

**To:** Michelle King  
**From:** Mark Pisani  
**Date:** 16 June 2020  
**Subject:** Application No: PLN20/0006  
 Description: Major Development; Response to Applicant's Comments  
 Site Address: 462-482 Swan Street, Richmond

I refer to the above Planning Application received on 12 June 2020 in relation to the proposed development at 462-482 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

### Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Impact Traffic	Response to Council RFI & DoT Conditions		12 June 2020

### Response to Applicant's Comments

Item	Details
Traffic Impact	
Gap Acceptance Analysis	The additional comments provided by Impact Traffic Engineering satisfactorily explain how the results of their gap acceptance analysis were derived. We are satisfied with the results tabulated in the <i>Traffic and Transport Assessment</i> report of 16 April 2020. This item has been addressed.
'Keep Clear' Road Markings – Swan Street	We have no objection to the provision of 'Keep Clear' road markings on Swan Street outside the development entrance as originally suggested in the <i>Traffic and Transport Assessment</i> report. This item has been addressed.
Traffic Signalisation at Development Entrance – Swan Street	The Civil Engineering unit had requested the applicant to confirm whether the installation of signals at the development's entrance was appropriate. The peak hour volumes of the current development proposal are less than the volumes contemplated for the previous development proposal on the land. Impact Traffic has confirmed that the volumes generated by this site would not meet the minimum warrants specified in the Austroads <i>Guide to Traffic Management</i> for signals. It is understood that the Department of Transport also agree that signalisation of the development entrance is not warranted at this time. This item has been addressed.

Item	Details
Design Items	
Median at Development Entrance	<p>The Civil Engineering unit had requested the applicant to assess whether the median in the development entrance could be removed with the intent of facilitating vehicle turning movements. Impact Traffic has advised that the median in the accessway would accommodate a boom gate and controller and needed to be retained. To this end, Impact Traffic have also confirmed by way of swept path diagrams that simultaneous vehicle turning movements can be achieved with the presence of the median.</p> <p>This item has been addressed.</p>
Pedestrian Sight Triangles IMP191103 – DG-01-01*	<p>Impact traffic has superimposed pedestrian sight triangles (each measuring 2.0 metres by 2.5 metres) at the development entrance in accordance with <i>Design standard 1 – Accessways</i> of Clause 52.06-9.</p> <p>This item has been addressed.</p> <p><b>The applicant must depict the pedestrian sight triangles on the architectural drawings prior to endorsement.</b></p>
Headroom Clearance at Development Entrance	<p>To be depicted on the architectural drawings prior to endorsement and must satisfy <i>Design standard 1</i>.</p>
Floor to Ceiling Height (Headroom Clearance within Basement Car Park)	<p>To be depicted on the architectural drawings prior to endorsement and must be no less than 2.1 metres as per <i>Design standard 1</i>.</p>
Column Depths and Setbacks	<p>As indicated in our referral comments of 18 May 2020, column setbacks from the aisles range from 130 mm to 690 mm. Parking spaces have been designed in accordance with the Australian/New Zealand Standard AS/NZS 2890.1:2004 (2.6 metres by 5.4 metres). The clearance envelope for 5.4 metre long bays require columns to be set back from the aisles by 750 mm. A number of columns encroach the parking space clearances envelopes (these envelopes have been superimposed on the architectural drawings).</p> <p>To rectify non-compliance, it is recommended that the spaces adjacent to encroaching columns be by widened to 2.7 metres (the minimum width of a 5.4 metre long space in AS/NZS 2890.1:2004 is 2.4 metres for long-stay employee parking; the additional 300 mm to the space width is for clearance).</p> <p>A check of <i>Basement 01</i> drawing prepared by Architectus (Drawing No. DA1002 Revision C dated 16 April 2020) indicates that many of the spaces in between columns are clustered in groups of three spaces. If the two spaces adjacent to encroaching columns are widened to 2.7 metres, the middle space could be reduced in width to 2.4 metres – which satisfies AS/NZS 2890.1:2004.</p> <p>We do not accept that parking for single occupant vehicles is justification for retaining non-compliant columns. Therefore, we recommend that adjustments be made to the widths of the spaces in order to satisfy AS/NZS 2890.1:2004. For spaces that cannot be widened, the spaces should be designated as a Small Car Spaces.</p>
Security Boom Gate	<p>Impact Traffic has confirmed that the boom gate at the development entrance would remain open during the AM peak period.</p> <p>This item has been addressed.</p>

\* Impact Traffic drawing number

Item	Details
Vehicle turning Movements via Swan Street IMP191103 – DG-01-03	The swept path diagrams for a B99 design vehicle entering the site via Swan Street and an oncoming/exiting B85 design vehicle are considered satisfactory. This item has been addressed.
Vehicle Crossing Ground Clearance Check	Impact Traffic has indicated that the vehicle crossing ground clearance check is to be done at the detailed design phase. This is not acceptable. The ground clearance check must be done much earlier to determine whether the finished floor level at the property line has been appropriately set to enable vehicles to enter and exit the site via Swan Street without scaping or bottoming out. As previously advised by the Civil Engineering unit, the applicant must obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for Swan Street.  Before the proposal is endorsed, the applicant must accurately demonstrate that the vehicle crossing design and the finished floor level at the property boundary can accommodate the B99 design vehicle ground clearance without scaping or bottoming out.
Canopy – Swan Street and Burnley Street Frontages	The minimum 750 mm setback of the canopy from the face of kerb must be depicted on the architectural drawings prior to endorsement.

### Additional Items

Item	Details
Numbering of Car Parking Spaces	It is recommended that the parking spaces in the architectural drawings be numbered for identification.