

Date
15 April 2024

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Date Plans Provided: 28/05/2024

Car Parking Demand Assessment

1 Oban Court, Laverton North

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Plan: 1 of 29

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Project
1 Oban Court, Laverton North

Our reference
21105T-REP01-F01

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Directory path Y:\20001 - 25000\21105T - 1 Oban Court, Laverton North\Work\Reports\21105T-REP01-F01.docx

Date Plans Provided: 28/05/2024

Version	Date	Issue	Prepared by	Checked by
F01	15/04/2024	Final	Sam Lewis	Chris Greenland

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1. Introduction

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1.1. Background and Introduction

Ratio Consultants was commissioned by [REDACTED] to assess the car parking implications of the proposed development at 1 Oban Court in Laverton North.

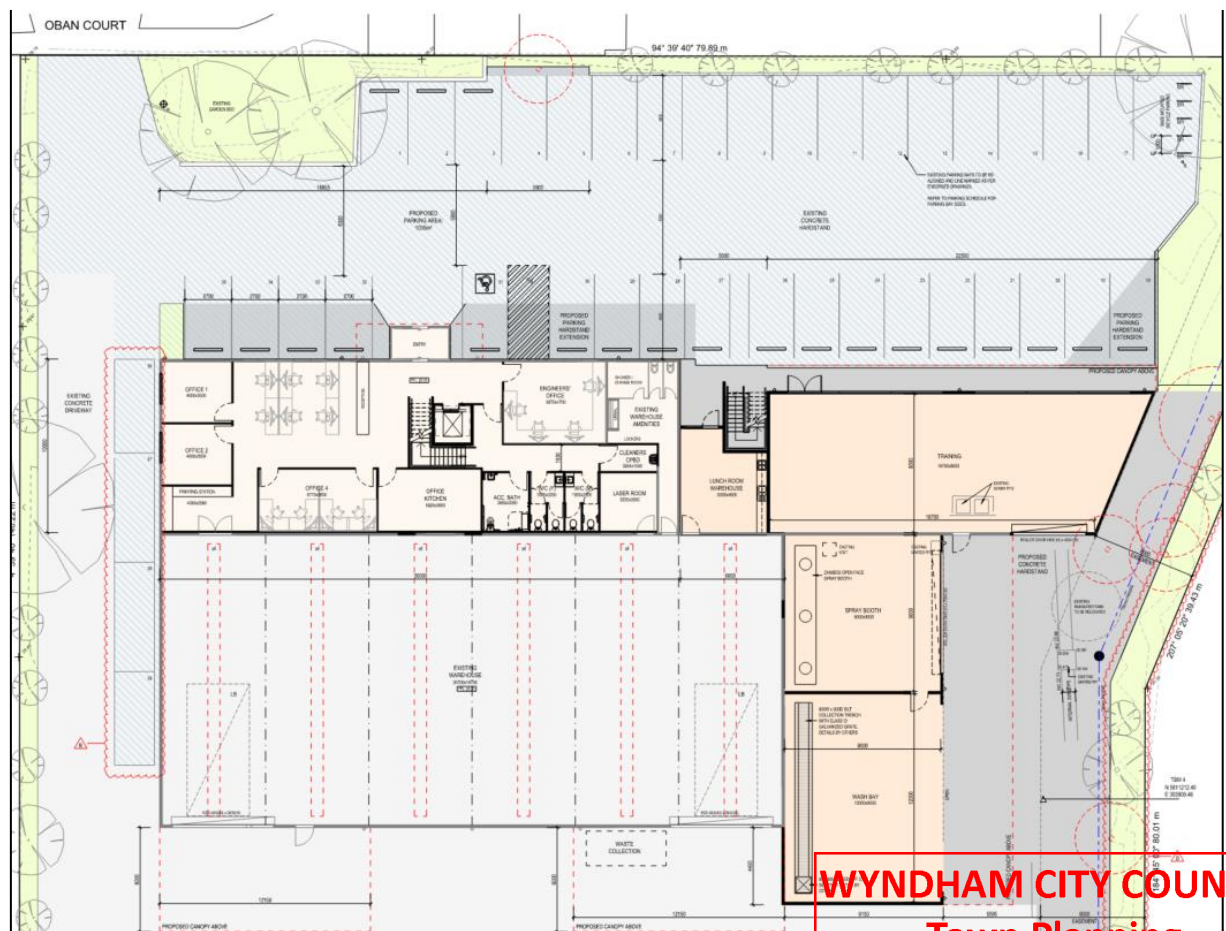
The proposed development involves the construction of an extension of the existing building to cater for a reconfiguration of the existing trade supplies building and the construction of an education centre. The development also includes the reconfiguration of the on-site car park and maneuvering hardstand area, with vehicular access provided via the existing crossover to Oban Court.

A Planning Application (WYP3177.01) for a Section 72 Amendment Change of Use was submitted to Wyndham City Council. Upon receipt of the Application, Council provided a Request for Further Information (RFI) letter (dated 13 October 2023), requesting that *"the proposed land uses should be amended to be "Use and development of land for the purpose of a trade supplies and an education centre". Assessment against requirements in Clause 52.06 will also need to be met, or there will be an additional permit trigger to allow waiver of the car parking requirements"*.

Accordingly, Ratio Consultants has prepared the following Car Parking Demand Assessment report to respond to the request within Wyndham City Council's RFI letter.

For reference, a copy of the development plans are shown in Figure 1.1 and provided in full as Appendix A of this report.

Figure 1.1: Proposed Site Layout



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1.2. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

1. Existing conditions surrounding the site.
2. Parking demand likely to be generated by the proposed development.
3. Suitability of the proposed parking in terms of supply and layout.

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1.3. References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by KLM Spatial (Drawing No. 10980 TP04 Version B), attached as Appendix A.
- Wyndham City Planning Scheme.
- Wyndham City Council RFI letter, dated 13 October 2023.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- A desktop inspection of the subject site and its surrounds.
- Other documents as nominated.

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2. Existing Conditions

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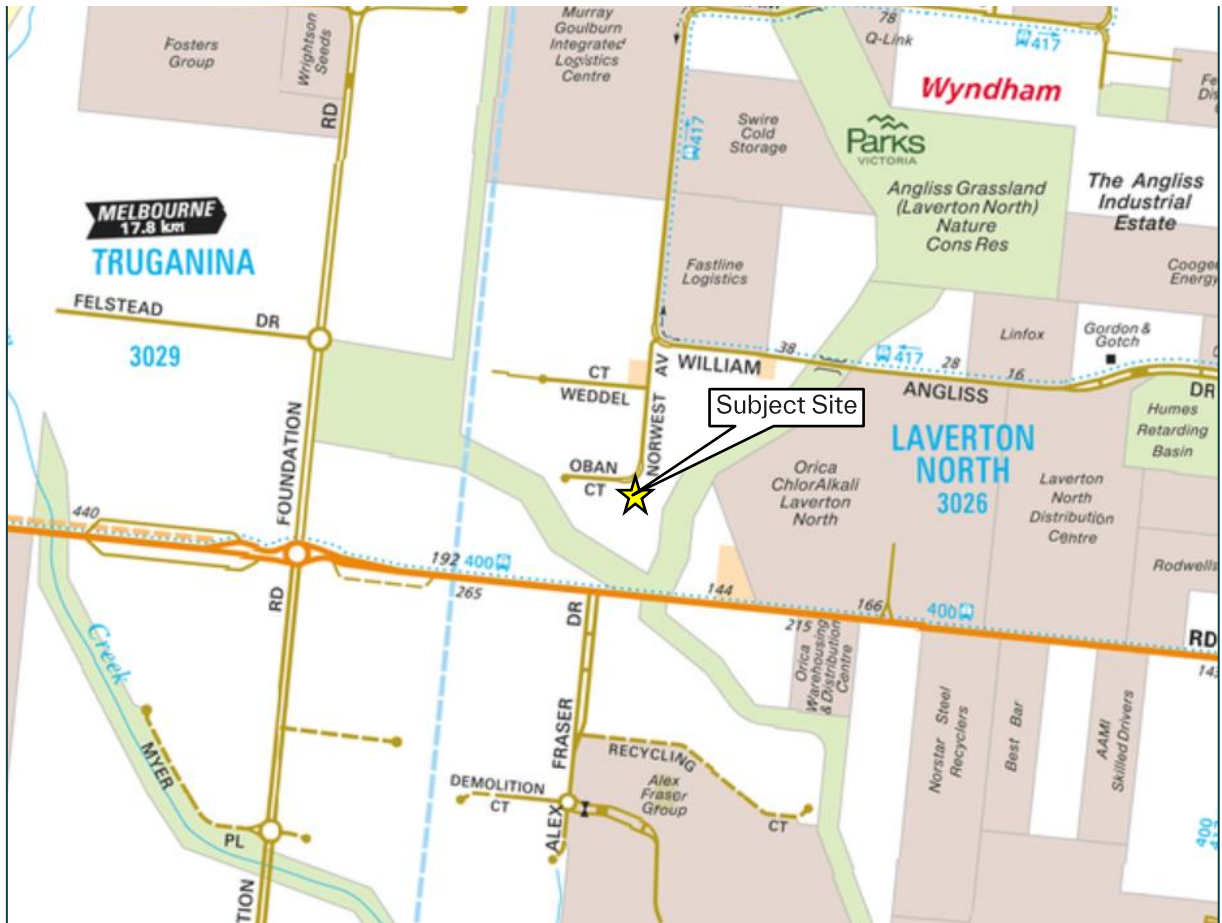
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2.1. Location and Environment

The subject site is located on the southern side of Oban Court in Laverton North. The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Location



Source: Melways

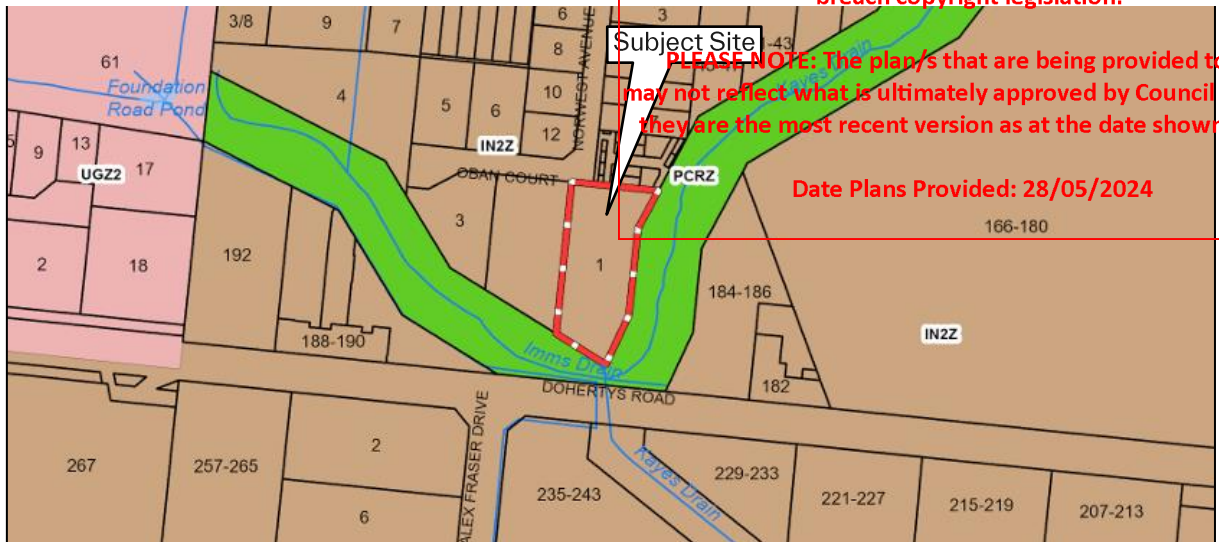
The site is irregular in shape, with a frontage to Oban Court of approximately 20 metres, a maximum depth of approximately 164 metres for an overall site area of approximately 9,924 sqm. Surrounding land uses in the vicinity of the site are generally industrial / warehouse.

The site is currently occupied by the existing trade supplies land use. The subject site is zoned Industrial 2 Zone (IN2Z) and is covered by a Vegetation Protection Overlay – Schedule 2 (VPO2).

Figure 2.2 shows the location of the site and the Wyndham City Planning Scheme Zones.

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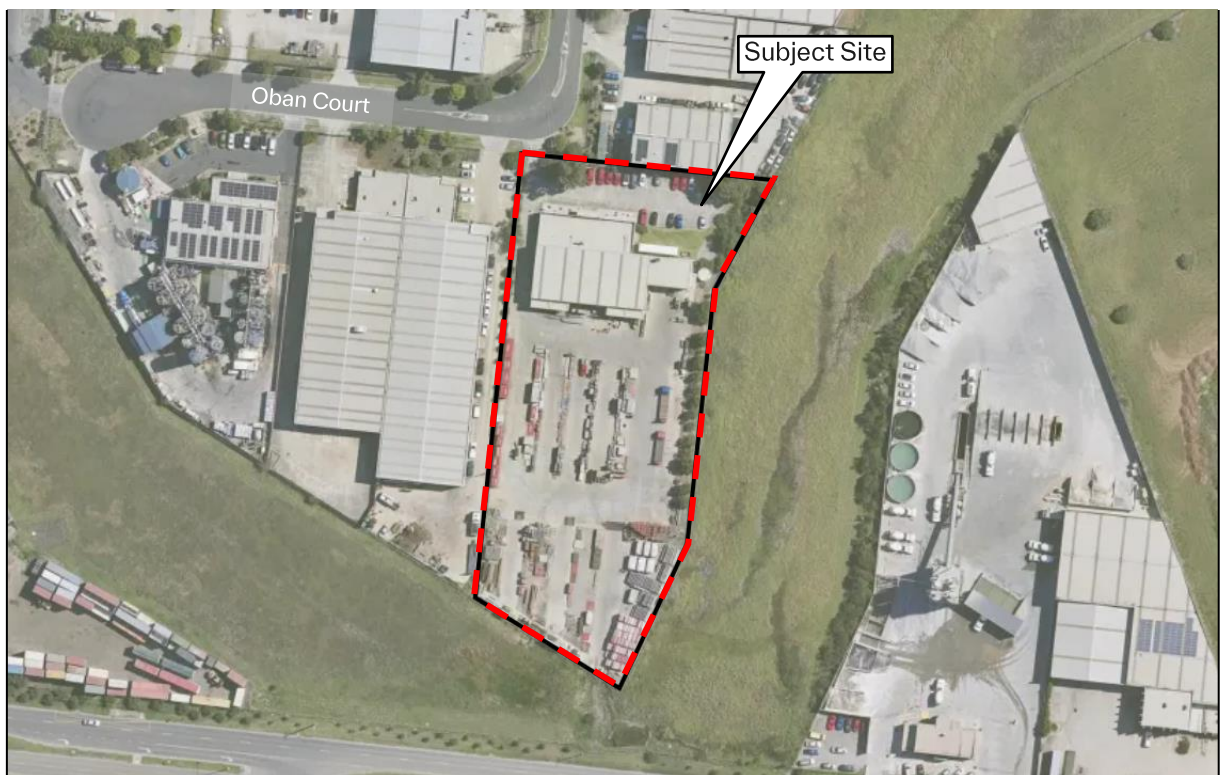
Figure 2.2: Planning Scheme Zones



Source: Planning Maps Online

In order to appreciate the location of the subject site within the localised area from available aerial imagery, Figure 2.3 has been prepared to illustrate the site in the local context, with its immediate surrounds.

Figure 2.3: Aerial View of the Site and Surrounds



Source: Landchecker.com.au

2.2. Existing Site Operation

The subject site currently operates as the existing Shore Hire trade supplies facility. Specifically, the existing site operates as follows:

- Existing Warehouse used to store equipment.
- Spray Booth facility.
- Wash Bay facility.

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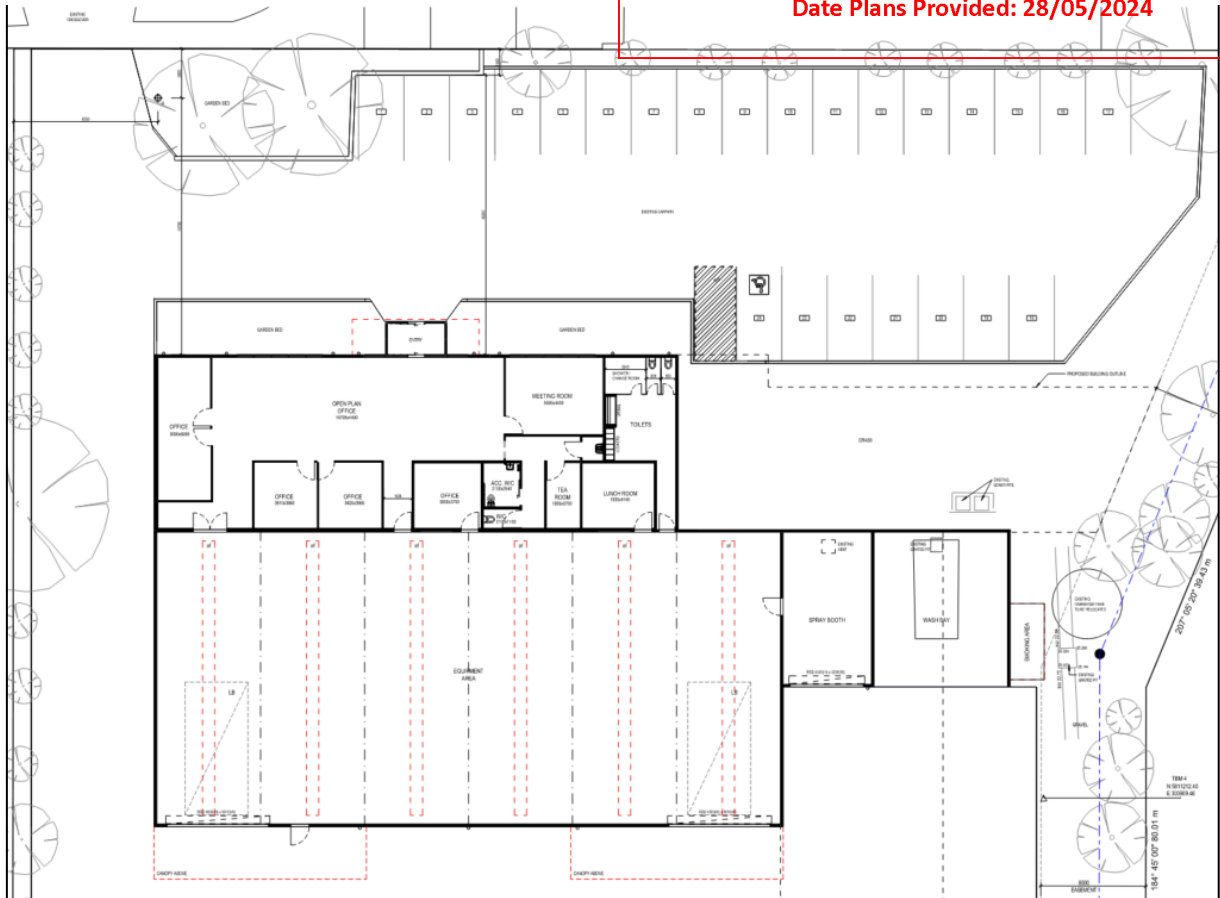
- Ancillary office space.
- 24 x existing car parking spaces including one DDA space.
- Vehicle access provided via the existing double width access to Oban Court.

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For clarity, the existing site layout is shown in the below figure.

Figure 2.4: Existing Site Layout Plan

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2.3. Road Network

Oban Court is a Council managed road that generally extends in an east-west direction along the northern boundary of the site from Northwest Avenue adjacent the subject site and its termination approximately 145 metres within a court bowl arrangement to the west.

In the vicinity of the site, Oban Court has a carriageway width of approximately 11.2 metres and operates with a single traffic lane in each direction with constructed footpaths on both sides of the road. Oban Court operates with a default speed limit of 50 km/hr.

A typical view of Oban Court in the vicinity of the site is shown in Figure 2.5 and Figure 2.6.

Figure 2.5: Oban Court Looking North



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Source: [google.com/maps](https://www.google.com/maps)

Figure 2.6: Oban Court Looking West



Source: [google.com/maps](https://www.google.com/maps)

2.4. Surrounding Intersections

The key intersections in the vicinity of the subject site include:

- Oban Court / Existing Site Access (Unsignalised T-intersection).
- Norwest Avenue / Weddel Court (Unsignalised T-intersection).
- Norwest Avenue / William Angliss Drive (Unsignalised T-intersection).

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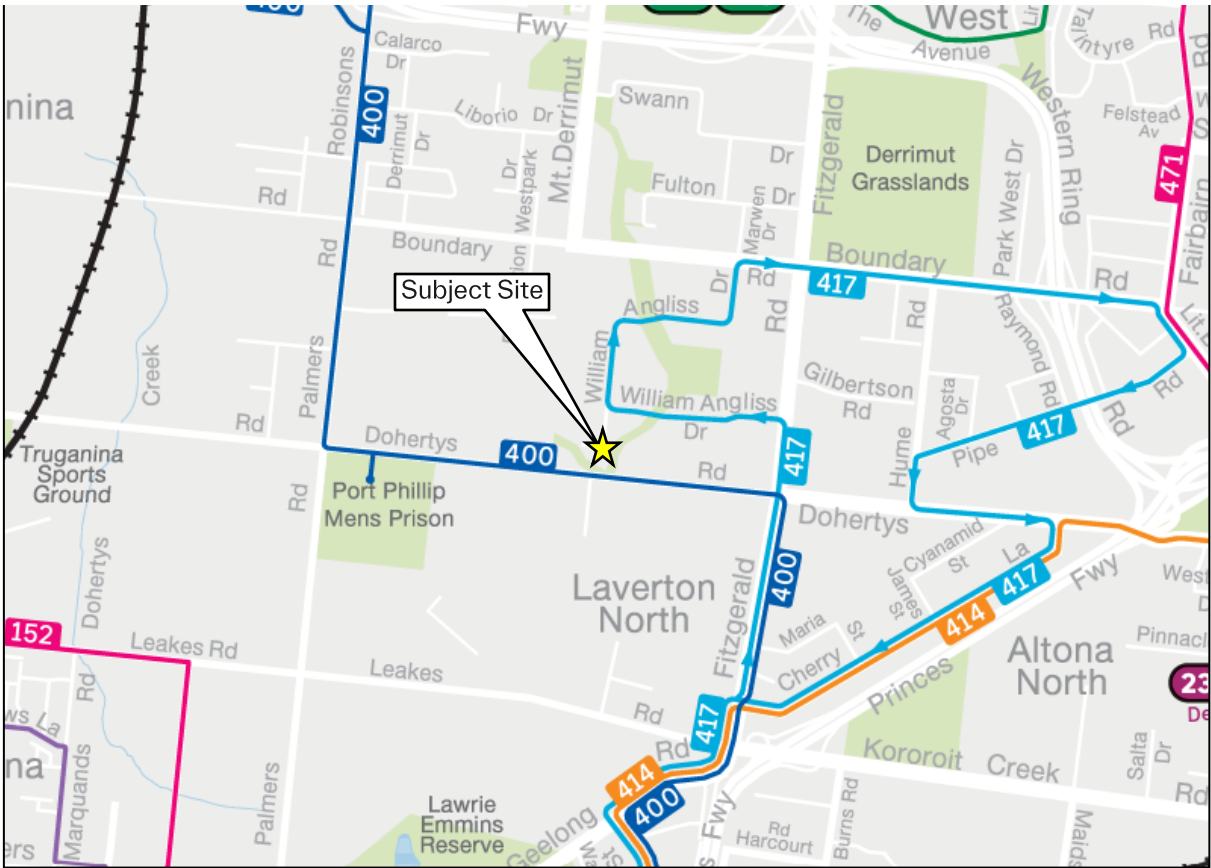
2.5. Sustainable Transport

Public Transport

The subject site currently has access to public transport with bus services operating near the subject site. The closest bus service (Route 417) operates along William Angliss Drive with the closest bus stop located approximately 400 metres north of the subject site.

Figure 2.7 presents the public transport services operating within convenient proximity to the subject site. These services are also described in Table 2.1.

Figure 2.7: Wyndham City Public Transport Victoria Map



Source: ptv.vic.gov.au/assets/maps

Table 2.1: Summary of Crashes in the Vicinity of the Subject Site (5 Year Period)

Service	Route No.	Route	Nearest Stop	Walking Distance
Bus	417	Laverton Station – Laverton Station	William Angliss Drive	400 metres
Train	Werribee Line		Lynbrook Station	4.5 kilometres

Source: ptv.vic.gov.au

Bicycle Network

The site has convenient access to bicycle facilities, including shared paths along Foundation Road and Fitzgerald Road.

3. Development Proposal

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3.1. General

It is proposed to construct an extension of the existing building to cater for a reconfiguration of the existing trade supplies building and the construction of an education centre. The development also includes the reconfiguration of the on-site car park and maneuvering hardstand area, with vehicular access provided via the existing crossover to Oban Court.

More specifically, the development will incorporate the following land use yield and associate transport infrastructure, as summarised in Table 3.1.

It should be noted that the below development is inclusive of the existing development on the subject site detailed in Section 2.2.

Table 3.1: Transport Information

Land Use		
Land Use Classification	Description	Size / Number
Trade Supplies	Warehouse (GFA)	612 sqm
	Ancillary Office (GFA)	679.2 sqm
	Spray Booths (GFA)	98.3 sqm
	Wash Bays (GFA)	188 sqm
	Sub Total	1,577.5 sqm
Education Centre	Education Centre	325 sqm (catering for 20 students)
Transport Infrastructure		
Land Use Classification	Description	Size / Number
Pedestrian Access	Along northern boundary	-
Vehicular Access	Oban Court (Existing)	Fully Directional
Parking	Car Spaces	39 spaces [1]
	Bicycle Spaces	10 spaces
Loading	Loading	Vehicles up to 8.8m long (MRV)

[1] Comprising 38 standard car parking spaces and 1 parking space for people with disabilities.

3.2. Operational Information

Based on information provided to our office, Shore Hire currently provides services for the storage and retail hire of construction and traffic equipment. The site will also operate with an education centre component (training) which is ancillary to the primary trade supplies use.

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The proposed education centre is proposed to provide training courses for the companies staff members and occasionally some external students. The proposed education centre is proposed to operate with a maximum of 10 students and one trainer per class, with a maximum of two classes operating per day (maximum of 20 students at any one time). It is anticipated that no class will be operating during school hours per month and will be operating during operating hours.

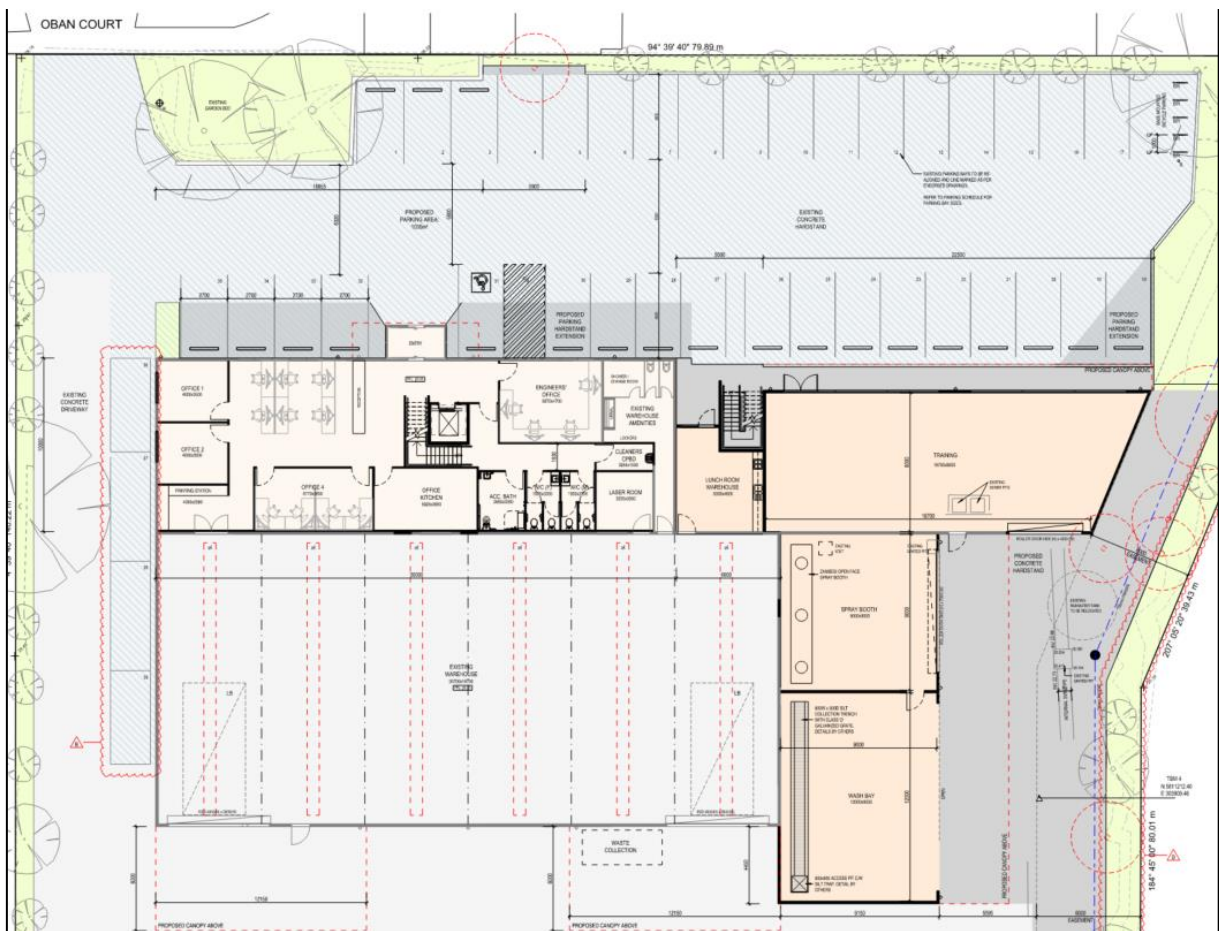
The proposed trade supplies component of the development is proposed to employ a maximum of 25 staff members on-site at any one time. This is consistent with the existing Shore Hire facility.

The proposed hours of operation will be 7:00am-5:00pm Monday to Friday and 7:00am-12:00pm on Saturdays.

3.3. Site Layout

The proposed site layout excerpt is shown in Figure 3.1, with full site plan provided in Appendix A of this report.

Figure 3.1: Proposed Site Layout



4. Car Parking Assessment

4.1. Planning Scheme Assessment

Parking requirements for a range of uses are set out under Clause 52.06 of the Planning Scheme. Table 1 of Clause 52.06 sets out the car parking requirement that applies to a use listed in the Table.

Of relevance, Clause 52.06-5 states that:

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (which ever applies) by the measure in Column C.

Column A applies unless Column B applies.

Column B applies if:

- *Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*
- *A schedule to the Parking Overlay or another provision of the Planning Scheme specifies that Column B applies.*

Additionally, the car parking requirement specified for a use listed in Table 1 does not apply if:

- *A car parking requirement for the use is specified under another provision of the Planning Scheme; or*
- *A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

The subject site is not located within the PPTN area and is not subject to a car parking overlay. In this regard, the Column A rates outlined in Table 1 of Clause 52.06-5 applies.

Accordingly, the statutory car parking requirements for the proposed development have been assessed against these rates and are summarised in Table 4.1.

Table 4.1: Clause 52.06 Planning Scheme Requirement

Description	Use	Size / No.	Statutory Car Parking Rate (Column A)	Statutory Requirement
Trade Supplies		9,924 sqm	10% of the site area	992 sqm (34 spaces)
Education Centre		20 students	0.4 spaces to each student	8 spaces
Total				42 spaces

[1] Number of car parking spaces determined based on an average car parking space and aisle equating to 29.4 sqm. (2.6m x 4.9m space accessed via a 6.4m wide access aisle)

Based on the assessment above, the application has a statutory requirement to provide 42 car spaces.

As demonstrated on the site plan provided in Appendix A of this report, the subject site includes a total of 39 on-site car parking spaces including 27 existing on-site car parking spaces and 12 proposed new on-site car parking spaces.

Accordingly, the proposed on-site parking provision of 39 car parking spaces represents a shortfall of three car parking spaces against the statutory requirement. As such, a car parking dispensation is sought for three car parking spaces in this instance.

4.2. Car Parking Demand Assessment

Operational Information

Guidance on the car parking demands likely to be generated by the proposed development has been obtained via first principles operational information from the Permit Applicant. This is considered to be the most accurate and appropriate source of likely car parking demand given that this site is currently operational.

For the purpose of the assessment, the statutory car parking requirement generated by the education centre has been adopted as the proposed car parking demand. Accordingly, it is anticipated that the education centre component of the development will generate a maximum car parking demand of up to 8 spaces.

It should be noted that the proposed education centre is proposed to provide training courses for the companies' staff members and occasionally some external students. Accordingly, it is considered that the separation of the car parking demand for the education centre from the existing trade supplies facility represents effective 'double counting', as the majority of students will already be on-site as staff of the facility. As such, the adoption of the maximum car parking demand of up to 8 spaces for the education centre is considered to be highly conservative (on the high side).

It is further understood that the proposed development is proposed to employ a maximum of 25 staff members for the operation of the trade supplies component of the development. Based on a conservative (on the high side) assumption that all staff drive to/from the subject site in a single occupancy vehicle and no staff are away sick, are working from home or use public transport, cycle or walk to the site, the 25 staff are anticipated to generate a maximum car parking demand of 25 spaces.

The site is anticipated to continue to operate with minimal visitor demand given the land use extension proposed. We understand that once a hire order has been placed, heavy vehicles will manoeuvre to the rear of the site to load up the relevant construction equipment which will then be delivered to the construction site for use by external contractors. Once the contractors have completed utilising the equipment, Shore Hire subsequently direct their staff members to pick up the construction equipment.

All orders are made by phone or online and therefore the visitor car parking demand generated by the development is minimal.

Based on the above discussion, the site is anticipated to generate a maximum car parking demand of 33 spaces, including 25 spaces related to staff of the trade supplies component and 8 spaces related to the education centre component.

The proposed supply of 39 on-site spaces represents a surplus of 6 spaces against the peak car parking demand and is therefore considered to be suitable to cater for the proposed development.

It should be noted that the above assessment conservatively assumes that all staff access the subject site in a single occupancy vehicle. In practice, it is anticipated that staff will access the subject site via a variety of transport modes including public transport, active transport and car share.

4.3. DDA Car Parking

In addition to the statutory car parking requirements in the Planning Scheme, the Building Code of Australia (BCA) outlines the requirements for the provision of car parking for people with disabilities.

An assessment of the BCA disabled car parking requirements for the development proposal is outlined in Table 4.2.

Table 4.2: BCA Car Parking Requirements

Description	Use	BCA Disabled Parking Requirements
Industry	Class 7b	1 space for every 100 car parking spaces
Education Centre	Class 4	1 space for every 50 car parking spaces or part thereof

Parking spaces for people with disabilities can be included in the total number of spaces required by the Planning Scheme. The on-site provision of two spaces for people with a disability meets the BCA requirement and is considered appropriate.

5. Access and Car Parking Layout

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5.1. Clause 52.06 Design Standard Assessment

An assessment against the relevant design standards of Clause 52.06-9 of the Wyndham City Planning Scheme is provided below:

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

Table 5.1: Design Standard 1 Assessment

Requirement	Comments
Must be at least 3m wide.	<u>Satisfied</u> – Accessways have been designed with a width in excess of 3.0 metres.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied</u> – The accessways and internal layout have been designed to be at least 4.2 metres wide at all changes of direction.
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.	<u>Satisfied</u> – The swept path assessment (refer to Appendix B) confirms that vehicles parked in the end spaces can exit in a forward direction in one manoeuvre.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	<u>N/A</u> – No overhead obstructions are proposed throughout the development.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	<u>Satisfied</u> – As demonstrated in the swept paths, attached as Appendix B, the accessway has been designed so that cars can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.	<u>Satisfied</u> – The accessway at the entrance of the site has been designed to enable for simultaneous two-way vehicle movements to/from the site and accordingly complies with the requirement to provide a passing area.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m 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.	<u>Satisfied</u> – The proposal is proposed to continue to utilise the existing site access connecting to/from Oban Court along the northern boundary of the site. Given the existing nature of the site access, and that the site is currently operational, the continued use of the site access is considered to be appropriate.

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If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	N/A – Access to the car spaces is not from a Road Zone.
If entry to the car space is from a road, the width of the accessway may include the road.	N/A – Entry to the car spaces is not accessed directly from a road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5.2.

Table 5.2: Design Standard 2 Assessment – Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	<u>Satisfied</u> – All standard car parking spaces meet the dimensional requirements set out in Table 2 of Design Standard 2. The accessible space also meets the dimensional requirements of AS2890.6:2009. Notably, Clause 52.06-9 of the Wyndham City Planning Scheme permits an accessible car parking space to encroach into the access aisle width by 500mm.
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.	<u>Satisfied</u> – The car parking spaces have been designed to accord with Diagram 1 of Design Standard 2.
Car spaces in garages 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.	N/A – No garage car parking spaces are proposed.
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 car parking spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A – No dwellings are proposed as part of the development.
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.	<u>Satisfied</u> – The accessible car parking space meets the dimensional requirements of AS/NZS 2890.6:2009.

5.2. Swept Path Assessment

Site Access

An assessment of the accessibility to/from the site using the Autodesk Vehicle Tracking software has been conducted. The swept path demonstrates that two opposing B99 design vehicles (99.8th percentile car), could pass adequately simultaneously at the site access point to Oban Court.

Further, all vehicles will be able to enter / exit the site in a forward direction.

Car Parking Spaces

An assessment of the accessibility to/from the critical parking bays was also undertaken using the B85 design vehicle (85th percentile car) and it was found that each of the critical parking space could be accessed (ingress and egress) in a satisfactory manner.

Loading Arrangement

A swept path assessment has been undertaken to demonstrate that the applicable largest vehicle (8.8m Medium Rigid Vehicle) can manoeuvre through the subject site to the loading / unloading location within the site from where forklifts are proposed to load and unload the various trucks. The swept path assessments demonstrate the ability for the Medium Rigid Vehicle to egress the site in a suitable manner.

The two existing loading bays on-site are anticipated to continue to be serviced via forklift trucks, as per existing conditions.

5.3. Summary

The assessment indicates that the access arrangements and car parking layouts have been designed appropriately and in general accordance with the requirements of the Wyndham City Planning Scheme and/or AS/NZS 2890.1:2004.

6. Bicycle Parking

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6.1. Clause 52.34 – Bicycle Facilities

Clause 52.34 of the Wyndham City Planning Scheme seeks to encourage cycling as a mode of travel through the provision of appropriate bicycle parking and associated facilities. The discussion and analyses presented below examines these requirements.

Statutory requirements for the provision of bicycle parking and set out in Clause 52.34 of the Wyndham City Planning Scheme, with bicycle parking rates specified in Table 1 to Clause 52.34-5.

An assessment of the statutory parking requirements for the proposed development is set out in Table 6.1.

Table 6.1: Statutory Bicycle Parking Requirement

Land Use	Size	Statutory Parking Rate		Statutory Parking Requirement	
		Employee	Visitor	Employee	Visitor
Retail (Trade Supplies)	1,577.5 sqm	1 to each 300 sqm.	1 to each 500 sqm.	5 spaces	3 spaces
Education Centre	2 staff / 20 students	1 to each 20 employees	1 to each 20 students	0 spaces	1 space
Total				5 spaces	4 spaces

Table 6.1 indicates that the proposed development generates a statutory bicycle parking requirement to provide a total of nine bicycle parking spaces including five employee bicycle parking spaces and four visitor bicycle parking space.

As shown on the development plans, it is proposed to provide ten bicycle spaces (within five horizontal spaces) within the north-east corner of the subject site. Accordingly, this level of provision exceeds the statutory bicycle parking requirement and is acceptable.

6.2. Showers and Changing Rooms

Based on the Planning Scheme assessment, the proposed development does not generate a requirement for a shower and change room.

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7. Conclusion

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Based on the analysis and discussions presented within this report, the following conclusions are made:

- It is proposed to construct an extension of the existing building to cater for a reconfiguration of the existing trade supplies building and the construction of an education centre. The development also includes the reconfiguration of the on-site car park and maneuvering hardstand area, with vehicular access provided via the existing crossover to Oban Court.
- The development has a statutory car parking requirement to provide 42 car parking spaces.
- Based on the discussion and analysis within this report, the proposed on-site provision of 39 spaces is anticipated to accommodate the anticipated peak car parking demand of 33 car parking spaces for the proposed development.
- The proposed development generates a statutory bicycle parking requirement to provide nine bicycle parking spaces including five employee and four visitor spaces. It is proposed to provide 10 bicycle spaces (within 5 horizontal spaces) within the north-east corner of the site. As such, the statutory requirement is exceeded.
- The proposed parking layout and site access arrangements are consistent with the dimensional requirements set out in the Wyndham City Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- CAD-based swept paths have been completed which confirm the key vehicle movements can be completed with adequate clearance through the access points and relevant areas within the site.

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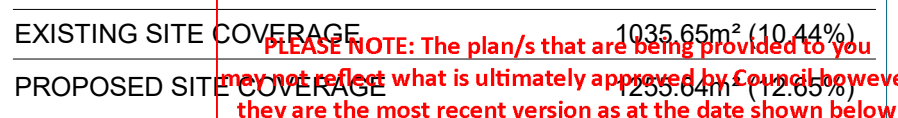
Appendix A – Development Plans

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ALL NET FLOOR AREAS ARE LESS INTERNAL LOADING BAYS & STAIR VOIDS

CAR PARKING AREA ALLOCATION
 PORTION OF SITE ALLOCATED TO CAR SPACES AND 6.4m WIDE
 ACCESSWAYS AS PER CLAUSE 52.06 REQUIREMENTS.
 REQUIREMENT: 10% OF SITE AREA (992.47m²)
 PROPOSED PARKING AREA SHOWN HATCHED: 1074m²

EXISTING PARKING SPACES ON SITE	24 SPACES
---------------------------------	-----------

PROPOSED PARKING SPACES PROVIDED ON SITE 39 SPACES

CAR SPACES 1-3, 32-35 TO BE 4800L x 2700W

CAR SPACES 4-30 TO BE 4900L x 2600W

CAR SPACES 36-39 TO BE PARALLEL PARKING

1 ACCESSIBLE CAR SPACE (5400x2400W) + SHARED SPACE

NOTES:

STORMWATER

DURING CONSTRUCTION A LITTER TRAP TO BE PROVIDED IN THE TERMINAL STORMWATER PIT BEFORE DISCHARGING TO THE LEGAL POINT OF DISCHARGE.

SKYLIGHTS AND INTERNAL LIGHTING

TO WAREHOUSE SPACES - PROVIDE SKYLIGHTS TO MINIMUM 10% OF THE TOTAL ROOF AREA, TO BE DISTRIBUTED EVENLY.

TO OFFICE AREAS - PROVIDE IMPROVED ALUMINIUM FRAMED WINDOWS WITH PERFORMANCE DOUBLE GLAZING AND ARTIFICIAL LIGHTING

EXTERNAL LIGHTING

EXTERNAL SECURITY LIGHTING - AS INDICATED ON THE LIGHTING PLAN.

BICYCLE PARKING

BICYCLE PARKING - AS INDICATED ON THE PROPOSED FLOOR PLANS.
























PATHWAYS

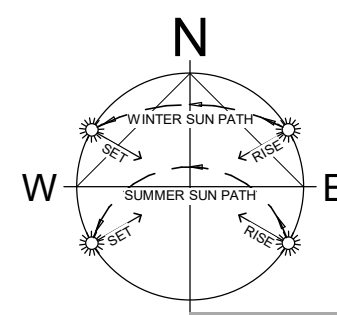
ALL PEDESTRIAN PATHWAYS AND APRONS TO BE CONCRETE PAVED,
UNLESS OTHERWISE NOTED IN THE LANDSCAPE PLAN.

LANDSCAPING

LANDSCAPING SHOWN ON THIS DRAWING IS INDICATIVE ONLY. REFER TO THE LANDSCAPE PLAN FOR ALL PROPOSED VEGETATION DETAILS AND TREE LOCATIONS.

LEGEND:

- |  5400 X 2400 DISABLED PARKING ACCESS ZONE, MARKINGS AND BOLLARD TO A.S.2890.6 | |  5400 X 2400 DISABLED PARKING ZONE, MARKINGS AND SIGNAGE TO A.S.2890.6 | |
|--|-------------------------------|---|--|
| 25 | PARKING BAY NO. |  | EXISTING TREES |
|  | EXISTING ELECTRICITY PIT |  | EXISTING TREES TO BE REMOVED |
|  | JUNCTION PIT |  | POLE & LIGHT |
|  | SIDE ENTRY PIT |  | ELECTRICITY POLE |
|  | TELECOM PIT |  | PROPOSED ELECTRICITY PIT |
|  | SKYLIGHTS - 10% NATURAL LIGHT |  | STEEL PROTECTION BOLLARDS PAINTED YELLOW |
|  | HYDRANT |  | EASEMENT |
|  | SEWER EXISTING |  | EXISTING LANDSCAPE/GRASS |
|  | SEWER I/O |  | EXISTING CONCRETE HARDSTAND |
|  | EXISTING BUILDING STRUCTURE |  | PROPOSED CONCRETE HARDSTAND |
|  | PROPOSED BUILDING STRUCTURE |  | PROPOSED CANOPY |



Appendix B – Swept Path Assessment

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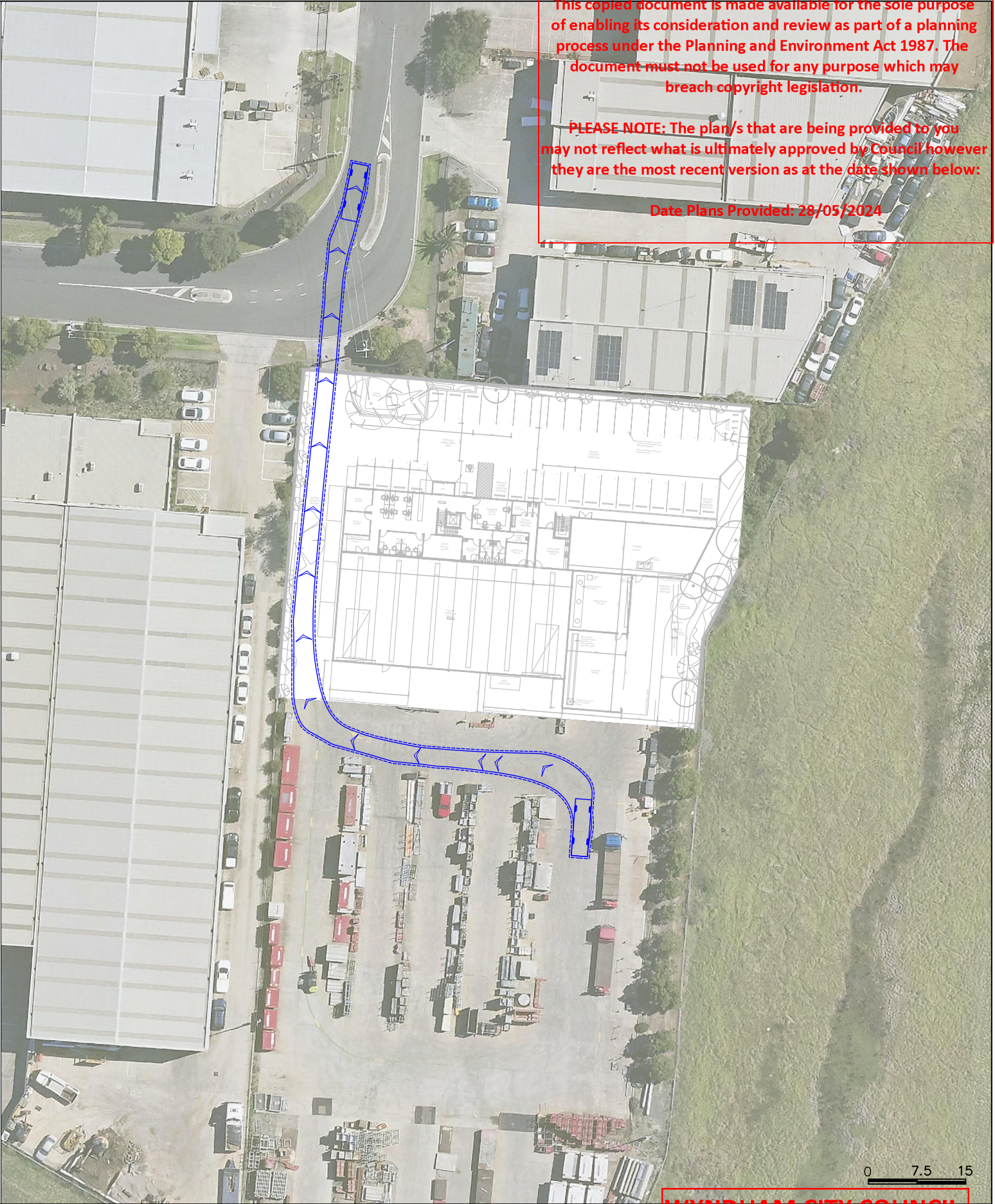
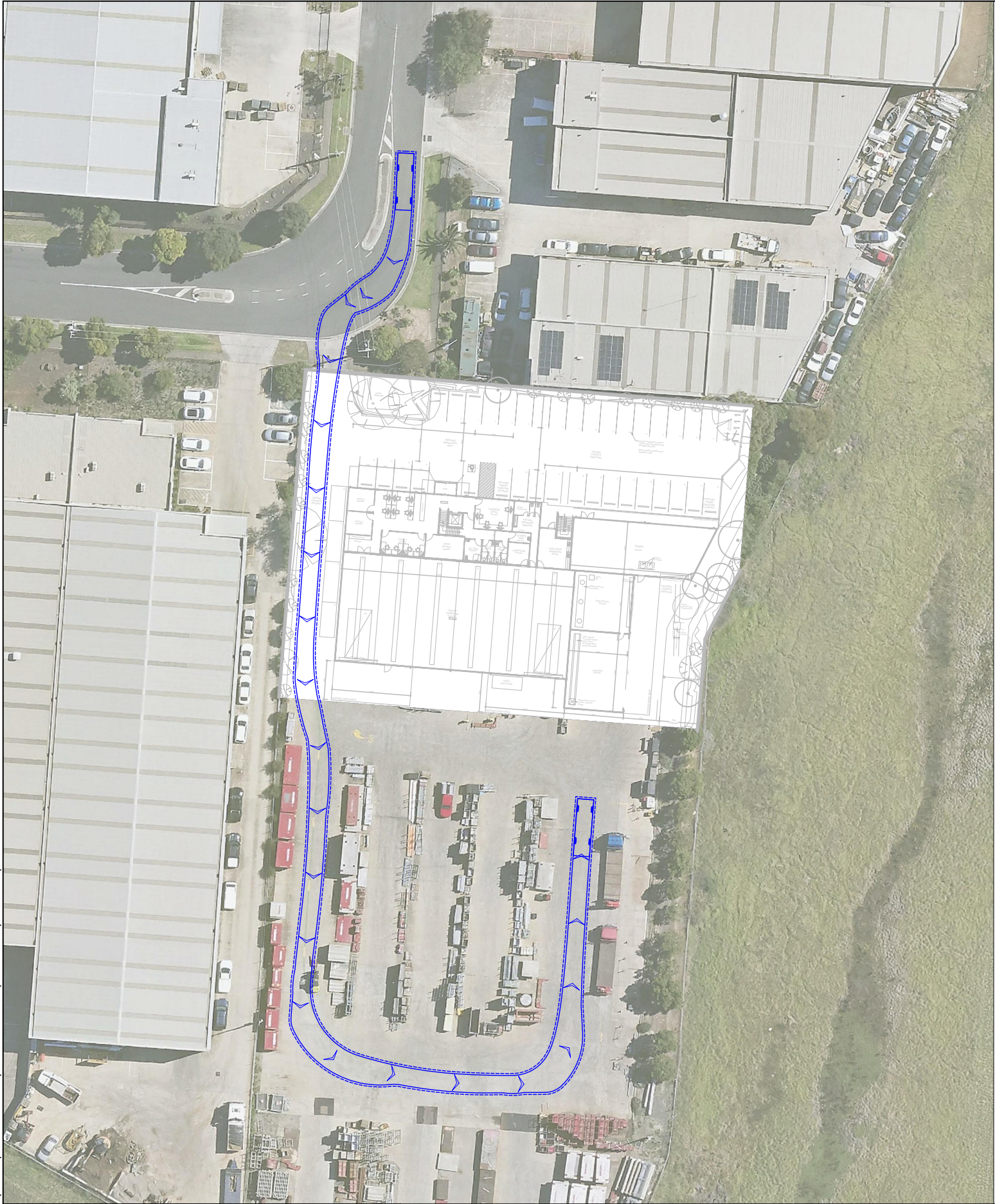
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0 7.5 15

MRV — Medium Rigid Vehicle (AS/NZS2890.2:2002)

Overall Length 8.800m
Overall Width 2.500m
Lock to Lock 1.5m
Curb to Curb 5.0m
Time 4.00 sec
Turning Radius 10.000m

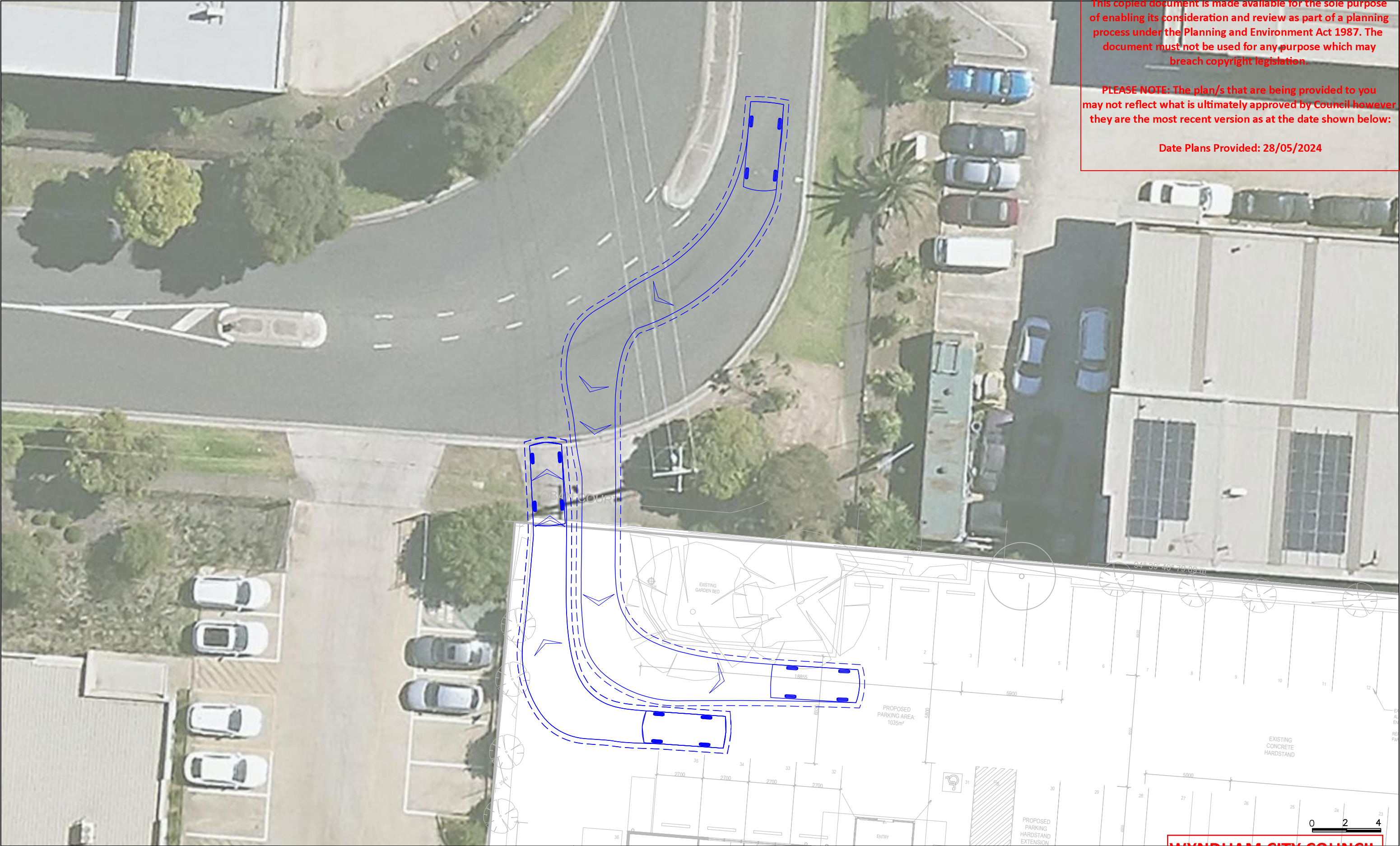
VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development 1 Oban Court, Laverton North Swept Path Assessment				WYNDHAM CITY COUNCIL Town Planning Advertised Documents	
NOTE: 1) Base Plan Supplied by KLM Spatial 2) Maximum Design Speed 10km/h		RATIO REFERENCE 21105T-SK03/SD	SHEET No. 1 of 6	Plan 24 of 29 1:750@A3	DATE 04/04/2024

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B99 Vehicle (AS/NZS2890.1: 2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Mixed-Use Development
1 Oban Court, Laverton North
Swept Path Assessment

NOTE:
1) Base Plan Supplied by KLM Spatial
2) Maximum Design Speed 10km/h

RATIO REFERENCE
21105T-SK03/SD

SHEET No.
2 of 6

Scale: 1:200@A3
DATE: 04/04/2024

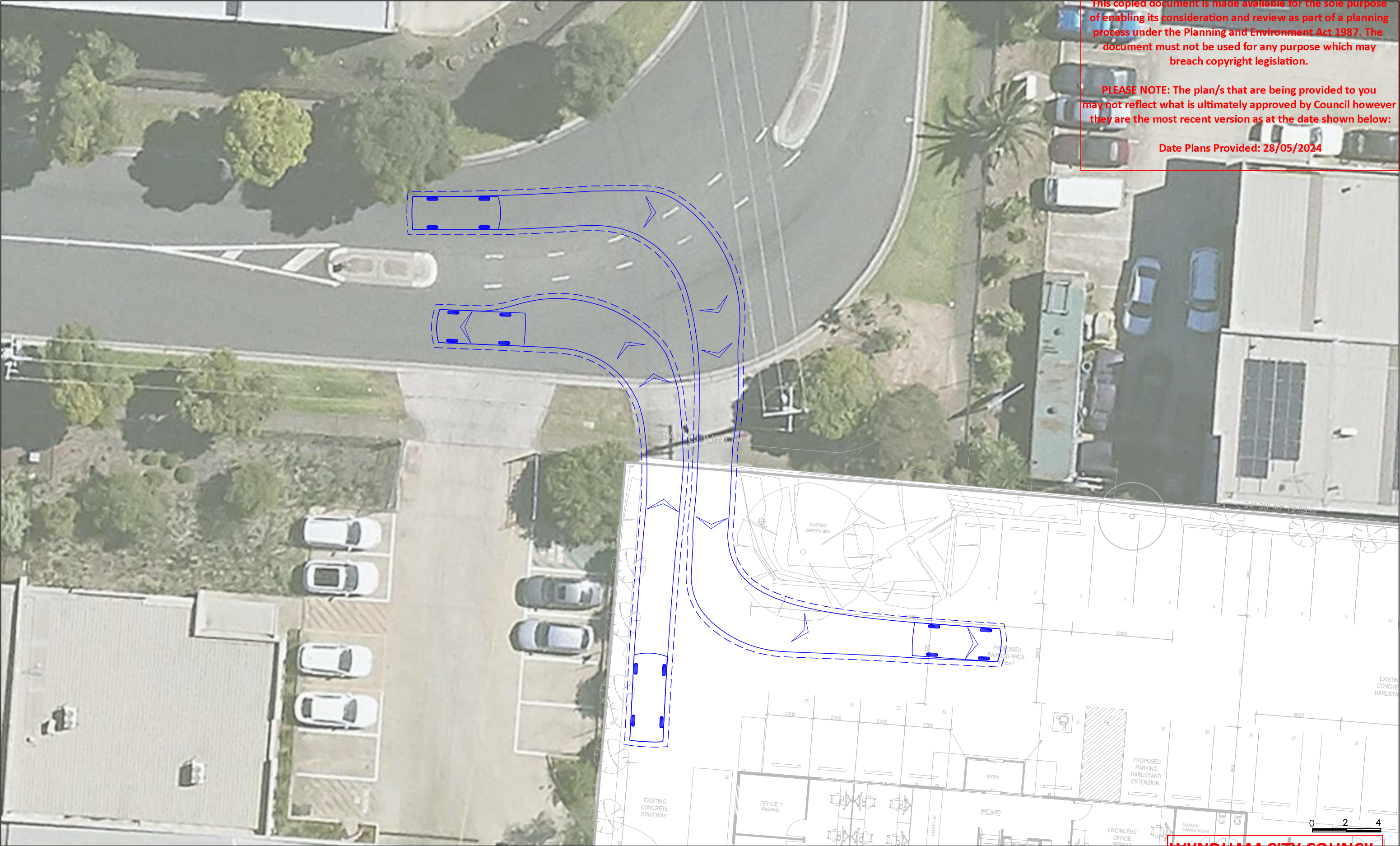
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<div>ratio:</div>	<div>B99 Vehicle (AS/NZS2890.1: 2004)</div> <div><div><div><div>5.2</div><div></div></div><div><div>VEHICLE ENVELOPE (FORWARD)</div><div>300mm CLEARANCE (FORWARD)</div><div>VEHICLE ENVELOPE (REVERSE)</div><div>300mm CLEARANCE (REVERSE)</div></div></div></div> <div><div>Overall Length</div><div>Overall Width</div><div>Overall Body Height</div><div>Min Body Ground Clearance</div><div>Track Width</div><div>Lock to Lock Time</div><div>Curb to Curb Turning Radius</div></div> <div><div>5.200m</div><div>1.940m</div><div>2.200m</div><div>0.312m</div><div>1.840m</div><div>4.00 sec</div><div>6.30m</div></div>	<div>Proposed Mixed-Use Development</div> <div>1 Oban Court, Laverton North</div> <div>Swept Path Assessment</div>		<div>WYNDHAM CITY COUNCIL</div> <div>Town Planning</div> <div>Advertised Documents</div> <div></div>			
	<div>NOTE:</div> <div>1) Base Plan Supplied by KLM Spatial</div> <div>2) Maximum Design Speed 10km/h</div>	<div>RATIO REFERENCE</div> <div>21105T-SK03/SD</div>	<div>SHEET No.</div> <div>3 of 6</div>	<div>Plan: 26 of 29</div> <div>SCALE: 1:200@A3</div>	<div>DATE</div> <div>04/04/2024</div>		

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<div>ratio:</div>	<div>B85 Vehicle (AS/NZS2890.1: 2004)</div> <div><div><div><div>4.91</div><div></div><div>0.92</div><div>2.8</div></div><div>Overall Length4.910mOverall Width1.870mOverall Body Height1.421mMin Body Ground Clearance0.159mTrack Width1.770mLock to Lock Time4.00 secCurb to Curb Turning Radius5.80m</div></div><div><div>VEHICLE ENVELOPE (FORWARD)</div><div>300mm CLEARANCE (FORWARD)</div><div>VEHICLE ENVELOPE (REVERSE)</div><div>300mm CLEARANCE (REVERSE)</div></div></div>	<div>Proposed Mixed-Use Development</div> <div>1 Oban Court, Laverton North</div> <div>Swept Path Assessment</div>		<div>WYNDHAM CITY COUNCIL</div> <div>Town Planning</div> <div>Advertised Documents</div> <div></div>		
		<div>NOTE:</div> <div>1) Base Plan Supplied by KLM Spatial</div> <div>2) Maximum Design Speed 10km/h</div>	<div>RATIO REFERENCE</div> <div>21105T-SK03/SD</div>	<div>SHEET No.</div> <div>4 of 6</div>	<div>SCALE</div> <div>1:150@A3</div>	<div>DATE</div> <div>04/04/2024</div>
					<div>Plan: 27 of 29</div>	

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<div>ratio:</div>	<div><div><div><div><div>4.91</div><div>0.92</div><div>2.8</div></div><div></div></div><div><div>Overall Length</div><div>Overall Width</div><div>Overall Body Height</div><div>Min Body Ground Clearance</div><div>Track Width</div><div>Lock to Lock Time</div><div>Curb to Curb Turning Radius</div></div><div><div>4.910m</div><div>1.870m</div><div>1.421m</div><div>0.159m</div><div>1.770m</div><div>4.00 sec</div><div>5.80m</div></div></div><div><div>VEHICLE ENVELOPE (FORWARD)</div><div>300mm CLEARANCE (FORWARD)</div><div>VEHICLE ENVELOPE (REVERSE)</div><div>300mm CLEARANCE (REVERSE)</div></div></div>	<div>Proposed Mixed-Use Development</div> <div>1 Oban Court, Laverton North</div> <div>Swept Path Assessment</div>		<div>WYNDHAM CITY COUNCIL</div> <div>Town Planning</div> <div>Advertised Documents</div> <div></div>	
		<div>NOTE:</div> <div>1) Base Plan Supplied by KLM Spatial</div> <div>2) Maximum Design Speed 10km/h</div>	<div>RATIO REFERENCE</div> <div>21105T-SK03/SD</div>	<div>SHEET No.</div> <div>5 of 6</div>	<div>Plan: 28 of 29</div> <div>SCALE</div> <div>1:150@A3</div>

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		B85 Vehicle (AS/NZS2890.1: 2004) Overall Length 4.91m Overall Width 1.870m Overall Body Height 1.421m Min Body Ground Clearance 0.159m Track Width 1.770m Lock to Lock Time 4.00 sec Curb to Curb Turning Radius 5.80m		Proposed Mixed-Use Development 1 Oban Court, Laverton North Swept Path Assessment NOTE: 1) Base Plan Supplied by KLM Spatial 2) Maximum Design Speed 10km/h		RATIO REFERENCE 21105T-SK03/SD	SHEET No. 6 of 6	Plan: 29 of 29 Scale: 1:200@A3	DATE 04/04/2024
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