

# Traffix Group

This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright

# Traffic Engineering Assessment

ADVERTISED  
PLAN

Proposed Residential Development  
46-52 Breese Street, Brunswick

Prepared for  
Brunswick Market Developments Pty Ltd

April, 2025

G35307R-01B

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

## Document Control

**Our Reference: G35307R-01B**

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	20/03/2025	D. Economou	L. Furness
B	Final	02/04/2025	D. Economou	L. Furness

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems  
 AS/NZS ISO 14001 Environmental Management Systems  
 AS/NZS ISO 9001-2016 Quality Management Systems



**COPYRIGHT:** The ideas and material contained in this document are the property of Traffic Group (Traffic Group Pty Ltd – ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffic Group constitutes an infringement of copyright.

**LIMITATION:** This report has been prepared on behalf of and for the exclusive use of Traffic Group’s client and is subject to and issued in connection with the provisions of the agreement between Traffic Group and its client. Traffic Group accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

## Table of Contents

<b>1.</b>	<b>Introduction</b> .....	<b>6</b>
<b>2.</b>	<b>Proposal</b> .....	<b>6</b>
<b>3.</b>	<b>Existing Conditions</b> .....	<b>8</b>
3.1.	<i>Subject Site</i> .....	8
3.2.	<i>Transport Network</i> .....	13
3.2.1.	Road Network.....	13
3.2.2.	Existing Parking Conditions.....	15
3.3.	<i>Alternative Transport Modes</i> .....	18
3.3.1.	Public Transport.....	18
3.3.2.	Bicycle Network.....	20
3.3.3.	Car Share.....	22
3.3.4.	Walkability.....	22
3.3.5.	Travel Characteristics.....	23
<b>4.</b>	<b>Traffic Engineering Assessment</b> .....	<b>24</b>
4.1.	<i>Policy Context</i> .....	24
4.1.1.	Plan for Victoria.....	24
4.1.2.	Clause 18 Planning Policies.....	26
4.1.3.	Local Planning Policies.....	27
4.2.	<i>Statutory Car Parking Assessment</i> .....	31
4.2.1.	Reducing the Requirement for Car Parking.....	32
4.2.2.	Car Parking Demand Assessment.....	33
4.2.3.	Appropriateness of Providing Fewer Car Spaces than the Demand Assessment.....	36
4.2.4.	Local Policies.....	37
4.2.5.	Availability of Car Parking.....	38
4.2.6.	Availability of Alternative Transport Modes.....	38
4.2.7.	Impacts on the Activity Centre.....	38
4.2.8.	Local Traffic Management.....	39
4.2.9.	Summary.....	39
4.3.	<i>Bicycle Parking Provision</i> .....	40
4.4.	<i>Review of Carpark Layout and Vehicle Access Arrangements</i> .....	41
4.5.	<i>Loading and Waste Collection Arrangements</i> .....	42
4.5.1.	Loading.....	42
4.5.2.	Waste Collection.....	42
4.6.	<i>Traffic Impacts</i> .....	42
<b>5.</b>	<b>Conclusions</b> .....	<b>43</b>

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

## List of Figures

Figure 1: Proposed Development (Source: Nearmap)	7
Figure 2: Locality Plan (Source: Melway)	9
Figure 3: Aerial photograph (Source: Nearmap)	10
Figure 4: Subject Site – view south-east from William Street	10
Figure 5: Subject Site – view south-east from Breese Street	11
Figure 6: Subject Site – view north-east from Florence Street	11
Figure 7: Land Use Zoning Map (Source: Planning Schemes Online)	12
Figure 8: Florence Street – view west	14
Figure 9: Florence Street – view east	14
Figure 10: William Street – view west	14
Figure 11: William Street – view east	14
Figure 12: Breese Street – view north	14
Figure 13: Breese Street – view south	14
Figure 14: Parking Survey Area	15
Figure 15: On-Street Parking Surveys	17
Figure 16: Off-Street Parking Surveys	17
Figure 17: Public transport map (Source: PTV)	18
Figure 18: Principal Public Transport Network Area (Source: Planning Schemes Online)	19
Figure 19: Merri-bek TravelSmart Map	21
Figure 20: Map of 20-minute cycling distance (source: Targomo.com)	21
Figure 21: Map of 20-minute walking distance (source: Targomo.com)	22
Figure 22: Review of Mode of Travel based on Place of Residence (2016 Census)	23

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

**ADVERTISED  
PLAN**

## List of Tables

Table 1: Development Summary	6
Table 2: Subject Site Description	8
Table 3: Local Road Network	13
Table 4: Public Transport Services	19
Table 5: Review of Plan for Victoria	25
Table 6: Transport Objectives of the Victorian Planning Provisions	26
Table 7: Statutory Car Parking Assessment – Clause 52.06-5 (P01 under Clause 45.09)	32
Table 8: Car Ownership data - 2021 Census Australian Bureau of Statistics	34
Table 9: Bicycle Parking Assessment – Merri-bek SDAPP	41

## List of Appendices

<b>Appendix A</b>	<b>Development Plans</b>
<b>Appendix B</b>	<b>Parking Survey Results</b>
<b>Appendix C</b>	<b>Swept Path Diagrams</b>

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

**ADVERTISED  
PLAN**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

## 1. Introduction

Traffic Group has been engaged by Brunswick Market Developments Pty Ltd to undertake a traffic engineering assessment for a proposed residential development at 46-52 Breese Street, Brunswick.

## 2. Proposal

The proposal is for a residential development on the site as set out in the following table. A copy of the development plans prepared by Molonglo are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description	
Uses	Size/No.	Notes
Dwellings: One-bedroom Townhouse Three-bedroom Townhouse Four-bedroom Townhouse	5 30 8	No dedicated car parking
Car Parking Provision	1 car share space provided on-site	A single car share space is provided within a garage on the south-eastern side of the site accessed directly via Florence Street.
Bicycle Parking Provision	78 bicycle spaces	28 shared residential spaces 38 residential spaces within individual dwellings 12 visitor spaces
	The development provides bicycle parking as follows: <ul style="list-style-type: none"> <li>• Residents: 66 spaces                             <ul style="list-style-type: none"> <li>○ 38 spaces via 1 space per three-bedroom dwelling to be stored under staircases, these spaces will be appropriately equipped to allow for charging electric bicycles</li> <li>○ 28 shared spaces located within a secure room at the rear of the car share space, provided via Cora double height (E3DT-GP) horizontal rails</li> </ul> </li> <li>• Residential Visitors: 12 spaces                             <ul style="list-style-type: none"> <li>○ Provided via horizontal 'Flat Top' rails along various locations within the internal pedestrian walkways, accessed via Florence Street, Breese Street and William Street</li> </ul> </li> </ul>	
Other	Notes	
Vehicle Access	3.2m wide crossover to Florence Street for the car share space	

Characteristics	Description
Changes to on-street parking	No change to the current provision of on-street parking along the site's frontages, noting that Florence Street and William Street are subject to 'No Stopping' restrictions, while Breese Street is subject to the following: <ul style="list-style-type: none"> <li>• 2 x spaces subject to '1P 9am-6pm Mon-Fri, 9am-1pm Sat' restrictions.</li> <li>• 1 x space subject to 'Work Zone 6:30am-4:30pm Mon-Fri, No Stopping All Other Times' restrictions.</li> </ul>
Loading Provision	Loading is proposed on-street, along the site's frontages to Florence Street or Breese Street.
Waste Collection	Through the use of the public laneway located directly east of the site via private contractor using the 6.4m long mini-waste truck. The vehicle will reverse into position via William Street, collect waste and then exit.

The proposed development encompasses the rear portion of the existing Brunswick Market, which is currently primarily occupied by a mixture of ground level and rooftop car parking, as shown at Figure 1 below.



Figure 1: Proposed Development (Source: Nearmap)

**ADVERTISED  
PLAN**

# ADVERTISED PLAN

## 3. Existing Conditions

### 3.1. Subject Site

The subject site is 46-52 Breese Street, Brunswick. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	46-52 Breese Street, Brunswick
Area	2,315m <sup>2</sup> (approx.)
Frontages	60m (approx.) to Florence Street, 39m (approx.) to Breese Street and 58m (approx.) to William Street
Zoning	Commercial 1 Zone (C1Z)
Activity Centre	Sydney Road Precinct, Brunswick Activity Centre <sup>1</sup>
Current use of site	Brunswick Market (Pedestrian entry via Sydney Road, Florence Street and William Street)
Car parking and loading provision	A number of on-site car spaces are currently provided, via a mixture of ground level and rooftop car parking
Vehicle access	<p>Double width crossover to William Street providing access via a ramp to the rooftop carpark area</p> <p>Double width crossover to William Street providing access to the public laneway located immediately east of the site</p> <p>Double width crossover to William Street providing access to the ground level carpark area</p> <p>Double width crossover to Breese Street providing access to the ground level carpark area</p> <p>Single width crossover to Florence Street providing access to a roller door for loading purposes</p>
On-street parking along site frontage	<p>Florence Street and William Street are subject to 'No Stopping' restrictions, while Breese Street is subject to the following:</p> <ul style="list-style-type: none"> <li>• 2 x spaces subject to '1P 9am-6pm Mon-Fri, 9am-1pm Sat' restrictions</li> <li>• 1 x space subject to 'Work Zone 6:30am-4:30pm Mon-Fri, No Stopping All Other Times' restrictions</li> </ul>

<sup>1</sup> As referenced in the Brunswick Structure Plan – dated 11<sup>th</sup> August, 2010

A locality plan, aerial photograph, photograph of the site's frontages and land use zoning map is provided at Figure 2 to Figure 7.

The site is located within the Brunswick Activity Centre (Sydney Road Precinct). The activity centre has a range of everyday uses, including commercial, residential, places of employment, etc.

Significant nearby land uses include:

- **Anstey Railway Station**, located 70m walking distance west of the site,
- **Warr Park**, located 200m walking distance north-east of the site,
- **Brunswick Railway Station**, located 700m walking distance south of the site,
- **Woolworths Brunswick**, located 900m walking distance south of the site, and
- **Brunswick North Primary School**, located 900m walking distance west of the site.

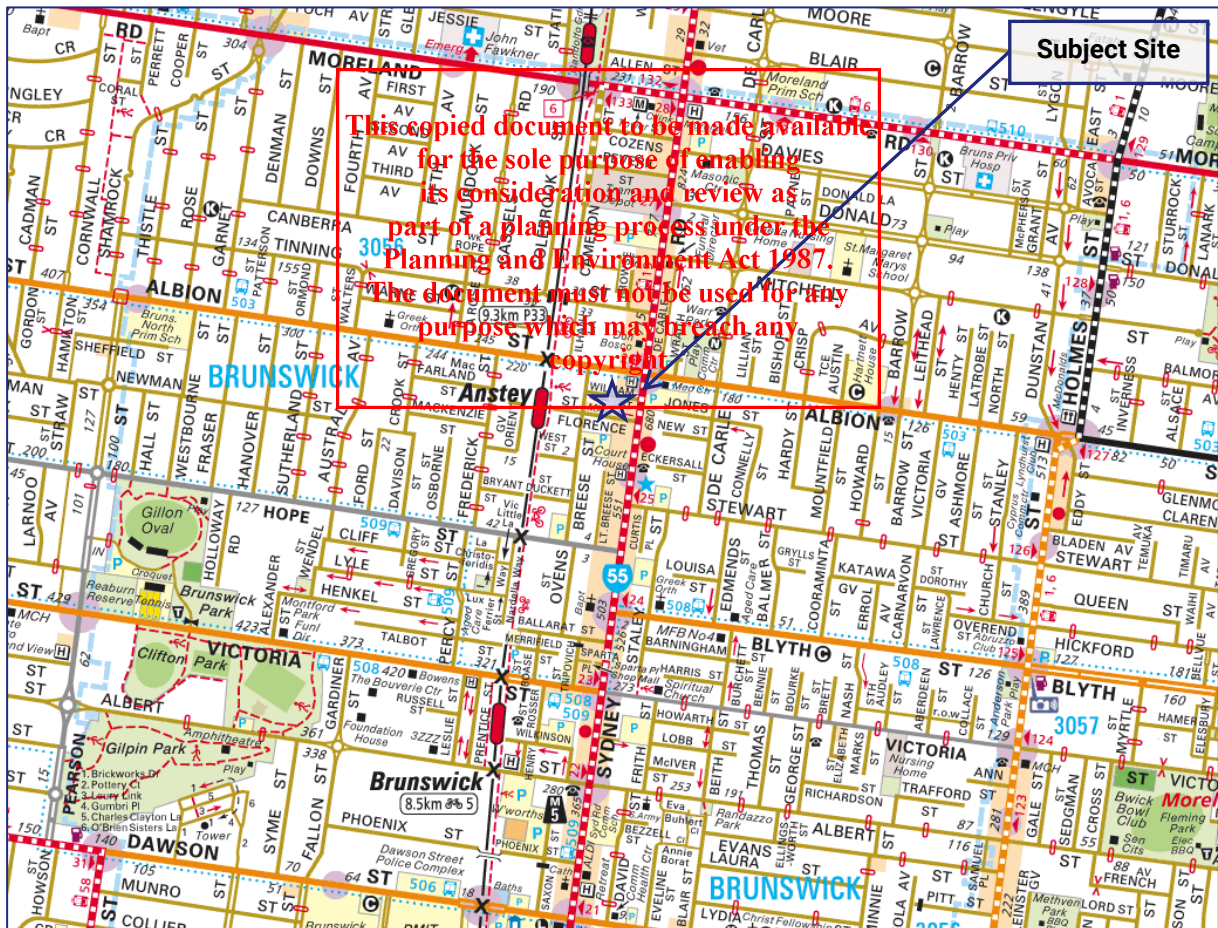


Figure 2: Locality Plan (Source: Melway)

**ADVERTISED  
PLAN**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick



Figure 3: Aerial photograph (Source: News Corp)



Figure 4: Subject Site – view south-east from William Street

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick



Figure 5: Subject Site – view south-east from Breese Street



Figure 6: Subject Site – view north-east from Florence Street

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

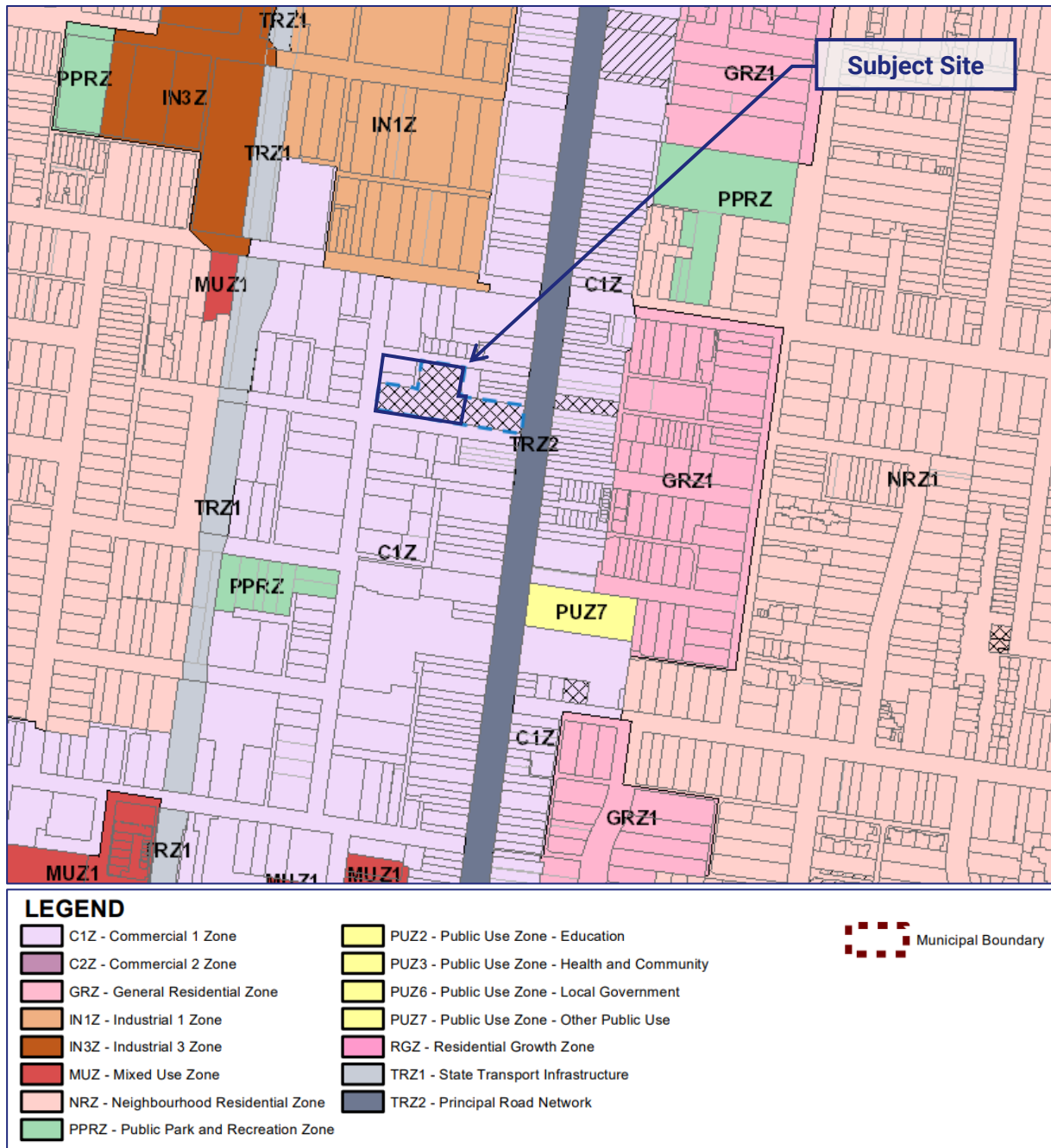


Figure 7: Land Use Zoning Map (Source: Planning Schemes Online)

**ADVERTISED  
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

### 3.2. Transport Network

#### 3.2.1. Road Network

A summary of the local road network is provided in Table 3 below.

Photographs depicting the surrounding road network are presented in Figure 8 to Figure 13.

Table 3: Local Road Network

Road Name	Agency/ Classification	Configuration	Speed Limit	On-Street Parking
Florence Street	Council 'Access' Road <sup>1</sup>	Typically 7.1m wide carriageway. Florence Street operates in a one-way direction (westbound) between Sydney Road in the east and Breese Street in the west. On-street kerbside parking is provided on the southern side of the carriageway only. Pedestrian footpaths are provided on both sides of the carriageway.	40km Area	Generally subject to 'Work Zone' or short-term (1P) restrictions during various times.
William Street	Council 'Access' Road <sup>1</sup>	Typically 4.3m wide carriageway. William Street operates in a one-way direction (westbound) between Sydney Road in the east and Breese Street in the west. Both sides of the carriageway are subject to 'No Stopping' restrictions. Pedestrian footpaths are provided on both sides of the carriageway.	40km Area	Both sides of the carriageway subject to 'No Stopping' restrictions.
Breese Street	Council 'Access' Road <sup>1</sup>	Typically 7.5m wide carriageway. Accommodates a single shared lane for two-way traffic and kerbside parking on one side of the carriageway only. Pedestrian footpaths are provided on both sides of the carriageway.	40km Area	Generally subject to 'No Stopping 9am-6pm Monday-Friday, 9am-1pm Saturday' restrictions and short-term (1P) parking, along with Loading Zone and Work Zone areas.

Notes:

- As defined in Council's Register of Public Roads (1<sup>st</sup> November, 2023).



Figure 8: Florence Street – view west



Figure 9: Florence Street – view east



Figure 10: William Street – view west



Figure 11: William Street – view east



Figure 12: Breese Street – view north



Figure 13: Breese Street – view south

**ADVERTISED  
PLAN**

3.2.2. Existing Parking Conditions

My office has completed parking surveys of on-street and off-street parking in the vicinity of the site. The purpose of the surveys was to assess the supply, management, and demand for public parking resources in the nearby area. The surveys were completed at the following times:

- 12pm, 1pm, 7pm & 8pm on Thursday 13<sup>th</sup> March, 2025, and
- 12pm, 1pm, 7pm & 8pm on Saturday 15<sup>th</sup> March, 2025.

The survey times correspond to the peak demand times for the proposed dwellings and commercial tenancies in the nearby area.

The survey area is presented at Figure 14, which comprises an area of approximately 250m around the site. The surveys also include several off-street carparks.

The detailed results of the parking surveys and map are presented at Appendix B.

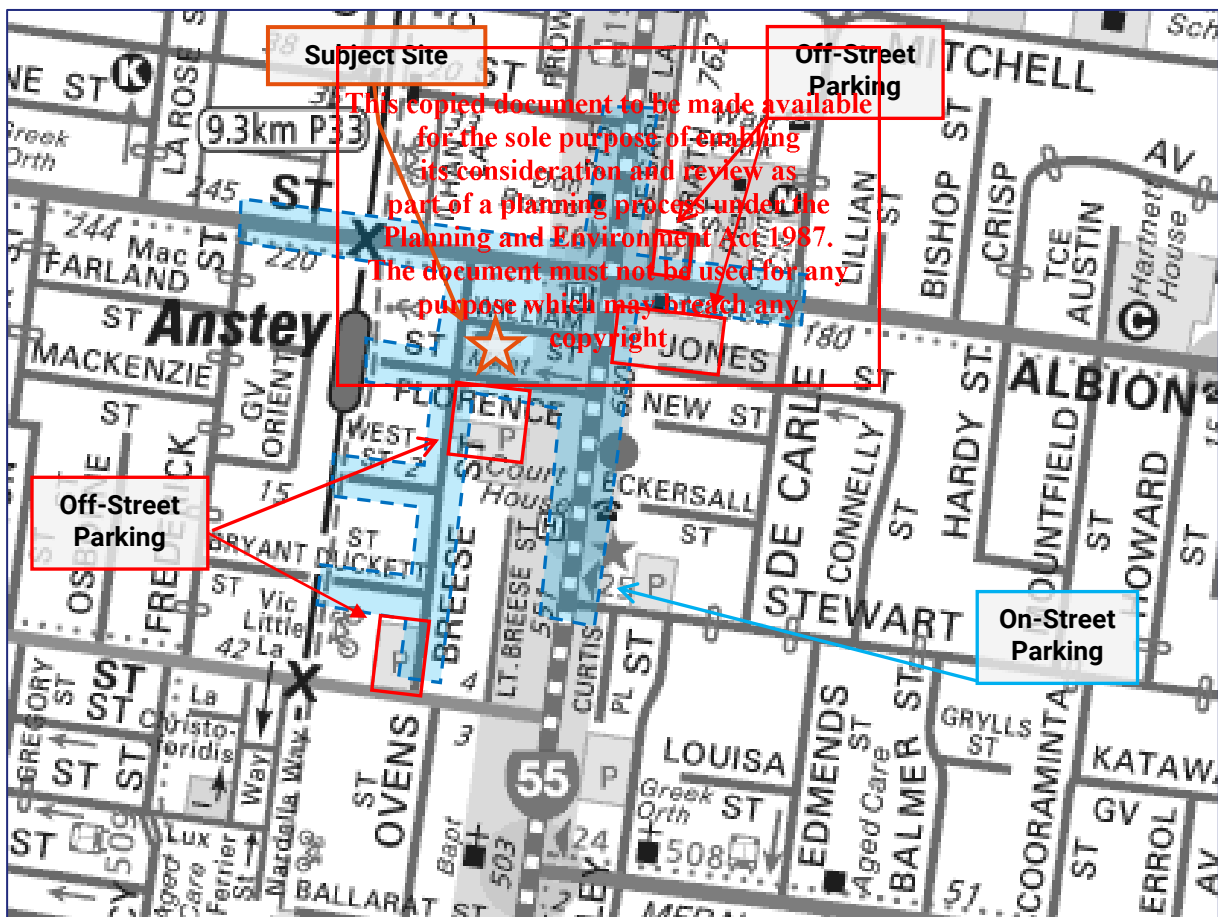


Figure 14: Parking Survey Area

ADVERTISED  
PLAN

## On-Street Parking

The car parking surveys identified a supply of between 145-207 on-street car spaces available for use by the general public in the nearby area<sup>2</sup>, with capacity varying depending on the time of day and various restrictions.

Car parking in the area is generally a mixture of short term (2P, 1P & 1/4P) and Permit Zone restrictions. There is limited unrestricted parking in the area (15 car spaces in total). Clearway restrictions apply to Sydney Road, between 4pm-6pm Monday-Friday (Northbound) and 7am-9am Monday-Friday (Southbound).

The site's frontage along Florence Street and William Street are subject to 'No Stopping' restrictions, while Breese Street is subject to the following:

- 2 x spaces subject to '1P 9am-6pm Mon-Fri, 9am-1pm Sat' restrictions.
- 1 x space subject to 'Work Zone 6:30am-4:30pm Mon-Fri, No Stopping All Other Times' restrictions.

The overall demand for on-street parking was typically high (over 80% occupied), with exception to the Thursday evening survey time when lower demands were recorded (72% occupancy). A minimum of 21 vacant car spaces was recorded over the survey period, representing 86% occupancy. This occurred at 12pm on Saturday 15<sup>th</sup> March, 2025.

A maximum occupancy of 88% was recorded at 1pm on Saturday 15<sup>th</sup> March, 2025 (i.e. 22 vacant car spaces when the car parking supply was higher because of less on-street spaces being subject to restrictions).

The profile of the on-street parking demands can be seen at Figure 15.

## Off-Street Parking

The car parking surveys identified 183 off-street car spaces available for use by the general public within close proximity of the site. These carparks offer a mix of short-term, paid parking and unrestricted parking.

The overall demand for off-street parking was moderate to high. The profile of the off-street parking demands can be seen at Figure 16. A minimum of 19 vacant spaces were recorded over the survey period, representing 90% occupancy. This occurred at 1pm on Saturday 15<sup>th</sup> March, 2025.

The unrestricted parking was found to have no vacancies at any surveyed time period.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

<sup>2</sup> Includes all car spaces available to the general public, excluding those subject to 'No Stopping', 'Permit Zone', 'Loading Zone', '1/4P', 'P 5mins' and 'Work Zone' restrictions during the relevant enforcement period.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

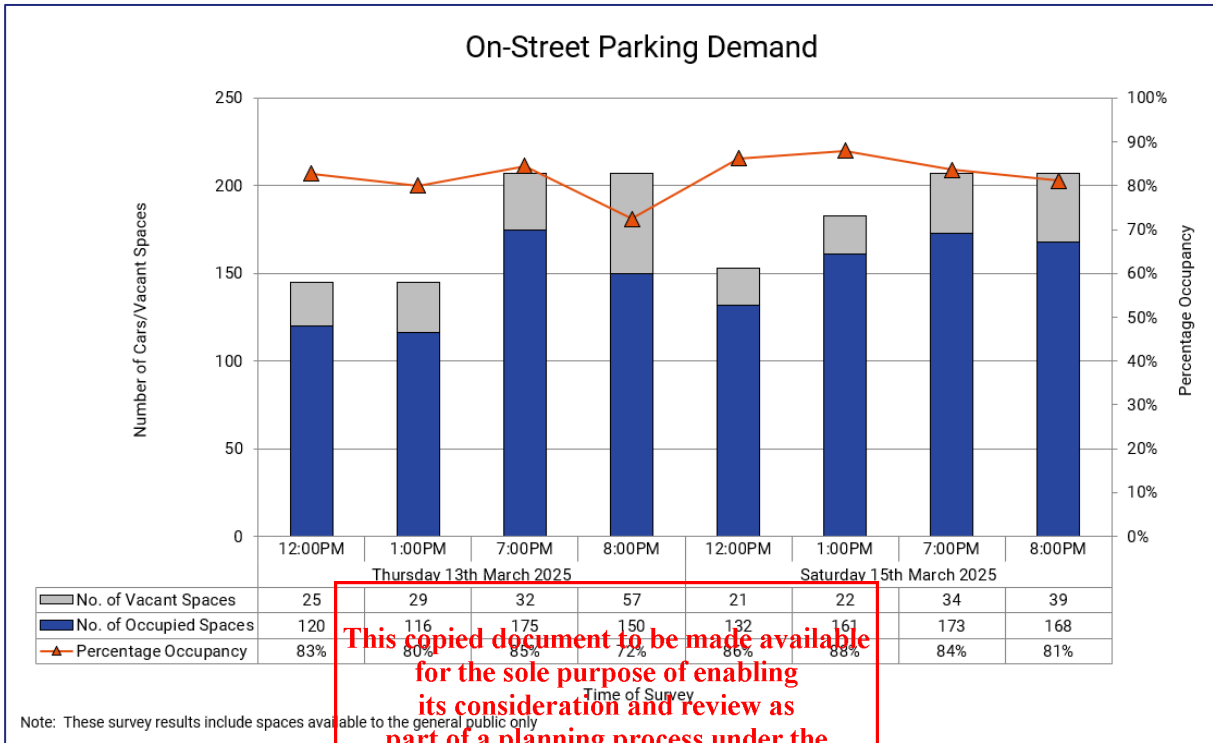


Figure 15: On-Street Parking Surveys

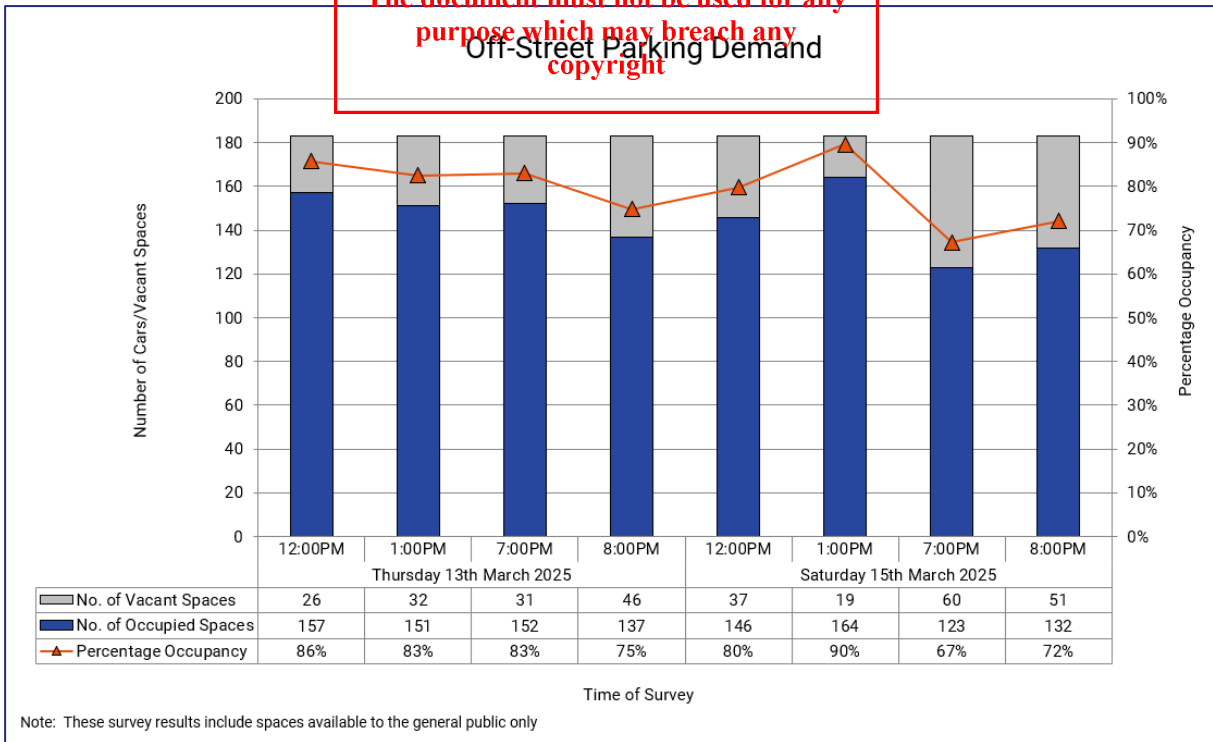


Figure 16: Off-Street Parking Surveys

### 3.3. Alternative Transport Modes

#### 3.3.1. Public Transport

The site is located within the Principal Public Transport Network (PPTN) area and is well serviced by public transport, including train, tram, and bus services in the nearby area. The PPTN area can be seen in Figure 18 below.

Figure 17 details the public transport routes within the vicinity of the site. A summary of the available public transport services is provided in Table 4.

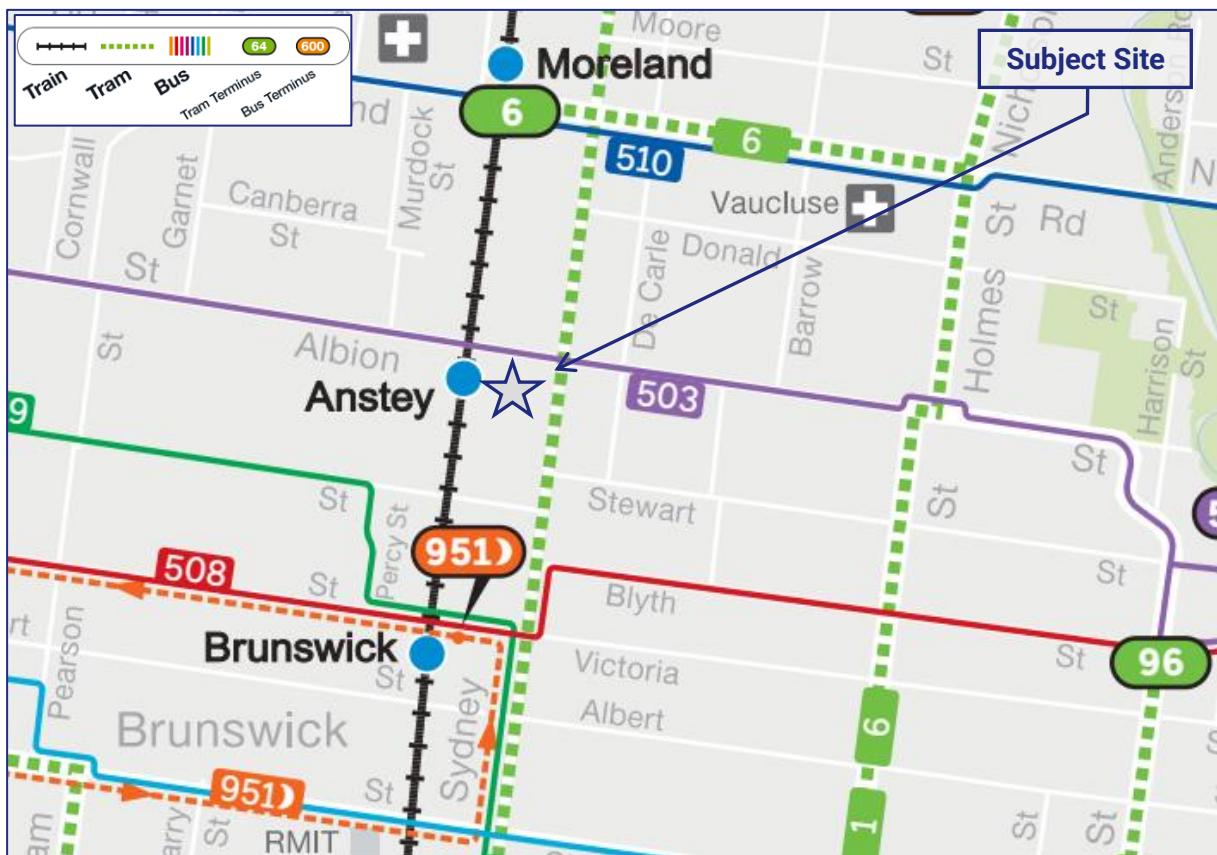


Figure 17: Public transport map (Source: PTV)

**ADVERTISED  
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

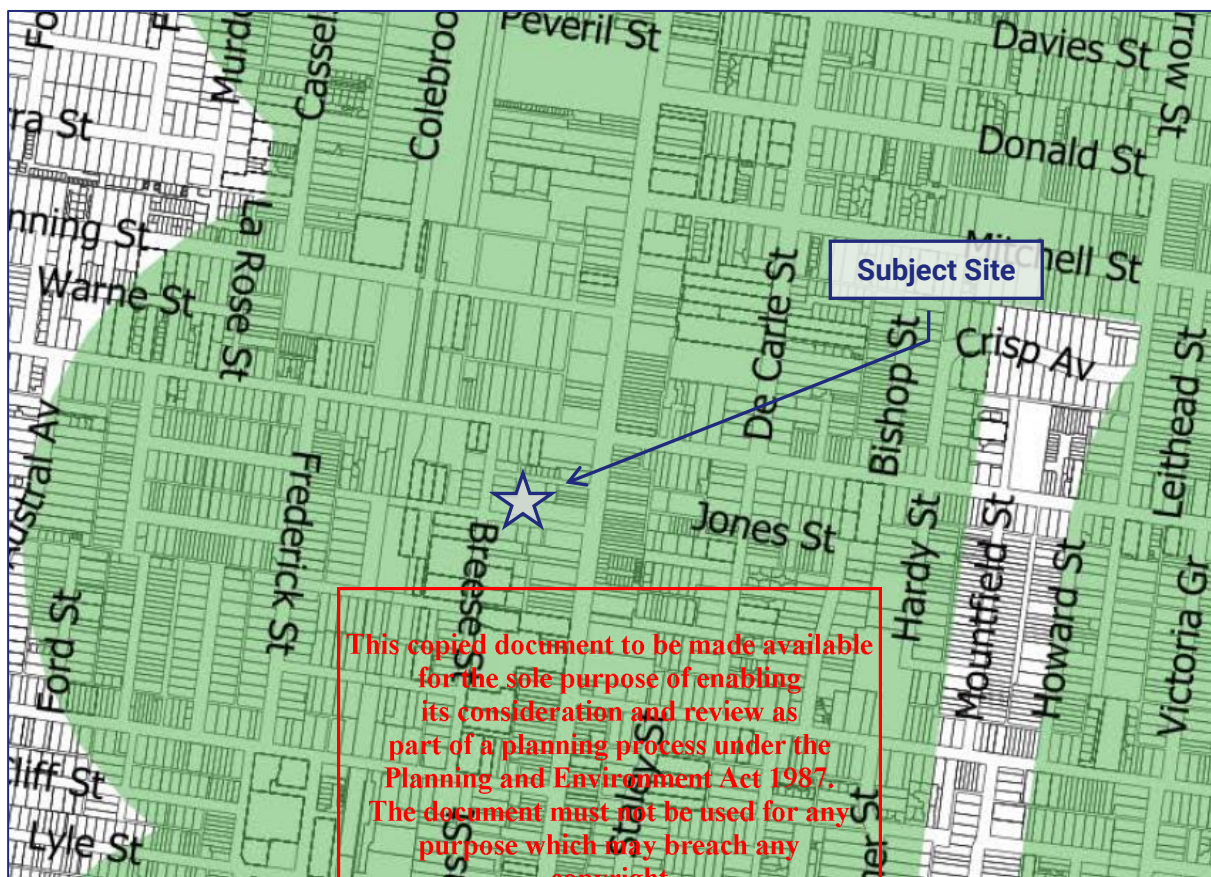


Figure 18: Principal Public Transport Network Area (Source: Planning Schemes Online)

Table 4: Public Transport Services

Service	Between	Via
<b>Anstey Railway Station – 70m walking distance west of the site</b>		
Upfield Line	City & Upfield	North Melbourne
<b>Sydney Road – 70m walking distance east of the site</b>		
Tram Route 19	North Coburg & Flinders Street Station & City	Parkville
<b>Albion Street – 70m walking distance north of the site</b>		
Bus Route 503	Essendon & East Brunswick	Albion Street

**ADVERTISED  
PLAN**

Service	Between	Via
<b>Victoria Street – 700m walking distance south of the site</b>		
Bus Route 508	Alphington & Moonee Ponds	Northcote & Brunswick
Bus Route 509	Brunswick West & Barkly Square SC	Hope Street & Sydney Road
Bus Route 951	Brunswick Station & Glenroy Station	West Coburg
<b>Brunswick Railway Station – 700m walking distance south of the site</b>		
Upfield Line	City & Upfield	North Melbourne
<b>Moreland Road – 750m walking distance north of the site</b>		
Tram Route 6	Moreland & Glen Iris	Carlton
Bus Route 510	Essendon Station & Ivanhoe Station	Brunswick, Northcote & Thornbury

**3.3.2. Bicycle Network**

The City of Merri-bek is well served by the Principal Bicycle Network (PBN), with on-road and off-road bicycle paths directly linking the City of Merri-bek with surrounding municipalities and activity centres.

The site has excellent access to bicycle infrastructure with on-road bicycle lanes and informal bicycle routes in the vicinity of the site. There are informal routes available on Albion Street (to the west of Sydney Road), Sydney Road and Hope Street, with formal on-road lanes available on Albion Street (to the east of Sydney Road). Additionally, the Upfield Shared Path is approximately 70 metres west of the site.

The City of Merri-bek Travelsmart Map can be seen at Figure 19 below.

Figure 20 below highlights the 20 minute cycling distance from the site.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

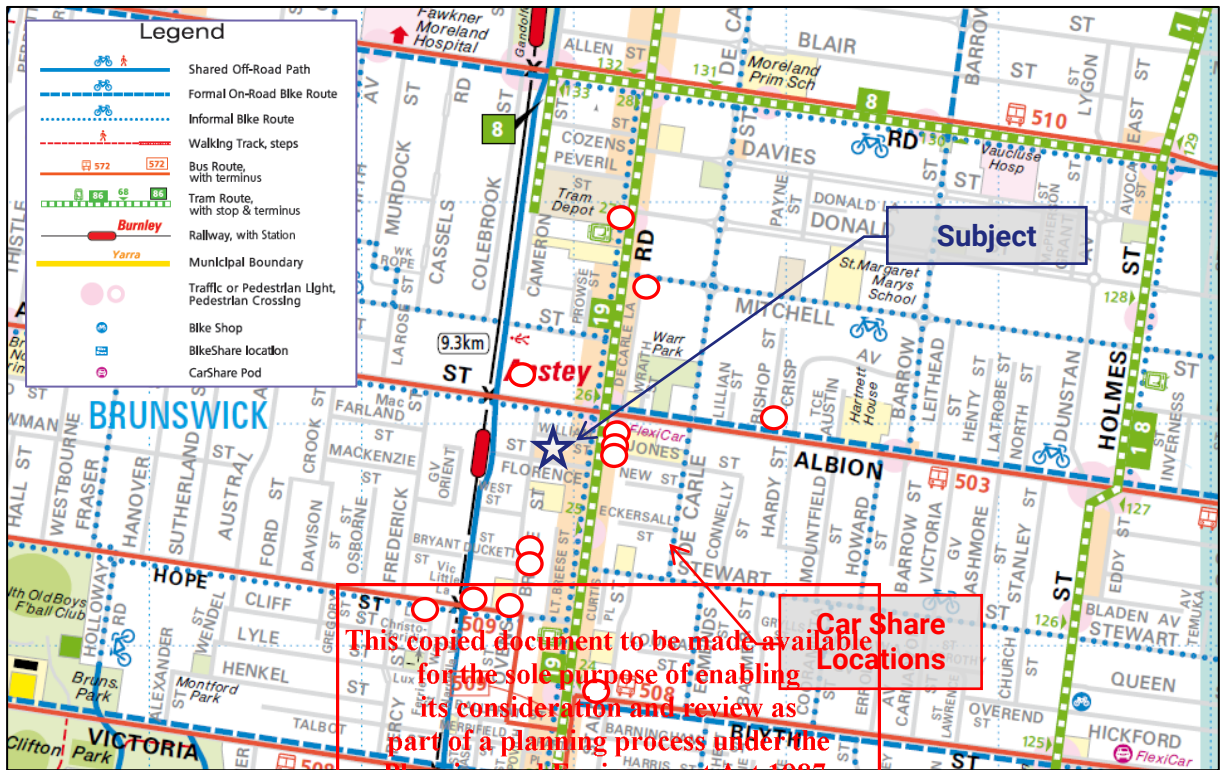


Figure 19: Merri-bek TravelSmart Map

Source: Public Transport Victoria

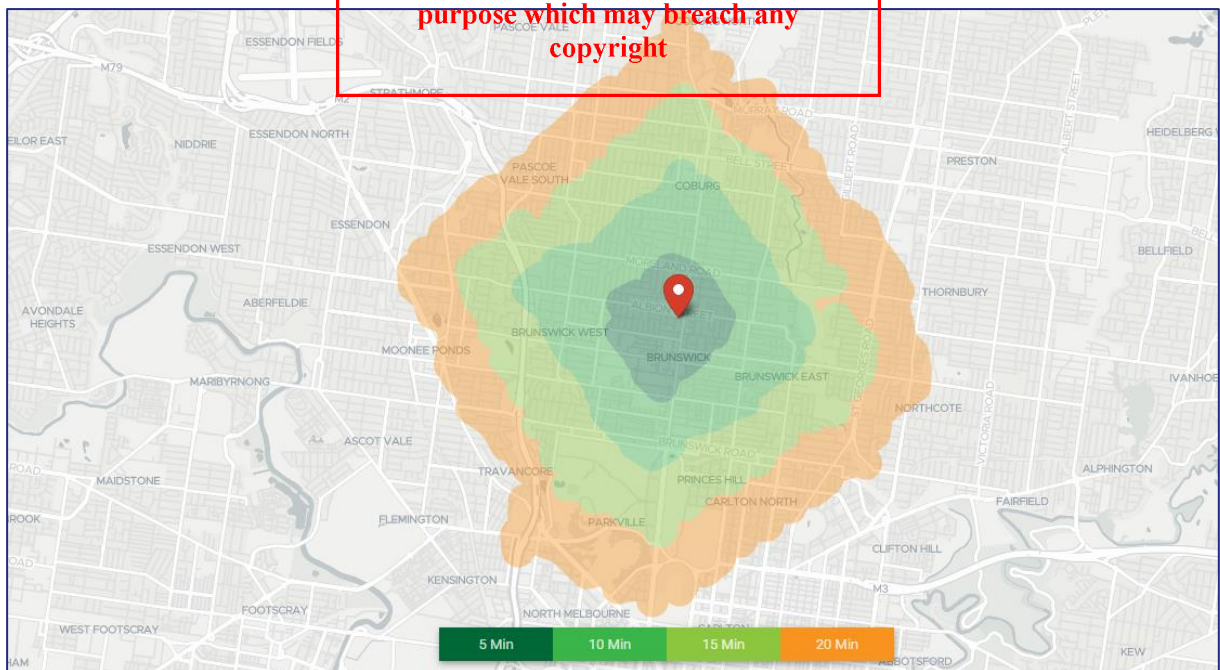


Figure 20: Map of 20-minute cycling distance (source: Targomo.com)

**ADVERTISED PLAN**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

### 3.3.3. Car Share

The proposal includes an on-site car share vehicle. However, there are also other public car share vehicles available.

Merri-bek Council supports 'car sharing' schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars operated by Flexicar, GoGet and Green Share Car, three Council supported schemes. There are currently 13 car share 'pods' within approximately 500m of the site.

The above map and details demonstrate that the site is already well served by commercial car share schemes (GoGet, Flexicar and Green Share Car), with a total of 3 car share vehicles located along Sydney Road, within 100m of the site.

Car sharing schemes provide an alternative to driving for residents and actively encourages the use of alternate transport modes. If required, a car can be available by joining the local 'car share' schemes. The use of a non-private car provides access to a vehicle for residents on an as-needs basis.

### 3.3.4. Walkability

The site is well located to everyday services, being located within the Sydney Road (Brunswick) Activity Centre, which provides access to a range of everyday services such as restaurants, supermarkets and essential services accessible via a short walk or bicycle rather than via private car. Figure 21 below highlights the 20 minute walking distance from the site.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

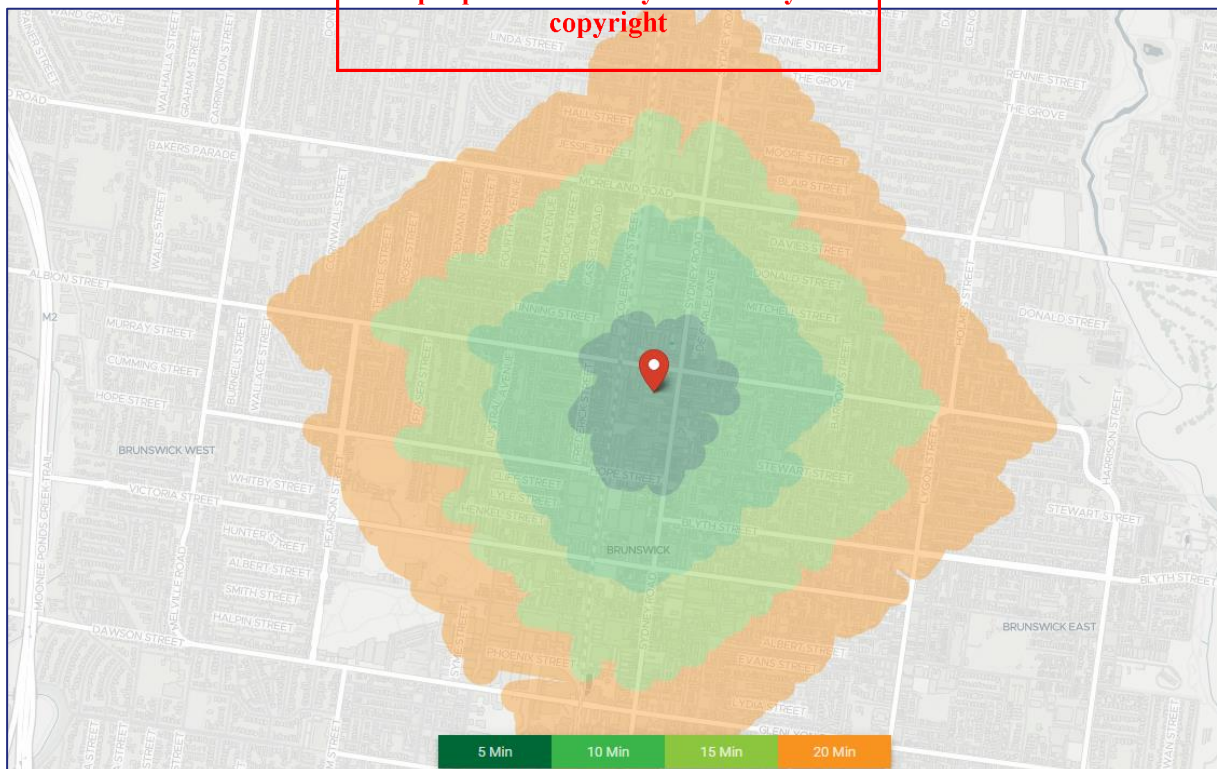


Figure 21: Map of 20-minute walking distance (source: Targomo.com)

**3.3.5. Travel Characteristics**

The following graphs reviews the mode of travel for existing residents within Brunswick (State Suburb) and Greater Melbourne. This data is derived from the Australian Bureau of Statistics 2016 Census<sup>3</sup>.

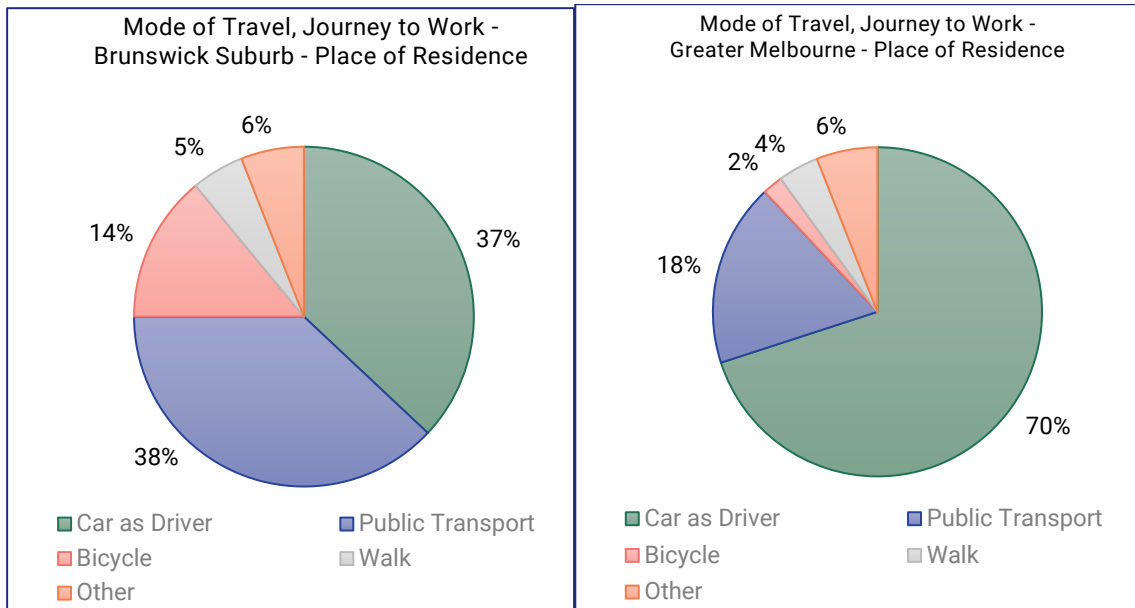


Figure 22: Review of Mode of Travel based on Place of Residence (2016 Census)

The above demonstrates a lower reliance on car travel within Brunswick compared to the greater Melbourne area.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

<sup>3</sup> The 2021 Census travel data is compromised by the pandemic.

## 4. Traffic Engineering Assessment

### 4.1. Policy Context

#### 4.1.1. Plan for Victoria

Plan for Victoria was released in March 2025. This document replaced Plan Melbourne and includes new directives in relation to transport and land use planning.

The People's Panel vision for Victoria is the following:

*By 2050, Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.*

*Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.*

*We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.*

There is a clear theme in Plan for Victoria to provide new, diverse and affordable housing in areas well serviced by local amenities, jobs, services and public transport. The focus of transport planning is on sustainable modes – public transport, walking and cycling – not private car use.

The plan is structured around five key pillars as follows:

1. Housing for all Victorians – delivering sufficient affordable homes for all Victorians
2. Accessible jobs and services – making sure you have good access to facilities and good jobs
3. Great places, suburbs and towns – creating thriving places that are attractive, safe and welcoming for everyone
4. Sustainable environments – preserving the natural values of Victoria and addressing climate change
5. Self-determination and caring for Country – underpinning and informing the other pillars

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

The plan also outlines a number of actions, which will help deliver the goals of Plan for Victoria. The actions most relevant to this application from a transport perspective are reviewed in the table below.

Table 5: Review of Plan for Victoria

Action		Summary	Response from this Development
2	Implement new planning controls to streamline planning in activity centres	Provide more housing choice in in Activity Centres and locations with great access to public transport	The development provides housing within an Activity Centre and close to public transport
5	Match car and bike parking requirements and bike facilities with demand	Reduce the number of car parks required for development in locations well-served by public transport, which will reduce cost of housing and traffic congestion. Increase bicycle parking requirements to support sustainable transport choice.	The reduction in car parking sought by this application accords with the objectives of providing more affordable housing in a location well served by alternative transport modes  The development provides a high level of bicycle parking (1.5 spaces per dwelling)
7	Improve transport network planning policy	Provide a clear network of high-capacity public transport routes	The site is well placed to take advantage any upgrades to nearby public transport services
17	Encourage walking and cycling	Develop an active transport strategy to encourage and support more Victorians to walk, cycle and scoot more often. This is particularly important, given that building more homes within the walkable catchments of activity centres, train stations and priority precincts will boost opportunities to walk, cycle and scoot.	The development provides additional housing in a location that is highly walkable/cyclable

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

The transport strategies set out in Plan for Victoria, seeks to create new dwellings nearby to Activity Centres which are well connected via quality public transport and bicycle facilities in order to accord with the vision of Plan for Victoria. The low provision of car parking also aims to reduce traffic congestion by promoting alternative sustainable modes of transport to and from the site.

**4.1.2. Clause 18 Planning Policies**

Clause 18 of the Victorian Planning Provisions sets the state planning objectives and strategies in relation to the transport system. The key objectives of Clause 18 set out in the following table.

Table 6: Transport Objectives of the Victorian Planning Provisions

Clause	Objective
<b>18.01-1S Land use and transport integration</b>	To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
<b>18.01-2S Transport system</b>	To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system
<b>18.01-3S Sustainable and safe transport</b>	To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.
<b>18.02-1S Walking</b>	To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.
<b>18.02-2S Cycling</b>	To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.
<b>18.02-3S Public transport</b>	To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.
<b>18.02-4S Roads</b>	To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.
<b>18.02-4L Car Parking in Merri-bek</b>	To promote the use of sustainable transport through car parking provision.
<b>18.02-5S Freight</b>	To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria’s economic prosperity and liveability.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

The proposal supports the strategic transport objectives at a state planning level as outlined at Clause 18 by reducing car parking in an area that has access to (and facilitates use) of alternative forms of transport.

ADVERTISED  
PLAN

### 4.1.3. Local Planning Policies

#### Council Planning Scheme Policies

Merri-bek City Council supports sustainable transport and design in new and existing developments through several policies and initiatives.

Excerpts from some of the relevant Clauses within the Merri-bek Planning Scheme are provided as follows:

#### Clause 02.03-4 Environmentally Sustainable Design

*Merri-bek is committed to creating an environmentally sustainable and liveable city; where development meets the needs of the present without compromising the ability of future generations to meet their own needs.*

*Incorporating sustainability principles in the design of buildings provides ongoing benefits by:*

- Reducing living costs associated with housing, such as energy costs.
- Improved amenity and liveability.
- Reduced greenhouse gas emissions.
- Greater resilience to the impacts of climate change.

*Environmentally sustainable design elements should be incorporated at the time of planning approval to improve the outcomes that may otherwise be compromised if left to be considered at the building approval stage and to reduce any difficulties or costs associated with retro-fitting the development.*

*To achieve an environmentally sustainable and liveable city, Council supports:*

- Encouraging development to incorporate environmentally sustainable design at the time of planning approval in the following areas: energy efficiency, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.

#### Clause 02.03-7 Transport

*Merri-bek is to be a connected city through a transport system that is diverse, progressive and sustainable that achieves a shift towards sustainable modes of travel, including zero emissions transport modes.*

*Car parking plays an active role in supporting broader transport and land use strategies. The availability of car parking where people live, and their destinations, will strongly influence the ways they travel. Getting the type, location and amount of car parking right can contribute to better transport, land use, economic and community outcomes. This includes increasing the shift towards sustainable transport modes while ensuring that those who walk, cycle, wheel or drive can do so safely.*

*Council seeks to create a transport system that is diverse, progressive and sustainable by:*

- Planning for a transport network that:
  - Caters for all ages, is accessible and equitable for all road users.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

- Reduces local vehicle traffic and safeguards the wellbeing of the community.
- Achieves a shift towards sustainable modes of travel, including a transition to active transport or zero-emissions transport.
- Focuses on transport safety, improving personal security and safety.
- Connects people to local jobs and services.
- Caters for population and employment growth.
- Prioritising our transport network according to the following 'road user hierarchy', while ensuring access for those who walk, cycle, wheel or drive:
  - People who are walking.
  - People who are cycling.
  - People who are using public transport.
  - People who are driving.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

### Clause 15.01 Built Environment

#### 15.01-1L Vehicle access design in Merri-bek

##### Objective

To ensure provision of vehicle access contributes to an improved urban environment for pedestrians and cyclists.

### Merri-bek Integrated Transport Strategy

Merri-bek City Council's Integrated Transport Strategy 2019 (MITS), dated March 2019, (reference document listed under Clause 72.08) establishes Council's strategic direction for integrated transport planning for the next decade and beyond. It aims to achieve a reduction in car use.

The principal aim of the MITS is to:

*Facilitate a demonstrable mode shift to more sustainable modes of transport that also targets a long-term reduction in car use.*

Five key objectives have been developed. They are:

- A liveable Moreland where the transport network caters for all ages and where we consciously reduce local vehicle traffic and safeguard the wellbeing of our community.
- A sustainable Moreland which achieves a city-leading shift toward sustainable modes of travel, supporting the transition to active and zero-emissions transport by 2040 and addressing the climate emergency.
- A Moreland that is safe and healthy where transport safety is a key focus, we improve personal security and safety and promote a healthy community with cleaner air.
- A Moreland that is accessible and equitable for all where we reduce barriers to community movement and strongly commit to making Moreland accessible to all.
- A prosperous Moreland which connects people to local jobs and services, encourages people to visit office, shopping strips and activity centres, focuses on the reliability of

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

the transport system for people and goods and caters for population and employment growth.

Key directions of the strategy include:

- **Smarter parking management**
  - *Permitting less parking in new developments to allow people to choose a lower level of parking to suit their needs*
  - *Expanding parking restrictions to protect local streets from changes to parking requirements in new development*
  - *Using paid parking in some areas for all-day parking*
  - *Expanding the number of accessible (disabled) parking bays*
- **Reallocating road space**
  - *Reallocating space from cars and car parking to walking, cycling and public transport*
  - *Reallocating space for greener, more pleasant streets*
- **Advocating for better public transport**
  - *Advocate for more frequent buses and trains*
  - *Advocate for more reliable buses, trams and trains*
  - *Advocate for public transport that is accessible for people of all abilities*
- **Creating safer, quieter streets**
  - *Creating more pedestrian crossings*
  - *Continue to roll out 40km/h limits on all local roads*
  - *Reduce speed limits on arterial roads near places like schools, hospitals and activity centres*
  - *Conduct a 12-month trial of 30km/h limits in selected areas*
  - *Close some local roads to through traffic*
  - *Support mode shift through design, and travel demand measures*
- **Fostering partnerships for sustainable transport**
  - *Work with schools to support walking and cycling*
  - *Work with communities to support behaviour change*
  - *Work with traders and businesses to improve loading and deliveries*

### Zero Carbon 2040 Framework

The Zero Carbon 2040 Framework sets out City of Merri-bek's plan to reduce carbon emissions across the Merri-bek community to be carbon zero by 2040 (reference document as listed at Clause 72.08). The policy details that 26% of the Merri-bek Community emissions are currently associated with transport.

Merri-bek’s Zero Carbon goals are:

- 1. Energy transition to efficient and 100% renewably powered energy.
- 2. Sustainable transport that is active or has zero emissions.
- 3. A circular economy with zero waste.

The relevant transport strategy is:

**2020 to 2025**

- Transitioning Council’s vehicle fleet to low or ‘zero emissions’ (e.g. renewable electric and hydrogen)
- Strategic investment in transport infrastructure and streetscape renewal to create walking- and cycling-friendly neighbourhoods and activity centres, which also foster public transport use
- Collaborate with others (e.g. health organisations, Bicycle Network, bicycle retailers, schools) to deliver effective behaviour change and advocacy campaigns
- Amend the Moreland Planning Scheme to reduce requirements for car parking, and investigate (and implement if feasible) a new mechanism for developers to financially contribute to sustainable transport initiatives
- Support access to electric vehicle (EV) charging stations (powered by renewable energy) to keep pace with rates of EV adoption

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 copyright

**Long term**

- Implement fair measures to progressively disincentivise use of private (petrol/diesel) cars while continuing to enhance walking, cycling and public transport options
- Progressively reallocate space used for private vehicle travel and parking to support sustainable transport use and other liveability benefits (e.g. new open space)
- Advocate for and act (together with others) to achieve policy and regulatory frameworks that ensure emerging ‘disruptive’ mobility technologies (e.g. digital platforms, autonomous vehicles) deliver public and environmental benefits
- Explore opportunities for Council service delivery using virtual solutions, reducing the need for customer or Council travel.

The proposal supports the transport strategies and objectives of Merri-bek Council by eliminating car parking in an area that is well serviced by sustainable transport alternatives and car use is not essential to access everyday services, employment, education and recreation.

Through the on-site car share or public car share pods in the nearby area, residents will continue to have access to a car for those occasional trips that are best served by a car.

**ADVERTISED  
PLAN**

## 4.2. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'dwelling' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. 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.*

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

*Column A applies unless Column B applies.*

*Column B applies if:*

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

The site is subject to Parking Overlay – Schedule 1 to Clause 45.09 (P01), which states that the Column B rates of Clause 52.06-5 apply to the site.

The statutory car parking assessment of the development is set out in Table 7 below.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

Table 7: Statutory Car Parking Assessment – Clause 52.06-5 (PO1 under Clause 45.09)

Use	Size / No.	Statutory Parking Rate (PO1)	Parking Requirement <sup>(1)</sup>	Parking Provision	Shortfall / Surplus
One-bed dwelling	5	1 space per one/two-bedroom dwelling	5	1 (car share space)	-80
Three-bed dwelling	30	2 spaces per three or more bedroom dwelling	60		
Four-bed dwelling	8		16		
Residential visitors	43	None required	N/A	0	0
<b>TOTAL</b>			<b>81</b>	<b>1</b> (car share space)	<b>-80</b>
Notes:					
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.					

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any**

Based on the table above, a total of 81 car spaces are required under Clause 52.06-5 of the Planning Scheme. The provision of 1 car space on-site (to operate as a car share space) results in a statutory shortfall of 80 car spaces.

Accordingly, a Car Parking Reduction is required under Clause 52.06-7.

### 4.2.1. 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.*
- *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.*

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

- *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:

- *Likely demand for car parking spaces.*
- *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 reducing the car parking provision below the statutory requirement is set out below.

### 4.2.2. Car Parking Demand Assessment

It is recognised that car ownership is influenced by several factors and that in inner areas many households do not own a car for a range of reasons. While the reasons may vary from household to household, they are likely to include one or more of the following:

- affordability issues – some residents may not be able to afford to own, insure, register and maintain a car, or may not travel sufficient distances over the year that makes car ownership worthwhile,
- environmental concerns – some residents may actively minimise their car usage for environmental reasons, preferring to use more sustainable transport modes to meet their daily travel needs,
- public transport and service access – residents may live within close proximity to daily services such as shops, banks, supermarkets, activity centre etc., and can conveniently access these by public transport or via non car-based modes (walking, cycling, etc.),
- public transport and employment/study access – residents may have convenient access (via public transport, bicycle, or walking) to their place of work, study, recreation, etc., and
- disability or unlicensed – some residents may be unable to drive due to disability, age or being unlicensed, and therefore are more reliant on alternative transport modes.

A review of car ownership statistics for 'Semi-detached, row or terrace house, townhouse' within the City of Merri-bek and suburb of Brunswick recorded by the Australian Bureau of Statistics (ABS) in the 2021 Census, highlights the following statistics, as presented in the table below.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

Table 8: Car Ownership data - 2021 Census Australian Bureau of Statistics

Type of Dwelling	Number of Cars	Brunswick Suburb	Merri-bek LGA
<b>1 bedroom Semi-detached, row or terrace house, townhouse</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>0.7</b>	<b>0.7</b>
	0 cars	41%	38%
	1 car	50%	53%
	2 or more cars	9%	9%
<b>3 bedroom Semi-detached, row or terrace house, townhouse</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>1.4</b>	<b>1.5</b>
	0 cars	11%	7%
	1 car	51%	48%
	2 or more cars	38%	45%
<b>4 bedroom Semi-detached, row or terrace house, townhouse</b> in one or more storey block	<b>Average no. of cars per dwelling</b>	<b>1.8</b>	<b>1.9</b>
	0 cars	5%	4%
	1 car	42%	34%
	2 or more cars	53%	62%

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

The above statistics indicate that the Clause 52.06 requirements for dwellings in Brunswick are higher than the car ownership statistics for housing in this locality. This includes a proportion of residents who do not own a car at all.

In reviewing these statistics, it is important to note that:

- The above statistics relate to the whole of the municipality or suburb and include areas with a lower level of access to public transport and services compared with the site. These also include owner occupied dwellings in addition to rental properties.
- These statistics are a snapshot in time and reflect historical ownership trends. They do not represent forward-looking transport policy. The objectives of Council and the State to reduce car usage and encourage mode shift to sustainable transport modes will not be achieved if car parking is continually provided at high levels.
- They do not account for residents being fully aware of the whether their dwelling has access to a car space before deciding to live within the development. These dwellings will be attractive to residents that do not require a car. Residents would be aware of:
  - the transport options available in this location,

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

- the provision of on-site bicycle parking and the car share vehicle, and
- lack of on-street parking alternatives.

Residents of new developments are not eligible to access resident or visitor parking permits under Council's Parking Permit Policy to exempt them from the nearby parking restrictions that exist now or may be installed in the future. Accordingly, the provision of parking can be expected to influence the car ownership patterns of residents that occupy these townhouses and owners or tenants will be fully aware of the provision of no on-site parking and prevailing on-street parking restrictions before deciding to reside within this development.

This application requires consideration of the sustainable transport policies and attributes that apply to the site, which is consistent with the purposes of Clause 52.06 set out previously and which include "to support sustainable transport alternatives to the motor car".

The site is suitably located to implement travel demand management strategies to reduce car dependence, increase public transport usage and walking/cycling trips and achieve the Council's broader sustainable transport policies.

The key attributes of the site's location are as follows:

- it is located within Brunswick Activity Centre (Sydney Road Precinct), providing local access to a wide range of everyday services (i.e. supermarkets, grocery, delicatessen and other stores, medical and pharmacy services, etc.) and places of employment and can conveniently be accessed by non car-based modes (walking, cycling, etc.) or public transport,  
**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any other purpose without the written consent of the copyright owner.**
- the site is located within walking distance of extensive public transport services and other alternative transport modes, including
  - Anstey Railway Station, located approximately 70m west of the site,
  - Tram Route 19, operating along Sydney Road approximately 70m east of the site,
  - Bus Routes 503, operating along Albion Street approximately 70m north of the site, and
  - Multiple bus and tram routes within acceptable walking distance of the site.
- residents of this development will not be eligible to access parking permits and due to extensive parking restrictions will not be able to maintain a car using public parking resources,
- the site is located within close proximity of a number of off-road bicycle trails, including along the Upfield Train Line further to the west of the site which provides an off-road connection to the Melbourne Capital City Trail to the south, the Merri Creek Trail to the east, which connects to a number of inner suburb destinations and on-road bicycle lanes which connect into the Melbourne CBD,
- the proposed development provides a high level of bicycle parking, which will assist in encouraging alternative modes of travel, and
- the proposed development provides a car share space on-site and there are multiple public car share vehicles within a short walk of the site, providing residents the option to access a car for those occasions where it is required.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

Given the above, we are satisfied that suitable alternatives to car-based travel exist in this locality to support a significant reduction in the on-site parking provisions for residents, irrespective of what the historical household car ownership patterns in this locality may indicate. Residents will not be in a situation of 'transport disadvantage' given the high level public transport access to the site as detailed above and its location within the Brunswick Activity Centre (Sydney Road Precinct), which provides access to a wide variety of everyday services and places of employment that are readily accessible via walking or cycling.

It is important to take a forward looking approach to increasing housing densities in inner areas, recognising that the dwelling mix will change and that public transport accessibility and access to services will continue to improve in line with government initiatives.

Based on the above, we are satisfied that this location supports no on-site car parking for residents within this development and residents are unlikely to own private vehicles.

### Visitor Demands

As the site has a Parking Overlay and located within the Principal Public Transport Network Area (PPTN), no visitor car spaces are required for this development and accordingly, no car spaces are proposed for residential visitors.

In any event, there is likely to be some level of visitor car parking generated by the development from time to time. The off-site visitor impacts will be accommodated on-street in the nearby area. The reliance on off-site car parking areas for visitors of the development is consistent with the approach to residential developments in PPTN areas.

#### 4.2.3. Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

In this case, we are satisfied that the Car Parking Demand Assessment found that the non-provision of private car parking is acceptable and the likely demand by residents will be zero. However, for completeness, we have reviewed the key decision factors of Clause 52.0-7.

Clause 52.06-7 sets out a series of car parking provision 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 relevant car parking provision factors are as follows:

- **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.**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

- 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 requirements 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.

These factors are considered below.

#### 4.2.4. Local Policies

There are numerous local and state-wide policies that support lower car parking provisions in developments with access to alternative transport modes, as extracted at Section 4.1.3, and within the Merri-bek Integrated Transport Study.

As per Section 4.1.3, the development targets the following Local Policies:

- *Permitting less parking in new developments to allow people to choose a lower level of parking to suit their needs*
- *Reallocating space from cars and car parking to walking, cycling and public transport*
- *Support mode shift through design, and travel demand measures*
- *Work with communities to support behaviour change*

The proposal supports the strategies and objectives of Merri-bek Council by providing reduced car parking for residents in proximity to sustainable modes of transport and nearby amenities.

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

### 4.2.5. Availability of Car Parking

As per Section 3.2.2, Traffix Group undertook car parking surveys approximately 250m from the site. The detailed results of the surveys are attached at Appendix B. The car parking surveys identified a supply of between 145-207 on-street car spaces and 183 off-street car spaces for use by the general public in the nearby area. The overall demand for car parking was moderate to high over the survey period, which is reflective of an activity centre such as the Brunswick Activity Centre (Sydney Road Precinct).

The area provides only limited free long-term car parking and these car spaces were in very high demand. Residents of this development will be ineligible for car parking permits to exempt them from on-street parking restrictions, and the utilisation of long-term on-street parking in the area means that residents without parking on the site will not be able to maintain a car on-street outside of the site. Residents and visitors will use alternative transport modes available to the site, which are readily available.

### 4.2.6. Availability of Alternative Transport Modes

The site has a high level of access to alternative transport modes as set out at Section 3.3, including:

- the site's location is highly walkable in particular with regards to the Brunswick Activity Centre (Sydney Road Precinct) and other nearby activity centres, which provide a wide range of every day services (including supermarkets, grocery, deli, cafes, etc), places of employment, and can conveniently be accessed by non car-based modes (walking, bicycle, etc) or public transport.
- public transport services, including tram and bus services, including:
  - Anstey Railway Station, located approximately 70m west of the site,
  - Tram Route 19, operating along Sydney Road approximately 70m east of the site,
  - Bus Routes 503, operating along Albion Street approximately 70m north of the site, and
  - Multiple bus and tram routes within acceptable walking distance of the site.
- excellent bicycle infrastructure in the nearby area and a high level of bicycle parking provided on the site, and
- an on-site car share space is provided and there are several car share vehicles in close proximity to the site,

Based on the above, we are satisfied that any residents will not be in a situation of 'transport disadvantage' and will have convenient access to alternative transport modes.

### 4.2.7. Impacts on the Activity Centre

The site is located within the Brunswick Activity Centre (Sydney Road Precinct). The immediate area includes a mixture of commercial, residential and community uses within close proximity to the site. This proposal provides increased housing within an area where all these uses are readily accessible by short walk or cycle. The impact on on-street parking (which is highly controlled) will be negligible. The reduced car parking will reduce vehicle

trips in the area, which is a benefit to the Activity Centre and a key objective of Plan for Victoria.

#### 4.2.8. Local Traffic Management

The subject site currently provides significant on-site car parking, which will be removed with the development and reduce vehicle traffic in local streets.

The non-provision of car parking significantly reduces traffic impacts of the development on the local and broader road network and encourages sustainable transport choices. If provided with the full statutory requirement, traffic generation by the development would be significantly higher than what is proposed.

#### 4.2.9. Summary

Based on the decision factors of Clause 52.06-7, we are satisfied that the proposed level of car parking for this development is acceptable and that providing fewer car spaces on the site than required under Clause 52.06-7 is supported for the following reasons:

- consideration of State Planning Policy and Merri-Bek Council's local policies,
- the site's location within the Brunswick Activity Centre (Sydney Road Precinct), and all the local services this provides within walking distance of the site,
- the availability of extensive alternative transport options ensures that residents are not in a situation of 'transport disadvantage', including:
  - the site highly walkable,
  - in close proximity to quality public transport services,
  - bicycle facilities and infrastructure, and
  - access to car share vehicles
- the reduced traffic impacts on the local and broader road network, including reduced environmental impact,
- there is demand for dwellings in Brunswick without car parking, and this development will be attractive to that segment of the market, and
- residents will not be able to maintain a car using public parking resources given current restrictions and parking availability.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

### **4.3. Bicycle Parking Provision**

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The development provides 78 bicycle spaces as follows:

- 38 spaces via 1 space per three-bedroom dwelling to be stored under staircases, these spaces will be appropriately equipped to allow for charging electric bicycles.
- 28 shared spaces located within a secure room at the rear of the car share space, provided via Cora double height (E3DT-GP) horizontal rails.
- 12 residential visitor spaces, provided via horizontal 'Flat Top' rails along various locations within the internal pedestrian walkways, accessed via Florence Street and William Street.

The space allowed for on the plans satisfies the specifications of AS2890.3-2015 and the manufacturers specifications. All of the bicycle spaces will be horizontal, satisfying the minimum 20% requirement under Clause 2.1 (e) of AS2890.3-2015.

As the overall development is less than 4-storeys in height, no bicycle parking spaces are required under a Clause 52.34 assessment.

#### **Sustainable Design Assessment in the Planning Process (SDAPP)**

The Merri-bek City Council Sustainable Design Assessment in the Planning Process (SDAPP) document outlines how alternative forms of transport should be incorporated into the design of new developments and reduce reliance of on-site car parking.

The document sets out alternative bicycle parking rates as follows:

- 1 bicycle space per dwelling (residential buildings),
- 1 bicycle space per 4 dwellings for visitors (residential buildings),
- Provide spaces for at least 10% of building occupants (non-residential buildings),
- 1 visitor space per 500m<sup>2</sup> LFA of office area (non-residential buildings), and
- 1 shower per 10 bicycle spaces and one secure locker for each bicycle space provided (non-residential buildings).

The following table applies these rates to the proposed development.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

Table 9: Bicycle Parking Assessment – Merri-bek SDAPP

Use	No./Size	Statutory Bicycle Parking Requirement		No. Bicycle Spaces Required
		Resident/Staff	Visitor/Customer	
Dwelling	43	1 space per dwelling	1 space per 4 dwellings	43 resident 11 visitor
<b>TOTAL</b>				<b>54 spaces</b>

Based on the above bicycle parking rates, the development would require 54 bicycle parking spaces. As 78 bicycle spaces are provided on the site (i.e. 66 resident spaces and 12 visitor spaces), the proposed development exceeds the level of bicycle parking sets out under the Merri-bek Council SDAPP document.

Accordingly, we are satisfied that the provision and design of bicycle parking in this development is appropriate.

**4.4. Review of Carpark Layout and Vehicle Access Arrangements**

Traffic Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and

There is a single car share space provided on the site, within an enclosed garage, located at the south-eastern corner of the site. In order to accommodate the B99 design car, a clear length of 5.8m and clear width of 3.3m is provided. Whilst these dimensions are not the same as a single garage in Clause 52.06-9 (3.5m wide x 6.0m long), they are acceptable as:

- The Planning Scheme dimensions include extra space for informal private storage, which is not required for a car share vehicle parking space.
- Practically, the dimensions:
  - accommodate the length B99 design car (5.2m long), with 300mm clearance at each end, and
  - the 3.3m width accords with the Planning Scheme requirement for a car space (2.6m wide) with at least 300mm additional clearance on each side for car door opening.

Access to and from the car share space has been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004) and provided at Appendix C.

We are satisfied that the arrangements for the car share space satisfy the requirements of Clause 52.06-9 of the Planning Scheme and AS2890.1-2004.

**ADVERTISED  
PLAN**

## 4.5. Loading and Waste Collection Arrangements

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

### 4.5.1. Loading

Loading activities for the dwellings will be generally via courier deliveries and more occasionally associated with furniture movers/removalists when residents move in/out. These activities can readily occur on-street and do not warrant a dedicated on-site loading bay.

We are satisfied this is appropriate, given the site's inner city context and frequency of loading requirements.

### 4.5.2. Waste Collection

Waste collection will occur through the use of the public laneway located directly east of the site via private contractor using the 6.4m long mini-waste truck. The vehicle will reverse into position via William Street, collect waste and then exit. Swept path diagrams confirming suitable access by this vehicle are attached at Appendix C.

Through the use of the public laneway located directly east of the site via private contractor using the 6.4m long mini-waste truck. The vehicle will reverse into position via William Street, collect waste and then exit.

Overall, waste collection is satisfactory from a traffic engineering perspective.

## 4.6. Traffic Impacts

No car parking is provided on-site for this development, with the exception of a single car share space. Traffic generated by the proposal will be negligible and primarily associated with visitors arriving and departing the locality.

On this basis, we are satisfied that the traffic impacts of the proposal are not a significant concern for this application.

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

# ADVERTISED PLAN

## Traffic Engineering Assessment

46-52 Breese Street, Brunswick

## 5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed residential development at 46-52 Breese Street, Brunswick, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 81 car spaces under Clause 52.06-5 and the provision and allocation of 1 car share space results in a shortfall of 80 spaces,
- b) The required reduction in parking under Clause 52.06-7 is supported on the following grounds:
  - i) consideration of State Planning Policy and Merri-Bek Council's local policies,
  - ii) the site's location within the Brunswick Activity Centre (Sydney Road Precinct), and all the local services this provides within walking distance of the site,
  - iii) the availability of extensive alternative transport options ensures that residents are not in a situation of 'transport disadvantage', including:
    - the site highly walkable
    - in close proximity to quality public transport services,
    - bicycle facilities and infrastructure, and
    - access to car share vehicles
  - iv) the reduced traffic impacts on the local and broader road network, including reduced environmental impact,
  - v) there is demand for dwellings in Brunswick without car parking, and this development will be attractive to that segment of the market, and
  - vi) residents will not be able to maintain a car using public parking resources given current restrictions and parking availability.
- c) bicycle parking is provided above the requirements set out at Clause 52.34 of the Planning Scheme, in line with the Merri-bek City Council Sustainable Design Assessment in the Planning Process (SDAPP) document and accords with the design requirements of AS2890.3-2015,
- d) the proposed parking layout arrangements for the car share space accords with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- e) loading and waste collection arrangements are acceptable,
- f) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the local road network, and
- g) there are no traffic engineering reasons why a planning permit for the proposed residential development at 46-52 Breese Street, Brunswick should be refused, subject to appropriate conditions.



# Appendix A

## Development Plans

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED  
PLAN**

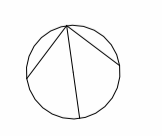


This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**1 SITE PLAN - GF**  
1 : 100

**ADVERTISED PLAN**

CURRENT REVISION 1	DESCRIPTION BACKGROUND DRAWINGS	DATE 3.3.2025	Owner	CLIENT nine buildings	PROJECT BRUNSWICK TOWNHOUSES	DRAWING NO. A100
					PROJECT NUMBER 1850.24	SITE PLAN - GROUND FLOOR
						SCALE 1 : 100 @A1
						DATE 11/15/24





# Appendix B

## Parking Survey Results

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED  
PLAN**

Supervised By: R. Bandara  
Surveyed By: T. Miao

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Thursday 13th March 2025				Saturday 15th March 2025				
			12:00PM	1:00PM	7:00PM	8:00PM	12:00PM	1:00PM	7:00PM	8:00PM	
<b>ON-STREET CARPARKING</b>											
<b>Map Ref. Albion Street</b>											
<b>North Side</b>											
A	Frederick to Cassels Road	Unrestricted	8	8	8	8	7	8	7	8	8
B	Cassels Road to Ilhan Lane	Bus Zone	-	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	1	1	1	0	0
C	Ilhan Lane to Sydney Road	No Stopping 7am-9am, 4pm-6pm Mon-Fri	4	4	2	3	4	4	4	5	5
		No Stopping	-	0	0	0	0	0	0	0	0
D	Sydney Road to De Carle Street	Bus Zone	-	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
<b>South Side</b>											
E	De Carle Street to Sydney Road	No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	5	4	2	5	5	3	4	4	4
		P Disabled	1	1	1	0	0	1	1	0	0
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	6	5	6	5	3	4	4	2	5
F	Sydney Road to Breese Street	No Stopping	-	0	0	0	0	0	0	0	0
		Bus Zone	-	0	0	0	0	0	0	0	0
G	Breese Street to Frederick Street	No Stopping	-	0	0	0	0	0	0	0	0
		Bus Zone	-	0	0	0	0	0	0	0	0
Albion Street	Capacity	30 - 30	30	30	30	30	30	30	30	30	
	Total Number of Cars Parked		22	19	21	20	26	25	19	22	
	Total Number of Vacant Spaces		8	11	9	10	4	5	11	8	
	Percentage Occupancy		73%	63%	70%	67%	87%	83%	63%	73%	
<b>Map Ref. Sydney Road</b>											
<b>East Side</b>											
<b>Clearway 7am-9am Mon-Fri</b>											
H	Tinning Street to Albion Street	No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Sat	2	2	2	2	1	2	1	1	2
		P 10min 9am-6pm Mon-Sat	2	0	2	2	2	2	2	2	1
		1P 9am-6pm Mon-Sat	2	1	0	2	2	2	2	2	2
		1/4P 9am-6pm Mon-Sat	5	2	3	5	4	2	2	3	3
I	Albion Street to Stewart Street	No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Sat	4	4	3	2	3	2	4	3	2
		No Stopping	-	0	0	0	0	0	1	0	0
		1P 9am-6pm Mon-Sat	13	12	10	10	9	10	14	12	11
		Mall Zone 2:30pm-3:30pm Mon-Fri, 9am-2:30pm, 9am-6pm Sat	1	1	0	1	0	1	1	1	1
		1P 9am-6pm Mon-Sat	5	4	6	6	3	4	5	5	4
		1P Disabled 9am-6pm Mon-Sat	1	1	1	1	1	0	0	0	0
		Loading Zone 15min 9am-6pm Mon-Fri, 1/4P All	1	1	0	0	1	1	1	0	1
		Other	0	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
West Side	Clearway 4pm-6pm Mon-Fri	No Stopping	-	0	0	0	0	0	1	0	1
		1/4P 8am-4pm Mon-Sat	3	2	3	3	2	5	3	3	4
J	Stewart Street to Florence Street	1P 8am-4pm Mon-Sat	3	3	4	3	2	3	3	2	3
		P 5min 8am-4pm Mon-Sat	1	0	1	1	0	1	1	1	1
		1P 8am-4pm Mon-Sat	6	4	5	6	2	6	6	6	6
		No Stopping	-	3	2	1	0	3	0	0	0
		1P 8am-4pm Mon-Sat	3	3	2	2	2	3	3	3	1
K	Florence Street to William Street	Loading Zone 8am-4pm Mon-Fri, 1P 8am-4pm Sat	1	0	0	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
L	William Street to Albion Street	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-4pm Mon-Sat	3	2	0	3	3	2	2	3	3
M	Albion Street to Tinning Street	No Stopping	-	0	0	0	0	0	0	0	0
		1/4P 8am-4pm Mon-Sat	1	1	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	1	0
		1P 8am-4pm Mon-Sat	8	4	6	7	4	7	8	8	6
Sydney Road		Loading Zone 8am-4pm Mon-Fri, 1P 8am-4pm Sat	2	0	1	1	1	1	2	2	1
		Capacity	55 - 70	55	55	70	70	58	58	70	70
		Total Number of Cars Parked		47	41	63	45	51	55	63	56
		Total Number of Vacant Spaces		8	14	7	25	7	3	7	14
Percentage Occupancy				85%	75%	90%	64%	88%	95%	90%	80%

**ADVERTISED  
PLAN**

Supervised By: R. Bandara  
Surveyed By: T. Miao

Survey Dates & Times: See below

Map Ref.	Location	Restriction	Capacity Min - Max	Thursday 13th March 2025				Saturday 15th March 2025			
				12:00PM	1:00PM	7:00PM	8:00PM	12:00PM	1:00PM	7:00PM	8:00PM
<b>Breese Street</b>											
<b>West Side</b>											
N	Hope Street to Duckett Street	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 9am-6pm Mon-Fri, 9am-1pm Sat	5	0	0	5	5	0	4	4	5
O	Duckett Street to West Street	No Stopping	-	0	0	0	0	0	0	1	1
		No Stopping 9am-6pm Mon-Fri, 9am-1pm Sat	6	0	0	6	6	0	6	6	5
		No Stopping Council Vehicles Excepted	1	0	0	1	1	0	0	1	1
P	West Street to Florence Street	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 9am-6pm Mon-Fri, 9am-1pm Sat	11	0	0	11	9	0	5	11	11
		No Stopping	-	0	0	0	0	0	0	0	0
Q	Florence Street to Albion Street	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 9am-6pm Mon-Fri, 9am-1pm Sat	5	0	0	4	4	0	4	5	5
		No Stopping	-	0	0	0	0	0	0	0	0
<b>East Side</b>											
R	Albion Street to William Street	No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	4	4	2	4	4	5	4	4	4
		Loading Zone 8am-5pm Mon-Sat	1	0	0	1	0	0	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
S	NB SS to SB SS	No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	2	2	2	2	2	1	2	2	1
		Work Zone 6:30am-4:30pm Mon-Fri, No Stopping All Other Times	1	0	1	1	0	0	0	0	0
T	Florence Street to West Street	No Stopping	-	0	0	0	0	0	0	0	0
		Loading Zone 9am-6pm Mon-Fri, 9am-1pm Sat	1	1	0	1	1	1	1	1	1
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	2	2	2	2	2	2	2	2	2
		No Stopping	-	0	0	0	0	0	0	0	0
U	West Street to Hope Street	1P 9am-6pm Mon-Fri, 9am-1pm Sat	2	2	2	2	2	2	2	2	2
		No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	5	5	5	5	5	5	5	5	5
		No Stopping Authorised Car Share Vehicles Excepted	1	1	1	1	1	1	1	1	1
		Loading Zone 9am-6pm Mon-Fri, 9am-1pm Sat	1	0	1	1	1	1	1	1	1
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	11	8	11	11	8	7	7	8	7
		No Stopping	-	0	0	0	0	0	0	0	0
		1P 9am-6pm Mon-Fri, 9am-1pm Sat	3	3	3	3	2	3	3	3	3
		No Stopping	-	0	0	0	0	0	0	0	0
		Capacity	29 - 70	29	29	70	70	29	58	70	70
<b>Breese Street</b>		<b>Total Number of Cars Parked</b>		26	27	58	51	25	46	56	54
		<b>Total Number of Vacant Spaces</b>		3	2	12	19	4	12	14	16
		<b>Percentage Occupancy</b>		90%	93%	83%	73%	86%	79%	80%	77%
<b>Duckett Street</b>											
<b>North Side</b>											
V	2 Duckett Street to Breese Street	No Stopping	-	0	0	0	0	0	0	0	0
		P Disabled Only	1	1	1	1	1	0	1	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
		Loading Zone 8am-6pm Mon-Fri, 8am-1pm Sat	1	1	1	1	1	1	1	1	1
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	2	2	2	2	2	2	2	2	2
<b>South Side</b>											
W	Breese Street to 2 Duckett Street	No Stopping	-	0	0	0	0	0	0	1	0
<b>Duckett Street</b>		<b>Capacity</b>	3 - 4	3	3	4	4	3	4	4	4
		<b>Total Number of Cars Parked</b>		3	3	4	4	2	4	3	3
		<b>Total Number of Vacant Spaces</b>		0	0	0	0	1	0	1	1
		<b>Percentage Occupancy</b>		100%	100%	100%	100%	67%	100%	75%	75%

**ADVERTISED  
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Supervised By: R. Bandara  
Surveyed By: T. Miao

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Thursday 13th March 2025				Saturday 15th March 2025				
			12:00PM	1:00PM	7:00PM	8:00PM	12:00PM	1:00PM	7:00PM	8:00PM	
<b>Map Ref. West Street</b>											
<b>North Side</b>											
X	6 West Street to Breese Street	2P 8am-6pm Mon-Fri, 8am-1pm Sat	1	1	1	1	1	1	1	1	1
		Unrestricted	1	1	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
		Unrestricted	6	6	6	6	6	6	6	6	6
<b>South Side</b>											
Y	Breese Street to 6 West Street	2P 8am-6pm Mon-Fri, 8am-1pm Sat	6	5	5	5	5	6	6	6	6
		No Stopping	-	0	1	0	0	0	0	0	1
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	5	4	5	4	4	4	5	5	5
		No Stopping Council Vehicles Excepted	1	1	1	0	0	0	0	0	0
<b>West Street</b>			<b>Capacity</b>	<b>19 - 19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>
			<b>Total Number of Cars Parked</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>20</b>
			<b>Total Number of Vacant Spaces</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>
			<b>Percentage Occupancy</b>	<b>89%</b>	<b>100%</b>	<b>89%</b>	<b>89%</b>	<b>95%</b>	<b>100%</b>	<b>100%</b>	<b>105%</b>
<b>Map Ref. Florence Street</b>											
<b>North Side</b>											
Z	8 Florence Street to Breese Street	No Stopping	-	0	0	0	0	0	0	0	0
		Work Zone 6:30am-4:30pm Mon-Fri, 2P 4:30pm-6pm Mon-Fri, 8am-1pm Sat	1	0	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
AA	WB SS to EB SS	No Stopping	-	0	0	0	0	0	0	0	0
BB	EB SS to Sydney Road	No Stopping	-	0	0	0	0	0	0	0	0
<b>South Side</b>											
CC	Sydney Road to Breese Street	1P 8am-6pm Mon-Sat	4	3	5	4	4	1	4	4	4
		No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Sat	5	2	2	3	4	4	4	4	4
		Work Zone 6:30am-4:30pm Mon-Fri, 1P 4:30pm-6pm Mon-Fri, 8am-1pm Sat	2	0	2	3	3	2	2	2	2
DD	Breese Street to 8 Florence Street	No Stopping	-	0	0	0	0	0	0	0	0
		Work Zone 6:30am-4:30pm Mon-Fri, 2P 4:30pm-6pm Mon-Fri, 8am-1pm Sat	1	0	0	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
		Work Zone 6:30am-4:30pm Mon-Fri, Disabled Only All Other Times	1	0	0	0	0	1	0	1	1
		Work Zone 6:30am-4:30pm Mon-Fri, No Stopping All Other Times	1	0	0	1	0	0	0	0	1
		No Stopping	-	0	0	0	0	0	0	0	0
<b>Florence Street</b>			<b>Capacity</b>	<b>9 - 14</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	
			<b>Total Number of Cars Parked</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>13</b>	
			<b>Total Number of Vacant Spaces</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	
			<b>Percentage Occupancy</b>	<b>56%</b>	<b>78%</b>	<b>86%</b>	<b>93%</b>	<b>71%</b>	<b>86%</b>	<b>93%</b>	
<b>Map Ref. William Street</b>											
<b>North Side</b>											
EE	Breese Street to Sydney Road	No Stopping	-	0	0	0	0	0	0	0	0
<b>South Side</b>											
FF	Sydney Road to EB SS	No Stopping	-	0	0	0	0	0	0	0	0
GG	EB SS to WB SS	No Stopping	-	0	0	0	0	0	0	0	0
<b>William Street</b>			<b>Capacity</b>	<b>0 - 0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>Total Number of Cars Parked</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>Total Number of Vacant Spaces</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>Percentage Occupancy</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>SUMMARY =&gt; ON-STREET CARPARKING</b>											
<b>Car Parking Supply</b>			<b>145 - 207</b>	<b>145</b>	<b>145</b>	<b>207</b>	<b>207</b>	<b>153</b>	<b>183</b>	<b>207</b>	<b>207</b>
<b>Total Number of Cars Parked</b>			<b>120</b>	<b>116</b>	<b>175</b>	<b>150</b>	<b>132</b>	<b>161</b>	<b>173</b>	<b>168</b>	<b>168</b>
<b>Total Number of Vacant Spaces</b>			<b>25</b>	<b>29</b>	<b>32</b>	<b>57</b>	<b>21</b>	<b>22</b>	<b>34</b>	<b>39</b>	<b>39</b>
<b>Percentage Occupancy</b>			<b>83%</b>	<b>80%</b>	<b>85%</b>	<b>72%</b>	<b>86%</b>	<b>88%</b>	<b>84%</b>	<b>81%</b>	<b>81%</b>

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

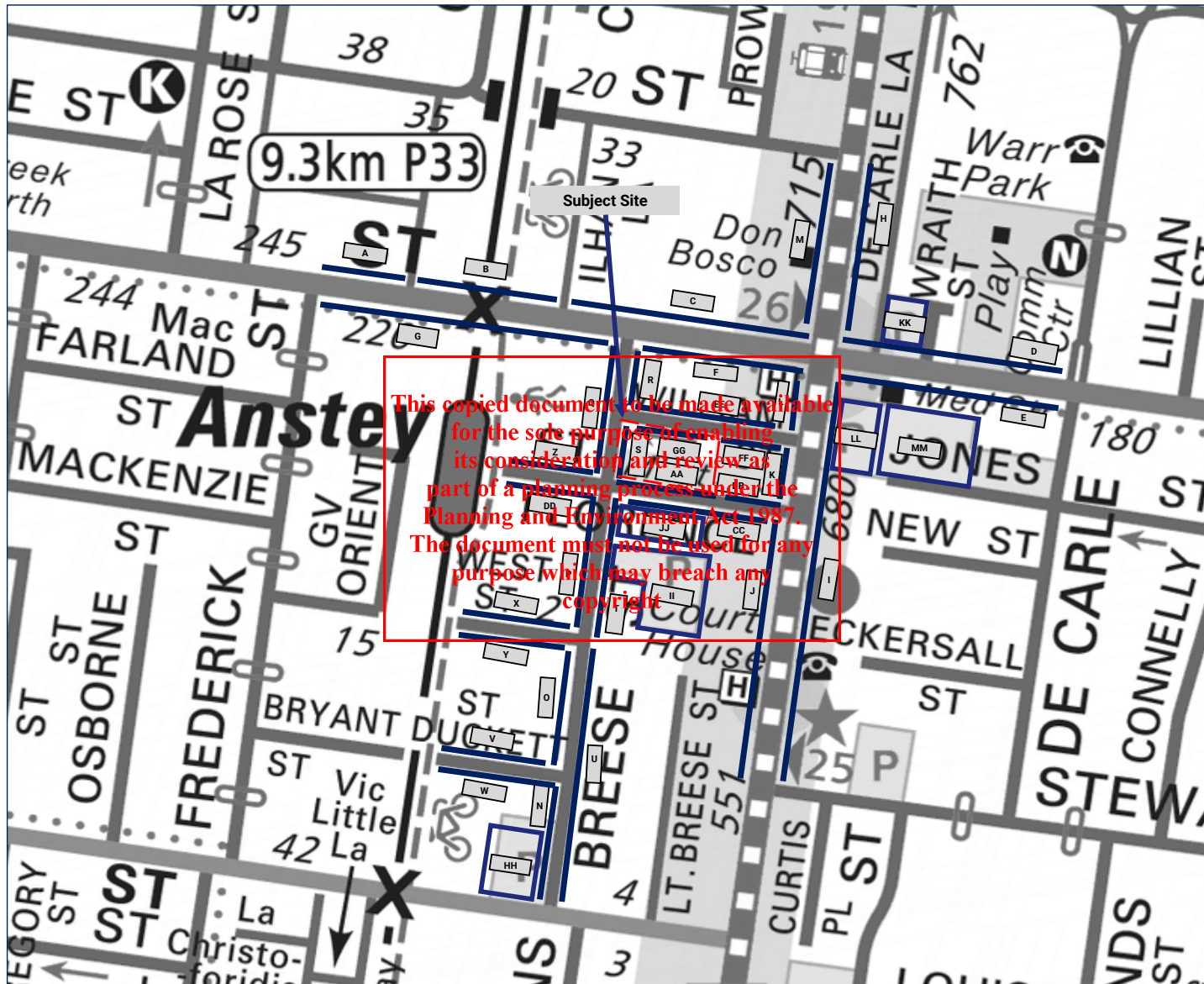
Supervised By: R. Bandara  
Surveyed By: T. Miao

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Thursday 13th March 2025				Saturday 15th March 2025				
			12:00PM	1:00PM	7:00PM	8:00PM	12:00PM	1:00PM	7:00PM	8:00PM	
<b>OFF-STREET CARPARKING</b>											
Map Ref. Off Street Parking Area (1-9 Breese Street, Brunswick)											
N/A											
HH	Whole Carpark	Authorised Car Share Vehicles Only	3	2	2	2	3	1	2	2	3
		Disabled 3P 9am-6pm, P All Other Times	3	3	3	3	3	3	3	3	3
		Unrestricted	54	54	54	54	54	54	54	54	54
Off Street Parking Area (1-9 Breese Street, Brunswick)		Capacity	57 - 57	57	57	57	57	57	57	57	57
		Total Number of Cars Parked		57	57	57	57	57	57	57	57
		Total Number of Vacant Spaces		0	0	0	0	0	0	0	0
		Percentage Occupancy		100%	100%	100%	100%	100%	100%	100%	100%
<b>OFF-STREET CARPARKING</b>											
Map Ref. Off Street Parking Area (28-36 Breese Street, Brunswick)											
N/A											
II	Whole Carpark	2P 8am-6pm Mon-Fri, 8am-1pm Sat	33	31	28	30	32	28	33	20	24
		Capacity	33 - 33	33	33	33	33	33	33	33	33
		Total Number of Cars Parked		31	28	30	32	28	33	20	24
Off Street Parking Area (28-36 Breese Street, Brunswick)		Total Number of Vacant Spaces		2	5	3	1	5	0	13	9
		Percentage Occupancy		94%	85%	91%	97%	85%	100%	61%	73%
<b>OFF-STREET CARPARKING</b>											
Map Ref. Secure Car Park (42 Breese Street, Brunswick)											
N/A											
JJ	Whole Carpark	P Ticket	40	39	40	28	23	28	37	20	18
		Capacity	40 - 40	40	40	40	40	40	40	40	40
		Total Number of Cars Parked		39	40	28	23	28	37	20	18
Secure Car Park (42 Breese Street, Brunswick)		Total Number of Vacant Spaces		1	0	12	17	12	3	20	22
		Percentage Occupancy		98%	100%	70%	58%	70%	93%	50%	45%
<b>OFF-STREET CARPARKING</b>											
Map Ref. Off Street Parking Area (181 Albion Street, Brunswick)											
N/A											
KK	Whole Carpark	2P 8am-5pm Mon-Fri, 8am-12noon Sat	11	10	11	9	6	7	5	8	7
		Authorised Car Share Vehicles Only	1	1	1	1	1	0	0	0	0
		Capacity	11 - 11	11	11	11	11	11	11	11	11
Off Street Parking Area (181 Albion Street, Brunswick)		Total Number of Cars Parked		10	11	9	6	7	5	8	7
		Total Number of Vacant Spaces		1	0	2	5	4	6	3	4
		Percentage Occupancy		91%	100%	82%	55%	64%	45%	73%	64%
<b>OFF-STREET CARPARKING</b>											
Map Ref. Off Street Parking Area (near Jones Street, Brunswick)											
N/A											
LL	West Side	P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	23	14	12	21	16	15	22	15	19
		Authorised Car Share Vehicles Only	6	6	5	6	6	4	6	3	5
MM	East Side	P Ticket 8am-6pm Mon-Fri	19	6	3	7	3	11	10	3	7
		Permit Zone	21	13	11	8	2	6	6	1	1
Off Street Parking Area (near Jones Street, Brunswick)		Capacity	42 - 42	42	42	42	42	42	42	42	42
		Total Number of Cars Parked		20	15	28	19	26	32	18	26
		Total Number of Vacant Spaces		22	27	14	23	16	10	24	16
		Percentage Occupancy		48%	36%	67%	45%	62%	76%	43%	62%
<b>SUMMARY =&gt; ON-STREET CARPARKING</b>											
Car Parking Supply			183 - 183	183	183	183	183	183	183	183	183
Total Number of Cars Parked				157	151	152	137	146	164	123	132
Total Number of Vacant Spaces				26	32	31	46	37	19	60	51
Percentage Occupancy				86%	83%	83%	75%	80%	90%	67%	72%
Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Permit Zone', '1/4P', 'P 5min', 'Work Zone', 'Loading Zone', etc., during the relevant enforcement periods											
<b>LEGEND:</b> Public Parking Not available to the general public Not Available, illegally parked cars included in analysis No Stopping/ Other No Parking											

**ADVERTISED  
PLAN**

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**



## ADVERTISED PLAN



# Appendix C

## Swept Path Diagrams

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED  
PLAN**

VEHICLE PROFILE

VEHICLE USED IN SIMULATION  
(VEHICLE SPEED - 5KM/H)

85th percentile  
(AS/NZS 2890.1:2004)

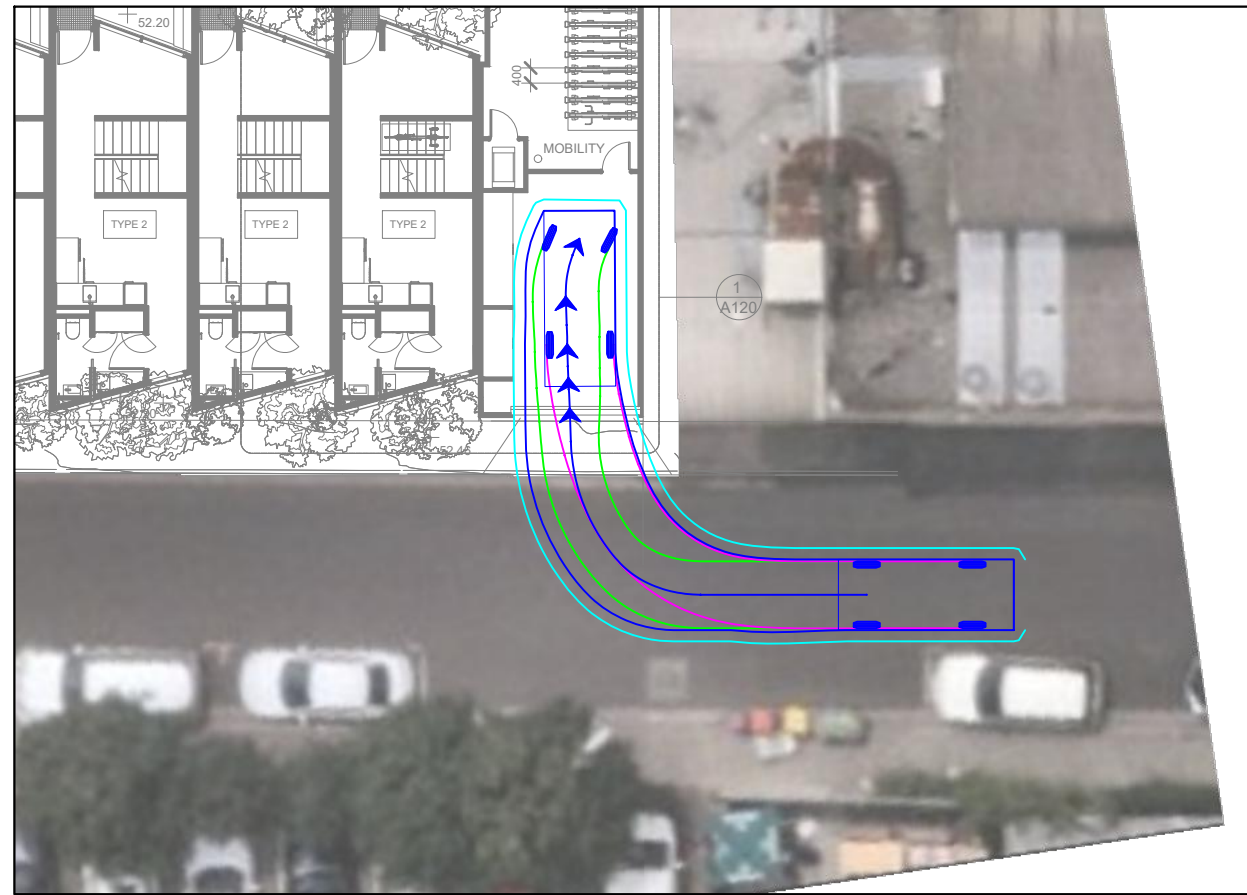
Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius: 1.5m

\* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section 32.1 of AS/NZS 2890.1:2004

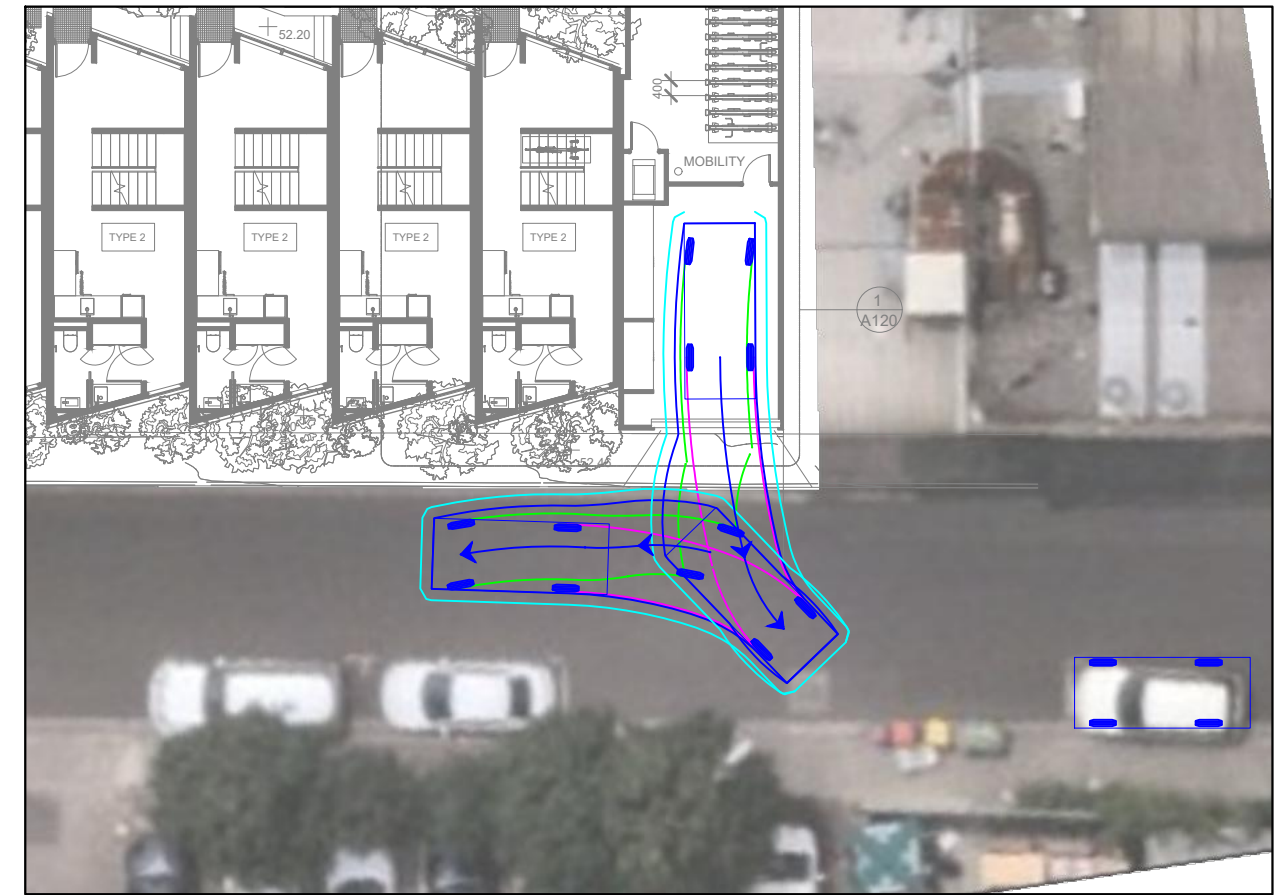
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

SHARE CAR SPACE - INGRESS



SHARE CAR SPACE - EGRESS



ADVERTISED PLAN

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	01/04/2025	Town Planning	D. ECONOMOU	L. FURNESS

46-52 BREESE STREET, BRUNSWICK  
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:  
BASE INFORMATION FROM:  
250331\_BM\_SITE\_GF.dwg

FILE NAME: G35307-01A  
SHEET NO.: 01



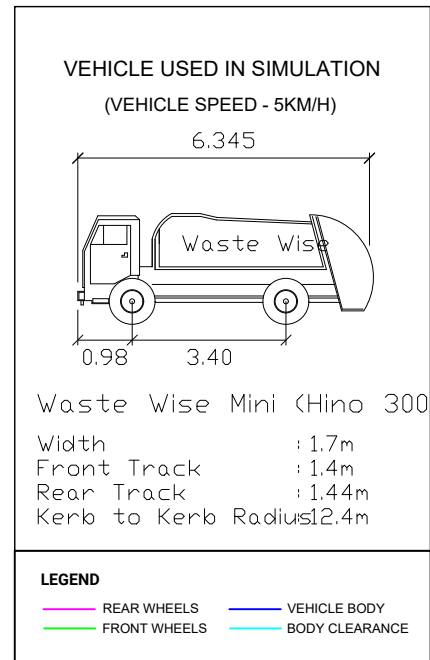
SCALE:  
1:200 (A3)

COPYRIGHT: The ideas and material contained in this document are the property of Traffic Group (Traffic Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffic Group constitutes an infringement of copyright.

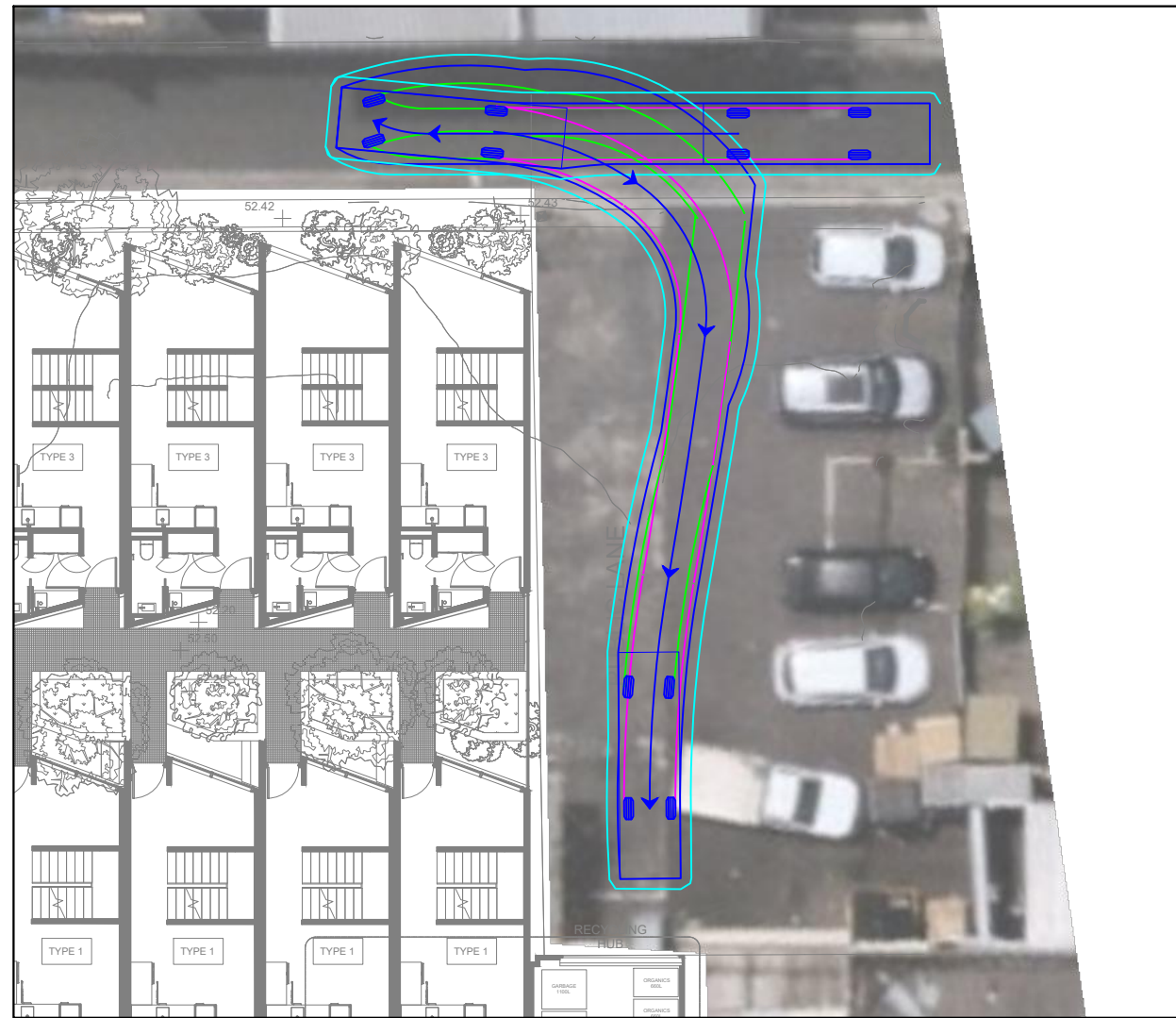
**Traffic Group**

Level 28, 459 Collins St, MELBOURNE VIC 3000  
T: (03) 9822 2888  
www.trafficgroup.com.au

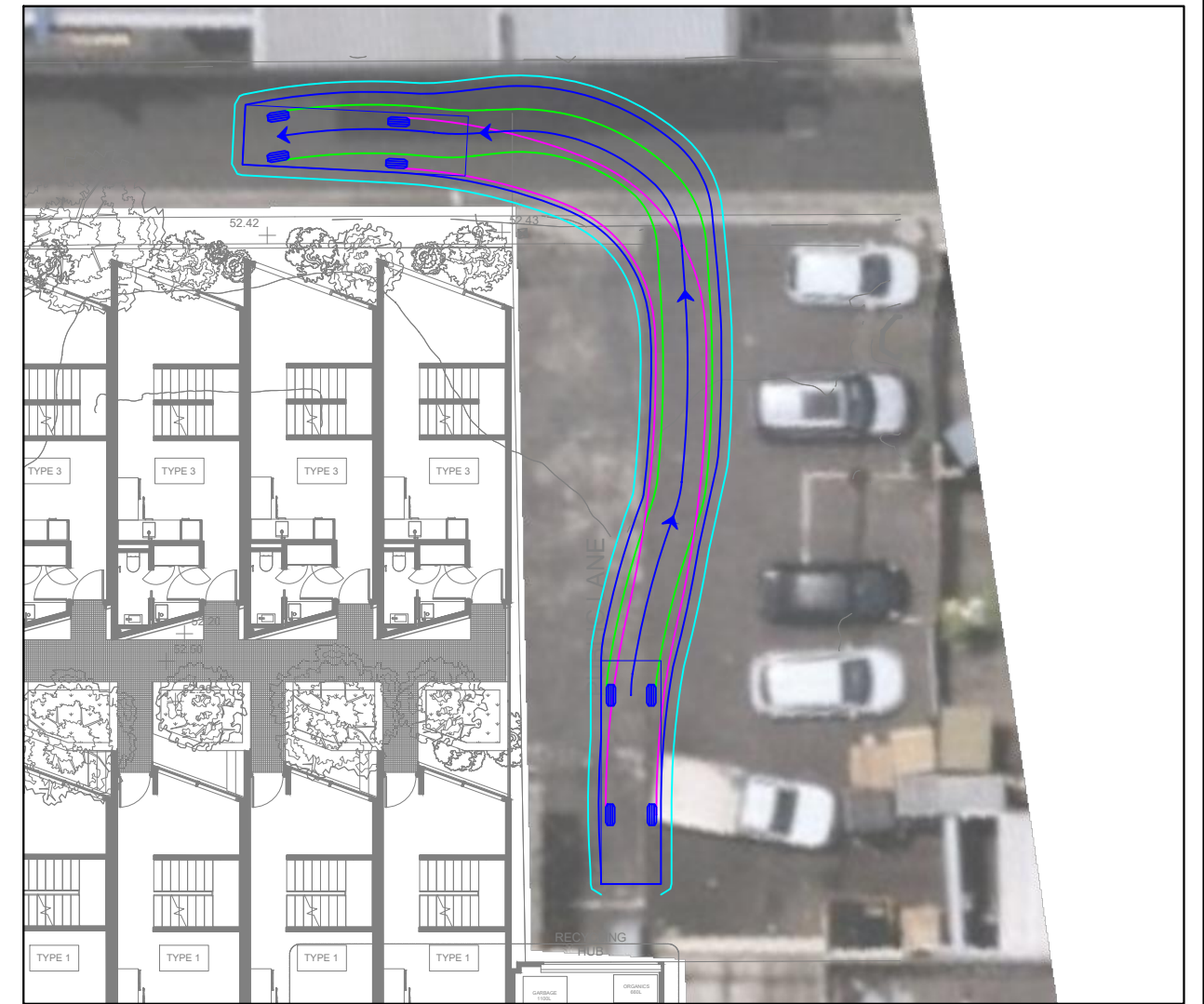
VEHICLE PROFILE



6.4m WASTE TRUCK - INGRESS



6.4m WASTE TRUCK - EGRESS



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	01/04/2025	Town Planning	D. ECONOMOU	L. FURNESS

46-52 BREESE STREET, BRUNSWICK  
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:  
BASE INFORMATION FROM:  
250331\_BM\_SITE\_GF.dwg

FILE NAME: G35307-01A  
SHEET NO.: 02



SCALE: 1:200 (A3)

COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.

**Traffix Group**

Level 28, 459 Collins St, MELBOURNE VIC 3000  
T: (03) 9822 2888  
www.traffixgroup.com.au