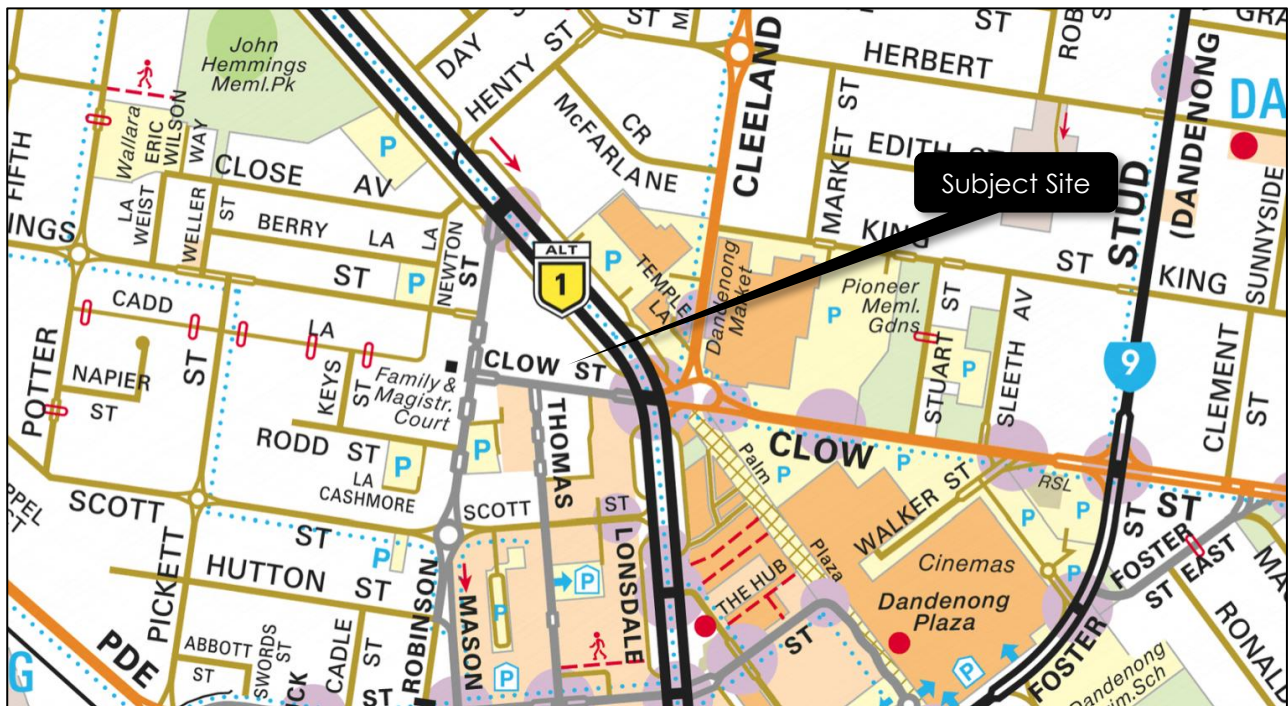
As part of this assessment the subject site has been inspected with due consideration of the development proposal, and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is located on the southern side of Princes Highway between Clow Street and Robinson Street, and is addressed at 27 Princes Highway, Dandenong, as shown in Figure 1.

Figure 1 Site Location



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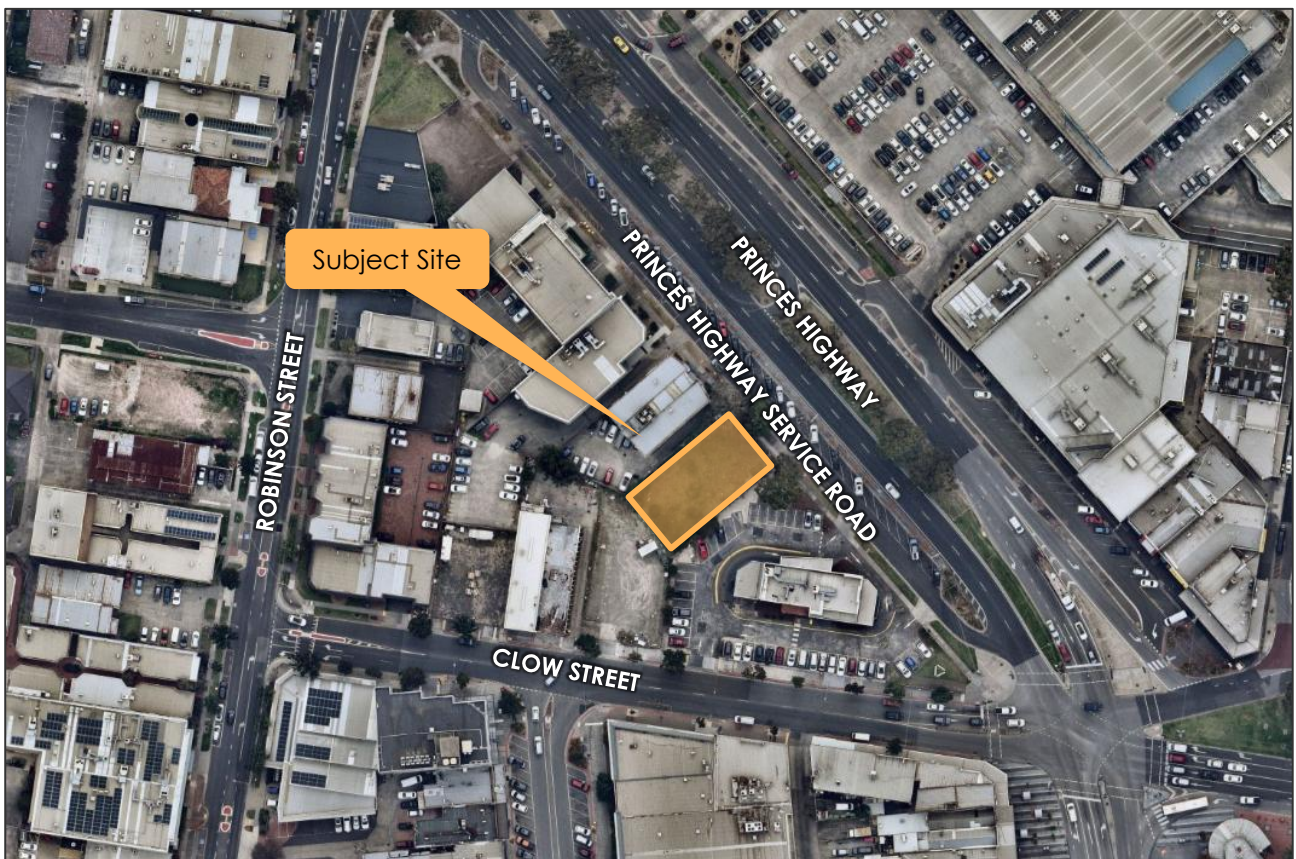
The subject site provides a frontage of approximately 21 m to Princes Highway service road and a depth of approximately 36 m.

The site is currently occupied by single storey residential dwelling with vehicle access via a single-width crossover to Princes Highway service road.

Land use in the immediate vicinity of the site is varied, and includes residential developments to the north and west, industrial developments to the south and commercial developments in the surrounding directions. Notably, Dandenong Plaza and Dandenong Market is located directly south and east from the subject site.

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

Figure 2 Site Context (30 April 2026)

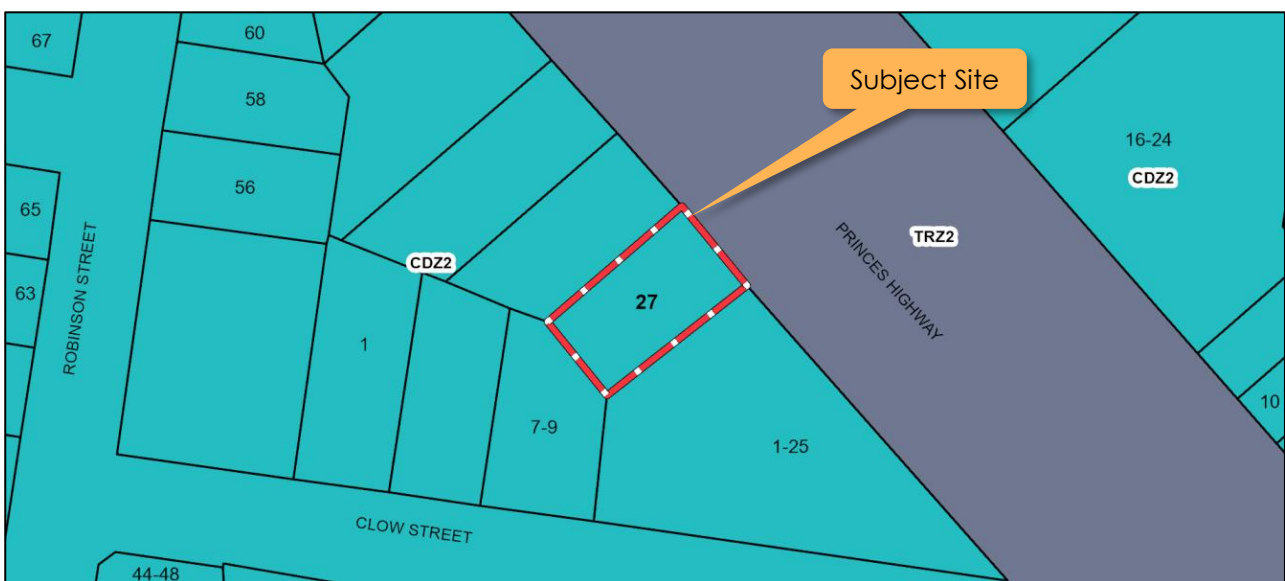


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Comprehensive Development Zone (CDZ2).

Figure 3 Planning Scheme Zones



Additionally, the site abuts Princes Highway service road, which is within a Transport Zone (TRZ2); Principal Road Network.

The site falls within the Principal Public Transport Network Area, as shown in Figure 4.

Figure 4 Principal Public Transport Network Area Map



2.3 Road Network

2.3.1 Princes Highway

Princes Highway is an arterial road generally aligned northwest-southeast in the vicinity of the site. Adjacent the site, Princes Highway provides two traffic lanes in each direction separated by a central landscaped median. No kerbside parking is permitted along the main carriageway in the vicinity of the site.

A 60 km/h speed limit applies to Princes Highway in the vicinity of the site. The cross-section of Princes Highway facing northbound in the vicinity of the site is shown in Figure 5 below.

Figure 5 Princes Highway facing north from adjacent to the subject site



In the vicinity of the subject site, Princes Highway also features a service road along the western and eastern side of the main carriageway. The service road on the western side (at the subject site) provides a single northbound traffic lane with kerbside car parking spaces available on both sides. The on-street kerbside parking spaces are generally restricted to 4-hour restrictions between 8:00am and 6:00pm, Monday to Saturday on the eastern boundary and 2-hour restrictions between 8:00am and 6:00pm, Monday to Saturday, on the western boundary.

The cross-section of the Princes Highway service road in the vicinity of the site is shown in Figure 6 below.

Figure 6 Princes Highway service road, looking north from adjacent to the subject site

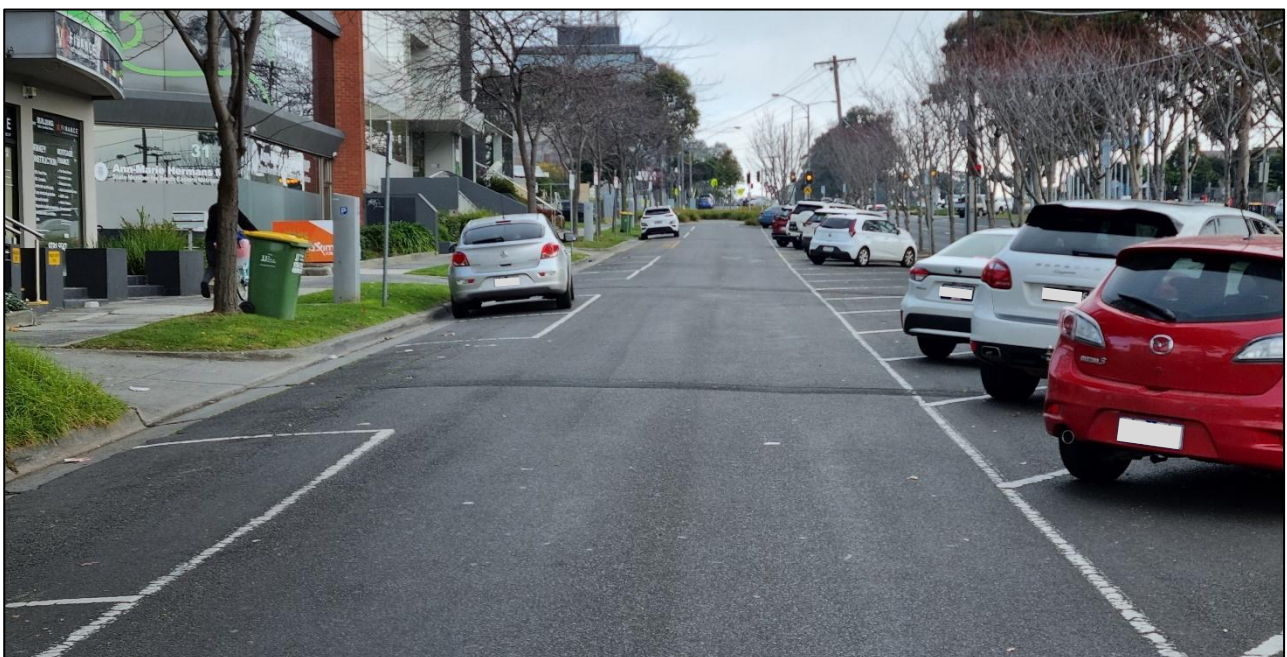


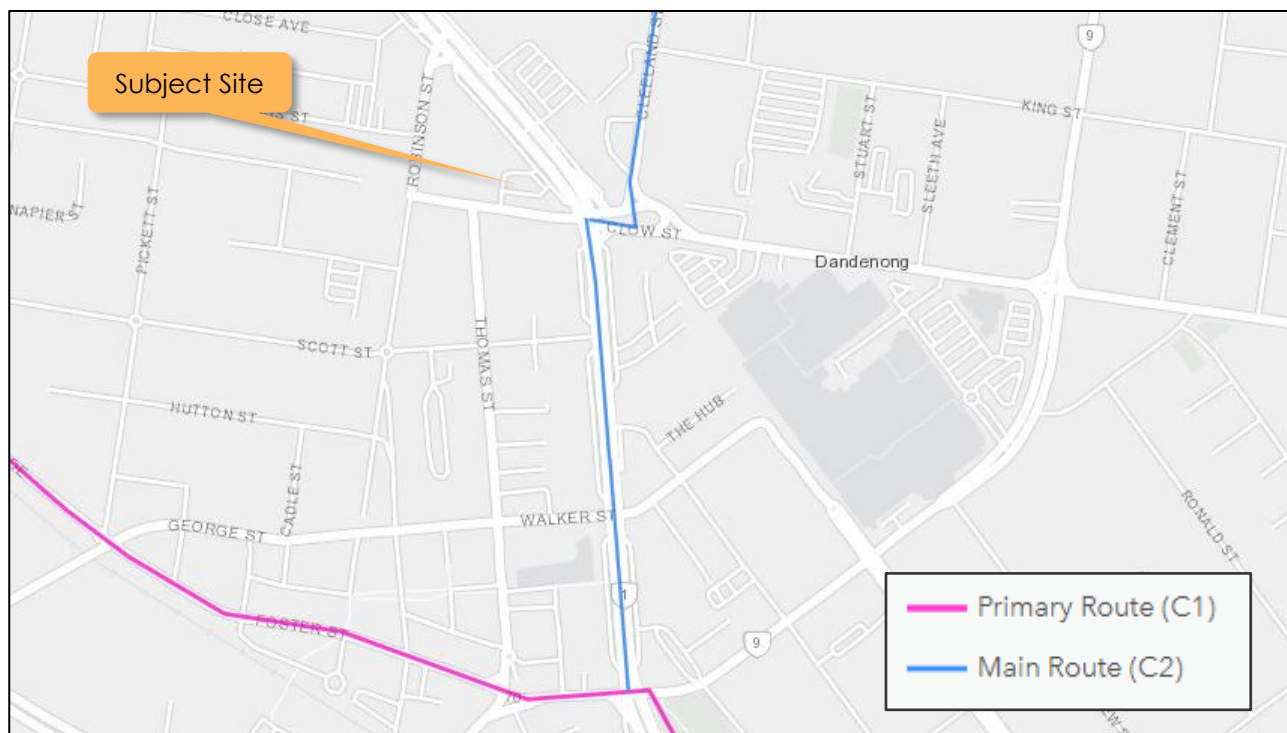
Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Cranbourne Line	Dandenong Railway Station
		Pakenham Line	
Bus	695	Belgrave - Gembrook	Dandenong Market / Cleeland Street
	697	Belgrave - Belgrave South via Belgrave Heights	
	802	Dandenong - Chadstone via Mulgrave & Oakleigh	
	804	Dandenong - Chadstone via Wheelers Hill & Oakleigh	
	811	Dandenong - Brighton via Heatherton Road & Springvale	
	861	Endeavour Hills - Dandenong Station via Dandenong Hospital	Cleeland Street / Clow Street
	843	Endeavour Hills - Dandenong Station via Daniel Solander Dr	
	845	Endeavour Hills - Dandenong Station via Kennington Park Dr	
	862	Dandenong - Chadstone via North Dandenong & Oakleigh	
	901	Frankston - Melbourne Airport (SMARTBUS Service)	

2.4.2 Bicycle Facilities

Bicycle facilities are provided on each of Lonsdale Street and Herbert Street, and are supplemented by facilities along the railway corridor and Dandenong Creek Trail.

Strategic Cycling Corridors are important routes for cycling for transport are intended to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation). The SCCs in the vicinity of the site are shown in Figure 8.

Figure 8 Strategic Cycling Corridors


As shown above, Princes Highway and Cleeland Street in the vicinity are classified as Main Cycling Routes (C2) with Foster Street to the south classified as a Primary Cycling Route (C1).

2.4.3 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 97/100 and is considered to be a 'Walker's Paradise', with daily errands not requiring a car.

3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a multi-level residential development, containing 3 levels of car park on level 1 – 3, and residential apartments on the remaining upper levels, with apartment breakdown specified in Table 2.

Table 2 Proposed Development

<i>Component</i>	<i>No/Area</i>
1-Bedroom Apartment	44
2-Bedroom Apartment	32
Total Apartments	76

It is proposed to provide a total supply of 44 on-site car parking spaces over 3 car parking levels. Vehicle access is proposed via a double-width crossover to the Princes Highway service road which will operate as a left-in/left-out access.

It is proposed to provide two secure bicycle parking compounds on the ground floor with a total provision of 32 bicycle parking spaces for resident and visitor use.

Pedestrian access into the subject site will be via the Princes Highway service road frontage.

4 DESIGN ASSESSMENT

4.1 Greater Dandenong 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 sections.

4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied – Minimum width of ramp is 6.1 metres
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Changes of direction are between accessways of more than 4.2m wide
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. Nonetheless, swept paths indicate that vehicles can readily enter and exit spaces at the dead end.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – A minimum height clearance of 2.1 metres is achieved
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.	Satisfied – Swept paths indicate that vehicles can enter and exit the site in a forward direction.
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.	Satisfied – A suitable passing area is provided at the access in accordance with the required dimensions.
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.	Satisfied – Appropriate sight triangles are provided on the exit side of the access with no visual obstructions to be greater than 900 mm in height.
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.	Satisfied

4.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 4.

Table 4 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 – Car parking spaces are designed in accordance with the Planning Scheme standard.
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 with column locations located outside of clearance required areas.
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 – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided 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 are provided or required

4.1.3 Design Standard 3: Gradients

A summary of the assessment for Design standard 3 is provided in Table 5.

Table 5 Clause 52.06-9 Design Assessment – Design Standard 3

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10 per cent) 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 the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Satisfied – A maximum grade of 1:10 is proposed for the first 5 metres from 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.	Satisfied – A maximum grade of 1:5 is proposed

Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Satisfied – A maximum change in grade of 12.5 % is proposed

4.2 Waste Collection

It is proposed to provide a dedicated bin store on the ground floor to accommodate for residential bins. Waste is proposed to be privately collected along the frontage of the subject site within the existing truck zone parking bay.

Refer to the Waste Management Plan for further information.

4.3 Bicycle Parking

It is proposed to provide a total of 32 bicycle parking spaces in the form of vertically mounted and staggered bicycle racks and horizontal bicycle hoops.

The vertical mounted racks have been designed in accordance with the Australian Standard; specifically, they are located at 500 mm centres, with an envelope of 1.2 metres provided for bicycles and a 1.5 metre access aisle.

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

In addition, 8 of the 32 bicycle parking spaces proposed have been provided as on-ground hoops exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

5 LOADING

Clause 65 (Decision Guidelines) of the Greater Dandenong 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."

Given the size of the proposed retail tenancy, it is not considered practical or necessary to provide an on-site loading bay. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the existing on-street parking in the area.

Furthermore, an existing on-street "truck zone" parking space is provided along the Princes Highway service road frontage, which is considered appropriate to accommodate the required loading operations for the proposed development.

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 basement car park for smaller vehicles.

The provision for loading is therefore considered appropriate for the proposed use.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Greater Dandenong Planning Scheme, which specifies the following requirements.

Table 6 Clause 52.34 – Bicycle Parking Requirements

Component	No.	Requirement	Total
Dwelling	76 dwellings	1 space per 5 dwellings for residents	15
		1 space per 10 dwellings for visitors	8
Total		Residents	15
		Visitors	8

The development generates a requirement for 23 bicycle parking spaces, including 15 for residents and 8 for visitors.

It is proposed to provide a total of 32 bicycle parking spaces within the ground floor secure bicycle parking rooms, available for both resident and visitor use.

Considering the above, the proposed provision of resident and visitor bicycle parking satisfies the requirements of the Planning Scheme, and is therefore considered appropriate.

Noting that all bicycle parking is in a secure location, residents will be required to facilitate visitor access.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Greater Dandenong 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.

As shown in Figure 9, the site is located within Category 2.

Figure 9 Car Parking Requirement Map



It is noted that for sites within Category 2, **minimum** car parking rates apply.

The resulting car parking requirements for the proposed development are shown in Table 7.

Table 7 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Dwelling	76 dwellings	1	to each dwelling	76
Total				76

As shown above, the proposed development will require a total of 76 car parking spaces to be provided for residents.

7.2 Proposed Car Parking Provision

It is proposed to provide a total of 44 car parking spaces on-site, which equates to a shortfall of 32 spaces when compared to the Planning Scheme requirements. It is proposed to allocate all car parking spaces to residents with no spaces allocated to visitors of the site.

Clause 52.06-7 of the Greater Dandenong Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- 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 over time.
- 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 for cyclists 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.
- Any empirical assessment or case study.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out as follows.

7.3 Review of Car Parking

7.3.1 Car Parking Demand Assessment

7.3.1.1 Residents

Car ownership data from the 2021 Census for the suburb of Dandenong was sourced from the Australian Bureau of Statistics (ABS). For development types similar to the proposed, the data is outlined in Table 8 below.

Table 8 2021 Census Car Ownership – Dandenong

Dwelling Type	No. of Bedrooms	Average Car Ownership	% Dwellings with no Vehicles
Flat, unit or apartment	1	0.81 vehicles	33.0 %
	2	1.06 vehicles	20.7 %

The ABS data indicates that there is a market for smaller dwellings that do not provide, and therefore do not attract the price premium associated with a car parking space. Of note, the data indicates that approximately 33% of one-bedroom and 20% of two-bedroom apartments did not own or otherwise have a need to park a car at their place of residence.

Applying these rates to the proposed development, we could expect 11 one-bedroom and 9 two-bedroom apartments do not require a car space.

The ABS data clearly indicates that there is a market for dwellings that do not provide, and therefore do not attract the price premium associated with a car parking space. Given the site's location with respect to public transport services and other services, it is expected that dwellings within the subject site would be particularly appealing to potential owners/tenants who do not have the need to park a vehicle at their place of residence.

Furthermore, it should be recognised that resident parking demands are, in part, dependent on car parking provisions, insofar as an owner/tenant with the need to park a vehicle is unlikely to occupy a dwelling that does not provide a car parking space. This is particularly true in areas where on-street parking is restricted to short durations, meaning on-street parking is not a viable alternative to on-site parking for residents.

Noting the high level of parking controls in the vicinity, we anticipate that residential parking demands will not exceed the supply of 44 spaces.

7.3.1.2 Visitors

In relation to visitor parking, it is acknowledged that the parking provision requirements of the CDZ necessitate visitor parking, however changes to residential visitor parking requirements were included as part of the Planning Scheme amendment (VC148) in 2018, four years after the applicable CDZ clause was applied.

This amendment removed car parking requirements for visitors of residential developments situated within the Principle Public Transport Network (PPTN) area which distinguished areas that are easily accessible by public transport (such as the subject site). As such, the provision of no visitor parking spaces is considered appropriate for the proposed development.

Notwithstanding, a review of on-street parking in the area indicates that car parking is typically restricted to 2-hours and 4-hours in the immediate vicinity of the site. This type of car parking for a short duration is perfectly places to accommodate any short term demands. On-site observations indicate that this short term parking is not heavily utilised and accordingly the limited short term demands can be suitably accommodated.

7.3.2 Impact of Parking Supply on Traffic Congestion

A previous VCAT decision (*Ronge v Moreland CC* [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing excessive car parkin, as below:

<http://www.austlii.edu.au/au/cases/vic/VCAT/2017/550.html>

"Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.

A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] when there is an intention to provide less car parking than that required by Clause 52.06-5.

However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

Policy tells us the future must be different.

Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling."

"One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements . . ."

7.3.3 Council Policy

The Greater Dandenong Sustainable Strategy is a documented prepared by Greater Dandenong City Council which identified key priorities and strategic actions to maximum the benefits of an integrated approach to sustainability between 2016 – 2030.

The strategic community objectives and targets highlighted in the Sustainable Strategy in relation to transport is shown in Table 9 below.

Table 9 Greater Dandenong Sustainable Strategy – Traffic Objectives

Objective	Target
Increasing community access to and use of active and low carbon transport options	15% increase in public transport use within Greater Dandenong by 2030
	10% reduction in single occupancy private vehicle as method of travel to work by 2028 (compared with 2016 census data)
	Double the number of trips to work undertaken by bicycle by 2028 (compared with 2016 census data)

Overall, the Greater Dandenong Sustainable Strategy aims to provide a more sustainable community within the Greater Dandenong municipality by following a decision framework that reduces the dependence on private vehicles.

The proposed development which reduces car ownership reliance is entirely in line with the initiatives within the strategy.

7.3.4 Alternative Modes of Transport

As indicated in Section 2.4, the subject site has excellent access to public transport services with train and bus services available within close walking distance to the subject site. The provision of excellent public transport ensures that residents, staff and visitors of the development will have good access to alternate transportation modes.

Additionally, secure bicycle parking spaces are provided on-site ensure that residents, staff and visitors have access to alternative sustainable transport modes with on-road bicycle lanes provided along the roads surrounding the site.

7.3.5 Maximising Density

As discussed, the proposed development proposes a reduced car parking provision to service the development, a byproduct of maximising development density on the site. It is acknowledged that the proposed development occupies the total subject site floor area with the proposed car parking supply maximised due to the limited size of the site.

Nonetheless, residents of the development are well located with regard to amenities, education and employment opportunities. Of note, the subject site is located in the northern portion of the Central Dandenong Activity Centre with Dandenong Plaza and Dandenong Market within the immediate vicinity to the south and east of the site, respectively. Several commercial services such as grocery stores, banks, post offices, etc are also available within this area.

Based on the above, the day to day requirements of a resident and employee can comfortably be met without the need for a private vehicle on-site.

7.4 Summary

Based on the above, noting the location of the site where residents and staff will be encouraged to live and work without reliance on a private vehicle, demands will be suppressed. It is acknowledged that from time to time there may be some overflow staff or resident demands generated however noting that there is limited unrestricted public car parking in the area, the 'everyday' proposition of parking on-street is not feasible. In this regards, public transport and utilising the excellent bicycle facilities will be paramount.

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- The 2021 Census data identifies that a market exists for dwellings with reduced car parking;
- The proposed development bicycle parking supply satisfies the Planning Scheme requirements, therefore providing an alternate means of transportation;
- The development is located within the Central Dandenong Activity Centre and is within walking distance of amenities, including shops, education, entertainment, and recreational facilities;
- The reduced provision of car parking is entirely in line with the initiatives within the Greater Dandenong Sustainable Strategy; and
- A reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

8 TRAFFIC

8.1 Traffic Generation

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 dwellings in inner areas generate traffic with rates between 3.0 – 6.0 movements per dwelling. Considering that the subject site is located within the Central Dandenong Activity Centre and has excellent access to public transport, it is expected that generation rates will be towards the lower end of the range. Nevertheless, for the purpose of this assessment a daily rate of 4.0 movements per day per dwelling with a car space will be adopted with 10% of movements occurring during peak hours.

Application of the above rates indicate that the 44 dwellings with car parking will generate 176 movements per day, inclusive of 18 vehicle movements during the morning and afternoon peak hours.

Furthermore, during the morning peak, it is estimated that 80% of the residential traffic will be outbound, while during the afternoon peak, 60% of the residential traffic will be inbound. It is therefore anticipated that the 18 vehicle movements will comprise of 14 outbound and 4 inbound movements in the AM peak and 8 outbound and 11 inbound movements in the PM peak.

8.2 Traffic Impact

It is proposed to provide vehicle access to the subject site via the Princes Highway service road frontage. Reviewing the volumes above, it is projected that 18 peak hour movements will be generated which equates to approximately 1 vehicle movement every 3 – 4 minutes during peak hours which is considered low in traffic engineering terms.

As the proposed access will operate as a left-in/left-out access due to Princes Highway service road operating as one-way only road, it is expected that vehicle movements generated by the subject site will have an indiscernible impact to the existing traffic conditions. Even when focussed into one access point, the traffic volumes generated by the proposed development are very low and are expected to be easily absorbed into the surrounding road network.

9 CONCLUSIONS

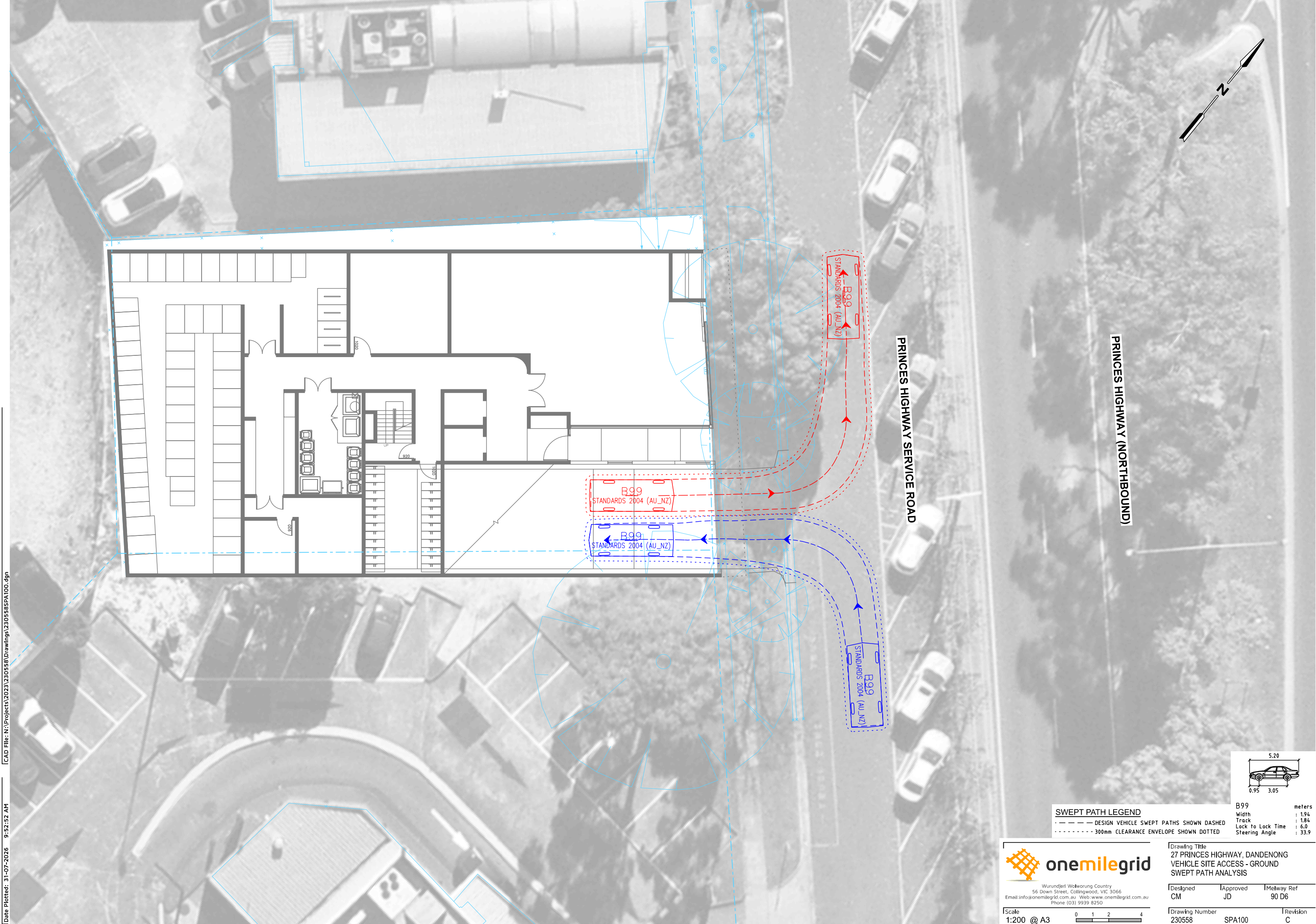
It is proposed to develop the subject site for the purposes of a multi-level residential development consisting of 76 residential apartments on the upper floors.

Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed in accordance with the requirements of the Australian Standard and are considered appropriate;
- The bicycle access design is considered appropriate;
- The proposed loading and waste collection arrangements are appropriate;
- The proposed provision of resident and visitor bicycle parking satisfies the requirement of the Planning Scheme, and is therefore considered appropriate;
- The provision of car parking spaces equates to a total shortfall of 32 spaces from the default Planning Scheme requirements ;
- The provision of 44 residential spaces is considered acceptable considering the following;
 - + 2021 ABS Census Data indicates that there is a market for one and two-bedroom apartments with no car parking provision;
 - + Parking restrictions in the area will encourage travel via modes other than private vehicle;
 - + The site has excellent access to public transport;
 - + Reduced private vehicle usage is encouraged within the Greater Dandenong Sustainable Strategy.
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Princes Highway service road or the surrounding road network.

Appendix A Swept Path Diagrams





CAD File: N:\Project\2023\230558\Drawings\230558SPA100.dgn

Date Plotted: 31-07-2026 9:52:52 AM

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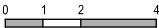
onemilegrid operates from Wurundjeri Woiwurrung Country of the Kulin nation.
We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land.
We pay our respects to leaders and elders past, present and emerging for they hold the memories,
the traditions, the culture, and the hopes of all Wurundjeri Peoples.

Aerial Photography
Aerial photography provided by Nearmap



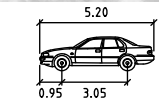
Wurundjeri Woiwurrung Country
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone (03) 9939 8250

Scale
1:200 @ A3



SWEPT PATH LEGEND

--- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
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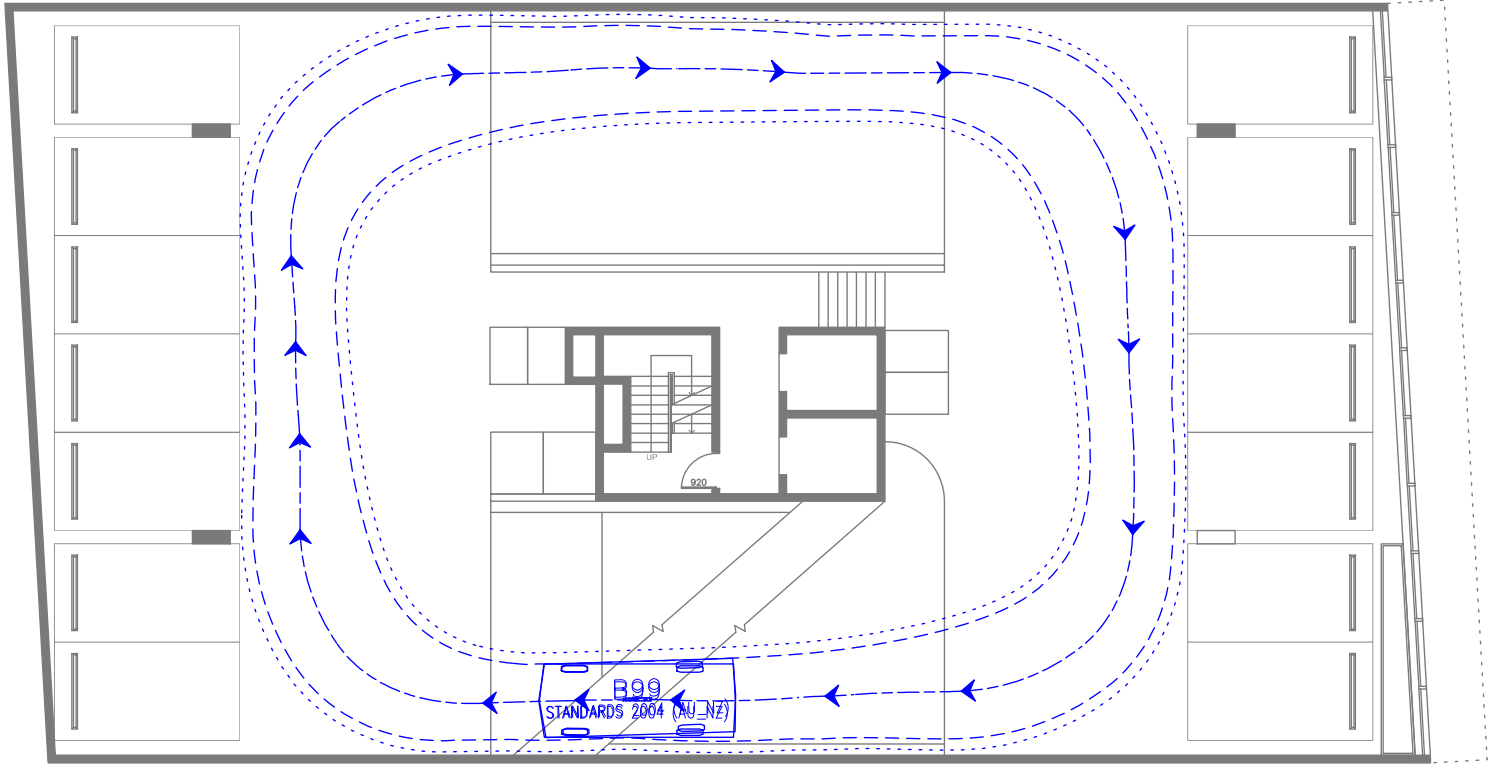


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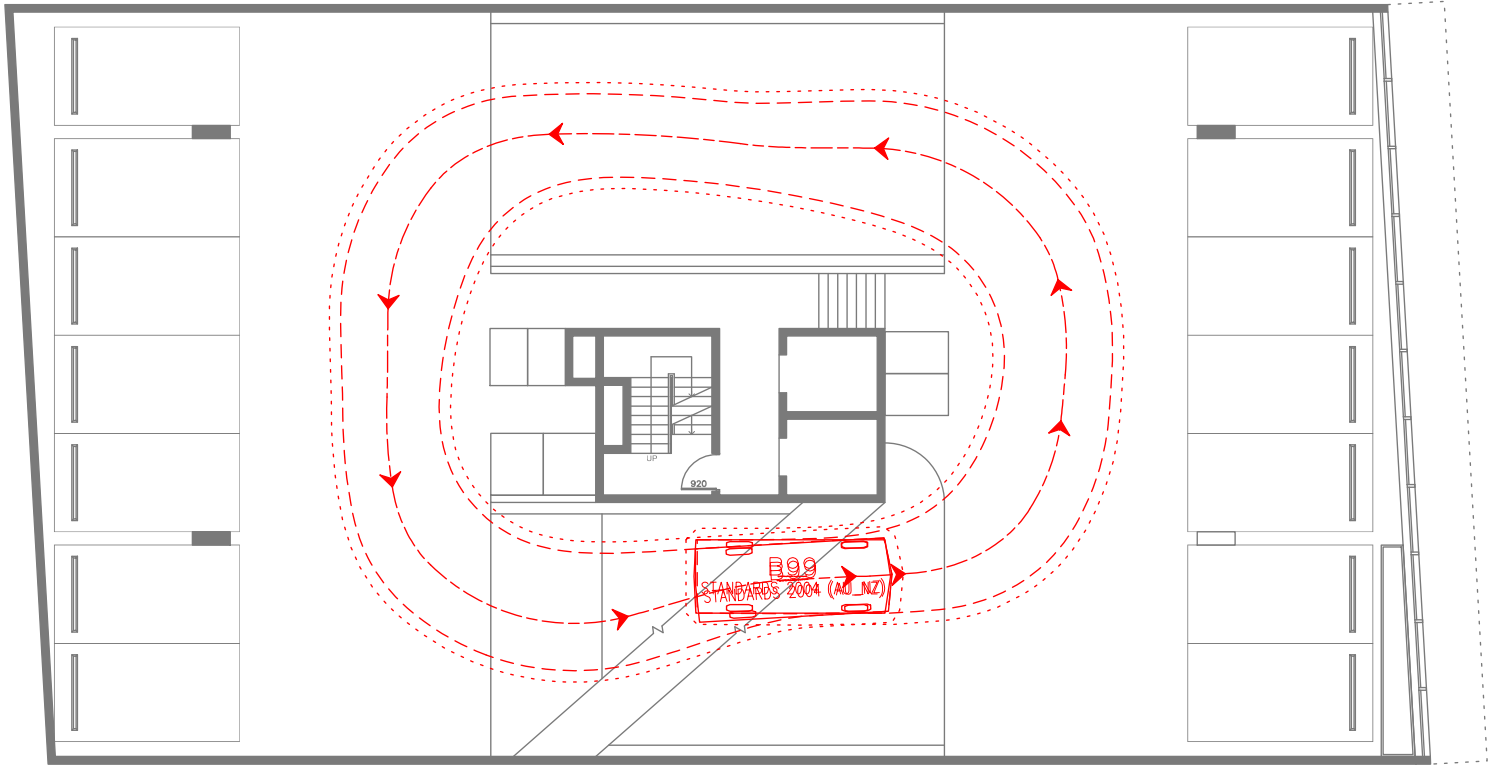
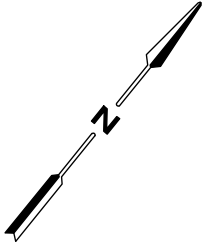
Drawing Title
27 PRINCES HIGHWAY, DANDENONG
VEHICLE SITE ACCESS - GROUND
SWEPT PATH ANALYSIS

Designed CM	Approved JD	Melway Ref 90 D6
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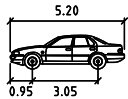
Drawing Number 230558	Revision C
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ENTRY MANOEUVRES
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..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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

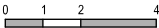


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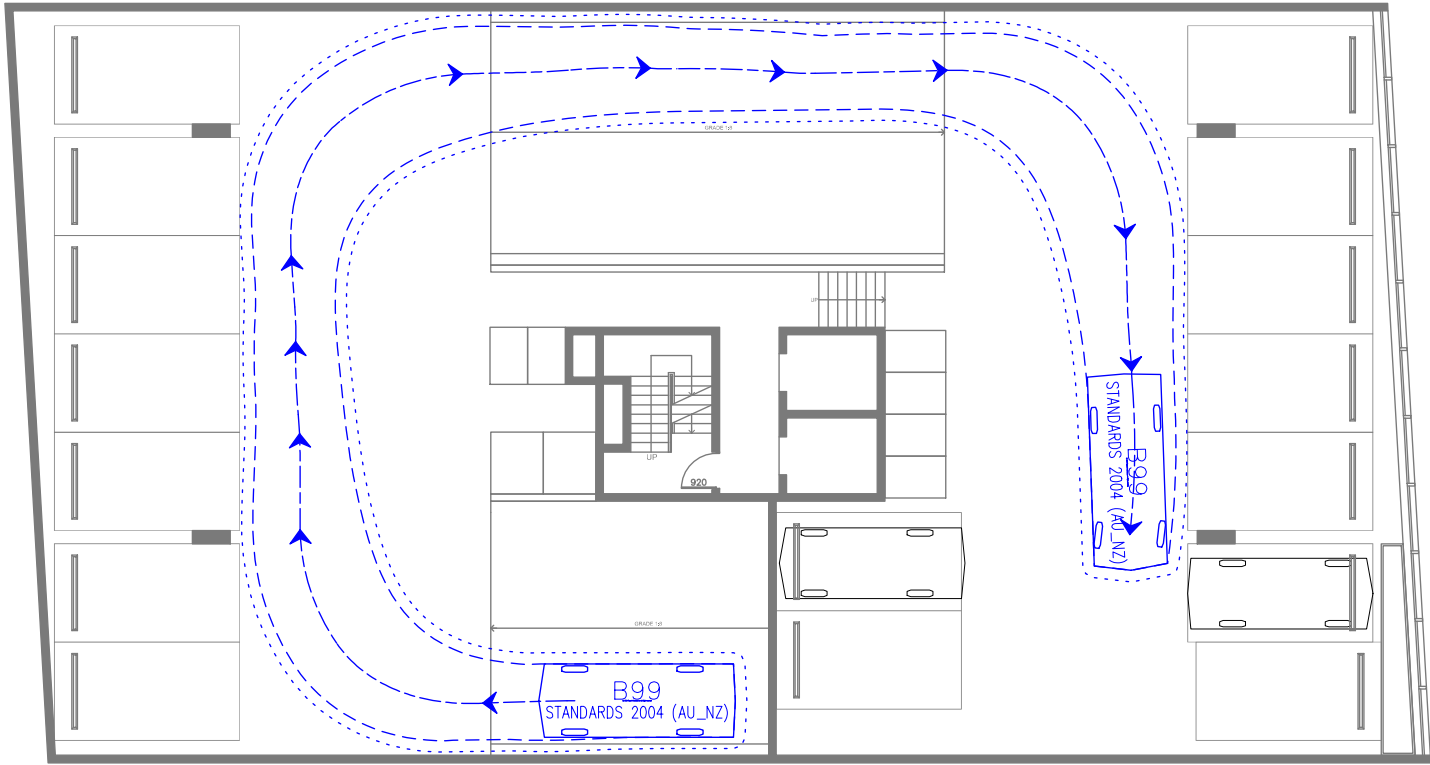
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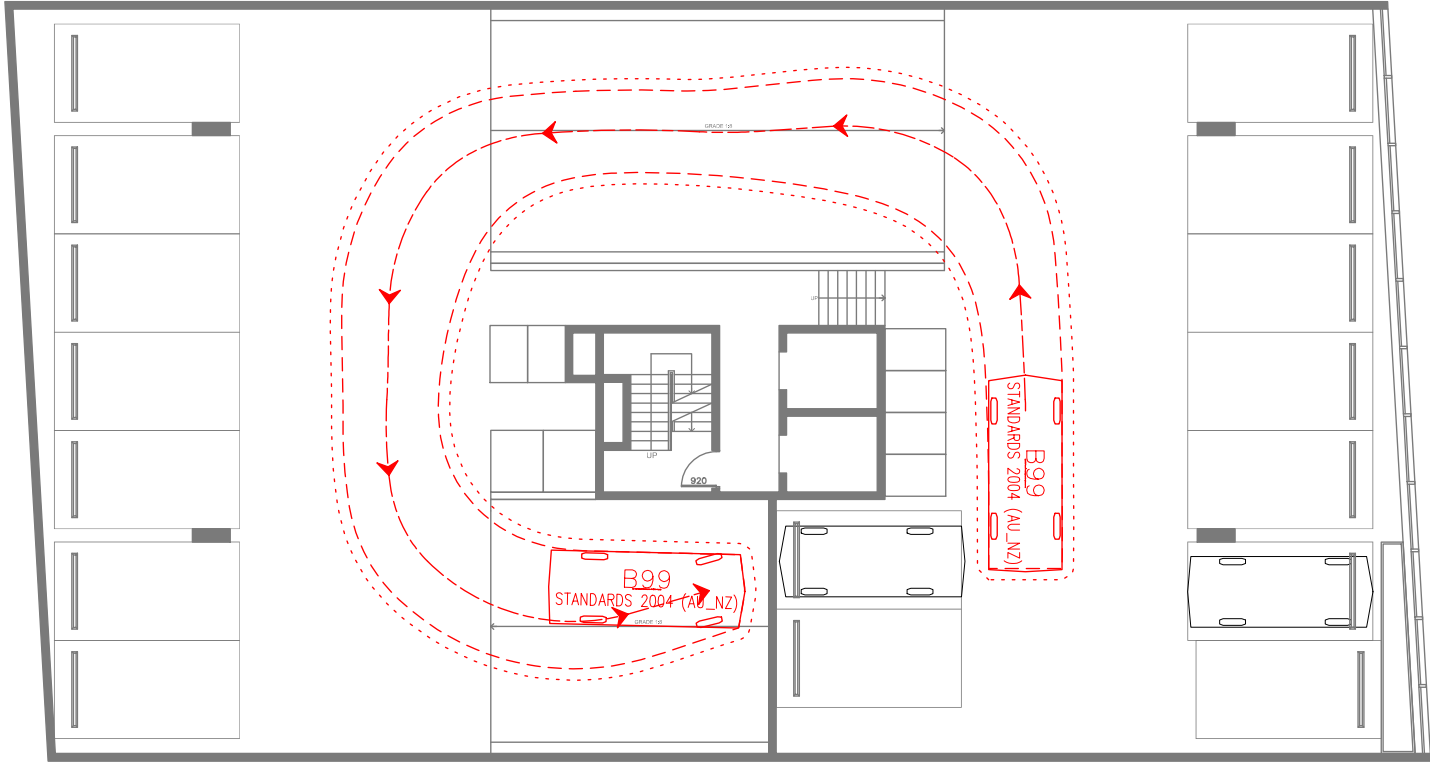
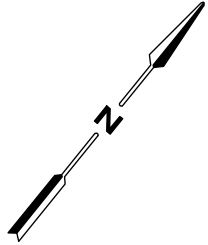
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27 PRINCES HIGHWAY, DANDENONG
VEHICLE SITE ACCESS - LEVELS 1 & 2
SWEEP PATH ANALYSIS

Designed CM	Approved JD	Melway Ref 90 D6
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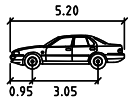
Drawing Number 230558	SPA200	Revision C
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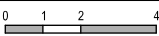


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Lock to Lock Time : 6.0
Steering Angle : 33.9

meters

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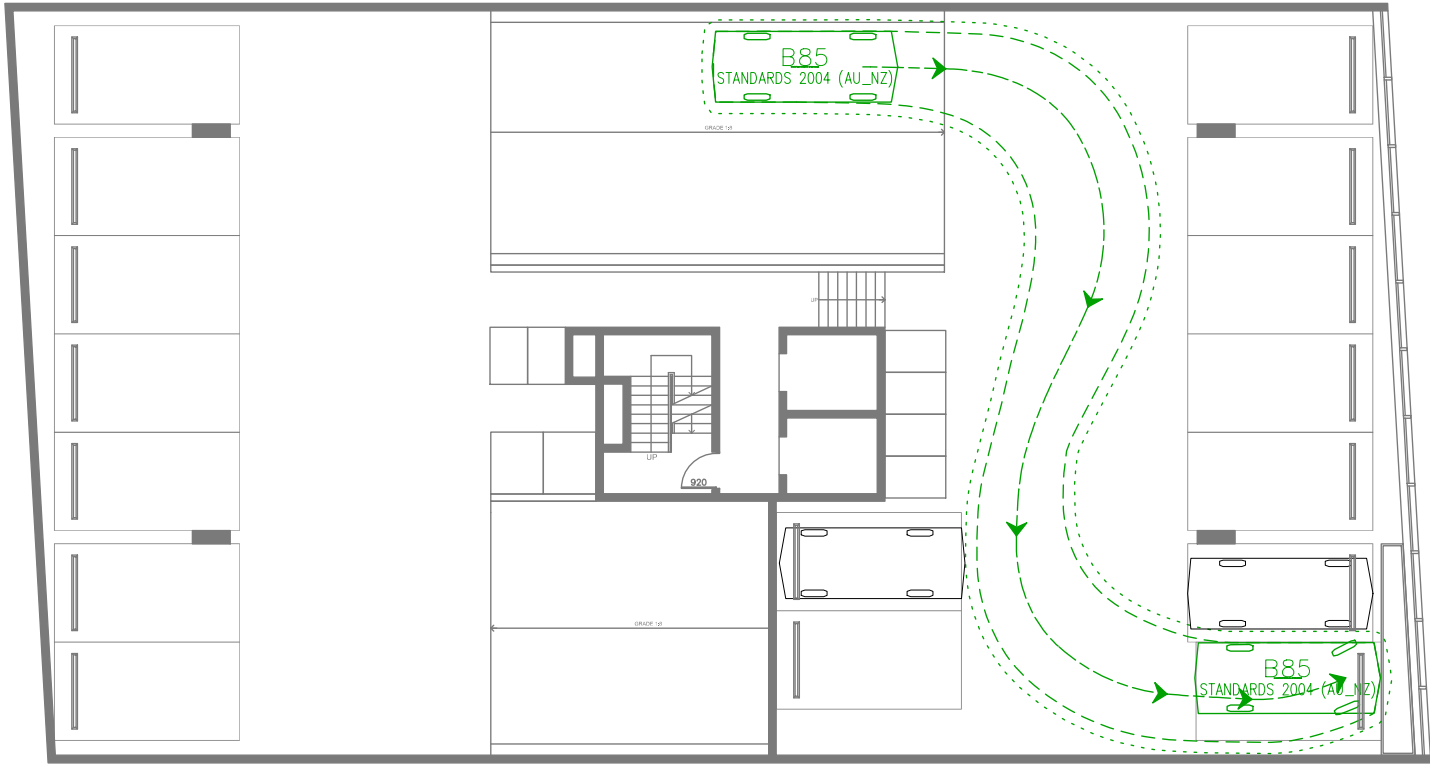
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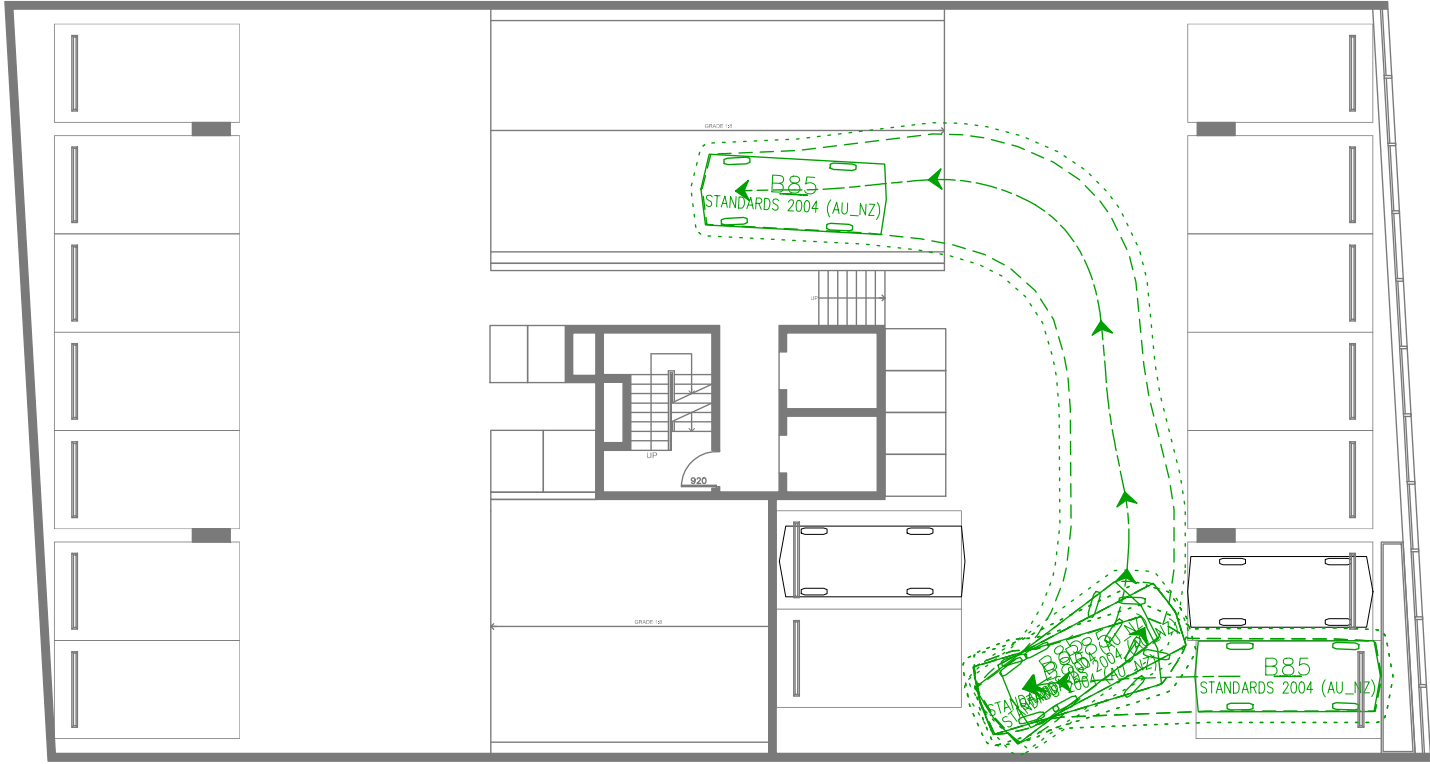
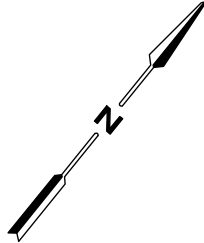
Drawing Title
27 PRINCES HIGHWAY, DANDENONG
VEHICLE SITE ACCESS - LEVEL 3
SWEEP PATH ANALYSIS

Designed CM	Approved JD	Melway Ref 90 D6
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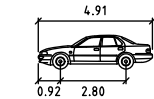
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- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED

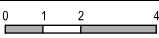


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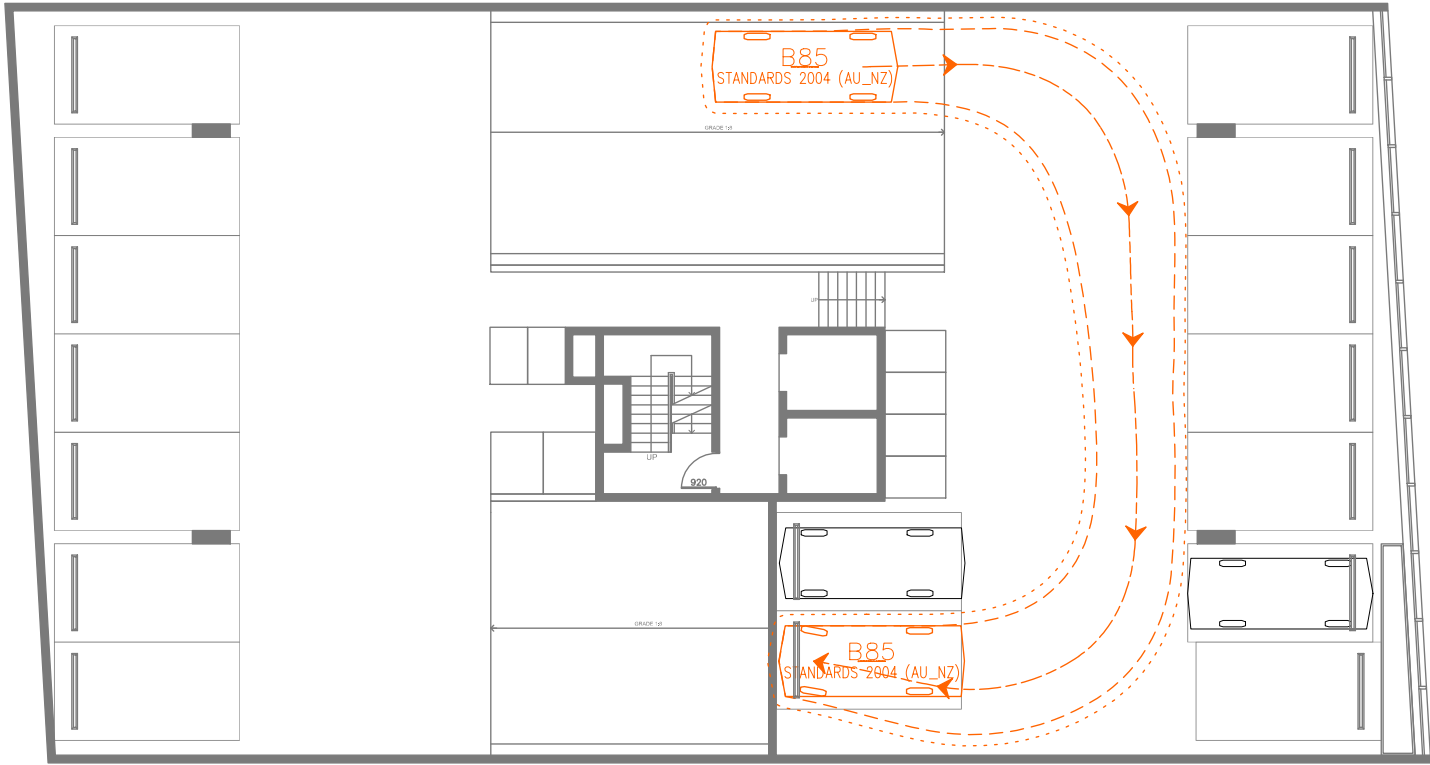
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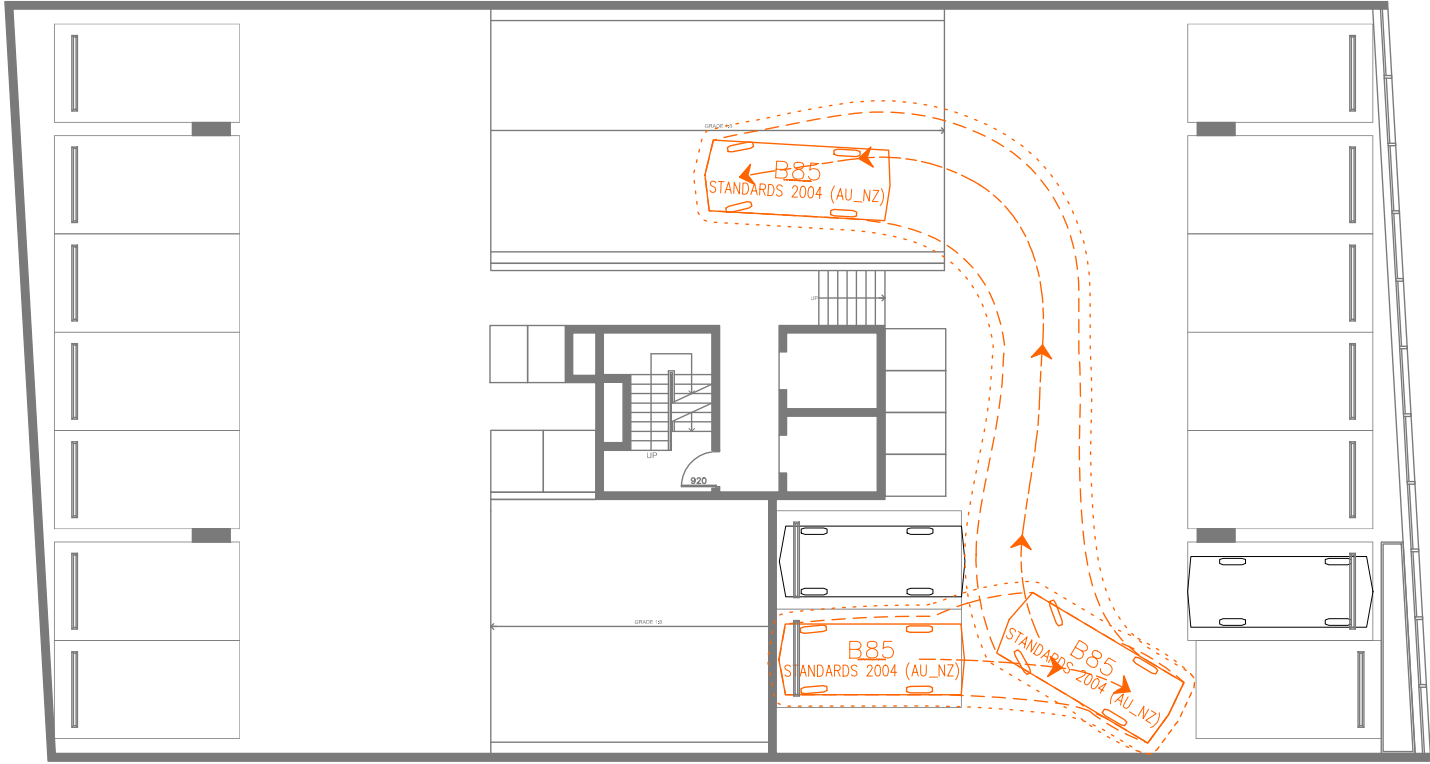
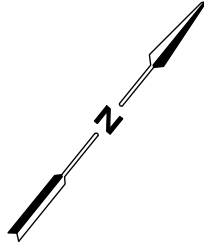
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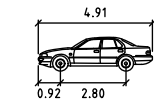
Drawing Title 27 PRINCES HIGHWAY, DANDENONG VEHICLE SITE ACCESS - LEVEL 3 SWEEP PATH ANALYSIS		
Designed CM	Approved JD	Melway Ref 90 D6
Drawing Number 230558	Revision SPA301 C	



ENTRY MANOEUVRES
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..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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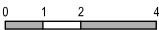


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Steering Angle : 34.1

meters



Scale: 1:200 @ A3



Drawing Title 27 PRINCES HIGHWAY, DANDENONG VEHICLE SITE ACCESS - LEVEL 3 SWEEP PATH ANALYSIS		
Designed CM	Approved JD	Melway Ref 90 D6
Drawing Number 230558	Revision SPA302 C	