TRAFFIC IMPACT ASSESSMENT

Development
385 South Gippsland Hwy Dandenong South
VIC 3175

Prepared For

Prepared By

Civil & Traffic Engineer
Road Safety Auditor Reg. VRSA
Bachelor Engineering Civil (Hons)
TMD 1 No.14994317-9528025

Document Reference
002634-Rev A

AUGUST 10 2026

DFC Engineering
3 Andleigh Drive, Mulgrave, VIC 3170
Ph: +61 435 880 876

DFC ENGINEERING

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

CONTENTS

1 Introduction & Scope 3

2 Existing Site Conditions & Layout 4

2.1 Site Layout 4

2.2 Road Network 6

2.3 Local Amenities 7

2.4 Parking Conditions 7

2.5 Local Public Transport 8

2.6 Bicycle Network 8

2.7 Pedestrian Network 8

3 Site Proposal 9

4 Access Arrangements Assessment 10

5 Car Parking Assessment 10

5.1 Clause 52.06-5 Planning Scheme Requirements 10

5.2 Car Parking Demand Assessment 13

5.3 Approving Provision for Car Parking 16

5.4 Adequacy of Car Parking Provision 17

6 Traffic Assessment 19

6.1 Traffic Generation 19

7 Summary & Conclusions 20

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

1 Introduction & Scope

DFC Engineering has been engaged by the client to provide Traffic Engineering advice for the proposed development application at 385 South Gippsland Highway Dandenong South.

The traffic impact assessment report reviews the following:

- The existing conditions of the site including the layout, surrounding road network including existing parking demand, local amenities, public transport, the bicycle and pedestrian network in the vicinity.
- Proposed development use and purpose.
- Justification for the proposed parking provision and provided on-site car parking spaces to satisfy City of Greater Dandenong Council.
- The car parking requirement and car parking demand assessment in relation to Clause 52.06 of the Greater Dandenong Planning Scheme.
- Traffic generation anticipated for the proposed development based upon comparable land uses.
- Access arrangement analysis of the proposed on-site car parking spaces.

This report concludes that there are no sufficient traffic or parking grounds which should warrant refusal of the sought planning permit.

DFC Engineering

DISCLAIMER:

****The recommendations & findings of the following report are based upon the information, requests & plans provided by the designer & the client. These should be used as only recommendations to assist in design and any subsequent planning application. Should alternative assessment be made contrary to this report then the final decisions taken are at the discretion & responsibility of the designer and client not with the contents of this report or DFC Engineering****

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

2 Existing Site Conditions & Layout

The subject site located at 385 South Gippsland Highway South Dandenong currently serves as a vacant property within the existing commercial premises within Lot 1 of 14-20 Knowles Road Dandenong South.

2.1 Site Layout

The site is located at 385 South Gippsland Highway Dandenong South is Lot 1 within the plan of subdivision with a total lot area of approximately 703.32 square metres. The site has an eastern frontage to South Gippsland Highway and its associated service road.

The subject site is within a Commercial Zone 2 (C2Z) overlay as per the Greater Dandenong Planning Scheme. Properties within the surrounding area neighbouring the subject site are also governed by the C2Z overlay as well as having the Principal Road Network (TRZ2) abutting the subject site.

Figure's 2.1, 2.2 and 2.3 below show the site location, the plan of subdivision and the site's zoning respectively.

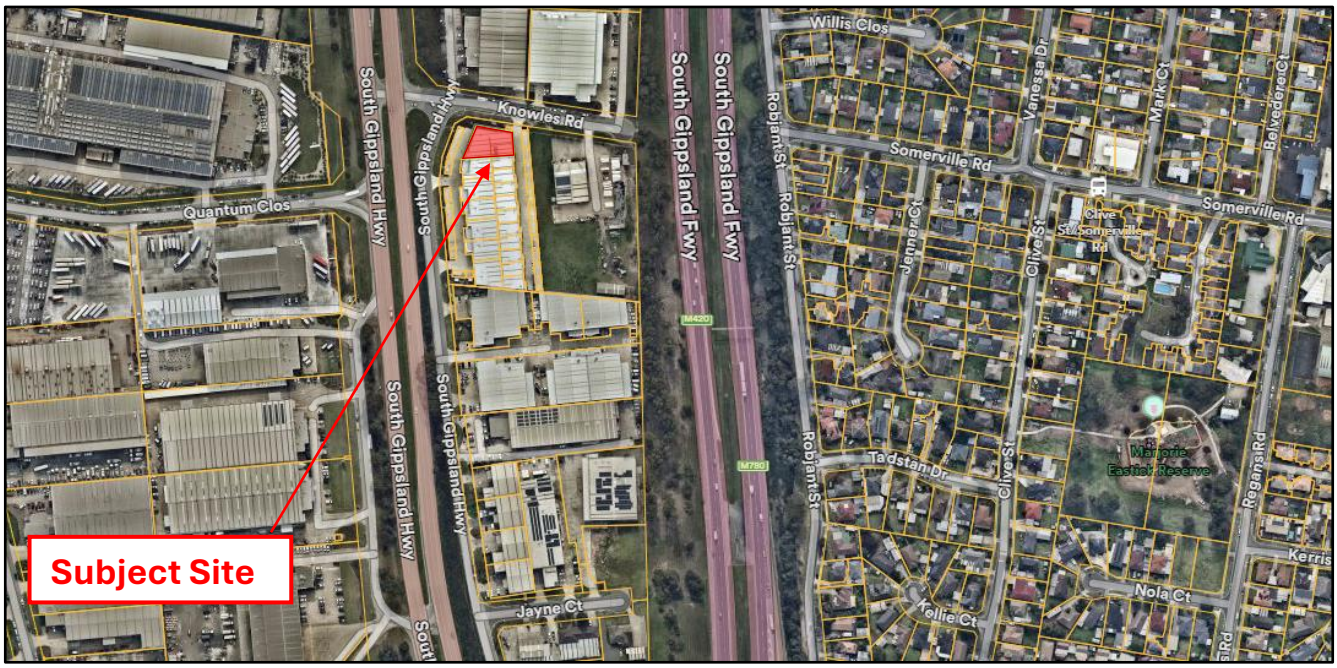


Figure 2.1: Site Location Aerial

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

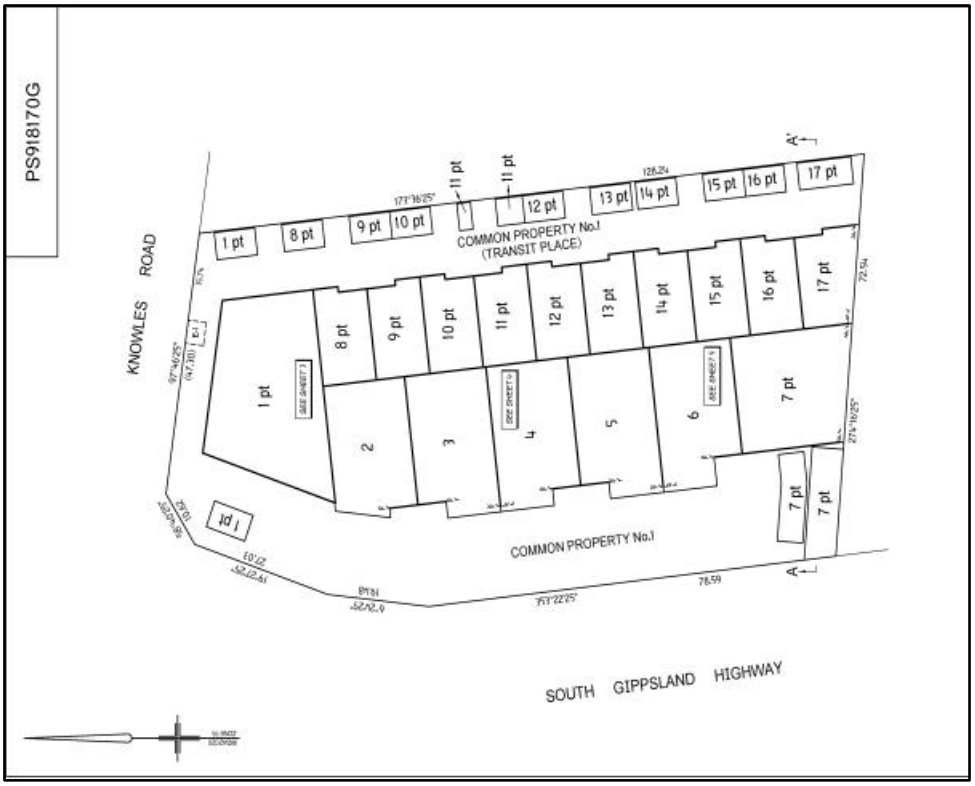


Figure 2.2: Plan of Subdivision



Figure 2.3: Site Zoning (VicPlan)

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

2.2 Road Network

Whilst South Gippsland Highway itself is designated as an arterial road under the jurisdiction of the Department of Transport and Planning (DTP), the South Gippsland Highway Service Road is designated as a local road and is under jurisdiction of City of Greater Dandenong Council. The service road accommodates an approximately 8.00 metre wide carriageway. Linemarking is not present within the South Gippsland Highway Service Road and a standard speed limit of 50 kilometres per hour would be applicable to the roadway. Within proximity there is also Knowles Road to the north of the site, running east-west.

Figure's 2.4 and 2.5 shows the street view conditions of both the South Gippsland Highway Service Road and Knowles Road within proximity to the subject site.



Figure 2.4: Street View of South Gippsland Highway Service Road (Google Street View Nov 2025)

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.



Figure 2.5: Street View of Knowles Road (Google Street View Nov 2025)

2.3 Local Amenities

The site is located largely within a Commercial Zone 2. There are several local businesses within immediate proximity to the site including the Bowens Distribution Centre, Quantum Deli, Storage King Dandenong South and National Blinds Suppliers. The number of local amenities in proximity to the subject site resulting from the surrounding overlay is quite significant given the layout of the existing land. It should also be noted that neighbouring lots on the subject land will also be converted for commercial business use in future similar to the proposal for the subject site.

2.4 Parking Conditions

The existing site does provide on-site parking as it is currently a vacant premises within a wider commercial business estate in anticipation of the approval of the subject planning application. There is a total of 87 car parking spaces on the lot with 2 of these spaces being disabled parking bays. Under the registered title Lot 1 associated with the subject site 385 South Gippsland Highway Dandenong South 6 of these car parking spaces are specifically for use of the a subject site. A further 20 car parking spaces are available for shared use within the subject land by the proposed use with these spaces shown in preceding sections of the report.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

Knowles Road on the northern frontage of the site does not contain on-street parking restrictions and allows for kerbside parking where required. There is no No Stopping signage present with Knowles Road which would prohibit kerbside parking.

As will be detailed in preceding sections of this report, the subject site is not anticipated to adversely affect parking demand within the surrounding area.

2.5 Local Public Transport

There are public transport services within proximity to the site which are predominantly bus service routes. Located at the intersection of Pound Road and South Gippsland Highway, Bus Route 892 is the closest public transport service although this bus stop cannot be accessed directly from the subject site given the lack of footpath amenity along South Gippsland Highway.

2.6 Bicycle Network

There is no designated bicycle path along the South Gippsland Highway frontage which allows for bicycle travel along the arterial road into the service road. Cyclist movement within this area is anticipated to be very low and demand for this mode of travel similarly low in the context of the overall area.

2.7 Pedestrian Network

The pedestrian movements surrounding the subject site are not anticipated to be high as the main form of travel to commercial business areas such as the subject lot is by vehicle. It is anticipated that the demand for pedestrian movement surrounding the subject site is not anticipated to be high and would be uncommon within the context of the area except where there is movement within the subject lot itself.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

3 Site Proposal

The proposed site at 385 South Gippsland Highway Dandenong South comprises the use of the subject land as a Restricted Recreation Facility (Fitness Centre) trading as EVO FITNESS 24:7. The facility will operate 24 hours per day, 7 days a week and the works associated with the site require internal fit-out only with no building extension works.

As will be detailed in proceeding sections, the subject land's existing on-site car parking is deemed adequate when factoring in the relevant requirements and provisions outlined in the Greater Dandenong Planning Scheme.

Figure 3.1 shows below the proposed ground floor layout of proposed use at 385 South Gippsland Highway South Dandenong.



Figure 3.1: Proposed Site Layout

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

4 Access Arrangements Assessment

The subject site will be access via the South Gippsland Highway Service Road and previously detailed within this report. On-site parking is provided within the commercial business lot and these parking spaces have already been installed (likely with Council approval) and have dimensions of 4.80 metres in length by 2.60 metres in width in line with AS2890.1:2004.

There is no scope on-site to alter or provide for more on-site car parking spaces and the assessment of swept path diagrams in this particular case is not deemed necessary given the overall subject lot will have been approved and assessed under alternate application at the time of building and planning application for the overall lot at 14-20 Knowles Road Dandenong South.

The access arrangements for the subject site at 385 South Gippsland Highway Dandenong South, which are already in place, are considered acceptable and in line with AS2890.1:2004 and the requirements of the Greater Dandenong Planning Scheme.

5 Car Parking Assessment

5.1 Clause 52.06-5 Planning Scheme Requirements

The parking requirements for new uses are outlined under Clause 52.06 of the Greater Dandenong Planning Scheme. The purpose of this clause is the following:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and 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 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.

The minimum and maximum car parking requirements that apply to a use are specified in Table 1 of Clause 52.06-5 based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning 2025) (CPR Maps).

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

If the land is shown in two or more categories on the CPR Maps, the car parking requirements for the higher category applies to all of the land.

The car parking requirement in Table 1 is calculated as either:

- A number of car parking spaces; or
- A percentage of the total site area that must be set aside for car parking.

The car parking requirement specified for a use listed in Table 1 does not apply if the following is applicable:

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

For the purposes of the subject site at 385 South Gippsland Highway Dandenong South the applicable use is that of a Restricted Recreation Facility under and will form the basis for setting out the car parking requirement for the site.

As per Figure 5.1 below the CPR Map indicates that the subject site is within land Category 1.

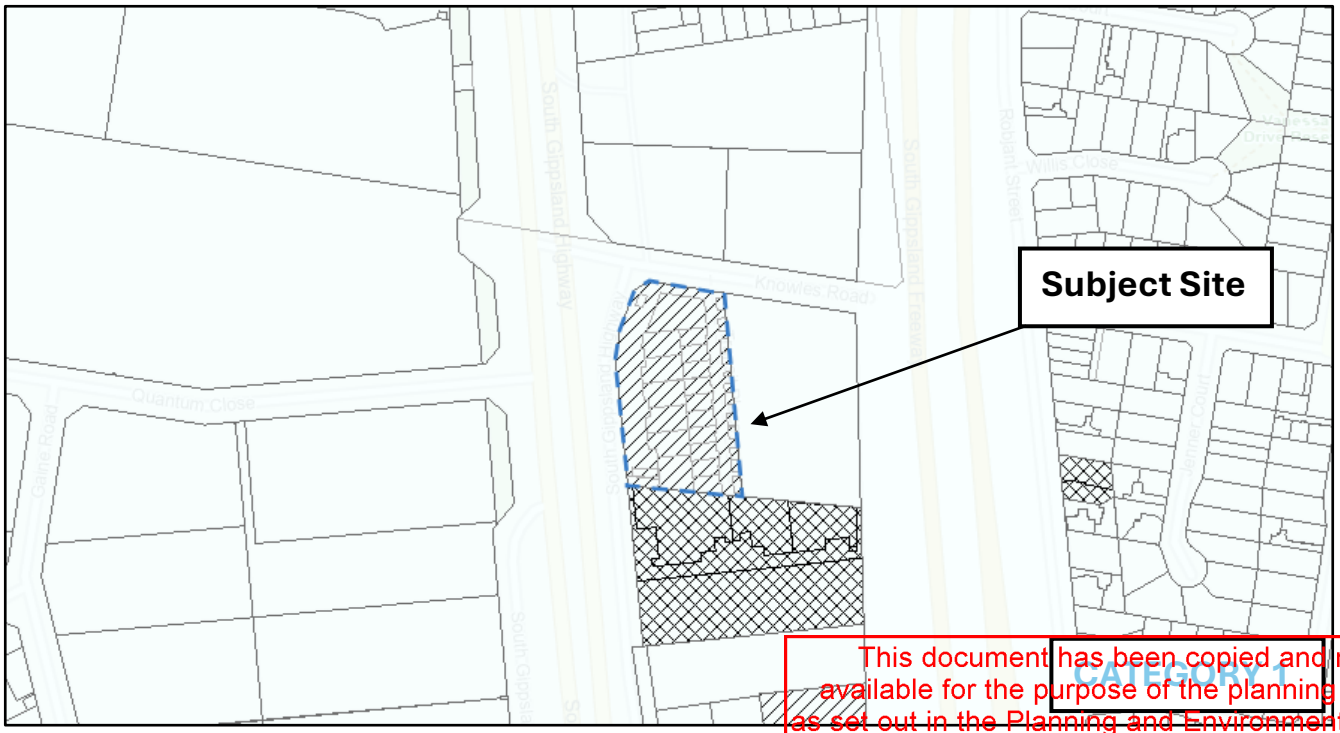


Figure 5.1: Car Parking Requirement Map (VicPlan 2026)

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

The use of the subject site as a Restricted Recreation Facility is not specified a car parking rate under Table 1 of Clause 52.06 of the Greater Dandenong Planning Scheme. In situations such as these, the Planning Scheme states the following:

- *"...before a new use commences or the floor area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority..."*

Given the absence of a prescribed rate for a Restricted Recreation Facility, it is appropriate to adopt a first-principles assessment of parking demand. For this assessment, a conservative rate of 1 space per person associated with the Restricted Recreation Facility has been applied.

Based on a maximum of 30 patrons and 1 staff member (a total of 31 people) at any one time, the preliminary parking demand is 31 spaces.

Actual demand is expected to be lower due to the local catchment and intermittent nature of comings and goings to facilities such as these.

The existing parking on-site available on the subject site provides for a total of 26 car parking spaces available for use by the proposed Restricted Recreation Facility. As per the plan of subdivision and title, 6 of these 26 spaces are registered on the subject site's title with the remaining 20 available for shared use across the overall lot.

Given the conservative parking rate applied of 1 space per person yielding a parking demand of 31 spaces, this would result in a shortfall of parking of 5 car parking spaces. As the subject land has no further capacity to accommodate these car parking spaces, a reduction of 5 car parking spaces in the car parking requirement of Clause 52.06 is sought by the applicant.

Figure 5.2 below highlights the car parking spaces available for the subject site at 385 South Gippsland Highway Dandenong South.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.



Figure 5.2: Parking Spaces Associated with 385 South Gippsland Highway Dandenong South

5.2 Car Parking Demand Assessment

Under the provision of Clause 52.06-7, applications whereby the maximum parking provision specified in clause 52.06-5 or a schedule to the Parking Overlay is exceeded must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 states the following with respect to the requirements of a Car Parking Demand Assessment:

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- *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 short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of car parking*

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

- *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 occupants (residents or employees) of the land.*
- *Any empirical assessment or case study (if applicable).*

An assessment of those factors considered relevant to the proposed use associated with the site and sought parking provision at 385 South Gippsland Highway Dandenong South has been provided in the below sections of this report.

5.2.1 Multi-purpose Trips within the Area

The likelihood of multi-purpose trips occurring within the locality in relation to the subject site is moderate as the majority of those travelling to the site will be patrons arriving intermittently throughout a given day as well as the designated staff member during staffed hours. There may be occasional short stay visitors in the area but given the various commercial business properties surrounding the site in nature it is therefore not expected that there will be a high demand created by the development for further on-street parking as well as short turnover of parking within the area.

5.2.2 Short-Stay and Long-Stay Car Parking Demand

Long stay parking demands will only occur for the sole staff member of the subject site who would require parking during staffed operating hours of the site. Typical staffed hours for facilities such as these are between 6:00am and 8:00pm, this is to be confirmed by the applicant within the wider planning application.

The surrounding estate area provides a high amount of shared parking on-site under the plan of title and subdivision. It is therefore anticipated that visitors will be able to utilize on-site parking if required for short-stay periods if in the rare case all 6 designated subject lot's parking spaces under title are occupied at a given time. Given the nature of the surrounding area, it is not anticipated that on-street parking demand as well as the parking provision generated by the subject site will be such that the proposed use will create adverse effects for surrounding properties and parking conditions in general.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

5.2.3 Availability of Car Parking

On-site parking is available across the subject land is expected to be high during business hours. The area surrounding the subject site on Knowles Road is not covered with time-based or paid parking restrictions and patrons will be able to park kerbside if and where requried. The on-street parking demand in the surrounding street would not be a disincentive for staff and patrons to drive to the site.

5.2.4 Availability of Public Transport in the Locality of the Land

As indicated in previous sections of this report there are public transport services within proximity to the site which are predominantly bus service routes. Located at the intersection of Pound Road and South Gippsland Highway, Bus Route 892 is the closest public transport service although this bus stop cannot be accessed directly from the subject site given the lack of footpath amenity along South Gippsland Highway. Given the specific commercial nature of the surrounding area, the demand for this mode of travel to the site is not anticipated to be high and would have immaterial impact on the conditions of the surrounding area given the lack of exiting public transport route running through the wider area.

5.2.5 Convenience of Pedestrian and Cyclist Access to the Land

As outlined in previous sections of this report, pedestrian and cyclist movements surrounding the subject site are not anticipated to be high as the main form of travel to commercial business areas such as the subject lot is by vehicle. It is anticipated that the demand for pedestrian movement surrounding the subject site is not anticipated to be high and would be uncommon within the context of the area except where there is movement within the subject lot itself.

Overall, the subject site does not require extensive bicycle or pedestrian amenity and it would not be common for such a commercial business area particularly being located off a main arterial roadway.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

5.3 Approving Provision for Car Parking

Clause 52.06-7 outlines that before granting a permit to provide more than the maximum car parking spaces specified under Clause 52.06-5 or in a scheduled Parking Overlay, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- Whether additional car parking is required for disability parking.
- 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.
- Local traffic management in the locality of the land.
- The impact of additional 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 modes of transport to and from the land.
- The character of the surrounding area and whether increasing 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

Those factors as outlined above relevant to this assessment have been addressed in the below sections

5.3.1 The Availability of Alternative Car Parking in the Locality of the Land

On-street parking availability within the adjacent street, Knowles Road, is anticipated to be moderate to high during business hours as mentioned in previous sections of this report. This area surrounding the subject site is not covered with time-based and paid parking restrictions kerbside. The subject site is anticipated to generate very minimal car parking demand more than the car parking that is provided on-site and any visitors will not require long-stay parking.

As a result, the availability of on-street parking in the surrounding area would not be a disincentive for patrons to drive to the site and ultimately there is not expected to be any excess parking demand that cannot be accommodated on the subject site.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

5.3.2 Practicality of Providing Car Parking On-site

Given the parking lot area available on the subject site it is not feasible to provide for further on-site parking. The existing subject land already caters for a maximum number of parking spaces available to be provided on the commercial estate. The inclusion of further on-site parking will result in potential for tight turning circles for entry and exit in a forward direction without unnecessary difficulty for drivers travelling to the area. Furthermore, given the premise of the application is for a proposed change of use and no associated building works there is no scope to further reconfigure the layout. The proposed layout of the area is also typical of similar Restricted Recreation Facilities present within the Diggers Rest area.

5.3.3 Availability of On-site Parking Across Commercial Estate & Operating Hours

As previously discussed within this report, there is ample shared car parking provided on the subject land that will be available to patrons of the proposed use as well as other facilities on the subject commercial business lot. Given the proposed use provides for operating hours spanning 24 hours a day, it is very likely that patrons will arrive in an intermittent manner throughout the day. Typical business operating hours of neighbouring businesses will likely span from 7:00am to 5:00pm therefore outside of these hours the on-site car parking availability is expected to be very high and the proposed use is not expected to adversely affect parking availability for the wider area and it's businesses in future.

5.4 Adequacy of Car Parking Provision

The site proposes to have 26 on-site car parking spaces, 6 of these associated with the title of Lot 1 385 South Gippsland Highway Dandenong South, and the remaining 20 to be shared with the neighbouring commercial business within the overall 14-20 Knowles Road Dandenong South lot of land. Subsequently this results in a shortfall of 5 car parking space when assessing the requirements of Clause 52.06 of the Greater Dandenong Planning Scheme and applying the conservative parking provision imposed of 1 space per patron for a maximum number of patrons at any one time being 31 associated with the proposed use.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

The sought car parking provision is considered appropriate for the following reasons:

- A shortfall of only five car parking spaces will not serve to create adverse traffic and parking conditions to the surrounding area given the operations of the proposed use and volume of patrons to be visiting the site at any one time particularly where visits are expected to be intermittent throughout a given day as is the nature of Restricted Recreation Facility's.

- The findings of this assessment outline that the proposed parking provision at 385 South Gippsland Highway Dandenong South is considered commensurate with likely operational demand and is not expected to result in material parking impacts.

- The only long stay visits associated with the proposed use would be for the sole staff member during staff operating hours. The majority of visits to the site by patrons will be short-stay in nature providing regular turnover of parking.

- Given the traffic generation expected during peak hour periods for the proposed use is inherently low the proposal will likely operate as a low-intensity traffic generator.

- With the existing parking area contained within the subject land, shared parking arrangements are provided and common within similar properties and such multiple businesses can be catered for with regard to on-site parking without need for spillover to on-street parking.

Ultimately, there are no sufficient parking grounds that should preclude the issue of a planning permit with the sought parking provision of the subject site at 385 South Gippsland Highway Dandenong South.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

6 Traffic Assessment

6.1 Traffic Generation

Whilst the RTA Guide to Traffic Generating Developments (2022) contains data on the traffic generation for gymnasium uses within metropolitan areas. The guide indicates that gymnasium uses typically 3 per 100 square metres gross floor area for the peak hour period. This peak hour period is typically between 6:00pm and 7:00pm which it should be noted would likely be outside of the typical operating hours of neighbouring businesses within the subject land.

Applying a rate of 3 vehicle trips per 100 square metres of the subject site's floor area reveals a traffic generation of 21 vehicle trips in the peak hour period.

Given the relatively moderate to low distribution of vehicle trips expected to be generated by the site, during the peak period, it is anticipated that the traffic impact to the commercial business locality and surrounding parking will be negligible and not provide for adverse traffic conditions.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

7 Summary & Conclusions

The proposed site at 385 South Gippsland Highway Dandenong South comprises the use of the subject land as a Restricted Recreation Facility (Fitness Centre) trading as EVO FITNESS 24:7. The facility will operate 24 hours per day, 7 days a week and the works associated with the site require internal fit-out only with no building extension works.

The foregoing assessment has reached the following conclusions with respect to the subject site's proposed access and car parking arrangements under Clause 52.06 of the Greater Dandenong Planning Scheme:

- A shortfall of only five car parking spaces will not serve to create adverse traffic and parking conditions to the surrounding area given the operations of the proposed use and volume of patrons to be visiting the site at any one time particularly where visits are expected to be intermittent throughout a given day as is the nature of Restricted Recreation Facility's.

- The findings of this assessment outline that the proposed parking provision at 385 South Gippsland Highway Dandenong South is considered commensurate with likely operational demand and is not expected to result in material parking impacts.

- The only long stay visits associated with the proposed use would be for the sole staff member during staff operating hours. The majority of visits to the site by patrons will be short-stay in nature providing regular turnover of parking.

- Given the traffic generation expected during peak hour periods for the proposed use is inherently low the proposal will likely operate as a low-intensity traffic generator.

- Given the relatively moderate to low distribution of vehicle trips expected to be generated by the site, particularly during the peak period, it is anticipated that the traffic impact to the commercial business locality and surrounding parking will be negligible and not provide for adverse traffic conditions.

- With the existing parking area contained within the subject land, shared parking arrangements are provided and common within similar properties and such multiple businesses can be catered for with regard to on-site parking without need for spillover to on-street parking.

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

- On-site parking provided associated with the subject site has already been installed and have dimensions of 4.80 metres in length by 2.60 metres in width in line with AS2890.1:2004.

- The access arrangements for the subject site at 385 South Gippsland Highway Dandenong South, which are already in place, are considered acceptable and in line with AS2890.1:2004 and the requirements of the Greater Dandenong Planning Scheme.

In conclusion, there are no sufficient traffic or parking grounds that should preclude the issue of a planning permit with the sought parking provision and traffic analysis of the subject site at 385 South Gippsland Highway Dandenong South.

DFC Engineering

DISCLAIMER:

****The recommendations & findings of the following report are based upon the information, requests & plans provided by the designer & the client. These should be used as only recommendations to assist in design and any subsequent planning application. Should alternative assessment be made contrary to this report then the final decisions taken are at the discretion & responsibility of the designer and client not with the contents of this report or DFC Engineering****

This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.