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**INDEPENDENT URBAN DESIGN ADVICE
PROPOSED DEVELOPMENT AT 27-45 BEST & 102-114 SCOTCHMER STREETS FITZROY NORTH**

FEBRUARY 2020 UPDATE REPORT ON REVISED PLANS

Prepared by
Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

Our ref: 18004

Directors
Eli Giannini
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BACKGROUND

1. In November 2017 I was asked by the City of Yarra to comment on the proposed development at 27-45 Best & 102-114 Scotchmer Streets Fitzroy North, current site of Piedimonte's Supermarket.
2. Since that time the application has been amended and new architects employed. In July 2019, I was asked to comment on the new scheme for the site.
3. My comments were made with regard to the resolution of the scheme in relation to:
 - a) Appropriateness of the design treatment and streetscape impact
 - b) Building height, bulk and massing
 - c) Use of colours and materials
 - d) Façade treatment
 - e) Whether the proposal achieves high architectural and urban design outcomes
4. The proposal included partial and full demolition of some of the existing buildings on the site and the redevelopment of the land for a part five and part seven storey building to be used for the purposes of an expanded Supermarket, Retail Premises including an expansion to the existing red line area associated with the Supermarket Bottle Shop, cafe (Food and Drink Premises), dwellings and a reduction in the statutory car parking requirements.
5. At that time I recommended refusal of the proposal for the following reasons:
 - a) Whilst the proposed mix of uses was supported, the execution of the brief and the scale of development were not.
 - b) The design treatment streetscape impact was inappropriate and detrimental to the urban design qualities of the place.
 - c) The proposed building height, bulk and massing was excessive.
 - d) The proposed use of colours and materials lacked the necessary resolution of detail finish and response to context to warrant support.
 - e) The façade treatments and in particular the scale, design language, composition and resolution was a poor response in my view to the valued characteristics of context and the underlying planning strategies that seek to guide the extent of change and the nature thereof in this context.
 - f) The proposal did not achieve high architectural and urban design outcomes.
6. I then provided a report on the revised plans and had the following conclusions and recommendations in my August 2019 report.

Supermarket layouts and equitable access

7. The arrangements of access to and through the supermarket required radical rethinking for the following reasons:
 - a) Customers with pushers or shopping carts are not able to egress from the lowest customer level to lifts with only a staircase joining them.
 - b) Basement 1 ramps and the landing area between ramps and lifts is impractical and not fit for purpose for trolleys or people with prams with no ability to pass or turn with current sizing.
 - c) Similarly lift access from the lowest level of the liquor store to upper levels allows insufficient space for movement of people into and out of the lift from both the east and west sides.
 - d) The arrangements also seemed to suggest a person can enter the lift at the uppermost floor inside the secure zone of the store and egress directly into the car park at basement 1 level without going through a cash register zone.
 - e) At ground level lifts egress both into the store and into the lobby zone. Again however I would be seriously concerned that there is insufficient space for the combination of people

waiting for lifts to go down or up, people seeking to enter the store from the southeast entry of the street and people egressing the lift from the car park levels.

- f) The sizing of lift lobby waiting areas at all levels needs to be radically reviewed.
 - g) At the second floor the lobby is less than half the width of the lift and provides no area for those waiting to descend. This will have significant implications for the sizing of balcony areas and external expression of the east façade.
 - h) For the large café at first floor no disability toilets are provided for.
8. I concluded that logically it would seem that with the current arrangements, the proposed balcony area is poorly configured in combination with an inappropriately small-scaled lift landing zone.
9. I made the following recommendations:
- a) Reconfigure the basement customer car parks to ensure that pedestrians with trolleys can access all levels from the proposed lifts.
 - b) Provide trolley bay areas on each car park level.
 - c) Reconfigure lift and ramp areas so they are appropriately scaled for two way movement and turning with trolleys or pushers.
 - d) Reconfigure lift lobbies at all levels so they appropriately scaled for the combination of egressing and waiting for access to lifts and for entering the property and tenancies.
 - e) Provide details of the retailing arrangements to ensure access and egress to lifts occurs exclusively outside sales point areas and modify plans to suit to the satisfaction of Council.
 - f) Reconfigure the arrangement of balcony and café and lobby areas at level 1 to make the area fit for purpose.
 - g) Reconfigure the office area to avoid the overdependence on sky-lighting through the setback of the SW corner and inclusion of screened windows and natural ventilation.
 - h) Reconfigure escape doors to swing outwards and ensure these outward door swings occur within the revised boundaries.
 - i) Review the floor plans for compliance with BCA distance of travel to escape criteria and amend plans to suit.

Apartment layouts and amenity

10. Concern was also raised in the report regarding the organisation and amenity of apartments within the development in a number of areas including the following:
- a) At ground level review the size of the lift lobby and corridors to ensure a minimum width of 1600mm for corridors and 2100mm for the lift lobby zone given the scale of apartments.
 - b) Ensure egress arrangements meet regulatory requirements and indicate materials and finishes to south elevation ground level.
 - c) Provide for acoustic separation between all lifts and habitable spaces on all levels particularly having regard for interfaces between commercial lifts and residential areas in some instances.
 - d) Provide details of daylighting compliance of inbound bedrooms TH1 to 4 on first floor level having regard to flanking walls to the southwest and south east.
 - e) Provide details of daylighting to the TH5 kitchen area on level 1.
 - f) Provide sectional details of the privacy arrangements between the rooftop balcony of TH5 and the adjoining southern residential property in 36 Egremont Street and notably the light court north facing roof lights and first floor window.
 - g) The length of corridor was considered excessive with the eastern wing proposing a 63m long unarticulated corridor, albeit 1980mm wide, reliant on daylighting at right angle ends nearly 80m apart. I considered the arrangement poor and requiring change.
 - h) Apartment arrangements were configured with a perimeter masonry envelope behind which were embedded balconies onto which living and bedroom areas were oriented.

- i) West facing units were approximately 9m deep behind these framed and demonstrably solid external envelopes and embedded balcony zones.
- j) No landscaping was suggested to terrace areas beyond these to the west.
- k) In-bound bedrooms were proposed with narrow openings to Units 2.06, 2.07 and 2.09 with the east wall of living areas set back more than 11m from the indented balcony facades at levels 2 to 4 for west facing units at level 2 and equivalent above of 2.10, 2.11, 2.12 and 2.13 and east facing 2.04, 2.05 and 2.06 at each of these levels.
- l) I concluded that the framed and overhung nature of balconies combined with depth will compromise light and consequent amenity for these units in the internal extremes of these living space zones.
- m) Daylighting information should hence be provided demonstrating high amenity is achieved in these units.
- n) Arrangements of 3-bedroom unit 8.03 provided insufficient capacity for the intended number of occupants.
- o) Layouts of fifth floor plans did not accord with the elevations for the western elevation with the expansive balcony indicated on elevation aligned with the 6th floor balcony less than 40% of that size in plan.

Streetscape expression

- 11. The south façade presented an expansive series of largely unarticulated masonry and concrete walls of up to 26m in height with only the uppermost two levels having a single window.
- 12. The height at the southern end of this eastern tower arises from the positioning of the lift core outside the core supermarket tenancy below. In the absence of the tenancy characteristics the core would not logically be at the end of the building and equally with single story adjoining shops a stepped form of greater dimensional characteristics would arise.
- 13. In my view the operational characteristic was not one that warrants such a poor resolution to this important vista down the Best Street axis towards the proposed building with the neighbouring form likely to result in substantial visibility of upper levels in the long term.

Height

- 14. As noted in my earlier report the scale and intactness of one and two level scaled 19th and early 20th century built form was evident in the environs of the subject site.
- 15. I was satisfied that the setbacks for upper level built form were sufficient to ensure the legibility and separation of upper and lower built form
- 16. However I felt that the proposed effective replication of scale in the upper form to that of the lower historic street-wall form when combined with its expansive footprint, was a poor response to its position at the NW edge of the precinct and at the interface with predominantly one level dwellings to the south of this new NW development.
- 17. In my view the doubling of scale at this sensitive interface is excessive and a more modest scale is warranted and hence recommended that the fourth floor of the North-western building be deleted.

The eastern main mixed use building

- 18. The scale adopted is commensurate with some of the recently approved development along Wellington Street, a context with substantially greater existing scale context and a history of industrial and commercial scale rather than a small neighbourhood village.
- 19. It is a scale of change I have supported in the larger footprint and more expansive areas of change where surrounding character is considerably more characterised by a commercial past such as the areas of Smith Street, Wellington Street and Bridge Road north where both pre-existing scale and site footprint and strategic ambition sought a significant level of change.

20. In contrast the context as noted earlier is far more constrained by its embedment in a place of ascribed significance and within a far smaller commercially zoned footprint where transitions to surrounding lower scale environs cannot be so easily managed.
21. In combination this height and mass was in my view a poor response to the fine grain context.
22. The scales remained in my view grossly excessive for a compact village abutting as it does so directly with surrounding neighbourhood residential zone areas and sitting within a heritage zone. In this context new development as we have seen has been more modest in its ambition with 3 a 4 level predominating.
23. Whilst the dimensions of the site and its corner location offer some basis for uplift the potential is not for an outcome wherein the upper level development is almost twice that of the lower street-wall and wherein its language amplifies the building's bulk to hinterland areas. Hence I recommended:
 - a) Removing the existing Third Floor of the eastern main building.
 - b) Removing the existing Fifth Floor of the eastern main building
 - c) Deleting the south eastern most unit at the Fourth Level
 - d) Addressing the excessive scale of the north south corridors and the perceived unremitting bulk when seen from western hinterland abutting residential areas on the remaining second, fourth and sixth levels through the creation of a mid-block break to provide daylighting and relief of built form when seen from the west and east.

Overshadowing

24. The shadow diagrams indicate additional shadow to the adjoining public and private areas.
25. I therefore concluded that for the above reasons the project remained a work in progress with the configuration of the core tenancy and its servicing at entry and car parking levels requiring substantial change and the extent of upper level built form requiring a fundamental rethink around the level of ambition.
26. I felt that it is a footprint and scale that is incongruous in a small compact village context surrounded by consistently fine grain lower scale residential streets and built form and in a location where recent change has been of considerably more modest scale.
27. Hence I concluded that it should be refused on urban design grounds or the applicant encouraged to review their ambition to deliver a right fit lower scale solution. Subsequent to this the applicant has submitted revised plans on the 24/12/2019 and these were provided to me in Mid-January for comment and it is on these that I now comment.
28. A statement of changes was prepared by JCB dated 12/12/19.

Supermarket layouts and equitable access

29. The applicant has revised plans and it appears have now satisfactorily resolved the following:
 - a) Reconfiguration of the basement customer car park upper levels to ensure that pedestrians with trolleys can access all levels from the proposed lifts.
 - b) Provision of trolley bay areas on each car park level.
 - c) Reconfiguration of lift and ramp areas so they are appropriately scaled for two way movement and turning with trolleys or pushers.
 - d) Reconfiguration of lift lobbies at all levels so they appropriately scaled for the combination of egressing and waiting for access to lifts and for entering the property and tenancies.
 - e) Provision of details of the retailing arrangements to ensure access and egress to lifts occurs exclusively outside sales point areas and modify plans to suit to the satisfaction of Council.
 - f) Reconfiguration the arrangement of balcony and café and lobby areas at level 1 to make the area fit for purpose.

30. Areas yet to be resolved include:

- a) Reconfiguration of the office area to avoid the overdependence on sky-lighting through the setback of the southwest corner and inclusion of screened windows and natural ventilation.
- b) Reconfiguration of escape doors to swing outwards and ensure these outward door swings occur within the revised boundaries.
- c) Review the floor plans for compliance with BCA distance of travel to escape criteria and amend plans to suit.

Recommendation 1

- > Set back the western edge of the offices 3m from the west boundary to provide for windows with external louvres organised to direct views downwards to laneway and not into private open space to the west.
- > Indent egress doors and swing outwards to not interfere with laneway movement in accordance with BCA requirements.

Apartment layouts and amenity

31. The proposal has addressed a number of issues relating to organisation and amenity of apartments within the development but a number remain outstanding. Areas where improvement has been delivered include :

- a) The size of the Best Street lift lobby and corridors are well resolved but the Egremont Street arrangement creates a squeeze point at the entry to lifts that requires revision best achieved by removal of one dwelling or removal of the bedroom to the immediate east and creation instead of a smaller ground floor lobby and study that would facilitate a widened 2100mm lobby to the west of the lift entry to allow practical movement for furniture and residents.

Recommendation 2

- > Widen the lobby to 2100mm
- b) An acoustic report has been provided to provide for acoustic separation between all lifts and habitable spaces on all levels.
- c) Provision of details of daylighting compliance of inbound bedrooms TH1 to 4 on first floor level having regard to flanking walls to the southwest and south east.
- d) Provision of details of daylighting to the TH5 kitchen area on level 1.
- e) Provision sectional details of the privacy arrangements between the rooftop balcony of TH5 and the adjoining southern residential property in 36 Egremont Street and notably the light court north facing roof lights and first floor window.

32. Areas of continuing concern that fail to meet standards previously established standards agreed in cases we have appeared in at VCAT and agreed with applicants include:

- a) Excessive length of corridor, with the eastern wing continuing to propose an unbroken 63m unarticulated corridor, reliant on daylighting at right angle ends nearly 80m apart.

Recommendation 3

- > Remove midblock west facing one bedroom apartment on levels 2 to 4 and replace with a multi height landscaped terrace zone and visual break in the building and modify fifth level and delete sixth level as noted later in the report.
- b) Inbound bedrooms were proposed with narrow openings to units 2.06, 2.07 and 2.09 with the east wall of living areas set back more than 11m from the indented balcony facades at levels 2 to 4 for west facing units at level 2 and equivalent above of 2.10, 2.11, 2.12 and 2.13 and east facing 2.04, 2.05 and 2.06 at each of these levels.

I am yet to see a response to this concern

- c) Arrangements of 3-bedroom unit 8.03 provided insufficient capacity for the intended number of occupants.

- d) The proposal remains inadequate with insufficient seating capacity for the intended occupants. Other areas remain so tight that when occupied for meals, circulation through the space will not be possible e.g. Apartment type 3B, and 3C.

Recommendation 4

- > Delete one bedroom from each apartment type B and C or reconfigure plans to demonstrate adequate movement and seating for at least six occupants or reduce the footprint but enlarge living areas and circulation to make fit for purpose for a smaller number of occupants.

Streetscape expression, height & bulk

33. No substantive amendment has been made to the buildings subsequent to my earlier review. My earlier opinions and grave concerns around bulk, height and impact in this valued heritage context hence remains current and is as follows:

Recommendation 5

- > Remove the proposed Third Floor of the eastern main building.
- > Remove the proposed Fifth Floor of the eastern main building, with these combined amendments reducing the overall height to RL54.4 to roof level or 21.2m in height the effective height of a 7 level residential building. An effective 9 storey residential in height is simply not an acceptable fit.
- > Address the excessive scale of the north-south corridors and the perceived unremitting bulk when seen from western hinterland abutting residential areas on the remaining second, fourth and sixth levels through the creation of a mid-block break to provide daylighting and relief of built form when seen from the west and east.
 - > Delete the mid-block 2.11 and 4.11 to address previously raised concerns regarding corridor length and daylighting and external bulk when seen from western neighbouring residential interfaces.

Overshadowing


34. Additional information has been provided for private open space areas in Egremont Street with the earlier shadow diagrams indicating additional shadowing to the adjoining public and private areas.
35. These diagrams indicate that the properties at 18, 20, 22, 24 and 28 Egremont will experience substantial impacts on POS at 9am.
36. No analysis has been provided regarding impacts on habitable room windows at this or later times and this is obviously critical to the amenity of these dwellings.
37. No analysis has been undertaken of impacts on overshadowing of rooftop photovoltaics to 36, 30 and 20 Egremont Street where these two-level buildings could quite reasonably have assumed their access to green energy would be secure in the longer term arising from their heritage overlay context.
38. Notably too whilst the applicant seeks to enjoy substantial benefits arising from photovoltaic provision, the positioning of the building and heights to the southern interface combine to effectively deny their immediate southern neighbours of effective rooftop performance for the same without very substantial and somewhat incongruous increases in height.

Response to heritage context

39. The footprint and scale remains incongruous in a small compact village context surrounded by consistently fine grain lower scale residential streets and built form and in a location where recent change has been of considerably more modest scale and must be reduced in height.

CONCLUSION

40. The current proposed 27m⁺ form is almost twice the scale of other recent development to the southeast within the village and is in my view excessive in bulk, scale and offsite impact becoming the dominant form and character of an area where the composite collection of village buildings is what lies at the core of its charm and collective contribution.
41. To be acceptable the earlier recommendations need to be adopted. I would be supportive of approval on Urban Design grounds if these substantial changes to built form and articulation were adopted.



Prepared By

Prof. Robert McGauran

B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, Architect

Theodosakis, John

From: Wearne, Julian
Sent: Friday, 21 February 2020 4:55 PM
To: Theodosakis, John
Cc: Daniel Perrone
Subject: RE: PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - Further Information Provided as Requested - Piedimonte Supermarket
Attachments: PLN17-0618 - 27 - 45 Best St & 102 - 114 Scotchmer St Fitzroy North - St....docx

Hi John

Please see my comments below. These should be read in context with my previous comments which I've re-attached.

The floor plan has changed since my last revision of the plans; however the number of spaces provided continues to exceed Council's best practice rates for both visitor and employee spaces and is acceptable. However:

1. The existing 30 spaces outside the development site are already frequently over capacity, with bikes locked to nearby street furniture, poles and other objects. The development is highly likely to increase this demand further. This concern was noted in my previous round of comments, and it was suggested at least 48 visitor spaces should be provided externally to the site, with overflow visitor spaces within the first basement level of the site. This concern remains outstanding.
2. Concern No. 1 aside, it is appreciated that the visitor bike parking layout within the Basement 1 has been improved and the design and location of visitor spaces within the basement can be supported. If additional visitor spaces are located outside of the site, it is acceptably to reduce the number of visitor spaces within the basement proportionately.
3. The number of, design and location of resident and employee spaces is adequate and can be supported.
4. The concern raised about future provision of EV charging remains outstanding. All car parking areas must be wired for expanded EV charging provision. A minimum 40A single phase electrical sub-circuit should be installed for this purpose.

Kind Regards,

Julian Wearne
Transport Planning Officer
T (03) 9205 5737

-----Original Message-----

From: Theodosakis, John
Sent: Friday, 17 January 2020 9:17 AM
To: Engineering Referral Unit <EngineeringReferralUnit@yarracity.vic.gov.au>; Strategic Transport Referrals <StrategicTransportReferrals@yarracity.vic.gov.au>
Subject: PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - Further Information Provided as Requested - Piedimonte Supermarket

Dear all,

Please find the permit applicant's response in relation to previous comments provided. I am seeking you feedback in relation to this response.

I note that I will be on leave as of 19 Jan to 14 Feb. If there are further matters that can be addressed in my absence with the permit applicant, John Haysey, please communicate with him directly. His email address and contact details are located on the first page of the attachment.

Many thanks,

John

John Theodosakis
Principal Statutory Planner

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-----< Content Manager record Information >-----

Record Number : D20/7717
Title : PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - Further Information Provided as Requested

To: Mary Osman
From: Mark Pisani
Date: 14 February 2020
Subject: Application No: PLN17/0618
 Description: Response to Engineering Items
 Site Address: 27-45 Best Street & 102-114 Scotchmer Street, Fitzroy North

I refer to the above Planning Application received on 17 January 2020 in relation to the proposed development at 27-45 Best Street & 102-114 Scotchmer Street, Fitzroy North. Council's Civil Engineering unit provides the following information:

RESPONSE TO ENGINEERING ITEMS

MGA Traffic *Response to Council RFI - Traffic Engineering memorandum* Dated 3 December 2019
 Jackson Clements Burrows Architects Drawing Nos. A-TP1-100 Revision 04 Dated 12 December 2019
 A-TP1-101 Revision 04 Dated 12 December 2019
 A-TP1-102 Revision 04 Dated 12 December 2019
 A-TP1-103 Revision 04 Dated 12 December 2019
 A-TP4-101 Revision 04 Dated 18 December 2019
 A-TP4-102 Revision 04 Dated 18 December 2019
 A-TP4-103 Revision 04 Dated 18 December 2019

Item	MGA Traffic's Response	Comment from Council's Civil Engineering Unit
1	Vehicle Crossing – Scotchmer Street <i>The site crossover has been updated on the JCBA plans to accord with Yarra Council's standard drawing.</i>	The vehicle crossing as depicted in drawing A-TP4-101 has now been revised as required by the Civil Engineering unit. This item has been addressed.
2	Visibility <i>The sight triangle has been superimposed on the departure lane side of the main site access as shown on the revised JCBA plans. The standard does not require this on the entry lane to the main access. Convex mirrors and flashing light are proposed on the loading dock to assist with pedestrian sight lines given that the adjacent heritage wall cannot be removed.</i>	A visibility triangle has now been superimposed at the exit lane of the development entrance fronting Scotchmer Street. The provision of convex mirrors in lieu of the visibility splay (due) to the heritage wall is considered satisfactory. This item has been addressed.
3	Accessible Parking Spaces <i>The accessible car spaces comply with AS2890.6:2009, including the provision of a bollard as shown in the JCBA plans.</i>	A check of drawing A-TP1-102 confirms that a bollard has now been inserted in the accessible parking bay's shared area as required by the Australian/New Zealand Standard AS/NZS 2890.6:2009. This item has been addressed.

Item	MGA Traffic's Response	Comment from Council's Civil Engineering Unit
4	Clearances to Walls <i>The JCBA plans show 300mm clearance on car spaces to walls or obstructions.</i>	Confirmed. This item has been addressed.
5	Ramp grade for First 5.0 metres inside Property <i>The JCBA plans have been dimensioned.</i>	Confirmed. This item has been addressed.
6	Ramp Grades and Changes of Grade <i>The JCBA plans have been dimensioned.</i>	Confirmed. This item has been addressed.
7	On-Site Loading Dock Articulated Vehicle <i>The attached swept path MGA19011-AT05-01, 06, 07 shows an articulated vehicle with a 11m trailer accessing the proposed loading dock on the ground level. This corresponds to a total vehicle length (prime mover with trailer) of approximately 14.5m. This vehicle can be accommodated within the site boundary. This is to occur 1-3 times per day. Other use of the ground floor loading dock can be achieved for small rigid vehicles (6.4m) and medium rigid vehicles (8.8m) whilst reversing into the loading bay from the correct side of the road without interrupting the eastbound traffic lane on Scotchmer Street. These vehicles will need to undertake a left turn into Scotchmer Street from St Georges Road as per the attached swept paths (refer MGA19011-AT03 - 06, 07). The remaining loading vehicles by vans are to be undertaken in the basement loading area.</i>	The submitted swept path diagrams for a 14.5 metre long articulated vehicle demonstrate satisfactory reversing and exit movements into and out of the 17.0 metre long loading dock via Scotchmer Street. The swept path diagrams for the small rigid vehicles and medium rigid vehicles can also satisfactorily service the loading dock off Scotchmer Street. This item has been addressed.
8	Headroom Clearance <i>A 4.5m height clearance is achieved within the loading dock and shown on the JCBA plans.</i>	A minimum headroom clearance of 4.5 metres has been provided for the commercial vehicles, which satisfies the Australian Standard AS2890.2-2002. A minimum headroom clearance has been provided for access to the car parking and satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
9	Articulated Vehicle Swept Path Diagrams <i>The swept path has been updated and is attached to this memorandum. Refer to MGA19011-AT05-01. The aerial background shows the centre line of Scotchmer St and is accurately scaled at 1:250 for confirmation of all dimensions</i>	Confirmed. This item has been addressed.
10	Visibility of Pedestrians at Loading Dock Entrance <i>The provision of convex mirrors and flashing light assist in the managing pedestrian sight lines to/from the loading dock.</i>	There is no objection to the use of convex mirrors and flashing lights to warn pedestrians when the loading dock is in use. This item has been addressed.
11	Loading Area Basement 01 Plan <i>The JCBA plans have been dimensioned.</i>	Bays and aisles within the basement loading area have now been dimensioned. This item has been addressed.
12	Loading Area Swept Path Diagrams <i>The attached swept path diagrams have been updated. Refer to MGA19011-AT02 (for waste) and MGA19011-AT03 and AT04 (for vans).</i>	Confirmed. Swept path diagrams for 6.34 metre long waste collection vehicles and 5.2 metre long vans have now been provided. This item has been addressed.

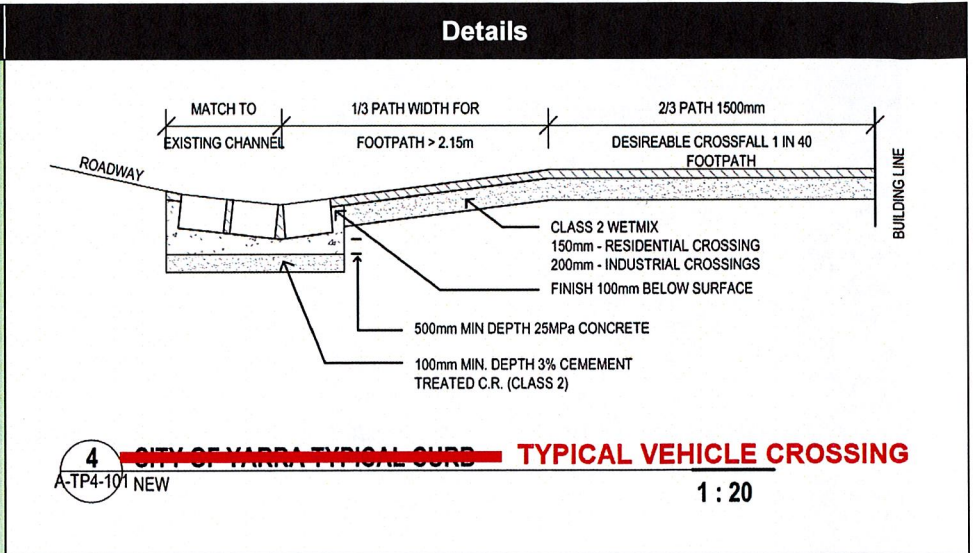
Item	MGA Traffic's Response	Comment from Council's Civil Engineering Unit
13	Junction of Egremont Street and East-West Aligned Right of Way <i>The JCBA plans show the new east-west aligned ROW.</i>	Confirmed. This item has been addressed.
14	Numbering of Car Parking Spaces <i>The JCBA plans show numbered spaces.</i>	The drawings now show the bays numbered, making easier for identification. This item has been addressed.
15	Road Safety Audit <i>The revised plans have incorporated several items to improve the safety of pedestrians around the loading dock, including convex mirrors and flashing lights. These measures would typically be recommended in a road safety audit. As such, it is recommended that a Road Safety Audit should be undertaken at the detailed stage of the project.</i>	Noted. An independent Road Safety Audit for the loading dock and Scotchmer Street road frontage of the site should be undertaken during the detailed design stage – to be conditioned on the Planning Permit. This item has been addressed.
16	Loading Dock Entrance – Potential Conflict with Pedestrians, Bicycles and Vulnerable Road Users <i>As per above, A Road Safety Audit is recommended at the detailed design stage of the project.</i>	To be addressed as part of the independent Road Safety Audit. This item has been addressed.

OTHER ITEMS

Item	Details
Annotations on Drawing No. A-TP4-101	<p>Annotations to be amended:</p> <p style="text-align: center;">1 KERB DETAIL VEHICLE CROSSING - PLAN VIEW</p> <p>A-TP4-101 LEVEL GROUND 1 : 100</p>

Item

Annotations on Drawing No.
A-TP4-101



Annotations on Drawing No.
A-TP4-102

