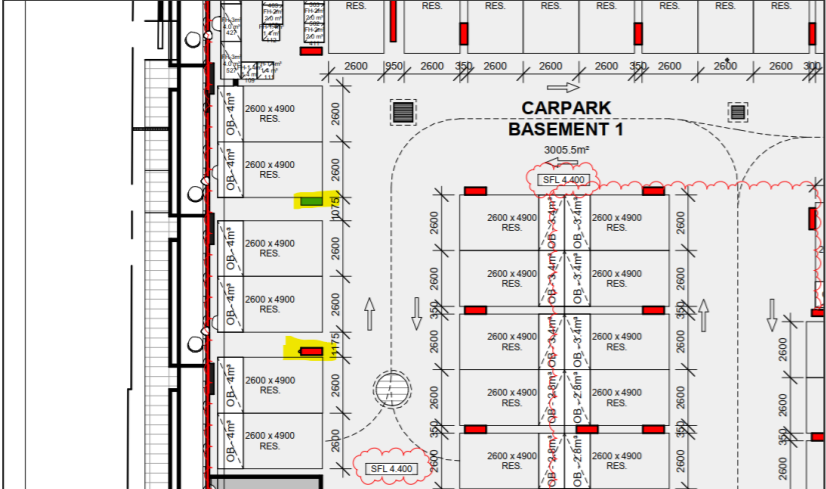
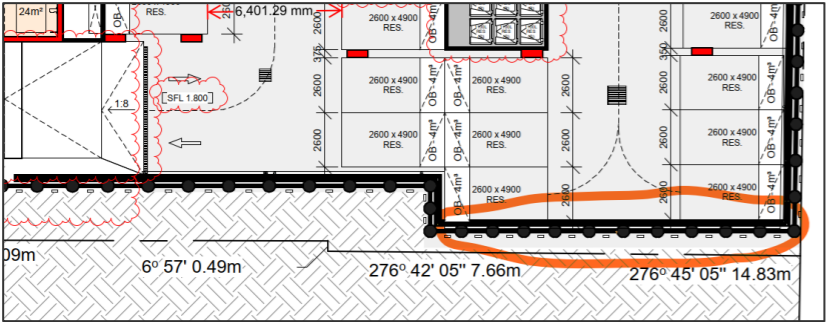
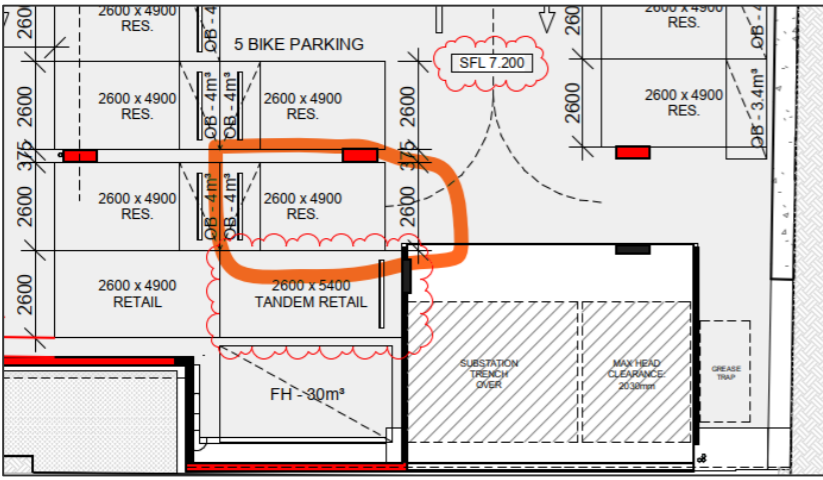
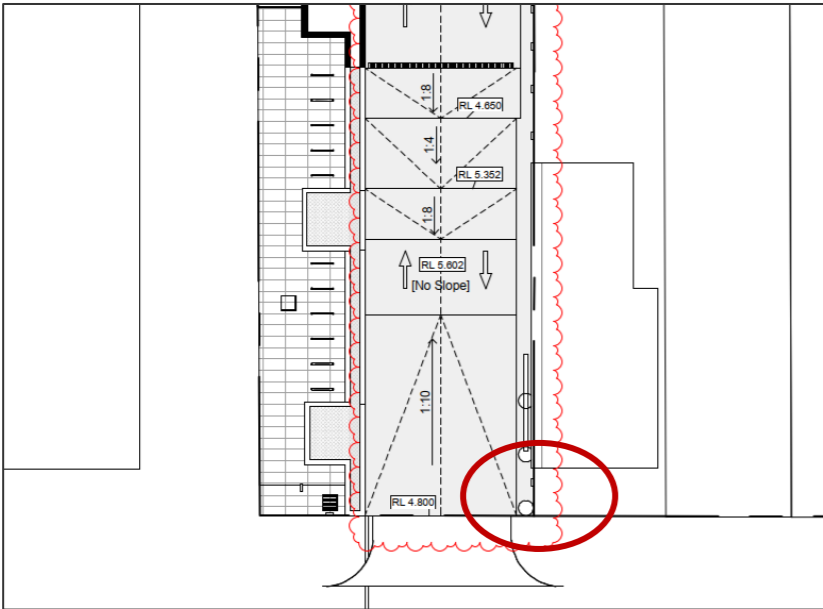
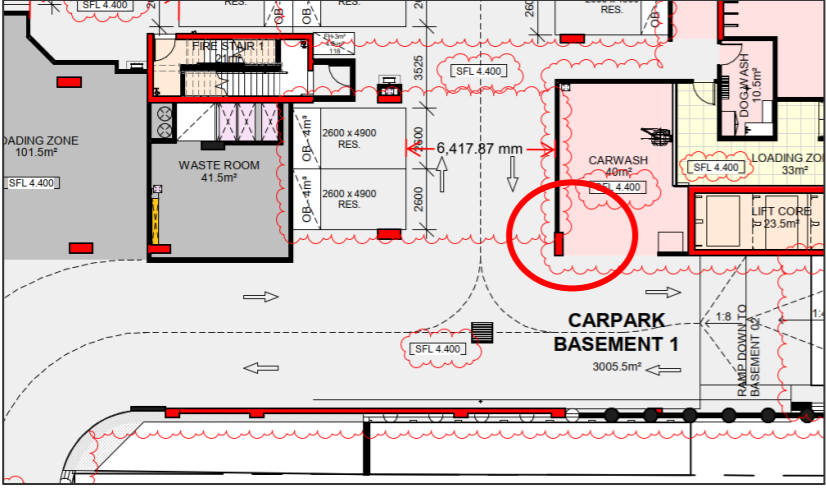
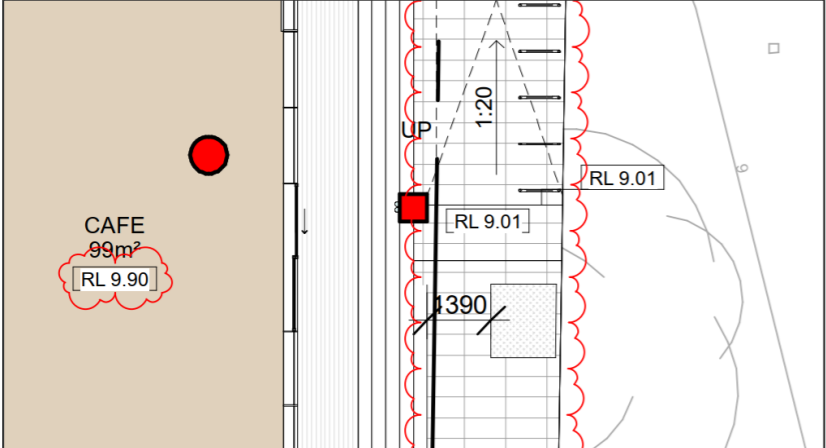


AUDIT FINDINGS AND RECOMMENDATIONS

Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Designer/Project Manager Response
Lower Gound Level, Basement Level 01and Basement Level 02				
<p>1. The location of some columns with respect to car parking spaces (throughout the basement levels) as shown on the architectural plans do not accord with the car parking clearance envelope requirement of AS/NZ 2890.1:2004 or Clause 52.06 of the Planning Scheme. While not a significant safety concern, this could make the spaces more difficult access, and could affect car door opening.</p> <p>Examples of non-conforming column locations are shown below. Please note that this does not show all non-conforming columns.</p> 	<p>Review the design of the car park and column locations, having regard to Figure 5.2 of AS/NZS 2890.1:2004 and/or Diagram 1 of Clause 52.06 as appropriate. (N)</p>	<p>Note</p>	<p>Not Applicable</p>	<p>Accepted. Column locations to be modified where possible, subject to structural constraints.</p>
<p>2. Some of the dead-end aisles are not provided with appropriate aisle extensions to meet the requirement of AS/NZ 2890.1:2004. While this is not a significant safety concern, this could cause multiple correctional manoeuvres for a vehicle to access the car parking spaces provided at the end of the aisle.</p> <p>Examples of non-conforming aisle location are shown below. Please note that this does not show all non-conforming aisles.</p>  <p>It is noted that the swept paths provided for lower ground level show vehicles conflicting with the piles at the end of the dead end aisle. No swept path assessment has been provided for basement 2, which is where the dead end aisle extension looks to be shortest.</p>	<p>Review the design of the car park and aisle extensions, having regard to Figure 2.3 of AS/NZS 2890.1:2004 (N)</p>	<p>Note</p>	<p>Not Applicable</p>	<p>Agreed. It is recommended that these spaces are allocated for small cars, or removed.</p>

Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Designer/Project Manager Response
Lower Gound Level				
<p>3. Car parking space located at the south east corner of the lower ground level has a structure impeding into its accessway. This would make the space more difficult to access.</p> <p>Please refer to the PDF extract attached below.</p> 	<p>Review the design of the car park and accessway, having regard to the design requirements of Clause 52.06 of the Planning Scheme. (N)</p>	Note	Not Applicable	<p>Agreed. It has been recommended that the space is converted to a tandem space with the space to the west, or removed.</p>
<p>4. The pedestrian sight triangle on the eastern side of the access driveway does not meet the planning scheme requirement. It is acknowledged that the Planning Scheme requirement is for the prescribed area to be 'at least 50% clear of obstructions.'</p> 	<p>Review options to reduce obstructions within the pedestrian sight triangle on the eastern side of the driveway.</p> <p>Ideally this would involve a more permeable structure which couldn't completely obscure the view to a pedestrian, however it is acknowledged that there are constraints beyond the site boundary that would affect sightlines. (P)</p> <p>Alternative measures such as a convex mirror could be considered to improve sightlines. (S)</p>	Rare Minor Negligible	Within Tolerable	<p>Accepted. Plans updated to include a convex mirror at the access to improve sightlines. Noting that the only obstruction is the existing built form of the adjacent property.</p>
Basement Level 01				

Audit Findings	Recommendations (P) Primary (ST) Step Towards (S) Supporting (N) Non Safe-System	Level of Risk	Safe System Energy	Designer/Project Manager Response
<p>5. Sight lines of the vehicles approaching from the accessway to turn right is obstructed by the walls. This is shown in the extract below.</p> <p>Additionally it is suggested that the intersection of these two aisles could benefit from line marking to define priorities.</p> 	<p>Consider making the wall permeable. This will allow for vehicle turning right from the accessway to get to the exit ramp to have a clear sightlines to the ramp. (P)</p> <p>Alternatively, consider providing wall mounted convex mirror to mitigate the sight line issue. (S)</p> <p>Consider providing line marking to define priorities at this location. (S)</p>	<p>Rare Minor Low</p>	<p>Within Tolerable</p>	<p>Accepted. Plans updated to include a convex mirror to improve sightlines.</p>
Upper Ground Level				
<p>6. The bicycle parking rails proposed on the Boundary Road footpath are located close to the kerb line, particularly the rails towards the southern end of the site frontage. Bicycle rails typically measure about 1.0 m in length, while the Australian Standard for bicycle parking (AS 2890.3) requires an allowance of 1.8 m for the length of a bike. This means that a bicycle parked on one of these rails will extend beyond the front and back of the rail. With the rail being close to the kerb line, the bike could protrude towards and perhaps into the kerbside parking provision. Similarly the bike could extend back towards the columns that are proposed at the back of the footpath, creating a pinch point which could be difficult to negotiate for users with wheelchairs or prams.</p> 	<p>Review the bicycle parking along the Normanby Road frontage to ensure an appropriate bicycle parking envelope is provided. This should ideally provide a minimum 300 mm clearance between the envelope and the adjacent parking provisions, and a minimum 1.2 m (but preferably 1.5 m) offset from the columns to the west of the spaces. The spaces could be rotated to a 60 degree or 45 degree angle if that helps to achieve appropriate clearances.</p>	<p>Rare Minor Low</p>	<p>Within Tolerable</p>	<p>Accepted. Plans updated to provide bicycle hoops at 45 degree angle, minimising any intrusion into the footpath from parked bicycles.</p>

Designer/Project Manager Response by:

Adam Gardiner

22/05/2023

Name

Signature

Date