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Traffic Engineering Assessment

Proposed Build-to-Rent Development

699 La Trobe Street, Docklands

Project Number: 23122

Date: 12/10/2023

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Document Control

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A	02.08.2023	Draft Report (for comment only)	C Gist	D McGrenaghan
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Checked, approved by:



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Director

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1. Introduction

MCG Consult Pty Ltd (MCG) has been commissioned by Salta Properties (Docklands) Pty Ltd (Salta) to prepare a Traffic Engineering Assessment for a Proposed Build-to-Rent Development at 699 La Trobe Street, Docklands (the Development).

A Planning Permit was originally issued for the site on 28 March 2013, noting that this permit was extended multiple times. More recently, an amended Planning Permit for the site was issued on 3 October 2019 (Permit Number TP-2010-006245A-2) and, whilst the scheme for the Development proposal at that time was approved, Salta did not proceed, and the Planning Permit subsequently lapsed/expired on 3 March 2020.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the currently proposed Development based on plans prepared by Fender Katsalidis, who are the architectural firm leading the project.

In the course of undertaking this assessment, we have inspected the subject site located at 699 La Trobe Street, together with the local environs, reviewed the development plans and background material, and have assessed the traffic and car parking impacts of the proposal. Our assessment is documented in the following sections to this report.

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2. Existing Conditions

2.1 Subject Site

The subject site is located on the southern side of La Trobe Street, on the south east quadrant of the signalised intersection with Harbour Esplanade, as shown on the locality maps presented in Figure 1 and Figure 2 below.

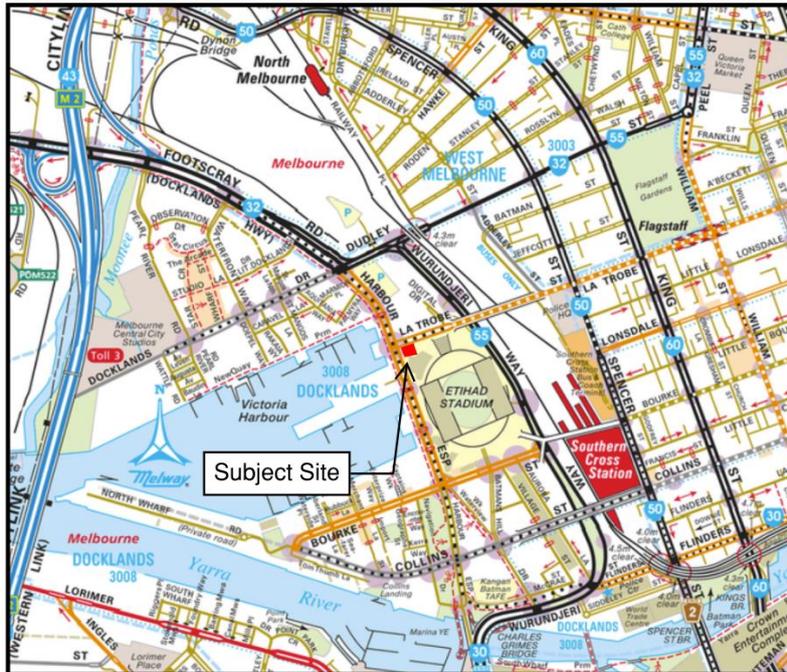


Figure 1: Locality Map



Figure 2: Locality Plan (Aerial)



Figure 3: Titles Diagram

2.2 Subject Site and Use

With reference to Figure 3 above, extracted from a titles diagram, the development site (Lot 2, highlighted in yellow) is roughly rectangular in shape and has a total area of 2,692m². The site is currently occupied by site sheds and amenities associated with the construction of a mixed-use development at 685 La Trobe Street to the east (Lot 1 on Figure 3). Notwithstanding, prior to this occupation, the site was vacant land.

The development site has a northern frontage to La Trobe Street in the order of 58m and a western frontage to Harbour Esplanade in the order of 22m. Along the southern and eastern boundaries, the site abuts Lot 1, which is land owned by Development Victoria. For context, Lot 1 along the southern boundary of the site, is occupied by the Channel 7 building and along the eastern boundary, the site also abuts Lot 1, which has an access easement in favour of pedestrians between Marvel Stadium and La Trobe Street. As mentioned, a mixed-use development is currently under construction at 685 La Trobe Street (Lot 3). Vehicle access for this site, for car parking and access to loading and waste collection facilities, is to be provided from this access easement on Lot 1.

Importantly, the portion of Lot 1 that abuts the eastern boundary of the development site (with an access easement in favour of pedestrians) has legal rights on title (shown as E-13 on the title diagram presented in Figure 3 and enlarged in Figure 4 below). This easement E-13 extends for approximately 19m from the southern Right-of-Way boundary associated with La Trobe Street.

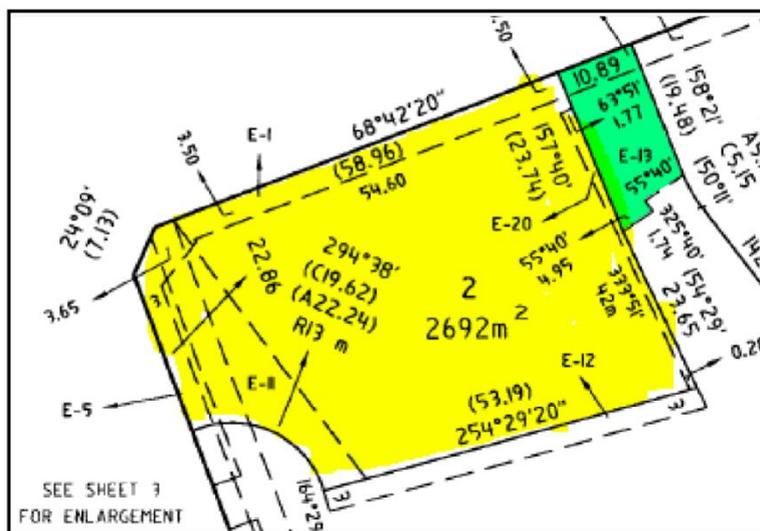


Figure 4: Access Easement E-13 (green highlight)

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2.3 Planning Scheme Zones and Surrounding Uses

The development site is located within the Docklands Zone – Schedule 4 (DZ4) under the Melbourne Planning Scheme, as presented in Figure 5. A Parking Overlay – Precinct Schedule 8 (P08), which is of relevance to this traffic engineering assessment, also applies to the site.

The site is located on the western fringe of Melbourne Central City. Notable surrounding land uses in the vicinity of the site include:

- Marvel Stadium, located directly south of the site.
- Hoddle Grid, located approximately 500m to the east of the site.
- Southern Cross Station, located approximately 600m south east of the site.
- Central Pier, located directly west of the site, and
- The District Docklands, located approximately 800m north west of the site.



Figure 5: Land Use Zoning Map (Melbourne Planning Scheme)

As previously referenced, a Planning Permit was originally issued for the site on 28 March 2013, noting that this permit was extended multiple times. More recently, an amended Planning Permit for the site was issued on 3 October 2019 (Permit Number TP-2010-006245A-2) and, whilst the scheme for the Development proposal at that time was approved, Salta did not proceed, and the Planning Permit subsequently lapsed/expired on 3 March 2020.

The following provides further context on the status of surrounding uses and development that are relevant to the subject site:

i. Channel 7 - 160 Harbour Esplanade (Lot 1), Docklands

Seven Network (Operations) Limited, a subsidiary of Seven West Media Limited, hold the sublease on Lot 1. The expiry of this lease is understood to be June 2025, with a further four options of 5 years. At the time of preparation of this report, Seven Network are in the market to relocate their Melbourne operations from this building, signalling that they may not extend their lease at the premises.

To this end, in anticipation of Channel 7 not extending their lease beyond 2025, it is understood that Development Victoria, as leaseholder of Lot 1 for the next 180 years, and the AFL site to the South of Lot 1, have formed a Joint Venture to combine both sites for development. The outcome of the resultant joint Development Plan is currently being assessed by the Department of Energy, Environment and Climate Action (DEECA, formerly DELWP) and is not out for public notice, as such the nature of the detail of the joint Development Plan is unknown.

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ii. Home Development - 685 La Trobe Street (Lot 3), Docklands

Lot 3 is the third site shown on the title plan presented in Figure 3. The site was purchased from the Australian Football League (AFL) in 2020 by Home / Grocon. The site has an approval for a 676 apartment Build-to-Rent scheme, with additional mixed-use land uses within the building. Construction has commenced and will be due for completion in the fourth quarter of 2024.

iii. Other Surrounding Sites

Other surrounding sites/uses/landmarks within the immediate area recently completed, or in the planning phase, and those of relevance include:

- The Poly office development at 1000 La Trobe Street, Docklands (opposite the subject site, on La Trobe Street), on which construction was completed in late 2021. This site comprises up to some 40,000m².
- 208 – 226 Harbour Esplanade Street (by Gurner Group) was recently announced, with plans to deliver a \$1.75 billion development within the Digital Harbour precinct. There is no publicly available information on this development at the time of preparation of this report.
- Harbour Esplanade: A masterplan design to upgrade Harbour Esplanade has been under way for several years, however the detail and the programme to commence work is unknown. Development Victoria has indicated that the redevelopment is likely to include commercial opportunities. The relocation of some of the original historical sheds may be included in the upgrade.
- Central Pier: Central Pier remains closed due to the unsafe structural conditions of the historic pier. Development Victoria has responsibility for Central Pier, who have confirmed that it will be removed in future.

2.4 Existing Road Network

La Trobe Street is a major Council road that is aligned in an east – west direction, between Harbour Esplanade to the west and Victoria Street to the east. Across the frontage of the subject site, the westbound carriageway of La Trobe Street is configured with a 2.5m wide protected / separated bicycle lane (3.0m wide inclusive of the concrete separation kerb) as well as an exclusive left turn lane and exclusive right turn lane (each in the order of 3.0m wide) on approach to the intersection with Harbour Esplanade. No Stopping restrictions are in place along this frontage. To the east of the subject site, La Trobe Street comprises a single westbound traffic lane in the order of 3.7m wide, with a 3.0m wide kerbside bicycle lane protected from the traffic lane by a 0.5m wide line marked buffer with concrete separation kerb. No stopping restrictions are in place at this location.

Directly opposite the subject site, the eastbound carriageway of La Trobe Street is configured with a single traffic lane and a with on-street car parking spaces abutting a protected bicycle lane against the kerb. These parking spaces comprise a mixture of a loading zone, 5-minute parking and Police vehicle only parking. This bicycle lane is in the order of 1.2m wide with a 0.8m wide line marked separator. Further east, and alongside the existing tram stop, the traffic lane increases to 3.5m and the bike lane to 3.0m, separated by a 0.5m wide line-marked buffer with concrete separation kerb. Continuing further east, and past the tram stop, La Trobe Street reverts back to the same cross section described at the start of this paragraph, with the car parking restrictions comprising a mix of 5 minute (unmetered) and 2P metered parking.

The eastbound and westbound carriageways of La Trobe Street are separated by a tram fairway, with staggered eastbound and westbound tram stops located directly east of the subject site. A signalised pedestrian crossing over La Trobe Street is located between these staggered tram stops.

Wide footpaths ranging in width between 3.0 – 4.0m are provided on both sides of La Trobe Street.

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Harbour Esplanade is also a major Council road generally aligned in a north – south direction. Across the Harbour Esplanade frontage of the site, the southbound carriageway is configured with a single 3.4m wide traffic lane with abutting 2.3m wide kerbside parking spaces that comprise a mixture of No Stopping, time restricted 2P Disabled and 2P metered and unmetered restrictions. A pedestrian footpath in the order of 6.0m is provided along this side of Harbour Esplanade.

The northbound carriageway is typically configured with two traffic lanes varying in width of between 3.0m – 3.3m. On approach to the intersection with La Trobe Street, Harbour Esplanade provides for a single northbound traffic lane and an exclusive right turn lane. No stopping parking restrictions operate along the full length of this section of Harbour Esplanade. A 3.0m wide off road, two-way exclusive bicycle path (Capital City Trail) along the west side of Harbour Esplanade is separated from the northbound carriageway by a 2.0m wide nature strip. A pedestrian footpath / boulevard, in the order of 6.0m wide, sits to the west of the exclusive bicycle path, and separated by a 3.0m wide flush median with tram infrastructure and large trees located within it.

The northbound and southbound carriageways are separated by tram tracks that continue to the north, as well as to / from La Trobe Street. A pair of tram stop platforms are centrally located in Harbour Esplanade on the northern side of the intersection with La Trobe Street. A raised signalised pedestrian crossing over Harbour Esplanade is located approximately 120m south of the intersection with La Trobe Street.

A **Private Access Road**, aligned in a north south direction, is located directly alongside the eastern boundary of the subject site. The road provides vehicle access to car parking facilities and loading facilities associated with the Channel 7 building. Importantly, the portion of Lot 1 that abuts this eastern boundary of the subject site (with an access easement in favour of pedestrians between La Trobe street and Marvel Stadium) has legal rights on title (shown as E-13 on the title diagram presented in Figure 3 and enlarged in Figure 4). This easement E-13 extends for approximately 19m from the southern Right-of-Way boundary associated with La Trobe Street.

This private access road has a trafficable width of approximately 10.5m (within the E-13 easement), increasing to approximately 13.1m to the south of the E-13 easement. Kerbside car parking has historically occurred on both sides of the private access road, including the sections where the E-13 easement is on the Lot 1 title. Access for the Development, as well for the 685 La Trobe Street development that is currently under construction, is to be from this section of E-13. To this end, it is likely that the kerbside parking on both sides will be removed.

Formal pedestrian facilities are not provided along either side of the private access road.

2.5 Sustainable Modes of Transport

2.5.1 Pedestrian Accessibility

The subject site has a high level of pedestrian accessibility, being located on the fringe of the Melbourne city centre. Exclusive pedestrian operated signals over La Trobe Street, located some 75m to the east of the site, as well as over Harbour Esplanade approximately 100m south of the site, provide a high level of connectivity to other pedestrian facilities, as well as public transport services and other associated facilities. Moreover, the signalised intersection of La Trobe Street / Harbour Esplanade provides signalised crosswalks that provide an excellent level of accessibility to the north, south, east, and west, linking to wide pedestrian footpaths along both sides of Harbour Esplanade and La Trobe Street.

Destinations such as District Docklands to the north west, the Melbourne city centre to the east, Marvel Stadium to the south and Southern Cross Station to the south east are highly accessible by using the pedestrian footpaths and facilities, as well as being within convenient walking distances.

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Table 1: Public Transport Services in immediate proximity of the subject site

Service	Route	Location / Walking Distance
Train	All Metropolitan Lines	Southern Cross Station ~ 800m south east
	V-Line Trains	
Tram	Route 30 (St Vincents Plaza – Central Pier)	Site Frontage
	Route 35 (City Circle)	Site Frontage (La Trobe Street and Harbour Esplanade)
	Route 70 (Waterfront City - Wattle Park)	Site Frontage (Harbour Esplanade)
	Route 75 (Vermont South – Central Pier)	Site Frontage (Harbour Esplanade)
	Route 86 (Bundoora RMIT – Waterfront City)	Site Frontage (La Trobe Street)
Bus	Route 216 (Sunshine Station – Melbourne City, via Dynon Road)	~ 600m east along La Trobe Street to Spencer Street
	Route 220 (Sunshine Station – Melbourne City, via Footscray Road)	~ 400m north along Harbour Esplanade to Dudley Street / Footscray Road
	Route 684 (Southern Cross Station – Eildon)	~ 800m to Southern Cross station
	Route 959 (Night Bus) (Melbourne City - Broadmeadows)	~1200m along Latrobe Street to Queen Street

2.5.4 Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating available parking spaces throughout their municipalities for the purpose of accommodating car share cars.

The City of Melbourne has approximately 600 car share spaces across the municipality, located both in the central city and the surrounding suburbs. Specifically, the City of Melbourne has agreements with a number of car share companies whereby they are able to use on-street parking spaces for their car share cars. These companies are:

- Flexicar
- GoGet
- KINTO
- Popcar
- Uber Carshare (formerly Car Next Door)

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Figure 7 below shows the location of car share vehicles within an approximate 700m radius of the Development.

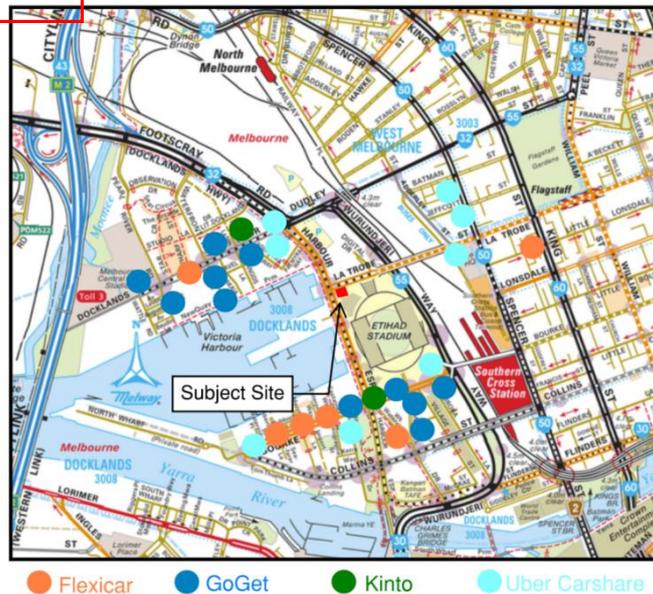


Figure 7: Car Share Locations

As can be seen in Figure 7, car share cars are available within close proximity of the subject site which will allow future residents of the Development with increased flexibility and will be likely to reduce the need for residents to own a car. Indeed, it is understood that provisions for a car share vehicle and associated parking space within the subject site is being considered as part of, amongst other sustainable transport initiatives, a green travel plan. In this case, future residents of the Development will be provided with the opportunity to conveniently lease a car share vehicle, which again will reduce the need for residents to own a car.

2.6 Crash Analysis

MCG Consult has undertaken a review of publicly available road crash datasets, as published on the VicRoads website, for the roads and intersections referred to above.

This dataset provides a simple overview of individual crash incidents in Victoria over the last 5 years, noting that this dataset contains records of all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- Fatal injury: at least one person was killed in the accident or died within 30 days as a result of the accident.
- Serious injury: at least one person as sent to Hospital as a result of the accident.
- Other injury: at least one person required medical treatment as a result of the accident.

Reference to this dataset shows the following:

- i. La Trobe Street (Harbour Esplanade to Wurundjeri Way Overpass)
 - April 2018 – Pedestrian struck by vehicle (near Digital Drive intersection) when crossing La Trobe Street, Other Injury.
 - May 2018 – Vehicle collided with parked vehicle (b/w the Private Access Road and Digital Drive), Other Injury.

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- ii. Harbour Esplanade (La Trobe Street to Bourke Street)
 - March 2018 - Rear end, vehicle hit cyclist (southbound – approx. 200m south of Central Pier), Serious Injury (alcohol involved)
 - June 2018 – Pedestrian walking with traffic (off road – near Port Phillip Ferries Terminal), Other Injury
 - October 2018 – Rear end (southbound – approx. 100m south of Central Pier), Serious Injury (alcohol involved)
- iii. Harbour Esplanade / La Trobe Street Intersection
 - Nil.

Reference to the above statistics would suggest that in the most recent 5-year period, there has been a total of 5 reported accidents, 2 of which resulted in serious injuries (to 1 person per reported crash). 3 of the 5 reported accidents involved a vulnerable road user (cyclist and/or pedestrian). Despite this, given that there has not been an accident reported since late 2018, and the investment in pedestrian and cycling infrastructure along Harbour Esplanade and La Trobe Street has occurred, as well as changes in vehicle access to abutting land uses i.e., Central Pier, buildings on the north side of La Trobe Street, it is expected that the development will be unlikely to see a change to this condition.

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3. Development Proposal

3.1 The Development

Plans have been prepared for the Development by Fender Katsalidis (dated 05 October 2023). The plans include a mixture of residential use (and associated residential amenities) and non-residential uses.

Table 2 provides a summary of the Development proposal:

Table 2: Development Summary

	Use	Number / Size
Residential Use	Studio Apartment	126
	1 Bedroom Apartment	183
	2 Bedroom Apartment	219
	3 Bedroom apartment	32
	Total	560
Non-Residential Use	Retail (Café at Ground Level)	213m ²
	Restaurant (Bar on Level 37)	110m ²
	Total	323m²

3.2 Vehicular Access

Vehicle access to the on-site car parking spaces is proposed from a single point on the Private Access Road that is located on the western side of the site. More specifically, this Private Access Road forms part of Lot 1, and contains an access easement known as E-13 on the titles diagram (refer to Figure 4 in this report). This easement E-13 extends for approximately 19m from the southern Right-of-Way boundary associated with La Trobe Street, in a southerly direction along the Private Access Road, and as such this easement provides legal access rights to the subject site.

Notably, the vehicle access to the on-site car parking spaces is also shared with the access to the proposed loading area, which also houses the facilities associated with waste collection.

Lastly, it is proposed to provide a set down / pick up facility at the north east corner of the site, accessed from the Private Access Road. There will be no parking permitted within this facility.

3.3 Parking Provisions

A total of 114 on-site car parking spaces are proposed, comprising:

- 17 spaces on Level 1 (comprising Levels 1A and 1B)
- 18 spaces on each of Level 2 (comprising Levels 2A and 2B), Level 4 (comprising Levels 4A and 4B), and Level 5 (comprising Levels 5A and 5B)
- 17 spaces on Level 3 (comprising Level 3A and 3B)
- 17 spaces on Level 3 Mezzanine (also known as Level 3A Mezzanine and Level 3B Mezzanine)
- 9 spaces on Level 6 (also known as Level 6A)

As noted above, each car park level (other than Level 6) has a lower level and an upper 'mezzanine' level that is typically referred to with the nomenclature 'B' against the specific level ('A' denotes the lower level). An exception to this, as you will note in dot point 4 above, is that there is a car parking level called 'Level 3 Mezzanine' which comprises a lower (3A Mezzanine level) and upper (3B Mezzanine level) car park.

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A total of 435 bicycle parking spaces are also proposed, inclusive of up to 364 resident spaces, 69 resident visitor spaces and the remaining 2 spaces for staff of the proposed retail and restaurant use. No visitor bicycle parking is proposed to be provided for the retail and restaurant uses, however as the parking is provided in excess of the statutory requirements, there is the capacity to accommodate any likely demand, specifically for the retail use (café) that is accessible to the public. The restaurant use (bar) is for the use of residents only, so there will be no visitation by 'public' visitors.

3.4 Loading and Waste Collection

Loading and waste collection for the development is proposed via a formal area set aside at ground level. The access, as well as the associated turning and manoeuvring area within the ground level, has been designed to accommodate vehicles up to a 10.2m rigid truck (compactor truck), and has also been tested to accommodate medium rigid trucks based on the Austroads 8.8m Service Vehicle.

The loading area will be managed to allow shared use by residents, retail, restaurant, and waste.

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4. Parking Considerations

4.1 Statutory Car Parking Requirements (Clause 45.09)

The car parking requirements for the proposed development are outlined in Clause 52.06 of the Melbourne Planning Scheme. Notably, the site is subject to Parking Overlay – Schedule 8 (P08) under Clause 45.09 of the Melbourne Planning Scheme, which works in conjunction with, and varies, the parking requirements under Clause 52.06.

Parking Overlay – Schedule 8 (P08) specifies a maximum car parking provision for residential dwellings of 1.5 spaces to each dwelling, and 1 space to each 100m² of Gross Floor Area (GFA) for any other use (with the exception of industrial uses).

It is noted that under Parking Overlay – Schedule 8 (P08), there is no requirement to provide visitor parking.

A statutory assessment of the development proposal under Clause 45.09 is provided in Table 3.

Table 3: Statutory Car Parking Requirements (Clause 45.09)

Use	Number / Size	Statutory Requirement	Maximum Number of Car Parking Spaces
Residential	560	Maximum of 1.5 spaces per dwelling	840 spaces
Non-Residential	323m ²	Maximum of 1 space per 100m ² GFA	3 spaces
Total			843 spaces

Based on the requirements of Schedule 8 of the Parking Overlay, the maximum number of car parking spaces that can be provided for proposed development (without a permit being required) is 843 car parking spaces.

It is proposed to provide 114 on-site car parking spaces, with 112 car parking spaces allocated to residents of the Development and the remaining 2 spaces to staff of the non-residential uses.

Accordingly, the provision of 114 car parking spaces, being less than 843 car parking spaces meets the maximum requirements under Schedule 8 to the Parking Overlay and there is no permit required.

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4.2 Statutory Bicycle Parking Requirements (Clause 52.34)

Clause 52.34 of the Melbourne Planning Scheme specifies the bicycle requirement for new developments. The relevant statutory bicycle requirements are summarised in Table 4.

Table 4: Statutory Bicycle Parking Requirements (Clause 52.34)

Use	Number / Size	Statutory Requirement	Number of Bicycle Spaces Required
Residential	560 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	112 resident spaces 56 visitor spaces
Retail	213m ²	1 space per 300m ² for staff 1 space per 500m ² for customers	Staff spaces N/A Visitor spaces N/A
Restaurant	108m ²	1 space per 100m ² for staff 2 spaces plus 1 space to every 200m ² of floor area available to the public if the floor area available to the public exceeds for 400m ² for visitors	1 staff space Visitor spaces N/A (not open to the public)
Totals:		Resident Staff Visitors	112 resident spaces 1 staff space 56 visitor spaces

On the basis of the above assessment, the development is required to provide 169 bicycle spaces, comprising 112 resident spaces, 1 staff space and 56 visitor spaces.

A total of 435 bicycle parking spaces are proposed on-site, exceeding the minimum statutory requirements under Clause 52.34 of the Melbourne Planning Scheme.

The staff requirements do not trigger a requirement to provide end of trip facilities.

4.3 Parking Layout and Access Design

The car park and associated access arrangement have been developed with design advice provided to the project architect (Fender Katsalidis), together with detailed liaison and consultation with the associated team of consultants to assist with developing a design that meets with the required standards, functionality, and operation.

To this end, the layouts presented are considered to be consistent with and generally meet the relevant requirements of the Melbourne Planning Scheme, as well as (where applicable) the Australian/New Zealand Standard – Parking Facilities Part 1: Off Street Car Parking (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard – Parking Facilities Part 6: Off-street Parking for People with Disabilities (AS/NZS 2890.6:2009).

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4.3.1 Car Park Layout

A review of the car parking layout and general characteristics are summarized as follows:

General Car Parking Layout

- Car parking spaces have been generally designed in accordance with Clause 52.06 of the Melbourne Planning Scheme, with typical dimensions of 2.6m width and 4.9m length accessible from a parking aisle with a minimum width of 6.4m.
- Further to the above, there are however a number of car parking spaces that have varying dimensions. These are nominated as follows, with a description of the reasoning for these varying dimensions explained in further detail:
 - Two car parking spaces on each of the Levels 1 – 6 (Levels 1A and 1B, 2A and 2B, 3A and 3B, Mezzanine 3A and Mezzanine 3B, 4A and 4B, 5A and 5B and 6A) located between the northern and southern ramps, have been nominated as small car spaces in accordance with AS/NZS 2890.1:2004. This is specifically due to the location of the 1 in 8 transitions provided at the base of the ramps that partially bisect/splay across these spaces, together with the location of long blade columns against these spaces. Note: Car spaces with a wall/column to one side are to provide a further minimum of 0.3m clearance to these walls/columns in accordance with AS/NZS 2890.1:2004.

- Four car parking spaces proposed on levels 1B, 2B, 3B, 3B Mezzanine, 4B and 5B (against the eastern side of these car park levels, toward the southern end) are proposed with dimensions of 2.4m width by 4.9m length. These car parking spaces are 0.2m narrower than the typical 2.6m width specified in the Melbourne Planning Scheme. Notwithstanding, adopting a 2.4m width for these car parking spaces is consistent with a User Class 1 (Residential) car space width per Figure 2.2 of AS/NZS 2890.1:2004. Where parking is to a wall that does not allow for overhang, a User Class 1 space is to be 5.4m long, whereas the spaces proposed are to be retained at a length of 4.9m.

We note that the access / circulating aisle widths at this location (being at the base of the proposed ramps at the southern side of the car parking levels) vary in width from 7.1m to 8.5m. The minimum width of the access aisles / circulating aisles (7.1m) plus the 4.9m length of the subject car parking spaces (7.1m aisle + 4.9m car space = **12m**) is greater than the minimum dimensions specified in Figure 2.2 of AS/NZS 2890.1:2004 i.e., 6.2m aisle + 5.4m car space = **11.6m**. Accordingly, we are satisfied that this meets with, if not exceeds, the requirements of the Planning Scheme and AS/NZS 2890.1:2004.

Notwithstanding the above, we have also prepared a swept path assessment to show how a B85 vehicle can successfully enter and exit the 2.4m wide space accessed from the 7.1m wide aisle (refer to the swept path assessment presented in Appendix A, specifically the inset plan in the lower left-hand corner of drawing number TR-TP-0008). These spaces also propose a minimum offset of 0.3m to the abutting columns (as relevant and required) per the requirements of AS/NZS 2890.1:2004.

- In much the same situation as described above, two car parking spaces proposed on levels 2A, 3A, 3A Mezzanine, 4A, 5A and 6A (against the western side of these car park levels, toward the southern end) are proposed with dimensions of 2.4m width by 4.9m length. Following the same logic as described in the above discussion, we are satisfied that this meets with, if not exceeds, the requirements of the Planning Scheme and AS/NZS 2890.1:2004. Moreover, swept path assessments have been prepared to demonstrate the successful entry and exit movements (refer to the swept path assessments presented in Appendix A, specifically the inset plans in the upper left and right-hand corners of drawing number TR-TP-0008), with the swept path in the lower right-hand corner of this plan showing a reverse entry and forward exit manoeuvre as an alternative.

The southernmost space also proposes a minimum offset of 0.3m to the abutting column/wall (as relevant and required) per the requirements of AS/NZS 2890.1:2004. You will however note that there is a column proposed at the front that slightly intrudes into this space. This is considered acceptable given the small intrusion.

- A single disabled car parking space and associated shared area is proposed on Level 1A. The dimensions and configuration of the disabled car parking space are consistent with the requirements of AS/NZS 2890.6:2009.
- Columns are generally positioned in accordance with the car park design envelope included in AS/NZS 2890.1:2004 (Figure 5.2). Where columns are located in the door opening areas (opposite a car door), the spaces have been widened, or offset from the column, to provide for appropriate accessibility.

- Car spaces adjacent to a wall (or column outside of the car park design envelope) are provided with a minimum width of 2.7m to comply with the minimum space width required for residential car parking as per AS/NZS 2890.1:2004.
- Appropriate blind aisle extensions are provided to the end of aisle spaces.
- A minimum headroom clearance of 2.2m is provided within all trafficable areas of the car park, with a minimum headroom clearance of 2.2m provided 'en route' to the proposed disabled car parking space on Level 1 (Level 1A), with a minimum headroom of 2.5m provided above this space and the shared area.

Access and Ramps

- The Development proposes to provide access from the Private Access Road located along the eastern boundary of the site via a new two-way crossover. This access and crossover, at street level, will be a shared access with the proposed loading and waste area located at ground level.
- The proposed access ramp up to the Level 1 car park, as well as the internal access ramps linking Level 1 to Level 6¹, have been designed with a minimum width of 6.1m between walls in accordance with AS/NZS 2890.1:2004. Notably, the access ramp from ground level has a minimum 4.0m inside radius where it turns at 90 degrees, as well as the width of the ramp at this change in alignment being widened to accommodate the concurrent movement of entering and exiting vehicles.
- The plans prepared illustrate a maximum 1 in 5 grade for the (curved) access ramp from ground level up to the Level 1 car park, with transitions of 1 in 8, over a 2.0m length, at the top and base of the ramp. The grade has been measured along the shortest length i.e., inside of the curve as applicable. The design for this ramp is in accordance with AS/NZS 2890.1:2004 and the Melbourne Planning Scheme.
- The plans prepared illustrate that a maximum grade of 1 in 4 (typically between 1 in 4 and 1 in 5) for the straight access ramps linking the car parking Levels 1 – 6 (and the associated 'mezzanine' levels), with transitions of 1 in 8 over a length of 2.0m at the top and base of these ramps, has been provided. The design of these ramps is in accordance with AS/NZS 2890.1:2004 and the Melbourne Planning Scheme.
- Further to the above, the 1 in 8 transitions at the top and base of the ramps linking car parking Levels 1 – 6 (and the associated 'mezzanine' levels), have been increased in width and length to assist with concurrent vehicle circulation.

Bicycle Parking

Bicycle parking is to be provided in accordance with the Australian Standard – Parking Facilities Part 3: Bicycle Parking Facilities (AS/NZS 2890.3:2015) guideline with a mix of vertical and horizontal bicycle rails configured in side by side, staggered, single height and dual height configurations. The following provides a description of the proposed layouts:

- Wall mounted vertical racks in a 1.2m deep space, with a space / centre-to- centre width of 0.5m, accessed from a minimum width aisle of 1.5m.
- Staggered vertical racks in a 1.2m deep space, with a centre-to-centre width of 0.5m, accessed from a 2.0m wide aisle.
- Horizontal racks in a 1.8m deep space, with a space / centre-to-centre width of 0.5m accessed from a minimum width aisle of 1.5m.
- Dual height horizontal racks with dimensions of 1.8m deep with a space / centre-to-centre width of 0.4m, accessed from a 2.0m wide aisle.
- Bicycle hoops, provided at ground level, outside of the building.

On the basis of the above information and commentary, and with reference to the plans prepared, the proposed access arrangement, access ramps (grades, transitions, widths, and alignments), car parking spaces, headroom / clearances and the bicycle parking have been assessed and, in our view, meet the intent of the relevant standards and guidelines.

Appendix A of this report presents a series of swept path assessments that demonstrate the successful circulation, manoeuvring and general accessibility of the access ramps and car parking spaces proposed for the Development.

¹ Each level beyond Level 1 has a mezzanine (half level) of car parking referenced with a 'B' i.e., Level 1B, Level 2B. Level 3B, Level 4B and Level 5B. Car Parking does not extend beyond Level 6.

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5. Traffic Impact Assessment

5.1 Traffic Generation

5.1.1 Residential Development

With consideration of the location of the subject site and the excellent accessibility to alternate (and sustainable) modes of transport as outlined in Section 2.5 of this report, it is expected that each residential car space will generate up to 2 movements per day, inclusive of 0.2 movements in the morning and afternoon peak hours.

Application of this rate to the proposed 112 car parking spaces provided for the residential use equates to a projected traffic generation of 224 movements per day, inclusive of 22 movements during each peak hour.

It is typical to adopt a residential distribution comprising 20% arrivals and 80% departures in the weekday morning peak hours and 60% arrivals and 40% departures during the weekday afternoon peak hour. Application of these distributions to the projected traffic generation equates to the peak hour traffic volume and distribution as follows:

- AM Peak Hour: 4 arrivals and 18 departures.
- PM Peak Hour: 13 arrivals and 9 departures.

All residential traffic will enter and exit from the Private Access Road, via La Trobe Street. It is expected that the proposed set down / pick up facility on the north east corner of the site will generate trips mostly by visitors. It is however expected that these will be minimal and unlikely to impact the operation of the Private Access Road and indeed the intersection of this road with La Trobe Street.

5.1.2 Non-Residential Development (Retail and Restaurant)

The non-residential uses i.e., retail (Café) and restaurant (Bar) have each been allocated one car parking space, that is one space for a staff member of each use i.e., 2 spaces in total. On this basis, it has been assumed that, conservatively, these uses will generate 2 entry movements during the morning peak hour and 2 exit movements during the afternoon/evening peak hour.

As previously mentioned, both uses are not intended for public visitation, albeit it is expected that there will be a small number of walk-in customers for the Café. The restaurant use (bar) will not be publicly accessible, being for the use of residents only.

5.1.3 Projected Access Traffic Movements

On the basis of the above, the proposed Development is predicted to generate up to 24 vehicle movements during the AM and PM peak periods.

A summary of the projected traffic generation is provided in Table 5:

Table 5: Projected Traffic Generation

Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Residential	4	18	22	13	9	22
Retail (Café)	1	-	1	-	1	1
Restaurant (Bar)	1	-	1	-	1	1
Total	6	18	24	13	11	24

5.2 Traffic Impact

The projected traffic generation is considered low in traffic engineering terms, equivalent to an average in the order of 1 vehicle movement approximately every 2.5 minutes during the peak periods.

With specific reference to the Private Access Road, as well as its intersection with La Trobe Street, the addition of 24 vehicle movements during the morning and afternoon peak periods (approximately 1 vehicle movement every 2.5 minutes in each peak hour) is likely to have an immaterial impact to its operations, in terms of capacity and safety. This level of traffic does not warrant any further investigations, including traffic surveys or traffic analysis.

Accordingly, we are of the view that the traffic generation of the proposed Development will have minimal impact, if any, on the operation of the Private Access Road, its intersection with La Trobe Street and the adjoining road network.

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6. Loading and Waste Considerations

6.1 Statutory Requirements

Clause 65.01 of the Melbourne planning Scheme states that the responsible authority must consider a number of matters as appropriate, including:

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

6.2 Proposed Arrangements

A loading area is proposed on-site and will accommodate shared loading for the residential and non-residential uses proposed on the site. Based on similar developments, it is expected that typically, 1 load in/out would occur per day, which will be managed by booking system as part of a loading area management plan (refer to section 6.3 following).

The access and loading area (as well as the waste collection facilities) have been designed to accommodate commercial vehicles up to and including a 10.2m compactor vehicle (with a hook lift). It is expected that the maximum vehicle size expected to access the loading area will be of typical dimensions to that of an Austroads 8.8m Service Vehicle / Medium Rigid Vehicle (MRV). Smaller vans and delivery vehicles will also be able to manoeuvre on-site, within the loading area.

With respect to waste collection, based on the design and advice provided by a specialist waste consultant under a separate submission for this project (WSP), it is proposed that two compactors are to be provided. These compactors will be designed and installed such that they are able to be mechanically 'slid on rails' sideways in order to provide access for collection of the compactors by the waste collection vehicle. The sliding compactor system will also enable the creation of additional space for the reversing of the waste collection vehicle (as well as the medium rigid vehicle used for general loading/unloading) to use. All other waste collection activities i.e., smaller bins will be performed by a commercial vehicle of similar dimensions to the MRV which will be required to park alongside the car park access ramp in a dedicated space/bay, with bins wheeled out and emptied at the rear of this vehicle.

A minimum headroom clearance of 4.5m has been provided within the loading and waste collection areas.

Importantly, swept path assessments for the above vehicles have been prepared that demonstrate that there is sufficient space within the loading area and waste collection area to allow for these vehicle to enter the site in a forward direction, to perform manoeuvring successfully within this area, and to exit in a forward direction. These swept path assessments are provided in Appendix A of this report.

6.3 Loading Area and Waste Facility Management Plan

It is recommended that a Loading Area and Waste Facility Management Plan be prepared to assist in the management of the loading and waste collection area in order to allow for shared use by residents, the retail and restaurant uses. The measures used in this management plan can include, amongst others, a specific loading area manager, traffic spotter, temporary signage as well as scheduling deliveries and waste collection to occur outside of peak traffic periods. Notably, waste collection will be undertaken by a private contractor.

Accordingly, we are satisfied that appropriate provisions for both the loading area and waste collection facilities can be accommodated in accordance with the objectives of the Planning Scheme.

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7. Conclusion

Based on the assessment and discussion of the proposed Development contained within this report, we are of the opinion that:

1. The statutory requirements under Schedule 8 to the Parking Overlay are maximums, specifying that no more than 843 car parking spaces be provided on site.
2. The proposed parking provision (114 spaces) is less than the specified maximums, and therefore are acceptable and that no permit is required.
3. The proposed car parking layout and access arrangements accord with the requirements of the Planning Scheme, AS/NZS 2890.1:2004 (where relevant) and current practice.
4. The level of traffic generated as a result of this proposal is acceptable and will not have a detrimental impact on the surrounding network, the Private Access Road, and its intersection with La Trobe Street.
5. Bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme.
6. The on-site loading area, which is also to provide for waste collection activities and facilities, has been designed to meet the objectives of Clause 65.01 of the Planning Scheme. A Loading Area (and Waste Facility) Management Plan should be prepared to govern the management of these facilities and should be included as a condition of Permit.

There are no traffic engineering reasons why a Planning Permit for the proposed Build-to-Rent development at 699 La Trobe Street should be refused, subject to appropriate Permit conditions.

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Appendix A

Swept Path Assessments

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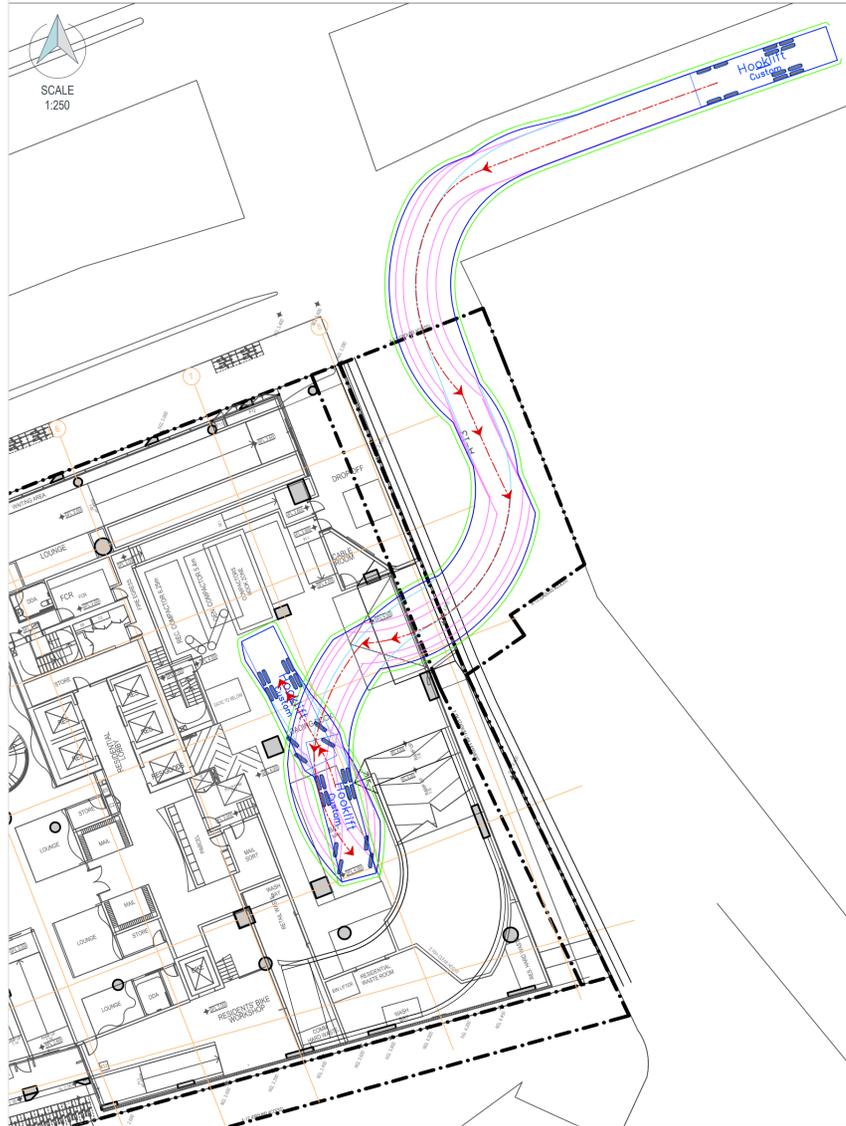
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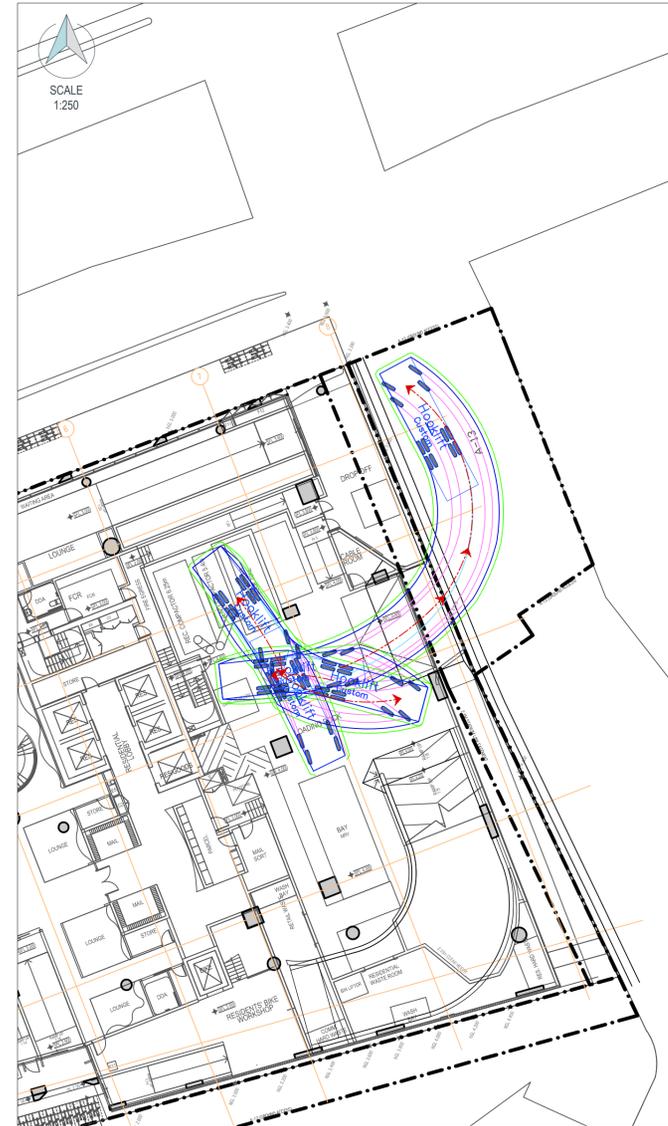
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LEGEND

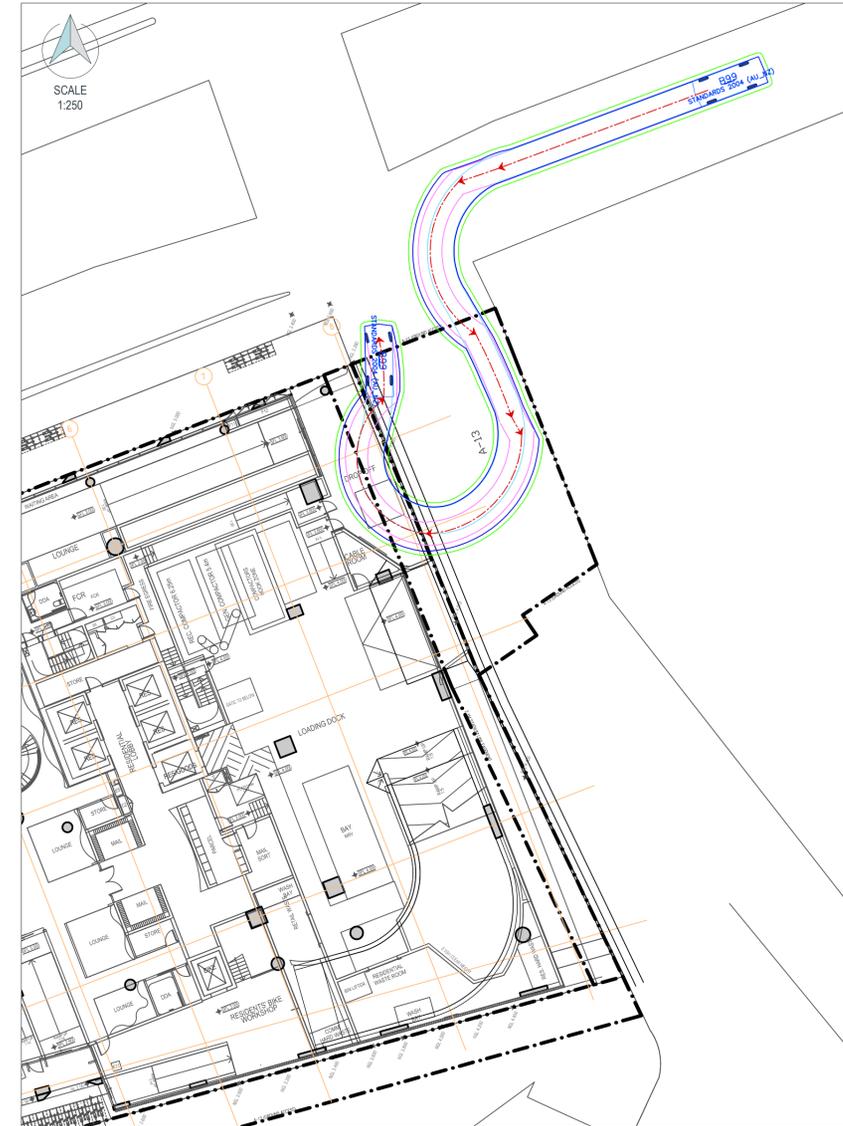
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- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



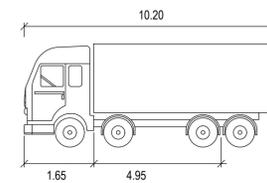
HOOKLIFT - SWEEP PATH - ENTRY



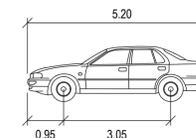
HOOKLIFT - SWEEP PATH - EXIT



B99 VEHICLE - SWEEP PATH
300mm CLEARANCE



Hooklift	meters		
Truck Width	: 10.20	Trailer Width	: WD2
Truck Track	: 4.95	Trailer Track	: TR2
Lock to Lock Time	: 6.0	Articulating Angle	: AA
Steering Angle	: 27.1		



B99	meters		
Width	: 5.20	Width	: 1.94
Track	: 3.05	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 27.1	Steering Angle	: 33.9



Client
Salta Properties

Project Name
699 LATROBE STREET

Project Location
699 Latrobe Street
Docklands VIC 3008

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Revision	By	Appd	Date
C	NH	CG	12.10.23
B	NH	CG	23.08.23
A	NH	CG	01.08.23

Drawing Title
TRAFFIC WORKS - SWEEP PATH GROUND FLOOR
SHEET 1

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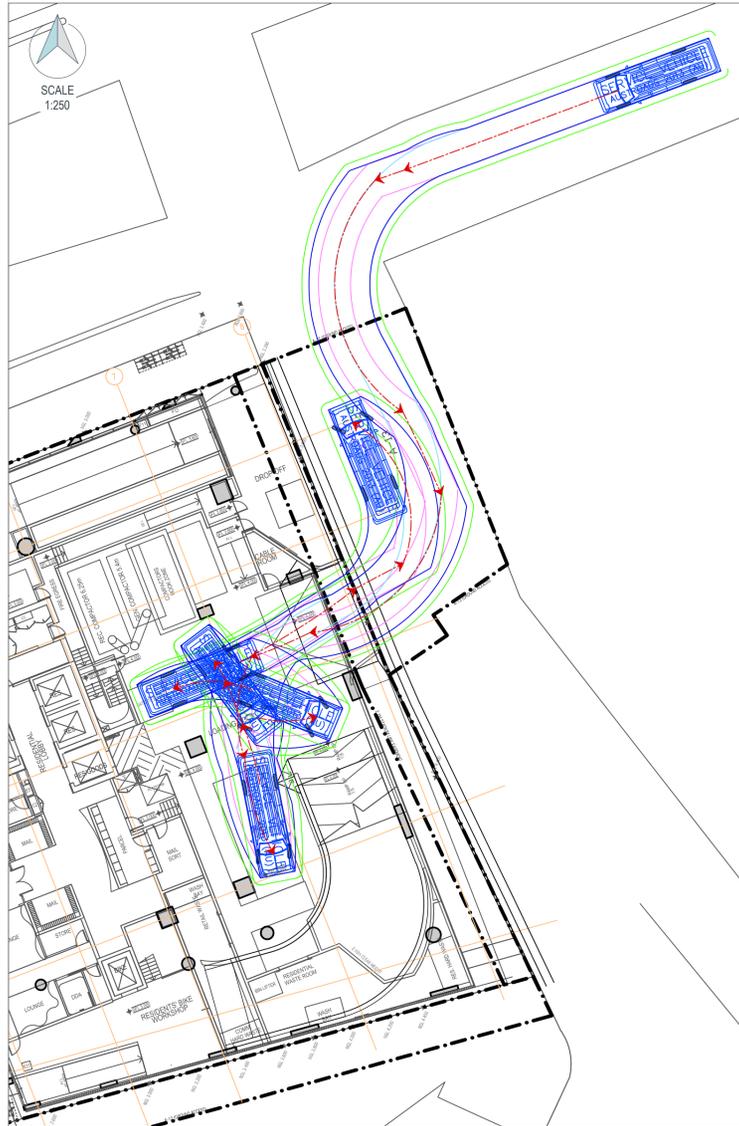
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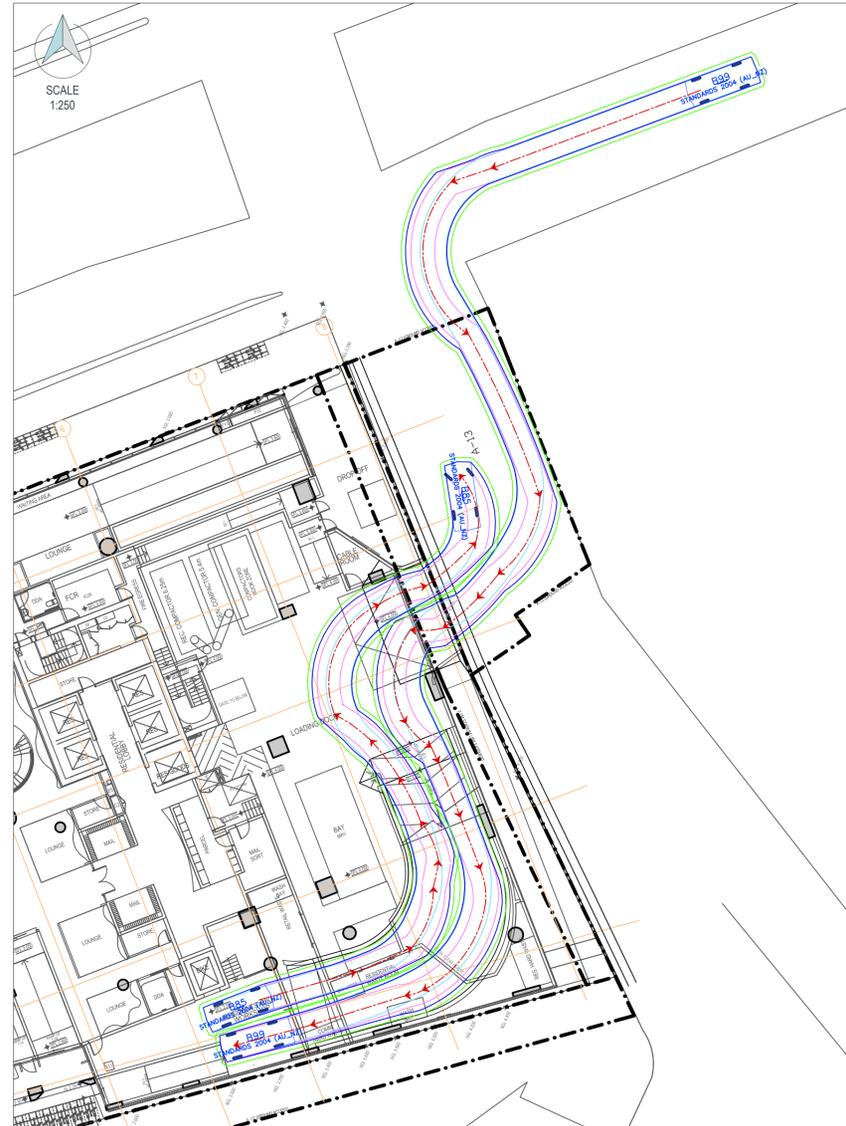
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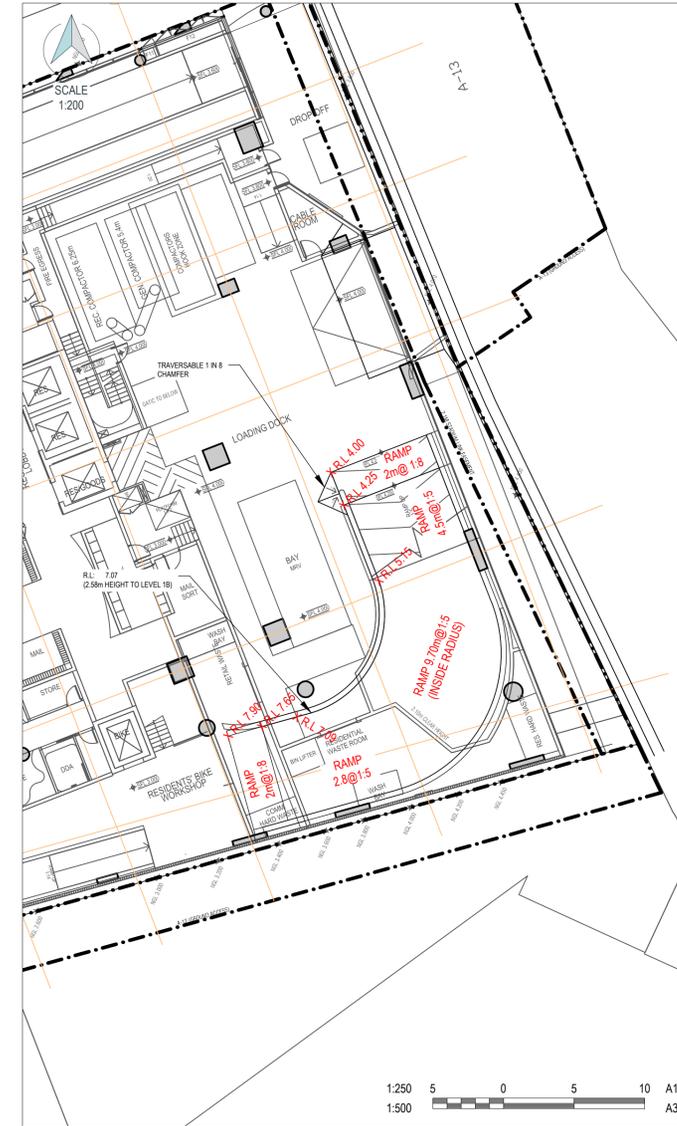
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SERVICE VEHICLE 8.8m - SWEEP PATH



B85 AND B99 VEHICLES- SWEEP PATH - EXIT / ENTRY
300mm CLEARANCE



RAMP DETAILS

LEGEND

- TITLE BOUNDARY
- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



Client
Salta Properties

Project Name
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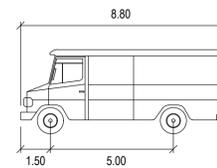
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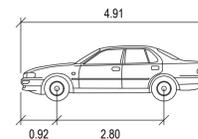
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B	NH	CG	23.08.23
A	NH	CG	01.08.23

Drawing Title
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SHEET 2

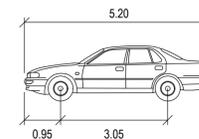
23122 TR-TP-0002
Project Number Drawing Number



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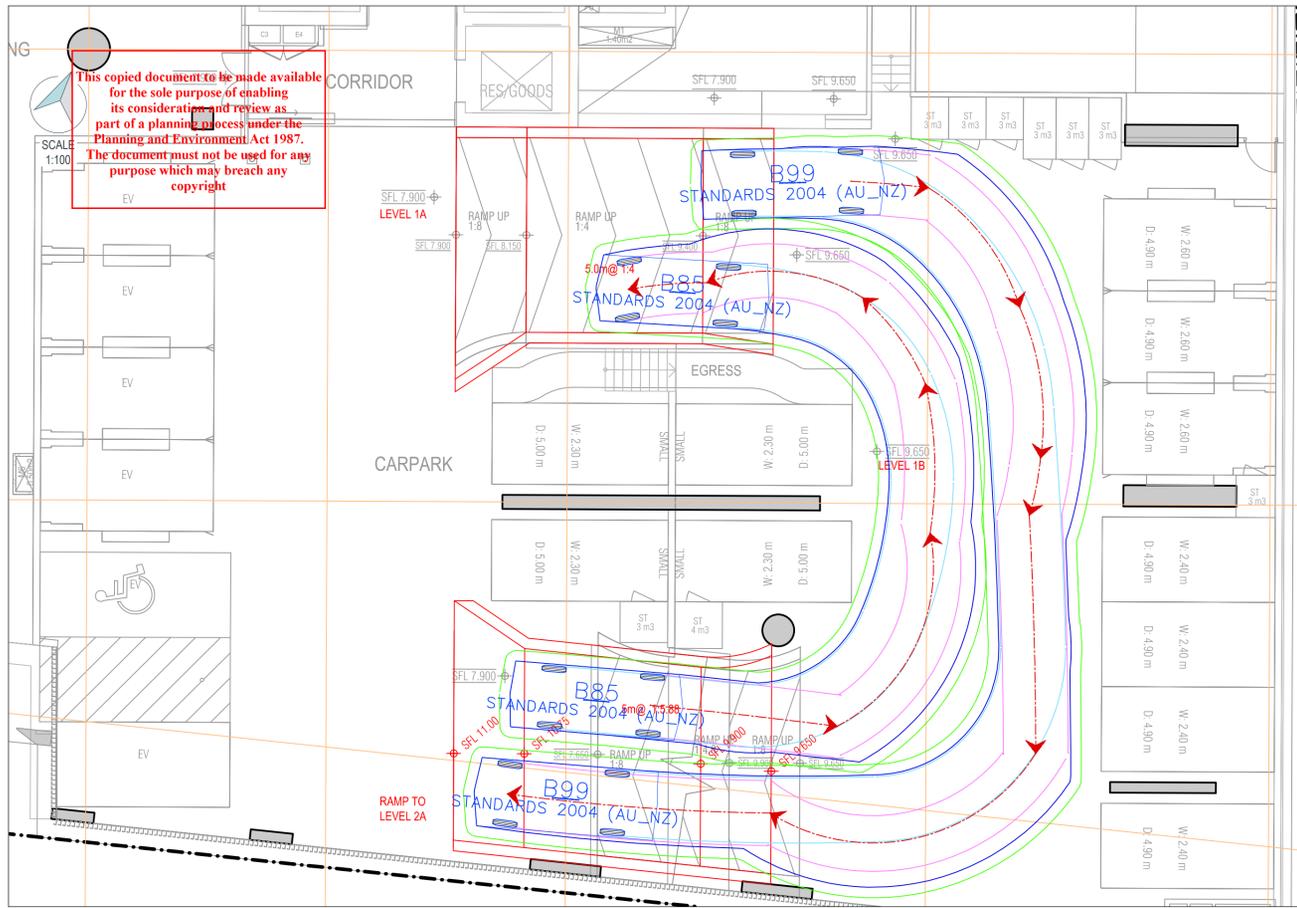


B85
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Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

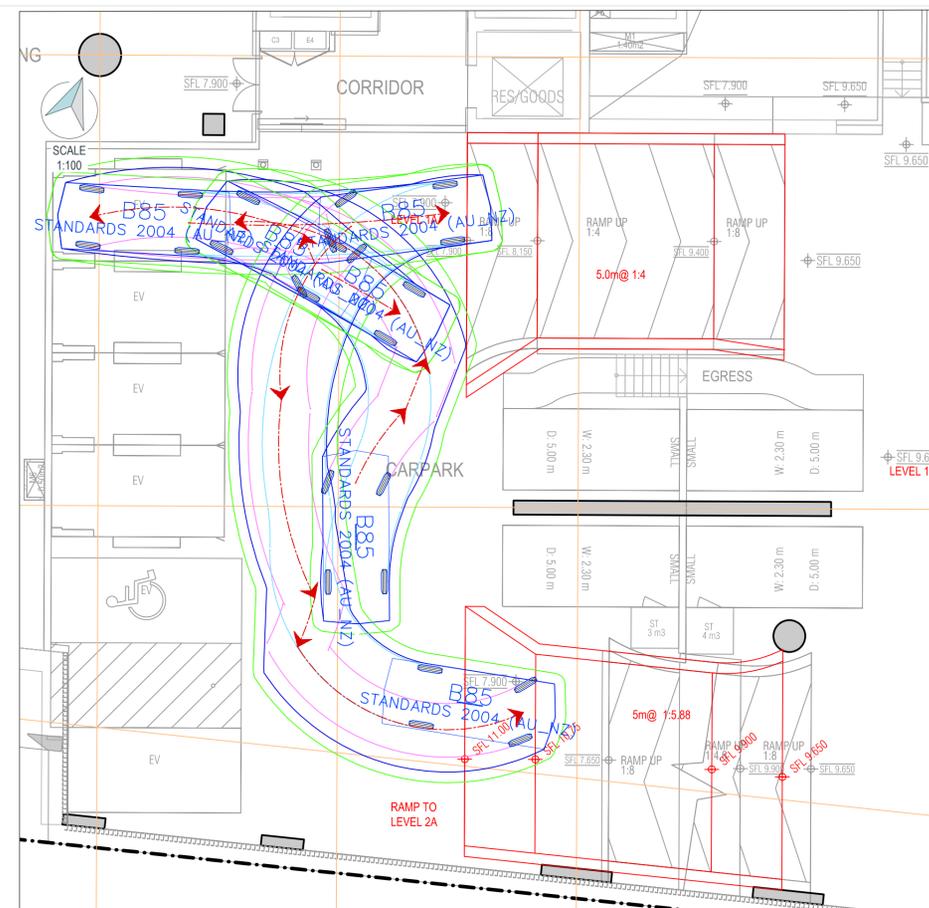


B99
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Track : 1.84
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Steering Angle : 33.9

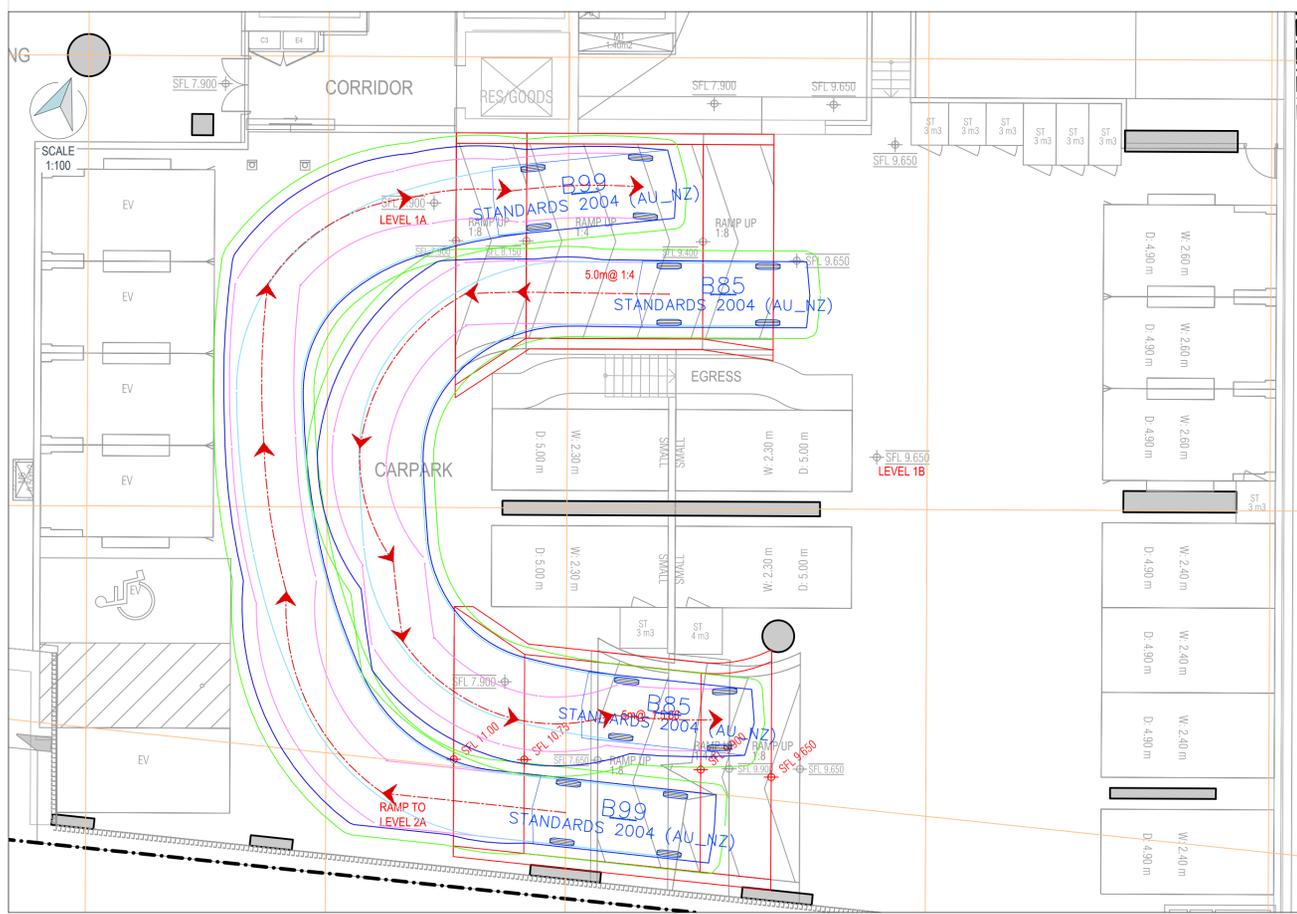
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1:500 A3



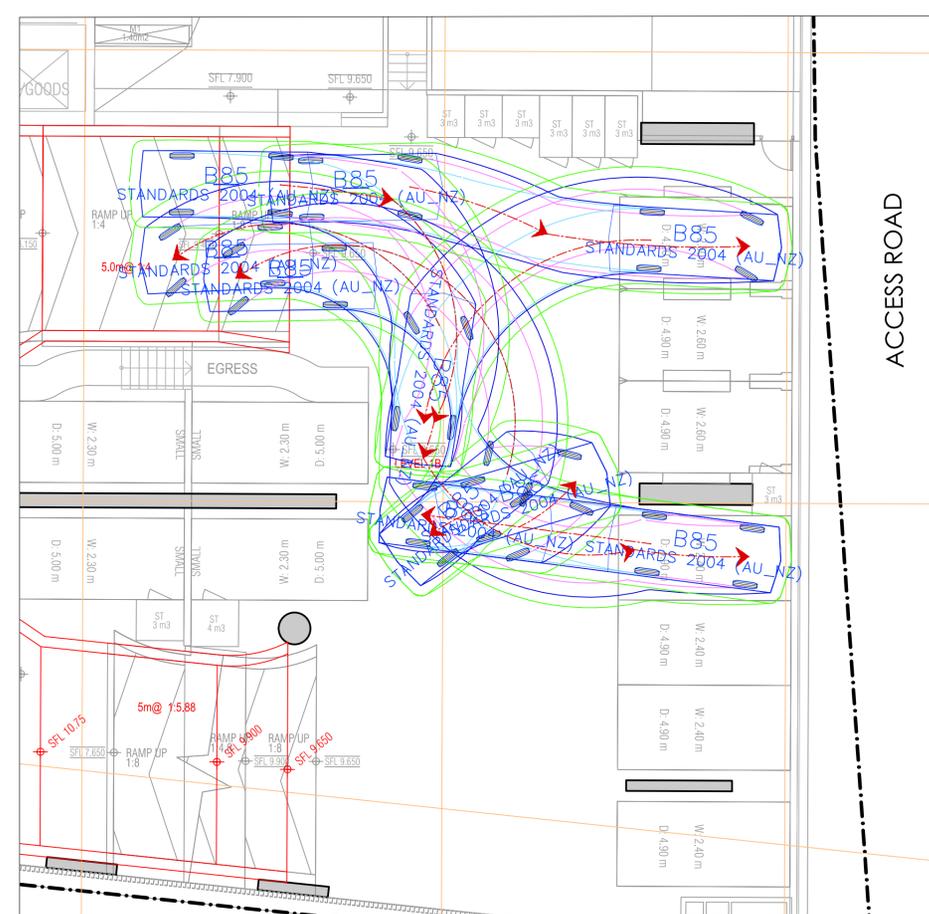
LEVEL 1B TO LEVEL 2A
1:100



B85 PARKING
1:100



LEVEL 1A TO LEVEL 1B
1:100



B85 PARKING
1:100

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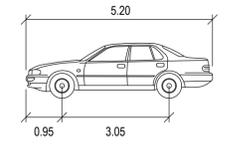
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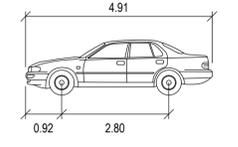
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- TITLE BOUNDARY
- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



B99 meters

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



B85 meters

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



Client
Salta Properties

Project Name
699 LATROBE STREET

Project Location
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C	PRELIMINARY ISSUE	NH	CG 30.08.23
B	PRELIMINARY ISSUE	NH	CG 23.08.23
A	PRELIMINARY ISSUE	NH	CG 01.08.23

Drawing Title
TRAFFIC WORKS - SWEEP PATHS LEVEL 1A AND 1B



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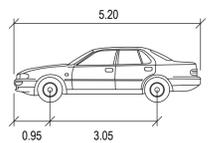
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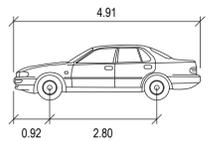
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LEGEND

- TITLE BOUNDARY
- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



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



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



Client
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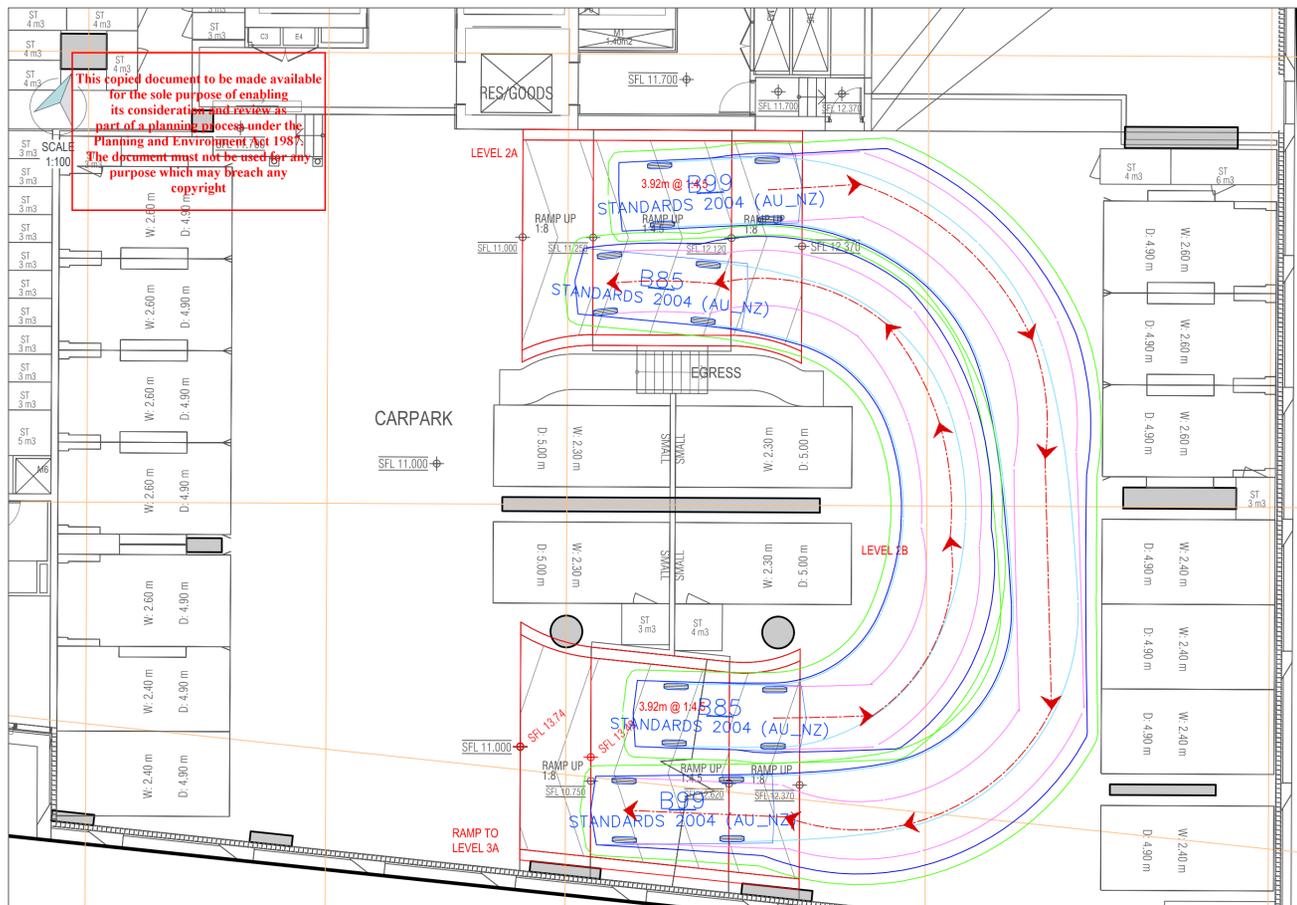
Project Name
699 LATROBE STREET

Project Location
**699 Latrobe Street
Docklands VIC 3008**

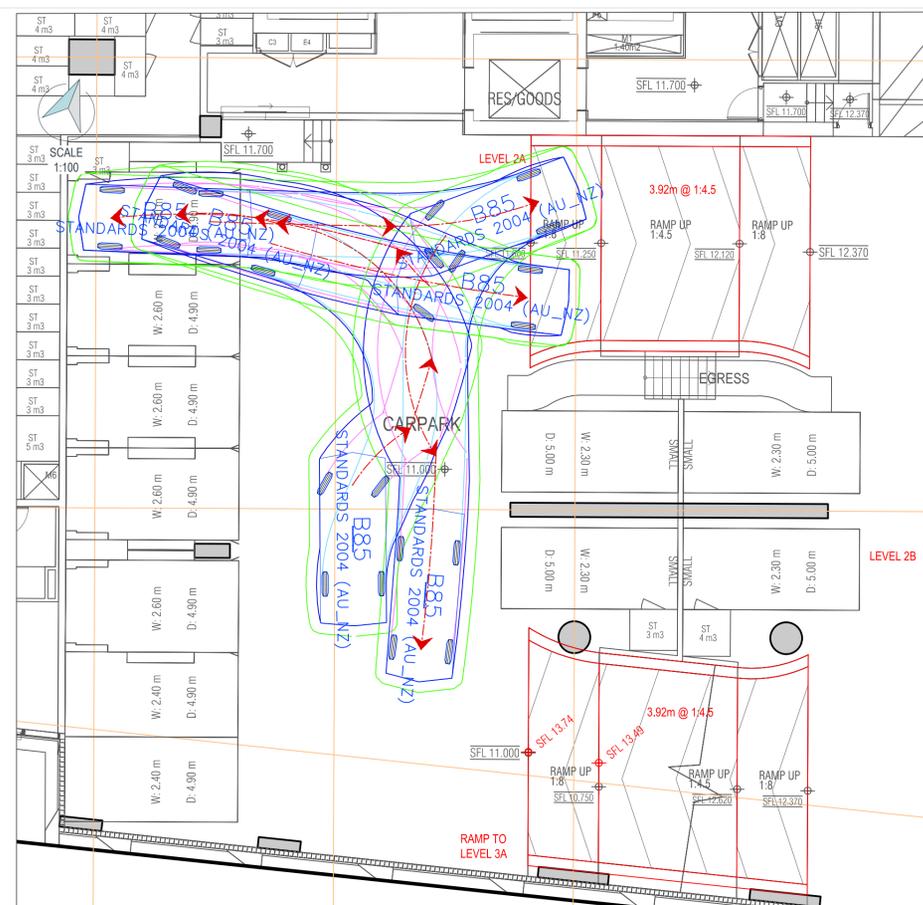
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B	NH	CG	23.08.23
A	NH	CG	01.08.23

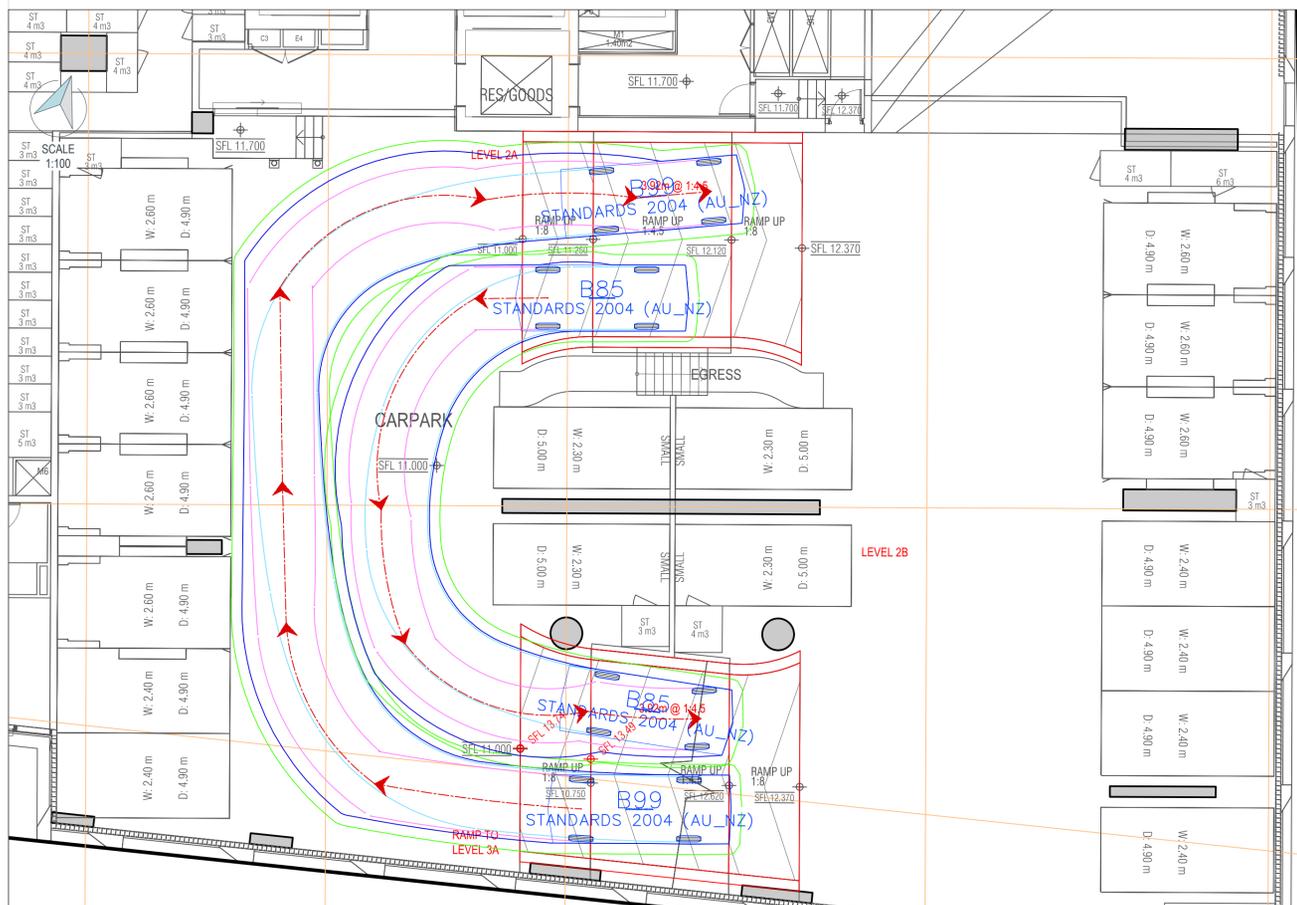
Drawing Title
TRAFFIC WORKS - SWEEP PATHS LEVEL 2A AND 2B



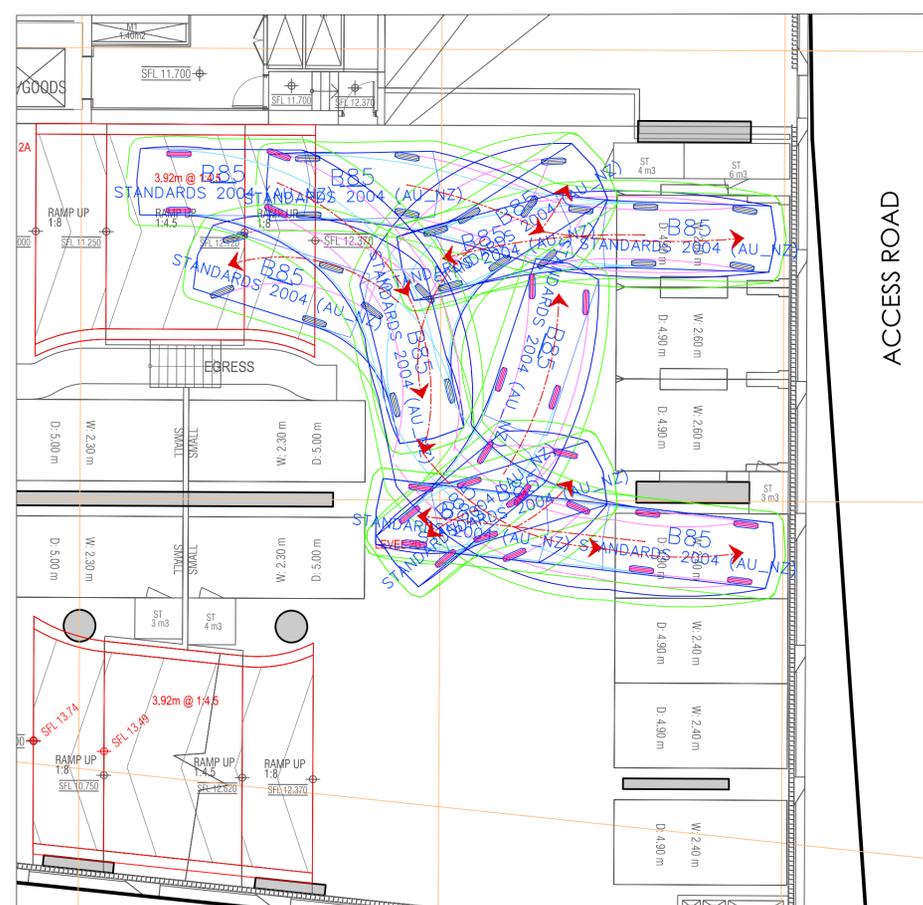
LEVEL 2B TO LEVEL 3A
1:100



B85 PARKING
1:100



LEVEL 2A TO LEVEL 2B
1:100



B85 PARKING
1:100



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ADVERTISED PLAN

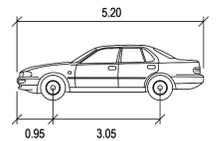
MCG Consult Pty Ltd
Level 2, 696 Bourke St
Melbourne VIC 3000
admin@mccgconsult.com.au

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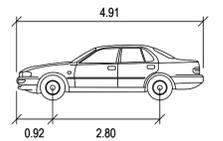
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LEGEND

- TITLE BOUNDARY
- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



B99	width	: 0.95	meters
	Length	: 3.05	
	Height	: 1.84	
	Track	: 1.84	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 33.9	



B85	width	: 0.92	meters
	Length	: 2.80	
	Height	: 1.77	
	Track	: 1.77	
	Lock to Lock Time	: 6.0	
	Steering Angle	: 34.1	



Client
Salta Properties

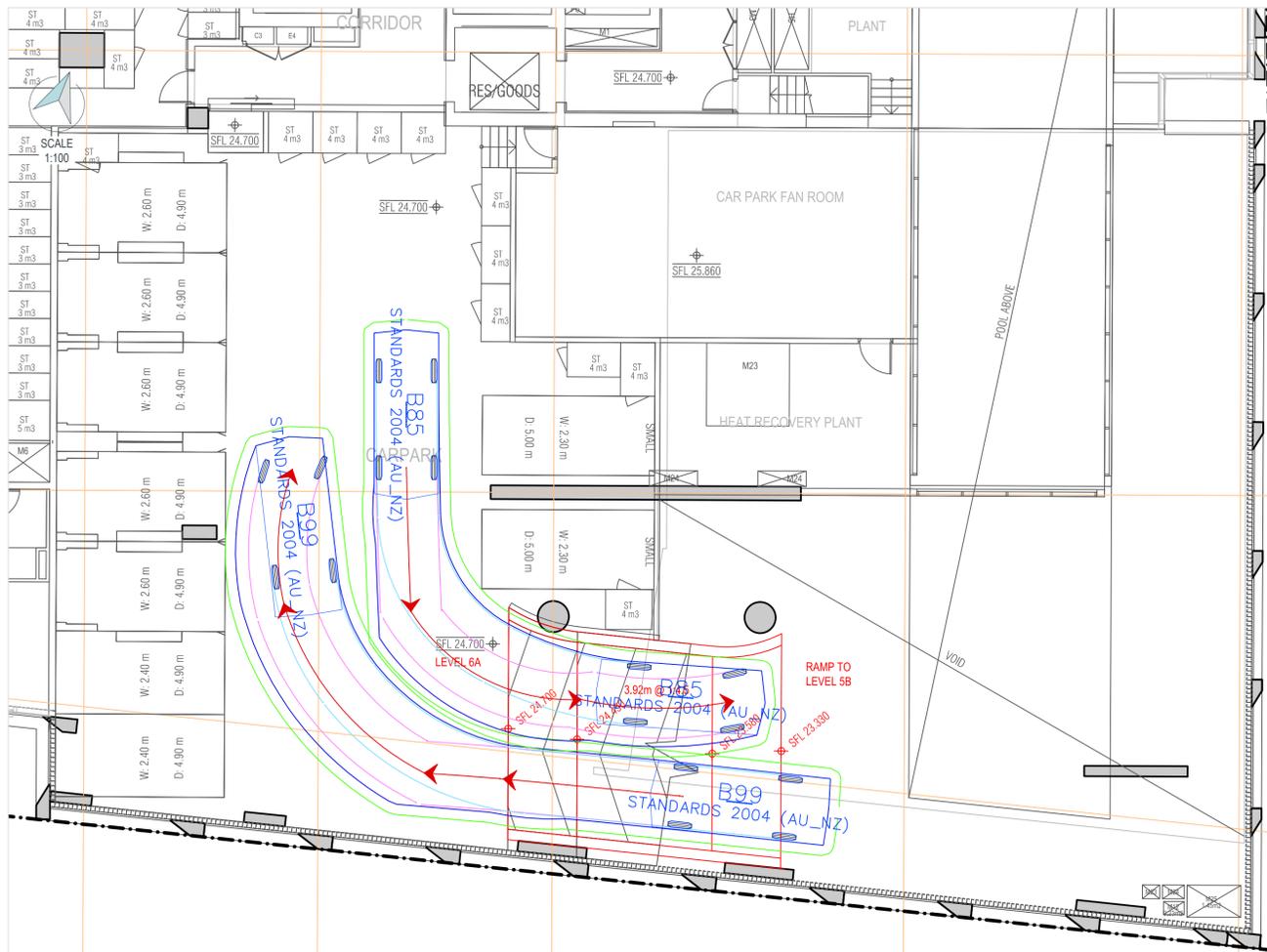
Project Name
699 LATROBE STREET

Project Location
**699 Latrobe Street
Docklands VIC 3008**

INFORMATION ONLY
NOT FOR CONSTRUCTION

C	PRELIMINARY ISSUE	NH	CG	12.10.23
B	PRELIMINARY ISSUE	NH	CG	23.08.23
A	PRELIMINARY ISSUE	NH	CG	02.08.23
Revision		By	Appd	Date

Drawing Title
TRAFFIC WORKS - SWEEPED PATHS LEVEL 6A



LEVEL 5B TO LEVEL 6A
1:100

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B85 PARKING
1:100



B85 PARKING
1:100

ADVERTISED PLAN

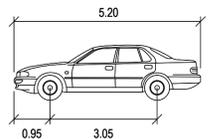
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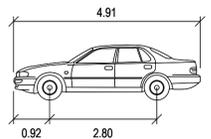
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LEGEND

- TITLE BOUNDARY
- RAMP EDGE
- COLUMN
- VEHICLE BODY
- BODY CLEARANCE
- REAR WHEELS
- FRONT WHEELS
- CENTRELINE



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



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



Client
Salta Properties

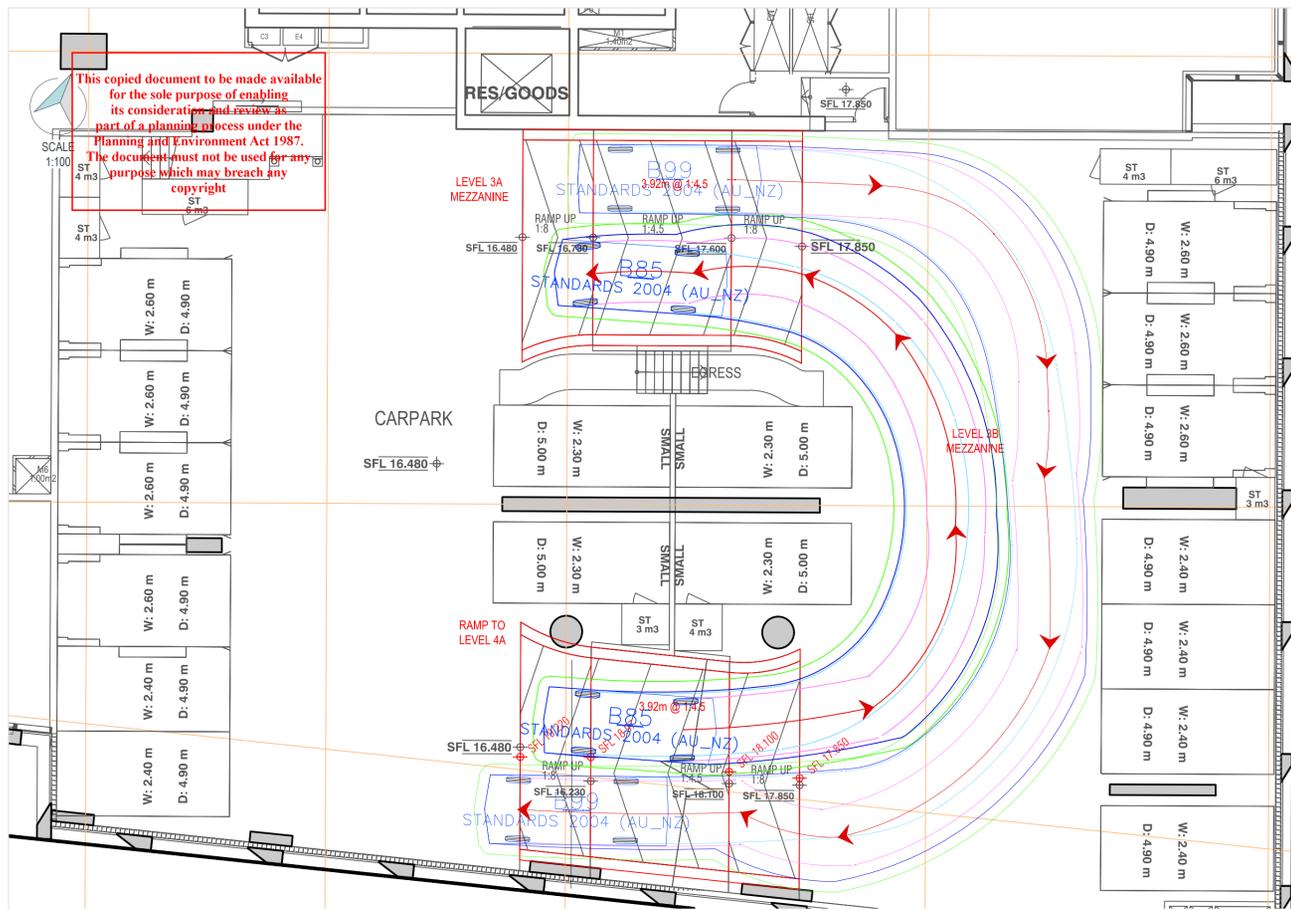
Project Name
699 LATROBE STREET

Project Location
**699 Latrobe Street
Docklands VIC 3008**

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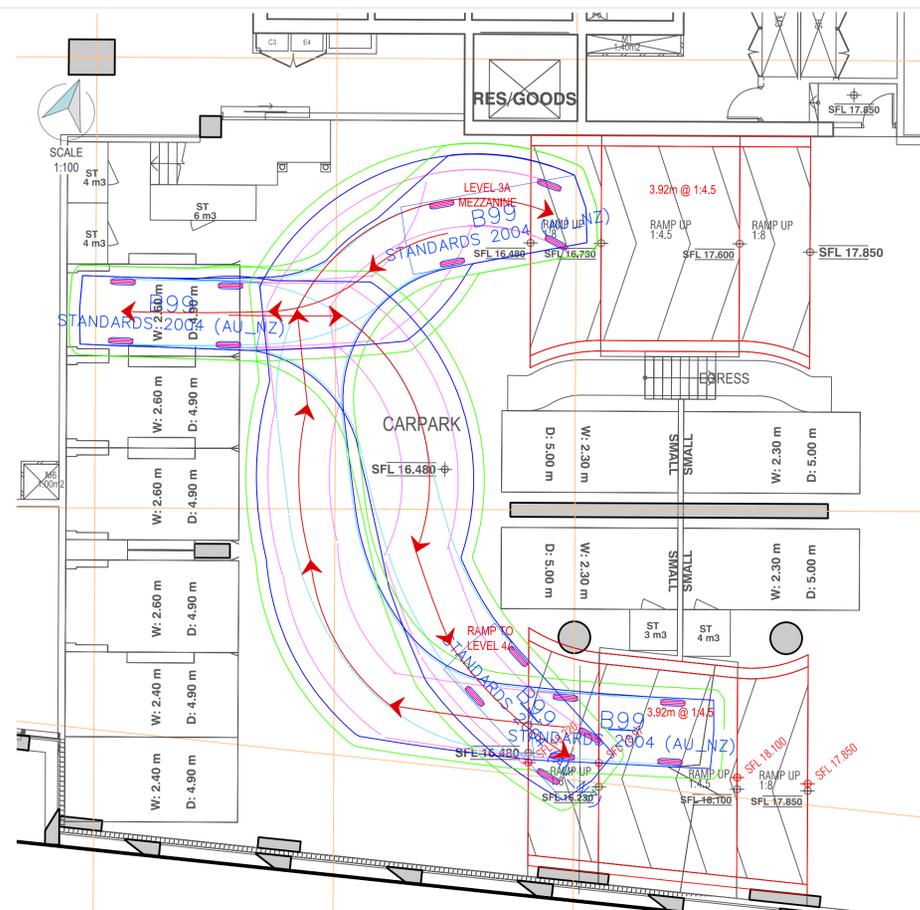
C	PRELIMINARY ISSUE	NH	CG	12.10.23
B	PRELIMINARY ISSUE	NH	CG	23.08.23
A	PRELIMINARY ISSUE	NH	CG	02.08.23
Revision		By	Appd	Date

Drawing Title
**TRAFFIC WORKS - LEVEL 3A MEZZANINE AND
3B MEZZANINE - SHEET 1**



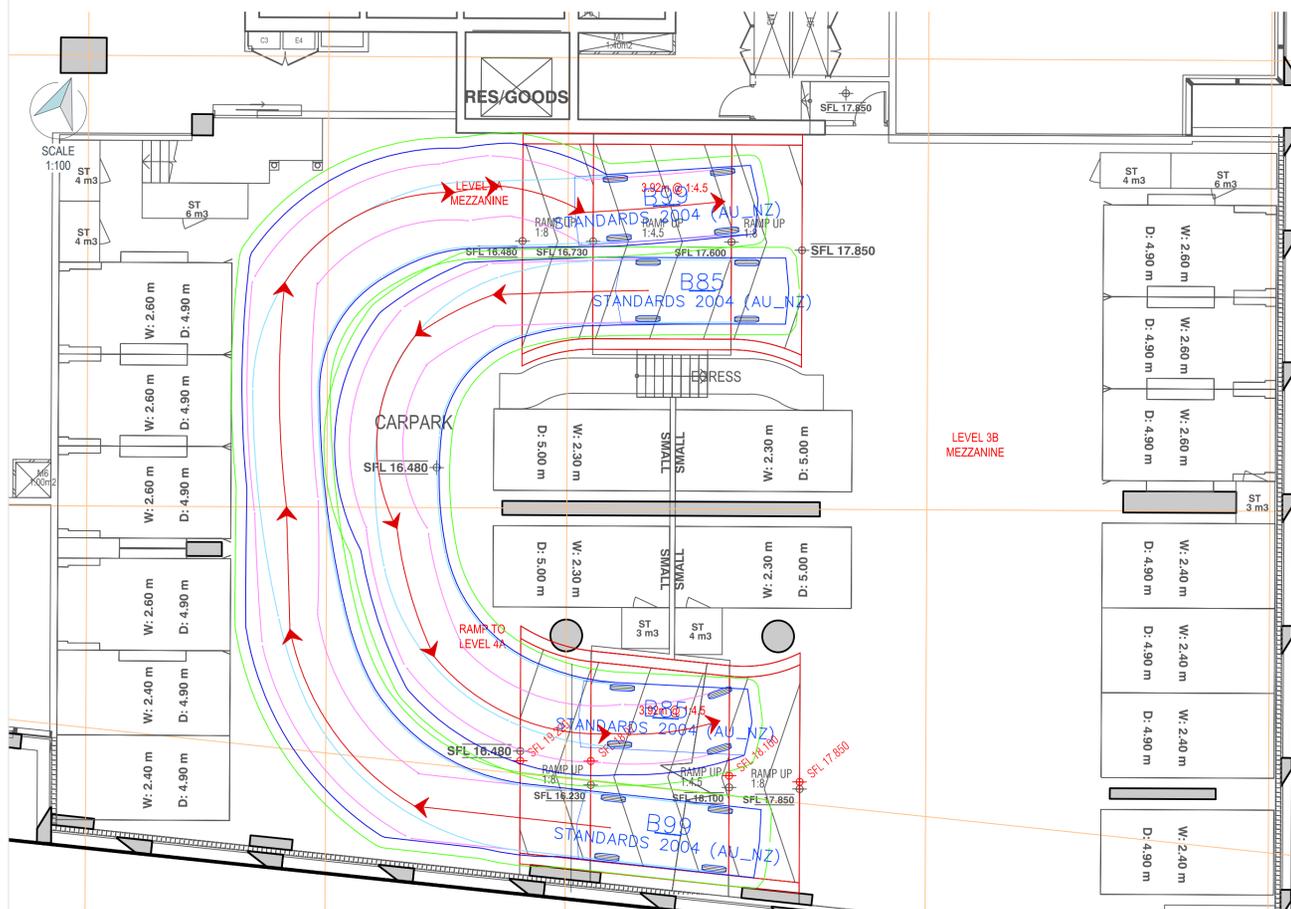
LEVEL 3A MEZZANINE TO LEVEL 4A

1:100



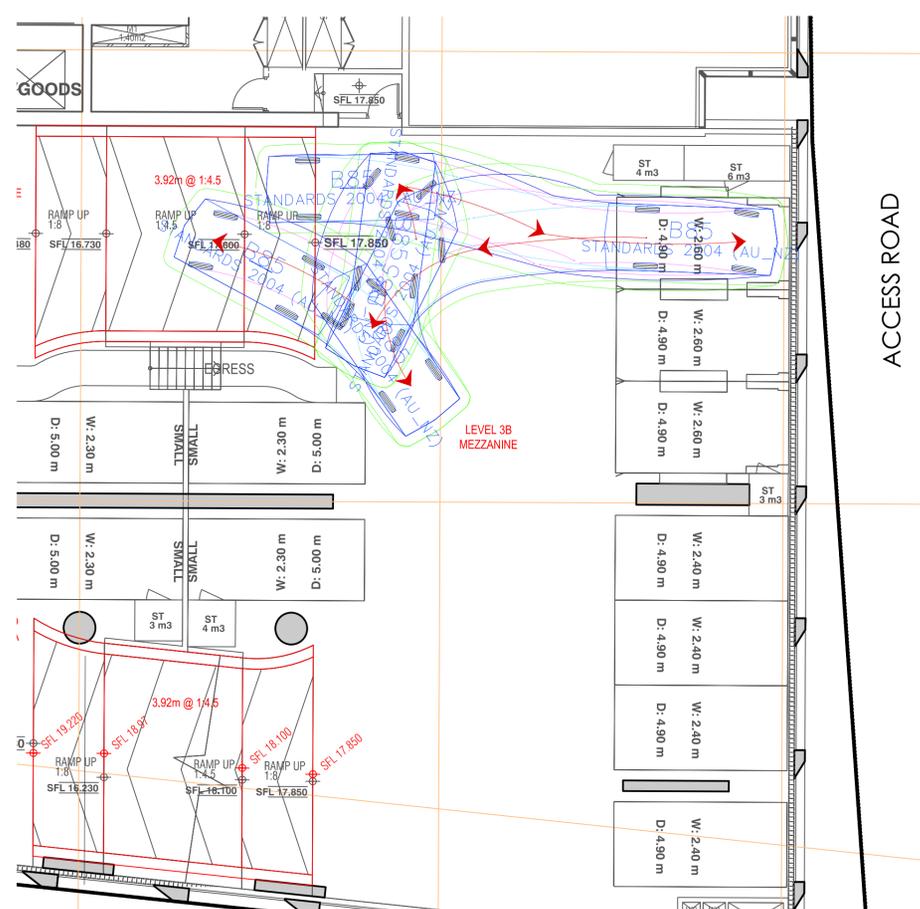
B85 PARKING

1:100



LEVEL 3A MEZZANINE TO LEVEL 3B MEZZANINE

1:100



B85 PARKING

1:100



1:100
1 0 1 2 3 4 5 A1
1:200 A3

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ADVERTISED PLAN

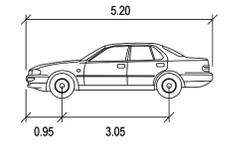
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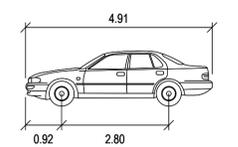
LEGEND

	TITLE BOUNDARY
	RAMP EDGE
	COLUMN
	VEHICLE BODY
	BODY CLEARANCE
	REAR WHEELS
	FRONT WHEELS
	CENTRELINE



B99 meters

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



B85 meters

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



Client
Salta Properties

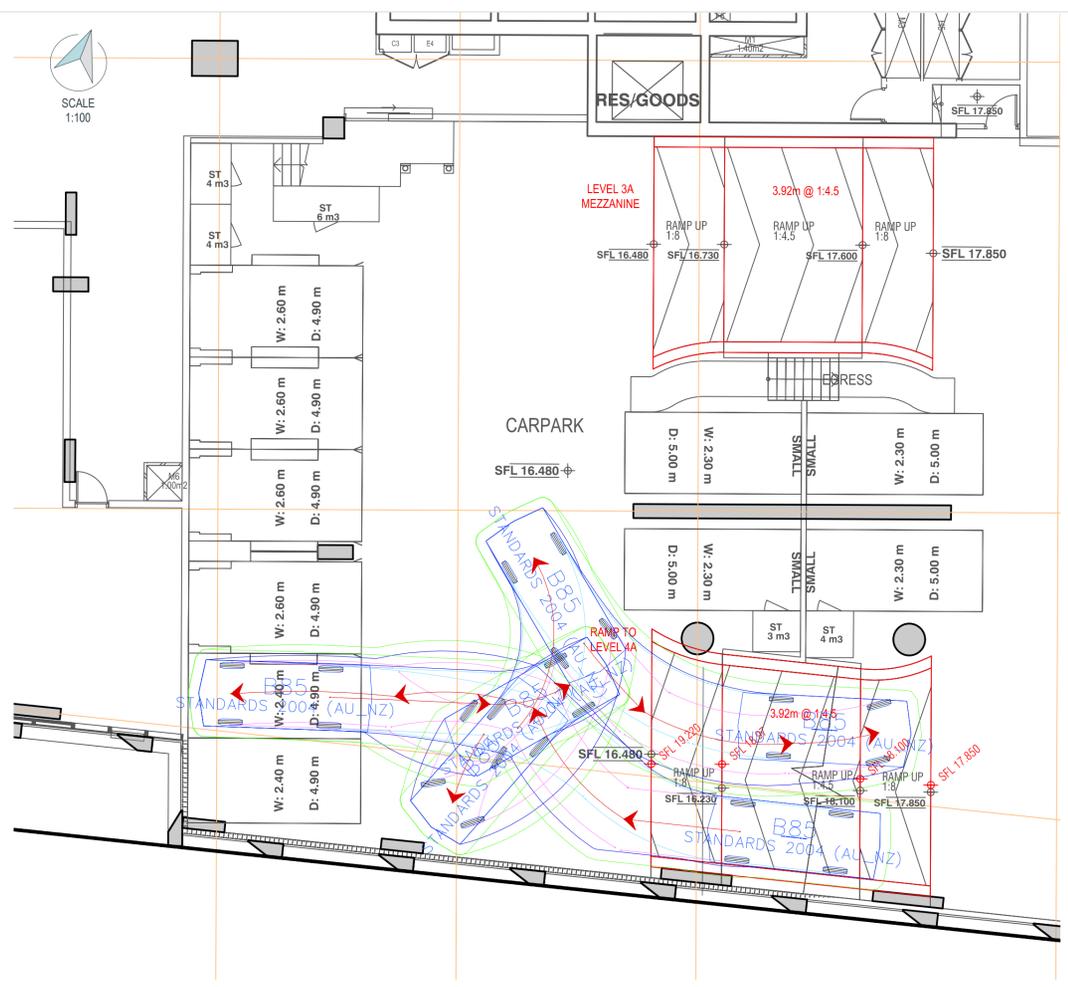
Project Name
699 LATROBE STREET

Project Location
**699 Latrobe Street
Docklands VIC 3008**

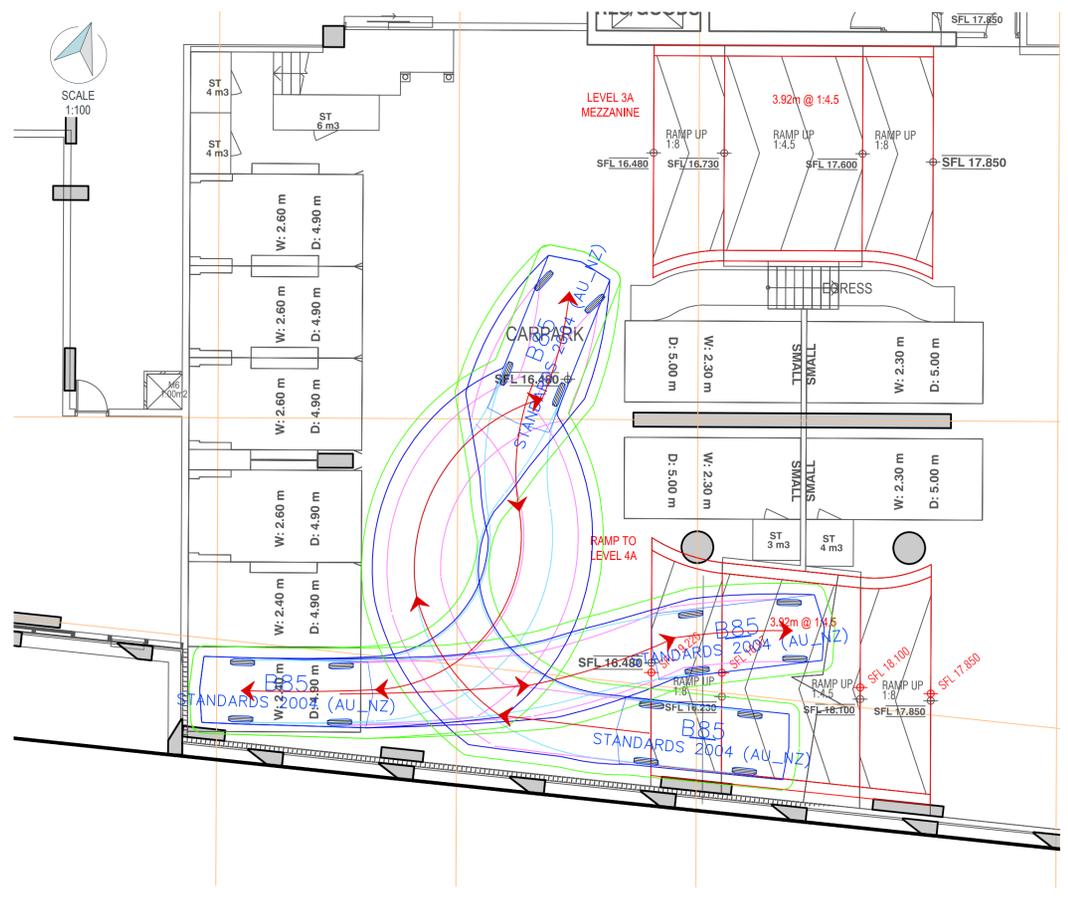
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C	PRELIMINARY ISSUE	NH	CG	12.10.23
B	PRELIMINARY ISSUE	NH	CG	23.08.23
A	PRELIMINARY ISSUE	NH	CG	02.08.23
Revision		By	Appd	Date

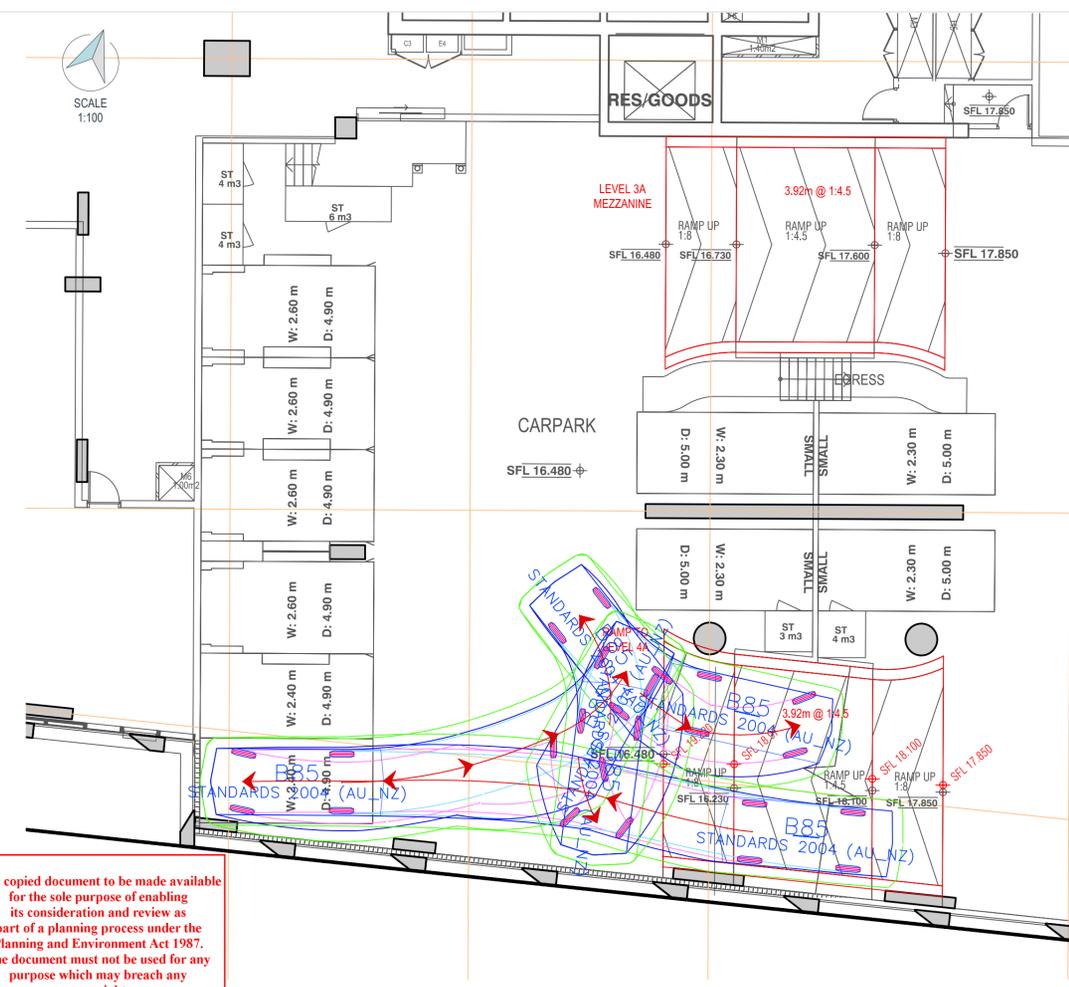
Drawing Title
**TRAFFIC WORKS - LEVEL 3A MEZZANINE AND
3B MEZZANINE - SHEET 2**



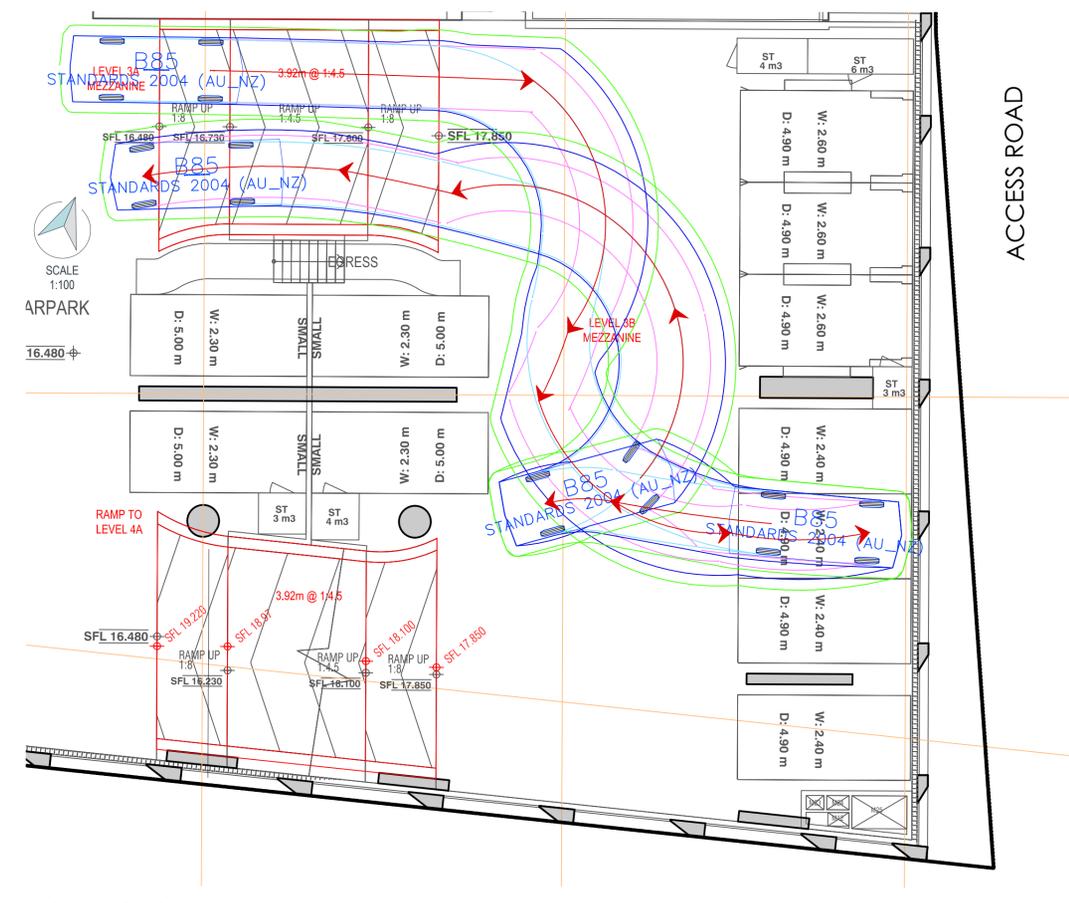
B85 PARKING
1:100



B85 PARKING - REVERSE
1:100



B85 PARKING
1:100



B85 PARKING
1:100

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