

Traffix Group

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Traffic Engineering Assessment

Proposed Mixed Use Development
846-858 Glenferrie Road, Hawthorn

Prepared for
OP Glenferrie Pty Ltd

May 2026

G35521R-04B

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1. Introduction

Traffix Group has been engaged by OP Glenferrie Pty Ltd to undertake a traffic engineering assessment for a proposed mixed use development at 846-858 Glenferrie Road, Hawthorn.

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 Wardle (dated April, 2026) are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Dwellings: Two-bedroom Apt. Three-bedroom Apt.	78 (total) 31 47	159	At least 1 car space per two-bedroom and 2 car spaces per three-bedroom apt.
Shop	712m ²	5	0.7/100m ²
Car Parking Provision		164 car spaces	Located in basement
Bicycle Parking Provision		94 bicycle spaces (plus 6 on-street)	Within ground level secure facility and within basement levels 6 additional spaces are proposed within the Glenferrie Road footpath
Other	Notes		
Vehicle Access	Direct access to two-way basement ramp from rear Right-of-Way (ROW). ROW widened from 3.2m to 6.1m, providing simultaneous two-way traffic past the site.		
Changes to on-street parking	Gain of 1 car spaces along site's Glenferrie Road frontage through the removal of 1 crossover.		
Loading Provision	Loading is proposed on-street in the nearby area.		
Waste Collection	On-site, using the setback of the laneway to prop and collect waste from the ground level waste rooms.		
Other Notes	The site will be set back 3.0m from its eastern boundary, which will widen the rear ROW to allow for two-way vehicle movement		

3. Existing Conditions

3.1. Subject Site

The subject site is 846-858 Glenferrie Road, Hawthorn. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	846-858 Glenferrie Road, Hawthorn
Area	1,620m ²
Frontages	43.7m to Glenferrie Road 43.7m to rear Right-of-Way (ROW)
Zoning	Commercial 1 Zone
Overlay	Parking Overlay – Precinct 1 (PO1)
Activity Centre	Glenferrie Activity Centre
Current use of site	846 - Two-storey retail premises (approx. 200m ² floor area) 848 - Two-storey retail premises (approx. 200m ² floor area) 850 - Two-storey retail premises (approx. 250m ² floor area) 852-858 - Vacant lot
Car parking and loading provision	846 - 4 spaces 848 - 3 spaces 850 - 2 spaces 852-858 - No car parking
Vehicle access	Direct access to ROW for 846, 848 and 850 Unused crossover to Glenferrie Road for 852-858
On-street parking along site frontage	7 spaces along Glenferrie Road, subject to 2P 8am-6pm Mon-Fri, 8am-12noon Sat restrictions

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A locality plan, photograph of the site's frontage, aerial photograph and land use zoning map is provided at Figure 1 to Figure 4, respectively.

Significant nearby land uses include:

- **Methodist Ladies College** located 100m north of the site.
- **Xavier College** located 350m north-west of the site.
- **Ruyton Girls School** located 450m north.
- **Glenferrie Railway Station** located 600m south of the site.
- **Hawthorn Aquatics and Leisure Centre** located 600m south of the site.
- **Swinburne University** located 650m south of the site.
- **Carey Baptist Grammar School** located 850m north-east of the site.

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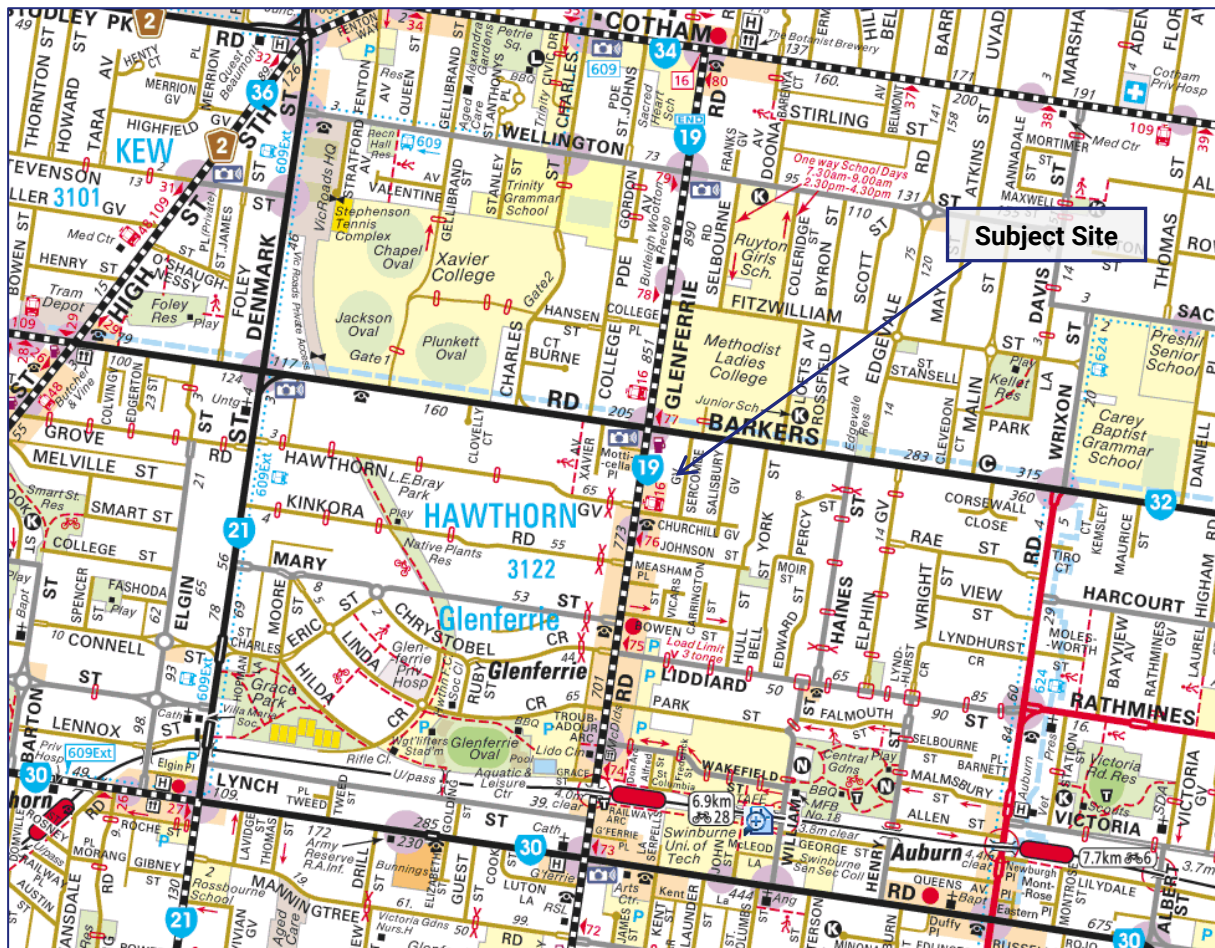


Figure 1: Locality Plan (Source: Melway)

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Figure 2: Site Frontage (view north-east from Glenferrie Road)

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Figure 3: Aerial Photograph (Source: Nearmap)

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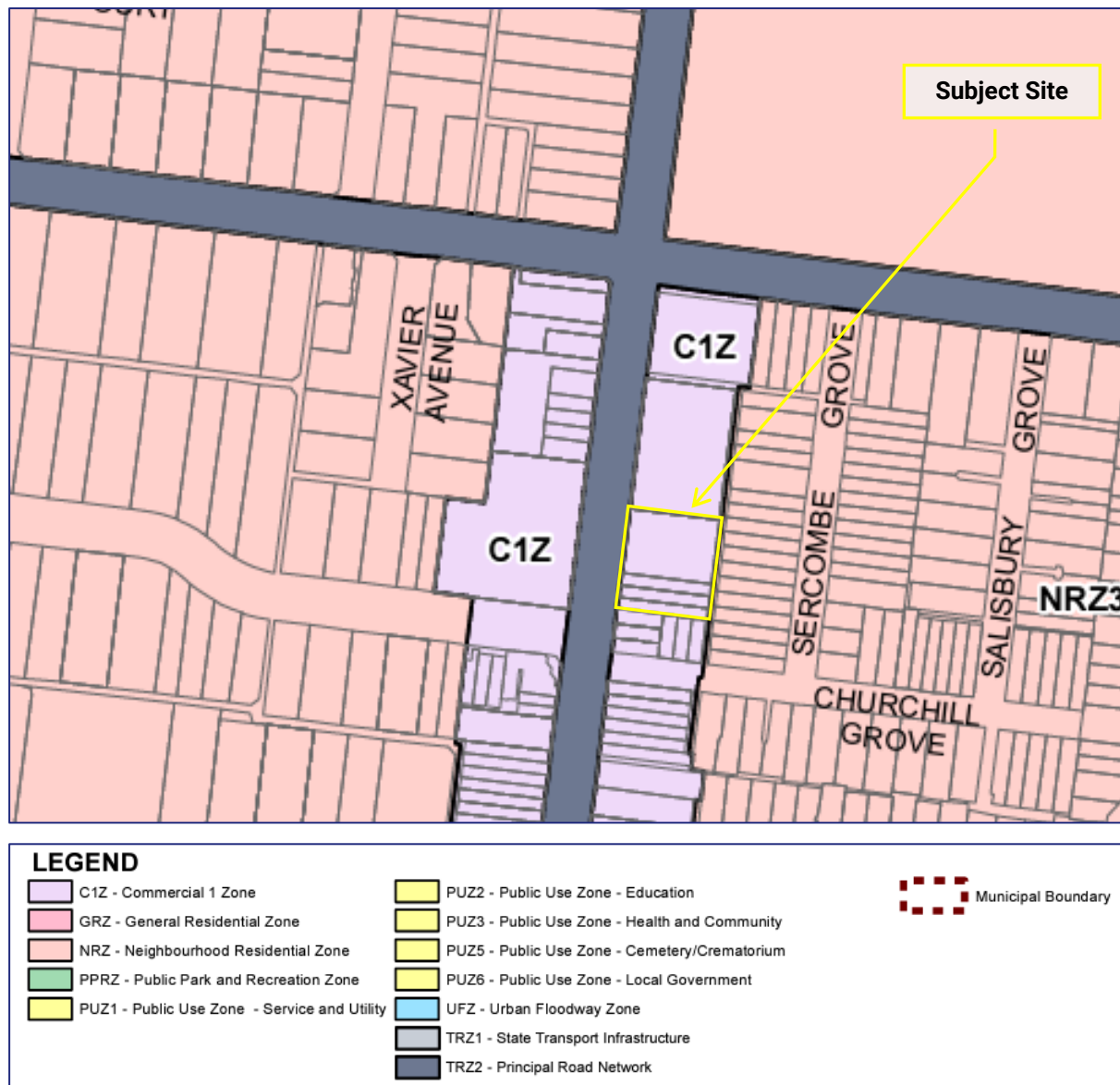


Figure 4: Land Use Zoning Map (Source: Planning Schemes Online)

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3.2. Transport Network

3.2.1. Road Network

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

Photos of the surrounding road network are presented following the table.

Table 3: Local Road Network

Road Name	Agency	Classification	Transport Zone	Configuration	Speed Limit	On-Street Parking
Glenferrie Road	DTP	Arterial Road	TRZ2	Traffic lane, bike lane and parking lane in each direction Tram tracks in centre lanes	40km/h	Parking on both sides
Churchill Grove	Council	Local Road	No	7.4m carriageway	50km/h	Parking both sides ¹
ROW	Council	Laneway	No	3.2m wide constructed with bluestone Property to the north of the site is setback to provide a 6.1m wide carriageway (i.e. allowing two-way simultaneous traffic)	N/A	None

Notes:

1. Due to carriageway width, if parking occurs on both sides simultaneously, this leaves one lane for two-way traffic flow.

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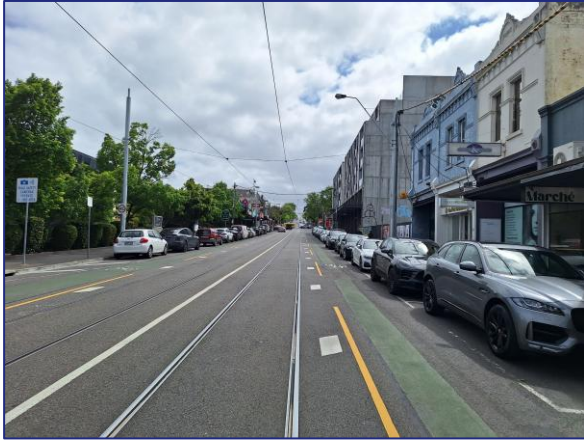


Figure 5: Glenferrie Road – view north



Figure 6: Glenferrie Road – view south



Figure 7: Churchill Grove – view east



Figure 8: Churchill Grove – view west



Figure 9: ROW – view north

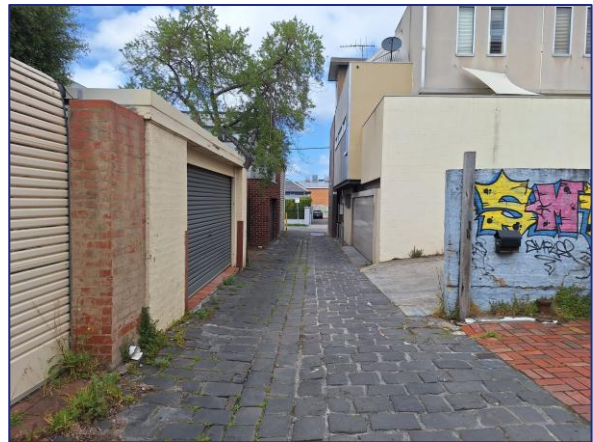


Figure 10: ROW – view south

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3.2.2. Existing Traffic Conditions

Traffic Group has undertaken AM and PM peak period traffic counts of the Churchill Grove / ROW intersection on Thursday 28th November, 2024, between the hours of 7am-9am and 4pm-6pm. These times cover the typical road network peak hours and the school peak hour.

The surveys identified the following peak hours:

- AM peak - 8am-9am
- PM peak - 4pm-5pm

A summary of the peak hour traffic counts is presented in the figure below.

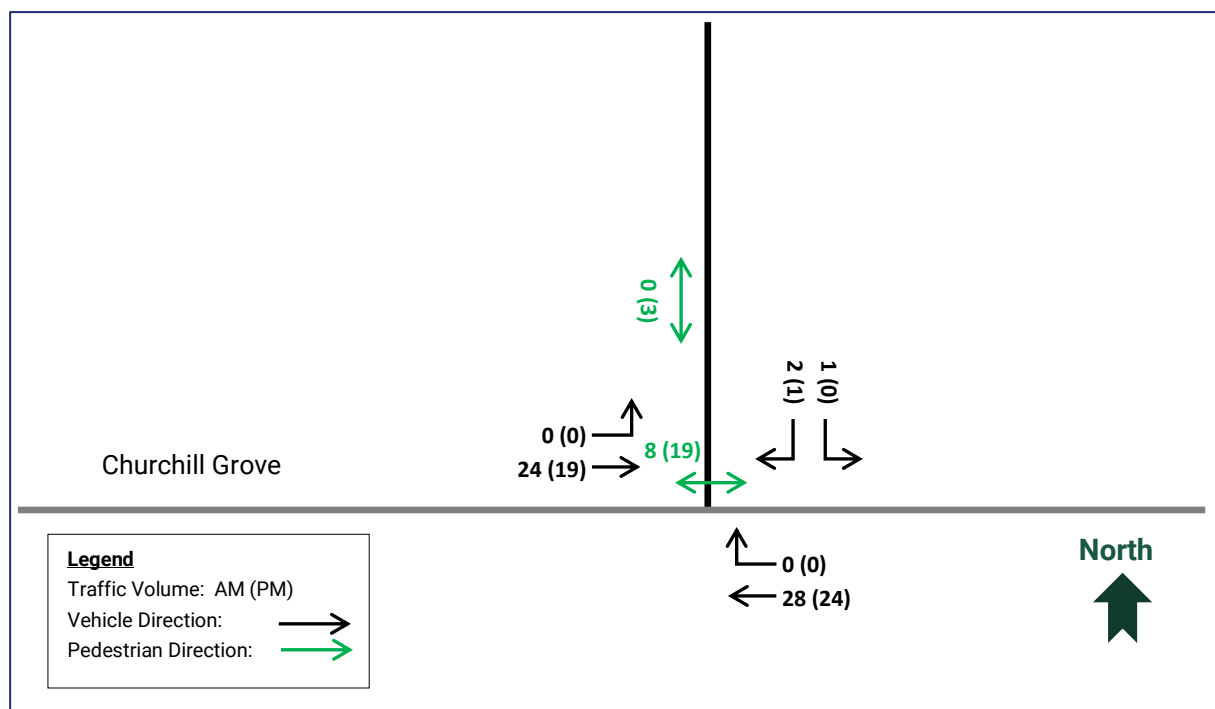


Figure 11: Existing Traffic Conditions

The above results indicate that the ROW carried 1-3 vehicles in the peak hour periods in the vicinity of the subject site. Additionally, there were 0-3 pedestrians that travelled within the ROW during the peak hour periods. This level of traffic is low.

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3.2.3. Car Parking Conditions

Traffic Group has completed parking surveys of on-street parking in the vicinity of the subject 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 hourly intervals between the following times:

- 10am-3pm on Thursday 28th November, 2024, and
- 12noon and 8pm on Saturday 30th November, 2024.

These times correspond to the peak demand times for the proposed uses on the site and the nearby area.

The detailed parking survey is presented at Appendix B.

The survey area is presented in the figure below, which comprises an area of approximately 200m around the subject site.



Figure 12: Parking Survey Inventory (Source: Melway)

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The car parking surveys identified between 224-288 car spaces available for use by the general public in the nearby area¹. Car parking was mostly short term (1P and 2P) and Permit Zone parking. There is also a small amount of unrestricted parking (total of 21 spaces in the survey area). AM and PM clearway restrictions apply to the south side and north side of Barkers Road, respectively.

Parking supply is lower during the evening when Permit Zones in residential areas apply (generally 6pm-8am).

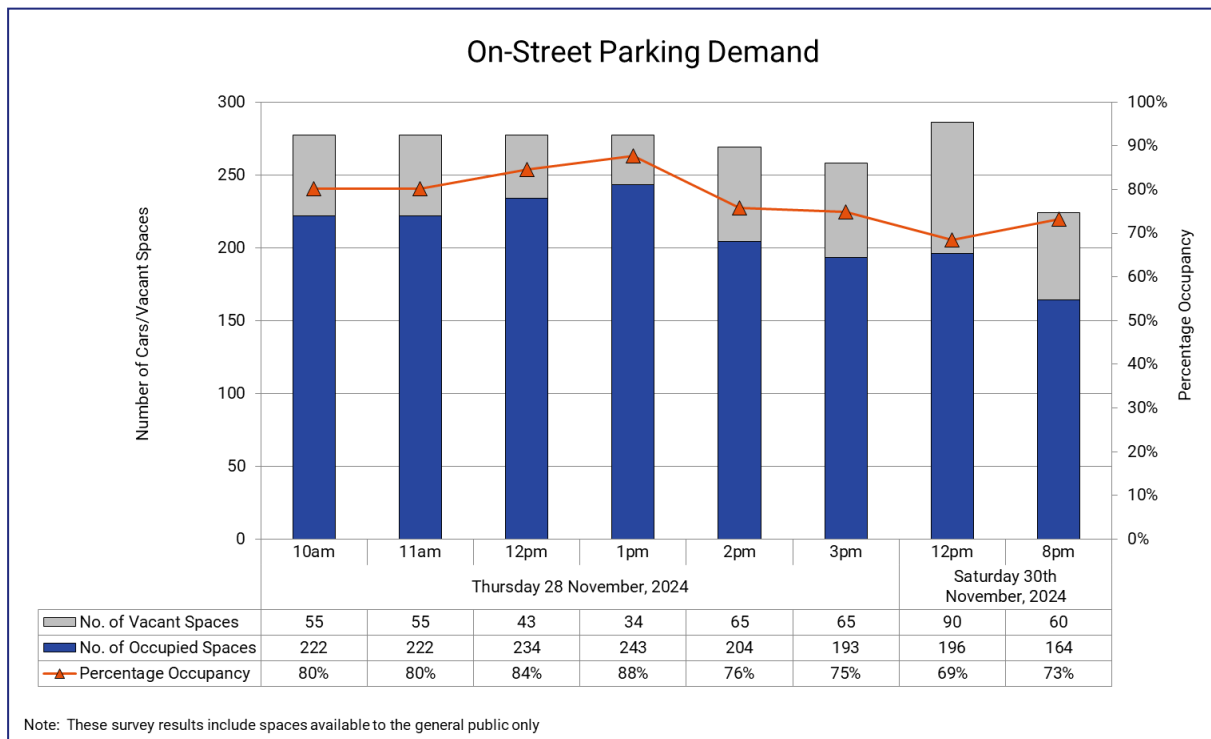


Figure 13: Profile of On-Street Parking Demand

Overall demand for on-street parking was moderate to high over the survey period. A minimum of 34 vacant spaces were recorded over the survey period (88% occupancy), which occurred at 1pm on Thursday 28th November, 2024.

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¹ Includes all car spaces available to the general public, excluding those subject to 'No Stopping', 'Permit Zone' and 'Bus Zone' restrictions during the relevant enforcement period.

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3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services, with train and tram services available. The site is located within a Category 2 Car Parking area, which is based on access to public transport. The site is also located within the Principal Public Transport Network area (PPTN).

A summary is provided at Table 4 and map of the broader services provided at Figure 14. The Car Parking Category Map is provided at Figure 15.



Figure 14: Public Transport Map (Source: PTV)

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Table 4: Summary of Public Transport Services

Service	Between	Via
Glenferrie Road – operates along the site's frontage		
Tram Route 16	Melbourne Uni & Kew	St Kilda Beach
Glenferrie Railway Station – located 600m south of the site		
Glenferrie Station	Alamein, Lilydale & Belgrave Lines	Box Hill, Camberwell, Richmond & CBD
Cotham Road – located 850m north of the site		
Tram Route 109	Box Hill & Port Melbourne	Mont Albert, City & Southbank



Figure 15: Car Parking Category Map (Source: Vicplan)

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3.3.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with off-road trails, on-road bicycle lanes, and informal bicycle routes surrounding the site, as shown in the excerpt from the City of Boroondara as shown in Figure 16.

Glenferrie Road, Auburn Road and Wellington Street all provide on-road bicycle lanes, which connect to the nearby off-road trails. These trails include the Yarra Trail, which connects to the city.

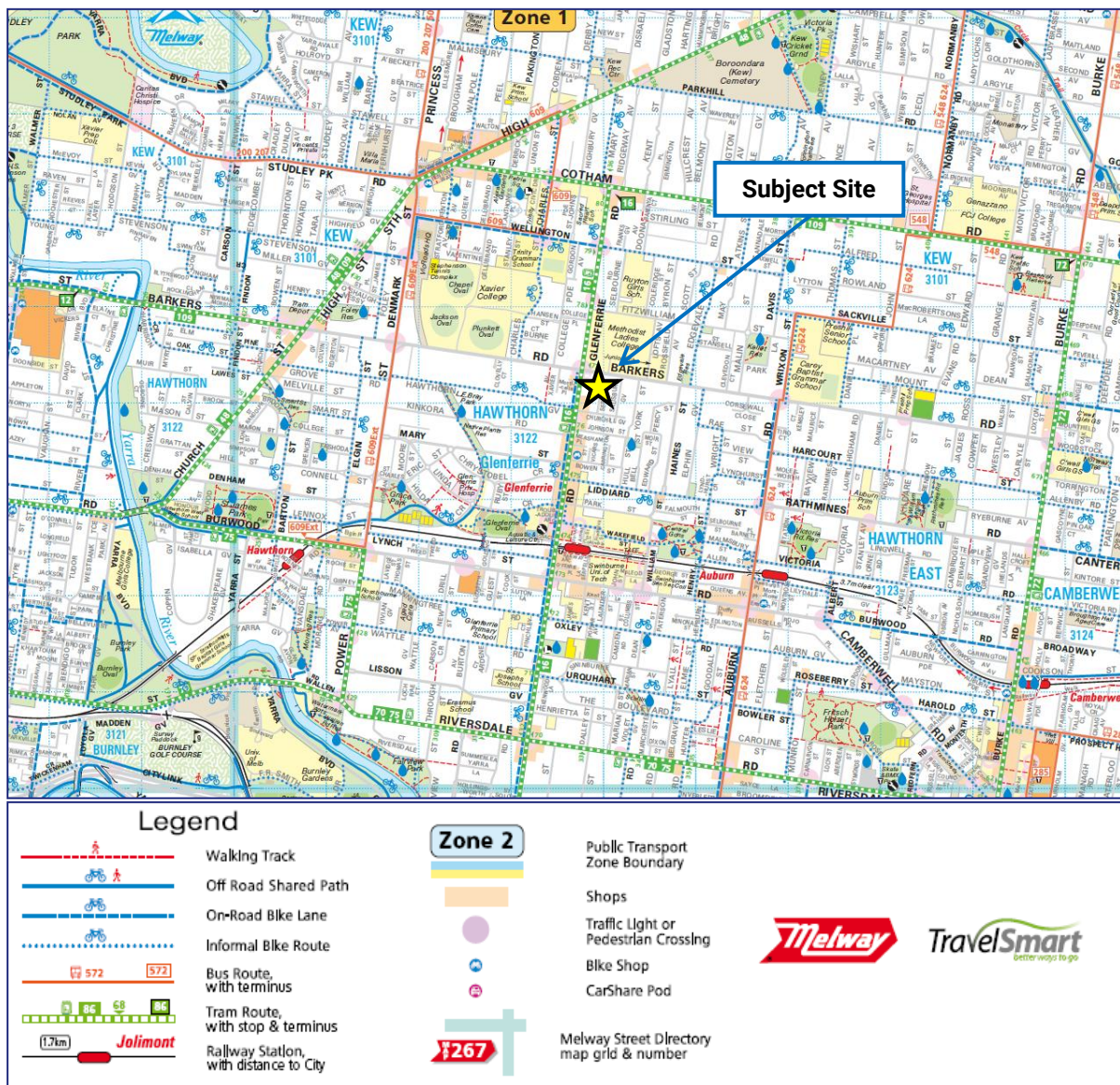


Figure 16: Sustainable Transport Infrastructure (Source: Boroondara City Council)

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4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use categories of 'dwelling' and 'shop' 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:

The car parking requirement for a use specified in Table 1 is calculated by multiplying the corresponding number specified in Category 1, 2, 3 or 4 (as applicable) by the corresponding measure. If the measure is specified as a per cent of the site area, the corresponding number specified in Category 1, 2, 3 or 4 is the per cent of the site area to be set aside for car parking.

However, it also states the following:

The car parking requirement specified for a use specified in Table 1 does not apply if:

- *a car parking requirement for the use is specified under another provision of the planning scheme; or*
- *a schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

The site is within a Parking Overlay – Schedule 1 under Clause 45.09, which applies specific car parking rates to dwellings and offices. For all other uses the Column B rates of Clause 52.06-5 apply.

It is of note that Column B has generally been superseded following the introduction of VC277 (introduced 18th December, 2025), however Transitional Provision C of Clause 52.06 states that parking overlays take precedence to the Clause 52.06 requirements, and the parking overlay specifically applies the old Column B rates, we have considered the Column B rates in this instance for the 'shop' premises.

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The statutory car parking assessment of the development is set out in Table 5 below.

Table 5: Statutory Car Parking Assessment – Clause 45.09

Use	Size / No.	Minimum Statutory Car Parking Rate (Column B of Clause 52.06-5)	Minimum Car Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
Two-bed dwelling	31	1 space per one/two-bedroom dwelling	31	159 (Min 1 per two-bed and 2 per three-bed)	+34
Three-bed dwelling	47	2 spaces per three or more bedroom dwelling	94		
Residential visitors	78 apts.	1 space per 5 dwellings	15	0	-15
Shop	712m ²	3.5 car spaces per 100m ² LFA	24	5	-19
TOTAL			164	164	+34 resident -15 visitor -19 shop
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.					

Based on the provision and allocation of 164 car spaces, the proposal results in a shortfall of 15 visitor spaces and 19 shop spaces, while also having a surplus of 34 resident spaces.

Accordingly, a car parking reduction is required under Clause 52.06-3.

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4.1.1. 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.*
- *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 (December, 2025) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

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

- *The likely demand for car parking spaces.*
- *Whether it is appropriate to allow the provision of fewer spaces.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

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4.1.2. Car Parking Demand Assessment

Dwellings

Car parking is provided in excess of the statutory requirements for residents, while having a shortfall of 15 visitor spaces. Accordingly, this assessment focuses on the car parking impacts of residential visitors only.

Apartment style residential developments will generate parking demand rates for visitor parking than separate dwellings. This reduced rate is reflective of several factors including:

- smaller apartment households having smaller household sizes (i.e. numbers of persons and consequently less visitors)
- residents being more likely to meet visitors at nearby cafés, restaurants, bars etc. due to the smaller dwelling size, this is especially relevant in the context of this site being located within the Glenferrie Activity Centre which offers several nearby entertainment uses.
- for visitors more likely to use alternative transport modes, with better access to these services in areas of higher density development.

Historical surveys have found a peak visitor parking rate of 0.12 car spaces per apartment in higher density developments. Adopting the 0.12 rate for the 78 dwellings equates to a peak visitor demand of 9 spaces.

Typically, the peak time for any visitor demands will be in the evening and on weekends. During weekday business hours, residential visitor demands are typically less than 30% of the peak demand (3 spaces only).

These demands will be short-term in nature and will need to be met in the nearby area within the on-street and off-street parking resources.

Shop

The development includes two shop tenancies, with a total area of 712m². Applying the statutory car parking requirement of 3.5 car spaces per 100m², equates to a demand for 24 car spaces. This is a conservative rate for this locality.

Staff demands are typically generated at a rate of 1 car space per 100m² of shop floor area, which in this case would result in a demand for 7 staff spaces. The balance of the car parking demand (i.e. 17 car spaces) would be short-term customer demand.

A total of 5 car spaces are proposed for the shop tenancies, and will be allocated to staff. Accordingly, there may be demand for up to 2 staff spaces that would need to be accommodated in the surrounding area.

There is a limited amount of unrestricted car parking in the area surrounding the site (i.e. 21 spaces on Glenferrie Road along MLC to the north of the site), which is essentially fully occupied during standard business hours. Accordingly, staff without a car space will not practically be able to park on-street in the nearby area, and would need to seek alternative modes of transport, such as tram, buses or ride via bicycle. Accordingly, we are satisfied that there will be minimal car parking impacts associated with staff demands.

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Given the size of the premises and location within the Glenferrie Activity Centre, we do not expect the tenancies to be significant 'self-attractors' to the area, generating trips from further afield by car, and will generally service local walk up trade.

Given the availability of numerous alternative modes of transport to access the site, we expect that customer demands will be minimal, however as a conservative assessment, we have considered a total demand for up to 17 customer spaces resulting from the development.

These demands would be limited to the business hours of the shop, with no expected impacts to parking in the area outside of these times.

4.1.3. 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.

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.***
- ***On street parking in residential zones in the locality of the land that is intended to be for residential use.***
- ***The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.***
- ***Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.***
- ***The future growth and development of any nearby activity centre.***
- ***Any car parking deficiency associated with the existing use of the land.***
- ***Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.***
- ***Local traffic management in the locality of the land.***
- ***The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.***

- *The need to create safe, functional and attractive parking areas.*
- **Access to or provision of alternative transport modes to and from the land.**
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

These factors are considered below.

4.1.4. Existing Car Parking Deficiency

There are currently three retail premises across 846, 848 and 850 Glenferrie Road.

These premises have a total floor area of approximately 650m² and provide only staff car parking at the rear (i.e. no visitor car parking provided).

This is not too dissimilar to the current proposal, which is for 804m² of floor area, while also only providing staff car parking.

Based on 650m², and a rate of 2.5 car spaces per 100m² for customers (the additional 1.0 car spaces is staff demands) results in an existing demand for 16 car spaces. This is compared to the expected demand for 17 customer spaces post-development.

This assessment has made no account for any previous parking demand generated by the (larger) portion of the site which is now vacant.

Accordingly, the change in car parking impacts for the retail premises before and after the development is expected to be approximately 1, which is essentially no material change.

4.1.5. Availability of Alternative Car Parking

As determined in the Car Parking Demand Assessment, the development is expected to generate an overflow demand of up to 9 visitor spaces and 17 customer spaces. All of these parking demands will be short-term in nature.

It is also of note that the peaks demands for these uses would not all occur at the same time. The peak demands for visitors are evenings and weekends, with 30% of these demands during the middle of the weekdays.

Retail customer demands are only expected during standard business hours (i.e. 9am-5pm, potentially 7 days a week).

It is also important to note that two of the three retail tenancies currently on-site were operating at the time of the surveys, and accordingly, these demands are already captured in the surveys. The actual change in car parking demands post-development are therefore only expected to be 1 additional space (increase from 16 to 17, see Section 4.1.4).

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Section 3.2.3 provides a detailed summary of the car parking surveys undertaken by our office.

The table below shows the expected car parking demands against the available car parking supply during different periods of the week.

Table 6: Review of Available Car Parking

Time	Visitor Demand	Net Increase in Customer Demand	Total Additional Demand of Site	Available Parking	Post-Development Available Parking
Weekday business hours	3	1	4	34	30
Weekend business hours	9	1	10	90	80
Weekend evening	9	0	9	60	51

The above table indicates that the expected car parking demands associated with visitors and customer parking can be met at all times.

The car parking reduction will not impact on residential streets, which are already protected with extensive parking restrictions.

4.1.6. Availability of Alternate Transport Modes

The alternative modes of transport available nearby to the site are discussed in Section 3.2.

The site is located within a Category 2 car parking area, and is near several public transport services.

Additionally, the site is well served by surrounding bicycle infrastructure, and provides bicycle parking well in excess of the minimum statutory requirements (see Section 4.2).

The availability of all of these sustainable modes of transport provide an alternative to private vehicle based travel to the site, and support the car parking reduction sought.

4.1.7. Impact on the Activity Centre

The site is located within the Glenferrie Activity Centre. Planning Practice Note 22 (December, 2025) states that:

In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, amply

car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.

We are satisfied that the development is unlikely to significantly increase the level of parking activity in the Activity Centre. Residents and most staff will be provided with car parking, with a modest increase in on-street car parking impacts associated with short-term visitor and customer parking.

In this context, the use of off-site parking within an Activity Centre for short-term customer/visitor demands is appropriate and consistent with the centre-based approach to car parking within Activity Centres.

4.1.8. Other Parking Matters – Resident Parking above the Minimum Requirement

The proposal includes 32 car spaces above the minimum Clause 52.06-5 requirements for residents. In our view, there is no need to reallocate these spaces to the shop staff or customers as:

- We do not expect parking conditions surrounding the site to be perceptibly changed as a result of this proposal.
- The provision of customer spaces in the basement would be unusual. We do not believe that they would be used in practice as customers would not be expecting to find on-site car parking via the rear ROW.
- Introducing customers spaces in the basement makes managing carpark security much more challenging.
- Staff have ample opportunity to travel to the site via alternative modes and the impact on public parking will be negligible given the extensive parking restrictions limiting all-day car parking.

The development is expected to generate a visitor parking demand of 3-9 car spaces. These spaces can readily be accommodated in existing parking resources. At the peak visitor parking demand time during the evening and weekends, public parking is readily available.

4.1.9. Other Parking Matters – VC277 Rates

VC277 has recently been introduced on the 18th December, 2025, which provides new car parking rates for Clause 52.06-5 of the Planning Scheme. There are separate rates for different 'Car Parking Categories' which are based on the site's access to alternative modes of transport.

The site is located within a Category 2 area, which designates a rate of 1 car space per dwelling, with no requirement to provide visitor car parking.

Additionally, shop parking is required at a rate of 2.0 spaces per 100m² (rather 3.5 spaces per 100m²).

Accordingly, applying these rates would mean that no visitor reduction is triggered, while the shortfall relating to the shops would be 9 rather than 19.

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It is important to note that the Category 2 rates apply in the wider area, while the Parking Overlay only applies to properties along Glenferrie Road. Accordingly, there are many properties within the local streets and in the wider area (i.e. where access to transport would be lower, and have greater impact on residential amenity than the subject site) that would have the lower car parking rates applied.

We are satisfied that the intention of the Planning Scheme is to apply the reduced rates, and that the increased rate in this instance is a function of the old Planning Scheme requirements, which have not yet been updated.

4.1.10. Other Parking Matters – Existing Permit for Site Under PP24/0934

Council issued Planning Permit No. PP24/0934 (dated 19th June, 2025) for the site. The submission plans were prepared by Woods Bagot (dated 19th December, 2024), which were subsequently endorsed.

The development scheme included 41 dwellings, and 902m² of shop floor area (across 2 tenancies).

Importantly, no visitor car parking was provided at this stage, and these arrangements were accepted by Council.

Accordingly, the current proposal which also does not provide any visitor parking is consistent in the approach of not providing visitor car parking on-site.

4.2. 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 bicycle parking as follows:

- 94 secure bicycle spaces at ground level, provided as follows:
 - 74 x 'Ned Kelly' style wall mounted rails
 - 20 x spaces provided via horizontal 'Flat Top' rails

Additionally, a further 6 visitor spaces are provided via 'Flat Top' rails within the Glenferrie Road footpath, subject to Council's approval.

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

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Table 7: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	78	1 space to each 5 dwellings	1 space to each 10 dwellings	16 resident 8 visitor
Retail other than specified	712m ²	1 to each 600m ² of leasable floor area if leasable floor area exceeds 1,000m ²	1 to each 500m ² of leasable floor area if leasable floor area exceeds 1,000m ²	0 employee 0 customer
TOTAL				24 spaces

Based on the above, provision of 94 bicycle spaces exceeds the bicycle parking provision requirements of Clause 52.34. There are also a further 6 spaces along the site's frontage which could also accommodate visitor and customer demands, however as the statutory requirement is exceeded, these are not strictly necessary, and can be provided to the discretion of Council.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffix 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), and
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant).

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

Table 8: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	o	B99 design car can navigate all bends. Objective achieved.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	N/A	Carpark is not public.

Requirement	Assessment	Design Response
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Accessway exceeds 2.1m at all locations.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	All cars can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Ramp to basement is 6.1m wide.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	o	Given the low speeds and traffic volumes within the ROW, we are satisfied that full pedestrian sight triangles are not required.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	N/A	Access is not to a Transport Zone.
If entry to the car space is from a road, the width of the accessway may include the road.	N/A	No car spaces are accessed directly from a road.

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Requirement	Assessment	Design Response																													
Clause 52.06-9 Design Standard 2 – Car Parking Spaces																															
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9. <table><tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td rowspan="4">90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table> <i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</i>	Angle of car spaces to accessway	Accessway width	Car park width	Car park length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	✓	All car spaces are 2.6m wide x 4.9m with a 6.4m wide access aisle. Access to and from the critical car spaces within the basement carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).
Angle of car spaces to accessway	Accessway width	Car park width	Car park length																												
Parallel	3.6 m	2.3 m	6.7 m																												
45°	3.5 m	2.6 m	4.9 m																												
60°	4.9 m	2.6 m	4.9 m																												
90°	6.4 m	2.6 m	4.9 m																												
	5.8 m	2.8 m	4.9 m																												
	5.2 m	3.0 m	4.9 m																												
	4.8 m	3.2 m	4.9 m																												
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than: • A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1. • A structure, which may project into the space if it is at least 2.1 metres above the space. Diagram 1 Clearance to car parking spaces Dimensions in millimetres Clearance required Tree or column permitted	✓	All car spaces are provided with the required clearance under Diagram 1.																													

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Traffic Engineering Assessment

846-858 Glenferrie Road, Hawthorn

Requirement	Assessment	Design Response
Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.	✓	All double garage spaces are provided with clear internal dimensions of at least 5.5m width and 6.0m length. One tandem double garage has dimensions of 12.225m L x 6.2m W and is acceptable.
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	✓	Tandem car spaces on B4 don't have 500mm shown between spaces, but do have an additional 1m clearance at the rear of the space. Objective achieved.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	✓	All spaces are under cover.
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	✓	No disabled spaces. A formal DDA space is only required if there are more than 5 commercial spaces. Instead one of the spaces needs to be capable of being used as one. In this case, all the retail spaces have the required 2.5m headroom.

Clause 52.06-9 Design Standard 3 - Gradients

Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	✓	The grades are flat over the first 5m into the site.
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Traffic Engineering Assessment

846-858 Glenferrie Road, Hawthorn

Requirement	Assessment	Design Response													
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. <table><tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr><tr><td rowspan="2">Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr><tr><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr><tr><td rowspan="2">Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr><tr><td>longer than 20 metres</td><td>1:5 (20%)</td></tr></table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	✓	Maximum grade of 1:4 provided along ramp.
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	✓	Complies.													
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	✓	Complies.													
Clause 52.06-9 Design Standard 4 – Mechanical Parking															
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	✓	No mechanical parking provided.													
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	✓														
The design and operation is to the satisfaction of the responsible authority.	✓														
Clause 52.06-9 Design Standard 5 – Urban Design															
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A	These matters are more related to urban design, rather than specifically traffic engineering.													
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.															
Design of car parks must take into account their use as entry points to the site.															

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Requirement	Assessment	Design Response
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed.
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	N/A	Car parking is all private for use by residents and staff, and we are satisfied that signage is not strictly required. The carpark will be adequately lit at all times.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	N/A	All car parking is provided within a secure basement.
Pedestrian access to car parking areas from the street must be convenient.	✓	Access to the basement carpark is via a lift at ground level, which can be accessed via Glenferrie Road and the rear ROW.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	The lift core is located centrally within each carpark level and the distance between the lift and any car space is not significant. Accordingly, we do not consider that separated pedestrian paths are strictly necessary.
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A	These requirements are not strictly related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		

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Requirement	Assessment	Design Response
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

4.4. 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.*

4.4.1. Loading

The proposal does not include an on-site loading bay. All loading activities will occur on-street in the nearby area.

Loading requirements for the shops will be most via vans and other smaller trucks and a dedicated on-site loading bay is not warranted for two retail tenancies. The three existing retail premises on-site also do not provide any formal loading bays.

Loading activities for the residential component associated with furniture movers/removalists when residents move in/out are anticipated to occur on the odd occasion. These activities can readily occur on-street or within residents' private car spaces.

It is also of note that the proposal seeks to setback the building on-site to widen the ROW. There is a connection back into the building core meaning that post-development loading activities can also readily accommodate on-site within this setback, while still allowing for through movements on the ROW. We also consider these arrangements appropriate.

4.4.2. Waste Collection

A Waste Management Plan has been prepared by our office (Report Ref: G35521R-05B (WMP), dated April, 2026), which sets out that waste collection is to occur within the setback of the site within the rear ROW. Waste collection will be undertaken by private contractor utilising a 6.4m long mini waste truck.

Swept path diagrams demonstrating the waste truck traversing the ROW and propping within the site setback adjacent to the bin rooms is provided at Appendix C.

Accordingly, we satisfied that the waste collection arrangements are acceptable.

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4.5. Traffic Impact Assessment

4.5.1. Traffic Generation

We have adopted the following traffic generation rates for each dwelling type:

- All dwellings will generate an average of 6 vehicle trips per day.
- 10% of the daily residential traffic generation occurs during the road network peak hours.
- Half of the retail car spaces will generate a vehicle trip in peak hour periods (i.e. 0.5 trips per car space)
- Over the day, all retail car spaces will generate an entry and exit movement (i.e. 2 vehicle trips), with 20% of spaces generating an additional entry and exit movement (i.e. total rate of 2.4 trips per car space).

The table below summarises the traffic generation of the proposal.

Table 9: Expected Traffic Generation for Each Development Scenario

Use	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak hour
Dwellings	78	6/dwelling	468	0.6/dwelling	47
Retail	5	2.4/space	12	0.5/space	3
Total			480		50

This level of traffic is moderate, and is not expected to have an adverse impact on the operation of the ROW or surrounding road network.

The traffic surveys undertaken of the ROW (see Section 3.2.2) indicated that there is a very low amount of existing traffic utilising the ROW (between 1-3 vehicles during peak hour periods). Accordingly, post-development the ROW is expected to carry 51-53 vehicles.

The ROW is accessible from both the north (i.e. via Glenferrie Road), and the south (i.e. via Churchill Grove). It is expected that the traffic will be generally evenly split in both directions, meaning that there would be up to 27 vehicle trips to both the north and south of the site on the ROW.

The ROW is widened to facilitate two-way passing between Glenferrie Road and the northern boundary of the site, while the proposal also provides a setback within the ROW which results in an effectively width of 6.2m (i.e. allows for two-way vehicle movement). The result is that under post-development conditions, the entire ROW, with the exception of the corner property will operate as a two-way laneway, which would in effect improve its capacity from existing conditions.

This section of ROW to the south of the site is only single width for 20m (between Churchill Grove and the site's southern boundary), which is considered relatively short. Given this short length, and the fact that only 27 vehicle trips are expected along this section of ROW during peak hour periods, we are satisfied that the single-width section is acceptable.

These arrangements and expected traffic volumes are illustrated on the aerial below.



Figure 17: Expected Traffic Volumes in ROW (source: Nearmap.com)

Accordingly, we are satisfied that the traffic impacts of the proposal can be readily accommodated within the ROW and are acceptable.

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5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 846-858 Glenferrie Road, Hawthorn, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 164 car spaces under Clause 52.06-5,
- b) based on the provision and allocation of 164 car spaces, the proposal results in a statutory surplus of 34 resident spaces, and a shortfall of 15 visitor spaces and 19 retail spaces, and accordingly, a car parking reduction is required under Clause 52.06-7,
- c) the Car Parking Demand assessment indicates that staff without a car space will not be able to practically park on-street in the nearby area, and accordingly, will be required to seek alternative modes of transport, while there will be a likely peak demand for 9 visitor car spaces and 20 customer spaces which will need to be met in the nearby area,
- d) the car parking reduction is supported by the following decision factors under Clause 52.06-7:
 - i) there is an existing car parking shortfall associated with the retail premises on-site, and the actual increase in on-street car parking demands associated with customers is only 1 space,
 - ii) the expected car parking demands can be readily accommodated within the nearby on-street parking area,
 - iii) having short-term customer and visitor demands accommodated off-site is entirely consistent with the centre-based approach to Activity Centre planning,
 - iv) there are alternative modes of transport in the area surrounding the site which can be utilised instead of private vehicle travel,
 - v) the new rates introduced under VC277 would provide a reduced rate for the site, including no requirement to provide visitor car parking, and the Parking Overlay results in a higher rate than outside the overlay area. We are satisfied that the new rates would align with the objectives of the Parking Overlay, and
 - vi) the non-provision of visitor car parking is in line with the previously approved arrangements for the site under Planning Permit No. PP24/0934.
- e) bicycle parking is provided in accordance with the Clause 52.34 of the Planning Scheme and accords with the design requirements of AS2890.3-2015,
- f) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- g) a dedicated loading bay is not warranted for the proposed development,
- h) waste collection can be undertaken via a private contractor within the site setback on the rear ROW,

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- i) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the ROW and local road network, and
- j) there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 846-858 Glenferrie Road, Hawthorn should be refused, subject to appropriate conditions.

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Appendix A

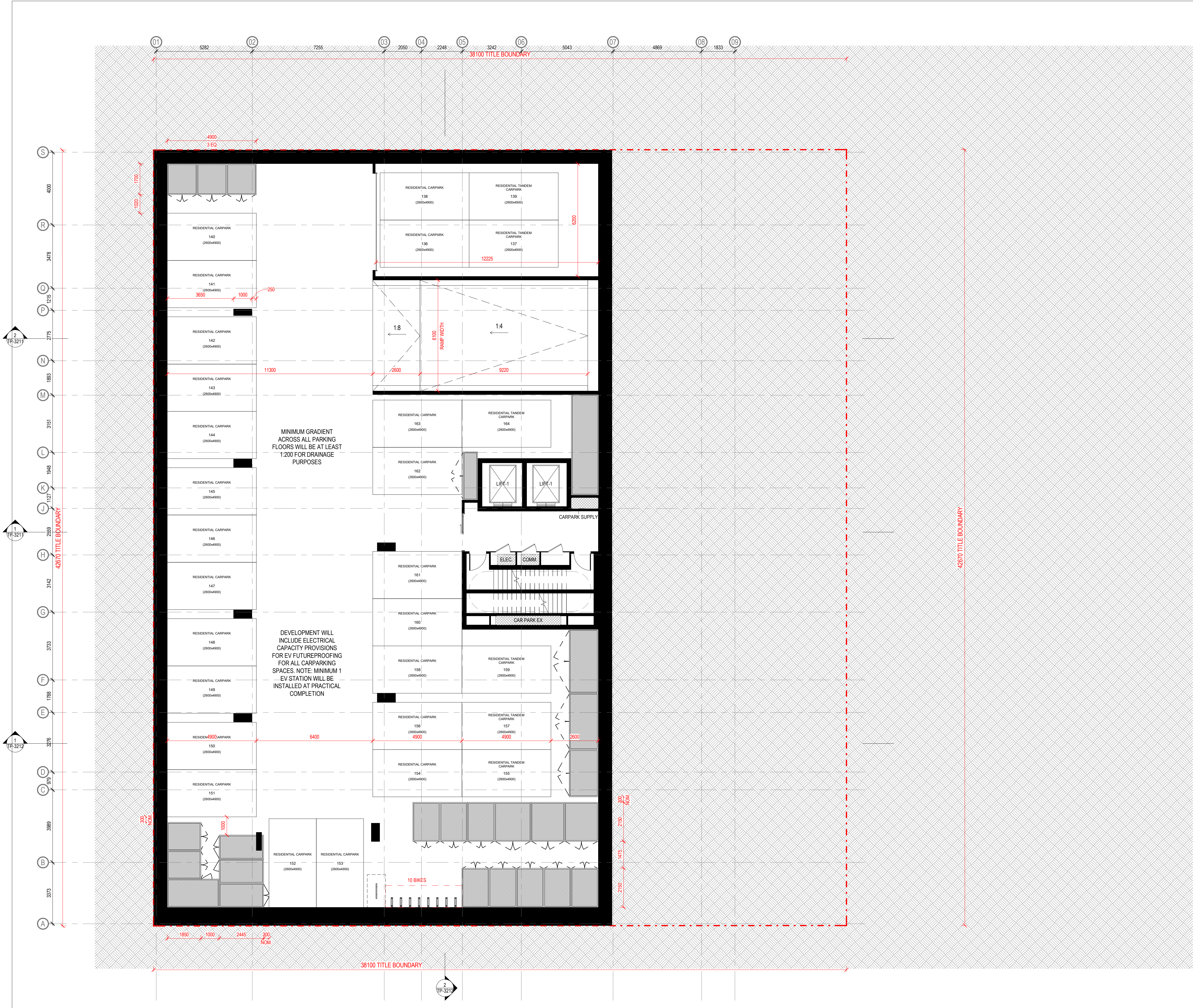
Development Plans

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General Notes

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PARKING SCHEDULE - B4		
LEVEL	PARKING TYPE	COUNT
B04	RESIDENTIAL CARPARK	23
B04	RESIDENTIAL TANDEM CARPARK	6
TOTAL		29

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Rev.	Issue	Revision Description	Date

TOWN PLANNING

Wardle

Wurundjeri Country
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Collingwood, VIC 3066
Australia

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OUTLINE PROJECTS

Project

GLENFERRIE
846-858 GLENFERRIE ROAD, HAWTHORN

Title

FLOOR PLANS
FLOOR PLAN - BASEMENT 04

Project No.	Scale @ A1
2523	1 : 100
Date	

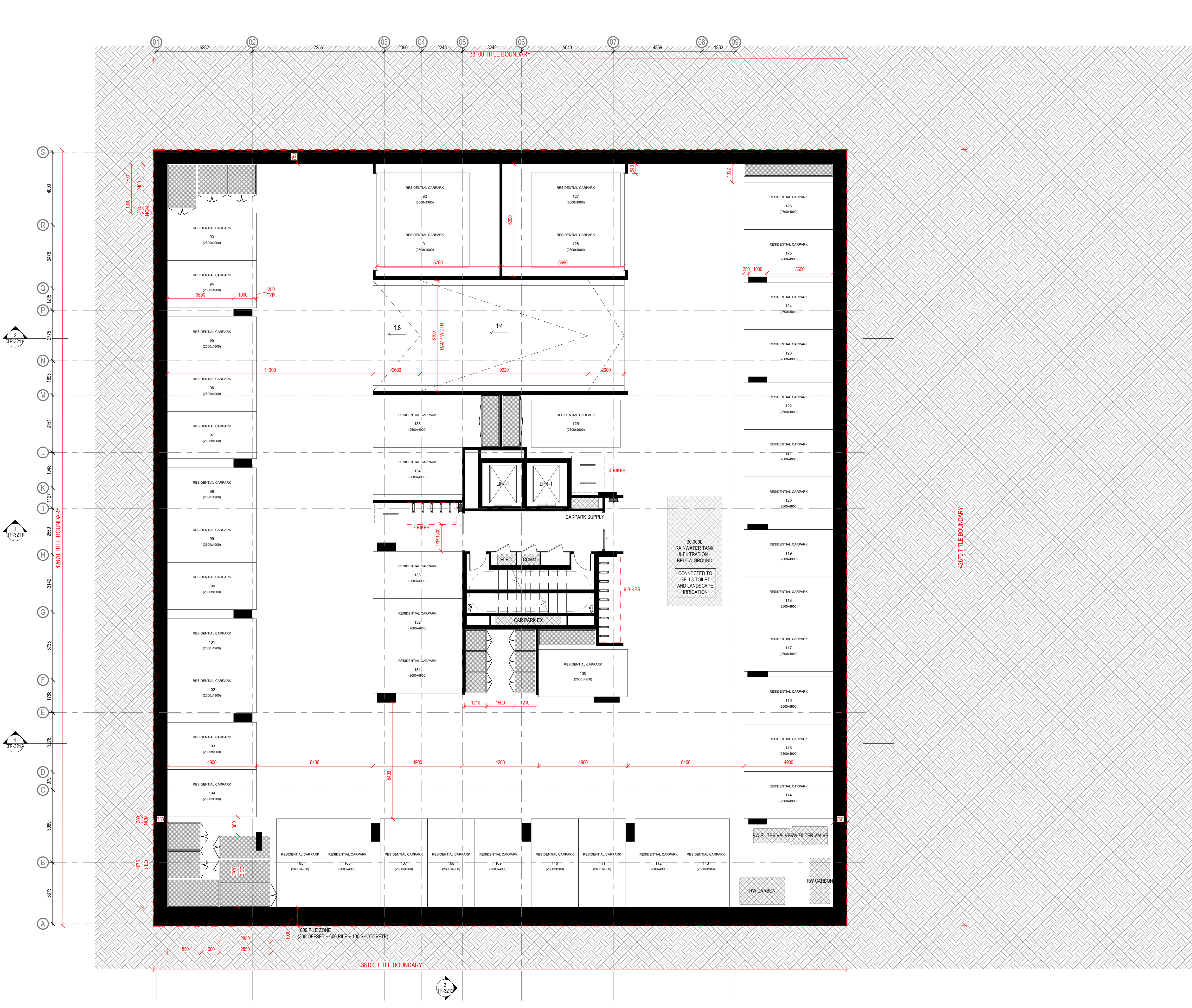
Drawing Status

TOWN PLANNING

Drawing No.	Revision
TP-22B4	1

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General Notes

CARPARK VENTILATION FANS ARE TO BE CONTROLLED BY CO SENSORS.

PARKING SCHEDULE - B3		
LEVEL	PARKING TYPE	COUNT
B03	RESIDENTIAL CARPARK	45
TOTAL		45

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OUTLINE PROJECTS

Project
GLENFERRIE
846-858 GLENFERRIE ROAD, HAWTHORN

Title
FLOOR PLANS
FLOOR PLAN - BASEMENT 03

Project No.
2523

Scale @ A1
1 : 100

Date

Drawing Status
TOWN PLANNING

Drawing No.
TP-22B3

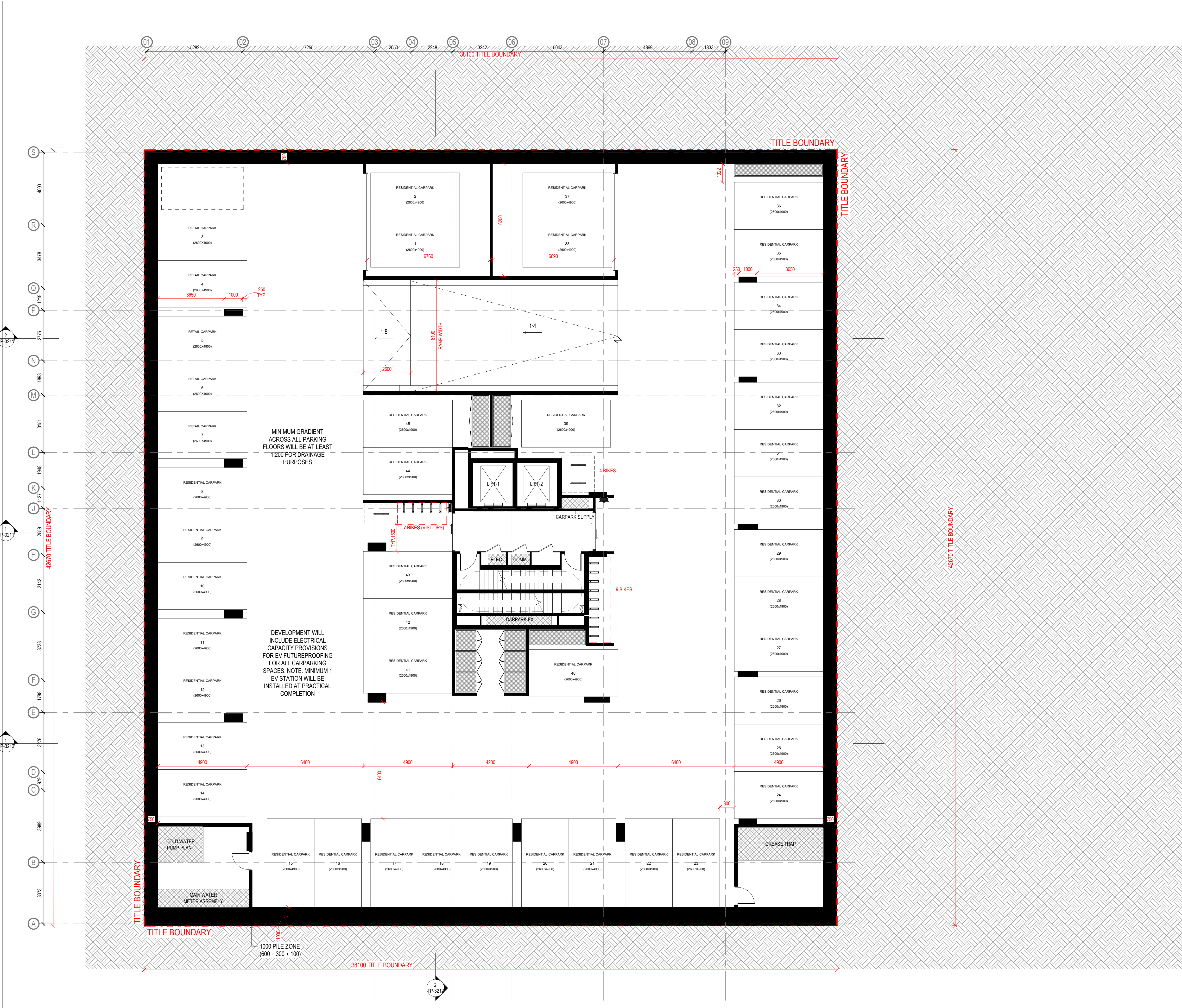
Revision
1



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Drawing No. **TP-22B2**
Revision **1**

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General Notes

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PARKING SCHEDULE - B1		
LEVEL	PARKING TYPE	COUNT
B01	RESIDENTIAL CARPARK	40
B01	RETAIL CARPARK	5
TOTAL		45

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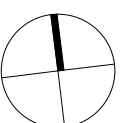
Client
OUTLINE PROJECTS

Project
GLENFERRIE
846-858 GLENFERRIE ROAD, HAWTHORN

Title
FLOOR PLANS
FLOOR PLAN - BASEMENT 01

Project No.
2523
Date

Scale @ A1
1 : 100



Drawing Status
TOWN PLANNING

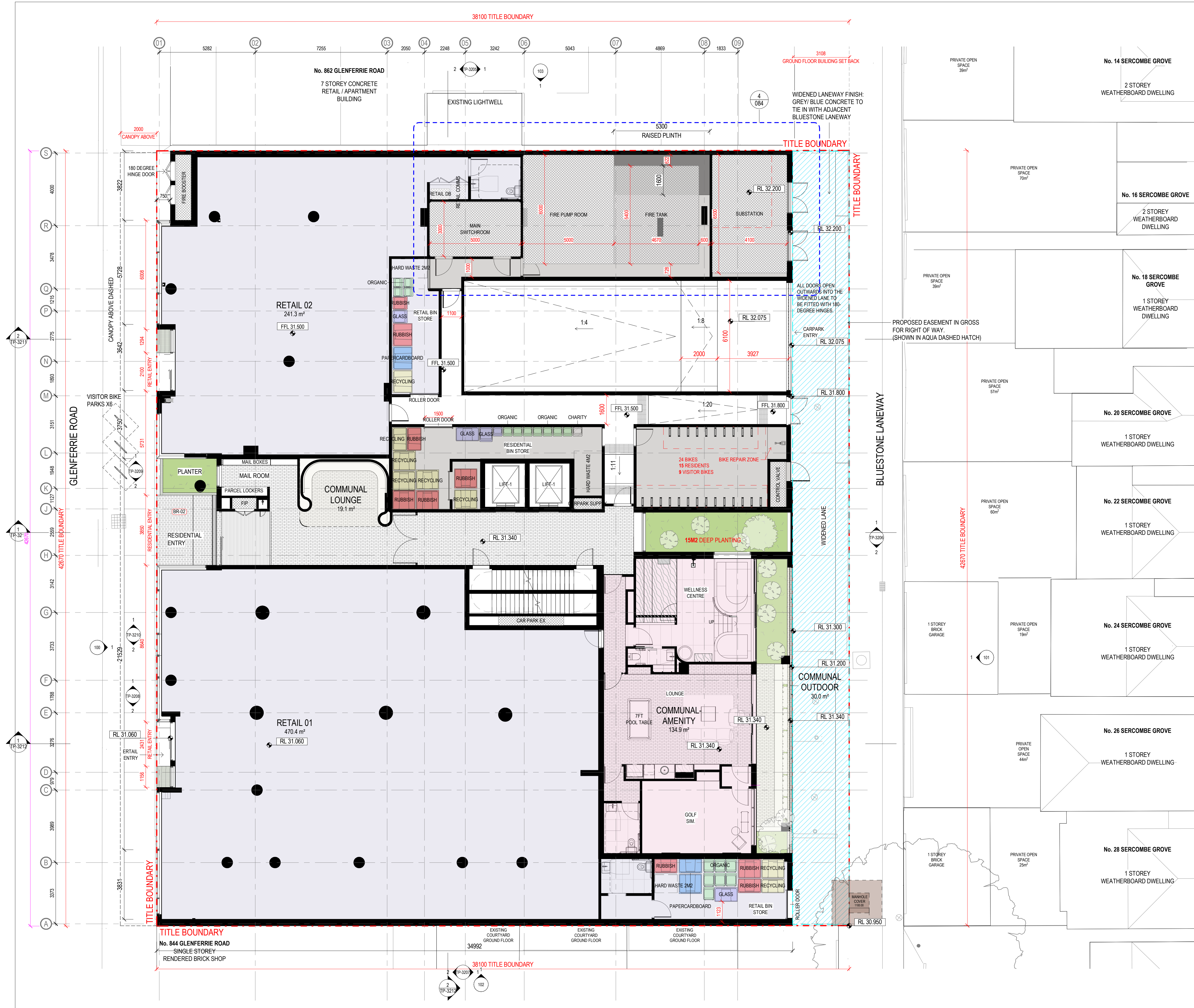
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1

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THE DISTANCE BETWEEN THESE MARKS SHOULD MEASURE AS 100mm WHEN SHEET IS PRINTED TO SCALE AS INDICATED

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General Notes

AREA COLOUR LEGEND

2 BED + 2 BATH APARTMENTS

3 BED + 2 BATH APARTMENTS

3 BED + 2.5 BATH APARTMENTS

3 BED + 2.5 BATH APARTMENTS

3 BED + 3.5 BATH APARTMENTS

SLATE SHADES WITH CROSS-HATCH - PRIVATE OPEN SPACE

CORRIDOR

RETAIL

COMMUNAL

PCA DEFINITION FOR AREA CALCULATION METHODOLOGY FOR APARTMENTS AND TERRACES

2. APARTMENTS AND SOLE-OCCUPANCY UNITS

THE BCA CLASSIFICATIONS OF BUILDINGS AND STRUCTURES HAVE BEEN APPLIED TO THE DEFINITIONS OF DWELLING TYPES IN THIS DOCUMENT.

APPLICATION

CLASS 2: A BUILDING CONTAINING 2 OR MORE SOLE-OCCUPANCY UNITS EACH BEING A SEPARATE DWELLING.

DEFINITION

2.1 RESIDENTIAL PROPERTY AREA – IS THE AGGREGATE OF FLOOR SPACE CONTAINED WITHIN A DWELLING AT EACH FLOOR LEVEL USING THE FOLLOWING RULES:

2.1.1 IN THE CASE OF EXTERNAL BUILDING WALLS, STANDARD AND SERVICE FACILITY WALLS AND THE LIKE, MEASURING TO THE EXTERNAL FINISHED SURFACE OF THE DOMINANT PORTION OF THOSE WALLS.

2.1.2 IN THE CASE OF SHARED DIVIDING WALLS, MEASURING FROM THE CENTRE LINE OF THOSE WALLS.

2.1.3 IN THE CASE OF ATTIC SPACE OR SLOPING WALLS, MEASURING FROM A POINT WHICH PROVIDES A CLEAR AREA OF 1.0 METRE ABOVE THE FLOOR LEVEL.

2.1.4 IN THE CASE OF INTRA-DWELLING STAIRS, THE HORIZONTAL SURFACE TO ALL LEVELS INCLUDING THE AREA UNDERNEATH SHALL BE MEASURED.

2.1.5 IN THE CASE OF VOIDS OVER SPACES, THESE SHALL BE MEASURED AND RECORDED SEPARATELY.

2.1.6 IN THE CASE OF COMMON CORRIDOR WALLS, THESE SHALL BE MEASURED TO THE OUTSIDE FACE OF THOSE WALLS.

2.1.7 IN THE CASE OF COMMON WALLS TO STAIRS, LIFTS, AND DUCTS, THESE SHALL BE MEASURED TO THE INSIDE FACE OF THE STRUCTURAL WALL.

2.4 BALCONIES AND TERRACES

BALCONIES, TERRACES, AND PLANTER BOXES SHOULD BE EXCLUDED FROM RESIDENTIAL PROPERTY AREA CALCULATIONS BUT MAY BE MEASURED AND SEPARATELY IDENTIFIED. AREAS SHOULD BE MEASURED USING THE FOLLOWING RULES:

2.4.1 IN THE CASE OF BALCONIES, MEASURED TO THE EXTERNAL FACE OF THE DOMINANT PORTION OF THE BALUSTRADES, BALCONY RAILS, OR WALLS AND INCLUDES THAT PART OF ANY PLANTER WITHIN THE BALCONY (SEE DIAGRAM G ON PAGE 24).

2.4.2 IN THE CASE OF TERRACES, MEASURED TO THE DOMINANT PORTION OF THE EXTERNAL FACE OF TERRACE WALLS AND INCLUDES THAT PART OF ANY PLANTER WITHIN THE TERRACE.

GENERAL NOTES:

TAP & FLOOR WASTE TO ALL APARTMENT PRIVATE OPEN SPACE.

WASTE LEGEND

RUBBISH

GLASS

PAPER/CARDBOARD

RECYCLING

ORGANICS

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OUTLINE PROJECTS

Project

GLENFERRIE
846-858 GLENFERRIE ROAD, HAWTHORN

Title

FLOOR PLANS
FLOOR PLAN - LEVEL GROUND

Project No.

2523

Scale @ A1

1 : 100

Date

Drawing Status

TOWN PLANNING

Drawing No.

TP-2200

Revision

1

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Appendix B

Car Parking Survey Results

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Supervised By: Kaya Biner
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
ON-STREET CARPARKING											
Map Ref.	GLENFERRIE ROAD										
	West Side										
A	Mary Street to Kinkora Road	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Fri, 8am-12noon Sat	14	12	12	14	14	13	12	13	13
		No Stopping	-	0	0	0	0	0	0	0	0
B	Kinkora Road to Hawthorn Grove	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Fri, 8am-12noon Sat	11	7	9	10	10	5	8	10	10
		No Stopping	-	0	0	0	0	0	0	0	0
C	Hawthorn Grove to Barkers Road	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Fri, 8am-12noon Sat	15	13	13	13	11	9	10	13	14
		No Stopping, 7am-9am, 4:30pm-6:30pm Mon-Fri 1P 9am-4:30pm Mon-Fri, 8am-12noon Sat	4	3	3	3	4	3	1	2	3
		No Stopping	-	0	0	0	0	0	0	0	0
D	Barkers Road to NB #845	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 4:30pm-6:30pm Mon-Fri, 2P 9am-4:30pm Mon-Fri	13	9	8	11	11	8	10	4	10
	NB #845 to College Place	No Stopping 4:30pm-6:30pm Mon-Fri, 2P 9am-4:30pm Mon-Fri	14	10	12	12	12	13	13	1	0
		No Stopping	-	0	0	0	0	0	0	0	0

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Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
	East Side										
E	Fitzwilliam Street to Gate E	No Stopping	-	0	0	0	0	0	0	0	0
		Unrestricted	13	12	12	12	12	9	10	4	1
		No Stopping	-	0	0	0	0	0	0	0	0
	Gate E to Barkers Road	No Stopping	-	0	0	0	0	0	0	0	0
		Unrestricted	8	7	7	8	8	4	6	4	4
		No Stopping 7am-9am, 4:30pm-6:30pm Mon-Fri	10	9	9	9	9	7	5	0	1
		No Stopping	-	0	0	0	0	0	0	0	0
F	Barkers Road to NB #852-858	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 7am-9am, 4:30pm-6:30pm Mon-Fri, 2P 9am-4:30pm Mon-Fri, 8am-12noon Sat	8	8	8	8	7	8	7	8	9
	NB #852-858 to SB #848 (Subject Site)	2P 8am-6pm Mon-Fri, 8am-12noon Sat	7	5	4	4	6	6	7	7	7
	SB #848 to Churchill Grove	2P 8am-6pm Mon-Fri, 8am-12noon Sat	1	2	1	1	2	1	1	2	2
		No Stopping	-	0	0	0	0	0	0	0	0
G	Churchill Grove to Johnson Street	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Fri, 8am-12noon Sat	4	2	2	4	4	4	2	4	5
		No Stopping	-	0	0	0	0	0	0	0	0
H	Johnson Street to Measham Place	No Stopping	-	0	0	0	0	0	0	0	0
		1P 8am-6pm Mon-Fri, 8am-12noon Sat	5	5	5	5	5	5	5	5	5
	Measham Place to Bowen Street	1P 8am-6pm Mon-Fri, 8am-12noon Sat	8	8	8	7	8	8	7	7	7
		No Stopping	-	0	0	0	0	0	0	0	0
GLENFERRIE ROAD		Capacity	135 - 135	135	135	135	135	135	135	135	135
		Total Number of Cars Parked		112	113	121	123	103	104	84	91
		Total Number of Vacant Spaces		23	22	14	12	32	31	51	44
		Percentage Occupancy		83%	84%	90%	91%	76%	77%	62%	67%

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Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
Map Ref.	SERCOMBE GROVE										
	West Side										
I	Churchill Grove to NB #10	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	9	9	9	9	9	6	8	8	9
		P Disabled Only	1	0	0	0	1	0	0	0	0
	NB #10 to Barkers Road	Permit Zone 6pm-8am, 2P 8am-6pm	8	5	5	6	6	6	6	6	8
		No Stopping	-	0	0	0	0	0	0	0	0
East Side											
J	Barkers Road to NB #27	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone	15	5	6	8	8	9	9	12	14
	NB #27 to Churchill Grove	Permit Zone	2	1	1	1	1	1	1	1	2
		No Stopping	-	0	0	0	0	0	0	0	0
SERCOMBE GROVE		Capacity	1 - 18	18	18	18	18	18	18	18	1
		Total Number of Cars Parked		14	14	15	16	12	14	14	0
		Total Number of Vacant Spaces		4	4	3	2	6	4	4	1
		Percentage Occupancy		78%	78%	83%	89%	67%	78%	78%	0%
Map Ref.	SALISBURY GROVE										
	West Side										
K	Churchill Grove to SB #10	No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Fri	8	6	6	6	6	5	6	7	8
	SB #10 to Barkers Road	2P 8am-6pm Mon-Fri	10	6	7	7	7	7	6	2	9
		No Stopping	-	0	0	0	0	0	0	0	0
East Side											
L	Barkers Road to SB#9	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone	9	2	3	5	6	6	6	3	5
	SB #9 to Churchill Grove	Permit Zone	8	4	4	4	4	5	5	5	5
		No Stopping	-	0	0	0	0	0	0	0	0
SALISBURY GROVE		Capacity	18 - 18	18	18	18	18	18	18	18	18
		Total Number of Cars Parked		12	13	13	13	12	12	9	17
		Total Number of Vacant Spaces		6	5	5	5	6	6	9	1
		Percentage Occupancy		67%	72%	72%	72%	67%	67%	50%	94%

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Supervised By: Kaya Biner
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
Map Ref.	CHURCHILL GROVE										
	North Side										
M	Glenferrie Road to ROW	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	1	1	1	1	1	1	0	1	0
		No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	1	1	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
	ROW to Sercombe Grove	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	3	2	2	3	3	2	3	4	2
		No Stopping	-	0	0	0	0	0	0	0	0
N	Sercombe Grove to Salisbury Grove	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	7	6	6	6	6	6	4	7	7
		No Stopping	-	0	0	0	0	0	0	0	0
O	Salisbury Grove to END	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone 6pm-8am, 2P 8am-6pm	5	3	3	4	4	4	4	2	4
		No Stopping	-	0	0	0	0	0	0	0	0
South Side											
P	END to ROW	No Stopping	-	0	0	0	0	0	0	0	0
		Permit Zone	6	4	4	4	4	3	3	3	4
	ROW to WB #12	Permit Zone	7	6	6	6	6	7	6	5	5
	WB #12 to Glenferrie Road	P Disabled Only	1	1	1	1	1	0	0	0	0
		Permit Zone	5	5	5	5	5	4	4	4	5
		No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	4	3	2	2	4	3	3	3	3
		No Stopping	-	0	0	0	0	0	0	0	0
CHURCHILL GROVE		Capacity	5 - 22	22	22	22	22	22	22	22	5
		Total Number of Cars Parked		17	16	18	20	17	15	18	3
		Total Number of Vacant Spaces		5	6	4	2	5	7	4	2
		Percentage Occupancy		77%	73%	82%	91%	77%	68%	82%	60%

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ADVERTISED
PLAN

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Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
Map Ref.	JOHNSON STREET										
	West Side										
Q	Glenferrie Road to EB #13	No Stopping	-	0	0	0	0	0	0	1	0
		2P 8am-6pm Mon-Sat	2	2	2	2	2	2	2	2	2
		Permit Zone 6pm-8am, 1P 8am-6pm Mon-Fri	8	8	8	8	8	6	6	6	8
	East Side										
R	EB #20 to Glenferrie Road	Permit Zone 8am-10pm Mon-Sat	7	6	6	6	5	6	6	5	6
		P Disabled Only	2	2	1	2	2	1	0	2	2
		Permit Zone 8am-10pm Mon-Sat	3	1	2	2	2	2	2	1	0
		2P 8am-6pm Mon-Sat	1	1	1	1	1	1	1	1	1
		No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	2	2	2	2	2	2	2	2	2
		No Stopping	-	0	0	0	0	0	0	0	0
JOHNSON STREET		Capacity	7 - 15	15	15	15	15	15	15	15	7
		Total Number of Cars Parked		15	14	15	15	12	11	14	7
		Total Number of Vacant Spaces		0	1	0	0	3	4	1	0
		Percentage Occupancy		100%	93%	100%	100%	80%	73%	93%	100%
Map Ref.	KINKORA ROAD										
	North Side										
S	Glenferrie Road to ROW	No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	3	2	2	3	3	2	2	3	2
		No Stopping	-	0	0	0	0	0	0	0	0
	ROW to WB #53	No Stopping	-	0	0	0	0	0	0	0	0
		2P 8am-6pm Mon-Sat	4	4	4	3	4	4	3	4	4
		No Stopping	-	0	0	0	0	0	0	0	0

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Supervised By: Kaya Biner
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location			Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
					10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
	South Side											
T	EB #80 to ROW	Permit Zone	4	4	4	4	3	3	2	3	4	
		No Stopping	-	0	0	0	0	0	0	0	0	
		Permit Zone Goget Carshare Vehicles Only	1	1	1	1	1	1	1	1	1	
		No Stopping	-	0	0	0	0	0	0	0	0	
	ROW to Glenferrie Road	No Stopping	-	0	0	0	0	0	0	0	0	
		1P 8am-6pm Mon-Sat	3	3	3	3	3	3	2	3	2	
		No Stopping	-	0	0	0	0	0	0	0	0	
KINKORA ROAD		Capacity	10 - 10	10	10	10	10	10	10	10	10	
		Total Number of Cars Parked		9	9	9	10	9	7	10	8	
		Total Number of Vacant Spaces		1	1	1	0	1	3	0	2	
		Percentage Occupancy		90%	90%	90%	100%	90%	70%	100%	80%	
Map Ref.	HAWTHORN GROVE											
	North Side											
U	Glenferrie Road to Pedestrian Walk	No Stopping	-	0	0	0	0	0	0	0	0	
		Permit Zone Flexicar Carshare Vehicles Only	1	1	1	1	1	1	1	0	1	
		2P 8am-6pm Mon-Sat	5	5	5	4	5	5	5	5	5	
		No Stopping	-	0	0	0	0	0	0	0	0	
		Permit Zone 8am-10am, 3pm-6pm Mon-Sat, 2P 10am-3pm Mon-Sat	8	7	7	7	7	7	5	8	8	
	Pedestrian Walk to EB #41	Permit Zone 8am-10am, 3pm-6pm Mon-Sat, 2P 10am-3pm Mon-Sat	3	3	3	3	3	2	2	2	2	
		2P 8am-6pm Mon-Sat	7	5	5	5	5	7	7	7	6	
South Side												
V	WB #50 to ROW	Permit Zone 8am-6pm Mon-Fri	9	5	6	6	6	5	5	6	8	
		Permit Zone 6pm-8am, 2P 8am-6pm Mon-Fri	8	6	6	6	6	6	6	4	6	
	ROW to Glenferrie Road	Permit Zone 6pm-8am, 2P 8am-6pm Mon-Fri	12	8	8	8	9	9	9	11	11	
		No Stopping	-	0	0	0	0	0	0	0	0	
		P Disabled Only	1	0	0	1	1	0	0	1	1	
		2P 8am-6pm Mon-Sat	2	2	2	2	2	2	2	2	2	
		No Stopping	-	0	0	0	0	0	0	0	0	
HAWTHORN GROVE		Capacity	35 - 55	46	46	46	46	46	35	55	35	
		Total Number of Cars Parked		36	36	36	38	38	29	46	32	
		Total Number of Vacant Spaces		10	10	10	8	8	6	9	3	
		Percentage Occupancy		78%	78%	78%	83%	83%	83%	84%	91%	

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Supervised By: Kaya Biner
Surveyed By: Frank Feller

Survey Dates & Times: See below

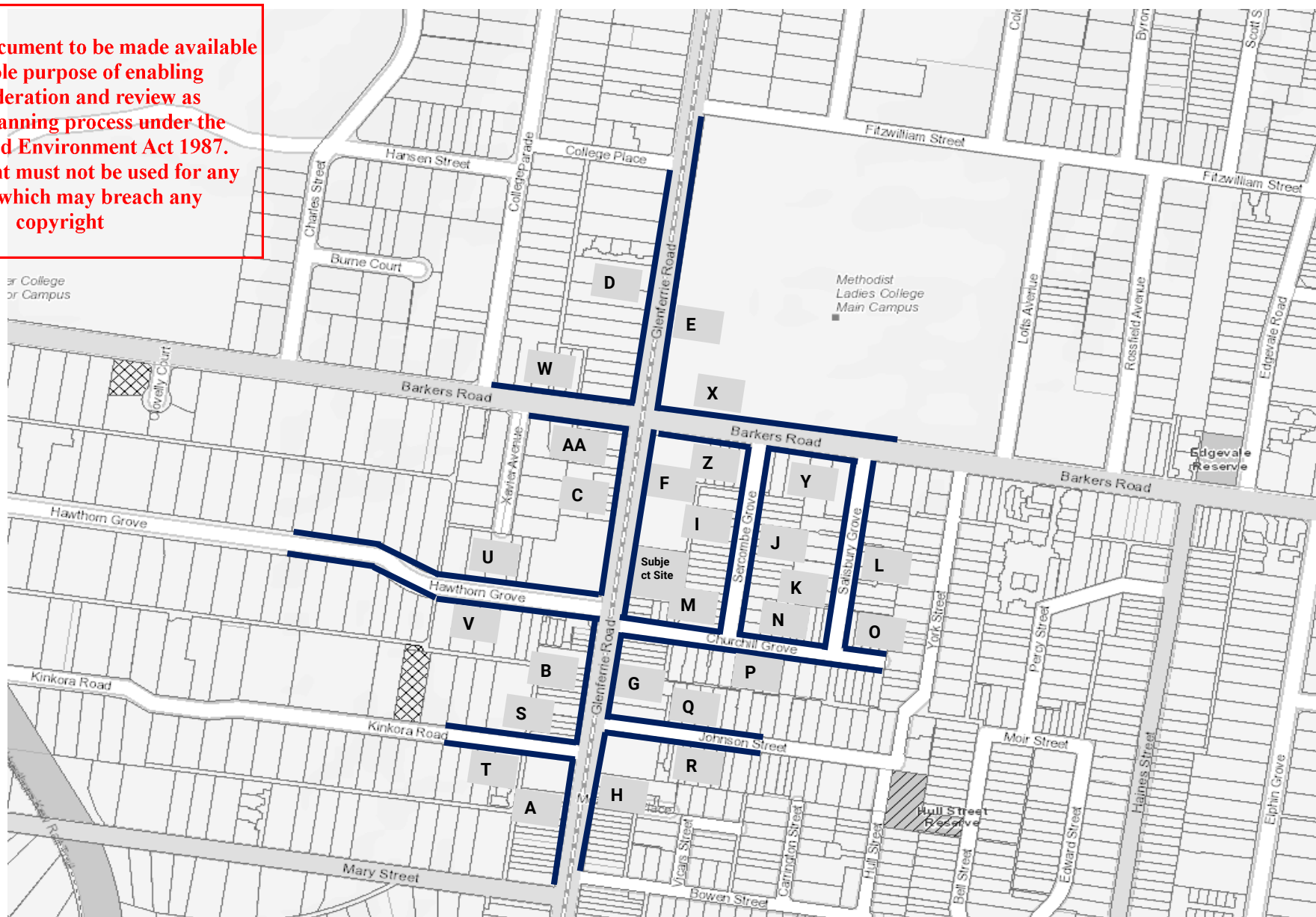
Location		Restriction	Capacity Min - Max	Thursday 28 November, 2024						Saturday 30th November, 2024	
				10am	11am	12pm	1pm	2pm	3pm	12pm	8pm
Map Ref.	BARKERS ROAD										
	North Side		Clearway 4pm-6:30pm Mon-Fri								
W	College Parade to Glenferrie Road	No Stopping	-	0	0	0	0	0	0	0	0
		Unrestricted all other times	3	3	3	3	3	1	1	0	1
		No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
		Unrestricted all other times	2	2	2	2	2	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
X	Glenferrie Road to MLC Entry	No Stopping	-	0	0	0	0	0	0	0	0
		Bus Zone 30min	-	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0
South Side		Clearway 6:30am-9:30am Mon-Fri									
Y	Salisbury Grove to Sercombe Grove	No Stopping	-	0	0	0	0	0	0	0	0
		No Stopping 2:30pm-4pm Mon-Fri	8	2	2	2	3	0	0	1	5
		No Stopping	-	0	0	0	0	0	0	0	0
Z	Sercombe Grove to Glenferrie Road	No Stopping	-	0	0	0	0	0	0	0	0
AA	Glenferrie Road to Xavier Avenue	No Stopping	-	0	0	0	0	0	0	0	0
BARKERS ROAD		Capacity	5 - 13	13	13	13	13	5	5	13	13
		Total Number of Cars Parked		7	7	7	8	1	1	1	6
		Total Number of Vacant Spaces		6	6	6	5	4	4	12	7
		Percentage Occupancy		54%	54%	54%	62%	20%	20%	8%	46%
SUMMARY => ON-STREET CARPARKING											
Car Parking Supply			224 - 286	277	277	277	277	269	258	286	224
Total Number of Cars Parked				222	222	234	243	204	193	196	164
Total Number of Vacant Spaces				55	55	43	34	65	65	90	60
Percentage Occupancy				80%	80%	84%	88%	76%	75%	69%	73%
Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Bus Zone', 'Permit Zone' and 'No Parking' areas, etc., during the relevant enforcement periods											
LEGEND: Public Parking											
			Not available to the general public								
			Not Available, illegally parked cars included in analysis								
			No Stopping/ Other No Parking								

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Appendix C

Swept Path Diagrams

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WASTE TRUCK LOADING AREA ACCESS

VEHICLE PROFILE

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

6.345

Waste Wise

0.98 3.40

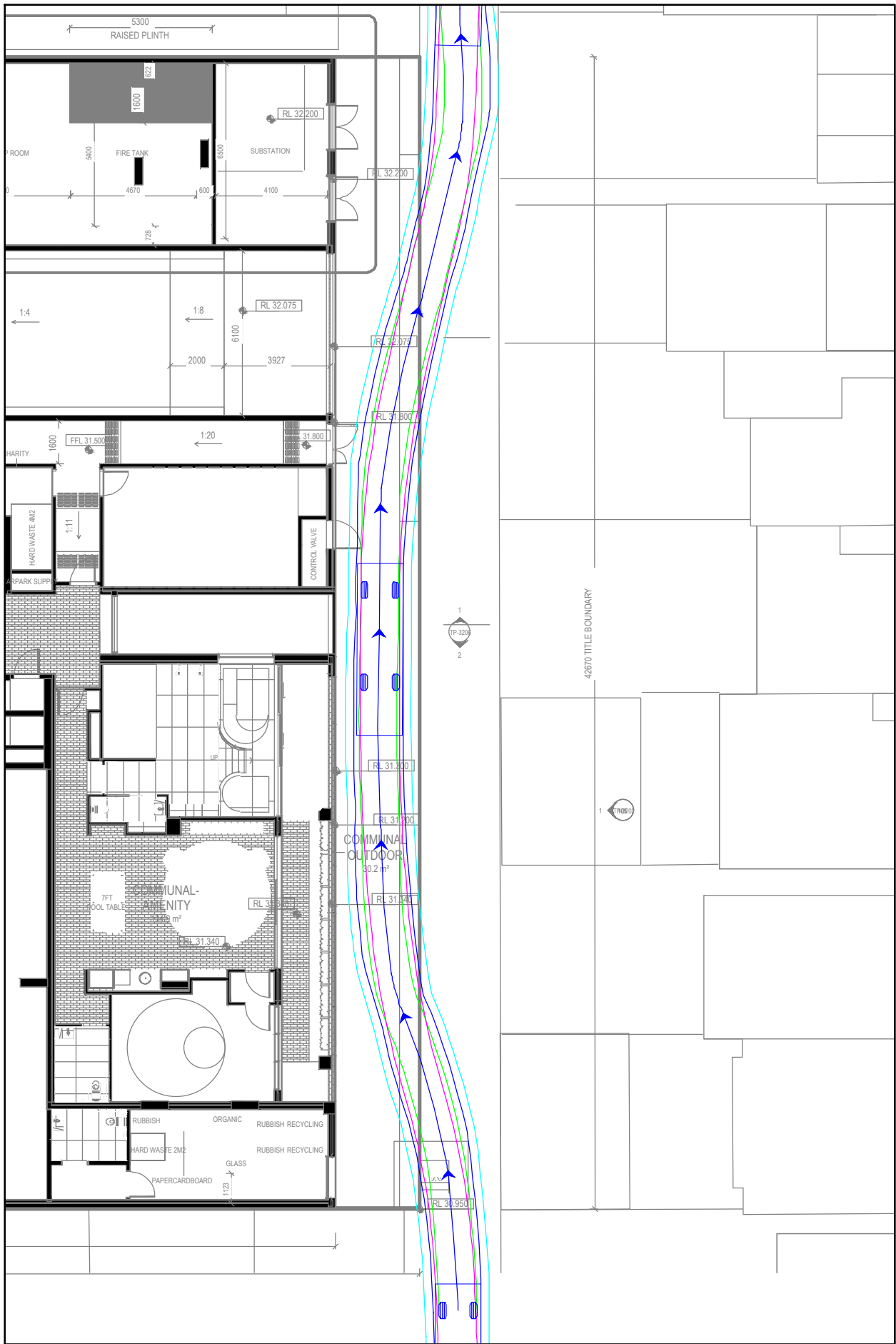
Waste Wise Mini (Hino 300)

Width : 1.7m
Front Track : 1.4m
Rear Track : 1.44m
Kerb to Kerb Radius : 12.4m

LEGEND

REAR WHEELS (pink line)
FRONT WHEELS (green line)
VEHICLE BODY (blue line)
BODY CLEARANCE (cyan line)

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REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/12/2024	TOWN PLANNING	J. YOUNG	L. FURNESS
B	27/02/2026	TOWN PLANNING	J. YOUNG	L. FURNESS
C	27/04/2026	TOWN PLANNING	J. YOUNG	L. FURNESS

846-858 GLENFERRIE ROAD, HAWTHORN
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM:
2523_Glenferrie_Road_DA_R25_bahman-andalibEWCSG-Sheet - TP-2200 - FLOOR PLAN - LEVEL GROUND.dwg &
2523_Glenferrie_Road_DA_R25_bahman-andalibEWCSG-Sheet - TP-22B1 - FLOOR PLAN - BASEMENT 01.dwg
DRAWINGS BY: Woods Bagot

FILE NAME: G35521-01
SHEET NO.: 01



SCALE:
1:200 (A3)

0 2 4

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Traffix Group

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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

4.91*

0.92 2.80

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 B2.1 of AS/NZS 2890.1:2004

ADVERTISED PLAN

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