

# Transport Impact Assessment

## Proposed Mixed-Use Development

### 64-70 Hanover Street, Fitzroy ADVERTISED PLAN

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# ratio:

Project  
64-70 Hanover Street, Fitzroy

Prepared for  
Focus Group

Our reference  
22873T

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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# 1. Introduction

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## 1.1. Introduction

Ratio Consultants (Ratio) has been engaged by Focus Group to prepare a Transport Impact Assessment for the proposed mixed-use development located at 64-70 Hanover Street in Fitzroy.

The application proposes to demolish the existing structure occupying the site and develop dwellings and two food and drink premises tenancies. Car parking on the site will be provided via a two-level basement car park that is accessed via Brunswick Place.

## 1.2. Purpose and Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

- Existing traffic and parking conditions surrounding the site.
- Parking demand likely to be generated by the proposed development.
- Suitability of the proposed parking arrangements of supply and layout.
- Traffic generation characteristics of the proposed development.
- Proposed access arrangements for the site.
- Transport impact of the development proposal on the surrounding road network.

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## 1.3. References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by SJB Architects, attached at Appendix A.
- Yarra Planning Scheme.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- Existing conditions traffic data as referenced within this report.
- A desktop inspection of the subject site and its surrounds.
- Other documents as nominated.

## 2. Existing Conditions

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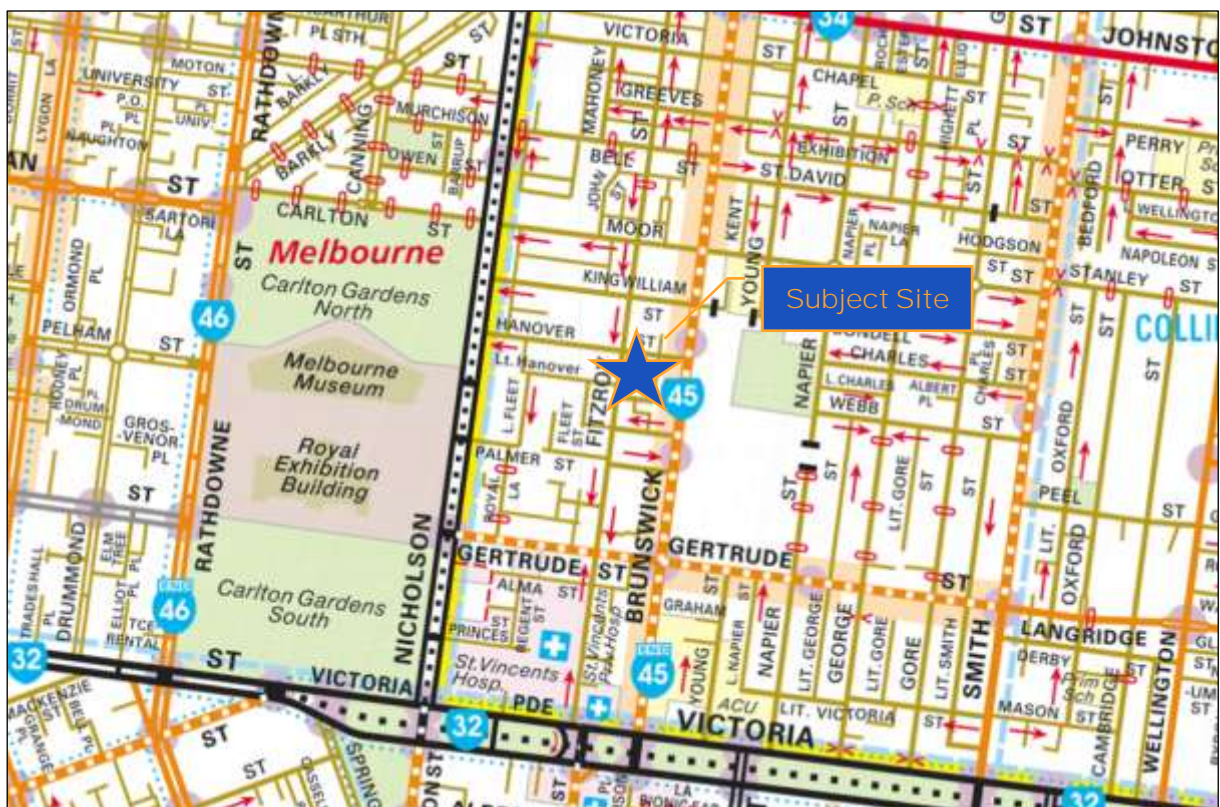
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#### 2.1. Site Location

The subject site comprises two parcels of land, addressed as 64-66 and 68-70 Hanover Street, Fitzroy. The subject site is bound by Hanover Street to the north, Fitzroy Street to the west, and Brunswick Place to the south and east.

The subject site in context with the existing road network is shown in Figure 2-1.

Figure 2-1: Site Locality



(Source: Melway)

The overall site is irregular in shape and features a total area of approximately 2,379sq.m.

The northern parcel of land is currently occupied by a two-storey commercial building and associated car parking. The southern parcel of land predominantly comprises an at-grade car park.

Vehicular access for the site is currently provided via three crossovers to Fitzroy Street and one crossover to Brunswick Place. It is noted that the northernmost crossover to Fitzroy Street provides direct access to 7 car parking spaces associated with the commercial building.

An aerial image of the subject site in context of the surrounding road network is provided at Figure 2-2.

Figure 2-2: Aerial Photograph



Source: Nearmap (August 2025)

## 2.2. Zoning and Land Use

The site is situated within a 'Neighbourhood Residential Zone – Schedule 1 (NRZ1)' and 'Commercial 1 Zone (C1Z)' under the Yarra Planning Scheme. Surrounding land uses generally consist of residential uses to the west and commercial uses to the east.

The site is located within the Brunswick Street Major Activity Centre, as defined under Clause 11.03 of the Yarra Planning Scheme.

The following overlays apply to the subject site:

- Development Contributions Plan Overlay (DCPO1), and
- Heritage Overlay (H0334).

Significant land uses in the vicinity of the site include:

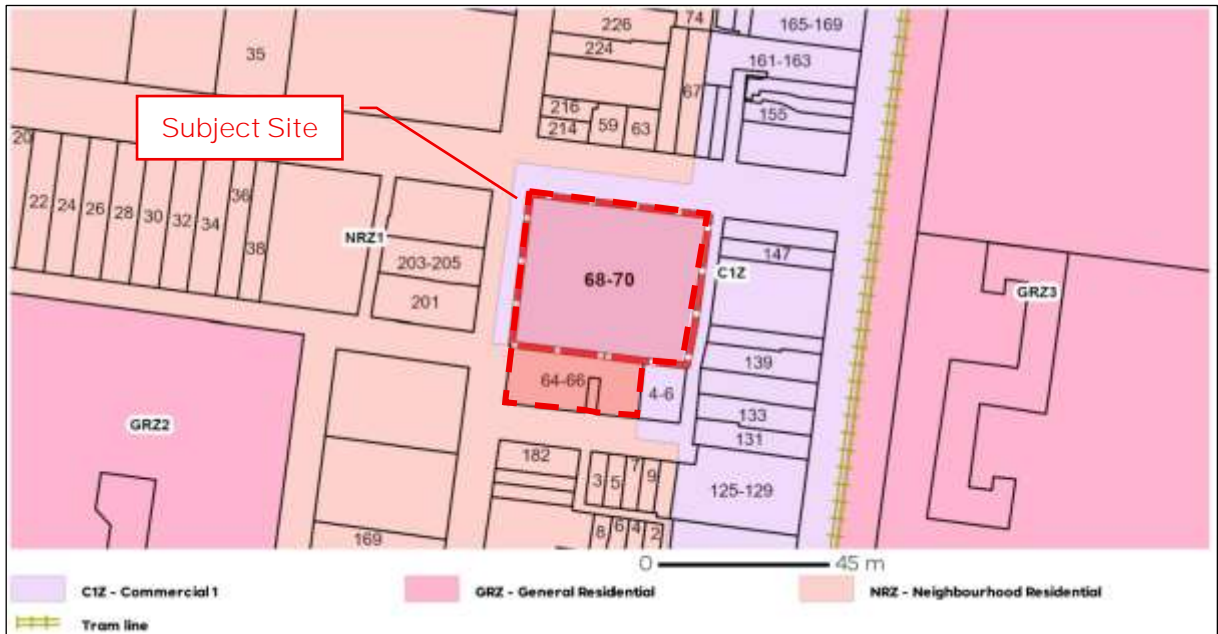
- Royal Exhibition Building, located approximately 400m west of the site; and
- St Vincent's Hospital, located approximately 400m south of the site.

A land use zoning map is provided at Figure 2-3.

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Figure 2-3: Land Use Zoning Map



Source: VicPlan

### 2.3. Road Network

Hanover Street is classified as a 'local road' under Council's Register of Public Roads. It is aligned in a general east-west orientation between Brunswick Street to the east and Nicholson Street to the west.

In the vicinity of the site, Hanover Street provides an approximately 10m wide carriageway which accommodates simultaneous two-way traffic and kerbside parallel parking on both sides of the road. A footpath is provided on each side of Hanover Street in the vicinity of the site.

On-street parking restrictions are generally subject to short-term or permit zone restrictions on Hanover Street.

A posted speed limit of 40km/h applies to Hanover Street past the site.

Hanover Street, in the vicinity of the site, is shown at Figure 2-4 and Figure 2-5.

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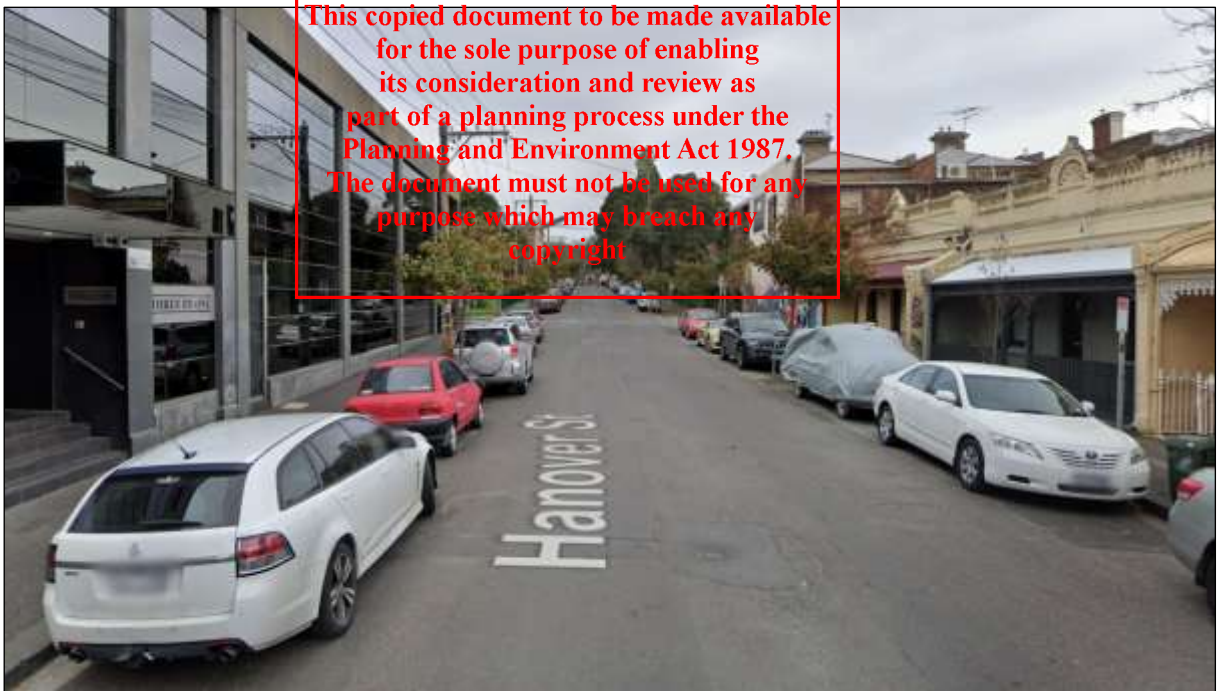
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Figure 2-4: Hanover Street - view east



Figure 2-5: Hanover Street - view west



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Source: Google Maps (July 2019)

Fitzroy Street is classified as a 'local road' under Council's Register of Public Roads. It is aligned in a general north-south orientation between Alexandra Parade to the north and Victoria Parade to the south.

In the vicinity of the site, Fitzroy Street operates in a one-way southbound arrangement, with kerbside parallel parking available on the east side of the road. A footpath is provided on each side of Fitzroy Street in the vicinity of the site.

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On-street parking restrictions are generally subject to short-term or permit zone restrictions on Fitzroy Street.

A posted speed limit of 40km/h applies to Fitzroy Street past the site.

Fitzroy Street, in the vicinity of the site, is shown at Figure 2-6 and Figure 2-7.

Figure 2-6: Fitzroy Street - view north

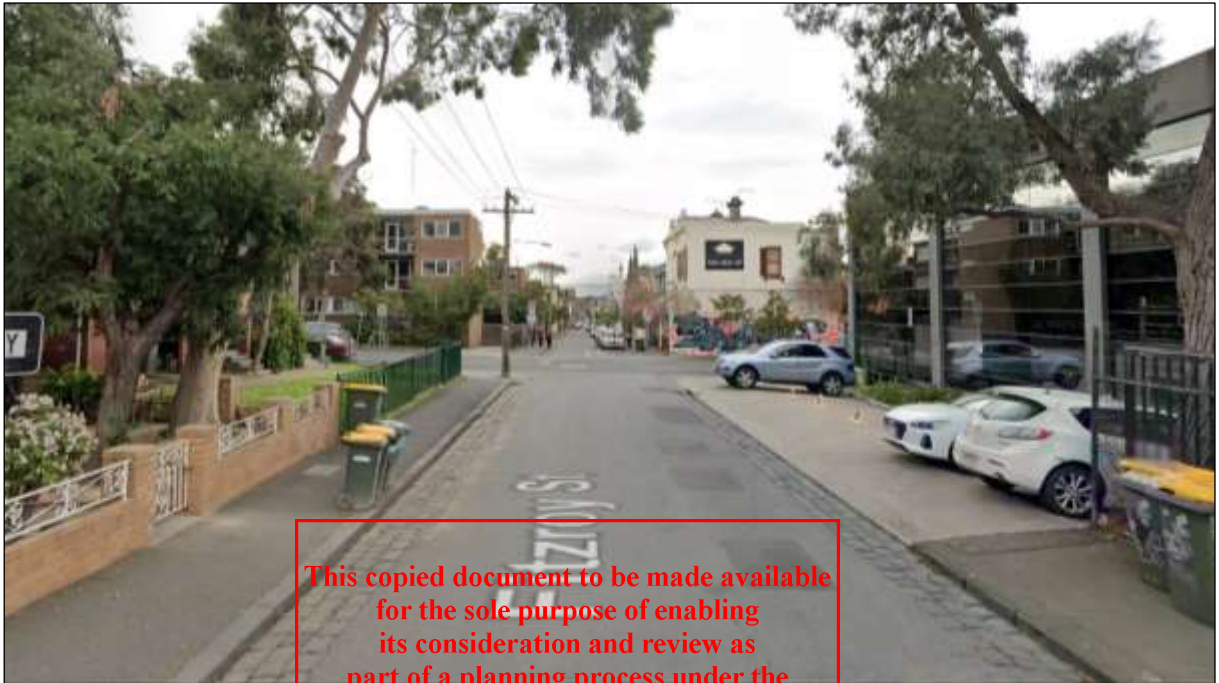


Figure 2-7: Fitzroy Street - view south



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Source: Google Maps (July 2019)

Brunswick Place is classified as a 'local road' under Council's Register of Public Roads. It is aligned in a general east-west orientation along the southern boundary of the site and deviates to a general north-south orientation along the eastern boundary of the site.

The east-west section of Brunswick Place accommodates one traffic lane and informal kerbside parallel parking on the north side of the road. A footpath is provided on each side of the east-west section of Brunswick Place.

On-street parking restrictions are subject to short-term restrictions on Brunswick Place.

The north-south section of Brunswick Place provides an approximately 3.6m wide carriageway and provides for back-of-house pedestrian and loading access for several tenancies fronting Brunswick Street. The existing building on the subject site and property immediately southeast of the site are also afforded pedestrian access to this section of Brunswick Place.

A posted speed limit of 40km/h applies to Brunswick Place past the site.

Each section of Brunswick Place is shown at Figure 2-8 to Figure 2-11.

Figure 2-8: Brunswick Place (east-west section) - view east



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Figure 2-9: Brunswick Place (east-west section) - view west



Figure 2-10: Brunswick Place (north-south section) - view north



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Figure 2-11: Brunswick Place (north-south section) - view south



Source: Google Maps (December 2018)

## 2.4. Sustainable Transport

### Public Transport

The site features excellent access to public transport, with multiple tram services operating within close walking distance to the site.

The closest railway station to the site is Parliament Railway Station, located approximately 1.1km walking distance to the south of the site. Additional bus and tram services also operate further south of the site on Victoria Parade.

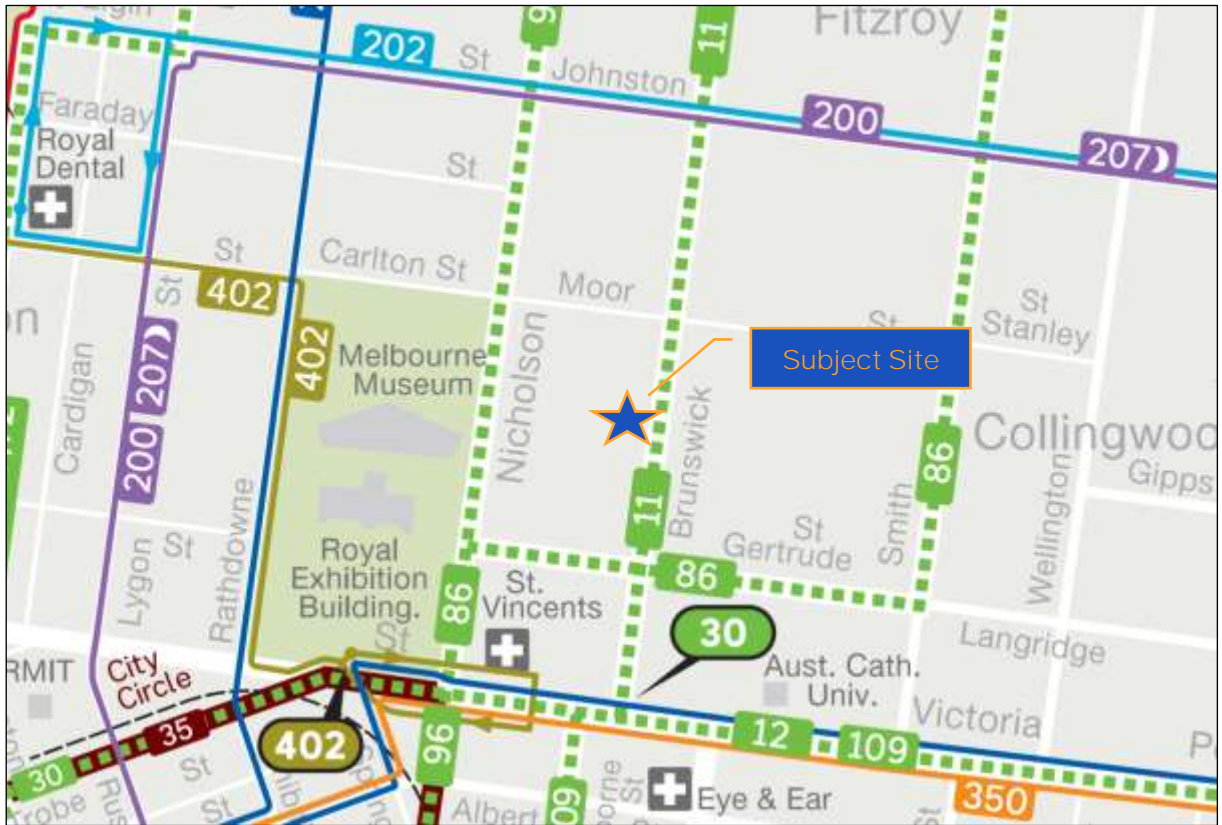
A summary of nearby public transport services is provided at Figure 2-12 and Table 2-1.

Table 2-1: Nearby Public Transport Service Summary

Route No.	Route Summary	Nearest Stop	Approx. Walking Distance
Tram Services			
11	West Preston – Victoria Harbour Docklands	Brunswick Street	~65m northeast
86	East Brunswick – St Kilda Beach	Gertrude Street	~330m south
96	Bundoora RMIT – Waterfront City Docklands	Nicholson Street	~310m northwest

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Figure 2-12: Public Transport Map



Source: Public Transport Victoria – Yarra City Bus Network Map

### Bicycle Network

The site has good access to bicycle infrastructure, with on-road bicycle lanes provided on Brunswick Street and Gertrude Street and an informal bicycle route identified on Moor Street.

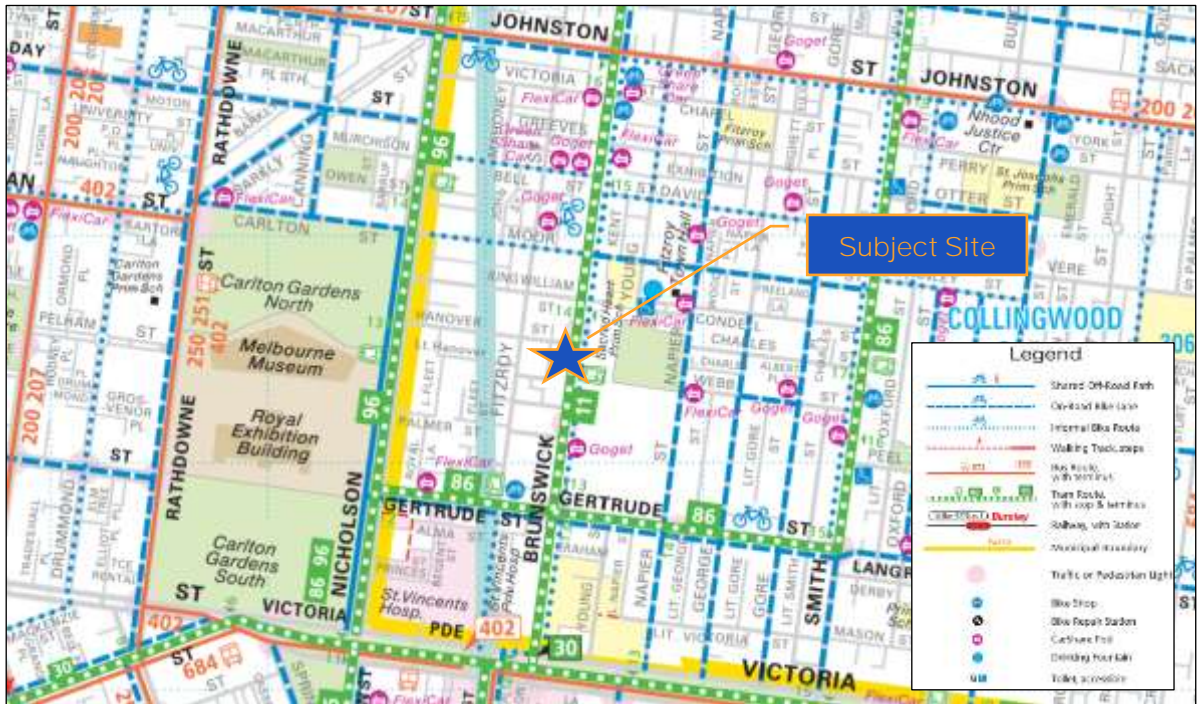
Off-road bicycle paths are also provided throughout Carlton Gardens to the west of the site.

An excerpt of the City of Yarra Travel Smart map is presented at Figure 2-13 which illustrates the surrounding bicycle network in context of the site.

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Figure 2-13: City of Yarra Travel Smart Map



Source: City of Yarra Travel Smart Map (2023)

### Pedestrian Network

Pedestrian movements are well facilitated in the vicinity of the site, with constructed footpaths provided on both sides of Hanover Street, Fitzroy Street and the east-west section of Brunswick Place.

The site achieves a 'Walk Score' of 99 points (out of a possible 100) and is described as a 'Walker's Paradise' on WalkScore.com, noting that 'daily errands do not require a car'. A site's Walk Score is calculated based on the walking distance to local amenities such as supermarkets, schools, parks, public transport, etc.

### Car Share

There is an abundance of car share schemes available for use in the area. Car share schemes offer a viable alternative to owning a private vehicle, with members able to book vehicles on an as needed basis either online or by phone. Car share schemes are a more cost-effective and environmentally friendly alternative transport option to owning a private motor vehicle.

Commercial car share operators have a number of pods conveniently located around Melbourne, with a number of pods operated by GoGet and Flexicar. The nearest car share pod is located on James Street and is operated by GoGet.

A summary of nearby car share pods is provided within Table 2-2 and illustrated at Figure 2-14.

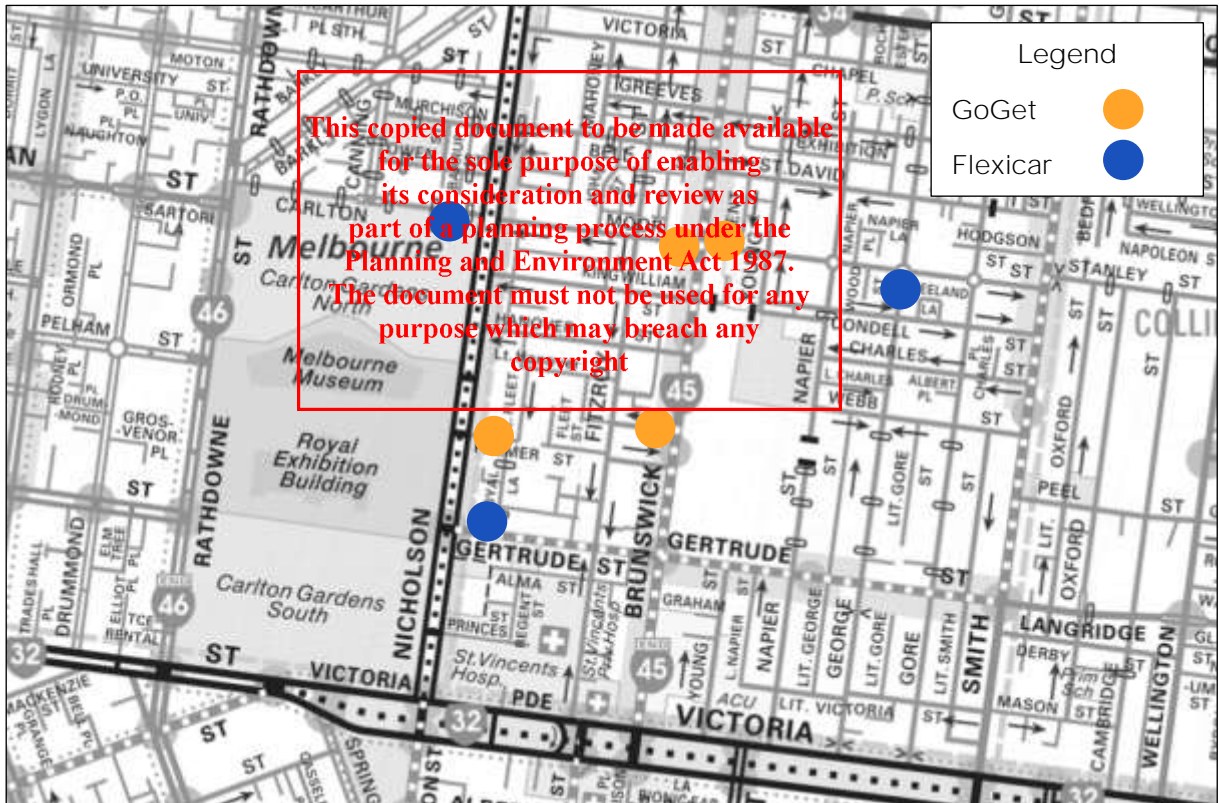
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Table 2-2: Nearby Car Share Pods

Operator	Location	Approx. Walking Distance
GoGet	James Street (west of Brunswick Street)	130m southeast
	Palmer Street (east of Nicholson Street)	300m west
	Moor Street (west of Brunswick Street)	200m northeast
	Moor Street (east of Brunswick Street)	200m northeast
Flexicar	Gertrude Street (west of Royal Lane)	380m southwest
	Carlton Street (west of Nicholson Street)	450m northwest
	George Street (north of Condell Street)	400m northeast

Figure 2-14: Nearby Car Share Pod Locations



Source: Melway

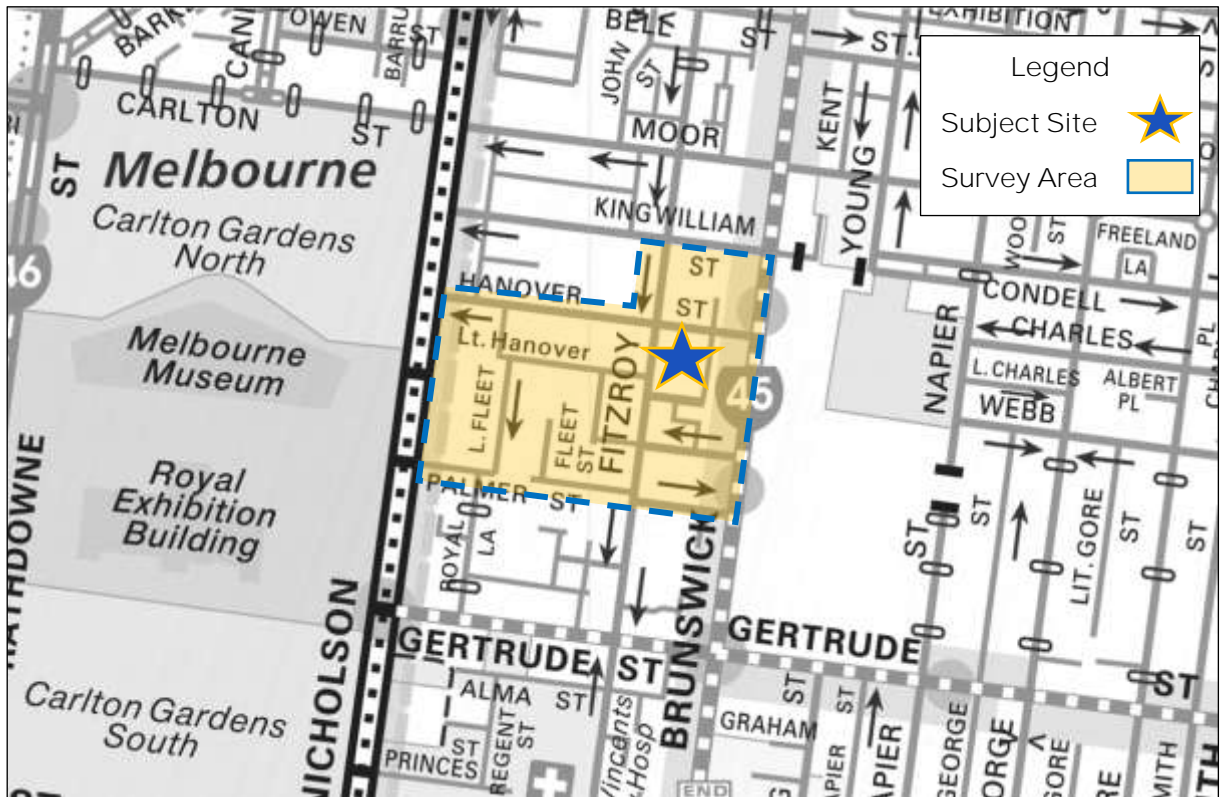
## 2.5. Existing Parking Conditions

Ratio Consultants commissioned car parking occupancy surveys of the nearby on-street parking supply during the following periods:

- Saturday 30<sup>th</sup> August 2025 between 12pm-7pm; and
- Tuesday 2<sup>nd</sup> September 2025 between 11am-7pm.

The survey area included between 180-193 suitable car parking spaces and generally included on-street parking within 250m walking distance of the site. A map of the parking survey area is provided at Figure 2-15.

Figure 2-15: Parking Survey Area



Source: Melway

A summary of the survey results is provided at Figure 2-16 and Figure 2-17, with the following noted:

- The weekday parking surveys indicated a peak demand at 12pm, where an occupancy of 78% was recorded (142 parked cars, 41 vacant spaces).
- The weekend parking surveys indicated a peak demand at 3pm, where an occupancy of 77% was recorded (140 parked cars, 42 vacant spaces).

Full results of the parking surveys is attached at Appendix B of this report.

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Figure 2-16: Weekday Parking Survey Results

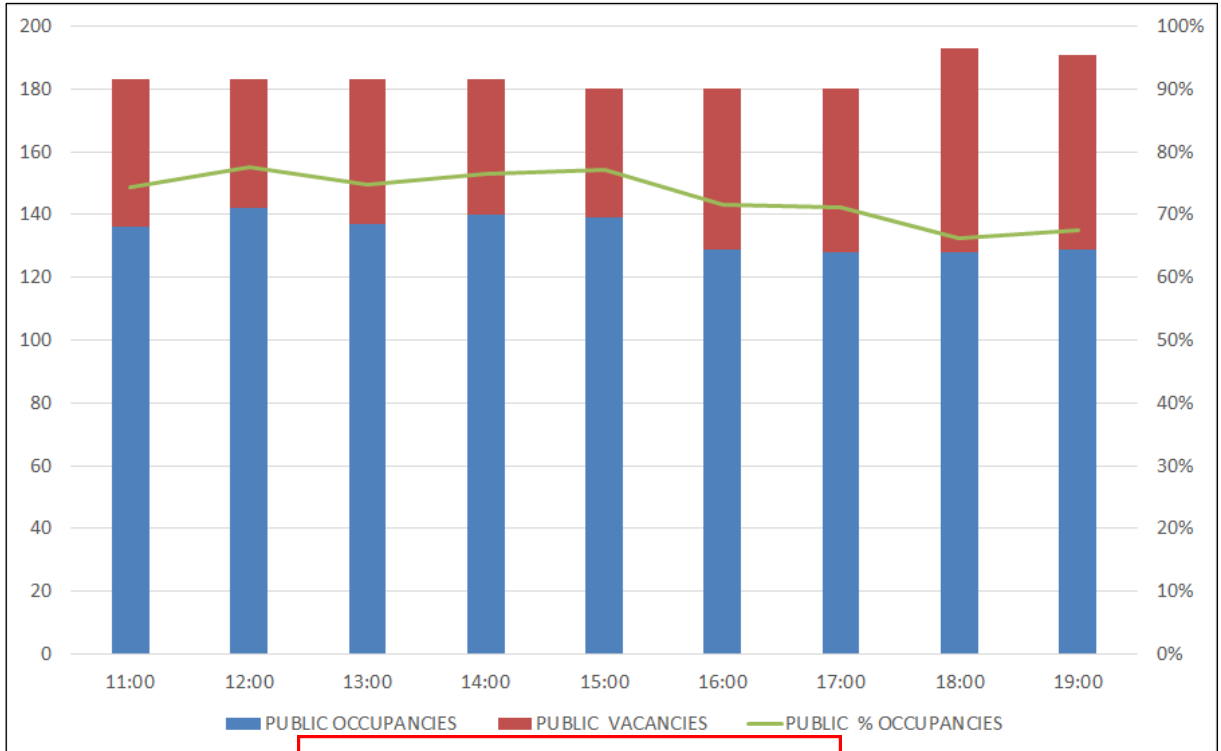
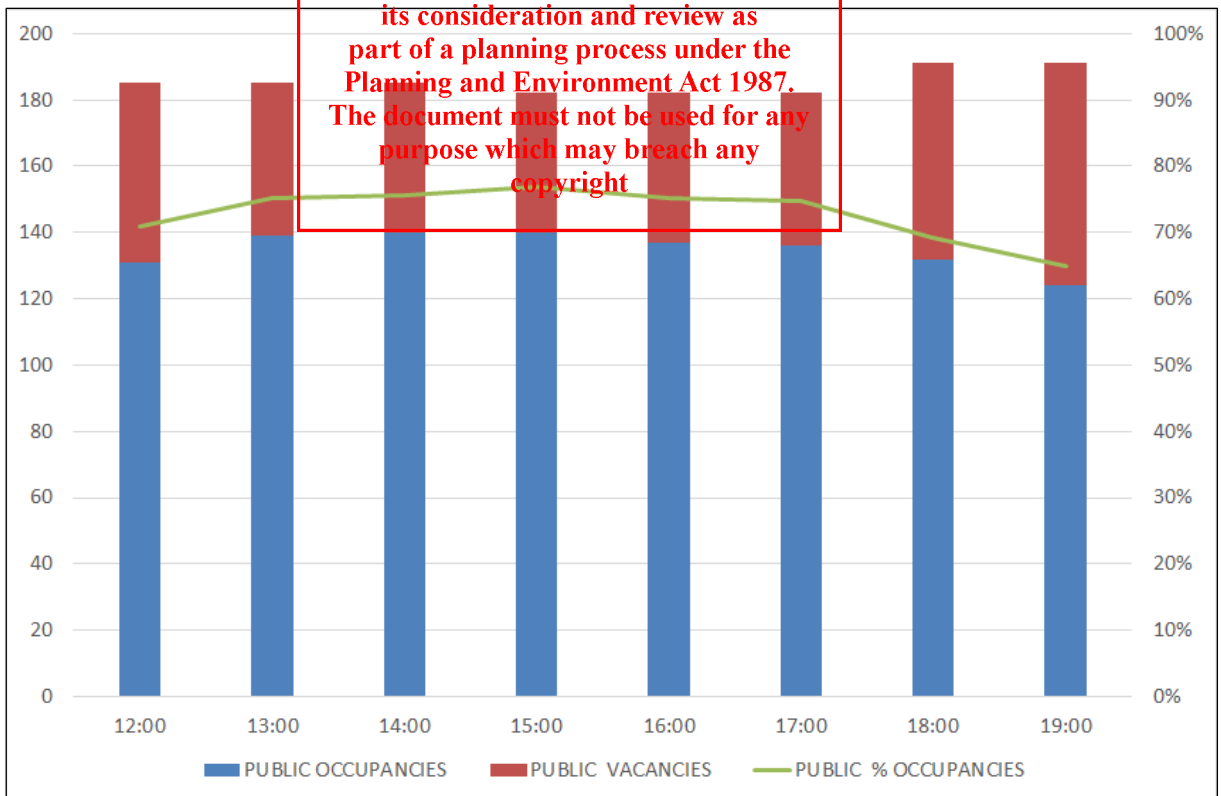


Figure 2-17: Weekend Parking Survey Results



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# 3. Proposal

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The proposal is to demolish the existing building and develop the land at 64-70 Hanover Street, Fitzroy for the purposes of an eight-storey mixed-use development, comprising 63 residential dwellings and two food and drink premises tenancies at ground level.

A summary of the proposed development is provided at Table 3-1.

Table 3-1: Development Summary

	Use	No./Size
Dwelling	One-Bedroom	14 dwellings
	Two-Bedroom	25 dwellings
	Three-Bedroom	17 dwellings
	Four-Bedroom	7 dwellings
	Total	63 dwellings
	Food and Drink Premises	135 sq.m

A total of 108 car parking spaces will be provided on the site across two basement car parking levels. All car parking on the site will be allocated to residents and staff. A further 5 motorcycle spaces will also be provided.

Vehicle access for the site will be provided via a dual-width crossover to Brunswick Place at the southern boundary of the site. The remaining existing vehicle crossovers will be removed and reinstated with kerb and channel to the satisfaction of Council.

A total of 76 bicycle parking spaces will be provided on the site, including 68 spaces within a secure bicycle store at ground level and 8 spaces to the north of the building for visitors and customers.

Waste collection will occur on-site within basement level 1 for the residential uses, and within the north-south section of Brunswick Place for the commercial uses.

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# 4. Car Parking Assessment

## 4.1. Clause 52.06 – Statutory Car Parking Requirement

Clause 52.06-5 of the Yarra Planning Scheme sets out the statutory car parking requirement for new developments and changes in use.

Table 1 under Clause 52.06-5 provides car parking requirements for land uses that are based on the land category identified in the Car Parking Requirements Map (CPR Map).

An excerpt of the CPR Map is provided at

Figure 4-1: CPR Map Excerpt



Source: VicPlan

Based on the above, the site is located within a 'Category 3' and 'Category 4' area, with the 'Category 4' classification being applicable in this instance given it is the higher category.

An assessment of the statutory car parking requirement is provided in Table 4-1.

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Table 4-1: Statutory Car Parking Requirement

Use	Measure	Statutory Parking Rate (Category 4)	Requirement
Dwelling	63 no.	Maximum 2 spaces per dwelling	126 spaces
Food and Drink Premises	135 sq.m	Maximum 1 space per 100sq.m	1 spaces
			<i>Maximum 127 spaces</i>

The above assessment indicates that the development proposal has a statutory requirement to provide a maximum of 127 car parking spaces.

Accordingly, the proposed provision of 108 car parking spaces falls below the maximum requirement and is therefore acceptable.

#### 4.2. DDA Car Parking

In addition to the statutory car parking requirements set out in Clause 52.06 of the Planning Scheme, the National Construction Code (NCC) outlines the requirements for the provision of car parking for people with disabilities.

An assessment of the NCC disabled car parking requirements for the development proposal is outlined in Table 4-2.

Table 4-2: NCC Disabled Parking Requirement

Description	Building Class	NCC Disabled Parking Requirement
Food and Drink Premises	6	1 disabled space per 50 car parking spaces, or part thereof

The provision of one car parking space for the food and drink premises tenancies results in a requirement to provide one parking space for people with disabilities. This requirement is met by the provision of one disabled parking space.

#### 4.3. Motorcycle Parking

A total of 5 motorcycle parking spaces are provided within basement level 2, each of which are dimensioned at 1.2m wide and 2.5m long, in accordance with AS/NZS2890.1:2004.

Whilst there is no statutory motorcycle parking requirement, the proposed motorcycle parking provision is considered appropriate.

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# 5. Access and Car Parking Layout

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### 5.1. Clause 52.06-9 Assessment

An assessment of the proposed car parking layout and access arrangements against the relevant design standards of Clause 52.06-9 of the Yarra Planning Scheme is provided below.

#### Design Standard 1 – Accessways

Table 5-1: 'Design Standard 1 - Accessways' Assessment

Requirement	Comments
Must be at least 3m wide.	<u>Satisfied</u> – All accessways are provided in excess of 3m wide.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied</u> – All internal accessway intersections are at least 4.2 metres wide at all changes of direction.
Allow vehicles parked in the last space of a dead end accessway in public car parks to exit in a forward direction with one manoeuvre.	<u>N/A</u> – The car park will not be accessible to the public.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	<u>Satisfied</u> – A minimum headroom clearance of 2.1m is provided above overhead obstructions. Furthermore, a minimum headroom clearance of 2.5m is provided within basement level 1 as required for DDA accessibility under AS2890.6-2018.
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.	<u>Satisfied</u> – The internal layout allows all vehicles to enter and 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.	<u>Satisfied</u> – The proposed site access connection is 6.1m wide to provide opportunities for passing.
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	<u>Satisfied</u> – A pedestrian sight triangle cannot be provided on the east side of the proposed vehicle access due to the location of the existing building at 4-6 Brunswick Place. Given the limited number of pedestrian movements expected along this section of Brunswick Place, it is considered acceptable that

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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. no formal physical splay is provided. Notwithstanding, a convex mirror could be provided on the west side of the connection should this be considered necessary by Council.

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 provided via land within a Transport Zone 2 or Transport Zone 3.

## Design Standard 2 – Car Parking Spaces

Table 5-2: ‘Design Standard 2 - Car Parking Spaces’ Assessment

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	<u>Satisfied</u> – All standard car parking spaces are provided in accordance with the minimum dimensions set out in Table 2 of Design Standard 2. The accessible space meet the dimensional requirements of AS2890.6:2022.
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 of Design Standard 2 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 2.1m above the space.	<u>Satisfied</u> – All car parking spaces have been designed to accord with Diagram 1 of Design Standard 2.
Car spaces in garages or 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 or carport.	<u>Satisfied</u> – All single-width tandem garages are provided with minimum internal dimensions of 3.5m wide x 10.9m long. This arrangement allows for a standard 6m long garage space with an additional 4.9m long garage space provided in tandem. These dimensions are more than sufficient to accommodate two 85 <sup>th</sup> percentile design vehicles parked in tandem and are considered appropriate. All double-width garages are provided with minimum internal dimensions of 5.5m wide x 6m long.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>Satisfied</u> – As above, tandem garages are sufficiently dimensioned to allow for two vehicles to be parked in a tandem arrangement.

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Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover. Satisfied – All car spaces are located under cover.

## Design Standard 3 – Gradients

Table 5-3: 'Design Standard 3 – Gradients' Assessment

Requirement	Comments
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.	<u>Satisfied</u> – A maximum gradient of 1:10 is provided within 5 metres of the frontage.
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.	<u>Satisfied</u> – The proposed ramps meet the requirements of Table 3, with no gradient exceeding 1:4 for a distance longer than 20m.
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.	<u>Satisfied</u> – All transitions are satisfactory, with no summit grade change in excess of 1:8 and no sag grade change in excess of 1:6.7.

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## 5.2. Electronic Swept Path Assessment

An assessment of critical movements to, from and throughout the on-site car park using the 'Autodesk Vehicle Tracking' software is attached at Appendix C.

It is noted that accessways and ramps are generally designed to accommodate the simultaneous passing of opposing vehicles. Alternatively, vehicles could prop within the accessway or ramp whilst an opposing vehicle passes, noting that this arrangement is appropriate having regard to the anticipated turnover of the car park and familiarity of users.

## 5.3. Summary

Based on the above, the car parking layout and access arrangements of the proposed development are in accordance with the requirements of the Yarra Planning Scheme and relevant standards and are considered satisfactory.

# 6. Bicycle Parking

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## 6.1. Clause 52.34 – Bicycle Facilities

Clause 52.34 of the Planning Scheme sets out the statutory bicycle parking requirement for new developments. Table 1 of Clause 52.34-5 provides bicycle parking rates that are applicable to the development proposal.

The statutory bicycle parking requirement of the proposed development is summarised at Table 6-1.

Table 6-1: Statutory Bicycle Parking Requirement (Clause 52.34)

Use	Measure	Bicycle Parking Rate	Requirement
Dwelling	63 no.	1 resident space per 5 dwellings 1 visitor space per 10 dwellings	13 resident spaces 6 visitor spaces
Food and Drink Premises	135 sq.m	1 staff space per 100 sq.m of floor area 1 customer space per 500 sq.m of feasible floor area	0 staff spaces 0 customer spaces
<i>Total</i>			<i>13 resident spaces 6 visitor spaces</i>

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Based on the above, the proposed development has a statutory requirement to provide 19 bicycle parking spaces, including 13 spaces for residents and 6 spaces for residential visitors.

## 6.2. Adequacy of Bicycle Parking Provision

The proposed development includes a total of 76 bicycle parking spaces, including 68 spaces within a secure bicycle storage area for residents and staff, and a further 8 bicycle parking spaces along the site’s Hanover Street frontage for residential visitors and customers.

Accordingly, the statutory bicycle parking requirement is significantly exceeded by the proposed bicycle parking provision.

## 6.3. Bicycle Parking Design

The majority of resident and staff bicycle parking spaces will be provided via the Cora double-tier bicycle rack system, dimensioned with an envelope that is 1.86m long x 0.4m wide for each rack, with an adjacent 2m wide accessway. These dimensions are met within the secure bicycle store area located at ground level.

The remaining resident bicycle parking spaces are provided via large bike parking stalls that are capable of accommodating cargo bicycles, which provide with a minimum 2.7m long x 0.75m wide envelope.

All visitor and customer bicycle parking spaces will be provided via double-sided bicycle hoops, which are dimensioned with an envelope that measures 1.8m long x 1m wide, with an adjacent 1.5m wide accessway.

Accordingly, the design of bicycle parking on the site is acceptable.

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# 7. Loading Assessment

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### 7.1. Loading Arrangements

Clause 65.01 of the Yarra Planning Scheme states the following with respect to the loading activities of a development application:

*“Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*

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

Loading activities are expected to be infrequent and will largely be undertaken by smaller delivery vehicles and vans. These activities can suitably occur within the nearby supply of on-street parking, noting there are several loading zones on Brunswick Street in the immediate vicinity of the site.

### 7.2. Waste Collection Arrangements

#### Residential Dwellings

Waste collection activities for the residential dwellings will occur within the basement level 1 car park, using a nominal 6.35m long low-profile waste collection vehicle. The vehicle will enter the site via Brunswick Place, prop in front of the bin store, then exit the site in a forward direction onto Brunswick Place.

A swept path diagram demonstrating access and circulation for the waste collection vehicle is provided at Appendix C.

#### Food and Drink Premises Tenancies

Waste collection for the food and drink premises tenancies will occur within the north-south section of Brunswick Place using a nominal 6.35m long mini rear-loader waste collection vehicle. The vehicle will enter Brunswick Place at its southern end, temporarily prop adjacent to the bin store, then exit Brunswick Place onto Hanover Street. This arrangement is consistent with the waste collection arrangements of several nearby retail tenancies with frontage to Brunswick Place and is considered appropriate given the infrequent nature of waste collection and limited pedestrian and vehicle access activity on Brunswick Place.

### 7.3. Adequacy of Loading and Waste Collection Arrangements

Based on the above, the proposed loading and waste collection arrangements of the site are considered to be acceptable.

# 8. Traffic Assessment

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Having consideration for the location of the site and excellent level of access to alternative transport modes, traffic generation rates for the proposed development have been derived from the *Transport for NSW Guide to Traffic Impact Assessment* and first principles assessments as summarised in Table 8-1.

Table 8-1: Traffic Generation Summary

Use	Size	AM Peak Hour Rate	AM Peak Hour	PM Peak Hour Rate	PM Peak Hour Rate
Dwelling	63 no.	0.19 vehicle trips per dwelling	12 vehicle trips	0.15 vehicle trips per dwelling	9 vehicle trips
Food and Drink Premises	135 sq.m	1 vehicle trip	1 vehicle trip	1 vehicle trip	1 vehicle trip
Total			13 vehicle trips		10 vehicle trips

Based on the above, the proposed development is estimated to generate 13 vehicle trips during the weekday AM peak hour and 10 vehicle trips during the weekday PM peak hour.

This level of traffic is low, equating to approximately 1 vehicle movement every 4.6 minutes during the most critical period.

Given Fitzroy Street is restricted to one-way southbound movements only, all traffic entering the site would turn left into Brunswick Place from Fitzroy Street and all traffic exiting the site would turn left out of Brunswick Place onto Fitzroy Street<sup>1</sup>.

It is noted that Brunswick Place currently operates in a single-width two-way arrangement. Having consideration for the limited number of car spaces that are currently accessed via the east-west section of Brunswick Place, and the addition of site generated traffic onto Brunswick Place, the operation and functionality of Brunswick Place are not expected to materially change.

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<sup>1</sup> Note that traffic could also travel via the north-south section of Brunswick Place, however given this section is effectively a back of house access this is considered unlikely.

# 9. Conclusion

Based on the analysis and discussion presented within this report, the following is noted:

- A Planning Permit is currently being sought for a mixed-use development on land located at 64-70 Hanover Street in Fitzroy.
- The proposed development has a statutory requirement to provide a maximum of 127 car parking spaces.
- The proposed on-site car parking provision of 108 car parking spaces is less than the maximum requirement and is appropriate.
- The proposed car parking layout and access arrangements of the site are consistent with the requirements set out in the Yarra Planning Scheme and Australian Standards where relevant.
- CAD-based swept path assessments have confirmed that key vehicle movements can be adequately completed throughout the site.
- The proposed development has a statutory requirement to provide 19 bicycle parking spaces. The provision of 76 bicycle parking spaces exceeds the statutory requirement.
- The proposed loading and waste collection arrangements are appropriate.
- The level of traffic estimated to be generated by the proposed development is low and not anticipated to have any material impact on the nearby road network.

Overall, there are no traffic or transport engineering reasons why a Planning Permit should not be issued for the proposed development.

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# Appendix A – Development Plans

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Client  
**FOCUS GROUP**

Project  
 64-66 & 68-70 Hanover Street, Fitzroy

Drawing  
**BASEMENT 01 FLOOR PLAN**

Job No.  
 21725

Drawing No.  
 SD02\_02

Date  
 30/04/2026

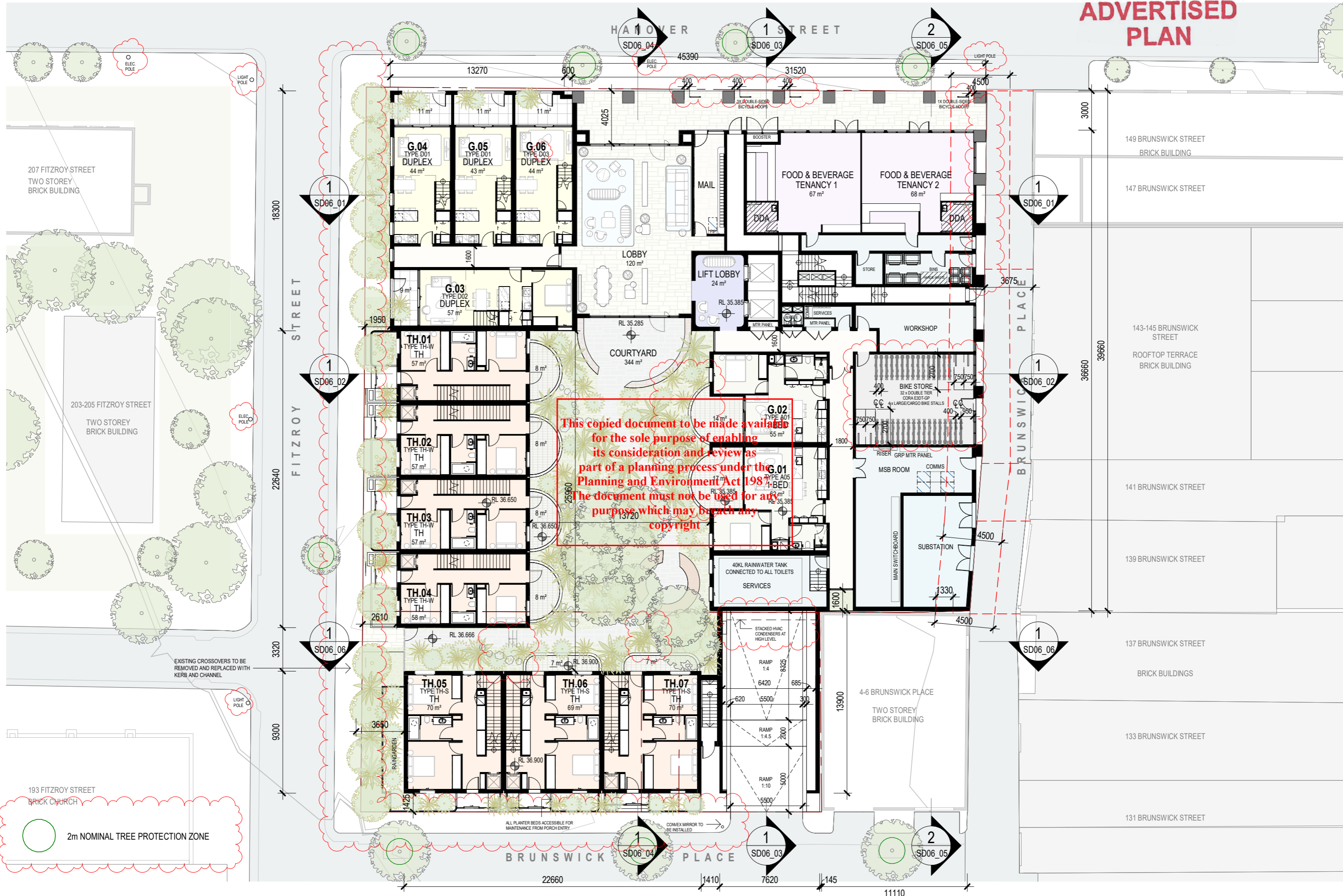
Scale  
 1 : 250 @ A3

Revision  
 5

**SJB Architects**  
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 3000 Australia  
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# Appendix B – Parking Survey Results

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Parking Fitzroy

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Parking Occupancy Survey

Date:	Tuesday, 2 September 2025
Location:	Fitzroy
GPS:	-37.803383, 144.976505
Weather:	Fine
Customer:	Ratio

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	
0		Hanover St	Brunswick St to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0	0
1					2P 7:30am-5:30pm Mon-Fri		3	2	2	1	1	1	1	2	2	2	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
1					Permit Zone		7	4	5	4	5	4	4	4	5	5	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
0				S	No Stopping		1	0	0	0	0	0	0	0	0	0	
1					1/4P 7am-6pm Mon-Sat		2	2	2	1	1	2	2	2	2	1	
1					1P 7am-11pm		8	7	6	4	7	7	7	6	6	5	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
0			Fitzroy St to Nicholson St	N	No Stopping		1	0	0	0	0	0	0	0	0	0	
1					2P 7am-11pm		26	19	20	20	21	20	17	18	20	19	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
0				S	No Stopping		1	0	0	0	0	0	0	0	0	0	
1					2P 7am-11pm		28	21	22	21	22	22	19	20	21	20	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
0		Brunswick Pl	Unit 4 to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0	
1					Unrestricted		5	5	4	5	5	5	5	4	4	5	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	
0				S	No Stopping		7	0	0	0	0	0	0	0	0	0	
0		Lt Hanover St	Fitzroy St to Lt Fleet St	N	No Stopping		2	0	0	0	0	0	0	0	0	0	
1					Unrestricted		3	2	2	2	2	1	1	1	2	1	
0					No Stopping		2	0	0	0	0	0	0	0	0	0	
0				S	No Stopping		10	0	0	0	0	0	0	0	0	0	
0		James St	Brunswick St to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0	
1					No Stopping Authorised Car Share Vehicles Excepted		1	1	1	1	1	1	1	1	1	1	
1					1/2P 7am-11pm		2	1	1	1	1	1	0	0	1	1	

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0					No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0
1					Permit Zone	3	2	1	1	1	1	1	1	1	1	1	3	
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0	Cowell St	Fitzroy St to Lt Hanover St		N	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0
0				W	No Stopping	6	0	0	0	0	0	0	0	0	0	0	0	0
0				E	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					2P 7am-1am	6	2	4	3	4	4	3	5	5	5			
0	Palmer St	Brunswick St to Fitzroy St		N	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					Permit Zone	6	5	5	5	5	5	3	4	6	6			
1					1P 7am-11pm	3	3	2	3	3	3	1	2	2	2			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 11am-1pm	2	0	0	0	0	1	0	1	2	2	2		
1					1P 11am-1pm	2	2	2	2	2	2	1	0	1	1			
0					No Stopping	1	0	0	0	0	0	1	0	0	0	0	0	0
1					1P 11am-1pm	3	1	3	2	3	3	3	2	3	1			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0		Fitzroy St to Fleet St		N	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					2P 60 Degree Angle 7am-1am	24	22	22	22	21	20	20	17	15	15			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					Permit Zone	15	7	8	9	9	10	9	8	7	7			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0		Fleet St to Nicholson St		N	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					4P Meter 60 Degree Angle 7am-6pm	5	5	5	4	5	3	3	4	5	4			
0					No Stopping	1	0	0	0	0	1	0	0	0	0	0	0	0
1					4P Meter 60 Degree Angle 7am-6pm	3	3	3	3	3	3	3	3	2	2			
1					P Disabled Only	1	0	0	0	0	0	0	0	0	0	0	0	0
1					4P Meter 60 Degree Angle 7am-6pm	6	4	5	4	5	5	6	5	4	4			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
0				S	No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0
1					Permit Zone	4	2	3	4	4	3	3	3	3	3			
0					No Stopping	1	0	0	0	0	0	0	0	0	0	0	0	0

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1					4P Meter 60 Degree Angle 7am-6pm		5	3	4	4	4	4	4	3	3	4
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0	Fitzroy St	King William St to Hanover St	W		No Stopping		10	0	0	0	0	0	0	0	0	0
0			E		No Stopping		1	0	0	0	0	0	0	0	0	0
1					1P 7am-11pm		2	2	1	2	1	2	2	2	2	2
1					Permit Zone		6	6	6	6	6	6	5	6	6	6
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Hanover St to Lt Hanover St	W		No Stopping		1	0	0	0	0	0	0	0	0	0
0			E		No Stopping		2	0	0	0	0	0	0	0	0	0
1					1P 7am-11pm		1	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Lt Hanover St to James St	W		No Stopping		5	0	0	0	0	0	0	0	0	0
0			E		No Stopping		1	0	0	0	0	0	0	0	0	0
1					1P 7am-11pm		3	3	2	3	3	3	3	3	3	3
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		James St to Palmer St	W		No Stopping		5	0	0	0	0	0	0	0	0	0
0			E		No Stopping		1	0	0	0	0	0	0	0	0	0
1					Permit Zone		4	3	3	4	4	3	3	3	3	3
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0	Brunswick St	Palmer St to James St	W		No Stopping		4	0	0	0	0	0	0	0	0	0
1					Loading Zone 7am-6pm Mon-Sat		1	0	0	0	0	0	0	0	0	0
1					1P Meter 7am-6pm Mon-Sat		2	1	1	1	1	1	1	1	1	1
0					No Stopping		1	0	0	0	0	0	0	0	0	0
1			E		No Stopping	No Stopping 7am-9am Mon-Fri	1	1	1	1	1	1	1	0	0	0
1					1/4P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	1	0	1	0	1	1	0	1	0	0
1					No Stopping	No Stopping 7am-9am Mon-Fri	1	1	1	0	1	0	0	1	0	0
0		James St to Hanover St	W		No Stopping		1	0	0	0	0	0	0	0	0	0
1					Loading Zone 15mins 7am-6pm Mon-Sat		1	0	0	0	0	0	0	0	0	0
1					1P Meter 7am-6pm Mon-Sat		14	6	6	8	6	8	7	7	3	11
1					Loading Zone 15mins 7am-6pm Mon-Sat		1	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0
1			E		No Stopping	No Stopping 7am-9am Mon-Fri	1	1	1	1	1	1	1	1	0	0
1					2P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	18	15	16	15	14	15	16	15	14	12
1					1/4P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	1	0	1	0	0	1	0	0	0	0
1					No Stopping	No Stopping 7am-9am Mon-Fri	1	0	1	0	0	0	0	1	0	0

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0			Hanover St to King William St	W	No Stopping		4	0	0	0	0	0	0	0	0	0	0	0	
1					Loading Zone 15mins 7am-6pm Mon-Sat		1	1	1	0	1	1	1	0	0	0	0	0	
1					P Disabled Only		1	0	1	1	1	1	1	1	1	1	1	1	
1					1P Meter 7am-6pm Mon-Sat		4	2	3	3	2	3	2	3	3	3	2	2	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	
1				E	No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	
1					2P 9am-7pm Mon-Fri	No Stopping 7am-9am Mon-Fri	4	4	4	3	3	3	3	4	2	2	2	2	
1					No Stopping	No Stopping 7am-9am Mon-Fri	3	0	0	0	0	0	0	0	0	0	0	0	
1					2P 9am-3pm, 1/4P 3pm-6pm Mon-Sat	No Stopping 7am-9am Mon-Fri	3	2	2	1	1	1	1	2	0	2	2	2	
1					No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	
<b>PUBLIC CAPACITY</b>								<b>183</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>193</b>	<b>191</b>	<b>191</b>	<b>191</b>	
<b>PUBLIC OCCUPANCIES</b>								<b>136</b>	<b>142</b>	<b>137</b>	<b>140</b>	<b>139</b>	<b>129</b>	<b>128</b>	<b>128</b>	<b>128</b>	<b>129</b>	<b>129</b>	<b>129</b>
<b>PUBLIC VACANCIES</b>								<b>47</b>	<b>41</b>	<b>46</b>	<b>43</b>	<b>41</b>	<b>51</b>	<b>52</b>	<b>65</b>	<b>62</b>	<b>62</b>	<b>62</b>	
<b>PUBLIC % OCCUPANCIES</b>								<b>74%</b>	<b>78%</b>	<b>75%</b>	<b>77%</b>	<b>77%</b>	<b>72%</b>	<b>71%</b>	<b>66%</b>	<b>68%</b>	<b>68%</b>	<b>68%</b>	<b>68%</b>

 not available for public parking

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Parking Fitzroy

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Parking Occupancy Survey

Date:	Saturday, 30 August 2025
Location:	Fitzroy
GPS:	-37.803383, 144.976505
Weather:	Fine
Customer:	Ratio

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy								
								12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	
0		Hanover St	Brunswick St to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0
1					2P 7:30am-5:30pm Mon-Fri		3	2	2	3	3	2	3	2	2	2
0					No Stopping		1	0	0	0	0	0	0	0	0	0
1					Permit Zone		7	4	5	6	6	6	5	5	5	5
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0				S	No Stopping		1	0	0	0	0	0	0	0	0	0
1					1/4P 7am-6pm Mon-Sat		2	2	2	2	2	2	2	1	1	1
1					1P 7am-11pm		8	6	7	7	7	7	6	6	7	7
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0			Fitzroy St to Nicholson St	N	No Stopping		1	0	0	0	0	0	0	0	0	0
1					2P 7am-11pm		26	19	20	21	20	20	18	18	18	18
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0				S	No Stopping		1	0	0	0	0	0	0	0	0	0
1					2P 7am-11pm		28	21	22	21	20	21	21	19	19	19
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Brunswick Pl	Unit 4 to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		5	5	4	3	4	5	5	5	5	5
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0				S	No Stopping		7	0	0	0	0	0	0	0	0	0
0		Lt Hanover St	Fitzroy St to Lt Fleet St	N	No Stopping		2	0	0	0	0	0	0	0	0	0
1					Unrestricted		3	2	2	2	2	2	2	2	2	2
0					No Stopping		2	0	0	0	0	0	0	0	0	0
0				S	No Stopping		10	0	0	0	0	0	0	0	0	0
0		James St	Brunswick St to Fitzroy St	N	No Stopping		1	0	0	0	0	0	0	0	0	0
1					No Stopping Authorised Car Share Vehicles Excepted		1	1	1	1	1	1	1	1	1	1

ADVERTISED PLAN

Parking Fitzroy

1				1/2P 7am-11pm	2	0	0	0	1	1	0	0	0
0				No Stopping	4	0	0	0	0	0	0	0	0
0			S	No Stopping	4	0	0	0	0	0	1	1	0
1				Permit Zone	3	3	1	1	3	3	3	3	3
0				No Stopping	1	0	0	0	0	0	0	0	0
0	Cowell St	Fitzroy St to Lt Hanover St	N	No Stopping	4	0	0	0	0	0	0	0	0
0			S	No Stopping	4	0	0	0	0	0	0	0	0
0			W	No Stopping	6	0	0	0	0	0	0	0	0
0			E	No Stopping	1	0	0	0	0	0	0	0	0
1				2P 7am-1am	6	4	5	5	5	4	5	4	3
0	Palmer St	Brunswick St to Fitzroy St	N	No Stopping	1	0	0	0	0	0	0	0	0
1				Permit Zone	6	2	3	3	4	4	5	5	5
1				4P 7am-11pm	3	2	2	2	3	3	3	3	3
0				No Stopping	1	0	0	0	0	0	0	0	0
0			S	No Stopping	1	0	0	0	0	0	0	0	0
1				1/4P 7am-6pm Mon-Sat	2	0	0	2	2	2	1	2	1
1				1P 7am-11pm	2	2	1	2	2	2	2	2	1
0				No Stopping	1	0	0	0	0	0	0	0	0
1				4P 7am-11pm	3	3	3	3	3	3	2	3	2
0				No Stopping	1	0	0	0	0	0	0	0	0
0		Fitzroy St to Fleet St	N	No Stopping	1	0	0	0	0	0	0	0	0
1				2P 60 Degree Angle 7am-1am	24	18	20	20	19	18	18	15	13
0				No Stopping	1	0	0	0	0	0	0	0	0
0			S	No Stopping	1	0	0	0	0	0	0	0	0
1				Permit Zone	15	7	8	9	10	10	9	7	5
0				No Stopping	1	0	0	0	0	0	0	0	0
0		Fleet St to Nicholson St	N	No Stopping	1	0	0	0	0	0	0	0	0
1				4P Meter 60 Degree Angle 7am-6pm	5	5	5	5	5	4	4	3	1
0				No Stopping	1	0	0	0	0	0	0	0	0
1				4P Meter 60 Degree Angle 7am-6pm	3	3	3	3	2	2	3	1	1
1				P Disabled Only	1	0	0	0	0	0	0	0	0
1				4P Meter 60 Degree Angle 7am-6pm	6	5	4	5	5	5	4	3	3
0				No Stopping	1	0	0	0	0	0	0	0	0
0			S	No Stopping	1	0	0	0	0	0	0	0	0

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Parking Fitzroy


1				Permit Zone		4	2	3	3	4	3	2	2	1
0				No Stopping		1	0	0	0	0	0	0	0	0
1				4P Meter 60 Degree Angle 7am-6pm		5	4	4	4	4	4	4	4	4
0				No Stopping		1	0	0	0	0	0	0	0	0
0	Fitzroy St	King William St to Hanover St	W	No Stopping		10	0	0	0	0	0	0	0	0
0			E	No Stopping		1	0	0	0	0	0	0	0	0
1				1P 7am-11pm		2	2	2	2	2	1	1	1	1
1				Permit Zone		6	5	5	5	5	6	5	5	5
0				No Stopping		1	0	0	0	0	0	0	0	0
0		Hanover St to Lt Hanover St	W	No Stopping		1	0	0	0	0	0	0	0	0
0			E	No Stopping		2	0	0	0	0	0	0	0	0
1				1P 7am-11pm		1	0	1	1	1	0	1	0	1
0				No Stopping		1	0	0	0	0	0	0	0	0
0		Lt Hanover St to James St	W	No Stopping		5	0	0	0	0	0	0	0	0
0			E	No Stopping		1	0	0	0	0	0	0	0	0
1				1P 7am-11pm		3	2	3	2	3	3	3	3	3
0				No Stopping		1	0	0	0	0	0	0	0	0
0		James St to Palmer St	W	No Stopping		5	0	0	0	0	0	0	0	0
0			E	No Stopping		1	0	0	0	0	1	0	0	0
1				Permit Zone		4	3	3	3	3	3	2	3	3
0				No Stopping		1	0	0	0	0	0	0	0	0
0	Brunswick St	Palmer St to James St	W	No Stopping		4	0	0	0	0	0	0	0	0
1				Loading Zone 7am-6pm Mon-Sat		1	0	0	0	0	0	0	0	0
1				1P Meter 7am-6pm Mon-Sat		2	1	0	0	1	1	1	0	0
0				No Stopping		1	0	0	0	0	0	0	0	0
1			E	No Stopping	No Stopping 7am-9am Mon-Fri	1	0	1	1	0	0	1	0	0
1				1/4P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	0	0	0	0
1				No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	1	1	0	0
0		James St to Hanover St	W	No Stopping		1	0	0	0	0	0	0	0	0
1				Loading Zone 15mins 7am-6pm Mon-Sat		1	0	0	0	0	0	0	1	1
1				1P Meter 7am-6pm Mon-Sat		14	6	9	8	11	7	10	13	13
1				Loading Zone 15mins 7am-6pm Mon-Sat		1	0	0	0	0	0	0	0	0
0				No Stopping		1	0	0	0	0	0	0	0	0
1			E	No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	1	1	1	0	0	0

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**Parking Fitzroy**

1					2P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	18	12	13	12	12	15	13	12	11
1					1/4P Mon-Fri 9am-7pm	No Stopping 7am-9am Mon-Fri	1	0	0	0	1	1	0	0	0
1					No Stopping	No Stopping 7am-9am Mon-Fri	1	0	1	0	0	0	0	0	0
0			Hanover St to King William St	W	No Stopping		4	0	0	0	0	0	0	0	0
1					Loading Zone 15mins 7am-6pm Mon-Sat		1	1	1	1	1	1	1	1	1
1					P Disabled Only		1	1	1	1	1	1	1	1	1
1					1P Meter 7am-6pm Mon-Sat		4	1	1	2	1	1	2	3	3
0					No Stopping		1	0	0	0	0	0	0	0	0
1				E	No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	0	0	0	0
1					2P 9am-7pm Mon-Fri	No Stopping 7am-9am Mon-Fri	4	3	3	4	3	4	4	4	2
1					No Stopping	No Stopping 7am-9am Mon-Fri	3	0	0	0	0	0	0	0	0
1					2P 9am-3pm, 1/4P 3pm-6pm Mon-Sat	No Stopping 7am-9am Mon-Fri	3	2	2	2	2	2	2	2	2
1					No Stopping	No Stopping 7am-9am Mon-Fri	1	0	0	0	0	0	0	0	0
<b>PUBLIC CAPACITY</b>				<b>PUBLIC CAPACITY</b>				185	185	185	182	182	182	191	191
<b>PUBLIC OCCUPANCIES</b>				<b>PUBLIC OCCUPANCIES</b>				131	139	140	140	137	136	132	124
<b>PUBLIC VACANCIES</b>				<b>PUBLIC VACANCIES</b>				54	46	45	42	45	46	59	67
<b>PUBLIC % OCCUPANCIES</b>				<b>PUBLIC % OCCUPANCIES</b>				71%	75%	76%	77%	75%	75%	69%	65%

 not available for public parking

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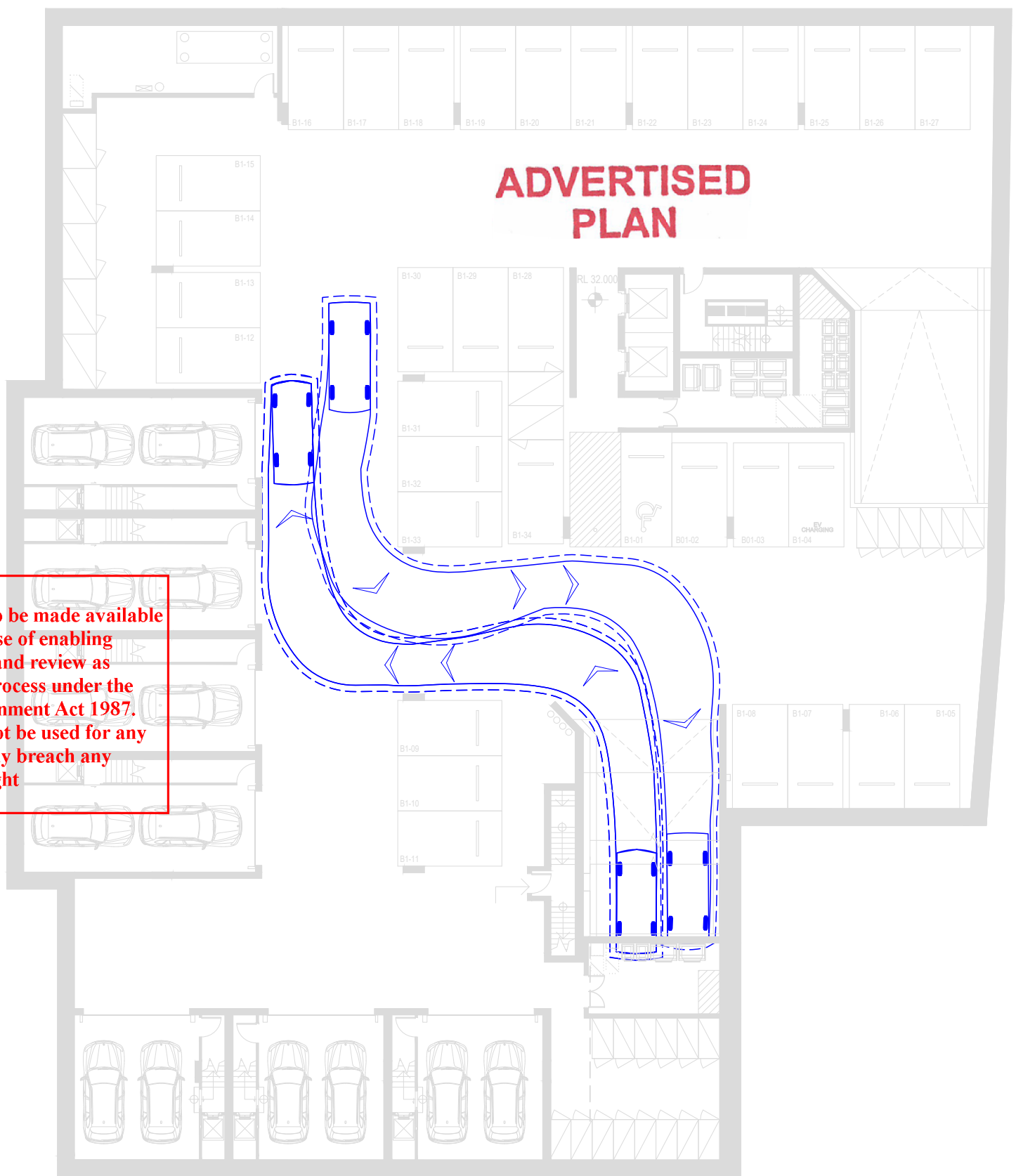
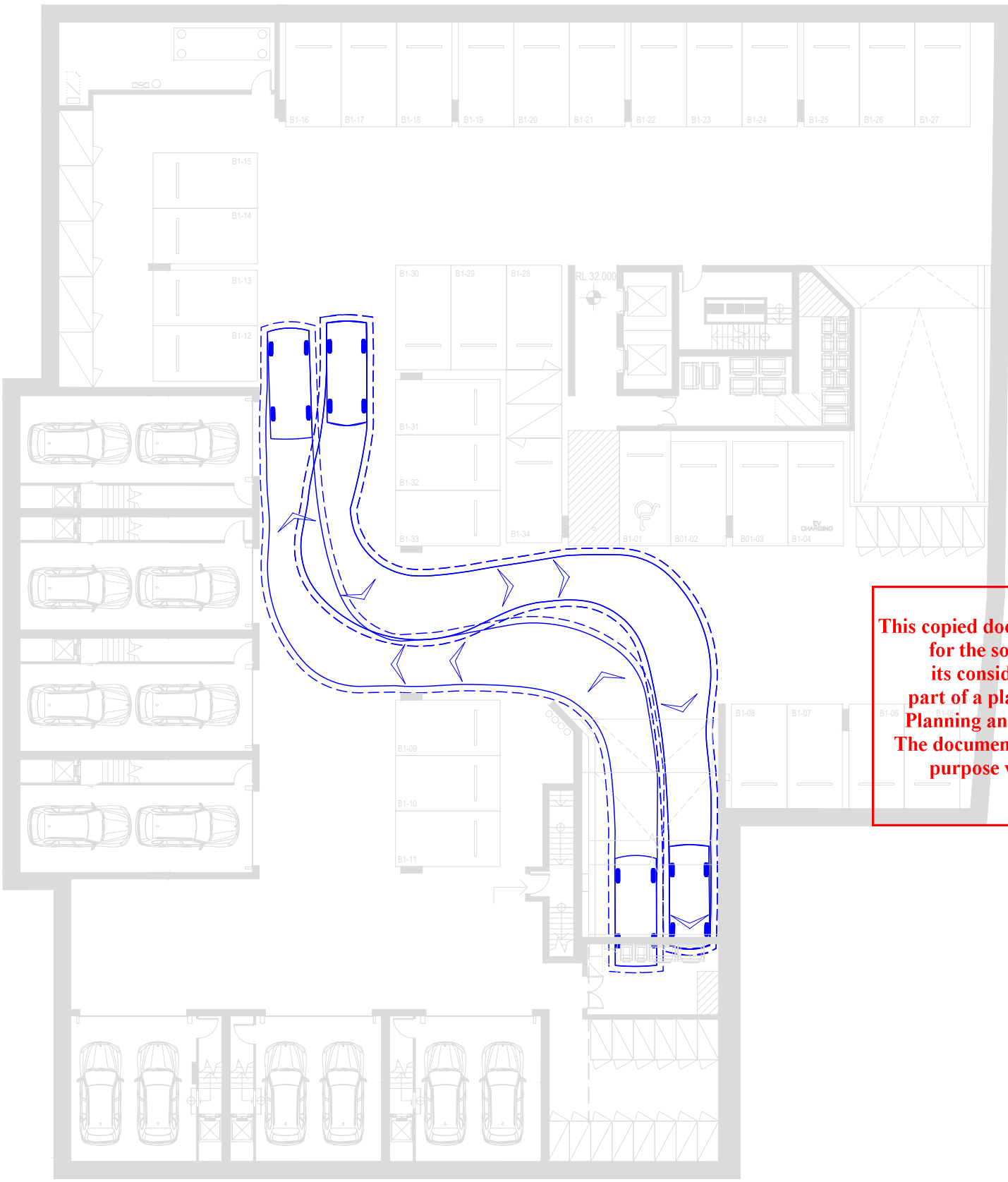
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# Appendix C – Swept Path Diagrams

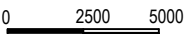
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 CREMORNE, VICTORIA 3121  
 TELEPHONE (03)9429 3111  
 FACSIMILE (03)9429 3011

**B85 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

**B99 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

**Proposed Mixed-Use Development**  
**64-70 Hanover Street, Fitzroy**  
**Basement Level 1 - Ramp Swept Paths**

NOTE:  
 1) Base Plan Supplied By SJB, received 30/04/26  
 2) Maximum Design Speed 5km/h

RATIO REFERENCE  
 22873T-SK02E

SHEET No.  
 1 of 8

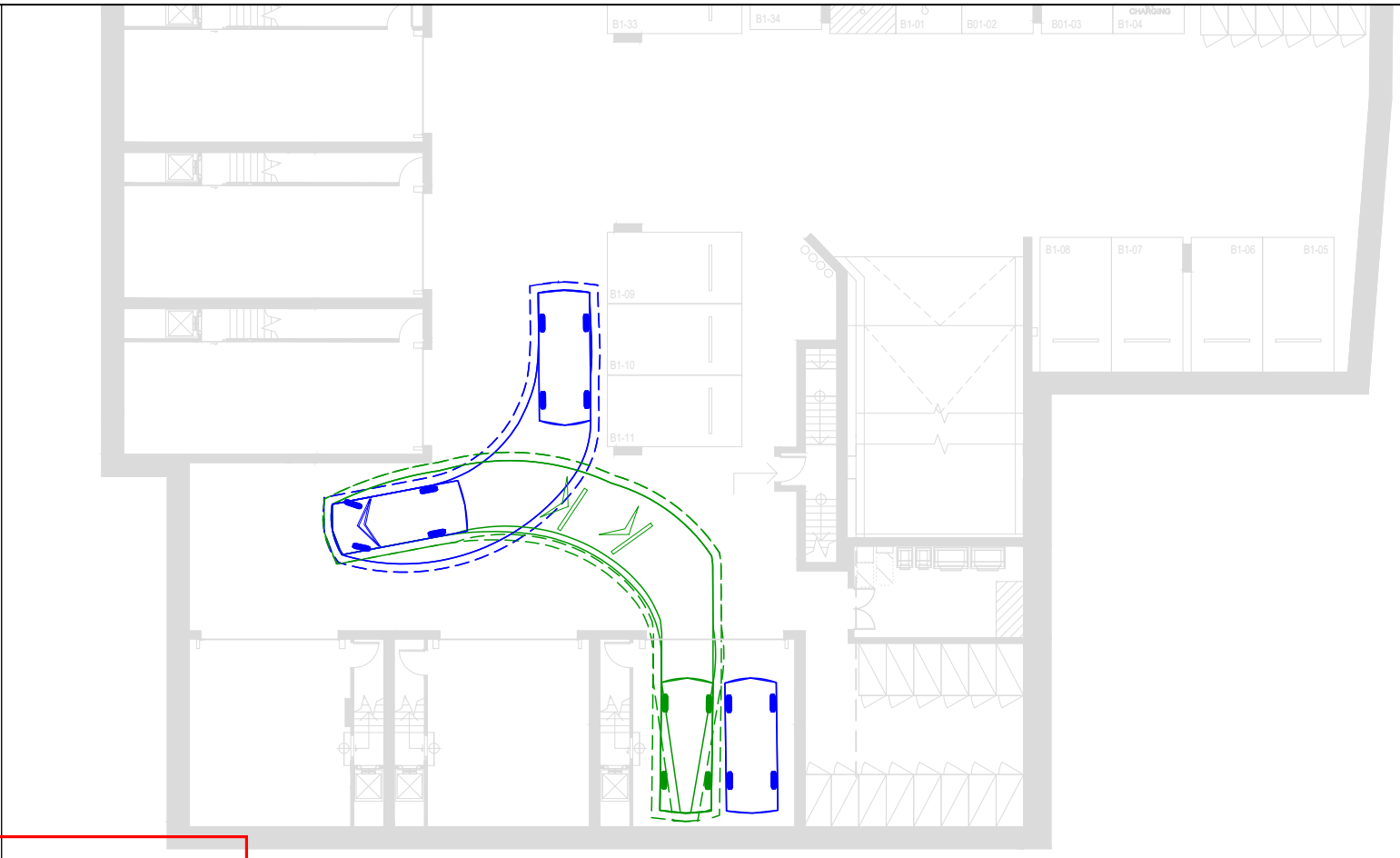
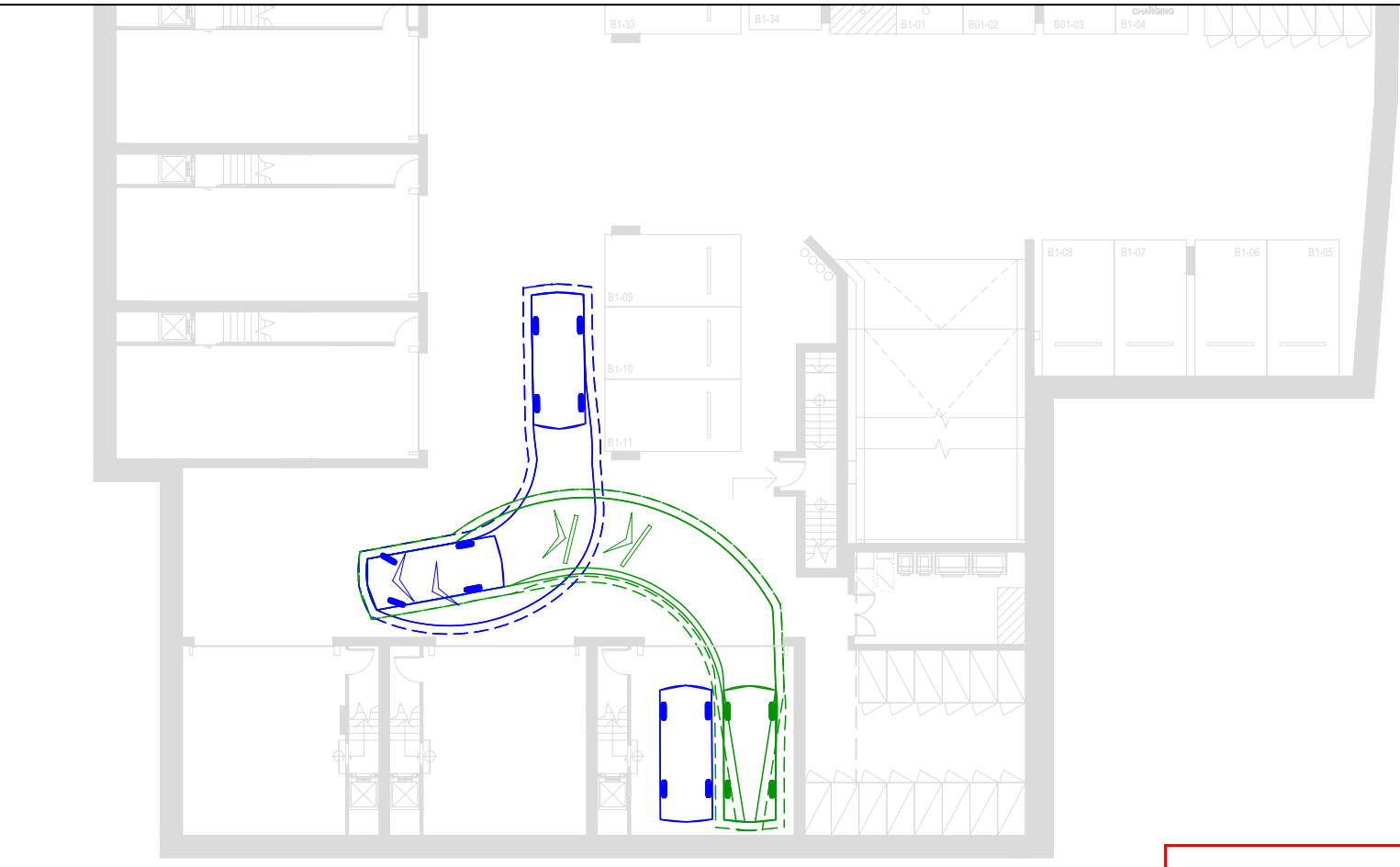
PREPARED BY  
 K. Bullock

SCALE  
 Custom@A3

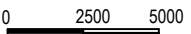
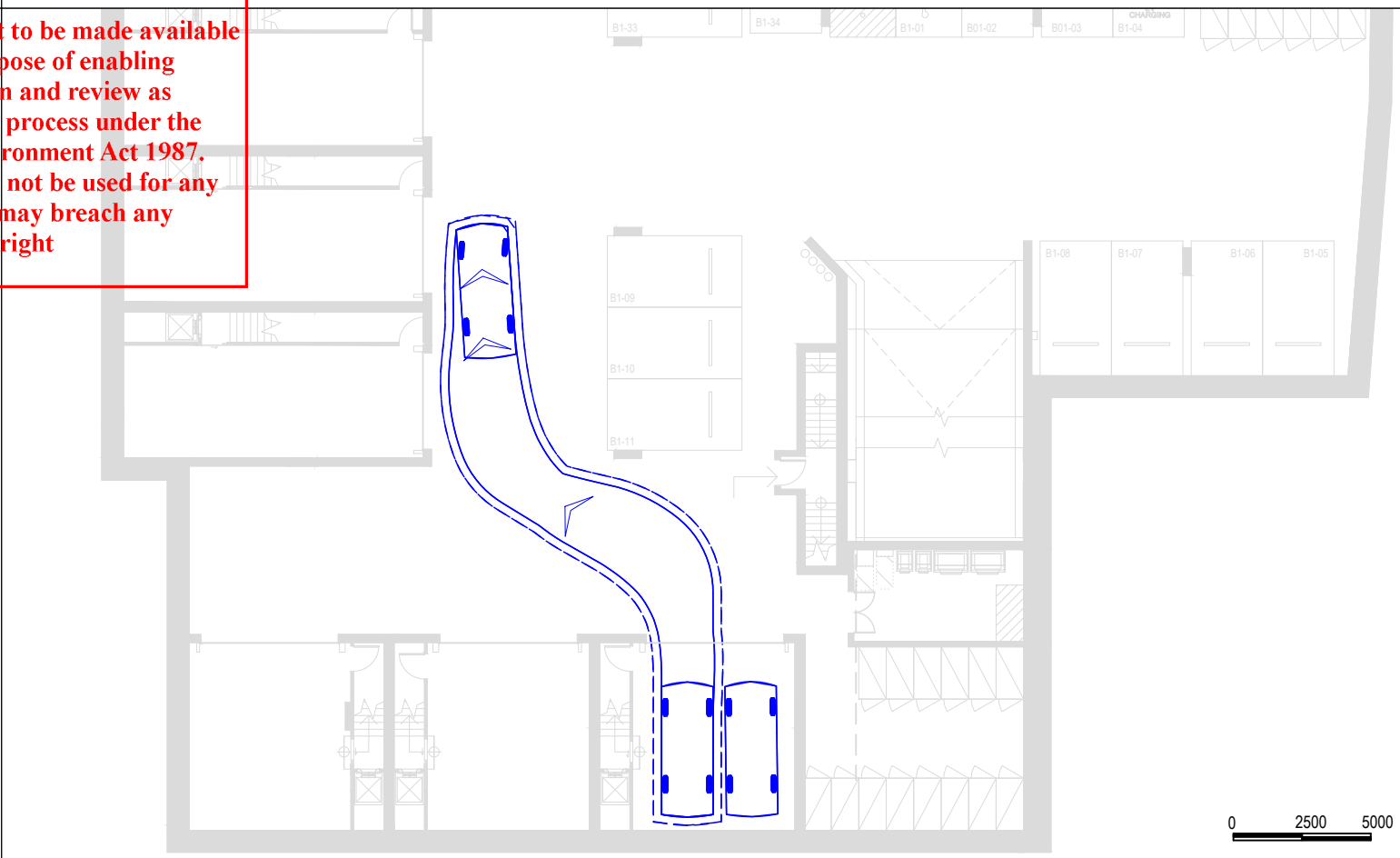
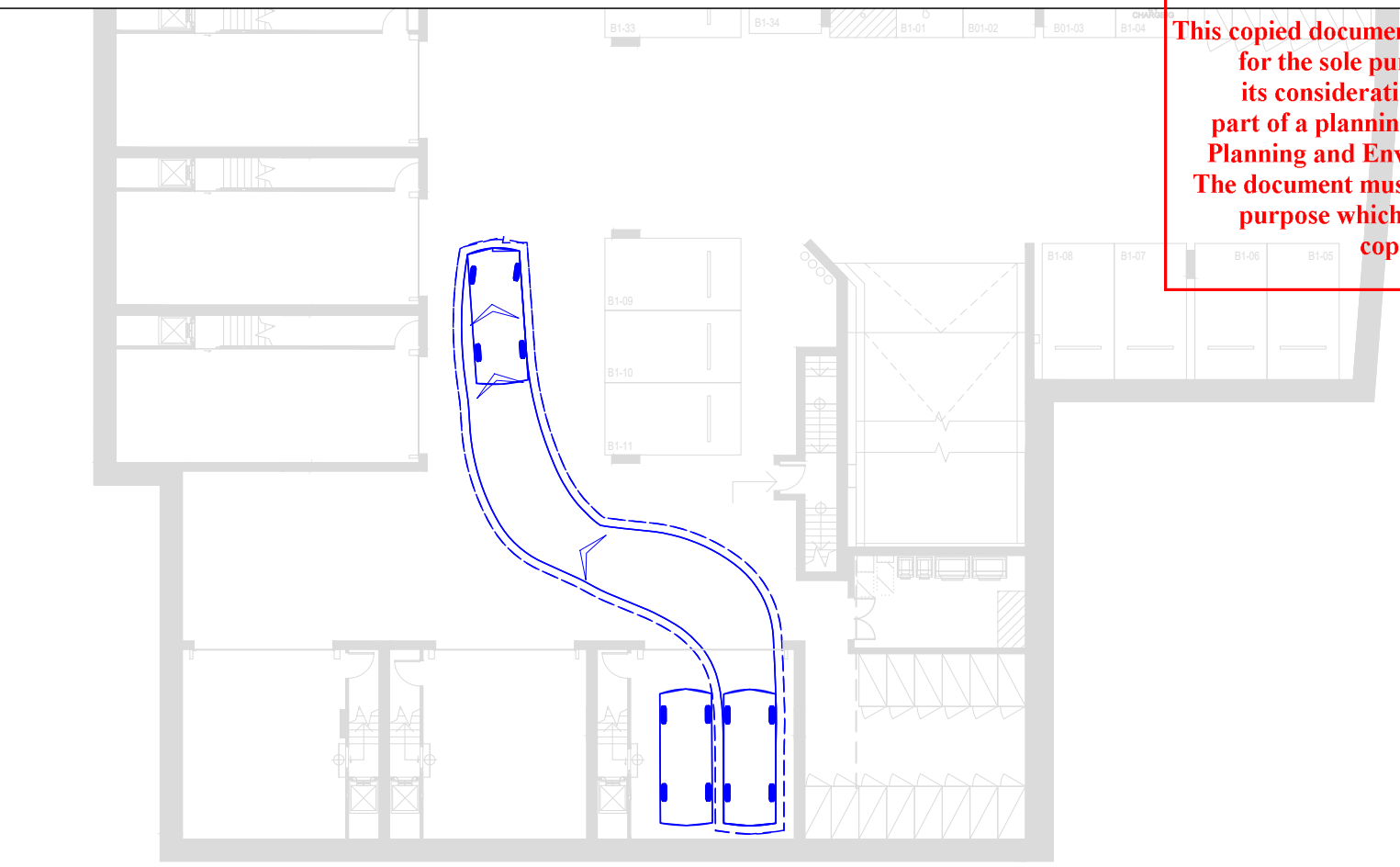
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 CREMORNE, VICTORIA 3121  
 TELEPHONE (03)9429 3111  
 FACSIMILE (03)9429 3011

**B85 Vehicle (AS/NZS 2890.1:2004)**

Overall Length 4.910m  
 Overall Width 1.870m  
 Overall Body Height 1.421m  
 Min Body Ground Clearance 0.159m  
 Track Width 1.770m  
 Lock to Lock Time 4.00 sec  
 Curb to Curb Turning Radius 5.80m

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
 VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development  
 64-70 Hanover Street, Fitzroy  
 Basement Level 1 - Garage Swept Paths

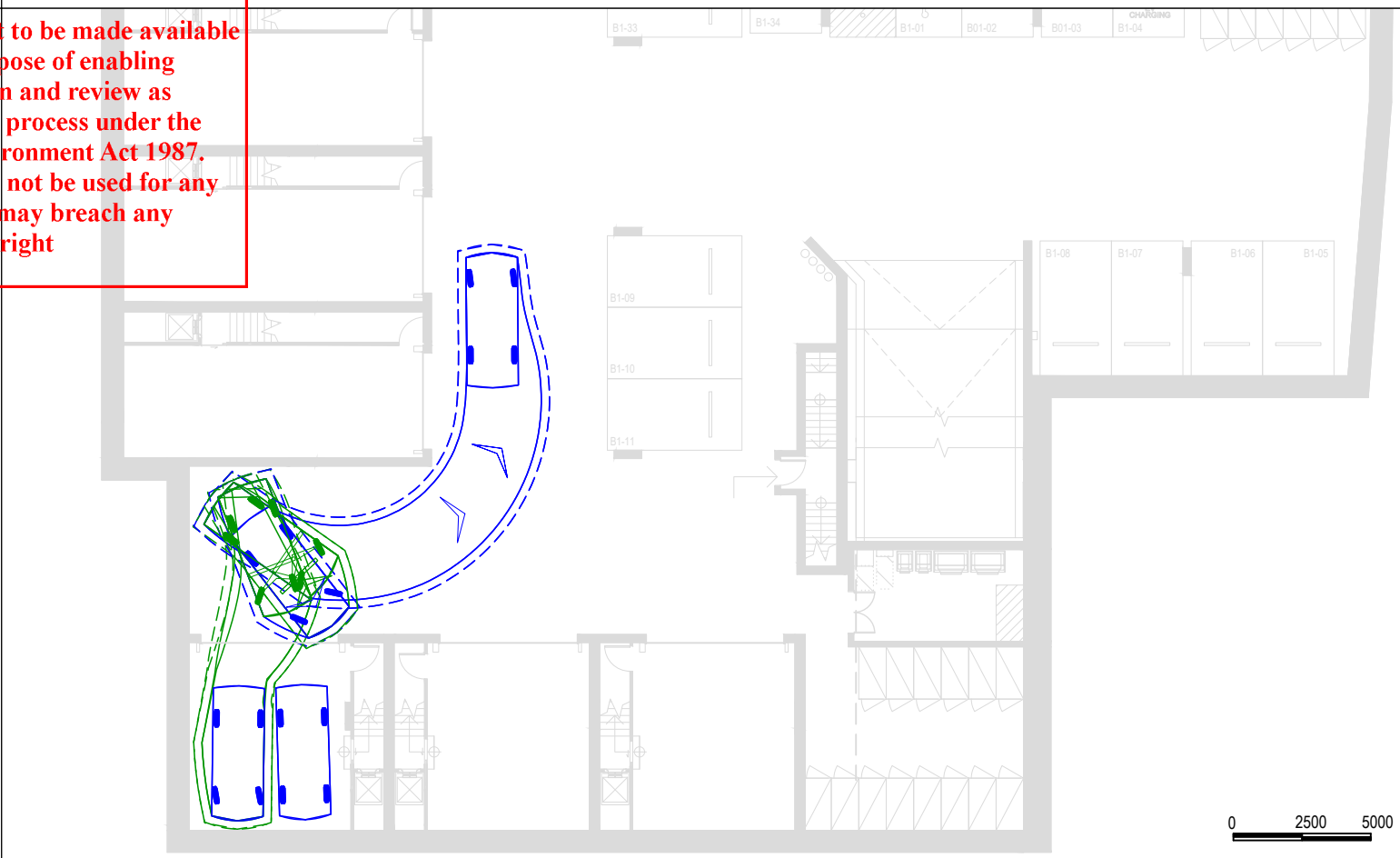
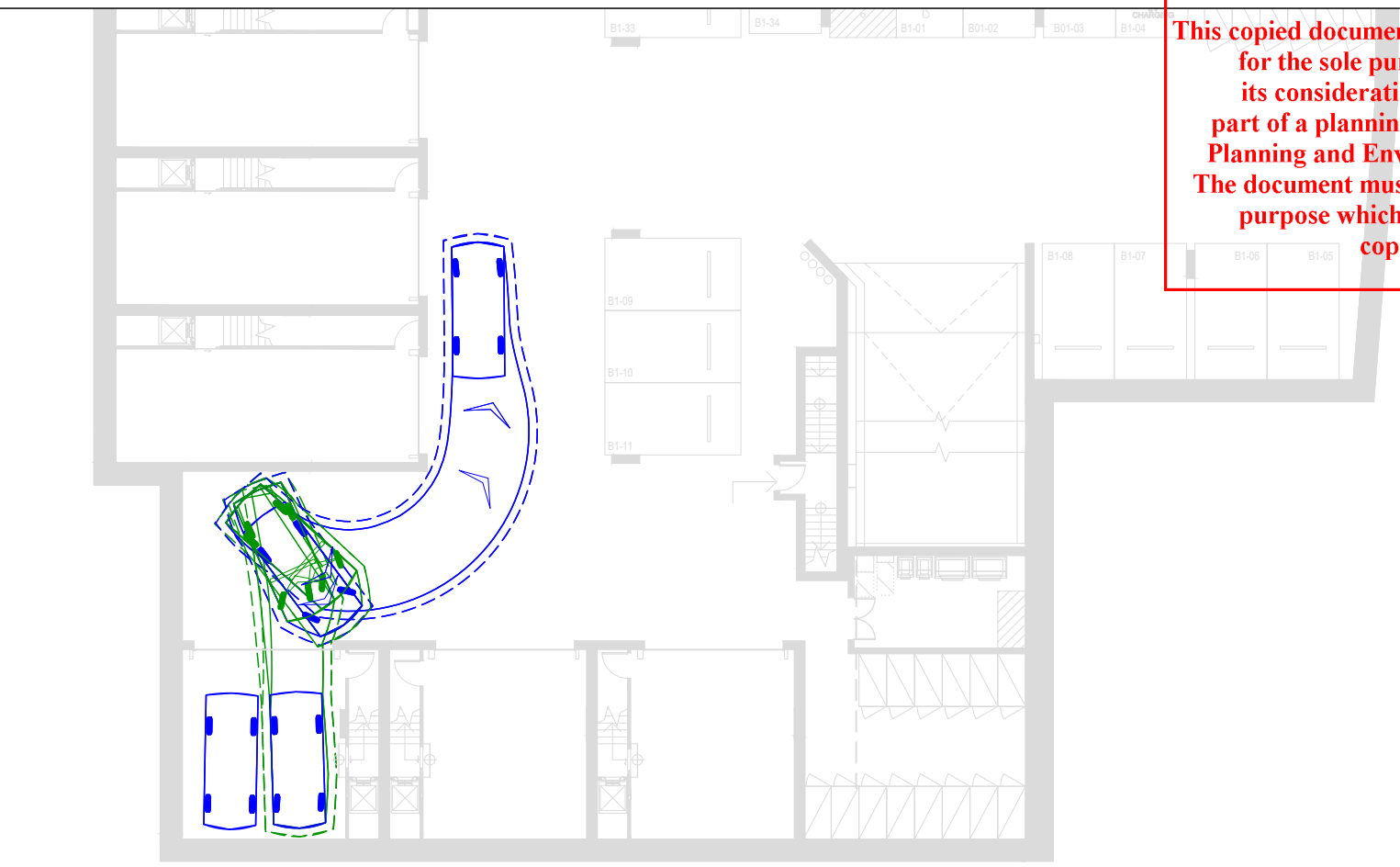
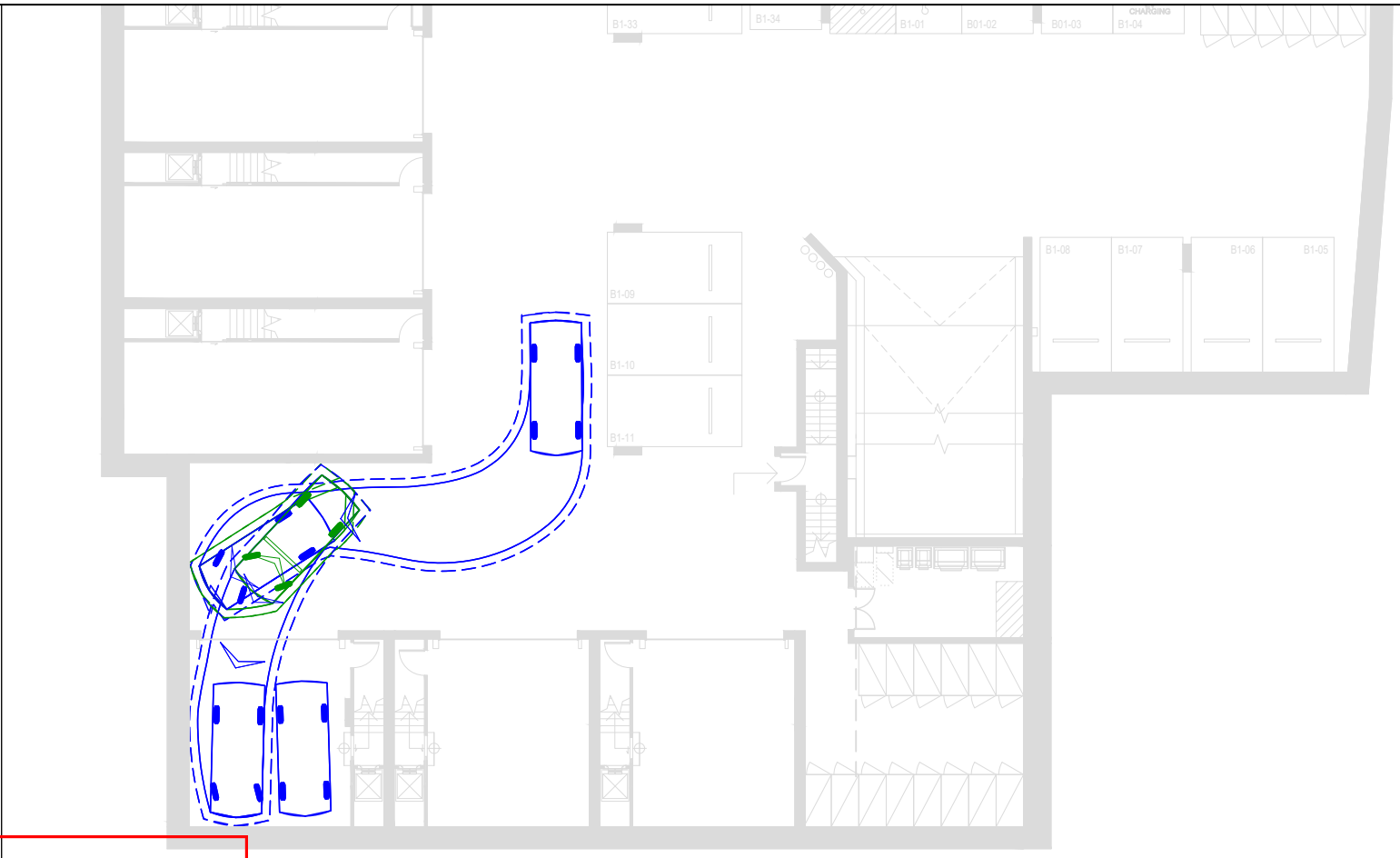
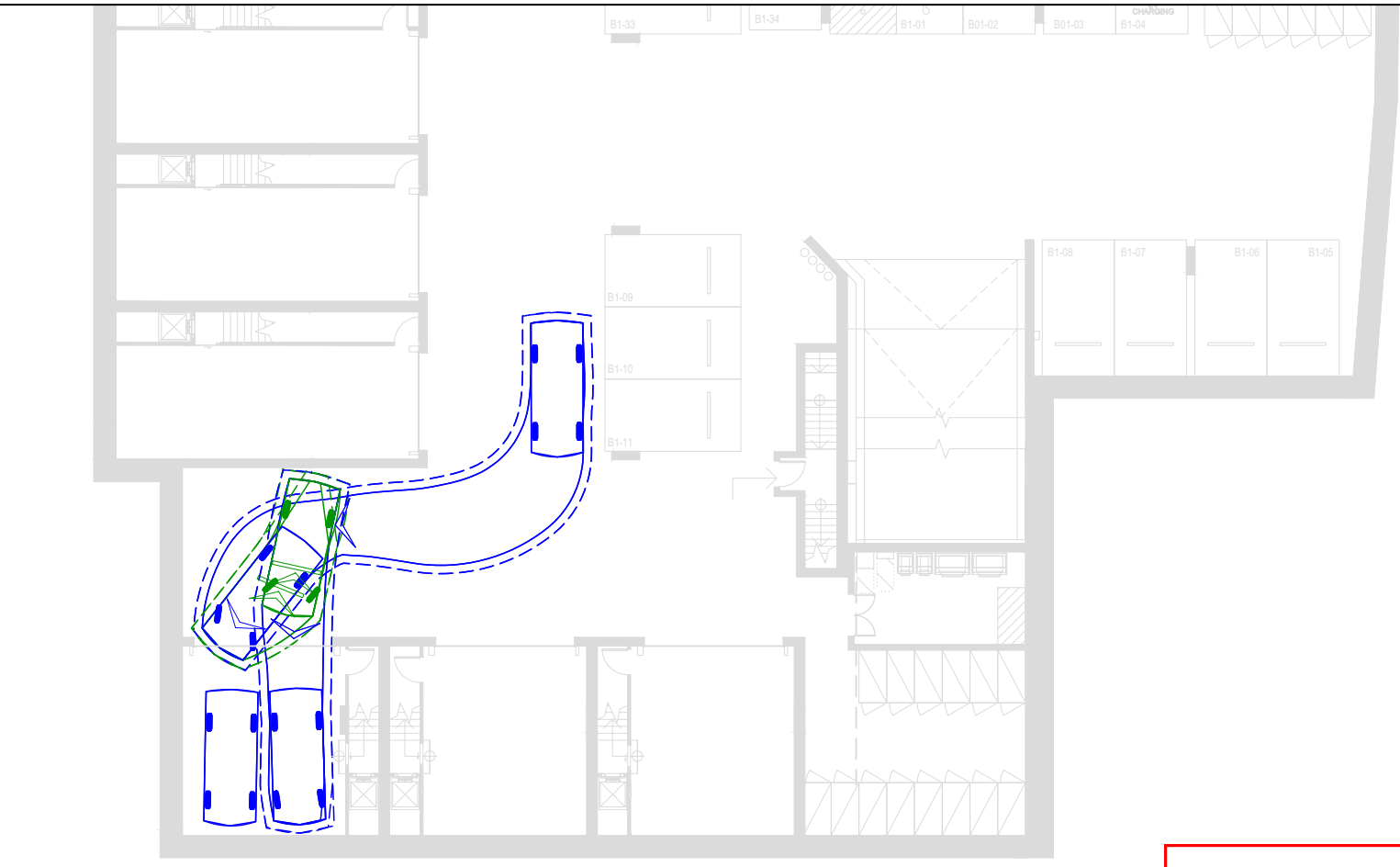
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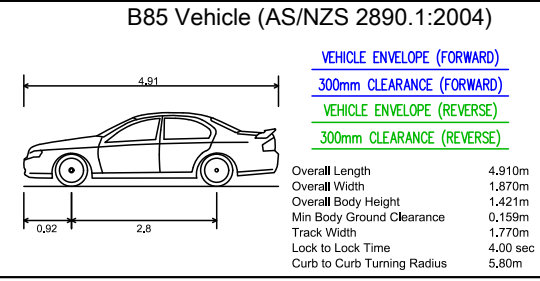
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LEVEL 5, 65 DOVER STREET  
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TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011



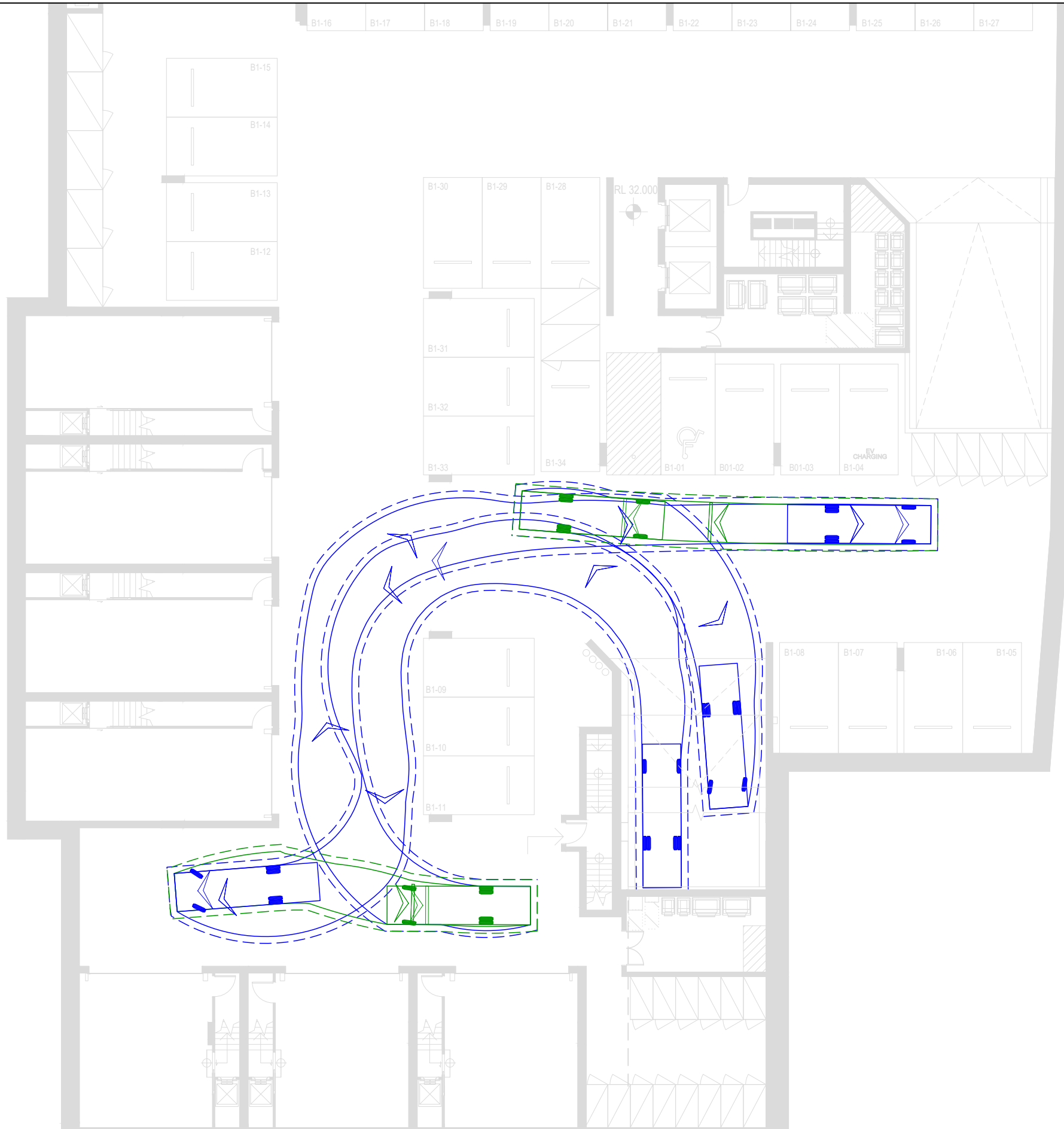
Proposed Mixed-Use Development  
64-70 Hanover Street, Fitzroy  
Basement Level 1 - Garage Swept Paths

NOTE:  
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2) Maximum Design Speed 5km/h

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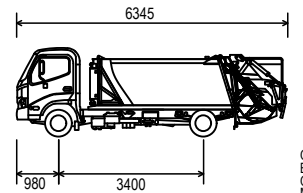
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 CREMORNE, VICTORIA 3121  
 TELEPHONE (03)9429 3111  
 FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
 VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length 6.345m  
 Body Width 1.700m  
 Overall Body Height 2.080m  
 Min Body Ground Clearance 0.205m  
 Track Width 1.670m  
 Lock to Lock Time 4.00 sec  
 Curb to Curb Turning Radius 6.450m

## Proposed Mixed-Use Development 64-70 Hanover Street, Fitzroy Basement Level 1 - 6.4m Waste Collection Vehicle Swept Paths

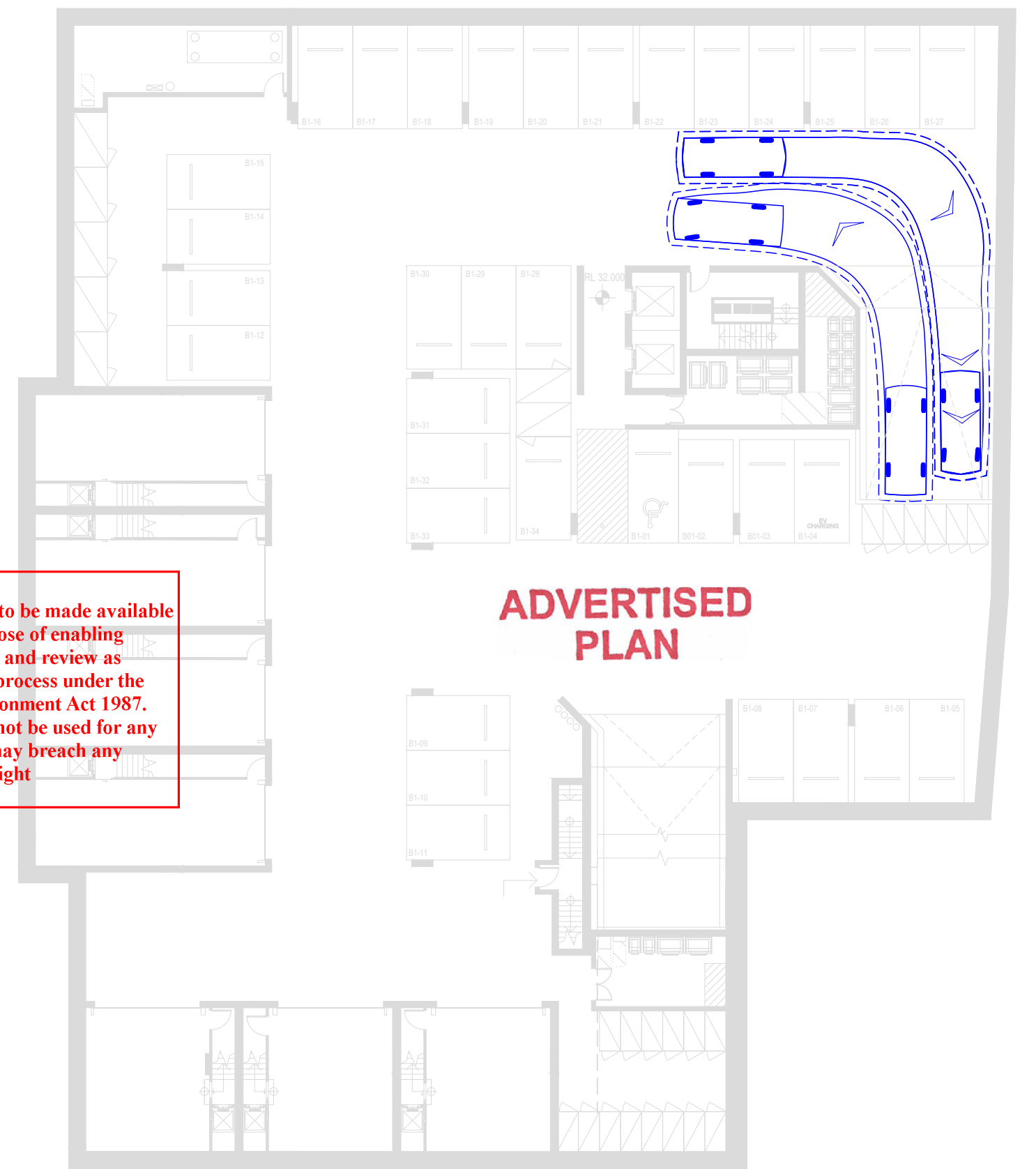
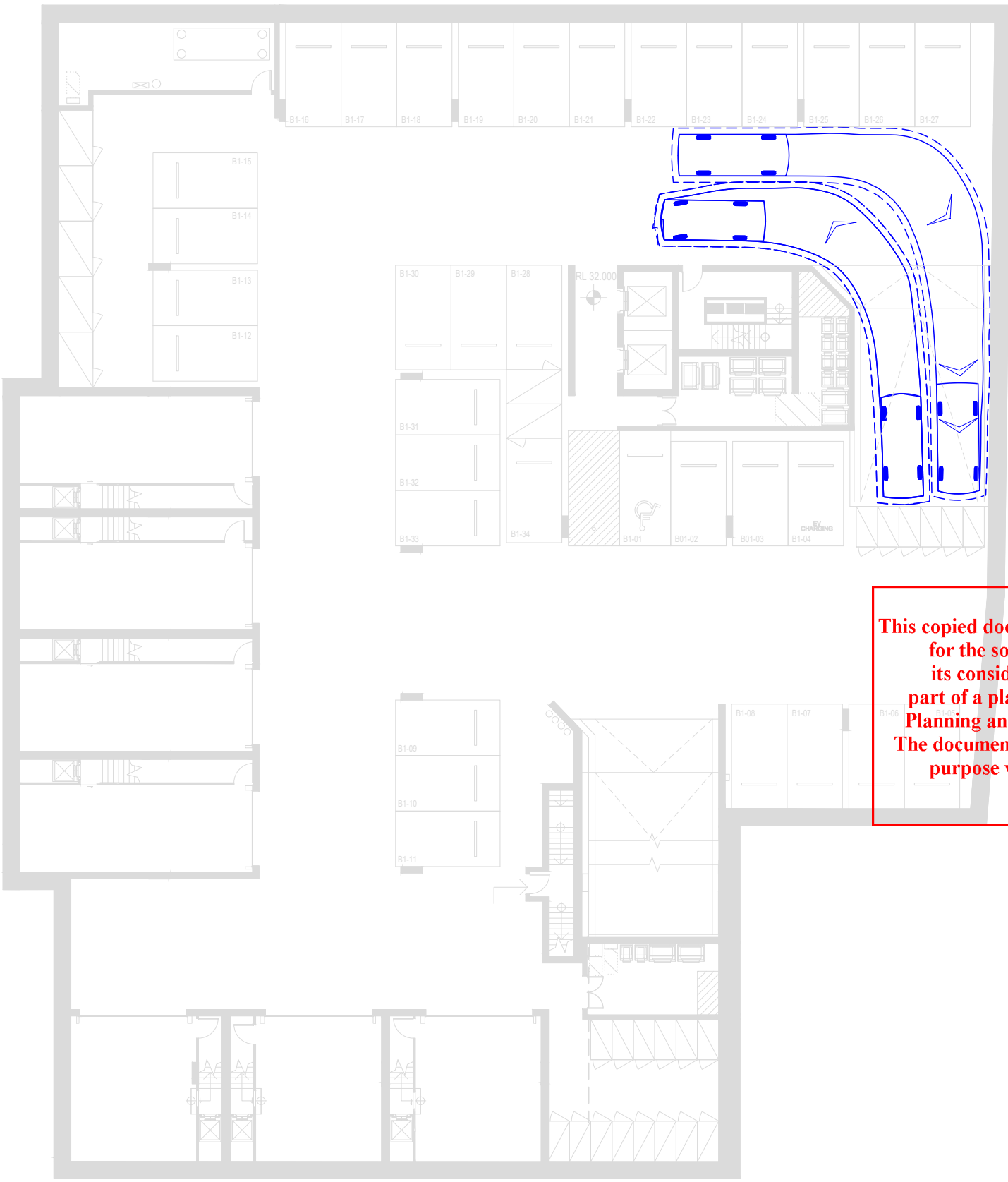
NOTE:  
 1) Base Plan Supplied By SJB, received 30/04/26  
 2) Maximum Design Speed 5km/h

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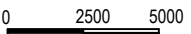
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**B85 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

**B99 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Mixed-Use Development  
 64-70 Hanover Street, Fitzroy  
 Basement Level 1 - Ramp Swept Paths

NOTE:  
 1) Base Plan Supplied By SJB, received 30/04/26  
 2) Maximum Design Speed 5km/h

RATIO REFERENCE  
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SHEET No.  
 5 of 8

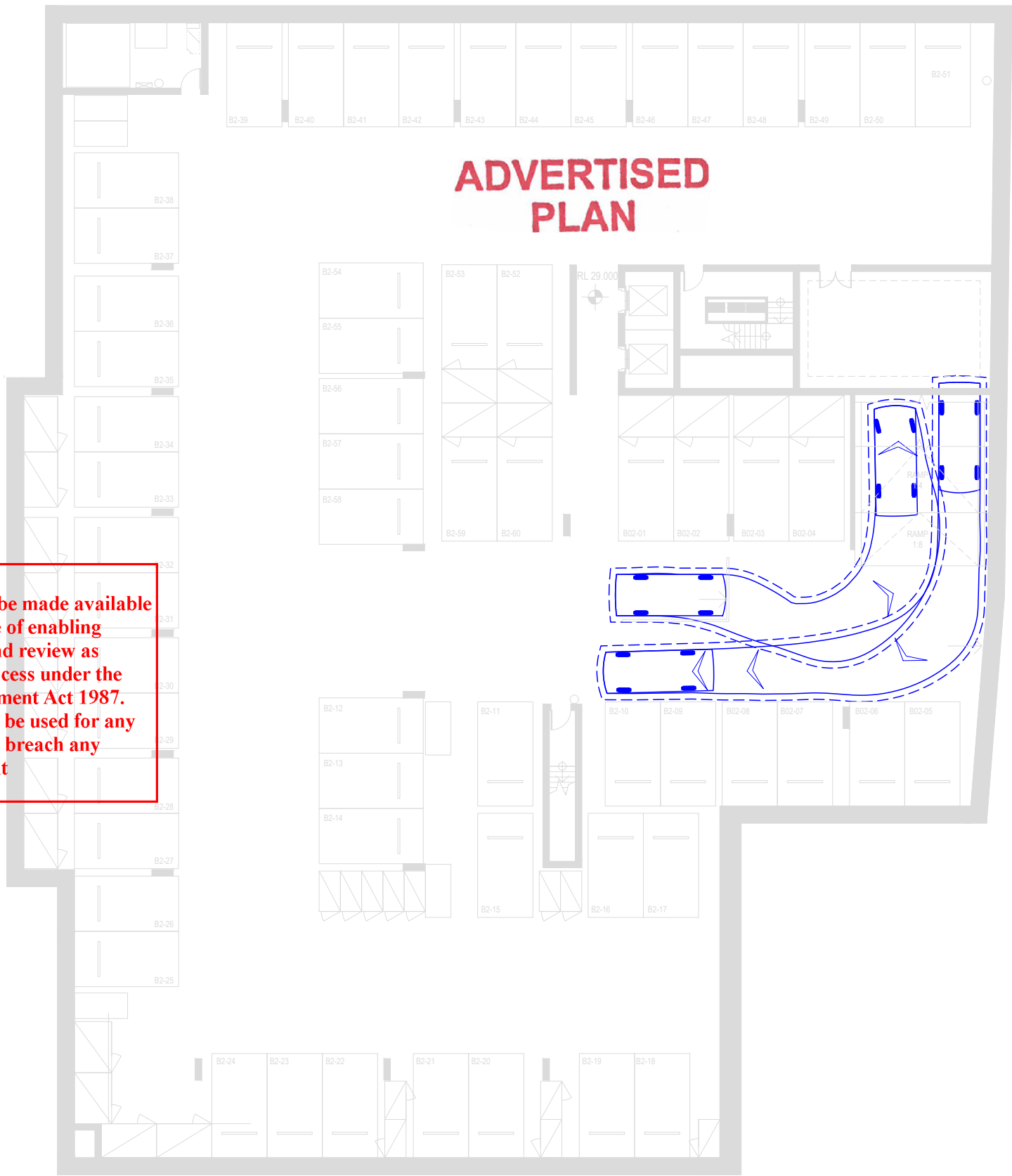
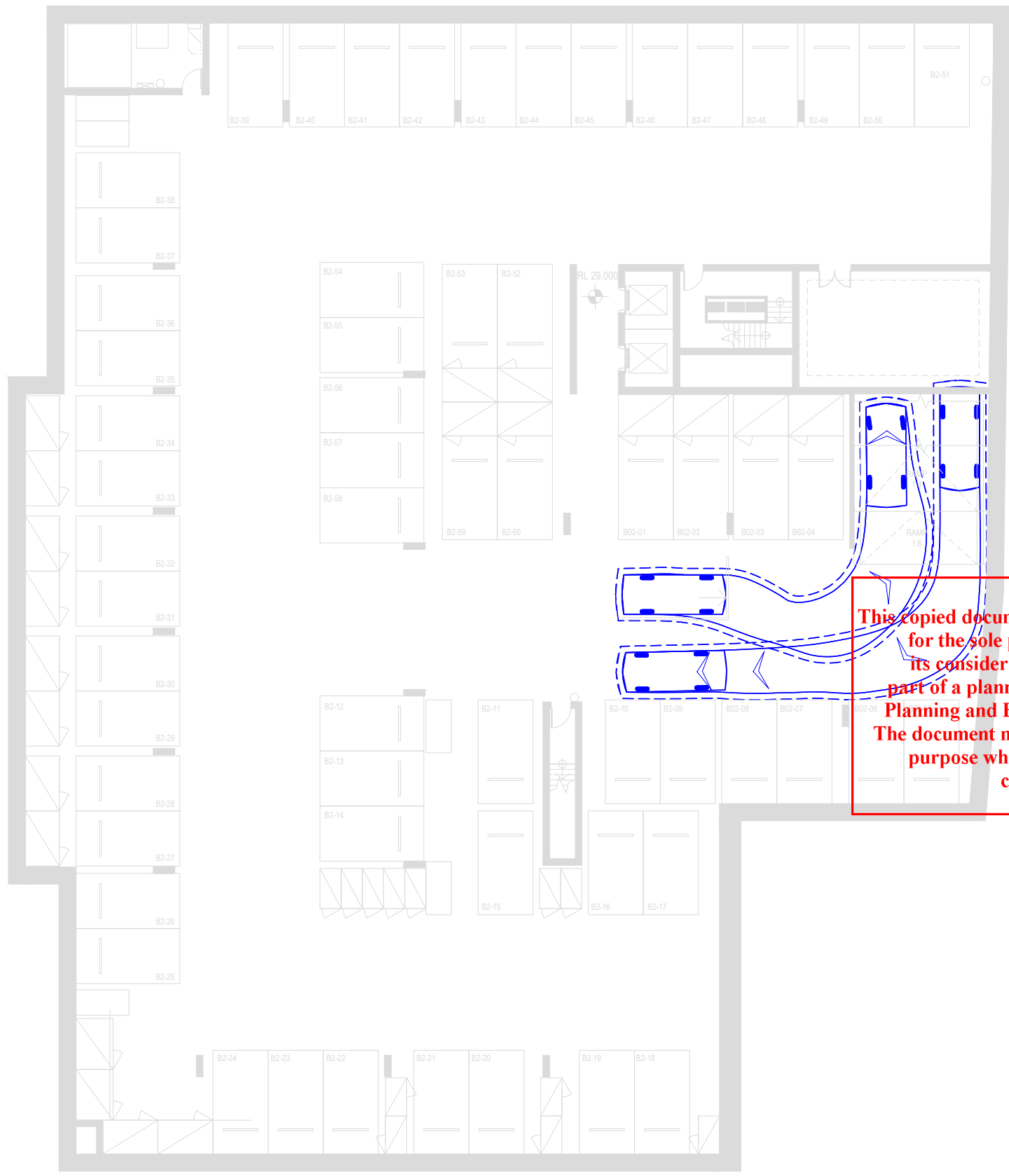
PREPARED BY  
 K. Bullock

SCALE  
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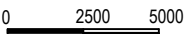
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 LEVEL 5, 65 DOVER STREET  
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 TELEPHONE (03)9429 3111  
 FACSIMILE (03)9429 3011

**B85 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
300mm CLEARANCE (FORWARD)  
VEHICLE ENVELOPE (REVERSE)  
300mm CLEARANCE (REVERSE)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

**B99 Vehicle (AS/NZS 2890.1:2004)**

VEHICLE ENVELOPE (FORWARD)  
300mm CLEARANCE (FORWARD)  
VEHICLE ENVELOPE (REVERSE)  
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

**Proposed Mixed-Use Development**  
 64-70 Hanover Street, Fitzroy  
 Basement Level 2 - Ramp Swept Paths

NOTE:  
 1) Base Plan Supplied By SJB, received 30/04/26  
 2) Maximum Design Speed 5km/h

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 22873T-SK02E

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 6 of 8

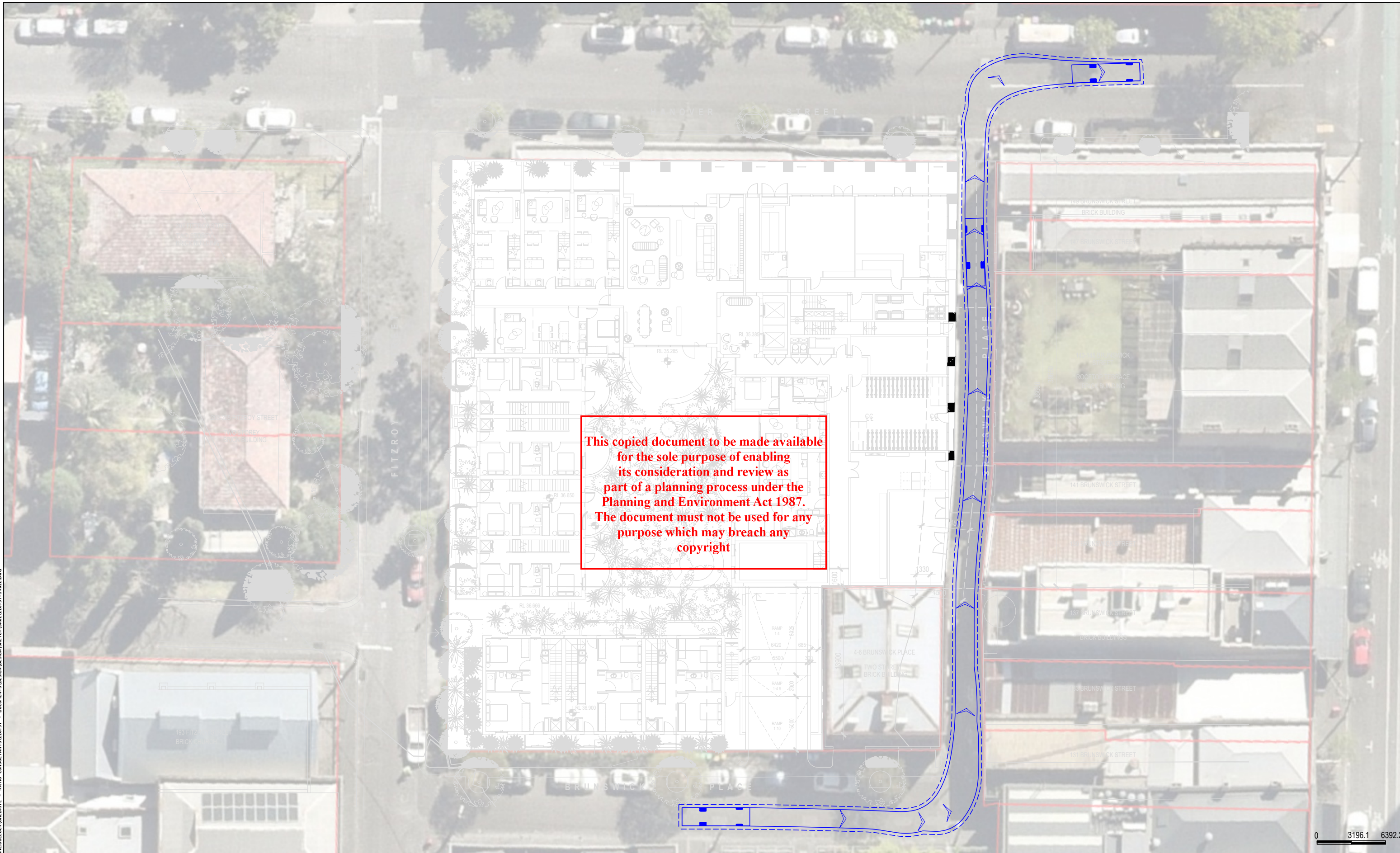
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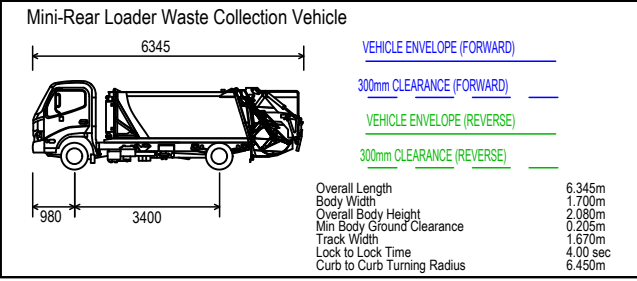


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**Proposed Mixed-Use Development**  
 64-70 Hanover Street, Fitzroy  
 Ground Level - 6.4m Waste Collection Vehicle Swept Paths

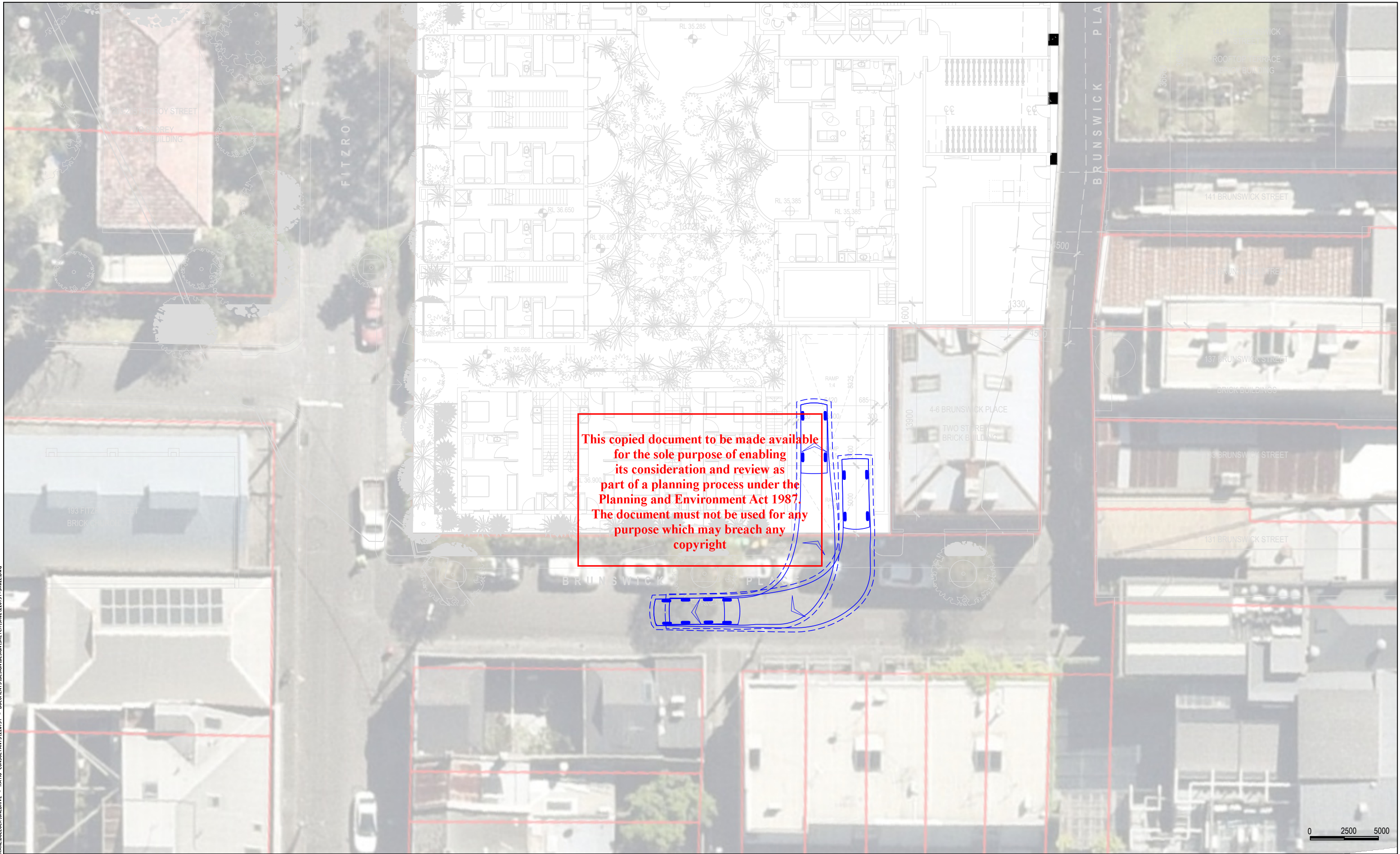
NOTE:  
 1) Base Plan Supplied By SJB, received 30/04/26, Aerial Imagery sourced from Nearmap (Oct 2025)  
 2) Maximum Design Speed 5km/h

**ADVERTISED PLAN**



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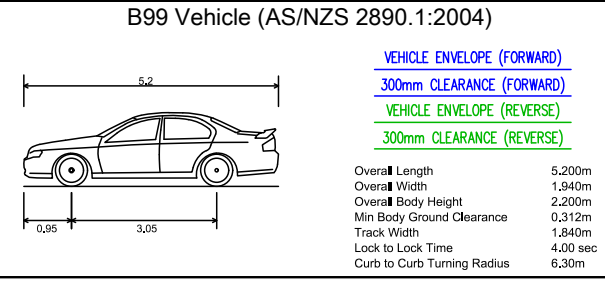
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**Proposed Mixed-Use Development**  
 64-70 Hanover Street, Fitzroy  
 Ground Level - B99 Site Access Swept Paths

**ADVERTISED PLAN**



**NOTE:**  
 1) Base Plan Supplied By SJB, received 30/04/26 Aerial Imagery Sourced from Nearmap (Oct 2025)  
 2) Maximum Design Speed 5km/h

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