

[illegible]

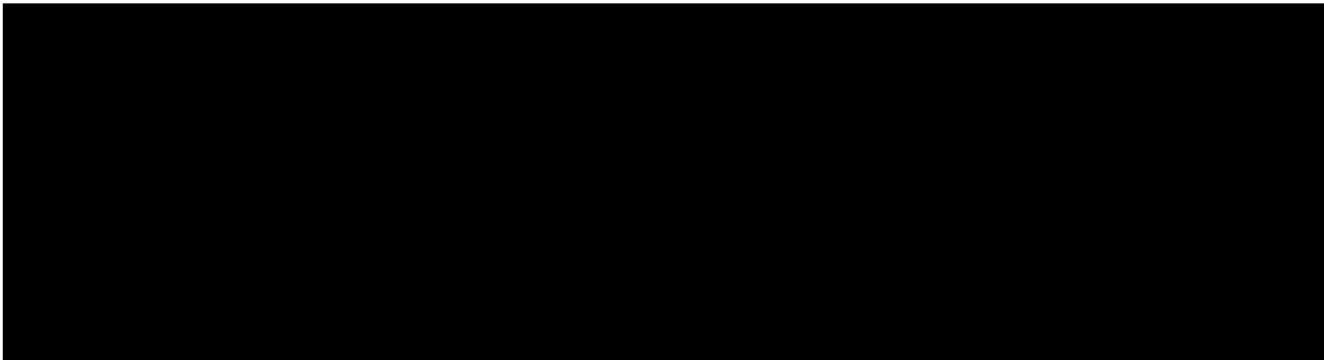
Traffic Engineering
Assessment

9 Brown Street, Portarlington

Document Control

Our Reference: G31869R-01F

Issue No.	Type	Date	
A	Draft	04/11/22	
B	Final	23/12/22	
C	Updated Final	09/08/23	
D	Updated Final – VCAT	22/04/24	
E	Amended Scheme	18/12/25	
F	Amended Scheme – Updated Clause 52.06 Assessment	24/02/26	



Traffic Engineering Assessment

9 Brown Street, Portarlington

Table of Contents

1.	Introduction.....	5
2.	Existing Conditions.....	6
2.1.	Subject Site.....	6
2.2.	Road Network	8
2.3.	Public Transport	9
2.4.	Existing Car Parking Conditions	10
2.4.1.	2022 Car Parking Surveys.....	10
2.4.2.	2021 Car Parking Surveys.....	12
3.	Development	15
3.1.	Development Characteristics	15
3.2.	Vehicular Access	15
3.3.	Car Parking	16
3.3.1.	On-Site	16
3.3.2.	On-Street.....	16
3.4.	Bicycle Parking	16
4.	Car Parking Considerations	17
4.1.	Transitional Provisions.....	17
4.2.	Statutory Car Parking Requirement.....	17
4.2.1.	Current Statutory Car Parking Requirement	18
4.2.2.	Former Statutory Car Parking Requirement.....	18
4.2.3.	Summary	19
4.3.	Reducing the Requirement for Car Parking	19
4.4.	Car Parking Demand Assessment	20
4.4.1.	Preamble	20
4.4.2.	Residents.....	20
4.4.3.	Residential Visitors	21
4.4.4.	Retail Premises	21
4.4.5.	Variation in Parking Demands	21
4.4.6.	Summary	23
4.5.	Appropriateness of Providing Fewer Car Spaces	23
4.6.	Summary.....	25
4.7.	Car Parking Layout and Access Arrangements	26
4.7.1.	Car Spaces	26
4.7.2.	Access Arrangements	26
4.7.3.	Summary	27
5.	Bicycle Considerations	28
5.1.	Requirements & Provision	28
5.2.	Layout	28

Traffic Engineering Assessment

9 Brown Street, Portarlington

6.	Traffic Impact	30
7.	Loading/Deliveries and Waste Collection	31
7.1.	<i>Loading and Deliveries</i>	<i>31</i>
7.2.	<i>Waste Collection.....</i>	<i>31</i>
8.	Conclusions	32

List of Figures

Figure 1: Locality Plan	6
Figure 2: Aerial Photograph	7
Figure 3: Land Use Zoning Map	7
Figure 4: Brown Street - view north	8
Figure 5: Brown Street - view south	8
Figure 6: Fenwick Street - view east	9
Figure 7: Fenwick Street – view west	9
Figure 8: Public Transport Map	9
Figure 9: Parking Survey Area	10
Figure 10: Parking Survey Results Summary (Within 100m of Subject Site)	11
Figure 11: Parking Survey Results (Entire Survey Area)	11
Figure 12: Parking Survey Area (2021 Surveys)	13
Figure 13: Profile of On-Street Parking Demand (2021 Surveys)	13
Figure 14: Profile of Off-Street Parking Demand (2021 Surveys)	14

List of Tables

Table 1: Comparison of Approved and Amended Scheme	15
Table 2: Current Statutory Car Parking Assessment – Category 1 of Clause 52.06-5	18
Table 3: Statutory Car Parking Assessment – Column A of Clause 52.06-5	19
Table 4: Likely Car Parking Demand Temporal Variation	22
Table 5: Expected Temporal Car Parking Demands	23
Table 6: Statutory Bicycle Parking Requirement (Clause 52.34)	28

List of Appendices

Appendix A Parking Survey Results

Appendix B Development Plan

Traffic Engineering Assessment

9 Brown Street, Portarlington

1. Introduction

[REDACTED] has been engaged by [REDACTED] to undertake a Traffic Engineering Assessment for the Approved Mixed-Use Development at 9 Brown Street, Portarlington.

Planning Permit No. PP-305-2023 was issued by City of Greater Geelong on 16th July 2024 for a mixed-use development, consisting of residential apartments and commercial uses (four retail tenancies and a gym) on the ground level.

A traffic engineering report prepared by Traffix Group (ref: G31869R-1D, dated April 2024), accompanied the permit application, at the time.

As part updates to drawings, in response to permit condition no.1, updates to the site design are sought. The revised design is a direct result of permit conditions which require the deletion of the fourth floor. Specifically, without the fourth floor, basement car parking becomes infeasible with car parking now proposed at ground level, along with other layout changes.

Accordingly, the following report provides an updated assessment of the parking provisions and a detailed review of the amended car parking and bicycle layouts and vehicle access arrangements with direct comparison to the endorsed scheme where relevant.

A copy of the amended development plans are included at Appendix B of this report.

Traffic Engineering Assessment

9 Brown Street, Portarlington

2. Existing Conditions

2.1. Subject Site

The subject site is located on the northeast corner of the Brown Street / Fenwick Street intersection in Portarlington, as shown in the locality plan at Figure 1.

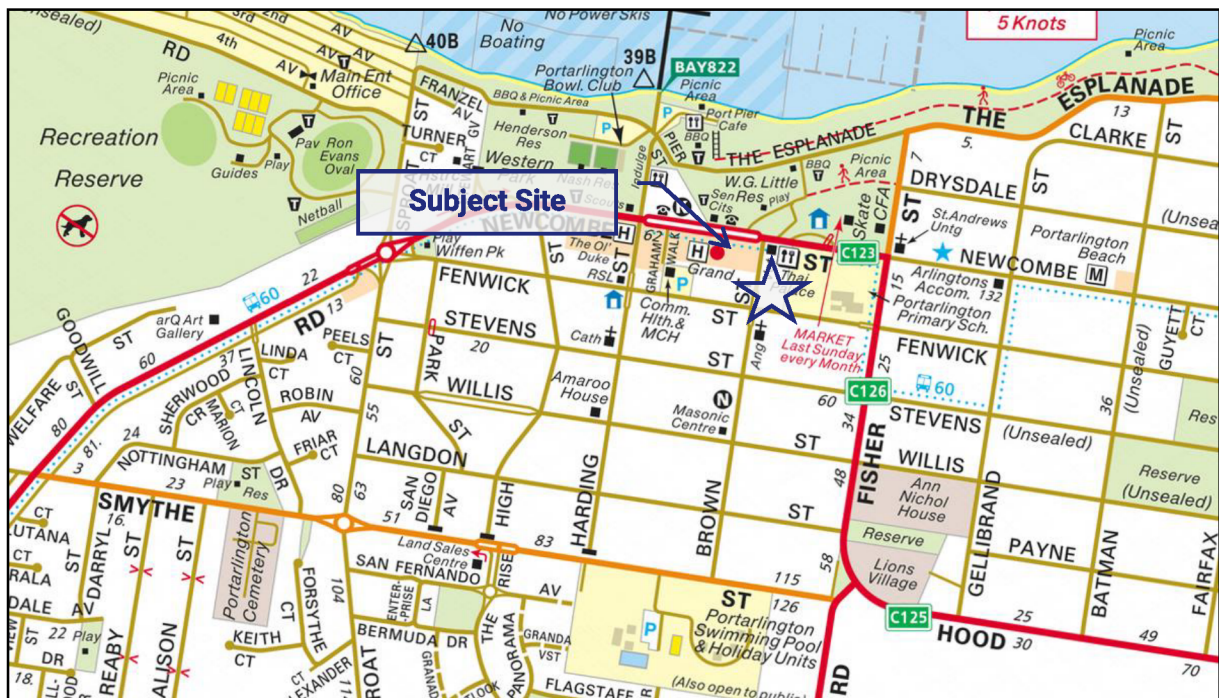


Figure 1: Locality Plan

Reproduced with Permission of Melway Publishing Pty Ltd

The site comprises a rectangular parcel of land that currently accommodates a single dwelling with vehicle access currently provided via a single crossover to Brown Street towards the southwest boundary of the site.

An aerial photograph of the subject site and its surrounds is presented at Figure 2.

Traffic Engineering Assessment

9 Brown Street, Portarlington



Figure 2: Aerial Photograph

Source: Nearmap

The site is zoned 'Commercial 1 Zone (C1Z)' under the Greater Geelong Planning Scheme, as shown in the land use zoning map at Figure 3.

Surrounding land uses generally consist of commercial/retail uses to the west of the site and residential to the south of the site. Portarlington Primary School abuts the site's eastern boundary. Recreational facilities such as the Portarlington Park, Portarlington Pier and Portarlington Swimming Beach are located a short distance to the north and northwest of the site along with the general foreshore area.

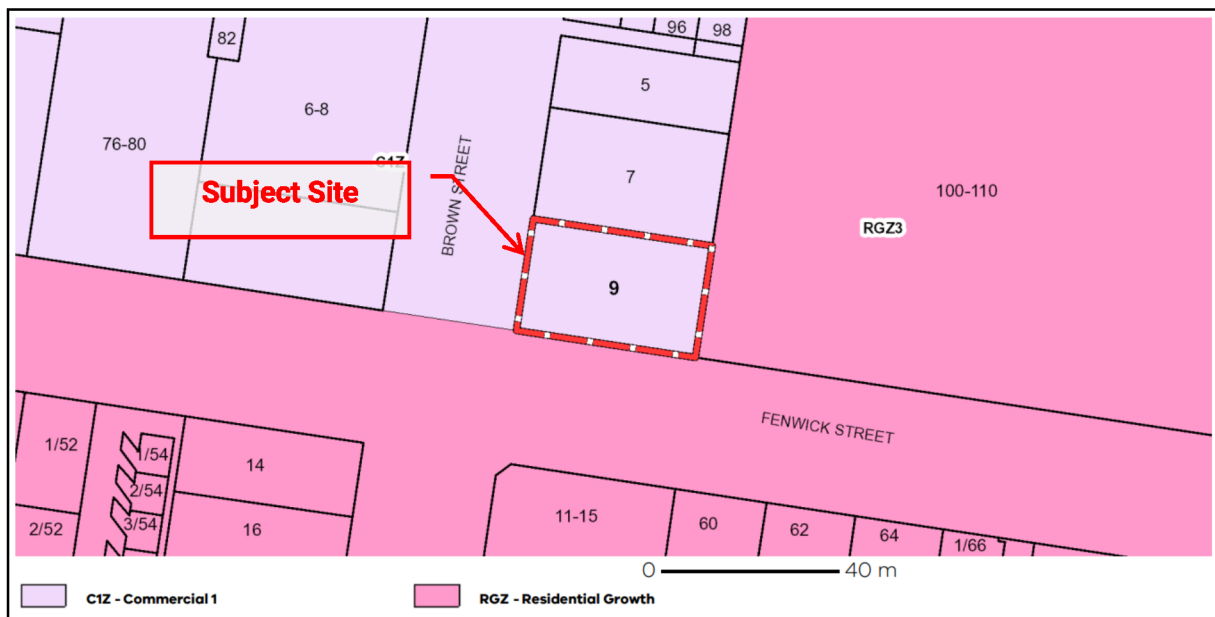


Figure 3: Land Use Zoning Map

Source: VicPlan

Traffic Engineering Assessment

9 Brown Street, Portarlington

2.2. Road Network

Brown Street is a local Council road that is aligned in a general north-south orientation along the western boundary of the site.

In the vicinity of the site, Brown Street provides a single carriageway that accommodates a single traffic lane in each direction. Indented 90-degree car parking spaces are provided on both sides of the road and are subject to '1P 9am-6pm Monday to Friday' restrictions.

The default urban speed limit of 50km/h applies to Brown Street past the site.

Brown Street, adjacent to the subject site, is presented at Figure 4 and Figure 5.



Figure 4: Brown Street - view north



Figure 5: Brown Street - view south

Fenwick Street is a local Council road that is aligned in a general east-west direction along the southern boundary of the site.

In the vicinity of the site, Fenwick Street provides a single carriageway that accommodates a single traffic lane in each direction.

Unrestricted kerbside parallel parking is available on the south side of Fenwick Street and a combination of unrestricted parallel and angled parking is available on the north side of Fenwick Street. Whilst on-street parking spaces on the northern side of Fenwick Street along the site frontage are not individually marked; a review of historical aerial photography of this area indicates that angled parking typically occurs within this area (albeit parallel parking can also occur).

A posted speed limit of 40km/h applies to Fenwick Street.

Fenwick Street, adjacent to the subject site, is presented at Figure 6 and Figure 7.

Traffic Engineering Assessment

9 Brown Street, Portarlington



Figure 6: Fenwick Street - view east



Figure 7: Fenwick Street – view west

2.3. Public Transport

The site has limited access to public transport services, with the following service operating in the vicinity of the site:

- **Bus Route 60** operates along Newcombe Street and is located approximately 250m walking distance to the northwest of the site. This route provides a service between Geelong Railway Station and St Leonards.

A map of nearby public transport services is presented at Figure 8.



Figure 8: Public Transport Map

Source: PTV

Traffic Engineering Assessment

9 Brown Street, Portarlington

2.4. Existing Car Parking Conditions

2.4.1. 2022 Car Parking Surveys

To ascertain existing car parking conditions in the nearby area, Traffix Group undertook car parking occupancy surveys during the below times (inclusive).

- Friday 22nd July 2022 – 12noon-2pm, and
- Saturday 30th July 2022 – 12noon-2pm.

A total of 389 suitable¹ on-street car parking spaces were recorded within the parking survey area shown at Figure 9, with 124 car parking spaces identified within 100m walking distance of the site. A total of 101 off-street car parking spaces were also recorded within the parking survey area at Council car parks located on Brown Street and Newcombe Street.

A summary of the car parking survey is presented at Figure 10 and Figure 11, with full output provided at Appendix A.

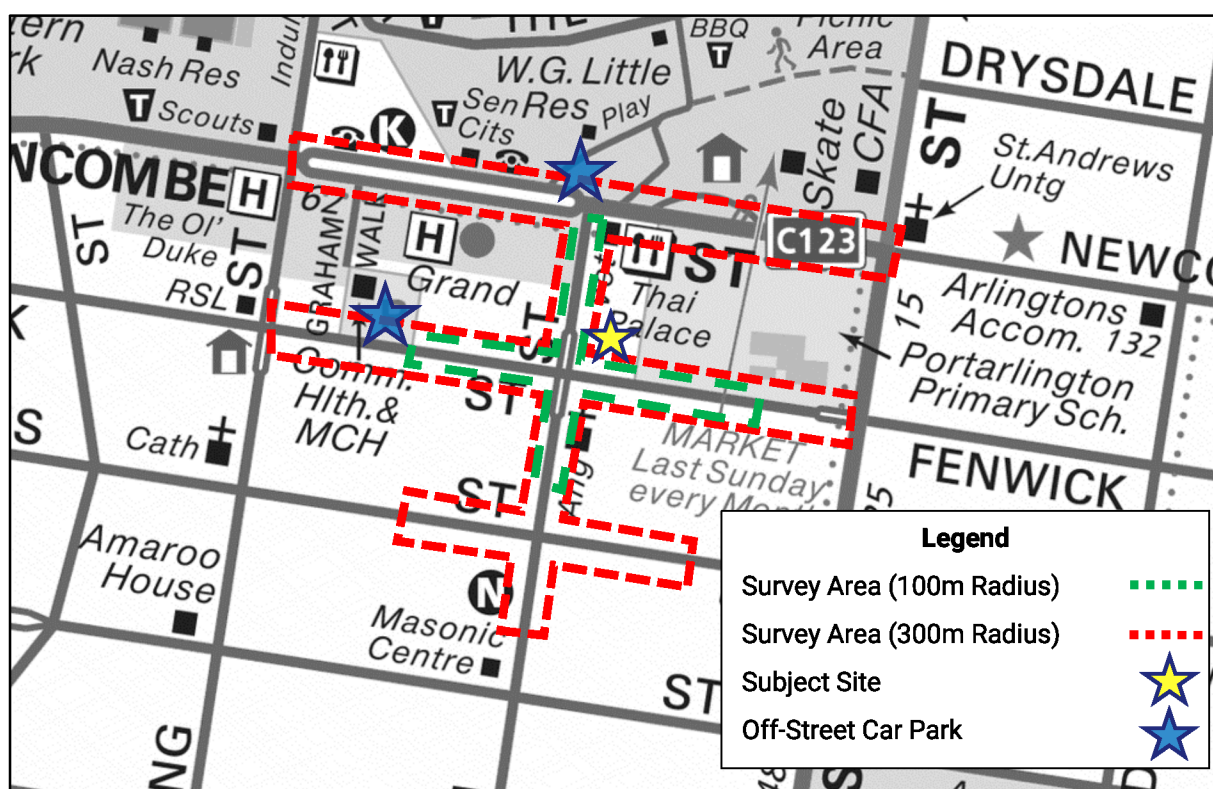


Figure 9: Parking Survey Area

¹ Suitable public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zones' and 'No Parking' areas

Traffic Engineering Assessment

9 Brown Street, Portarlington

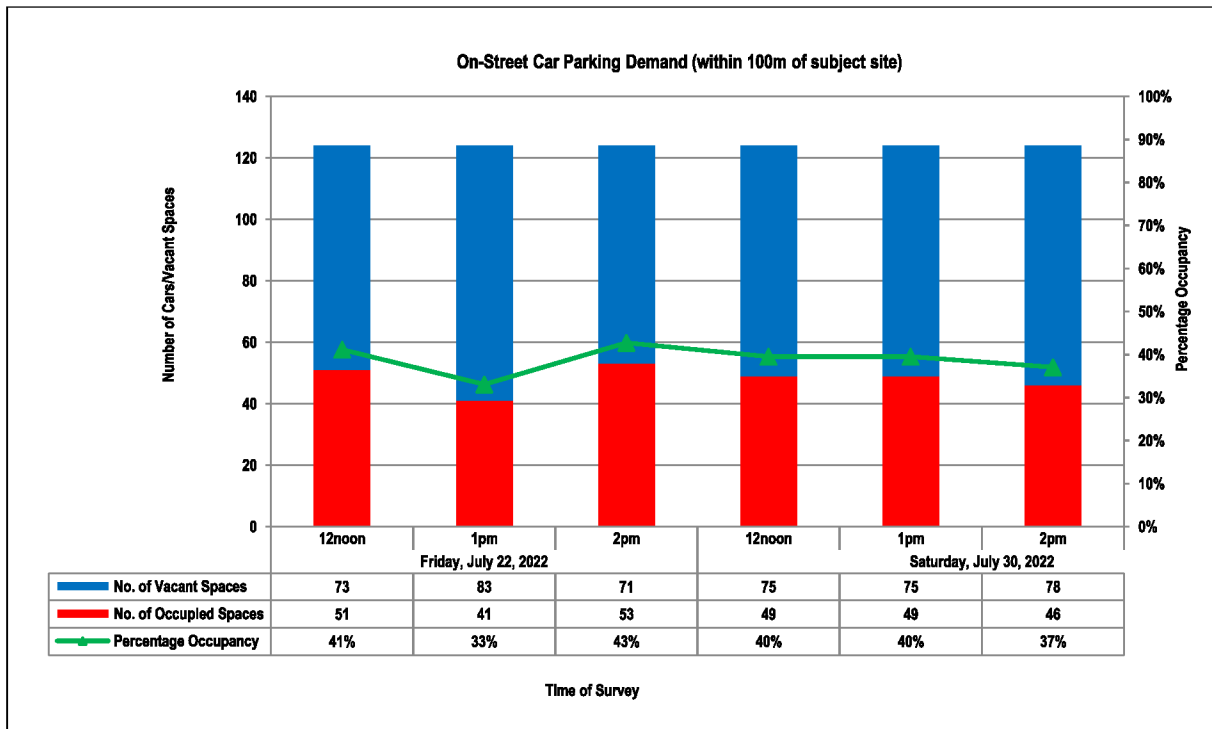


Figure 10: Parking Survey Results Summary (Within 100m of Subject Site)

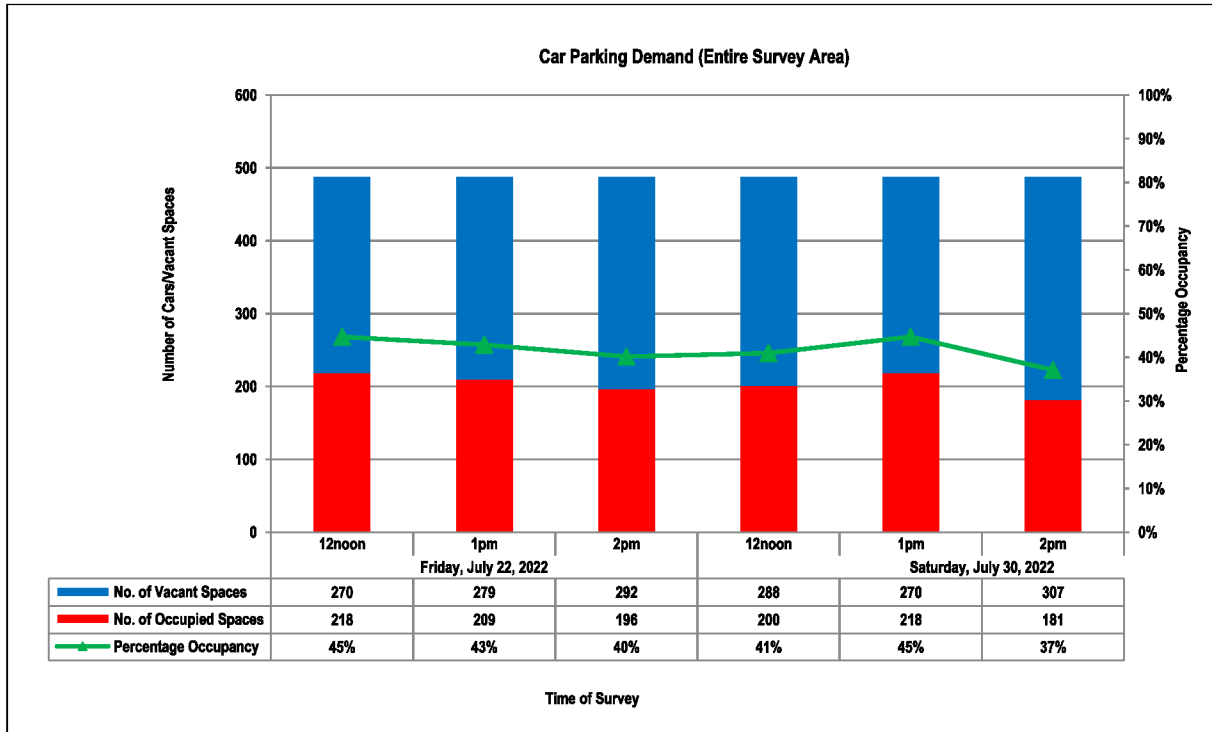


Figure 11: Parking Survey Results (Entire Survey Area)

Traffic Engineering Assessment

9 Brown Street, Portarlington

Key observations from the parking surveys are as follows:

Within 100m of the Subject Site

- Weekday - Minimum of 71 vacancies (43% occupancy) recorded at 2pm.
- Saturday - Minimum of 75 vacancies (40% occupancy) recorded at both 12pm & 1pm.

Entire Survey Area

- Weekday - Minimum of 270 vacancies (45% occupancy) recorded at 12pm.
- Saturday - Minimum of 270 vacancies (45% occupancy) recorded at 1pm.

2.4.2. 2021 Car Parking Surveys

Over and above the aforementioned surveys, [REDACTED] previously undertook a series of spot parking surveys of the general area in 2021. It is acknowledged that the survey area isn't specifically surrounding the site but helps to provide context as to the general relationship between daytime and evening demands within the Portarlington township.

The parking surveys were undertaken at the following times:

- 12noon, 1pm, 7pm and 8pm on Friday 30th July, 2021, and
- 12noon, 1pm, 7pm and 8pm on Saturday 31st July, 2021.

We note for completeness that these surveys were conducted whilst some Covid-19 restrictions were in place. However, we do not believe that these restrictions impacted upon the car parking demands within this area to a great degree. The Covid-19 restrictions impacted density limits for gatherings, visitors to homes and working from home orders. Importantly for this area; general retail, cafes, hairdressing and other personal care, etc. were all open.

The parking survey area is presented in Figure 12 with on and off-street results summarised within Figure 13 and Figure 14 respectively.

Traffic Engineering Assessment

9 Brown Street, Portarlington

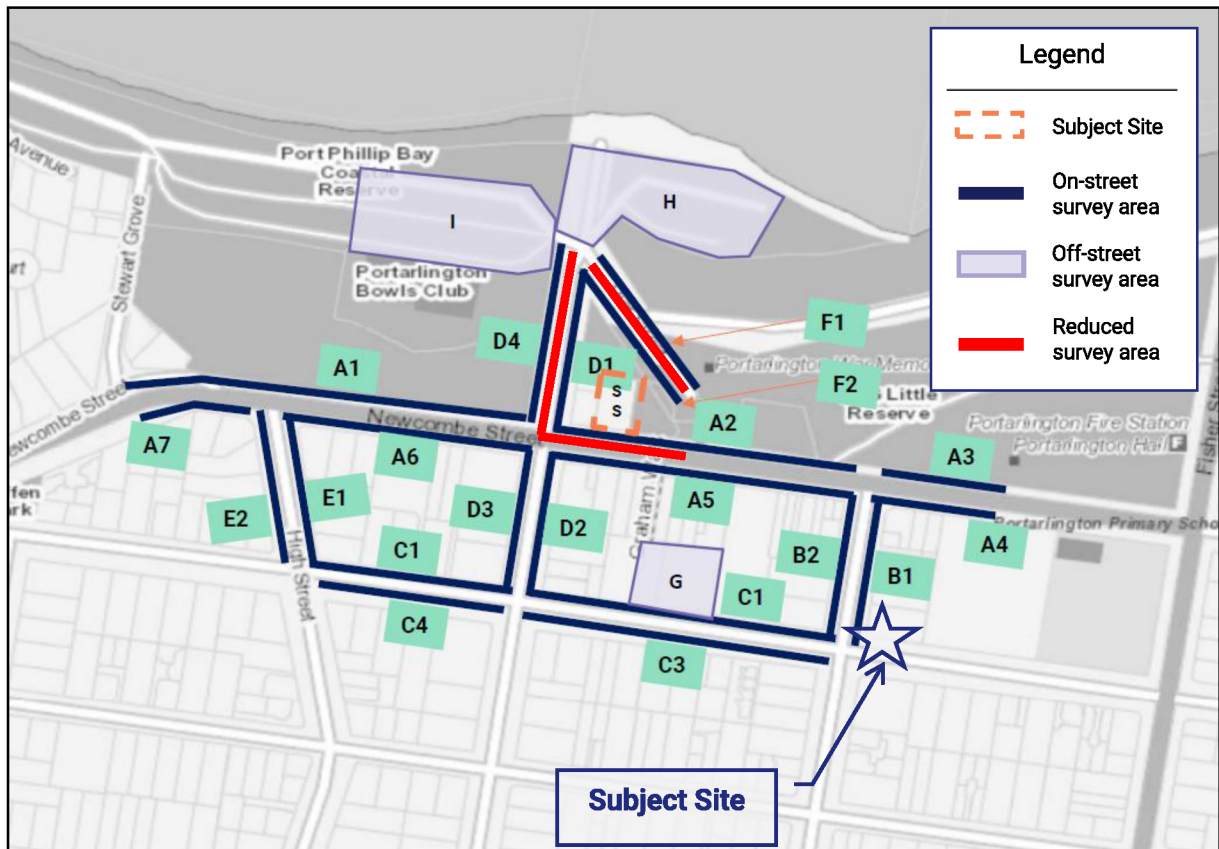


Figure 12: Parking Survey Area (2021 Surveys)

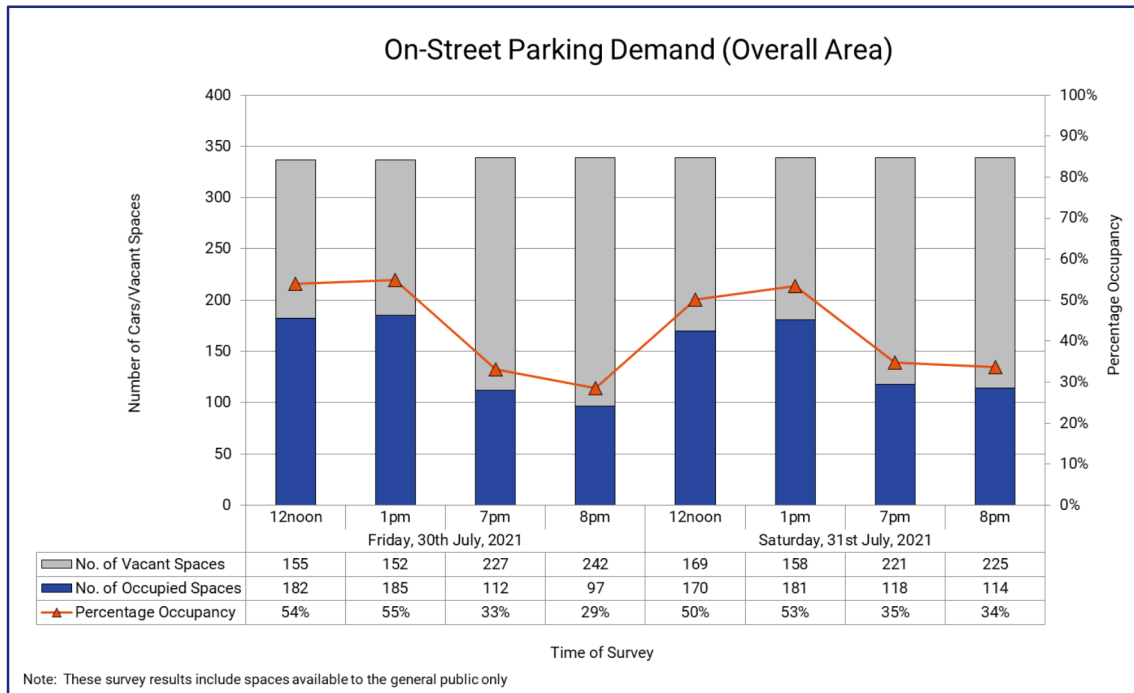


Figure 13: Profile of On-Street Parking Demand (2021 Surveys)

Traffic Engineering Assessment

9 Brown Street, Portarlington

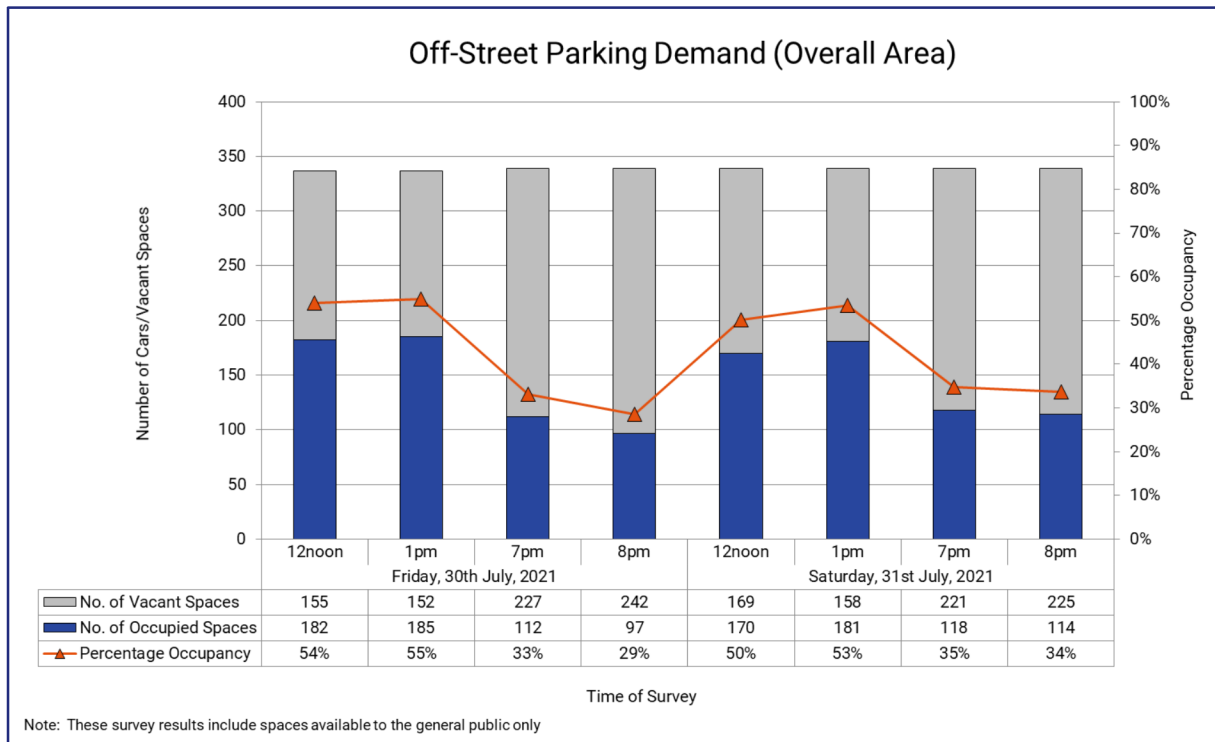


Figure 14: Profile of Off-Street Parking Demand (2021 Surveys)

The surveys, noting they are of the township and area generally located north-west of the site, clearly demonstrate that both on the weekday and Saturday surveyed car parking demands within this area are lower during the evening period than the daytime.

We re-emphasise, that whilst the surveys clearly show low-moderate car parking occupancy throughout the survey period that these results are not considered applicable to the subject site analysis, being located north-west of the site, they form a point of reference as to the general relationship in the surrounding area between daytime vs evening demands.

Traffic Engineering Assessment

9 Brown Street, Portarlington

3. Development

3.1. Development Characteristics

As discussed previously, amendments to the approved scheme are sought in response to condition no.1 of the permit, with the current/proposed plans which form part of this condition no.1 response referred to as the 'amended scheme'.

Table 3 provides a comparison of the approved and amended development schemes.

Table 1: Comparison of Approved and Amended Scheme

Land Use		Approved Scheme	Amended Scheme	Net Change
Residential (Apartments)	Two-bed dwelling	9	4	-5
	Three-bed dwelling	6	6	No Change
	Four-bed dwelling	2	0	-2
	Total	17 dwellings	10 dwellings	-7 dwellings
	Car Parking	29 spaces	16 spaces	-13 spaces
Commercial	Retail	373m ²	328m ²	-45m ²
	Gym	184m ²	-	-184m ²
	Car Parking	6 spaces	0 spaces	-6 spaces
Car Parking		35 spaces	16 spaces	-19 spaces

Plans of the development, amended scheme, prepared by [REDACTED], are attached at Appendix B.

3.2. Vehicular Access

Vehicular access to the site is to be provided via the construction of a new crossover on Fenwick Street at the southeast corner of the site. The existing crossover on Brown Street is to be removed and reinstated with kerb and channel.

Traffic Engineering Assessment

9 Brown Street, Portarlington

3.3. Car Parking

3.3.1. On-Site

A total of 16 car parking spaces are to be provided on the site within a ground level car park.

Car parking is proposed to be allocated entirely to residents of the dwellings.

The car park includes 6 tandem spaces (3 pairs). Each tandem pair will be allocated to a single three-bedroom dwelling.

3.3.2. On-Street

Consistent with the approved scheme, the construction of the proposed crossover to Fenwick Street will result in the loss of three² existing on-street car parking spaces on Fenwick Street.

Accordingly, there will be no net change to the existing on-street car parking supply as a result of the amended scheme.

3.4. Bicycle Parking

A total of 17 bicycle parking spaces are proposed on-site including 13 secure resident/staff spaces and four open visitor/customer spaces at ground level.

² Assumes motorists park at an angle (e.g. 90 degrees) relative to the kerb. Given the absence of line marking within this area we understand motorists may park both at an angle or parallel to the kerb. For the purposes of our assessment, we have assumed angled parking, both being a more conservative assumption (assumption results in a greater loss of on-street parking compared with an assumption of parallel parking) and that our review of aerial imagery suggests this is the most common parking alignment in this area.

4. Car Parking Considerations

4.1. Transitional Provisions

Planning Scheme Amendment VC277 came into effect on 18 December, 2025, implementing substantial changes to the car parking rates at Clause 52.06-5.

A six-month transition period³ applies to these changes (until 16 June, 2026) as noted following:

Transitional Provision A

Minimum car parking requirements - the lower of the former or the new car parking requirement applies to:

- *an application or parking plan submitted before or within 6 months after the commencement of Amendment VC277; or*
- *a use or development started within 6 months of the commencement of Amendment VC277 (if a permit or car parking is not required).*

That is, the transitional provision states that the lower of the former or new car parking requirement is applicable. Given this, the amended scheme has been assessed against both the former and new car parking rates specified within Clause 52.06 (Car Parking) of the Victoria Planning Provisions.

4.2. Statutory Car Parking Requirement

The development falls within the land-use categories of 'dwelling' and 'shop' under Clause 73.03 of the Planning Scheme.

The car parking requirements for the amended scheme are set out in Table 1 of Clause 52.06-5 of the Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

³ As described in the Car Parking Reforms FAQ – December 2025

Traffic Engineering Assessment

9 Brown Street, Portarlington

Table 1 of Clause 52.06-5 sets out the car parking requirement that applies to a land use listed in the table.

The statutory car parking requirement for the development, based upon both the current and former car parking requirements, are set out within the following sections.

4.2.1. Current Statutory Car Parking Requirement

The current statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

The site is located in Category 1 of the CPR system (PTAL rating - poor public transport access).

A statutory car parking assessment of the amended scheme under the current car parking requirements is set out in Table 2.

Table 2: Current Statutory Car Parking Assessment – Category 1 of Clause 52.06-5

Use	Size	Statutory Parking Rate (Category 1 – Minimum Requirement)	Parking Requirement
Dwelling	10 dwellings (4 x two-bedroom & 6 x three-bedroom)	1.2 spaces to each dwelling	12 spaces
Retail [1]	328sq.m	4 spaces to each 100sq.m of leasable floor area	13 spaces
Total			25 spaces
[1] The 'shop' statutory car parking rate has been adopted, noting that a 'retail' use is considered best characterised by the 'shop' use, noting that there is no specified statutory car parking rate for a 'retail' use.			

Based on the new statutory parking rates under Clause 52.06, the proposed development has a statutory requirement to provide 25 car parking spaces.

4.2.2. Former Statutory Car Parking Requirement

The statutory car parking assessment of the amended scheme, under the former car parking requirements, is set out in Table 3.

Traffic Engineering Assessment

9 Brown Street, Portarlington

Table 3: Statutory Car Parking Assessment – Column A of Clause 52.06-5

Use/Description		Size	Statutory Parking Rate (Column A)	Parking Requirement
Dwelling	Two-bedroom	4 dwellings	1 space to each one or two bedroom dwelling	4 spaces
	Three or more-bedroom	6 dwellings	2 spaces to each three or more bedroom dwelling	12 spaces
	Visitor spaces	10 dwellings	1 visitor space to every 5 dwellings	2 spaces
Retail [1]		328sq.m	4 to each 100sq.m of leasable floor area	13 spaces
Total				31 spaces
[1] The 'shop' statutory car parking rate has been adopted, noting that a 'retail' use is considered best characterised by the 'shop' use, noting that there is no specified statutory car parking rate for a 'retail' use.				

The proposed development has a statutory requirement to provide 31 car parking spaces.

4.2.3. Summary

The statutory car parking requirement for the amended scheme is 25 car spaces (current requirements), being the lesser of the current and former 52.06 provisions, consistent with the aforementioned transitional provisions.

The proposed provision of 16 car spaces is less than the statutory requirement of 25 spaces, with a reduction in the statutory requirements sought.

Notwithstanding, as car parking is solely to be allocated to residents (dwelling use), the statutory car parking shortfall is solely associated with the retail component of the development.

4.3. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*

Traffic Engineering Assessment

9 Brown Street, Portarlington

- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 (August, 2023) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the appropriateness of the proposed car parking provision is presented following.

4.4. Car Parking Demand Assessment

4.4.1. Preamble

As outlined previously within this report, on-site car parking is proposed to be solely allocated to residents. It is noted that the car parking demand assessment methodology is consistent with that of the traffic report which accompanied the approved scheme.

In other terms, whilst the demands of residents are derived following, no derivation of the variation in their demands across different time periods is provided as the on-site spaces for this user group is fully accommodated on-site. Conversely, a temporal variation assessment of staff and visitor/customer demands has been provided as parking for these user groups is proposed to occur external to the subject site.

4.4.2. Residents

A peak demand for 16 resident car spaces is adopted, consistent with the statutory requirement.

Traffic Engineering Assessment

9 Brown Street, Portarlington

4.4.3. Residential Visitors

A peak demand for up to two residential visitor car spaces is adopted, consistent with the former⁴ statutory requirement.

Based on our experience, peak car parking demands for residential visitors typically occur during the daytime on weekends and during evenings on both weekdays and weekends.

4.4.4. Retail Premises

A peak demand for up to 13 retail car spaces will be adopted, consistent with the statutory requirement. Our experience suggests that retail staff demands typically reflect in the order of 20-25% of the total retail requirements. Accordingly, it is assumed that there will be a peak demand for three retail staff spaces (i.e. one staff space per retail tenancy with a total area of 328sq.m) and up to 10 retail customer spaces.

4.4.5. Variation in Parking Demands

Based on the preceding, Table 4 shows the potential weekday and weekend variations in demand for visitors and customers of the proposed uses.

⁴ The current statutory car parking rates do not specify and/or separate a residential visitor car parking rate. As such, given that all car parking spaces are to be allocated to residents, an assessment of residential visitor car parking demands has been based upon former statutory rates for the same, which, in our experience, is generally consistent with empirical peak car parking demand data for residential visitors.

Traffic Engineering Assessment

9 Brown Street, Portarlington

Table 5 is then provided to show the anticipated peak parking demands at these times.

Table 4: Likely Car Parking Demand Temporal Variation

User Group	Weekday		Weekend	
	Lunchtime	Evening	Lunchtime	Evening
Residential Visitors	25%	100%	50%	100%
Retail Staff	100%	0%	100%	0%
Retail Customers	100%	0%	100%	0%

Traffic Engineering Assessment

9 Brown Street, Portarlington

Table 5: Expected Temporal Car Parking Demands

User Group [1]	Peak Demand	Weekday		Weekend	
		Lunchtime	Evening	Lunchtime	Evening
Residential Visitors	2	0	2	0	2
Retail Staff	3	3	0	3	0
Retail Customers	10	10	0	10	0
Total Visitor/Customer Parking Demand		13	2	13	2
[1] Where the result is not a whole number, we have rounded down to the nearest whole number, consistent with the requirements of Clause 52.06 of the Planning Scheme.					

Based on the above, the proposed development is anticipated to generate a peak car parking demand for up to 3 staff (long term) spaces and 10 visitor/customer (short term) spaces during lunchtime periods on both weekdays and weekends, with lower demands anticipated during the evening periods.

It is noted that this peak parking demand conservatively assumes that all visitors/customers are new to the area, whereas it is likely that the retail tenancies may (in part) service the existing customer base of the area.

4.4.6. Summary

Based on the above assessments, the following car parking demands and conclusions are derived:

- On-site car parking demand of 16 spaces associated with residents.
- Off-site car parking demand of 2-13 spaces, varies across time periods. The peak anticipated demand of 13 spaces is expected during both the weekday and weekend lunchtime period.

As the proposed provision of on-site car parking (16 spaces), as well as the allocation of these spaces, meets the anticipated car parking demand (16 spaces) for residents. The following assessment of the parking shortfall relates solely to staff and visitor/customer (off-site) car parking demands/impacts.

4.5. Appropriateness of Providing Fewer Car Spaces

We re-emphasise that resident car parking demands are to be fully accommodated on-site. As such, the following assessment relates solely to staff and visitor/customer car parking demands, noting that no on-site car parking is proposed to be allocated to these user groups.

Clause 52.06-7 sets out a series of factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The car parking provision factors are as follows, with the most relevant factors highlighted and considered below:

Traffic Engineering Assessment

9 Brown Street, Portarlington

- **The Car Parking Demand Assessment.**
- Any relevant local planning policy or incorporated plan.
- **The availability of alternative car parking in the locality of the land, including:**
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - **On street parking in non residential zones.**
 - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Availability of On Street and Off Street Car Parking Spaces

As detailed previously at Section 2.4, car parking is generally in moderate demand within the area. Specifically, a minimum of 71 on-street vacancies were recorded within 100m walking distance of the site and a minimum of 270 vacancies recorded within some 300m walking distance of the site (within on-street and off-street parking areas). These car parking surveys, completed during 2022, recorded existing demands during the daytime period on both a weekday and weekend.

To supplement these results, we also presented data from a nearby parking survey of the general area completed in 2021. Those surveys, noting they were of the township and area generally located north-west of the site, clearly demonstrated, both on weekdays and

Traffic Engineering Assessment

9 Brown Street, Portarlington

Saturday, that car parking demands within this area are lower during the evening period than the daytime.

We are satisfied that there are ample vacancies within surrounding public parking resources to accommodate a car parking demand of up to three staff spaces and 10 visitor/customer spaces during lunchtime periods on both weekdays and weekends.

We note that the anticipated off-site parking impacts are expected to be less than was previously approved, albeit some of these demands are associated with staff whereas they were previously associated with visitors/customers only.

Whilst car parking surveys have not been completed during evening periods, we are satisfied that a car parking demand of up to 2 spaces can be accommodated during the (weekday and weekend) evening periods. In forming this conclusion, we re-emphasise that nearby car parking surveys indicated that there is lower occupancy of public car parking resources in the general area during the evening periods relative to the daytime periods.

Given the above, we are satisfied that the car parking impact of the development proposal is acceptable.

Any Other Relevant Consideration

The permit for the site was issued following a Hearing at the Victorian Civil and Administrative Tribunal (VCAT). The following formed part of the VCAT decision:

"71. We note the proposed deletion of the fourth storey of the subject building will result in further reduction in car parking requirements for the development. Given the findings of the traffic assessment above and council's support of a car parking waiver, we would encourage consideration of a further waiver of parking to help assist in the facilitation of this proposed development."

Whilst the car parking reduction associated with the amended scheme is less than that of the approved scheme there is clear direction from VCAT that a further waiver of parking could be considered to assist with the feasibility of this specific development. Consistent with our previous car parking assessment, Council's support of that waiver (as noted within the above decision), and VCAT's statement that a further waiver could be considered to assist with the facilitation of the development, we are satisfied that the proposed car parking waiver being sought as part of the amended scheme is appropriate.

4.6. Summary

Key findings of the foregoing assessments are as follows:

- The provision of 16 on-site car parking spaces satisfies the resident car parking demand of 16 spaces.
- A visitor/customer car parking demand of up to 10 spaces (daytime periods) and up to two spaces (evening periods) is anticipated.
- A staff car parking demand of up to three spaces (daytime periods) is anticipated with negligible demands expected during evening periods.
- A minimum of 71 on-street vacancies were recorded within 100m walking distance of the site and a minimum of 270 vacancies recorded within some 300m walking distance of the site (within on-street and off-street parking areas) during daytime periods.

Traffic Engineering Assessment

9 Brown Street, Portarlington

- Previous surveys of the township and area generally located north-west of the site, clearly demonstrated, both on weekdays and Saturday, that car parking demands within this area are lower during the evening period than the daytime.
- There are sufficient on-street and off-street public car parking resources available to accommodate a demand of up to 13 spaces including up to three long-term spaces for retail staff.
- The anticipated off-site car parking impacts (13 spaces) is less than the approved overflow of 15 car spaces.
- The VCAT decision, which directed the issuance of a permit for the approved scheme, stated that consideration could be given for a further waiver of parking to assist with the feasibility of this specific development.
- Sufficient justification has been presented for a permit to be issued for a parking reduction in association with the proposal.

4.7. Car Parking Layout and Access Arrangements

The car parking layout and access arrangements have been assessed against the relevant requirements of the Planning Scheme and the relevant Australian Standard, as well as good current practice. The following is noted:

4.7.1. Car Spaces

- All car parking spaces are to be provided in accordance with Clause 52.06 of the Planning Scheme, being minimum dimensions of 2.6m wide, 4.9m long and accessed from an adjacent aisle that is at least 6.4m wide
- All car parking spaces adjacent to obstructions are offset at least 300mm, over and above the 2.6m wide car space envelope, in accordance with the requirements of Clause 52.06-9 (Design Standard 2).
- A 1.0m aisle extension if provided at the end of dead-end aisles in accordance with AS/NZS 2890.1:2004.
- Tandem car parking spaces are provided with an additional 500mm length between each space.
- All columns are located between 0.25m and 1.25m from the front of car spaces, in accordance with the clearance envelope of Clause 52.06-9 (Design Standard 2).
- A minimum headroom clearance of 2.2m is provided above all car parking areas.

4.7.2. Access Arrangements

- A 6.1m wide garage door is proposed.
- A 6.0m wide vehicle crossover is proposed as per condition 1)g) of the permit.
- The grades within the car parking areas are minor.
- A pedestrian visibility splay is provided on the eastern side of the access ramp that measures 2m along the site frontage and 2.5m into the site and is at least 50 per cent

Traffic Engineering Assessment

9 Brown Street, Portarlington

clear of visual obstructions and no higher than 900mm, in accordance with Clause 52.06-9 (Design Standard 1). It is noted that a pedestrian visibility splay is not required on the western side of the ramp due to its width.

4.7.3. Summary

Based on the above, we are satisfied that the proposed car parking layout and access arrangements accord with the relevant requirements of the Planning Scheme and the relevant Australian Standards.

Traffic Engineering Assessment

9 Brown Street, Portarlington

5. Bicycle Considerations

5.1. Requirements & Provision

The statutory bicycle parking requirements of the proposed development are outlined under Clause 52.34 of the Planning Scheme.

Table 6: Statutory Bicycle Parking Requirement (Clause 52.34)

Use	Measure	Rate	Requirement
Dwelling	10 dwellings	1 resident space to each 5 dwellings 1 visitor space to each 10 dwellings	2 resident spaces 1 visitor space
Retail Premises	328m ²	1 staff space to each 300m ² of leasable floor area 1 customer space to each 500m ² of leasable floor area	1 staff space 1 customer space
Total			2 x resident spaces 1 x staff spaces 2 x customer/visitor spaces

Based on the above assessment, there is a statutory requirement to provide three resident/staff spaces and two customer/visitor spaces.

The proposed provision of 17 spaces exceeds these statutory requirements. This provision includes 13 secure spaces at ground level (for residents/staff) and four customer/visitor spaces along the site's southern boundary.

As fewer than five staff spaces are required there is a zero requirement for staff shower/changeroom facilities.

The proposed provision of bicycle parking exceeds statutory requirements, and we are satisfied is appropriate.

5.2. Layout

Bicycle parking spaces are provided in accordance with the requirements of AS2890.3:2015, noting the following:

- A minimum 1.5m accessway is provided adjacent to the envelope of a parked bicycle at all bicycle parking racks⁵.
- Wall hanging bicycle parking spaces are spaced at least 0.5m intervals and offset from side walls by the same. Parked bicycles extend 1.2m from the wall.
- Bicycle hoops are located 1.0m intervals. Parked bicycles extend 1.8m in length.

⁵ In the instance of the customer/visitor bicycle racks, the adjacent footpath serves as the accessway.

Traffic Engineering Assessment

9 Brown Street, Portarlington

A total of four of the 17 spaces (24%) are proposed utilising a horizontal bicycle parking system, satisfying the requirement under AS2890.3:2015 for 20% of spaces to be provided via a horizontal parking system.

We are satisfied that the proposed bicycle parking layout is appropriate.

6. Traffic Impact

The traffic report (G31869R-01D) associated with the approved scheme projected 121 daily vehicle movements and 16 peak hour vehicle movements would be generated by the subject site at the site access point to Fenwick Street based on the provision of 35 car spaces.

We acknowledge that vehicle movements generated by staff and customers of the retail premises and visitors to the proposed dwellings will be external to the site. Given the dispersion of these movements, it is difficult to quantify the traffic volumes associated with these user groups, external to the site, at any single point within the surrounding road network. Furthermore, it is also likely that a proportion of these customers (and perhaps visitors of the dwellings) will already be in the broader retail precinct in the vicinity of the site, as such, a proportion of vehicle movements will not be 'new' to the network.

Given there is a reduced provision of car parking, the amended scheme is expected to result in fewer traffic movements compared to the approved scheme and we are satisfied that the traffic impact of the same is appropriate.

7. Loading/Deliveries and Waste Collection

7.1. Loading and Deliveries

Any deliveries to the site are expected to be infrequent and will be typically undertaken by small trucks or vans which can utilise nearby on-street car parking spaces on Fenwick Street or Brown Street.

These arrangements are consistent with the approved scheme.

Based on the above, we are satisfied that appropriate loading/delivery arrangements can be accommodated for the proposed development.

7.2. Waste Collection

Waste is proposed to be collected kerbside along the site's frontage to Fenwick Street via a private contractor. The waste vehicle will prop along the kerbside as bins are transferred to/from their storage location before departing.

Based on the above, we are satisfied that appropriate waste collection arrangements can be accommodated.

Traffic Engineering Assessment

9 Brown Street, Portarlington

8. Conclusions

Having visited the site, perused relevant documents and plans, provided detailed input into the preparation of the final parking and access arrangements, and undertaken other investigations and assessments, we are of the opinion that:

- a) the amended scheme has a statutory car parking requirement to provide 25 car parking spaces,
- b) the proposed provision of 16 on-site car parking spaces is considered appropriate owing to the following key considerations:
 - The provision of 16 on-site car parking spaces satisfies the resident car parking demand of 16 spaces.
 - A visitor/customer car parking demand of up to 10 spaces (daytime periods) and up to two spaces (evening periods) is anticipated.
 - A staff car parking demand of up to three spaces (daytime periods) is anticipated with negligible demands expected during evening periods.
 - A minimum of 71 on-street vacancies were recorded within 100m walking distance of the site and a minimum of 270 vacancies recorded within some 300m walking distance of the site (within on-street and off-street parking areas) during daytime periods.
 - Previous surveys of the township and area generally located north-west of the site, clearly demonstrated, both on weekdays and Saturday, that car parking demands within this area are lower during the evening period than the daytime.
 - There are sufficient on-street and off-street public car parking resources available to accommodate a demand of up to 13 spaces including three long-term spaces for retail staff.
 - The VCAT decision, which directed the issuance of a permit for the approved scheme, stated that consideration could be given for a further waiver of parking to assist with the feasibility of this specific development.
 - Sufficient justification has been presented for a permit to be issued for a parking reduction in association with the proposal.
- c) the proposed car parking layout and access arrangements are generally in accordance with the requirements of the Planning Scheme, relevant Australian Standards and standard practice.
- d) the proposed bicycle parking provision exceeds the statutory bicycle parking requirement and is proposed in an appropriate fashion,
- e) the level of traffic likely to be generated by the proposed development will be readily accommodated by the surrounding road network and proposed access arrangements,
- f) waste and loading/delivery requirements can be adequately facilitated, and
- g) the amended scheme sought for the approved mixed-use development at 9 Brown Street, Portarlington, is appropriate, having regard to traffic engineering considerations



Appendix A

Parking Survey Results



Supervised By: Kane Bullock
Surveyed By: Ken Chan

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Friday, July 22, 2022			Saturday, July 30, 2022		
			12noon	1pm	2pm	12noon	1pm	2pm
ON-STREET CARPARKING								
FENWICK STREET								
North Side								
Harding Street to EB No. 37 Fenwick Street	No Stopping	-	0	0	0	0	0	0
	P	4	3	4	4	2	3	3
EB No. 37 Fenwick Street to off-street carpark eastern c/o	P angle (formal line-marked)	5	3	4	3	4	5	3
Off-street carpark eastern c/o to Brown Street	P angle (formal line-marked)	7	3	4	4	4	4	5
	1P 9am-6pm Mon-Fri	3	2	1	2	2	3	1
	No Stopping	-	0	0	0	0	0	0
Brown Street to opposite No. 62 Fenwick Street	No Stopping	-	0	0	0	0	0	0
	P parallel	2	2	1	1	1	1	0
	P angle (informal)	14	3	2	2	1	1	1
Opposite No. 62 Fenwick Street to Fisher Street	P angle (informal)	6	2	1	2	0	0	0
	P angle (formal line-marked)	18	1	1	1	2	2	2
	No Stopping	-	0	0	0	0	0	0
South Side								
Fisher Street to WB No. 68 Fenwick Street	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	8	1	0	1	3	3	3
WB No. 68 Fenwick Street to WB No. 62 Fenwick Street	Unrestricted (parallel parking)	7	0	0	0	1	1	1
WB No. 62 Fenwick Street to Brown Street	Unrestricted (parallel parking)	7	1	1	1	1	1	1
	No Stopping	-	0	0	0	0	0	0
Brown Street to No. 54 Fenwick Street c/o	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	9	0	2	2	0	0	0
No. 54 Fenwick Street c/o to WB No. 48 Fenwick Street	Unrestricted (parallel parking)	6	0	0	0	0	0	0
WB No. 48 Fenwick Street to Harding Street	Unrestricted (parallel parking)	8	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0
FENWICK STREET	Capacity	104 - 104	104	104	104	104	104	104
	Total Number of Cars Parked		21	21	23	21	24	20
	Total Number of Vacant Spaces		83	83	81	83	80	84
	Percentage Occupancy		20%	20%	22%	20%	23%	19%

Supervised By: Kane Bullock
Surveyed By: Ken Chan

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Friday, July 22, 2022			Saturday, July 30, 2022		
			12noon	1pm	2pm	12noon	1pm	2pm
BROWN STREET								
East Side								
From Newcombe Street to laneway	No Stopping	-	0	0	0	0	0	0
	1P 9am-6pm Mon-Fri	5	5	4	5	5	4	4
	No Stopping	-	0	0	0	0	0	0
	1P 9am-6pm Mon-Fri	1	1	1	1	1	1	1
From laneway to SB No. 5 Brown Street	1P 9am-6pm Mon-Fri	1	1	1	1	1	1	1
From SB No. 5 Brown Street to SB No. 7 Brown Street	1P 9am-6pm Mon-Fri	7	5	5	6	7	6	7
From SB No. 7 Brown Street to Fenwick Street	1P 9am-6pm Mon-Fri	6	4	1	5	6	6	6
	No Stopping	-	0	0	0	0	0	0
From Fenwick Street to No. 17-21 Brown Street c/o	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	4	0	0	0	0	0	0
	Unrestricted (angled parking)	9	0	0	0	0	0	0
From No. 17-21 Brown Street c/o to Stevens Street	Unrestricted (angled parking)	9	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0
From Stevens Street to No. 31-33 Brown Street c/o	No Stopping	-	0	0	0	0	0	0
	Unrestricted (angled parking)	14	0	0	0	0	0	0
West Side								
From health centre off-street carpark c/o to Stevens Street	Unrestricted (angled parking)	9	1	0	0	1	1	1
	Unrestricted (parallel parking)	5	0	0	0	1	1	1
From Stevens Street to opposite No. 17-21 Brown Street c/o	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	1	0	0	0	0	0	0
	Unrestricted (angled parking)	4	0	0	0	0	0	0
From opposite No. 17-21 Brown Street c/o to Fenwick Street	Unrestricted (angled parking)	10	0	0	1	0	0	0
	Unrestricted (parallel parking)	2	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0
From Fenwick Street to Newcombe Street	No Stopping	-	0	0	0	0	0	0
	1P 9am-6pm Mon-Fri	7	6	5	5	7	7	7
	No Stopping	-	0	0	0	0	0	0
	1P 9am-6pm Mon-Fri	1	1	1	1	1	1	1
	P Disabled Only	2	2	1	2	0	0	0
	1P 9am-6pm Mon-Fri	5	5	4	4	5	5	3
	No Stopping	-	0	0	0	0	0	0
	1P 9am-6pm Mon-Fri	9	8	6	8	6	7	7
	No Stopping	-	0	0	0	0	0	0
BROWN STREET	Capacity	111 - 111	111	111	111	111	111	111
	Total Number of Cars Parked		39	29	39	41	40	39
	Total Number of Vacant Spaces		72	82	72	70	71	72
	Percentage Occupancy		35%	26%	35%	37%	36%	35%

Supervised By: Kane Bullock
Surveyed By: Ken Chan

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Friday, July 22, 2022			Saturday, July 30, 2022		
			12noon	1pm	2pm	12noon	1pm	2pm
STEVENS STREET								
North Side								
From No. 49 Stevens Street c/o to Brown Street	Unrestricted (parallel parking)	12	0	1	1	1	1	1
	No Stopping	-	0	0	0	0	0	0
From Brown Street to No. 65 Stevens Street c/o	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	8	2	3	1	3	3	2
South Side								
From No. 64/2 Stevens Street c/o to Brown Street	Unrestricted (parallel parking)	12	3	1	1	3	5	3
	No Stopping	-	0	0	0	0	0	0
From Brown Street to WB No. 50 Stevens Street	No Stopping	-	0	0	0	0	0	0
	Unrestricted (parallel parking)	9	3	2	2	1	3	1
STEVENS STREET	Capacity	41 - 41	41	41	41	41	41	41
	Total Number of Cars Parked		8	7	5	8	12	7
	Total Number of Vacant Spaces		33	34	36	33	29	34
	Percentage Occupancy		20%	17%	12%	20%	29%	17%
NEWCOMBE STREET								
North Side								
Harding Street to WB #49	No Stopping	-	0	0	0	0	0	0
	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	3	2	3	3	3	3
	No Stopping	-	0	0	0	0	0	0
EB #49 to pedestrian crossing	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	7	7	7	6	7	4
	2P Disabled Only	2	2	2	2	2	2	2
	No Stopping	-	0	0	0	0	0	0
Pedestrian crossing to crossing sign opposite Brown Street	Bus Zone	-	0	0	0	0	0	0
	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	12	12	9	12	12	12
Crossing sign opposite Brown Street to pedestrian crossing	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	5	6	5	5	5	4
	P	7	6	6	4	2	3	2
	P angle (formal line-marked)	4	4	4	3	0	0	0
	No Stopping 8-9am, 3-4pm school days P angle all other times	4	4	0	0	1	1	1
	No Stopping	-	0	0	0	0	0	0
From pedestrian crossing to Fisher Street	No Stopping 8-9am, 3-4pm school days P angle all other times	4	3	0	1	1	1	1
	P angle (formal line-marked)	3	2	3	3	0	0	0
	P	2	2	2	1	1	1	1
	P angle (formal line-marked)	15	1	0	1	0	0	0
	No Stopping	-	0	0	0	0	0	0

Supervised By: Kane Bullock
Surveyed By: Ken Chan

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Friday, July 22, 2022			Saturday, July 30, 2022		
			12noon	1pm	2pm	12noon	1pm	2pm
South Side								
From Fisher Street to pedestrian crossing	No Stopping	-	0	0	0	0	0	0
	P angle (formal line-marked)	5	0	0	0	0	0	0
	P angle disabled (formal line-marked)	1	0	0	0	1	1	1
	P angle (formal line-marked)	14	4	2	2	3	3	1
	No Stopping 8-9am, 3-4pm school days P angle all other times	3	1	0	0	1	2	1
Pedestrian crossing to Brown Street	No Stopping	-	0	0	0	0	0	0
	No Stopping 8-9am, 3-4pm school days P angle all other times	3	1	1	0	1	1	1
	P angle	14	13	14	14	8	10	7
	No Stopping	-	0	0	0	0	0	0
Brown Street to Pedestrian crossing	P Disabled Only 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	1	0	1	1	1
	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	12	11	12	12	12	12
	1P Disabled Only 9am-5:30pm Mon-Fri, 9am-12noon Sat, P all other times	1	1	1	1	2	1	1
	Loading Zone 15 minute limit 7am-6pm Mon-Fri, 7am-12noon Sat	2	2	0	0	2	2	2
	No Stopping	-	0	0	0	0	0	0
Pedestrian crossing to Harding Street	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	7	9	9	6	8	5
	Bus Zone	-	0	0	0	0	0	0
	No Stopping	-	0	0	0	0	0	0
NEWCOMBE STREET	Capacity	131 - 131	131	131	131	131	131	131
	Total Number of Cars Parked		90	83	77	68	74	60
	Total Number of Vacant Spaces		41	48	54	63	57	71
	Percentage Occupancy		69%	63%	59%	52%	56%	46%
SUMMARY => ON-STREET CAR PARKING								
Spaces Available		387 - 387	387	387	387	387	387	387
Total Number of Cars Parked			158	140	144	138	150	126
Total Number of Vacant Spaces			229	247	243	249	237	261
Percentage Occupancy			41%	36%	37%	36%	39%	33%
SUMMARY => ON-STREET CAR PARKING (WITHIN 100M WALKING DISTANCE OF SITE)								
Spaces Available		124 - 124	124	124	124	124	124	124
Total Number of Cars Parked			51	41	53	49	49	46
Total Number of Vacant Spaces			73	83	71	75	75	78
Percentage Occupancy			41%	33%	43%	40%	40%	37%

Supervised By: Kane Bullock
Surveyed By: Ken Chan

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Friday, July 22, 2022			Saturday, July 30, 2022		
			12noon	1pm	2pm	12noon	1pm	2pm
OFF-STREET CAR PARKING								
NEWCOMBE STREET CARPARK								
Centre Aisles	Unrestricted	18	13	13	9	18	18	16
	Disabled	2	0	0	0	0	0	0
Western Aisle	Unrestricted	4	3	3	4	4	4	4
	Disabled	3	0	0	1	1	1	1
Northern Aisle	Unrestricted	18	14	14	10	18	18	15
	Disabled	1	1	1	0	0	0	0
NEWCOMBE STREET CARPARK	Capacity	46 - 46	46	46	46	46	46	46
	Total Number of Cars Parked		31	31	24	41	41	36
	Total Number of Vacant Spaces		15	15	22	5	5	10
	Percentage Occupancy		67%	67%	52%	89%	89%	78%
FENWICK STREET CARPARK								
Eastern Aisle	Unrestricted	15	7	11	7	6	8	4
Centre (Eastern) Aisle	Unrestricted	13	6	9	9	3	5	5
Centre (Western) Aisle	Unrestricted	13	10	11	8	9	9	8
	Disabled	1	0	0	0	0	0	0
Western Aisle	Unrestricted	9	6	6	4	3	5	2
	Disabled	4	0	1	0	0	0	0
FENWICK STREET CARPARK	Capacity	55 - 55	55	55	55	55	55	55
	Total Number of Cars Parked		29	38	28	21	27	19
	Total Number of Vacant Spaces		26	17	27	34	28	36
	Percentage Occupancy		53%	69%	51%	38%	49%	35%
SUMMARY => OFF-STREET CAR PARKING								
Spaces Available		101 - 101	101	101	101	101	101	101
Total Number of Cars Parked			60	69	52	62	68	55
Total Number of Vacant Spaces			41	32	49	39	33	46
Percentage Occupancy			59%	68%	51%	61%	67%	54%
SUMMARY => TOTAL CAR PARKING								
Spaces Available		488 - 488	488	488	488	488	488	488
Total Number of Cars Parked			218	209	196	200	218	181
Total Number of Vacant Spaces			270	279	292	288	270	307
Percentage Occupancy			45%	43%	40%	41%	45%	37%
Note: Suitable parking spaces are spaces that could be used by residents or visitors of the development and excludes 'No Stopping' areas, 'Loading Zones' and 'No Parking' areas during the relevant enforcement periods								
LEGEND:		Suitable	No Stopping/ Other No Parking					
		Unsuitable						



Appendix B

Development Plan



DEVELOPMENT SUMMARY

RETAIL	
3 x	RETAIL AT GROUND FLOOR FACING BROWN STREET
3	TOTAL
APARTMENTS	
4 x	2 BED, 2 BATH APARTMENTS
6 x	3 BED, 2 BATH APARTMENTS
10	TOTAL
CAR PARKING	
16 x	GROUND FLOOR
16	TOTAL (OFF-STREET)

AREA ANALYSIS

SITE AREA	1011.78	m²
SITE COVERAGE	93.90%	950.08 m²
PERMEABILITY	7.39%	74.78 m²
APT. 1.01	3 BED, 2 BATHS	
LEVEL 1	140.36	m²
BALCONY	14.13	m²
TERRACE	10.06	m²
APT. 1.02	2 BED, 2 BATHS	
LEVEL 1	102.37	m²
BALCONY	16.08	m²
APT. 1.03	2 BED, 2 BATHS	
LEVEL 1	117.69	m²
BALCONY	9.42	m²
APT. 1.04	2 BED, 2 BATHS	
LEVEL 1	115.50	m²
BALCONY	9.42	m²
APT. 1.05	2 BED, 2 BATHS	
LEVEL 1	102.37	m²
BALCONY	16.08	m²
APT. 1.06	3 BED, 2 BATHS	
LEVEL 1	140.36	m²
TERRACE	10.06	m²
BALCONY	14.13	m²
APT. 2.01	3 BED, 2 BATHS	
LEVEL 3	127.87	m²
BALCONY	22.79	m²
APT. 2.02	3 BED, 2 BATHS	
LEVEL 3	128.23	m²
BALCONY	16.89	m²
APT. 2.03	3 BED, 2 BATHS	
LEVEL 3	126.11	m²
BALCONY	16.89	m²
APT. 2.04	3 BED, 2 BATHS	
LEVEL 3	127.87	m²
BALCONY	22.79	m²
COMMUNAL SPACE		
ROOF	104.66	m²
RETAIL 1		
GROUND FLOOR	141.53	m²
RETAIL 2		
GROUND FLOOR	90.62	m²
RETAIL 3		
GROUND FLOOR	95.68	m²

ACCESSIBLE APARTMENTS SUMMARY

LEVEL 01 - ACCESSIBLE
APT 1.03 & APT 1.04
LEVEL 02 - ACCESSIBLE
APT 2.01, APT 2.02, APT 2.03 & APT 2.04
TOTAL ACCESSIBLE 6 APARTMENTS (OUT OF 10)

NATURAL VENTILATION SUMMARY

LEVEL 01 - NATURAL VENTILATION
APT 1.03 & APT 1.04
LEVEL 02 - NATURAL VENTILATION
APT 2.01, APT 2.02, APT 2.03 & APT 2.04
TOTAL NATURAL VENTILATION 6 APARTMENTS (OUT OF 10)

DEEP SOIL ANALYSIS

DEEP SOIL PLANTING ZONE	7.53%	76.22 m²
-------------------------	-------	----------

APARTMENT STORAGE - INTERNAL

APT.1.01	3 BED	
BATHRM - BENCH	0.22	m³
BATHRM - OVERHEAD CUPBOARD	0.10	m³
ENS - BENCH	0.10	m³
ENS - OVERHEAD CUPBOARD	0.05	m³
KITCHEN - BENCH	2.99	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.48	m³
LDRY - OVERHEAD CUPBOARD	0.35	m³
LINEN	2.80	m³
ROBE (BED 3)	3.38	m³
W.I.R. (BED 1)	5.88	m³
WIP	6.58	m³
WIR (BED 2)	5.02	m³
	28.27	m³

APT.1.02	2 BED	
BATHRM - BENCH	0.12	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
KITCHEN - BENCH	1.28	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.42	m³
LDRY - OVERHEAD CUPBOARD	0.25	m³
LINEN	1.75	m³
ROBE (BED 1)	8.63	m³
ROBE (BED 2)	3.43	m³
WIP	7.65	m³
	23.90	m³

APT.1.03	2 BED	
BATHRM - BENCH	0.18	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.25	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	2.73	m³
KITCHEN - OVER FRIDGE	0.27	m³
KITCHEN - OVERHEAD CUPBOARD	0.54	m³
LDRY - OVERHEAD CUPBOARD	0.43	m³
ROBE (BED 2)	3.18	m³
W.I.R. (BED 1)	6.63	m³
WIP	6.28	m³
	20.64	m³

APT.1.04	2 BED	
BATHRM - BENCH	0.18	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.25	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	2.73	m³
KITCHEN - OVER FRIDGE	0.27	m³
KITCHEN - OVERHEAD CUPBOARD	0.54	m³
LDRY - OVERHEAD CUPBOARD	0.43	m³
ROBE (BED 2)	3.18	m³
W.I.R. (BED 1)	6.63	m³
WIP	6.28	m³
	20.64	m³

APT.1.05	2 BED	
BATHRM - BENCH	0.12	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
KITCHEN - BENCH	1.28	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.42	m³
LDRY - OVERHEAD CUPBOARD	0.25	m³
LINEN	1.75	m³
ROBE (BED 1)	8.63	m³
ROBE (BED 2)	3.43	m³
WIP	7.65	m³
	23.90	m³

APT.1.06	3 BED	
BATHRM - BENCH	0.22	m³
BATHRM - OVERHEAD CUPBOARD	0.10	m³
ENS - BENCH	0.10	m³
ENS - OVERHEAD CUPBOARD	0.05	m³
KITCHEN - BENCH	2.99	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.48	m³
LDRY - OVERHEAD CUPBOARD	0.35	m³
LINEN	2.80	m³
ROBE (BED 3)	3.38	m³
W.I.R. (BED 1)	5.88	m³
WIP	6.58	m³
WIR (BED 2)	5.02	m³
	28.27	m³

APT.2.01	3 BED	
BATHRM - BENCH	0.14	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.39	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	3.64	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.62	m³
LDRY - OVERHEAD CUPBOARD	0.18	m³
LINEN (LDRY)	0.80	m³
ROBE (BED 2)	3.01	m³
ROBE (BED 3)	4.25	m³
WIP	5.72	m³
WIR (BED 1)	7.70	m³
	26.92	m³

APT.2.02	3 BED	
BATHRM - BENCH	0.16	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.20	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	3.69	m³
KITCHEN - OVER FRIDGE	0.27	m³
KITCHEN - OVERHEAD CUPBOARD	0.92	m³
LDRY - OVERHEAD CUPBOARD	0.18	m³
LDRY CPBD	0.56	m³
LINEN	1.59	m³
ROBE (BED 1)	1.81	m³
ROBE (BED 2)	6.25	m³
ROBE (BED 3)	3.04	m³
STO.	1.29	m³
W.I.R. (BED 1)	5.14	m³
WIP	5.68	m³
	30.93	m³

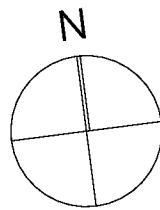
APARTMENT STORAGE - INTERNAL (CON'T)

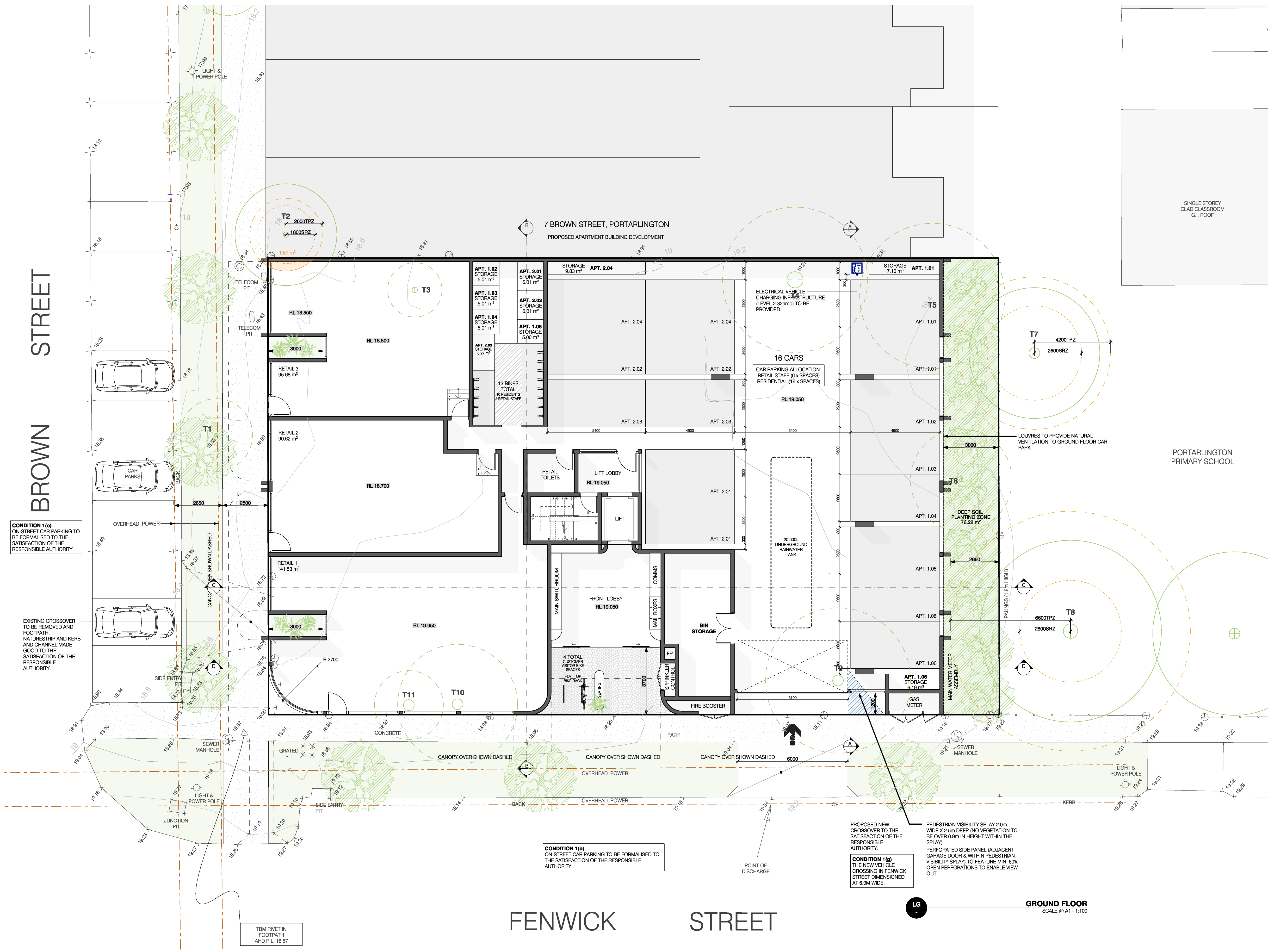
APT.2.03	3 BED	
BATHRM - BENCH	0.14	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.39	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	3.64	m³
KITCHEN - OVER FRIDGE	0.32	m³
KITCHEN - OVERHEAD CUPBOARD	0.62	m³
LDRY - OVERHEAD CUPBOARD	0.18	m³
LINEN (LDRY)	0.80	m³
ROBE (BED 2)	3.01	m³
ROBE (BED 3)	4.25	m³
WIP	5.72	m³
WIR (BED 1)	7.70	m³
	26.92	m³

APT.2.04	3 BED	
BATHRM - BENCH	0.16	m³
BATHRM - OVERHEAD CUPBOARD	0.05	m³
ENS - BENCH	0.20	m³
ENS - OVERHEAD CUPBOARD	0.10	m³
KITCHEN - BENCH	3.69	m³
KITCHEN - OVER FRIDGE	0.27	m³
KITCHEN - OVERHEAD CUPBOARD	0.92	m³
LDRY - OVERHEAD CUPBOARD	0.18	m³
LDRY CPBD	0.56	m³
LINEN	1.59	m³
ROBE (BED 1)	1.81	m³
ROBE (BED 2)	6.25	m³
ROBE (BED 3)	3.04	m³
STO.	1.29	m³
W.I.R. (BED 1)	5.14	m³
WIP	5.68	m³
	30.93	m³
	261.32	m³

APARTMENT STORAGE - EXTERNAL

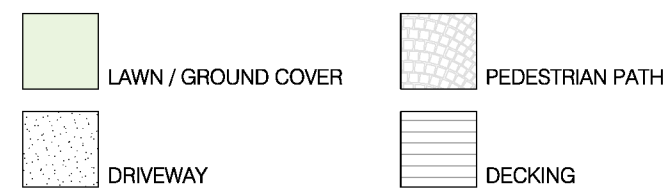
APT. 1.01	3 BED	
GROUND FLOOR	7.10	m³
APT. 1.02	2 BED	
GROUND FLOOR	5.01	m³
APT. 1.03	2 BED	
GROUND FLOOR	5.01	m³
APT. 1.04	2 BED	
GROUND FLOOR	5.01	m³
APT. 1.05	2 BED	
GROUND FLOOR	5.00	m³
APT. 1.06	3 BED	
GROUND FLOOR	6.19	m³
APT. 2.01	3 BED	
GROUND FLOOR	6.01	m³
APT. 2.02	3 BED	
GROUND FLOOR	6.01	m³
APT. 2.03	3 BED	
GROUND FLOOR	6.27	m³
APT. 2.04	3 BED	
GROUND FLOOR	9.83	m³





LEGEND

EXTERNAL SURFACE FINISHES



WATER COLLECTION

- RWT DENOTES 20,000 LITRE UNDERGROUND RAINWATER TANK
- RAINWATER COLLECTED WILL BE USED FOR TOILET FLUSHING IN ALL APARTMENTS
 - REFER SMP REPORT BY FRATER CONSULTING AND KEY SMP REQUIREMENTS SUMMARISED ON TPA07 ROOF
- 1.50 m² ROOF CATCHMENT AREA TO RWT

VEHICULAR MOVEMENT

- PRIVATE 2-WAY DRIVEWAY
- VEHICLE ACCESS POINT
- PRIVATE 1-WAY DRIVEWAY

LANDSCAPING

- EXISTING TREES
- EXISTING TREES TO BE REMOVED
- PROPOSED TREES (INDICATIVE ONLY)
- TREE PROTECTION ZONE (TPZ)
- SRZ STRUCTURAL ROOT ZONE (SRZ)

BREEZE PATH

- MAXIMUM BREEZE PATH OF 18 METRES.
- MINIMUM BREEZE PATH OF 5 METRES.

NOTES

- ALL FLOOR LEVELS NOMINATED ARE TO AND (AUSTRALIAN HEIGHT DATUM)
- PROPOSED LANDSCAPING IS INDICATIVE ONLY. REFER TO LANDSCAPE PLAN FOR PROPOSED PLANTING AND DETAILS.
- SITE SERVICES LOCATIONS ARE INDICATIVE ONLY.

TPZ ENCROACHMENT

T2	12.01 %	1.51 m ²
----	---------	---------------------

Revision
A: 24.02.2023
TOWN PLANNING SUBMISSION
B: 09.08.2023
RFI RESPONSE

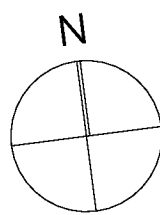
C: 15.03.2024
MODIFIED FOR CIRCULATION
PRIOR TO VCAT HEARING

D: 11.12.2025
CONDITION 1 RESPONSE

Project
MIXED USE DEVELOPMENT
9 BROWN STREET
PORTARLINGTON

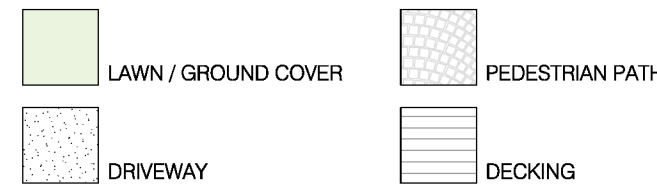
Drawing Title
GROUND FLOOR PLAN
Scale
1:100 @ A1
Date
24.02.2023

TOWN PLANNING APPLICATION
Drawn
E.P.
Drawing No.
TPA04
Job No.
22-10
Revision
D



LEGEND

EXTERNAL SURFACE FINISHES



WATER COLLECTION

- RWT DENOTES 20,000 LITRE UNDERGROUND RAINWATER TANK
- RAINWATER COLLECTED WILL BE USED FOR TOILET FLUSHING IN ALL APARTMENTS
 - REFER SMP REPORT BY FRATER CONSULTING AND KEY SMP REQUIREMENTS SUMMARISED ON TPA07 ROOF
- 1.50 m² ROOF CATCHMENT AREA TO RWT

VEHICULAR MOVEMENT

- PRIVATE 2-WAY DRIVEWAY
- VEHICLE ACCESS POINT
- PRIVATE 1-WAY DRIVEWAY

LANDSCAPING

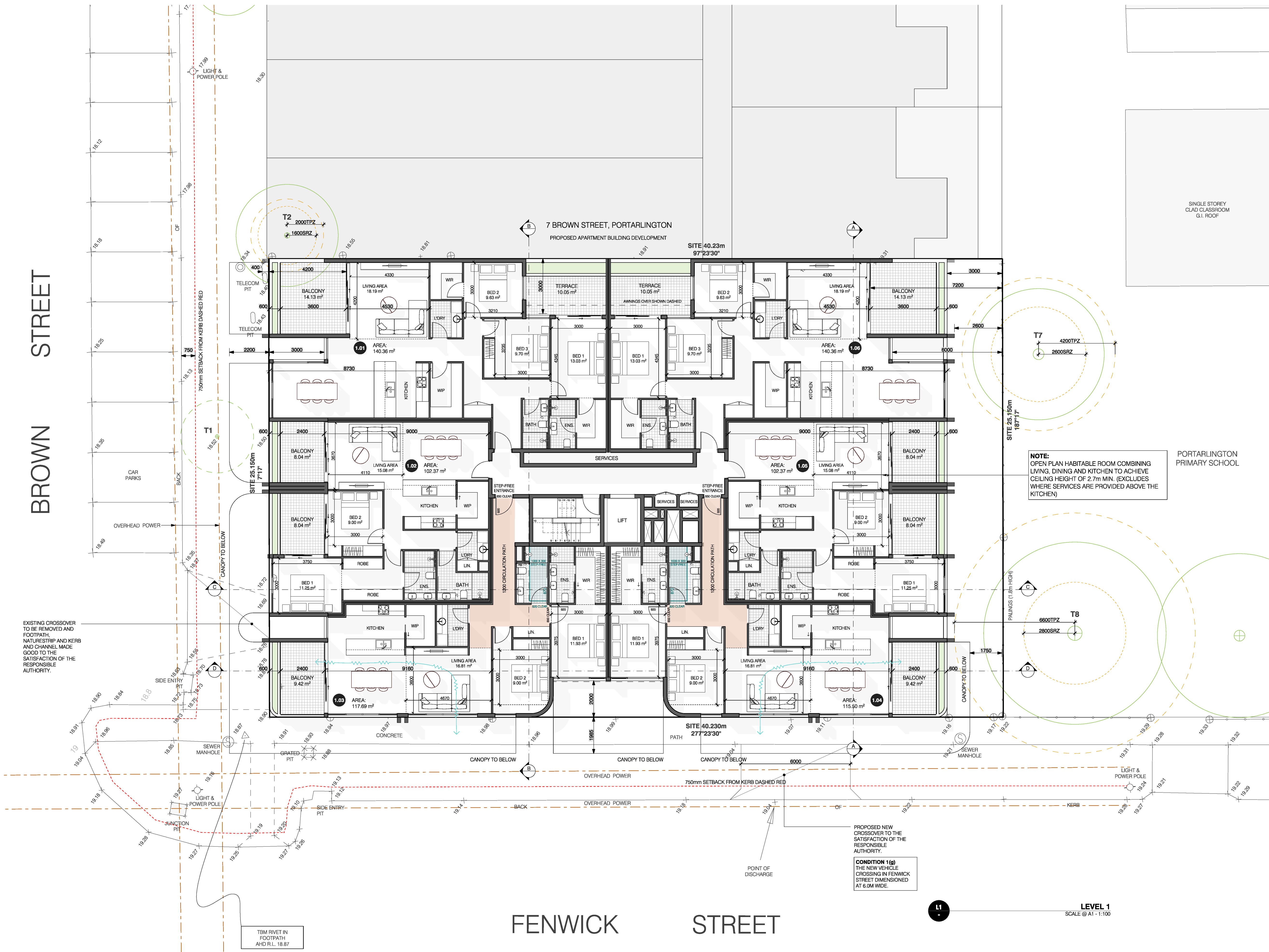
- EXISTING TREES
- EXISTING TREES TO BE REMOVED
- PROPOSED TREES (INDICATIVE ONLY)
- TREE PROTECTION ZONE (TPZ)
- SRZ STRUCTURAL ROOT ZONE (SRZ)

BREEZE PATH

- MAXIMUM BREEZE PATH OF 18 METRES.
- MINIMUM BREEZE PATH OF 5 METRES.

NOTES

- ALL FLOOR LEVELS NOMINATED ARE TO AND (AUSTRALIAN HEIGHT DATUM)
- PROPOSED LANDSCAPING IS INDICATIVE ONLY. REFER TO LANDSCAPE PLAN FOR PROPOSED PLANTING AND DETAILS.
- SITE SERVICES LOCATIONS ARE INDICATIVE ONLY.



BROWN STREET

FENWICK STREET

LEVEL 1

SCALE @ A1 - 1:100

Revision
A: 24.02.2023
TOWN PLANNING SUBMISSION
B: 09.08.2023
C: 09.08.2023
D: 11.12.2025

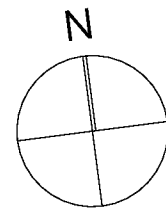
C: 15.03.2024
MODIFIED FOR CIRCULATION
PRIOR TO VCAT HEARING

D: 11.12.2025
CONDITION 1 RESPONSE

Project
MIXED USE DEVELOPMENT
9 BROWN STREET
PORTARLINGTON

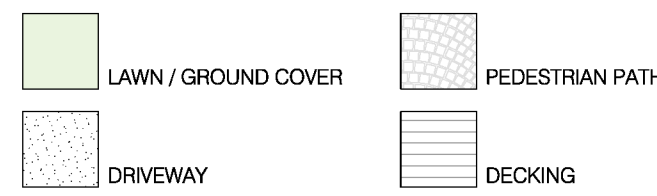
Drawing Title
LEVEL 1 FLOOR PLAN
Scale
1:100 @ A1
Date
24.02.2023

TOWN PLANNING APPLICATION
Drawn
E.P.
Drawing No.
TPA05
Job No.
22-10
Revision
D

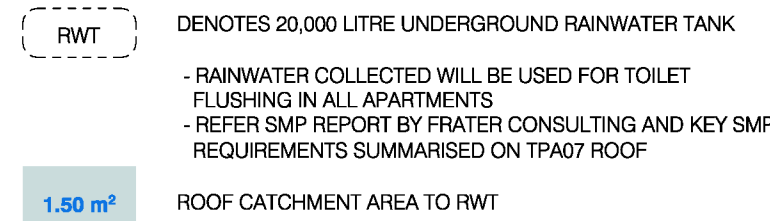


LEGEND

EXTERNAL SURFACE FINISHES



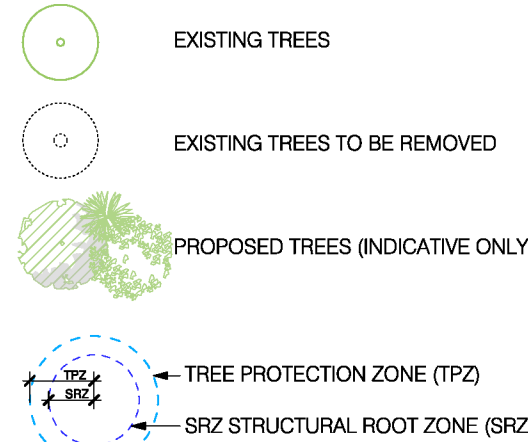
WATER COLLECTION



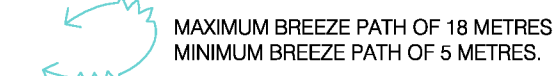
VEHICULAR MOVEMENT



LANDSCAPING

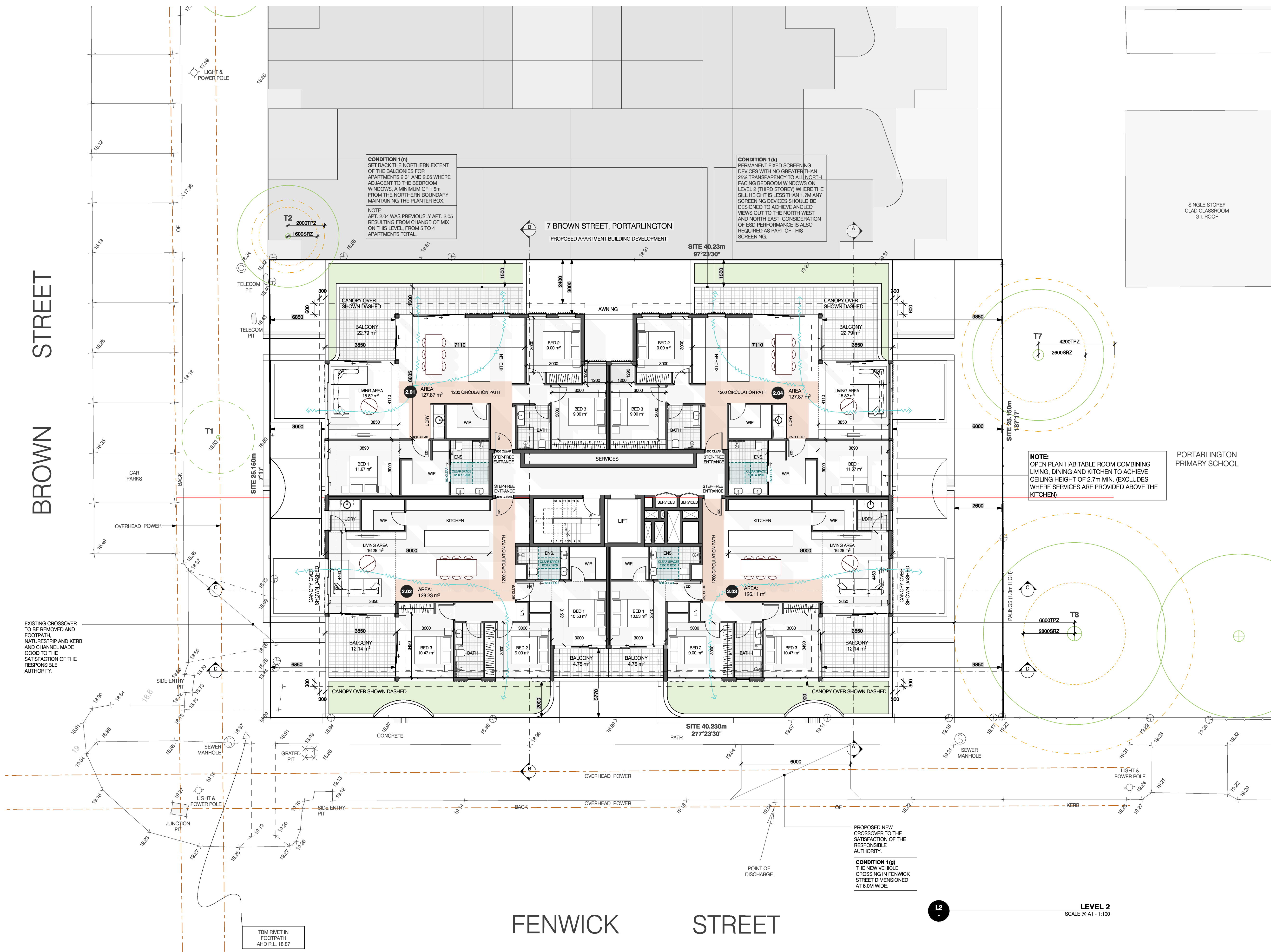


BREEZE PATH



NOTES

- ALL FLOOR LEVELS NOMINATED ARE TO AND (AUSTRALIAN HEIGHT DATUM)
- PROPOSED LANDSCAPING IS INDICATIVE ONLY. REFER TO LANDSCAPE PLAN FOR PROPOSED PLANTING AND DETAILS.
- SITE SERVICES LOCATIONS ARE INDICATIVE ONLY.



FENWICK STREET

L2

LEVEL 2
SCALE @ A1 - 1:100

Revision
A: 24.02.2023
TOWN PLANNING SUBMISSION
B: 09.08.2023
RFI RESPONSE

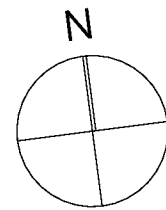
C: 15.03.2024
MODIFIED FOR CIRCULATION
PRIOR TO VCAT HEARING

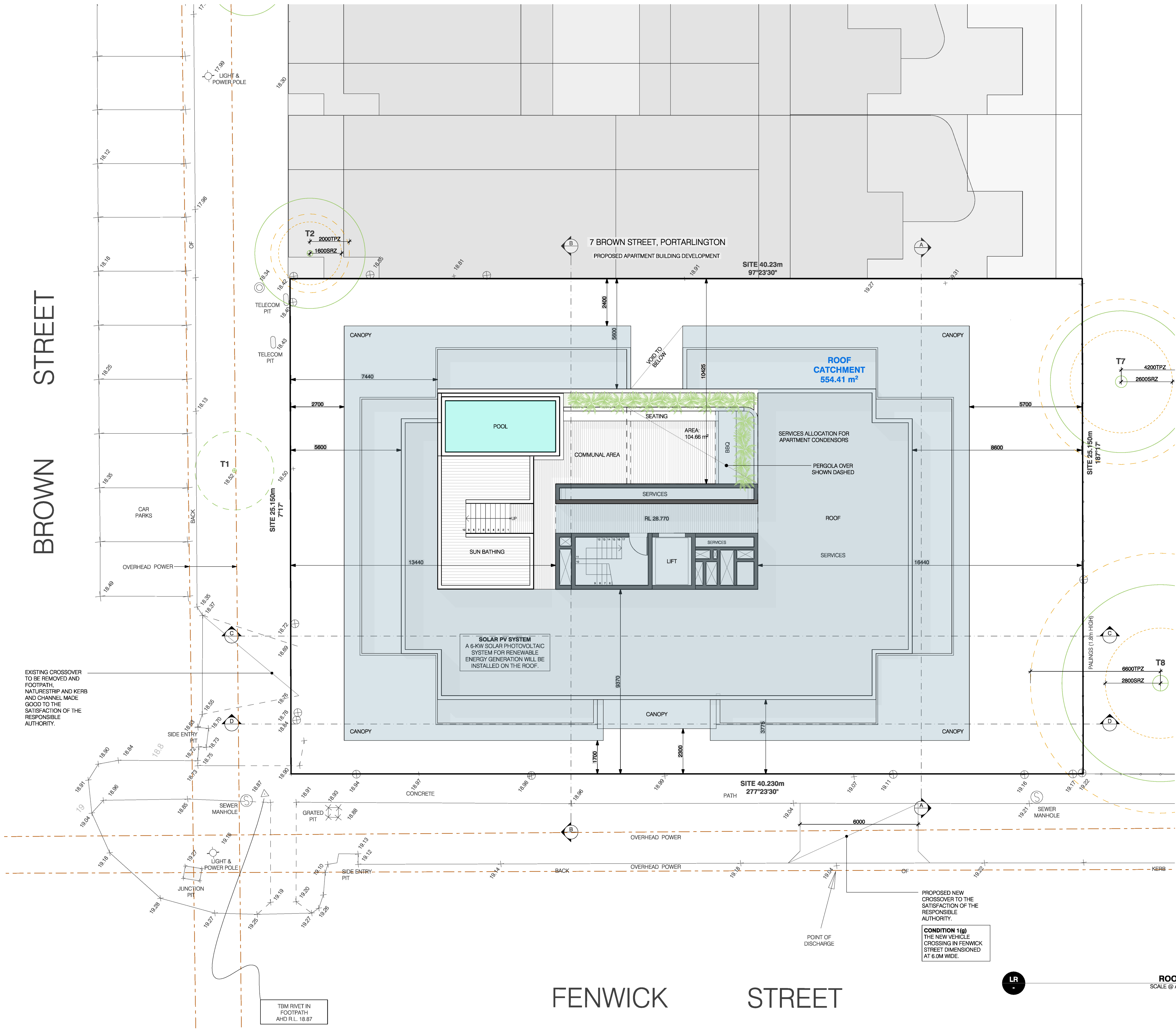
D: 11.12.2025
CONDITION 1 RESPONSE

Project
MIXED USE DEVELOPMENT
9 BROWN STREET
PORTARLINGTON

Drawing Title
LEVEL 2 FLOOR PLAN
Scale
1:100 @ A1
Date
24.02.2023

TOWN PLANNING APPLICATION
Drawn
E.P.
Drawing No.
TPA06
Job No.
22-10
Revision
D





SMP REQUIREMENTS (KEY REQUIREMENTS ONLY)

BELOW ARE LISTED KEY REQUIREMENTS OF THE SMP REPORT. REFER TO ACTUAL SMP REPORT BY FRATER CONSULTING FOR ALL REQUIREMENTS TO BE IMPLEMENTED.

RAINWATER COLLECTION & USE
RAINWATER RUNOFF FROM THE ROOF AREAS OF THE DEVELOPMENT WILL BE COLLECTED AND STORED IN RAINWATER TANKS, WITH A TOTAL EFFECTIVE CAPACITY OF 20,000L.

RAINWATER COLLECTED WILL BE USED FOR TOILET FLUSHING IN ALL APARTMENTS. THESE INITIATIVES WILL REDUCE SIGNIFICANTLY THE STORMWATER IMPACTS OF THE DEVELOPMENT AND HELP ACHIEVE COMPLIANCE WITH THE STORM —CALCULATOR (SEE APPENDIX A).

WATER EFFICIENT APPLIANCES
ALL APPLIANCES PROVIDED IN THE DEVELOPMENT AS PART OF THE BASE BUILDING WORK (E.G. DISHWASHER) WILL BE CHOSEN WITHIN ONE WELS STAR OF THE BEST AVAILABLE.

WATER EFFICIENT FITTINGS
THE DEVELOPMENT (APARTMENT AND COMMERCIAL) WILL INCLUDE EFFICIENT FITTINGS AND FIXTURES TO REDUCE THE VOLUME OF MAINS WATER USED IN THE DEVELOPMENT. THE FOLLOWING WELS STAR RATINGS WILL BE SPECIFIED;
• TOILETS - 4 STAR;
• TAPS (BATHROOM AND KITCHEN) - 5 STAR; AND
• SHOWERHEAD IF PROVIDED- 4 STAR WITH AERATION DEVICE (6.0-7.5L/MIN).

WATER EFFICIENT LANDSCAPING
NATIVE OR DROUGHT-TOLERANT PLANTS WILL BE IMPLEMENTED FOR THE LANDSCAPED AREAS ON SITE. WATER EFFICIENT IRRIGATION WILL BE INCORPORATED.

BUILDING SYSTEM WATER
POTABLE (MAINS) WATER CONSUMPTION FROM FIRE TESTING WILL BE REDUCED BY AT LEAST 80% BY COLLECTING AND RECYCLING. THIS REQUIREMENT WILL NEED TO BE CLEARLY INTEGRATED INTO THE SERVICES' DESIGN. BUILDING AIR-CONDITIONING WILL NOT USE POTABLE WATER FOR COOLING.

FIRSTRATES ENERGY RATING RESIDENTIAL SPACES
ENERGY RATINGS WILL BE COMPLETED AT THE BUILDING APPROVAL STAGE. A COMMITMENT IS MADE THAT ALL APARTMENTS WILL MEET THE ENERGY EFFICIENCY REQUIREMENTS OF MINIMUM 6.5-STAR AVERAGE ENERGY RATING WITH NO INDIVIDUAL APARTMENT SCORING LESS THAN 6.0-STAR. FOR THE PURPOSE OF BESS ASSESSMENT 6.5- STAR AVERAGE RESULTS HAVE BEEN ASSUMED WITH COOLING ENERGY LOWER THAN 30 MJ/M2.

ENERGY EFFICIENCY COMMERCIAL SPACE
DURING THE BUILDING CONSTRUCTION STAGE OF THE PROJECT, A SECTION J (NCC 2019) DTS ASSESSMENT WILL OCCUR WITH THE FOLLOWING COMMITMENTS:

- WALL AND GLAZING PERFORMANCE TO BE IN LINE WITH DTS REQUIREMENTS;
- HEATING/COOLING SYSTEM TO BE CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR CO/PEER 85% OR BETTER THAN MOST EFFICIENT EQUIVALENT CAPACITY UNIT AVAILABLE IF NO STAR RATING IS AVAILABLE; AND
- WATER HEATING SYSTEM TO BE CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR 85% OR BETTER THAN MOST EFFICIENT EQUIVALENT CAPACITY UNIT AVAILABLE IF NO STAR RATING IS AVAILABLE.

ALTERNATIVELY, DURING THE BUILDING CONSTRUCTION STAGE OF THE PROJECT, ENERGY MODELLING WILL OCCUR WITH THE AIM OF EXCEEDING REQUIREMENT OF NCC-2019, USING AN NCC-V6 MODELLING PROCESS. THIS WILL BE ACHIEVED THROUGH THE USE OF HIGH-PERFORMANCE BUILDING FABRIC AND GLAZING, LOW ENERGY LIGHTING AND BUILDING SERVICES.

LIGHTING
THE MAXIMUM ILLUMINATION POWER DENSITY (W/M2) IN APARTMENTS WILL BE REDUCED BY 20% AS COMPARED TO NCC 2019 REQUIREMENTS BY THE USE OF LED. LIGHTING LEVELS WILL NOT EXCEED 4 W/M2 FOR ALL DWELLINGS.

THE MAXIMUM ILLUMINATION POWER DENSITY (W/M2) IN THE COMMERCIAL SPACE WILL MEET THE NCC 2019 REQUIREMENTS BY THE USE OF LED.

COMMON, EXTERNAL, SERVICE AREAS LIGHTING WILL BE CONTROLLED USING OCCUPANCY SENSOR AND/OR DAYLIGHT SENSORS. VENTILATION IN THESE AREAS WILL BE CONTROLLED USING TIMERS AND OTHER SENSORS.

CAR PARK VENTILATION
BASEMENT CAR PARK VENTILATION WILL BE DESIGNED TO BEST PRACTICE ENERGY EFFICIENCY WITH THE EXHAUST FANS INSTALLED WITH CO SENSORS WHICH WILL ONLY OPERATE WHEN REQUIRED.

SOLAR PV SYSTEM
A 6-KW SOLAR PHOTOVOLTAIC SYSTEM FOR RENEWABLE ENERGY GENERATION WILL BE INSTALLED ON THE ROOF OF THE DEVELOPMENT. THIS WILL OFF-SET A LARGE PORTION OF GREENHOUSE GAS EMISSIONS AND ENERGY USE FOR THE PROJECT (LIGHTING, PUMPS, FANS ETC.).

INDOOR ENVIRONMENT QUALITY - DAYLIGHT LEVELS-RESIDENTIAL SPACE
DAYLIGHT PENETRATION WILL BE ENHANCED WITH THE USE OF LIGHT INTERNAL COLOURS TO IMPROVE DAYLIGHT REFLECTION. ALL LIVING/KITCHEN AREAS HAVE LIMITED ROOM DEPTH ALLOWING FOR GOOD DAYLIGHT ACCESS. ALL BEDROOMS WILL HAVE ACCESS TO A WINDOW (OUTSIDE OR LIGHT COURT) SO NO BEDROOM WILL RELY ON BORROWED DAYLIGHT. INSTALLATION OF MIRRORRED WARDROBE DOORS COULD IMPROVE EVEN FURTHER THE DAYLIGHT SPREAD WITHIN THE BEDROOMS. ALL GLAZING SERVING THESE ROOMS WILL HAVE A MINIMUM VISUAL LIGHTTRANSMITTANCE (VLT) OF 70%.

MECHANICAL VENTILATION - IMPROVED OUTSIDE AIR RATES (NON-RESIDENTIAL)
ALL RETAIL SPACES WILL BE PROVIDED WITH O/A FANS WHICH WILL COMMIT TO PROVIDE 50% INCREASE ON O/A PROVISION FROM AS1688. ALTERNATIVELY, O/A WILL BE PROVIDED IN THE OFFICE SPACES TO ENSURE THAT CO2 CONCENTRATION IN THE ROOMS REMAINS BELOW 800PPM.

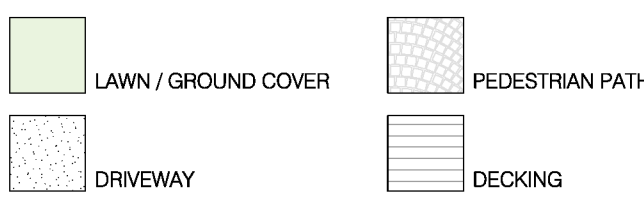
TRANSPORT - BICYCLE PARKING
RESIDENTS AND TENANTS WILL BE ABLE TO SECURELY PARK THEIR BICYCLE IN THE DEDICATED 13 BICYCLE STORAGE AREAS PROVIDED AT GROUND FLOOR ADJACENT THE CAR PARK. 4 BICYCLE RACKS WILL BE PROVIDED ON THE GROUND FLOOR FOR VISITORS. THESE WILL BE PROTECTED FROM WEATHER AND THEFT.

ELECTRIC VEHICLE CAR CHARGING INFRASTRUCTURE
AT LEAST ONE CHARGING INFRASTRUCTURE (MINIMUM LEVEL 2 - 32AMP) FOR ELECTRIC VEHICLE WILL BE PROVIDED IN THE CAR PARK.

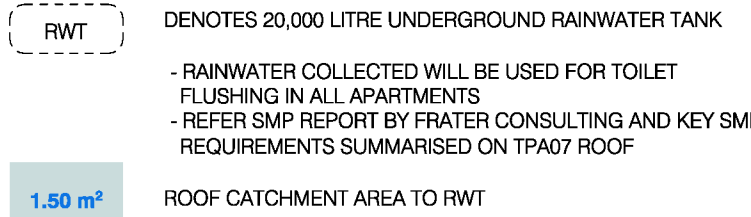
OPERATIONAL WASTE
THE DEVELOPMENT WILL BE PROVIDED WITH A CENTRAL WASTE STORAGE ROOM ON THE GROUND FLOOR. WASTE STORAGE ROOM WILL HAVE FACILITIES FOR ORGANIC WASTE, NON-ORGANIC AND RECYCLING AS WELL AS HARD RUBBISH. RECYCLE BINS WILL BE PROVIDED NEXT TO GENERAL WASTE BINS IN KITCHENS. PLEASE REFER TO THE WASTE MANAGEMENT PLAN FOR FURTHER DETAILS.

LEGEND

EXTERNAL SURFACE FINISHES



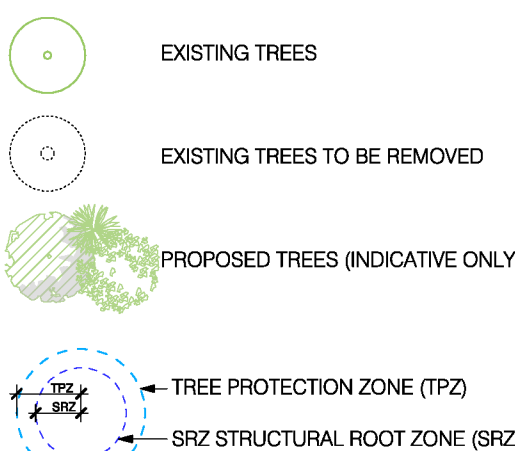
WATER COLLECTION



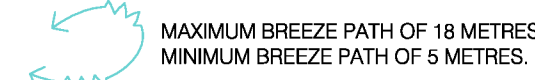
VEHICULAR MOVEMENT



LANDSCAPING



BREEZE PATH



NOTES

- ALL FLOOR LEVELS NOMINATED ARE TO AND (AUSTRALIAN HEIGHT DATUM)
- PROPOSED LANDSCAPING IS INDICATIVE ONLY. REFER TO LANDSCAPE PLAN FOR PROPOSED PLANTING AND DETAILS.
- SITE SERVICES LOCATIONS ARE INDICATIVE ONLY.

Revision
A: 24.02.2023
TOWN PLANNING SUBMISSION
B: 09.08.2023
RFI RESPONSE

C: 15.03.2024
MODIFIED FOR CIRCULATION
PRIOR TO VCAT HEARING

D: 11.12.2025
CONDITION 1 RESPONSE

Project
MIXED USE DEVELOPMENT
9 BROWN STREET
PORTARLINGTON

Drawing Title
ROOF
Scale
1:100 @ A1
Date
24.02.2023

TOWN PLANNING APPLICATION
Drawn
E.P.
Drawing No
TPA07
Job No.
22-10
Revision
D

