

Client
Antipodean Land Developments

Date
4 September 2026

Planning

Transport

Urban Design

Waste

Transport Impact Assessment Report

Proposed Mixed-Use Development

712-716 High Street, Thornbury
(Section 72 Amendment)

ratio:

ratio.com.au

Project
712-716 High Street, Thornbury

Prepared for
Antipodean Land Developments

Our reference
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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

1.1. Background and Introduction

Ratio Consultants was commissioned by the Permit Applicant to assess the traffic and parking implications of a proposed multi-storey mixed-use development on land at 712-716 High Street in Thornbury.

A Planning Permit (PA2503786) was issued on 30 March 2026. An application is now being submitted seeking secondary consent.

A comparison of the endorsed scheme to the new proposed amended scheme is shown in Table 1-1 with the Endorsed Scheme plans attached as Appendix A, and Amended Scheme plans attached as Appendix B.

Table 1-1: Endorsed Scheme vs. Amended Scheme

Details	Endorsed Scheme	Secondary Consent	Variation (+/-)
Use	Mixed-Use (Residential and Retail)	Mixed-Use (Residential and Retail)	No Change
Size / Number	8 x one-bedroom apartments	8 x one-bedroom apartments	No Change
	19 x two-bedroom apartments	19 x two-bedroom apartments	No Change
	17 x three-bedroom apartments	20 x three-bedroom apartments	+3 apartments
	44 apartments	47 apartments	+3 apartments
	297.3 sqm retail (café)	297.3 sqm retail (café)	No Change
Car Parking	56 spaces	56 spaces	No Change
Bicycle Parking	67 spaces	70 spaces	+3 spaces
Motorcycle Parking	2 spaces	3 spaces	+1 space

No changes are proposed to the site access strategy, with loading and waste collection to continue being managed on-site.

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 Secondary Consent application, including consideration of the:

- Existing traffic conditions surrounding the site.
- Parking demand likely to be generated by the proposed development.
- Suitability of the proposed parking in terms 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.

1.3. References

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

- Endorsed Plans for the approved development prepared by Austin Maynard Architects, attached as Appendix A (Drawing No. A101, A109 and A110).
- Proposed Plans for the proposed development prepared by Austin Maynard Architects, attached as Appendix B (Drawing No. A101 C, A111 C and A112 C).
- Darebin Planning Scheme.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- An inspection of the subject site and its surrounds.
- Traffic and parking surveys as referenced within this report.
- Other documents as nominated.

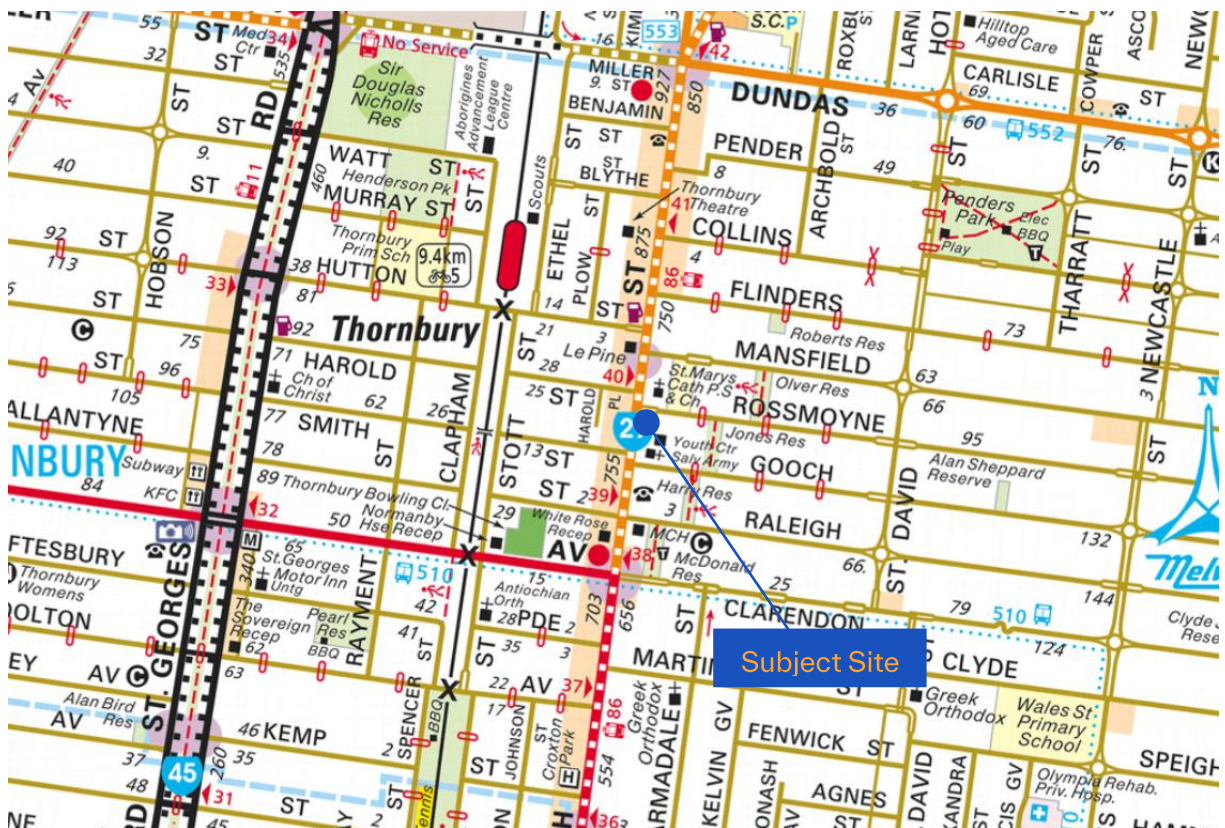
2. Existing Conditions

2.1. Location and Environment

The subject site is located on the south-east corner of the High Street / Rossmoyne Street intersection at 712-716 High Street in Thornbury.

Figure 2-1 shows the location of the site in relation to the wider road network.

Figure 2-1: Planning Scheme Zones



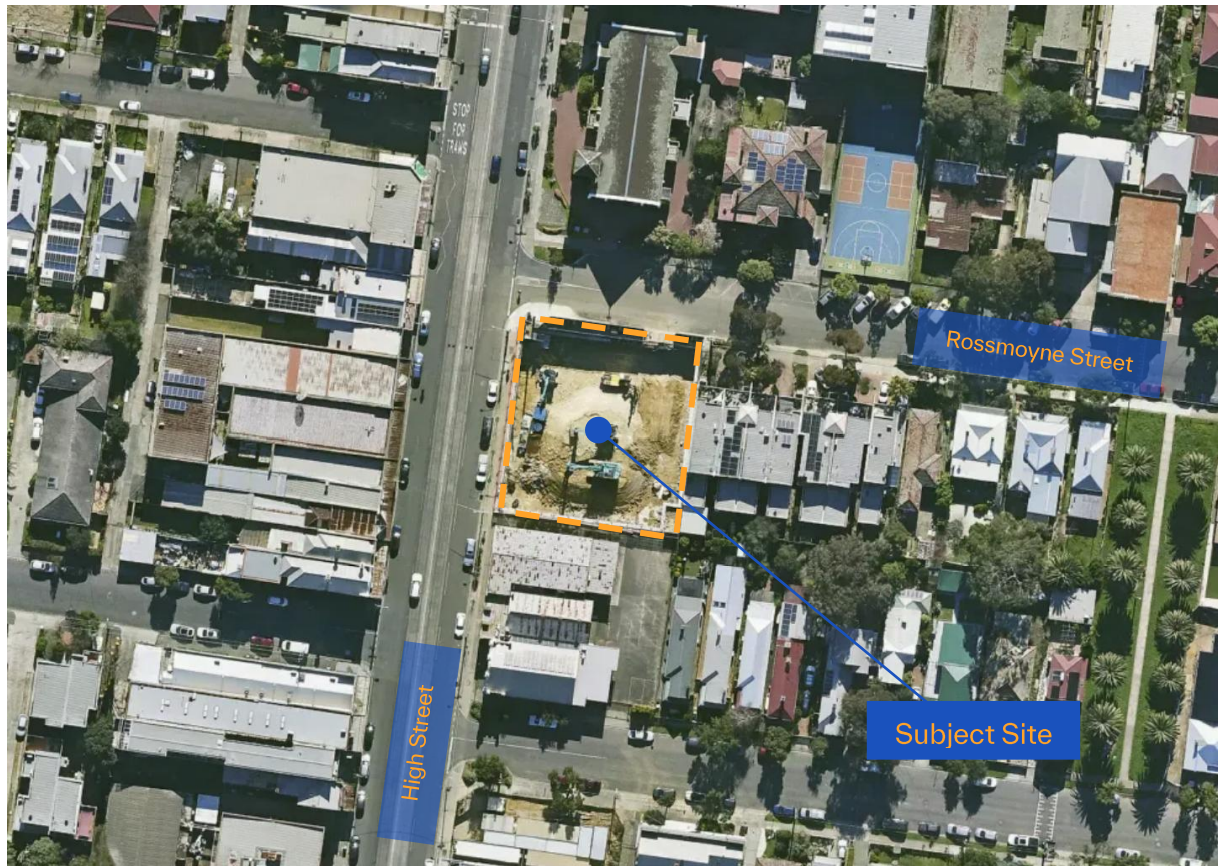
(Source: Melways)

The subject site is broadly square in shape and was previously occupied by a double-storey commercial building. The site has a frontage of approximately 35.1 metres to High Street along the western boundary, a frontage of approximately 34.8 metres to Rossmoyne Street along the northern boundary and has a total area of approximately 1,224 sqm.

The site sits within the Thornbury Activity Centre located along both sides of High Street and therefore has access to wider range of retail and commercial facilities. It is further noted that the site is situated within the Principal Public Transport Network (PPTN).

Figure 2-2 shows the current aerial view of the site and its immediate surrounds.

Figure 2-2: Aerial View of the Site and Surrounds



(Source: Landchecker.com.au)

The subject site is zoned Commercial 1 Zone (C1Z) and is covered by a Development Contributions Plan Overlay – Schedule 1 (DCPO1) and Built Form Overlay – Schedule 2 (BFO2).

Figure 2.3 shows the location of the site and the Darebin Planning Scheme Zones.

Figure 2-3: Darebin Planning Scheme Zones



(Source: Planning Maps Online)

2.2. Road Network

High Street is a Transport Road Zone 3 and is managed by the Department of Transport and Planning (DTP). High Street runs in a north-south alignment along the western boundary of the subject site, providing a connection between Queens Parade to the south and Spring Street to the north.

In the vicinity of the subject site, High Street has a carriageway width of approximately 16.4m, accommodating two traffic lanes in each direction, which includes a shared tram lines and short-term restricted kerbside parallel parking on both sides of the road, outside Clearway (directional) restrictions. Footpaths are provided on both sides of High Street and operates with a posted speed limit of 40km/hr in the vicinity of the site.

High Street is shown in Figure 2-4 and Figure 2-5.

Figure 2-4: High Street facing North



(Source: Google Street View)

Figure 2-5: High Street facing South



(Source: Google Street View)

Rossmoyne Street is a Council-managed Local Road that runs in an east-west alignment between High Street and Station Street in Thornbury along the northern boundary of the site.

Rossmoyne Street has a carriageway width of approximately 12.5 metres that accommodates one lane of traffic in each direction and angled and parallel kerbside parallel parking along the northern and southern side of the road, respectively. Rossmoyne Street benefits from footpaths on both sides of the street and operates with a default speed limit of 50 km/hr.

Rossmoyne Street is shown in Figure 2-6 and Figure 2-7.

Figure 2-6: Rossmoyne Street facing West



(Source: Google Street View)

Figure 2-7: Rossmoyne Street facing East



(Source: Google Street View)

2.3. Sustainable Transport

Public Transport

The subject site has excellent access to the public transport services primarily via Thornbury Railway Station, located approximately 400 metres from the subject site.

The public transport network including train, tram and bus services, all operating within convenient proximity of the subject site, are summarised in Table 2-1, 2-2 and 2-3 and illustrated in Figure 2-8.

Table 2-1: Train Services in the Vicinity of the Site

Route No.	Route Description	Nearest Stop	Walking Distance
	Mernda Line	Thornbury Station	400 metres

(Source: Public Transport Victoria)

Table 2-2: Tram Services in the Vicinity of the Site

Route No.	Route Description	Nearest Stop	Walking Distance
86	Bundoora RMIT – Docklands	High Street	50 metres

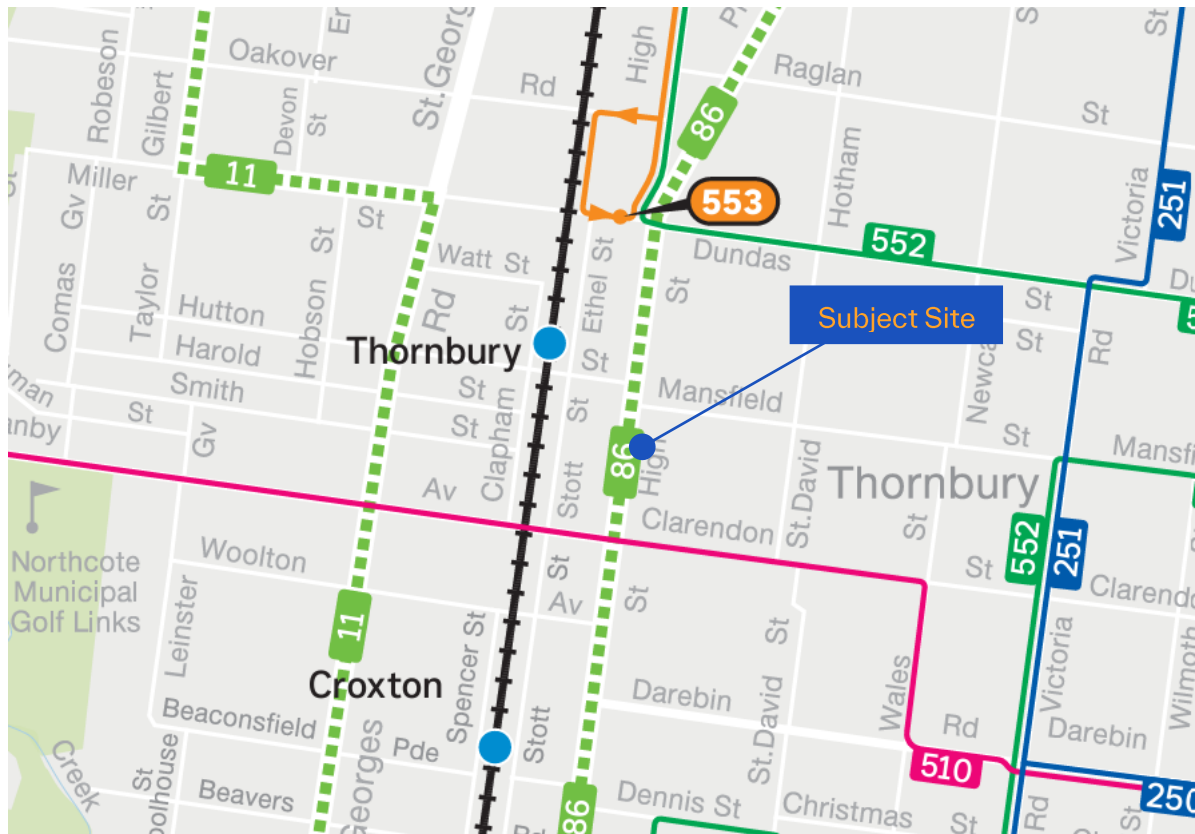
(Source: Public Transport Victoria)

Table 2-3: Bus Services in the Vicinity of the Site

Route No.	Route Description	Nearest Stop	Walking Distance
510	Essendon – Ivanhoe	High Street	215 metres

(Source: Public Transport Victoria)

Figure 2-8: Darebin Public Transport Network Map



(Source: Public Transport Victoria)

The sites convenient access to public transport is highlighted as it achieves a 'Transit Score' of 68 points (out of a possible 100) and is described as 'Good Transit' on WalkScore.com where "many nearby public transportation options" are accessible. A site's transit score is calculated based on the distance and type of nearby transit lines.

Pedestrian Network

Pedestrian movements are well facilitated with footpaths provided on both sides of the majority of roads in the surrounding streets of the subject site.

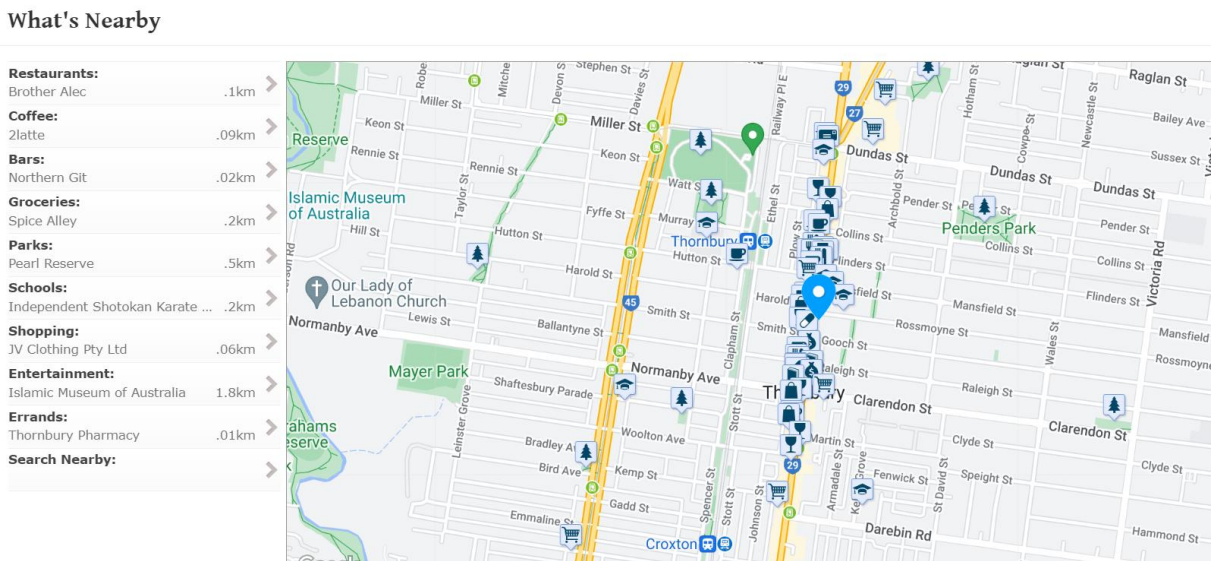
The proposed pedestrian access will directly link the site to said pedestrian network, particularly to nearby retail facilities, amenities and shopping precinct. The site is well located to everyday services due to its location within Thornbury Activity Centre located along High Street.

The site achieves a 'Walk Score' of 91 points (out of a possible 100) and is described as a 'Walkers Paradise' on WalkScore.com, where "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.

Walkscore.com utilises data sources such as Google and road network data to calculate a 'Walk Score'. The convenient everyday services are illustrated on a map in Figure 2-9.

Figure 2-9: Walkable Services from the Subject Site



Bicycle Network

The site has convenient access to the bicycle network, with the following bicycle routes located in close proximity to the site:

- On-Road bicycle lanes along Dundas Street, Victoria Road and St David Street.
- Off-Road shared paths including St Georges Bicycle Path.

Access to the nearby bicycle infrastructure is available via the surrounding road network.

Car Share

Car share schemes offer a viable alternative for employees to attend meetings and site visits during the workday without requiring access to their own vehicle.

There are a number of car share vehicles available for use within the vicinity of the site. Their locations are outlined in Table 2-4.

Table 2-4: Car Share Vehicle Locations

Operator	Location	Cars	Approximate Distance	Walking Distance
Flexicar	Miller Street	1	550 metres	9 minutes
	Warrs Avenue	1	800 metres	11 minutes
	Stott Street	1	950 metres	13 minutes
3 total Flexicar share cars				
Go Get	Martin Street	1	450 metres	6 minutes
1 total Go Get share car				

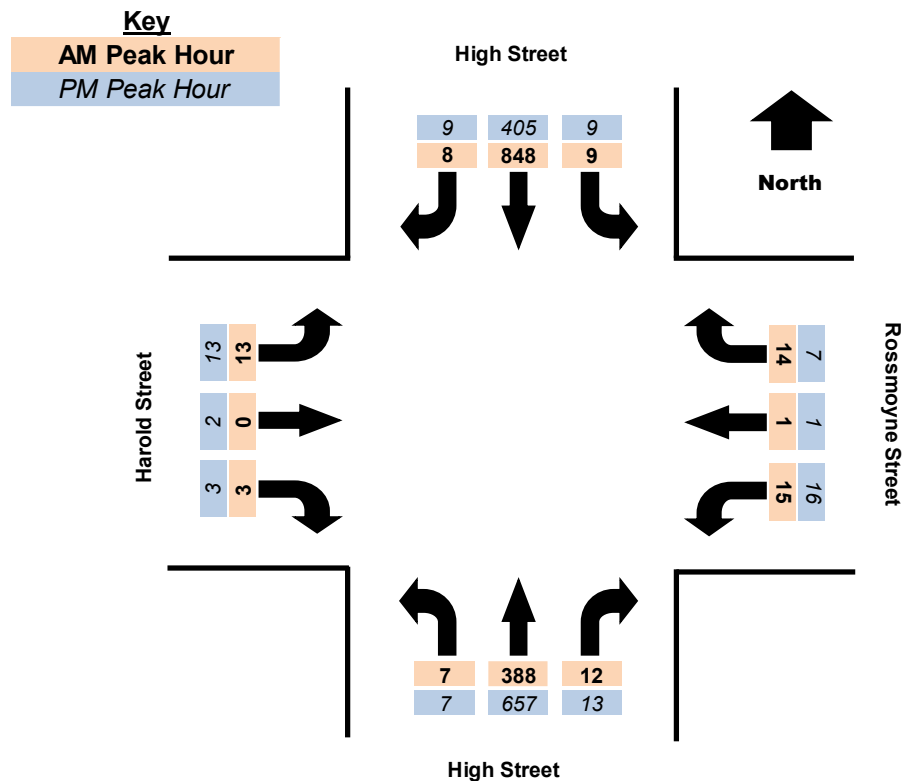
2.4. Existing Traffic Conditions

To determine the existing traffic conditions in the vicinity of the subject site, Ratio Consultants commissioned peak hour traffic surveys of the adjacent Rossmoyne Street / High Street / Harold Street intersection during the following periods:

- Tuesday 18 March 2025: 7:00am - 10:00am.
- Tuesday 18 March 2025: 3:00pm - 7:00pm.

The results of the survey are shown in the below figure with the full results attached as Appendix C.

Figure 2-10: Existing Peak Hour Traffic Volumes – Tuesday 18 March 2025



2.5. Existing Parking Conditions

In order to understand the existing parking conditions of on-street supply surrounding the site, car parking occupancy surveys were undertaken during the following period:

- Tuesday 18 March 2025 between 12:00pm - 9:00pm.
- Saturday 15 March 2025 between 12:00pm - 9:00pm.

The abovementioned car parking surveys reviewed all on-street car parking within a 200-metre walking distance from the site. The detailed results are presented in Appendix D of this report, with a summary provided below.

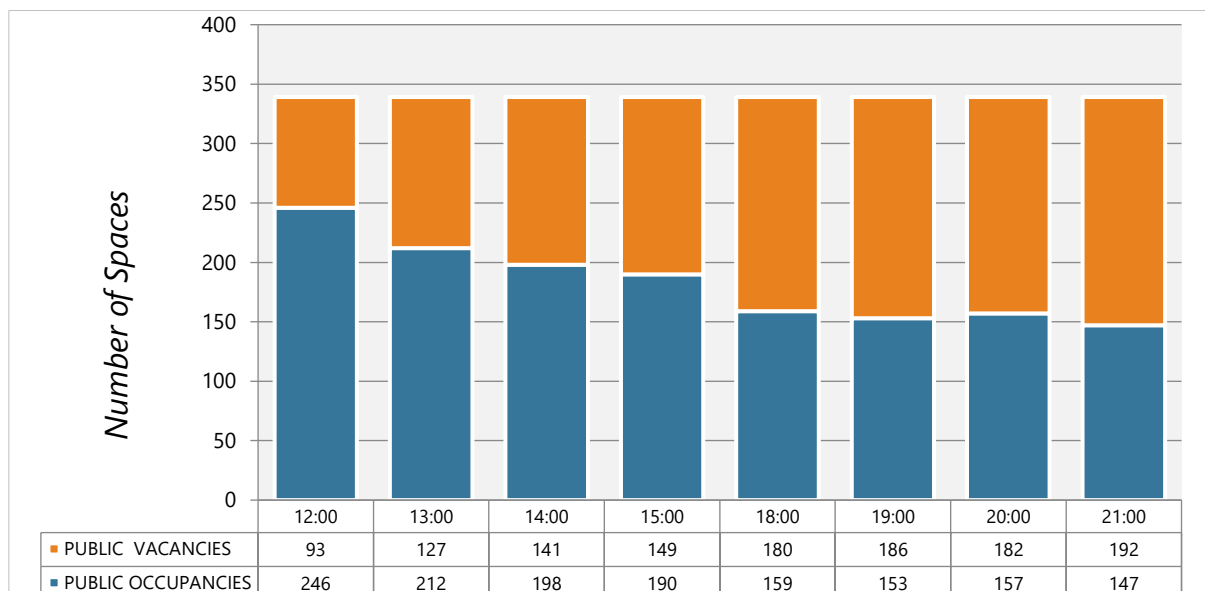
Tuesday 18 March 2025

- There was observed to be a total of 339 parking spaces within the survey area.
- The demand for parking was moderate during the survey period with parking occupancies ranging between 43% and 73%.

- The peak hour occurred at midday, with a total of 246 car parking spaces were recorded as occupied, representing a parking occupancy of 73%.
- During this time there was a minimum of 93 available car parking spaces.

Figure 2-11 provides a graphical representation of the temporal profile of parking demands.

Figure 2-11: Tuesday 18 March 2025 – Temporal Profile of Parking Demand

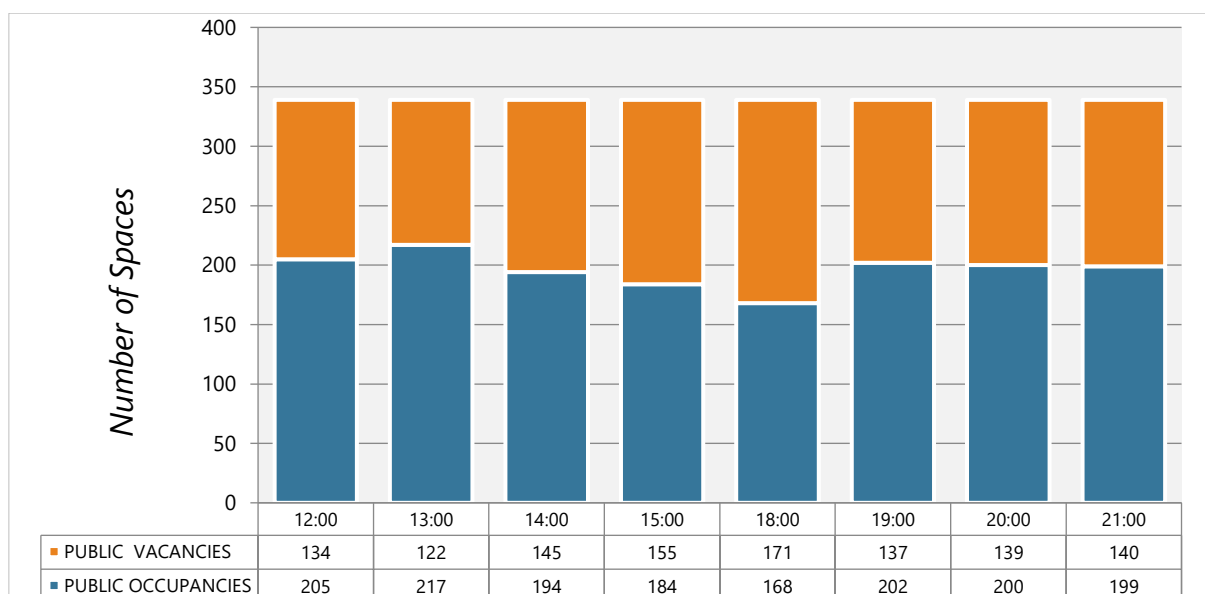


Saturday 15 March 2025

- There was observed to be a total of 339 parking spaces within the survey area.
- The demand for parking was moderate during the survey period with parking occupancies ranging between 50% and 64%.
- The peak hour occurred at 1:00pm, with a total of 217 car parking spaces were recorded as occupied, representing a parking occupancy of 64%.
- During this time there was a minimum of 122 available car parking spaces.

Figure 2-12 provides a graphical representation of the temporal profile of parking demands.

Figure 2-12: Saturday 15 March 2025 – Temporal Profile of Parking Demand



A review of the car parking surveys indicates that there are publicly available car parking vacancies in the vicinity of the site under existing conditions.

Furthermore, it should also be noted that there is an existing wide crossover that extends along the majority of the northern boundary of the site to Rossmoyne Street that currently does not allow on-street car parking for the local community.

2.6. Crash Analysis

A review has been conducted of VicRoads 'CrashStats' database for the five-year period of available data for any reported casualty crashes.

This database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- *Fatal injury: at least one person was killed in the accident or died within 30 days as a result of the accident.*
- *Serious injury: at least one person as sent to Hospital as a result of the accident.*
- *Other injury: at least one person required medical treatment as a result of the accident.*

A summary of the accidents in the vicinity of the subject site for the last five-year period is presented in Table 2-2.

Table 2-5: Summary of Crashes in the Vicinity of the Subject Site (5 Year Period)

Location	Accident No.		
	Fatality	Serious Injury	Other Injury
<i>Site Frontage</i>			
High Street	0	0	0
Rossmoyne Street	0	0	0
<i>Nearby Intersections</i>			
High Street / Rossmoyne Street	0	0	0
High Street / Harold Street	0	0	1
Total			

Table 2-2 indicates that over the last available five-year period, a single crash was recorded in the immediate vicinity of the subject site, consisting of a single 'Other' type injury. Critically, zero crashes were reported along the site frontage.

Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a safe manner.

2.7. Local Planning Policies

Clause 18.01 – Land Use and Transport

Clause 18.01-1S of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Land Use and Transport Integration. Clause 18.01-1S states the objective *"to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport."*

One of the identified strategies of the Clause states that support should be given to urban developments that make jobs and services more accessible (i.e. developments to be located within accessible areas). As well as, designing neighbourhoods / developments that *"increase the share of trips made using sustainable transport modes."*

Clause 18.01-3S states the objective *"to facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing"*. In relation to new developments, the Clause cites the strategy to *"design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency."*

Clause 18.01-3L of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Accessible Transport. Specifically, Clause 18.01-3L states the objective *"encourage pedestrian and cycle priority over motor vehicles within activity centres and along local streets."*

Clause 18.01-3R of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Sustainable and Safe Transport. Specifically, Clause 18.01-3R states the strategy to *"improve local travel options for walking and cycling to support 20 minute neighbourhoods."* Effectively stating that developments are to be located within accessible areas.

Clause 18.02 – Movement Networks

Clause 18.02-1S of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Walking. Clause 18.02-1S states the objective *"to facilitate an efficient and safe walking network and increase the proportion of trips made by walking."* Clause 18.02-1S seeks to *"enable walking as a part of everyday life"* and *"enable people to meet more of their needs locally and rely less on their cars"*.

Clause 18.02-2S of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Cycling. Clause 18.02-2S states the objective *"to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling."* Clause 18.02-2S seeks to *"enable cycling as a part of everyday life"* and *"enable people to meet more of their needs locally by cycling and rely less on their cars"*.

Clause 18.02-3S of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Public Transport. Clause 18.02-3S states the objective *"to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport."*

With respect to strategies to increase the proportion of trips made by public transport, Clause 18.02-3S states that public transport should be planned and developed to *"enable people to not have to rely on cars for personal transport"*.

Clause 18.02-4L of the Darebin Planning Scheme is Council's Local Planning Policy Framework on Car Parking. The Clause states a number of strategies including:

- *Take into consideration existing car parking demand levels when considering applications to waive car parking.*

- *Consider requiring Travel Plans as a condition of approval for new uses and developments where there is a substantial reduction in car parking from Clause 52.06 requirements.*
- *Manage car parking at a precinct level to facilitate a coordinated localised response.*
- *Consider existing car parking demand levels when assessing applications to waive car parking.*
- *Provide for pedestrian amenity by minimising vehicle crossovers and providing a single point of access for multi-dwelling developments, where possible.*
- *Provide a high amount of conveniently accessible bicycle parking.*

It is critical that any proposed development of the subject site consider the local sustainable transport policies specified within Clause 18.01 and Clause 18.02 of the Darebin Planning Scheme.

City of Darebin Transport Strategy (2007 – 2027)

The Darebin Transport Strategy sets key directions to guide the future planning and development of the transport system and support sustainable growth. The document includes strategies to advocate for improved and accessible public transport and facilitate use of sustainable transport options.

The key objectives of the Transport Strategy are as follows:

- *To improve local and metropolitan accessibility.*
- *To increase the role of sustainable transport modes.*
- *To build new developments that reduce transport demands.*
- *To increase social inclusion for residents.*
- *To improve health and environmental outcomes.*
- *To improve community safety.*
- *To integrate quality urban design, economic development and access.*
- *To engage stakeholders through effective communication.*

3. The Proposal

3.1. General

It is proposed to amend Planning Permit (PA2503786) for the proposed mixed-use development at 712-716 High Street in Thornbury. For reference, the proposed changes from the approved scheme and proposed scheme are detailed in Table 1-1 of this report.

More specifically, the development is proposed to incorporate the following land use yield and associated transport infrastructure, as summarised in Table 3-1.

Table 3-1: Development Summary

Land Use		
Land Use Clarification	Description	Size / Number
Shop Premises	Shop	297.3 sqm (NLA)
Residential	1-bedroom apartments	8 units
	2-bedroom apartments	19 units
	3-bedroom apartments	20 units
Transport Infrastructure		
Type	Description	Size / Number
Pedestrian Access	Northern Boundary (Rossmoyne Street)	-
	Western Boundary (High Street)	-
Vehicle Access	Rossmoyne Street	Fully Directional
	Car Spaces	56 spaces [1]
Parking	Bicycle Spaces	70 spaces [2]
	Motorcycle Spaces	3 spaces
Loading	Loading and Waste	Trucks up to 6.4m long

[1] It should also be noted that the proposed reinstatement of kerb and channel to the existing crossover on the northern boundary to Rossmoyne Street will allow for two additional on-street car parking spaces under post development conditions.

[2] Including 66 on-site and 4 on-street bicycle parking spaces.

The proposed site layout is shown in Appendix B of this report.

3.2. Vehicle Access Arrangements

Vehicular access is proposed to be provided via a fully directional access along the northern boundary of the site to Rossmoyne Street.

The existing crossovers along the northern boundary to Rossmoyne Street are proposed to be removed and replaced with a standard kerb and channel to the satisfaction of the Responsible Authority.

The above results in two additional on-street car parking spaces being provided along the frontage to Rossmoyne Street.

Parking Provision

Car Parking

A total of 56 on-site car parking spaces are proposed to be provided to service the various land uses across the site.

On-site car parking is distributed as follows:

- Shop / Food & Drink Premises – 2 staff car spaces.
- Residents – 54 resident car spaces.

Bicycle Parking

The proposed development will also include a total of 70 bicycle parking spaces distributed across the subject site (66 spaces) and on-street (4 spaces).

Motorcycle Parking

A total of 3 on-site motorcycle parking spaces are proposed to be provided to service the development, located within Basement Level 2.

Pedestrian Access

Pedestrian access to the subject site will be provided via a pedestrian connection from High Street along the western boundary of the site and via a pedestrian connection from Rossmoyne Street along the northern boundary of the site.

4. Car Parking Assessment

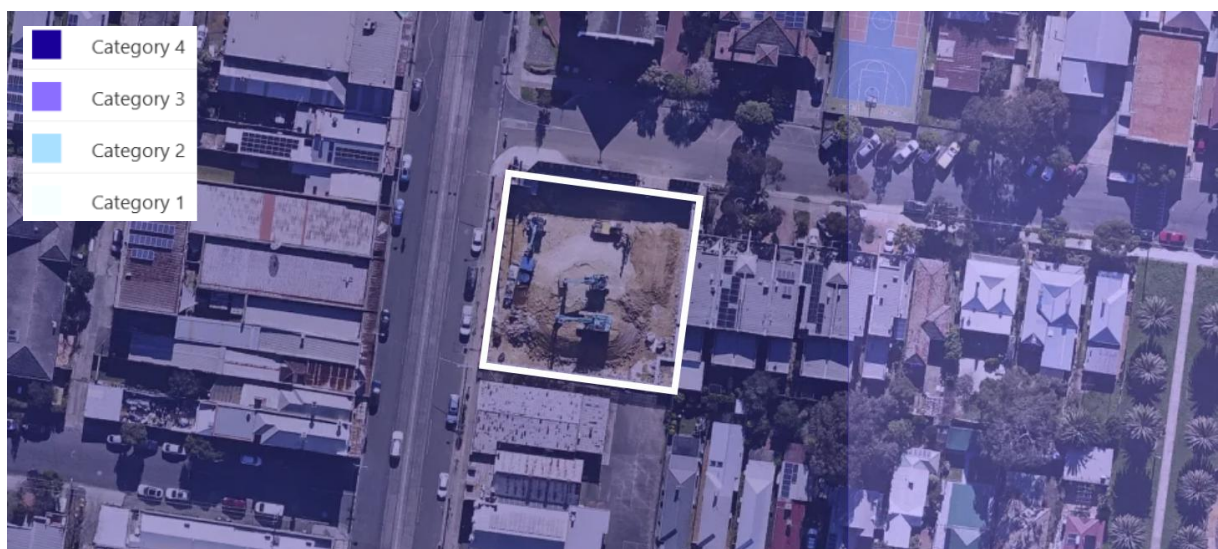
4.1. Clause 52.06 Requirements

Car parking requirements for developments are set out under Clause 52.06 of Darebin Planning Scheme. The purpose of Clause 52.06 is defined in the scheme as follows:

- *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.*

As shown in Figure 4-1, the subject site is located within a Category 4 land category as identified in the *Car Parking Requirement Maps (Department of Transport and Planning, 2025)*. Therefore, the Category 4 rates outlined in Table 1 of Clause 52.06 of the Darebin Planning Scheme are applicable.

Figure 4-1: Car Parking Requirement Map



On this basis, the statutory car parking rates and requirements for the development are outlined in Table 4-1.

Table 4-1: Statutory Car Parking Requirements (Endorsed Scheme vs Amended Scheme)

Use	Statutory Car Parking Rate	Size / No.	Statutory Requirement
Endorsed Scheme			
1 bed dwelling	1 space to each dwelling	8	8 spaces
2 bed dwelling	1 space to each dwelling	19	19 spaces
3 bed dwelling	2 spaces to each dwelling	17	34 spaces
Shop / Food & Drink	3.5 spaces to each 100sqm of floor area	297.3 sqm	10 spaces
Total			71 spaces
Car Parking Provision			56 spaces
Car Parking Dispensation			15 spaces
Amended Scheme (Maximum Rates)			
1 bed dwelling		8	16 spaces
2 bed dwelling	2 spaces to each dwelling	19	38 spaces
3 bed dwelling		20	40 spaces
Shop / Food & Drink	1 space to each 100sqm of floor area	297.3 sqm	2 spaces
Total			96 spaces
Car Parking Provision			56 spaces
Car Parking Dispensation / Over Provision			40 spaces

As demonstrated above, the endorsed scheme generated a statutory requirement for 71 car parking spaces and therefore relied upon a dispensation of 15 spaces, with 56 spaces provided on-site.

Under the amended scheme, the applicable maximum parking rates generate a total maximum parking allowance of 96 spaces. The proposal includes the provision of 56 on-site car parking spaces and therefore sits comfortably within the acceptable statutory range.

Accordingly, the proposed on-site parking provision is considered appropriate and is not expected to result in any unreasonable off-site parking impacts.

4.2. Car Parking Allocation

On-site car parking is proposed to be allocated as follows:

Table 4-2: Proposed Car Parking Allocation

Use	Size / No.	Statutory Requirement (Maximum)	Proposed Provision	Surplus / Deficit
Apartments	47	94 spaces	54 spaces	-40 spaces
Shop / Café	256.2 sqm	2 spaces	2 spaces	0 spaces

As demonstrated above, the residential and shop / food and drink components are proposed to be provided with parking at rates within the applicable statutory maximums.

On this basis, the proposed car parking provision and allocation are considered appropriate from a traffic engineering and planning perspective.

5. Bicycle Parking

5.1. Clause 52.34 – Bicycle Facilities

Clause 52.34 of the Darebin Planning Scheme seeks to encourage cycling as a mode of travel through the provision of appropriate bicycle parking and associated facilities.

An assessment of the statutory parking requirements for the development proposal is set out in Table 5-1.

Table 5-1: Statutory Bicycle Parking Requirement

Land Use	No. / Size	Statutory Parking Rate		Statutory Requirement	
		Resident / Employee	Visitor	Resident / Employee	Visitor
Residential	47 apartments	1 space to every 5 dwellings	1 space to every 10 dwellings	9 spaces	5 spaces
Retail / Café	297.3 sqm	1 space to every 300sqm of leasable floor area	1 space to every 500sqm of leasable floor area	1 space	1 space
Total				10 spaces	6 spaces

Application of the above rates to the development produces a bicycle parking requirement for nine resident spaces, one employee space and six visitor spaces.

Accordingly, the development which proposes 70 bicycle parking spaces represents a surplus of 54 bicycle space against the requirements of the Darebin Planning Scheme and is therefore considered to be acceptable.

It should be noted that the proposal includes four (4) on-street bicycle parking spaces along the Rossmoyne Street frontage for use by retail / shop visitors. Given the provision within an accessible area to the public for use, this is considered acceptable in this instance.

5.2. Design Review

The bicycle parking layout has been designed in excess of AS 2890.3:2015, which requires at least 20% of the bicycle parking spaces to be provided in a ground level (horizontal) Bicycle Parking Device. All spaces are shown on the architectural plan with appropriate dimensions and access aisles and are accessible.

5.3. End of Trip Facility Requirements

In addition to bicycle parking, Clause 52.34-3 requires the provision of end-of-trip facilities, including showers and change rooms, where five or more employee bicycle parking spaces are required.

The proposed development generates a requirement for only one employee bicycle parking space and therefore does not trigger the statutory requirement to provide shower or change room facilities.

5.4. Adequacy of Bicycle Parking / Facilities Provision

On the basis of the discussions and analysis presented above, the proposed bicycle parking provision is considered to be appropriate and sufficient in this instance.

6. Access Arrangements & Car Parking Layout

6.1. Clause 52.06 Design Standard Assessment

An assessment against the relevant design standards of Clause 52.06-9 of the Darebin Planning Scheme is provided below:

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 6-1.

Table 6-1: Design Standard 1 Assessment

Requirement	Comments
Must be at least 3m wide.	<u>Satisfied</u> - All accessways have a minimum width of 3.0 metres or greater in accordance with this standard.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied</u> - The accessway is at least 4.2m wide throughout the site.
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>Satisfied</u> - All vehicles can exit the subject site in a forward direction.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	<u>Satisfied</u> - Overhead clearances throughout the site are proposed to be in excess of 2.1m.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, 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 Road Zone.	<u>Satisfied</u> - The development is proposed to be accessed via a single width access, however, vehicles are demonstrated to be able to pass within the site (less than 50m from the property boundary), thereby satisfying the requirement to facilitate vehicles 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 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.	<u>Partially Satisfied</u> – A compliant pedestrian visibility splay has been achieved on the eastern side of the vehicle access. It has not been possible to achieve the required visibility splay on the western side of the access. In order to reduce conflict with pedestrians it is proposed to provide a convex mirror to achieve the required visibility. This is a regular occurrence throughout Melbourne and is considered to be an acceptable design outcome.
---	--

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	<u>N/A</u> – Access to the car spaces is not from a Road Zone.
---	--

If entry to the car space is from a road, the width of the accessway may include the road.	<u>N/A</u> – Entry to the car spaces is not accessed directly from a road.
--	--

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 6-2.

Table 6-2: Design Standard 2 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 designed in accordance of the dimensional requirements set out in Table 2 of Design Standard 2 with car parking spaces proposed to be 4.9m long x 2.6m wide spaces, accessible via an aisle in excess of 6.4m.
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> – The car parking spaces have been designed to accord with Diagram 1 of Design Standard 2.

Car spaces in garages 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.	<u>Satisfied</u> – The one x single width garage car has been designed in accordance with the relevant dimensional requirements..
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>N/A</u> – No tandem car parking spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	<u>Satisfied</u> – All car parking spaces are proposed to be provided under cover within the basement.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	<u>N/A</u> – No accessible car parking spaces are proposed.

Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06-9 relates to the design of gradients. The requirements of Design Standard 3 are assessed against the proposal in Table 6-3.

Table 6-3: Design Standard 3 Assessment

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) within 5m 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> - The first 5 metres into the site are proposed to be 1:10, thereby complying with this requirement.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.	<u>Satisfied</u> - The proposed grades are in accordance with Table 3 of Design Standard 3, with grades no steeper than 1:4.
Where the difference in grade between two sections of ramp or floor is greater than 1:8	<u>Satisfied</u> – Appropriate transition sections have been provided to prevent scraping or

(12.5%) for a summit grade change, or greater bottoming. The appropriateness of the ramp than 1:6.7 (15%) for a sag grade change, the profile has been demonstrated within the ramp must include a transition section of at swept path assessment attached as Appendix least 2 metres to prevent vehicles scraping or E. bottoming.

6.2. Swept Path Assessment

An assessment of site access point and circulation was undertaken using the 'Autodesk Vehicle Tracking' software and is attached in the B99 (99.8 percentile car) was used in the assessment and it was found that the site can be adequately accessed and circulated by all vehicles.

The B85 (85th percentile car) was also assessed and it was found that each space could be accessed (ingress and egress) in a satisfactory manner and that cars will be able to enter/exit the site in a forward direction.

Refer to Appendix E for swept path assessment of all relevant design vehicles.

6.3. Summary

The assessment indicates that the access arrangements and car parking layout have been designed appropriately and in accordance with the requirements of the Darebin Planning Scheme and/or AS/NZS 2890.1:2004.

7. Loading & Waste Collection

7.1. Statutory Requirement

Clause 65.01 'Decision Guidelines' of the Darebin Planning Scheme outlines the provision of loading requirements, and states the following:

"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."*

7.2. Loading / Unloading Demand

The proposed development is primarily for residential land use with one small retail tenancy on ground level.

Loading and unloading activities associated with the proposed development will be limited given the land uses. Loading activities associated with the development can be undertaken by vans / small trucks.

It is anticipated that these can occur appropriately along within a car space outside of peak times or within the short-term kerbside parallel parking surrounding the subject site (consistent with existing uses in the vicinity of the site).

Waste collection is proposed to be collected on-site by a private waste collector.

A swept path assessment (Appendix E) was conducted and demonstrated that a mini-rear loader truck can access the site in a forward direction, manoeuvre to the waste collection area, undertake a turning manoeuvre within the aisle and depart in an appropriate manner.

7.3. Adequacy of Loading & Waste Collection Arrangements

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

8. Traffic Assessment

8.1. Traffic Generation

Residential Traffic Generation

Traffic generation of residential developments varies considerably from low density to high density dwellings.

Some of the factors that affect traffic generation include housing density, number of car spaces provided, availability of alternative transport modes including public transport, bicycle network and car share facilities and proximity to retail facilities and services.

For the following assessment, a rate of 0.3 vehicle movements per dwelling has been adopted. This is considered to appropriately reflect the future traffic generation of the residential component noting the availability of alternative transport modes and proximity to retail facilities and services, as well as the Transit Score and Walk Score rating against other comparable developments.

Peak hour traffic generation is typically around 10% of the daily traffic volume, and as such a rate of two vehicle movements per dwelling per day has been adopted.

Application of the above rates to the proposed 47 apartments, results in an estimated traffic generation of 14 movements during the AM and PM peak hours and 135 vehicle movements per day.

Residents will be mainly departing in the morning peak and arriving in the afternoon peak with approximately 80% of traffic departing in the morning peak and 60% arriving in the afternoon peak.

The anticipated traffic generation during the peak hours are as follows:

Table 8-1: Residential Traffic Generation

	AM Peak	PM Peak
Arriving Trips	3 trips	8 trips
Departing Trips	11 trips	6 trips
Total Trips	14 trips	14 trips

Retail / Café Traffic Generation

It is considered that the retail / café tenancy will generate a large proportion of their trade from the surrounding area, including the proposed 47 apartments.

The retail / café tenancy is expected to generate in the order of 0.5 trips per car parking space provided per peak hour for staff and customer trips. On this basis, it is estimated that for the peak hour periods, the two car parking spaces allocated to the retail / café tenancy are anticipated to generate in the order of one trip per hour in the AM and PM peak.

Staff and visitors will be mainly arriving in the morning peak and equally distributed in the afternoon peak with approximately 75% of traffic arriving in the morning peak and 50% arriving / departing in the afternoon peak.

The anticipated traffic generation during the peak hours are as follows:

Table 8-2: Retail / Café Traffic Generation

	AM Peak	PM Peak
Arriving Trips	1 trip	0 trips
Departing Trips	0 trips	1 trip
Total Trips	1 trip	1 trip

Total Traffic Generation

On the basis of the above, it is anticipated that the development will generate the following vehicle trips during the AM and PM peak hour periods.

Table 8-3: Total Traffic Generation

	AM Peak	PM Peak
Arriving Trips	4 trips	8 trips
Departing Trips	11 trips	7 trips
Total Trips	15 trips	15 trips

On the basis of the above, it is anticipated that the development will generate traffic at a rate of 15 trips during the AM peak hour period and PM peak hour period, equating to a maximum increase of approximately one vehicle movement every three minutes.

8.2. Traffic Impact

Based on the conservative assessment, without removing trips associated with the existing use, the proposed development is estimated to generate in the order of 15 trips during the AM peak hour and PM peak hour periods.

The additional maximum 15 vehicle movements expected during the peak hour represent an average additional traffic movement each three minutes during the busiest operating times, with reduced volumes at all other times. These trips will be arriving / departing the site via the access taken from Rossmoyne Street.

Based on the traffic survey data, it is anticipated that approximately 50% of traffic will arrive/depart the site to/from the east with the remaining 50% of traffic arriving/departing the site to/from the west via the Rossmoyne Street / High Street intersection.

The additional 15 vehicle trips will be imperceptible in the context of the existing function of Rossmoyne Street, and it is expected that the development traffic can readily be accommodated in a safe and effective manner.

To this end, it should be noted that traffic related to the previous use of the site has not been accounted for within the above assessment. As such, the new development is likely to generate slightly less traffic than identified above.

Furthermore, the amended proposal is anticipated to generate the same level of traffic as the endorsed scheme and is therefore considered to be acceptable.

9. Conclusion

It is proposed to amend the Planning Permit (PA2503786) for the proposed multi-storey mixed-use development on land at 712-716 High Street in Thornbury via Secondary Consent.

Based on the analysis and discussion presented within this report, the following conclusions are made:

- The proposed development generates a statutory maximum parking requirement of 96 car parking spaces.
- The proposed provision of 56 on-site car parking spaces is below the statutory maximum of Clause 52.06 of the Darebin Planning Scheme. Car parking provision allocation is considered satisfactory for the reasons detailed within this report.
- The car parking layout satisfies the relevant requirements of the Darebin Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- CAD-based swept paths have been completed which confirm the key vehicle movements can be completed with adequate clearance through the site access point and relevant key areas within the site.
- The proposed bicycle parking provision of 70 bicycle parking spaces (66 on-site and 4 on-street) exceeds the statutory requirement and is therefore considered to be acceptable.
- Loading and waste collection can be completed by up to and including a 6.4m long truck.
- The development is expected to generate up to 15 vehicle movements during the peak hours. Rossmoyne Street and the surrounding road network has the capacity to accommodate the additional traffic volumes in a safe and satisfactory manner.
- The amended proposal is anticipated to generate the same level of traffic as the endorsed scheme and is therefore considered to be acceptable

Overall, based on the assessments undertaken, the proposed development is considered to be acceptable from a transport engineering perspective and is not expected to create adverse traffic or parking impacts in the area.

Appendix A – Endorsed Site Layout Plan

General Notes:

1. These drawings are to be read in conjunction with the Urban Context Report prepared by Austin Maynard Architects, and the following consultant team reports;

Ratio Consultants
Planning Report
Traffic Engineering Assessment
Green Travel Plan
Waste Management Plan

HP V HYPE
Sustainability Management Plan

UDLA
Landscape Architect Design

MEL Consultants
Wind Impact Assessment

Absolute Surveying
Title Re-establishment & Feature Survey

OCTAVE ACOUSTICS
Acoustic Impact Report

ACCESS STUDIO
Accessibility Report

2. All POS areas are provided with a garden tap, stormwater drainage & a weatherproof electricity outlet

3. All landscaping areas are to be irrigated. The irrigation system is to be supplied with water collected onsite.

4. Run off from all roof areas, excluding balconies, are to be directed into the Rain Water tanks located within the basement. Refer to STORM Assessment.

5. Harvested water stored in rainwater tanks to be used for irrigation and WC flushing. Refer SMP

6. Refer to the SMP for WELS ratings of plumbing fixtures.

7. Refer to the SMP for NABERS ratings of the proposed apartments and note the commitment to exceed the minimum requirements of the NCC.

8. Refer to the SMP for Wattage per m² requirements for the apartment areas.

9. All external lights are to be on motion sensors, including those within the basement.

10. Refer to the SMP for details of cross ventilation comply under BESS.

11. All parking bays to have access to EV charging via a load management device.

Plan Key:

F = Fridge

P = Pantry

S = Store

L = Laundry

Rossmoyne Street

High Street

2-8 Rossmoyne Street Townhouses

**PLANNING AND ENVIRONMENT ACT
DAREBIN PLANNING SCHEME**

PERMIT NO. PA2503786

Condition 3

ENDORSED PLAN

Sheet 4 of 34

Signed: *[Signature]* for
MINISTER FOR PLANNING
Date: 30 March 2026

Apartment Development

712-716 High Street, Thornbury, VIC
3071

Antipodean Land Developments
Pty Ltd

Plan Level Ground

FOR ENDORSEMENT

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austin maynard project



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PLANNING and ENVIRONMENT ACT
DAREBIN PLANNING SCHEME

PERMIT NO. PA2503786

Condition 3

ENDORSED PLAN

Sheet 12 of 34

Signed:  for
MINISTER FOR PLANNING
Date: 30 March 2026

ROSSMOYNE STREET

SECTION AA - SEE A 301

SECTION BB - SEE A 302

SECTION CC - SEE A 303

SECTION DD - SEE A 304

SECTION ZZ - SEE A 307

SECTION YY - SEE A 306

HIGH
STREET

SECTION XX - SEE A 305

SECTION ZZ - SEE A 307

SECTION YY - SEE A 306

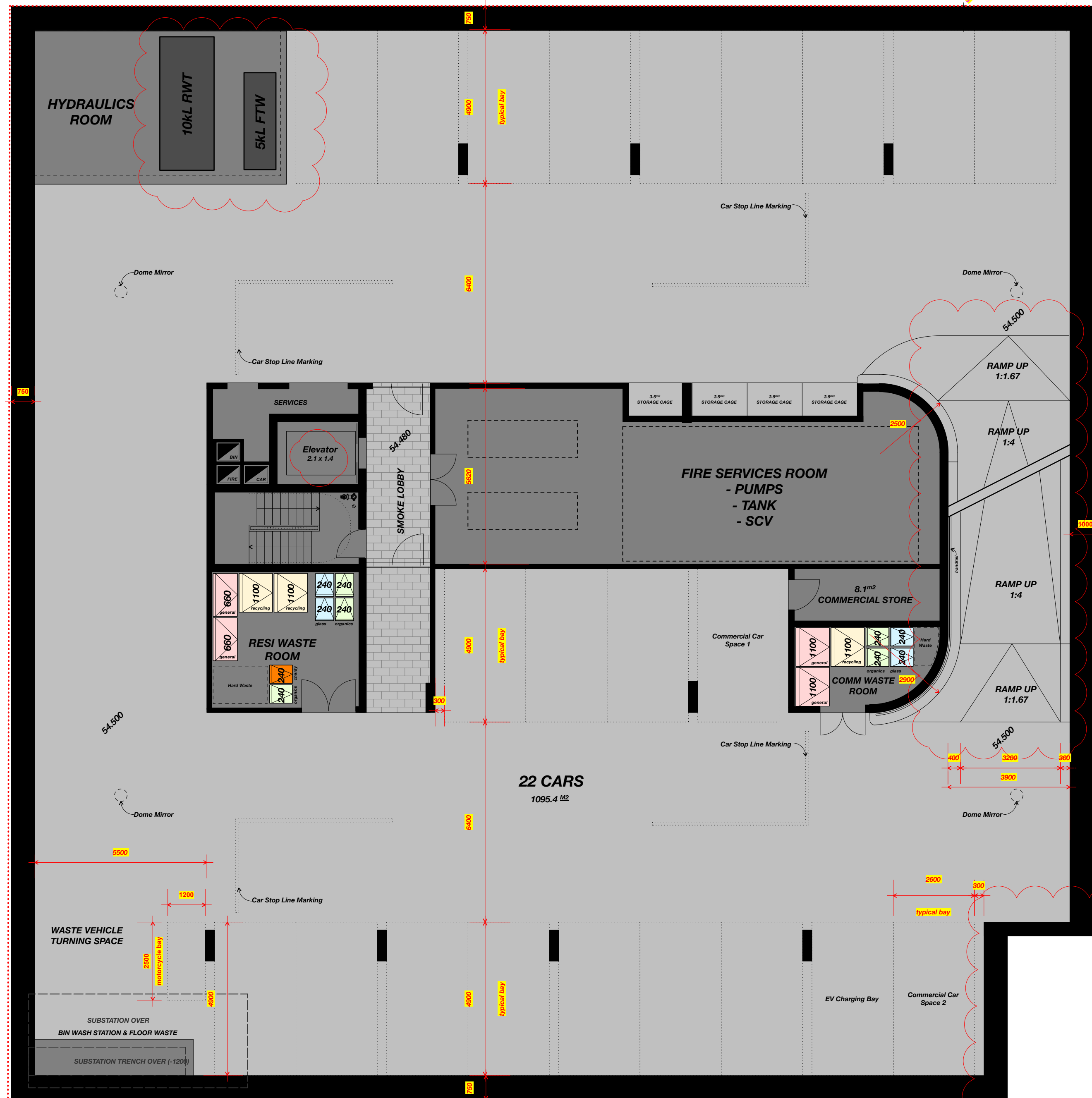
SECTION XX - SEE A 305

SECTION AA - SEE A 301

SECTION BB - SEE A 302

SECTION CC - SEE A 303

SECTION DD - SEE A 304



Apartment Development

712-716 High Street, Thornbury, VIC
3071

Antipodean Land Developments
Pty Ltd

Plan Level B1

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PLANNING and ENVIRONMENT ACT
DAREBIN PLANNING SCHEME
PERMIT NO. PA2503786
Condition 3
ENDORSED PLAN
Sheet 13 of 34
Signed:  for
MINISTER FOR PLANNING
Date: 30 March 2026

ROSSMOYNE STREET

SECTION AA - SEE A 301

SECTION BB - SEE A 302

SECTION CC - SEE A 303

SECTION DD - SEE A 304

SECTION ZZ - SEE A 307

SECTION YY - SEE A 306

SECTION ZZ - SEE A 307

SECTION YY - SEE A 306

SECTION XX - SEE A 305

SECTION AA - SEE A 301

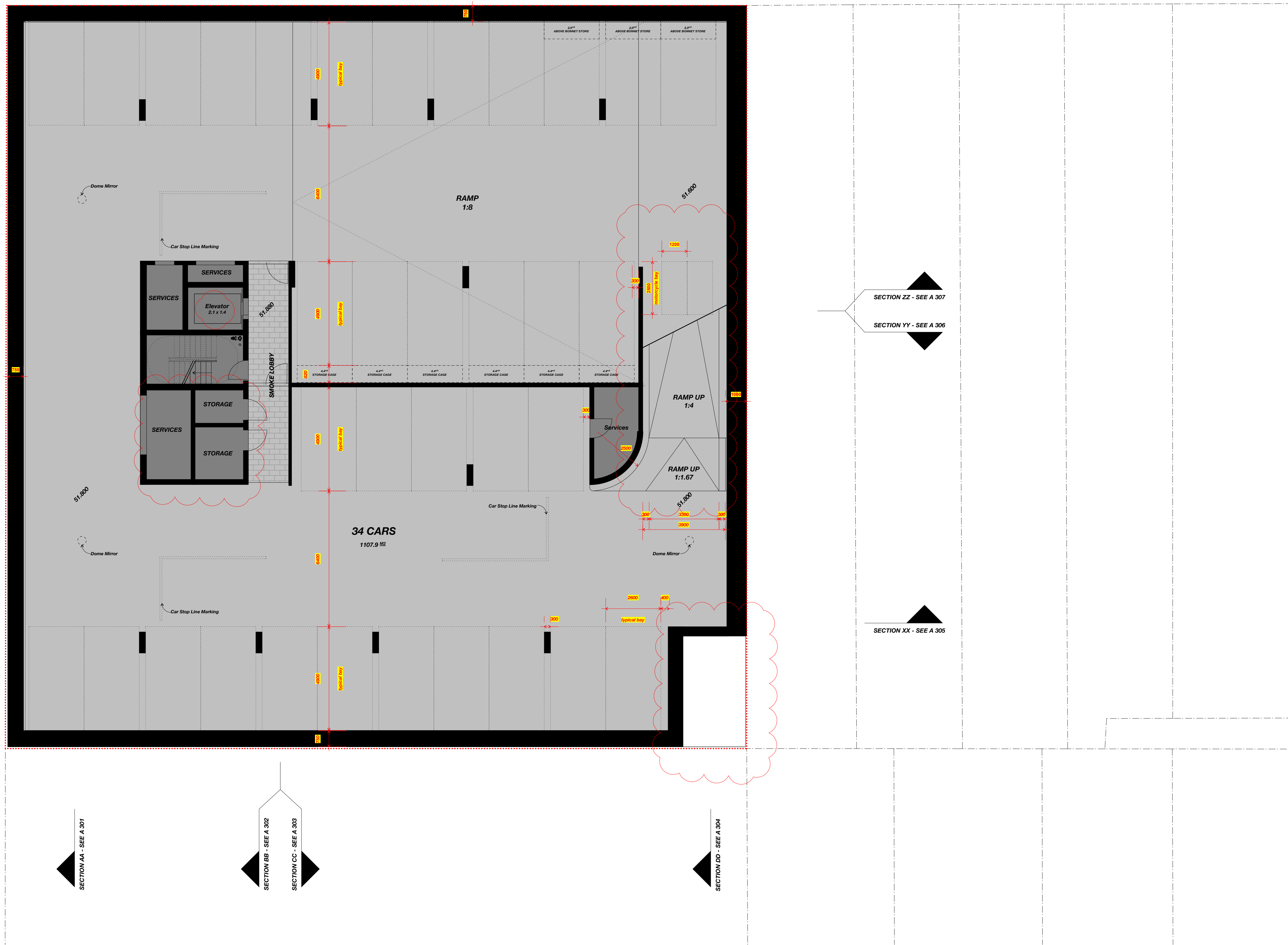
SECTION BB - SEE A 302

SECTION CC - SEE A 303

SECTION DD - SEE A 304

HIGH
STREET

SECTION XX - SEE A 305



Apartment Development

712-716 High Street, Thornbury, VIC
3071

Antipodean Land Developments
Pty Ltd

Plan Level B2

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Appendix B - Amended Site Layout Plan

GENERAL NOTES:

1. These drawings are to be read in conjunction
with the Urban Context Report prepared by Austin
Maynard Architects, and the following consultant
team reports,

Ratio Consultants

Planning Report
Traffic Engineering Assessment
Green Travel Plan
Waste Management Plan

HIP V. HYPE

Sustainability Management Plan

UDLA

Landscape Architect Design

MEL Consultants

Wind Impact Assessment

Absolute Surveying

Title Re-establishment & Feature Survey

OCTAVE ACOUSTICS

Acoustic Impact Report

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Accessibility Report

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5. Harvested water stored in rainwater tanks to be
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6. Refer to the SMP for WELS ratings of plumbing
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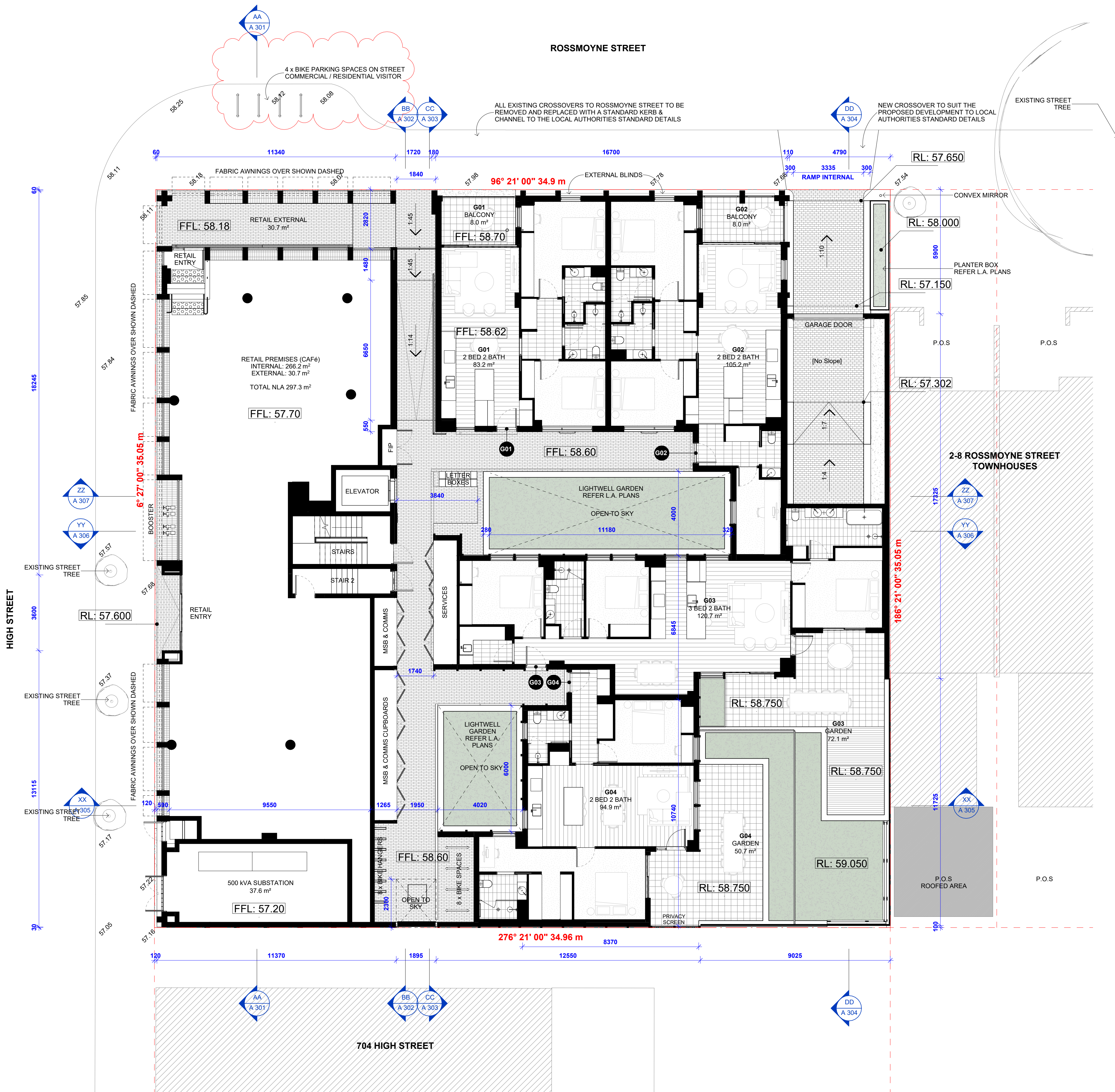
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8. Refer to the SMP for Wattage per m2
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9. All external lights are to be on motion sensors,
including those within the basement.

10. Refer to the SMP for details of cross ventilation
compliance under BESS.

11. All parking bays to have access to EV charging
via a load management device.



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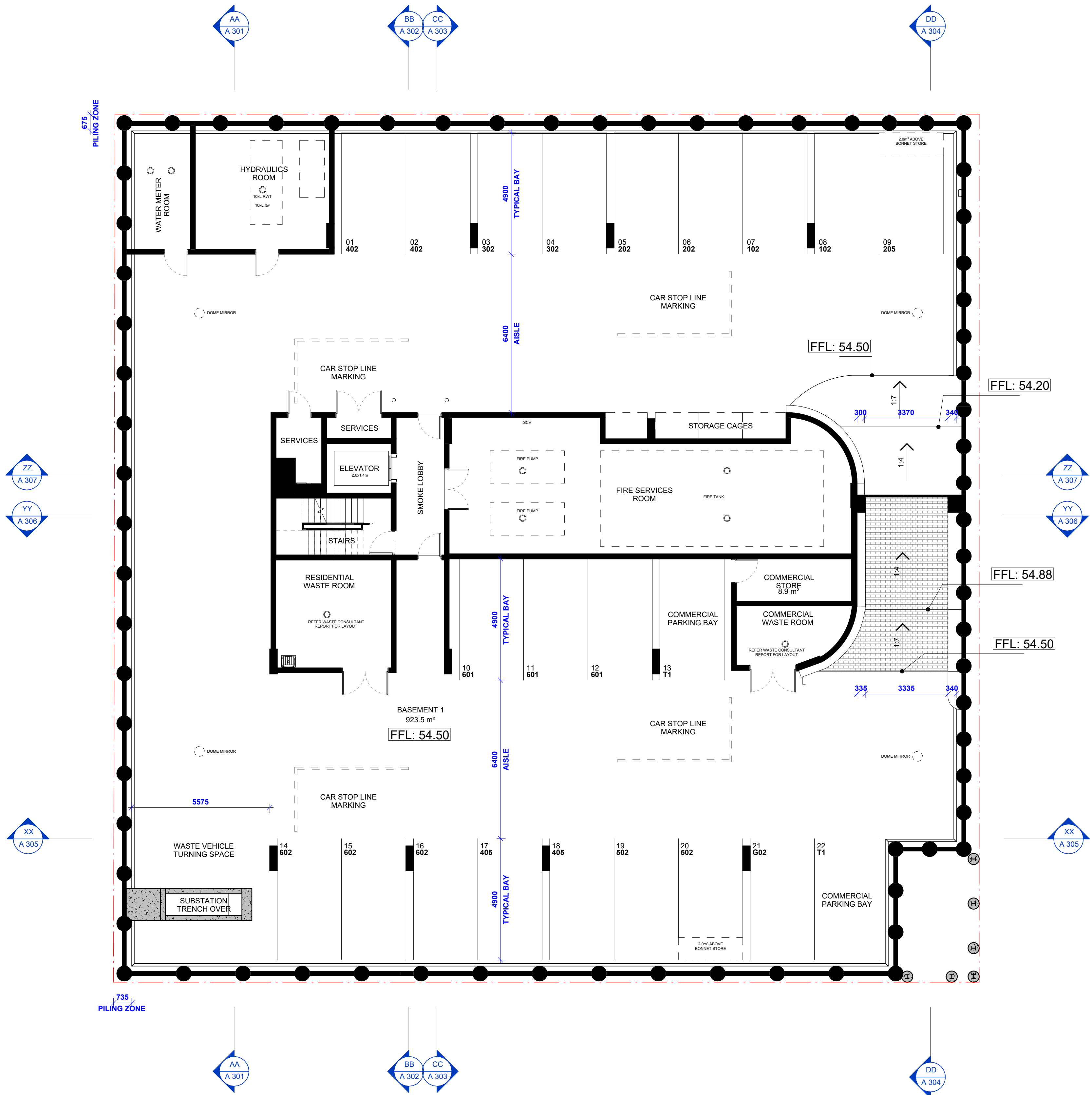
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OVER SCALED. IF REQUIRED, CONTACT
ARCHITECTS FOR FURTHER INFORMATION



C. 21.08.26 TOWN PLANNING AMENDMENT DR
DATE REVISION NOTE BY

project name

THORNBURY HOUSE

traditional owners

WURUNDJERI WOI WURRUNG

project address

716 HIGH STREET,
THORNBURY, VIC 3071

client

ANTIPODEAN DEVELOPMENTS

stage

FOR ENDORSEMENT

drawing

PLAN BASEMENT 1

AM A project number

250409

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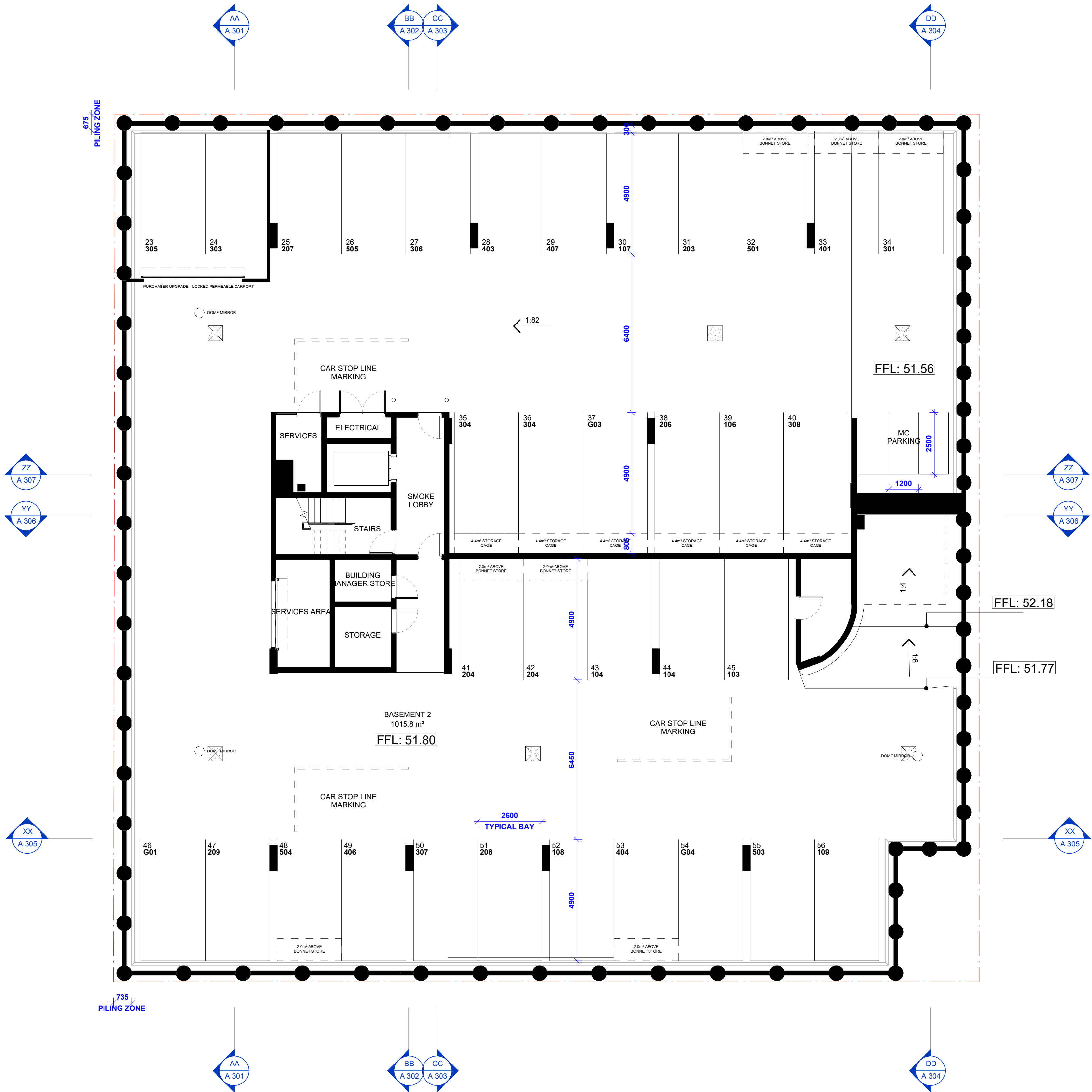
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ANTIPODEAN DEVELOPMENTS

stage

FOR ENDORSEMENT

drawing

PLAN BASEMENT 2

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Appendix C – Traffic Survey Results

Intersection of Rossmoyne Street and High Street, Thornbury

GPS -37.757044, 145.000885

Date: Tue 18/03/25
Weather: Overcast
Suburban: Thornbury
Customer: Ratio

North: High Street
East: Rossmoyne Street
South: High Street
West: Harold Street

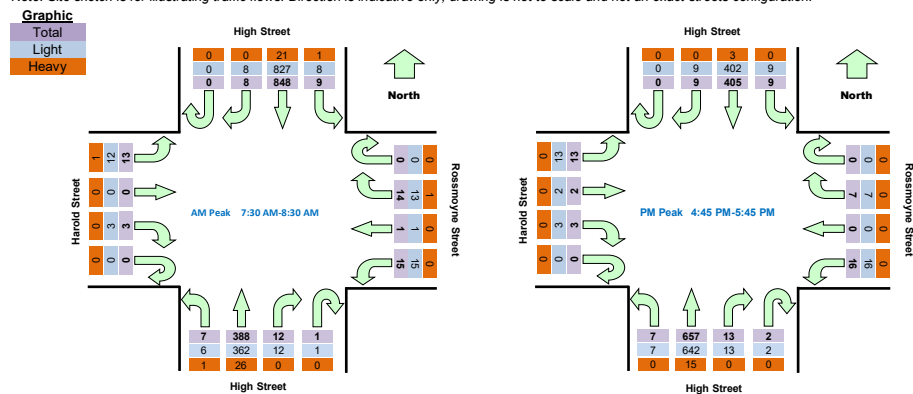
Survey Period AM: 7:00 AM-10:00 AM
PM: 3:00 PM-7:00 PM
Traffic Peak AM: 7:30 AM-8:30 AM
PM: 4:45 PM-5:45 PM

All Vehicles

Time		North Approach High Street				East Approach Rossmoyne Street				South Approach High Street				West Approach Harold Street				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	188	2	0	1	0	3	0	1	69	1	0	0	0	0	1242	
7:15	7:30	0	1	202	2	0	3	2	6	0	3	76	1	0	1	0	1	1287	
7:30	7:45	0	2	227	2	0	5	0	3	0	2	89	2	0	2	0	3	1319	Peak
7:45	8:00	0	5	222	4	0	6	0	1	0	3	98	1	0	1	0	1	1272	
8:00	8:15	0	1	203	3	0	0	1	7	1	2	85	4	0	0	0	3	1253	
8:15	8:30	0	0	196	0	0	3	0	4	0	5	116	0	0	0	0	6	1210	
8:30	8:45	0	1	172	4	0	1	1	1	0	3	105	2	0	0	0	0	1098	
8:45	9:00	0	2	189	2	0	1	1	1	0	1	120	3	0	0	0	3	987	
9:00	9:15	0	3	156	1	0	1	0	3	0	1	100	1	0	0	0	1	897	
9:15	9:30	0	2	119	2	0	0	0	1	0	1	92	1	0	0	0	0		
9:30	9:45	0	1	85	3	0	0	0	0	0	2	85	2	0	0	0	1		
9:45	10:00	0	1	102	7	0	2	0	1	0	1	110	8	0	0	0	1		
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15:30	15:45	0	3	85	7	0	5	0	3	0	3	136	4	0	0	0	5	1048	
15:45	16:00	0	3	101	5	0	0	0	4	2	3	158	4	0	3	0	5	1069	
16:00	16:15	0	1	78	0	0	0	0	0	0	6	123	3	0	0	0	4	1062	
16:15	16:30	0	3	100	3	0	2	0	2	0	4	167	7	0	1	1	4	1106	
16:30	16:45	0	1	98	2	0	0	1	2	0	7	154	6	0	1	0	0	1119	
16:45	17:00	0	4	97	1	0	0	0	2	0	3	170	3	0	0	0	1	1143	Peak
17:00	17:15	0	1	93	2	0	3	0	8	0	3	137	2	0	2	2	6	1111	
17:15	17:30	0	3	106	6	0	1	0	5	1	4	177	1	0	0	0	3	1123	
17:30	17:45	0	1	109	0	0	3	0	1	1	3	173	1	0	1	0	3	1086	
17:45	18:00	0	1	89	1	0	3	0	4	1	4	140	2	0	2	0	2	1027	
18:00	18:15	0	0	90	1	0	3	0	2	0	2	167	1	0	1	1	3	993	
18:15	18:30	0	0	100	1	0	2	0	1	0	7	154	1	0	1	1	2		
18:30	18:45	0	1	81	3	0	3	0	4	1	6	134	2	0	1	0	1		
18:45	19:00	0	0	80	2	0	2	0	2	1	5	117	2	0	2	0	2		

Peak Time		North Approach High Street				East Approach Rossmoyne Street				South Approach High Street				West Approach Harold Street				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
7:30	8:30	0	8	848	9	0	14	1	15	1	12	388	7	0	3	0	13	1319	
16:45	17:45	0	9	405	9	0	7	0	16	2	13	657	7	0	3	2	13	1143	

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Appendix D – Parking Survey Results

Date	Tuesday, March 10, 2020
Location	712 - 716 High Street, Thornbury
GPS	37.509002, 145.000000
Observer	Paul
Customer	Paul

Public Parking (VIR)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy					
								1200	1300	1400	1500	1600	1700
0		High St	Hulton St to Harold St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		7	3	3	2	5	7	7
0					No Stopping		4	0	0	0	0	0	0
0			Harold St to Smith St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat, 140P All Other Times		3	2	2	2	1	1	2
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		8	4	4	5	2	1	4
0					No Stopping		2	0	0	0	0	0	0
0			Smith St to Ballantyne St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		6	3	3	1	1	2	4
0					No Stopping		2	0	0	0	0	0	0
1					P 15mins 8am-4pm Mon-Fri, 8:30am-12:30pm Sat		2	1	2	1	1	0	0
0					No Stopping		1	0	0	0	0	0	0
0			Ballantyne St to Normandy Ave	W	No Stopping		2	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		7	5	5	4	1	2	3
1					1P 8:30am-4:30pm Mon-Fri, 8:30am-12:30pm Sat	No Stopping 4:30pm-4pm Mon-Fri	4	3	3	3	1	0	2
1					Loading Zone 8:30am-4:30pm Mon-Fri	No Stopping 4:30pm-4pm Mon-Fri	1	0	0	0	0	0	1
1					Unrestricted	No Stopping 4:30pm-4pm	1	0	0	0	0	0	0
1			Clarendon St to Raleigh	E	No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri Tow Away	7	6	5	5	5	6	4
1					No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	1	0	0	0	0	0	0
1			Raleigh St to Gough St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	6	4	4	3	3	2	2
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	3	2	2	2	1	2	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	1	0	0	0	0	0	0
1			Gough St to Rosemary St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	7	7	6	5	3	3	2
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1			Rosemary St to Mansfield St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	4	4	3	2	2	2	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri	3	0	0	0	0	0	0
1			Mansfield to Flander st	E	No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					140P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	2	0	1	0	0	1	1
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	9	0	8	3	3	5	7
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1			Hulton St	High St to Plover St	N	Unrestricted	7	6	4	4	4	7	7
0					No Stopping		2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-12pm Sat Area 2 Permit Exempted		7	1	1	2	3	3	5
0			Harold St	South St to High St	N	No Stopping	1	0	0	0	0	0	0
1					2P 8am-4pm Mon-Fri		16	12	11	11	11	10	8
1					Unrestricted		3	3	3	3	2	3	3
0					No Stopping		1	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1					Unrestricted		10	6	6	6	4	5	7
1					P Disabled		1	0	0	0	0	0	0
0					No Stopping		3	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-1pm Sat		2	1	2	2	1	2	2
0					No Stopping		1	0	0	0	0	0	0
0			Smith St	South St to High St	N	No Stopping	1	0	0	0	0	0	0
1					Unrestricted		18	11	11	9	7	8	14
0					No Stopping		1	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1					Unrestricted		16	6	10	9	8	7	13
1					No Stopping Authorized Car Share Excepted		1	1	1	1	0	0	1
0					No Stopping		1	0	0	0	0	0	0
1			Ballantyne St	8 Ballantyne St to High St	N	Unrestricted	6	6	6	5	5	4	4
0					No Stopping		1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-12noon Sat		3	3	3	3	2	0	0
0					No Stopping		1	0	0	0	0	0	0
1					2P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat		9	8	9	7	8	4	6
1					1P 8am-4pm Mon-Fri, 8am-12noon Sat		1	1	1	1	1	0	0
1					P Disabled		1	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1			Mansfield St	11A Mansfield St to High St	N	Unrestricted	10	6	6	6	5	6	10
0					No Stopping		1	0	0	0	0	0	0
1					Unrestricted		5	4	4	3	3	3	4
1					No Stopping Other Times	No Parking 8:30am-8:30am, 8pm-4pm School Days	2	0	0	0	0	0	0
1					Unrestricted	No Parking 8:30am-8:30am, 8pm-4pm School Days	1	1	0	0	1	0	1
1					2P 8am-4pm Mon-Fri		4	4	3	3	2	4	4
1					Unrestricted		1	0	0	0	0	1	0
0					No Stopping		1	0	0	0	0	0	0
1			Rosemary St	39 Rosemary St to High St	N	Unrestricted	10	7	7	6	6	5	6
1					Unrestricted 45 Degree Angle		3	0	1	1	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1					Unrestricted 45 Degree Angle		13	8	9	5	5	7	8
1					P Disabled Only 45 Degree Angle		1	0	0	0	0	0	0
1					No Parking 45 Degree Angle		2	0	0	0	0	0	0
1					Unrestricted		26	12	13	13	17	16	14
1			Gough St	31 Gough St to High St	N	1P 8am-10pm Mon-Sat	16	11	11	15	15	14	10
1					1P 8am-4pm Mon-Fri		3	3	3	3	3	3	3
0					No Stopping		1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-12noon Sat		21	18	18	20	19	19	17
0					No Stopping		1	0	0	0	0	0	0
1			Raleigh St	12 Raleigh St to High St	N	2P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat	11	9	8	8	9	5	6
0					No Stopping		1	0	0	0	0	0	0
1					P Disabled Only		2	0	0	0	0	0	1
1					1P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat		8	7	7	6	5	3	3
1					1P 8am-4pm Mon-Sat		6	4	3	3	4	1	4
0					No Stopping		1	0	0	0	0	0	0
PUBLIC CAPACITY								339	339	339	339	339	339
PUBLIC OCCUPANCIES								209	217	194	184	168	202
PUBLIC VACANCIES								134	122	145	155	171	137
PUBLIC % OCCUPANCIES								66%	64%	57%	54%	50%	59%

not available for public parking

Date	Tuesday, March 18, 2025
Location	712 - 716 High Street, Thornbury
GPS	37.729902, 145.600000
Observer	Phu
Customer	Rate

Public Parking (VIR)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy					
								1200	1300	1400	1500	1600	2000
0		High St	Hutton St to Harold St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		7	0	2	4	5	5	5
0					No Stopping		4	0	0	0	0	0	0
0			Harold St to Smith St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat, 140P All Other Times		3	2	2	1	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		8	7	6	5	5	1	2
0					No Stopping		2	0	0	0	0	0	0
0			Smith St to Ballaratyne St	W	No Stopping		1	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		6	4	3	4	3	0	0
0					No Stopping		2	0	0	0	0	0	0
1					P 15mins 8am-4pm Mon-Fri, 8:30am-12:30pm Sat		2	1	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
0			Ballaratyne St to Normansby Ave	W	No Stopping		2	0	0	0	0	0	0
1					1P 8:30am-4pm Mon-Fri, 8:30am-12:30pm Sat		7	6	5	4	2	0	1
1					1P 8:30am-4:30pm Mon-Fri, 8:30am-12:30pm Sat	No Stopping 4:30pm-4pm Mon-Fri	4	2	3	1	3	1	0
1					Loading Zone 8:30am-4:30pm Mon-Fri	No Stopping 4:30pm-4pm Mon-Fri	1	0	0	0	0	0	0
1					Unrestricted	No Stopping 4:30pm-4pm	1	0	0	0	0	0	0
1			Clarendon St to Raleigh	E	No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri Tow Away	7	2	3	3	3	1	0
1					No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	1	0	0	0	0	0	0
1			Raleigh St to Gough St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	6	3	4	3	4	2	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	3	2	1	2	1	0	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri Tow Away	1	0	0	0	0	0	0
1			Gough St to Rosemaryne St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	7	7	5	4	2	1	0
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1			Rosemaryne St to Mansfield St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	4	4	1	0	2	0	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri	3	0	0	0	0	0	0
1			Mansfield St to Flander St	E	No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1					140P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8:30am-12:30pm Sat	Cleanway Turn-Sum Mon-Fri	9	2	1	1	2	1	1
1					No Stopping	Cleanway Turn-Sum Mon-Fri	1	0	0	0	0	0	0
1			Hutton St	High St to Plow St	N	Unrestricted	7	5	3	6	3	5	3
0				S	No Stopping		2	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-12pm Sat Area 2 Permit Exempted		7	4	1	2	3	1	2
0			Harold St	South St to High St	N	No Stopping	1	0	0	0	0	0	0
1					2P 8am-4pm Mon-Fri		16	14	10	10	11	11	9
1					Unrestricted		3	3	3	3	3	1	1
0					No Stopping		1	0	0	0	0	0	0
0				S	No Stopping		1	0	0	0	0	0	0
1					Unrestricted		10	10	9	9	9	6	5
1					P Disabled		1	1	0	0	0	0	0
0					No Stopping		3	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-1pm Sat		2	0	2	2	2	1	1
0					No Stopping		1	0	0	0	0	0	0
0			Smith St	South St to High St	N	No Stopping	1	0	0	0	0	0	0
1					Unrestricted		16	16	15	16	14	8	9
0					No Stopping		1	0	0	0	0	0	0
0				S	No Stopping		1	0	0	0	0	0	0
1					Unrestricted		16	13	13	14	13	11	8
1					No Stopping Authorized Car Share Excepted		1	1	1	1	1	1	1
0					No Stopping		1	0	0	0	0	0	0
1			Ballaratyne St	8 Ballaratyne St to High St	N	Unrestricted	6	4	6	3	4	6	4
0					No Stopping		1	0	0	0	0	0	0
1					1P 8am-4pm Mon-Fri, 8am-12noon Sat		3	2	3	2	1	1	0
0					No Stopping		1	0	0	0	0	0	0
1				S	2P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat		9	7	9	7	6	7	8
1					1P 8am-4pm Mon-Fri, 8am-12noon Sat		1	1	1	0	0	0	0
1					P Disabled		1	1	1	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1			Mansfield St	11A Mansfield St to High St	N	Unrestricted	10	10	9	10	10	7	7
0					No Stopping		1	0	0	0	0	0	0
1				S	Unrestricted		5	5	4	4	4	5	2
1					No Stopping Other Times	No Parking 8:30am-8:30am, 8pm-4pm School Days	2	0	0	0	0	0	0
1					Unrestricted	No Parking 8:30am-8:30am, 8pm-4pm School Days	1	1	1	0	0	1	1
1					2P 8am-4pm Mon-Fri		4	4	2	3	1	2	4
1					Unrestricted		1	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0
1			Rosemaryne St	39 Rosemaryne St to High St	N	Unrestricted	10	6	8	7	7	6	7
1					Unrestricted 45 Degree Angle		3	2	1	0	0	1	0
0					No Stopping		1	0	0	0	0	0	0
1					Unrestricted 45 Degree Angle		13	12	11	10	9	6	8
1					P Disabled Only 45 Degree Angle		1	1	1	1	0	0	0
1					No Parking 45 Degree Angle		2	0	0	0	0	0	0
1				S	Unrestricted		26	23	17	13	13	14	16
1			Gough St	31 Gough St to High St	N	1P 8am-10pm Mon-Sat	16	13	10	11	12	13	12
1					1P 8am-4pm Mon-Fri		3	2	2	0	2	1	3
0					No Stopping		1	0	0	0	0	0	0
1				S	1P 8am-4pm Mon-Fri, 8am-12noon Sat		21	17	13	13	14	11	13
0					No Stopping		1	0	0	0	0	0	0
1			Raleigh St	12 Raleigh St to High St	N	2P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat	11	9	8	8	9	9	7
0					No Stopping		1	0	0	0	0	0	0
1					P Disabled Only		2	0	1	1	0	0	0
1				S	1P 8am-4pm Mon-Fri, 8am-1pm Fri-Sat		8	7	7	8	7	5	5
1					1P 8am-4pm Mon-Sat		6	5	5	5	5	4	1
0					No Stopping		1	0	0	0	0	0	0
PUBLIC CAPACITY								339	339	339	339	339	339
PUBLIC OCCUPANCIES								246	212	190	190	193	187
PUBLIC VACANCIES								93	127	141	149	150	152
PUBLIC % OCCUPANCIES								72%	63%	56%	57%	46%	43%

not available for public parking

Appendix E - Swept Path Assessment



C:\USERS\SAUEL\ONE DRIVE - RATIO CONSULTANTS\DESKTOP\21903T-SK13\21903T-SK13.DWG 26/08/2026 12:13:11 PM



RATIO CONSULTANTS PTY LTD

ABN 005 422 104

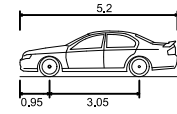
LEVEL 5 / 65 DOVER STREET

CREMORNE, VICTORIA 3121

TELEPHONE (03)9429 3111

FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



5,2

0,95

3,05

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

5,200m

1,940m

2,200m

0,312m

1,840m

4,00 sec

6,30m

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development

716 High Street, Thornbury

Swept Path Assessment

NOTE:

1) Base Plan Supplied by Austin Maynard Architects

2) Maximum Design Speed 10km/h

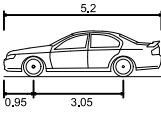
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21903T-SK13/SL		1 of 19		1:150@A3		26/08/2026	





RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)

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

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
1) Base Plan Supplied by Austin Maynard Architects
2) Maximum Design Speed 10km/h

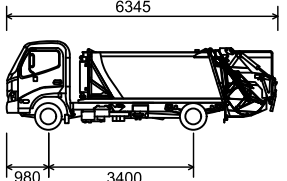
RATIO REFERENCE	SHEET No.	SCALE	DATE
21903T-SK13/SL	2 of 19	1:150@A3	26/08/2026





RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



Overall Length 6345
Body Width 1700
Overall Body Height 2080
Min Body Ground Clearance 0.205
Track Width 1.670
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.450m

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

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
1) Base Plan Supplied by Austin Maynard Architects
2) Maximum Design Speed 10km/h

RATIO REFERENCE 21903T-SK13/SL	SHEET No. 3 of 19	SCALE 1:150@A3	DATE 26/08/2026
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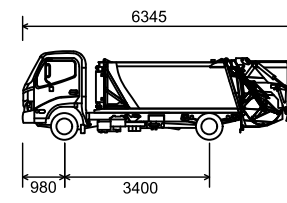






RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



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

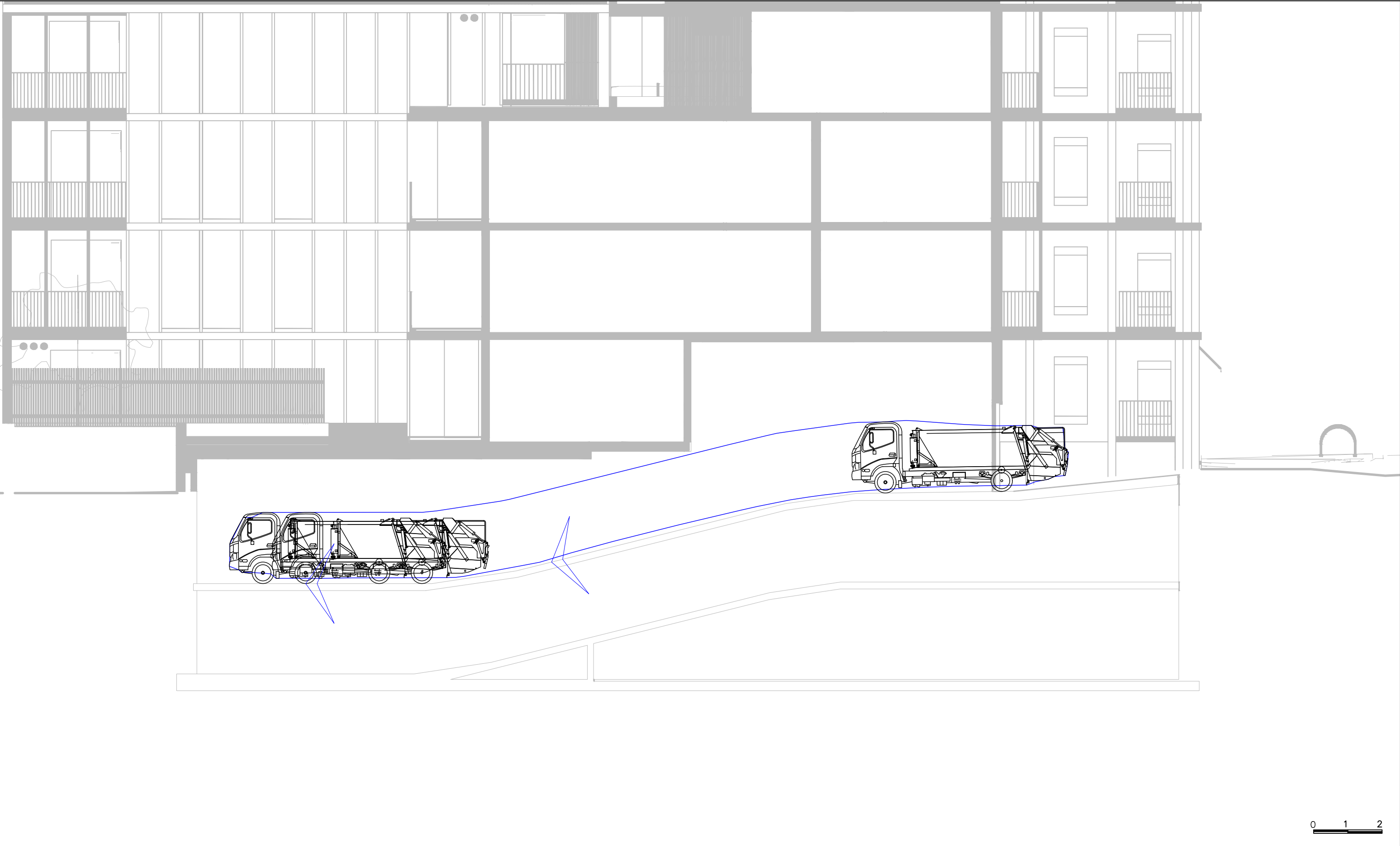
Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
1) Base Plan Supplied by Austin Maynard Architects
2) Maximum Design Speed 10km/h

RATIO REFERENCE 21903T-SK13/SL	SHEET No. 4 of 19	SCALE 1:150@A3	DATE 26/08/2026
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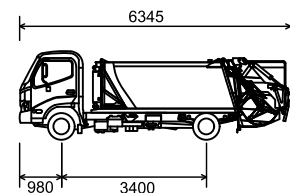


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

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 716 High Street, Thornbury Swept Path Assessment

NOTE:
1) Base Plan Supplied by Austin Maynard Architects
2) Maximum Design Speed 10km/h

RATIO REFERENCE
21903T-SK13/SL

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DATE
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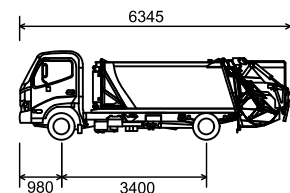


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



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

Overall Length 6.345m
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Proposed Mixed-Use Development 716 High Street, Thornbury Swept Path Assessment

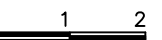
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RATIO REFERENCE
21903T-SK13/SL

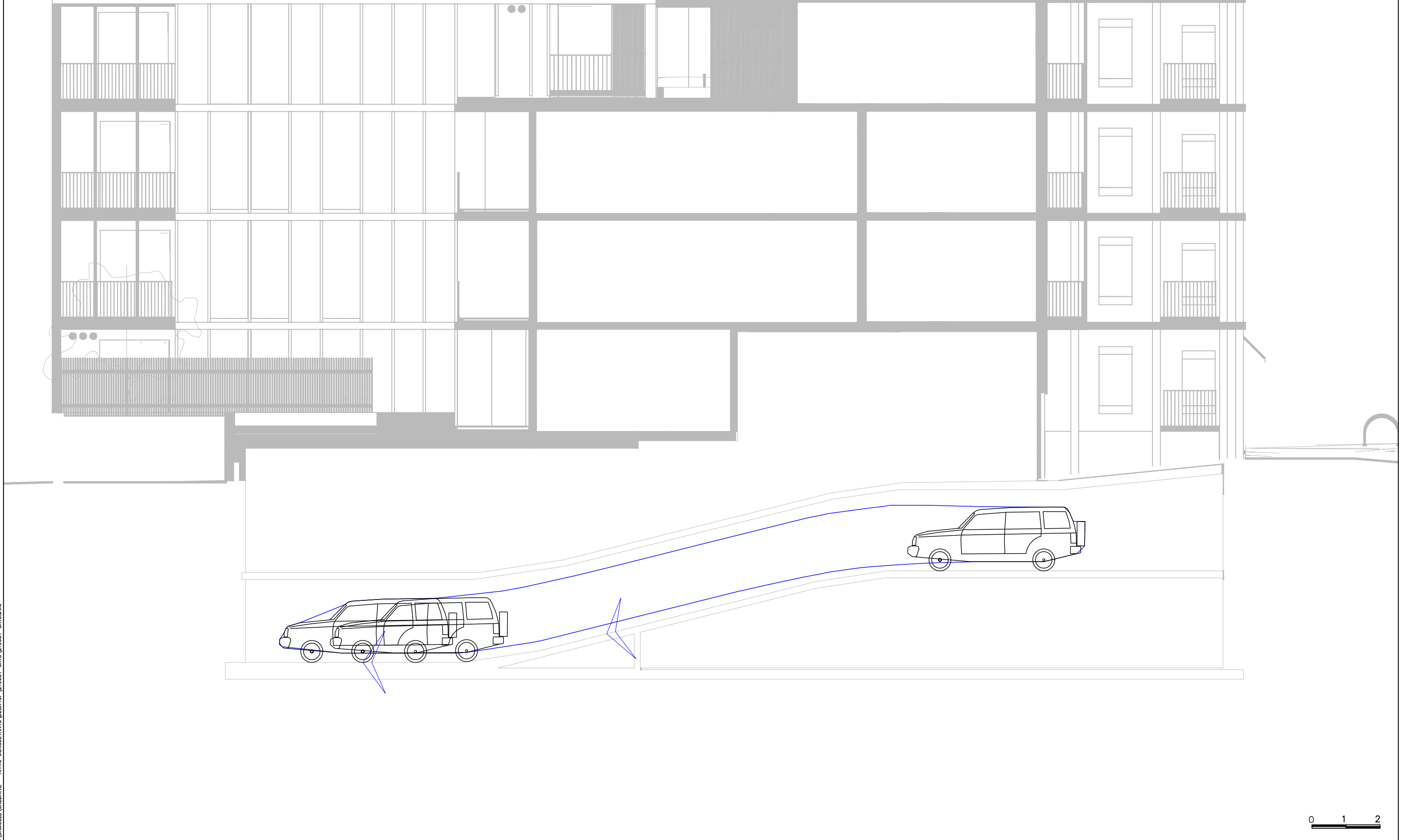
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DATE
26/08/2026



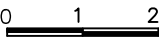
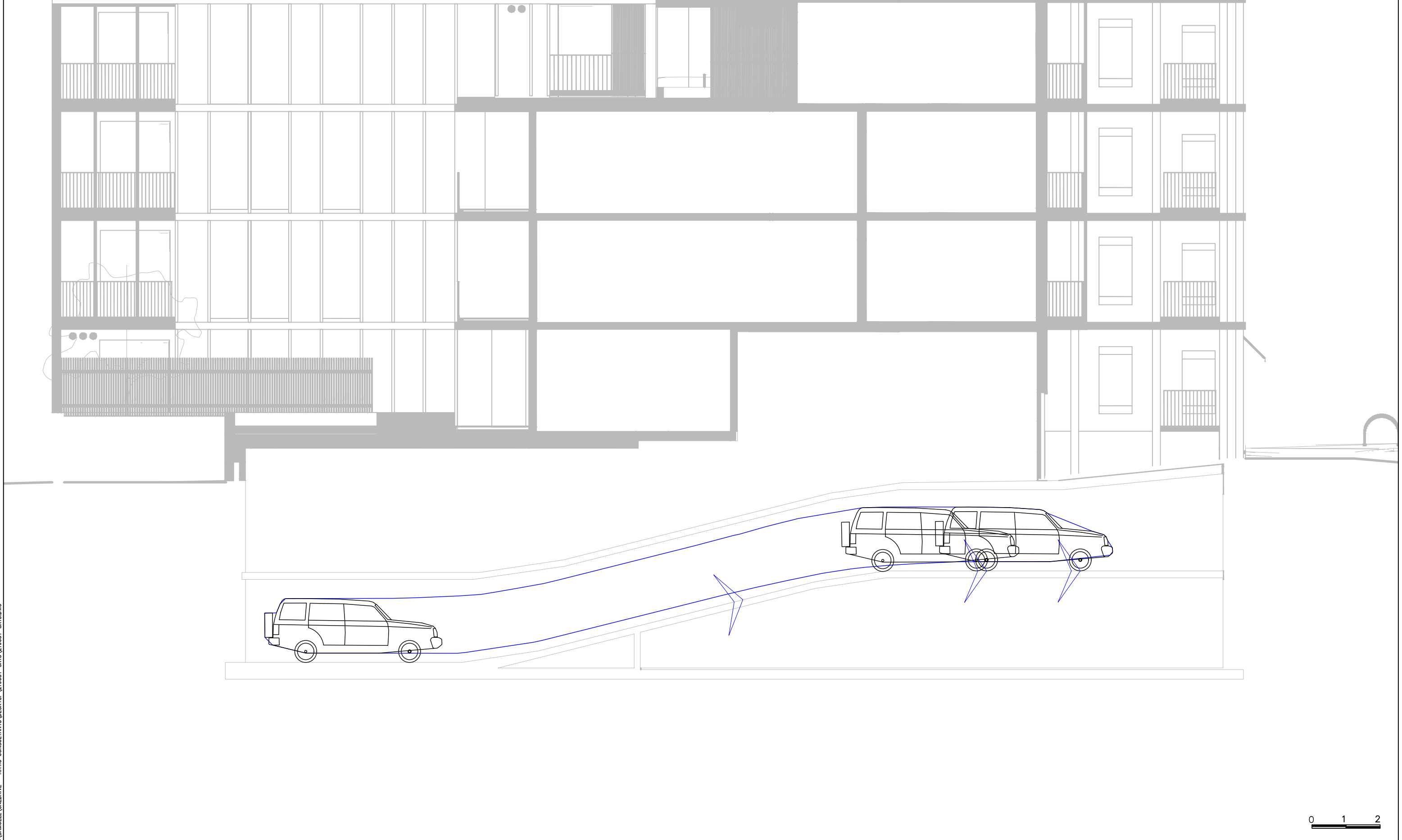
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ratio: RATIO CONSULTANTS PTY LTD ABN 005 422 104 LEVEL 5 / 65 DOVER STREET CREMORNE, VICTORIA 3121 TELEPHONE (03)9429 3111 FACSIMILE (03)9429 3011		B99 Ground Clearance Model (AS/NZS2890.1:2004) 5.2 1.94 0.12 1.84 4.00 8.00 Overall Length Overall Width Min Body Ground Clearance Track Width Lock to Lock Time Curb to Curb Turning Radius 5.200m 1.940m 0.120m 1.840m 4.00 sec 8.000m		Proposed Mixed-Use Development 716 High Street, Thornbury Swept Path Assessment NOTE: 1) Base Plan Supplied by Austin Maynard Architects 2) Maximum Design Speed 10km/h	RATIO REFERENCE 21903T-SK13/SL	SHEET No. 7 of 19	SCALE 1:100@A3	DATE 26/08/2026
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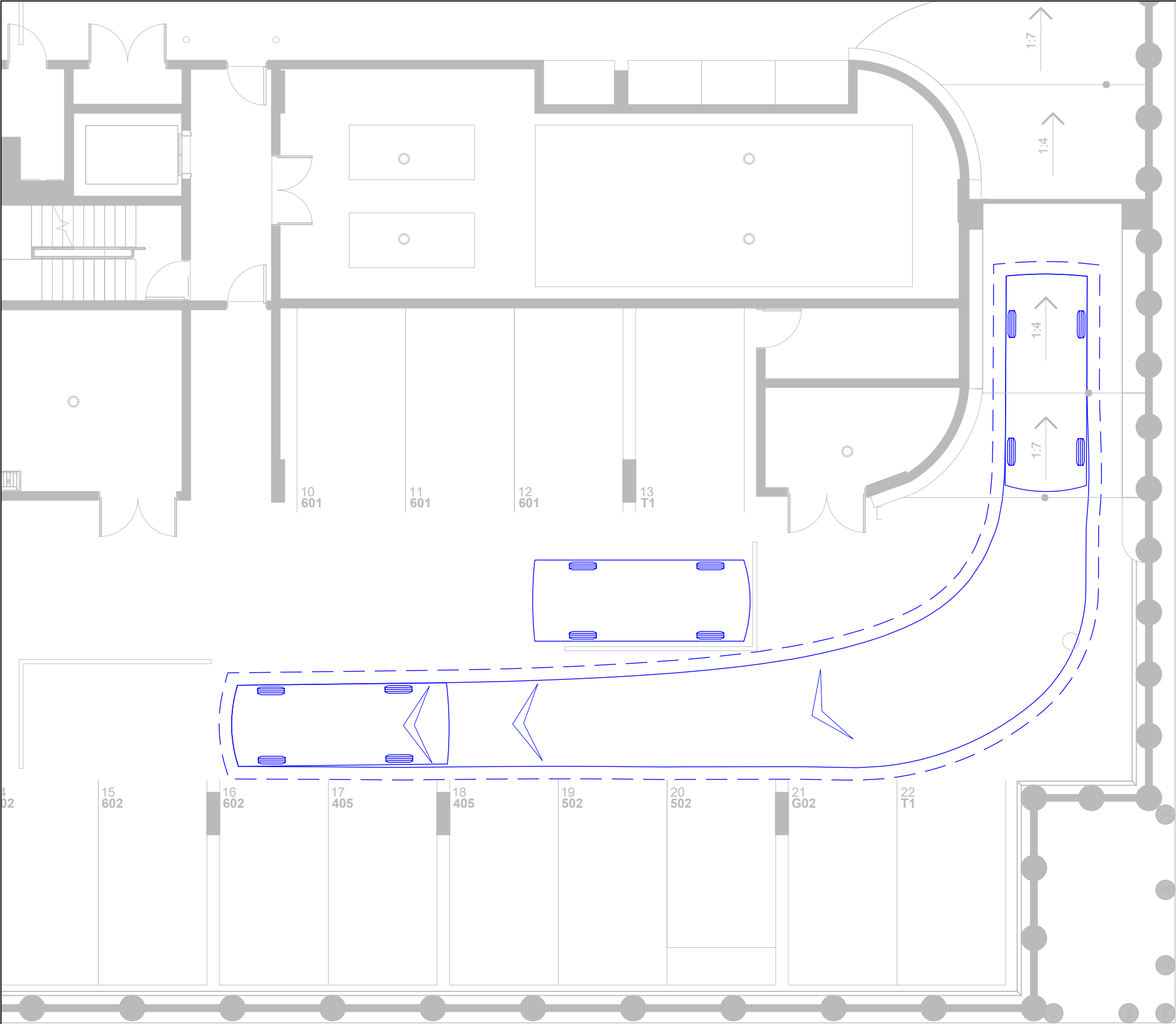
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ratio: RATIO CONSULTANTS PTY LTD ABN 005 422 104 LEVEL 5 / 65 DOVER STREET CREMORNE, VICTORIA 3121 TELEPHONE (03)9429 3111 FACSIMILE (03)9429 3011		B99 Ground Clearance Model (AS/NZS2890.1:2004) 5.2 0.95 3.05 5.200m 1.940m 0.120m 1.840m 4.00 sec 8.000m		Proposed Mixed-Use Development 716 High Street, Thornbury Swept Path Assessment NOTE: 1) Base Plan Supplied by Austin Maynard Architects 2) Maximum Design Speed 10km/h		RATIO REFERENCE 21903T-SK13/SL	SHEET No. 8 of 19	SCALE 1:100@A3	DATE 26/08/2026
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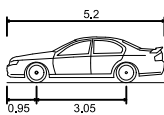
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ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



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

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:

- 1) Base Plan Supplied by Austin Maynard Architects
- 2) Maximum Design Speed 10km/h

RATIO REFERENCE
21903T-SK13/SL

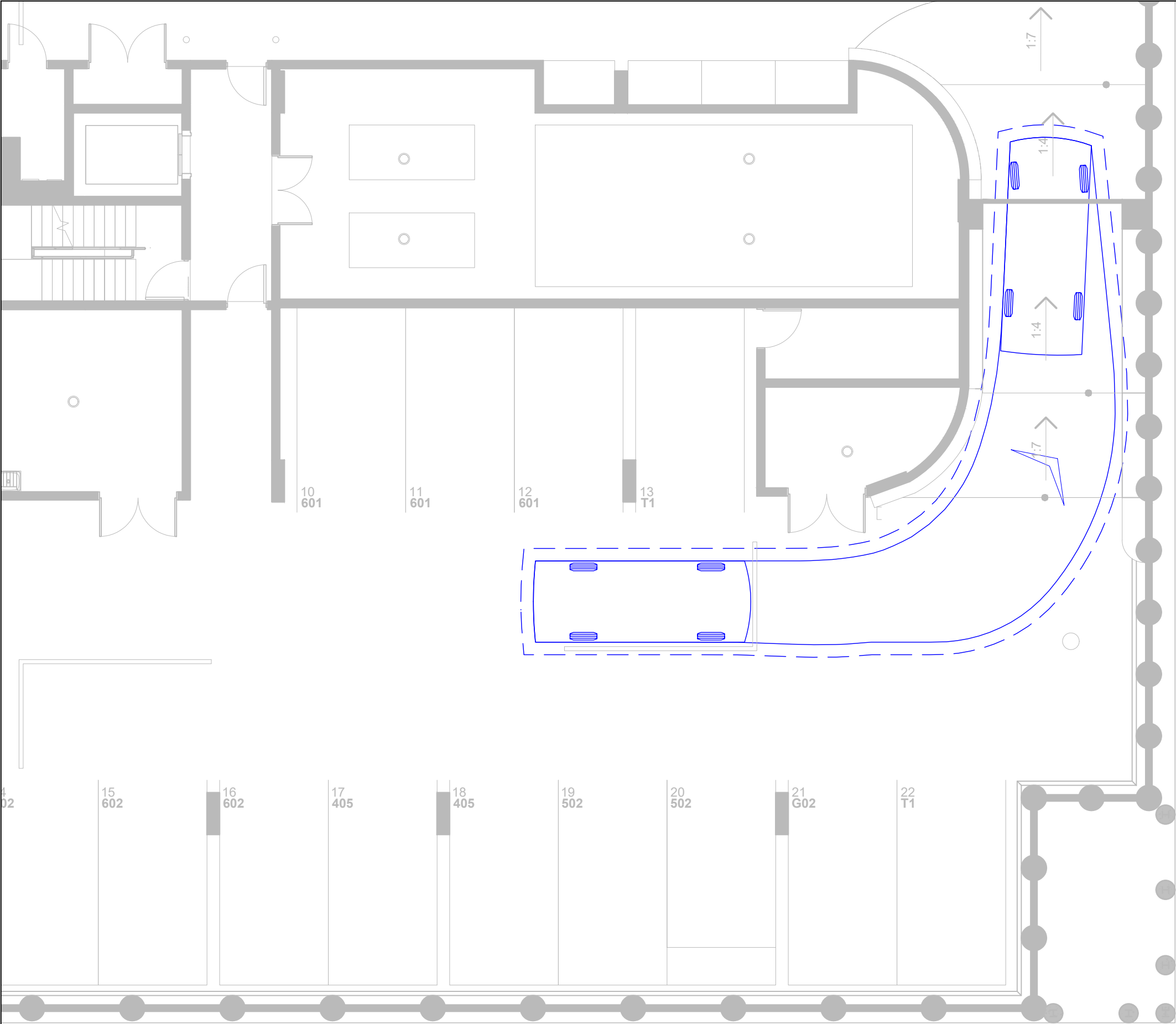
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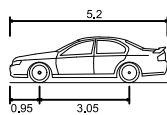
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ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



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VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:

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- 2) Maximum Design Speed 10km/h

RATIO REFERENCE
21903T-SK13/SL

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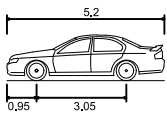


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ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
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B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

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

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

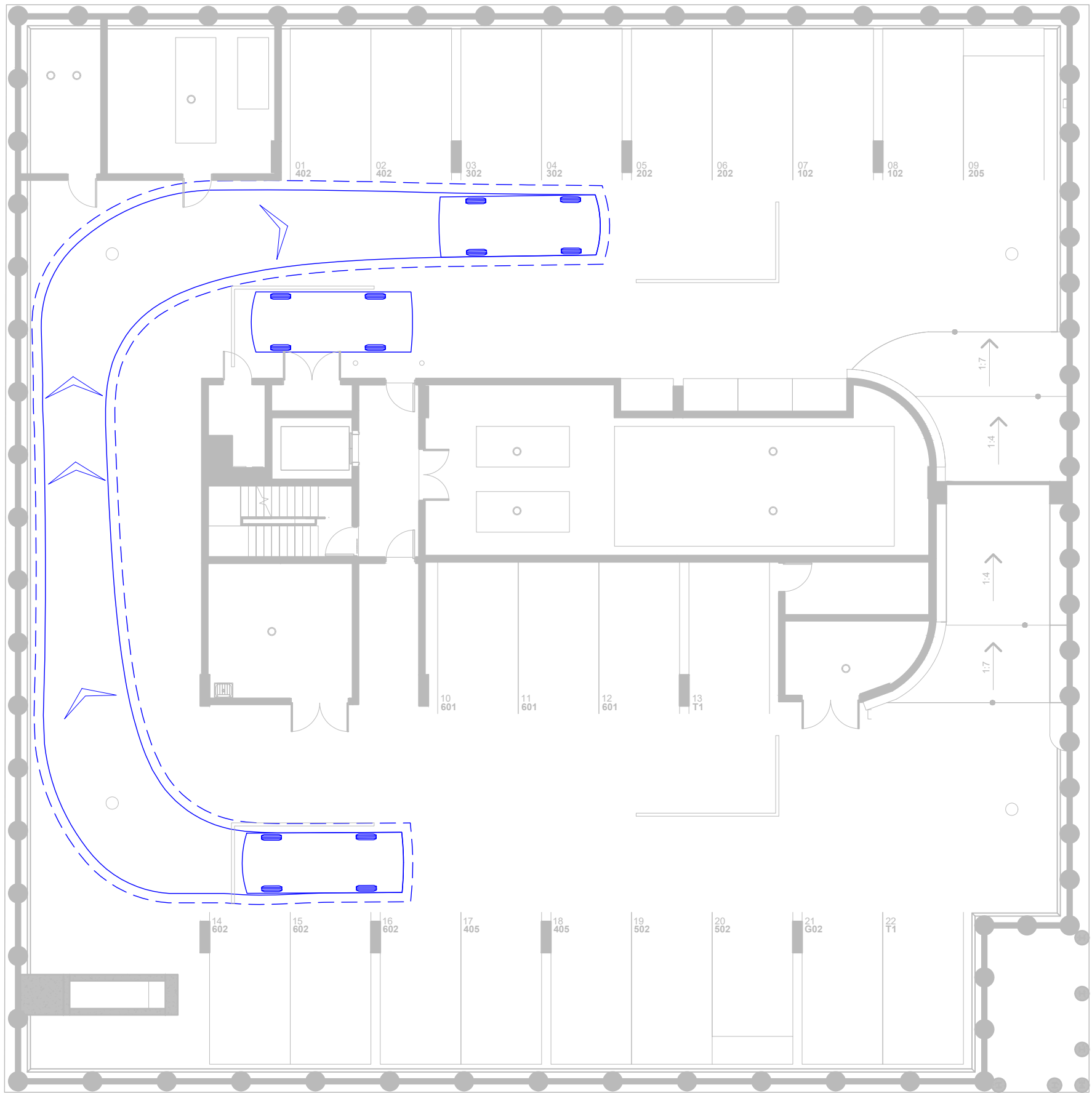
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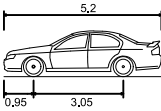


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

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

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
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2) Maximum Design Speed 10km/h

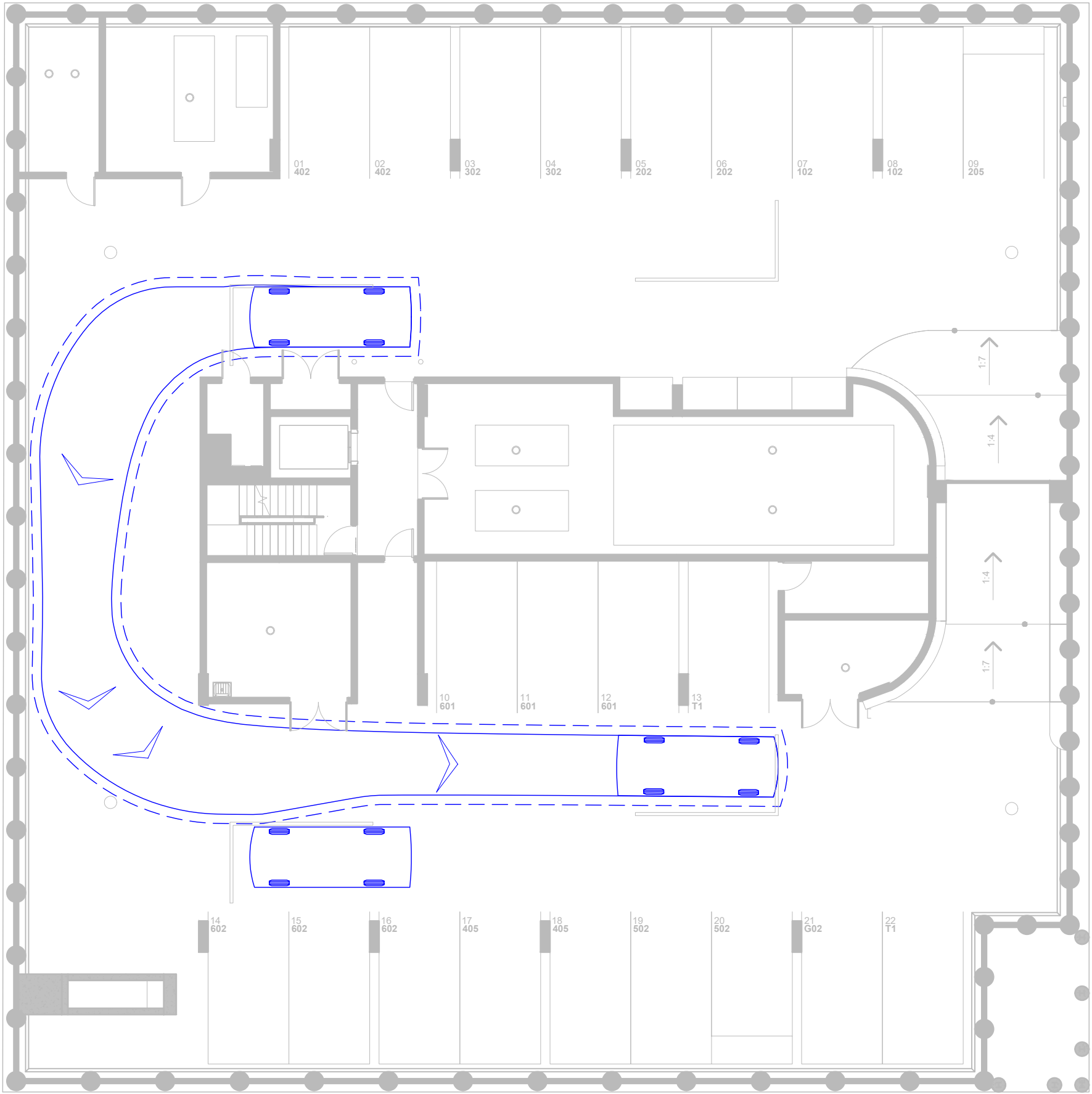
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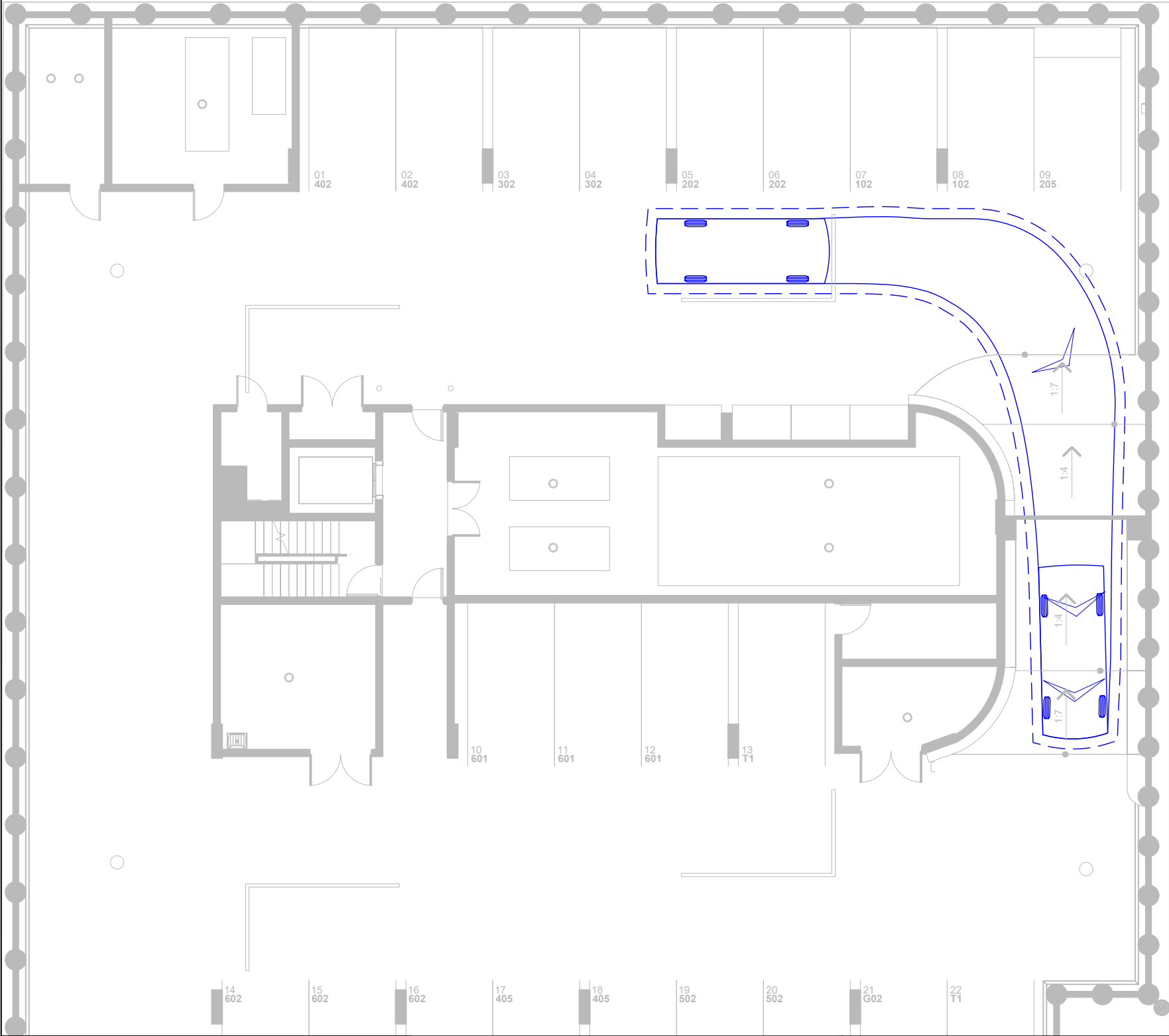
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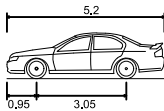


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
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B99 Vehicle (AS/NZS2890.1:2004)



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VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
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2) Maximum Design Speed 10km/h

RATIO REFERENCE
21903T-SK13/SL

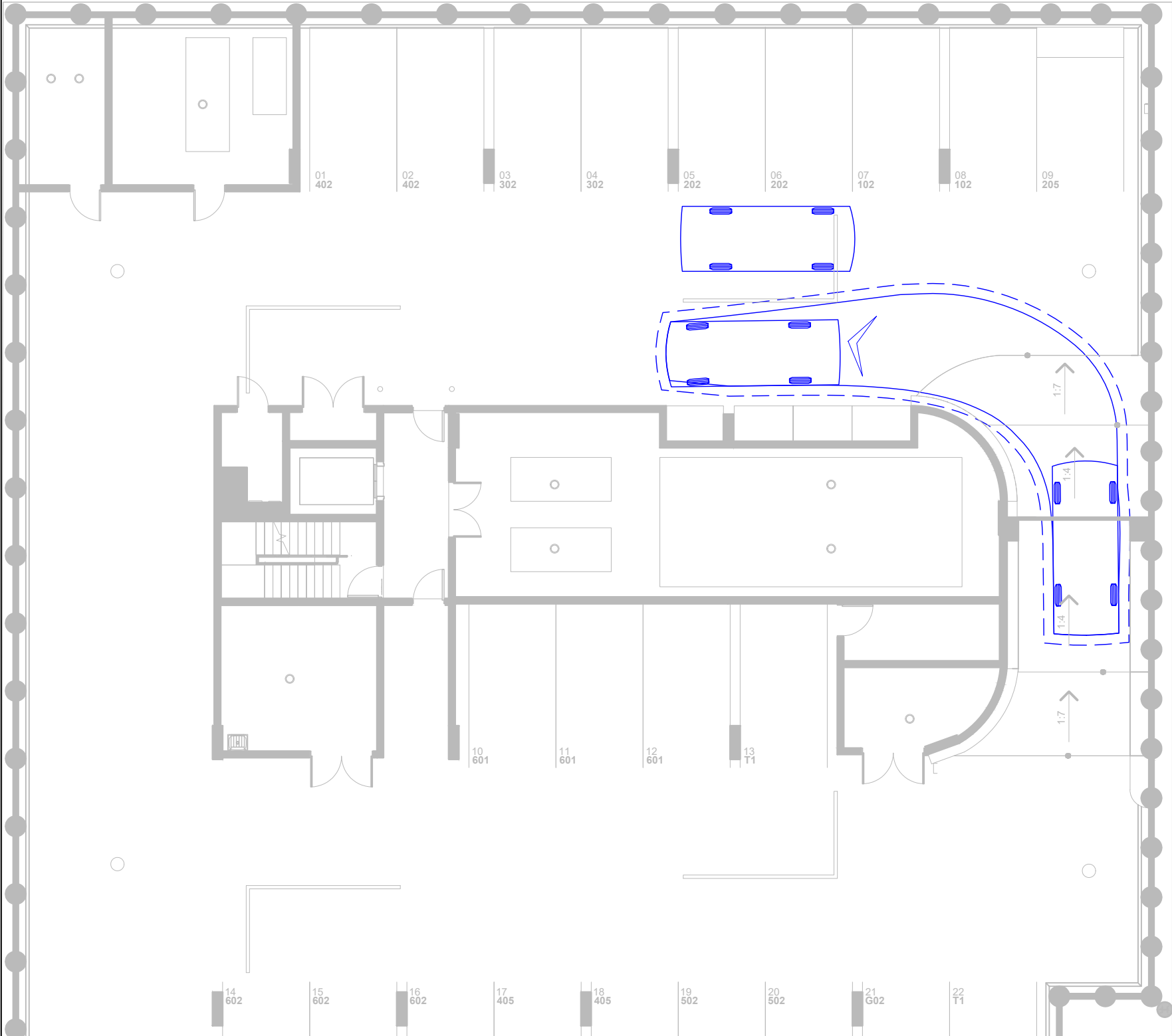
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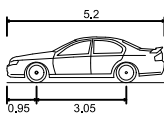


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
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VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development 716 High Street, Thornbury Swept Path Assessment

NOTE:

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RATIO REFERENCE
21903T-SK13/SL

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SCALE
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DATE
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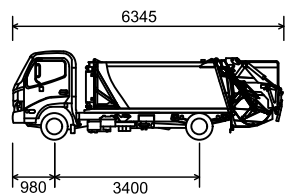


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

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
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Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
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RATIO REFERENCE
21903T-SK13/SL

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15 of 19

SCALE
1:150@A3

DATE
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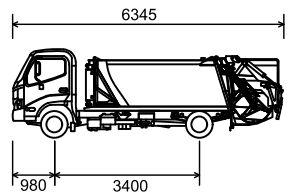


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
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Mini-Rear Loader Waste Collection Vehicle



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Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

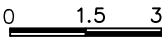
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RATIO REFERENCE
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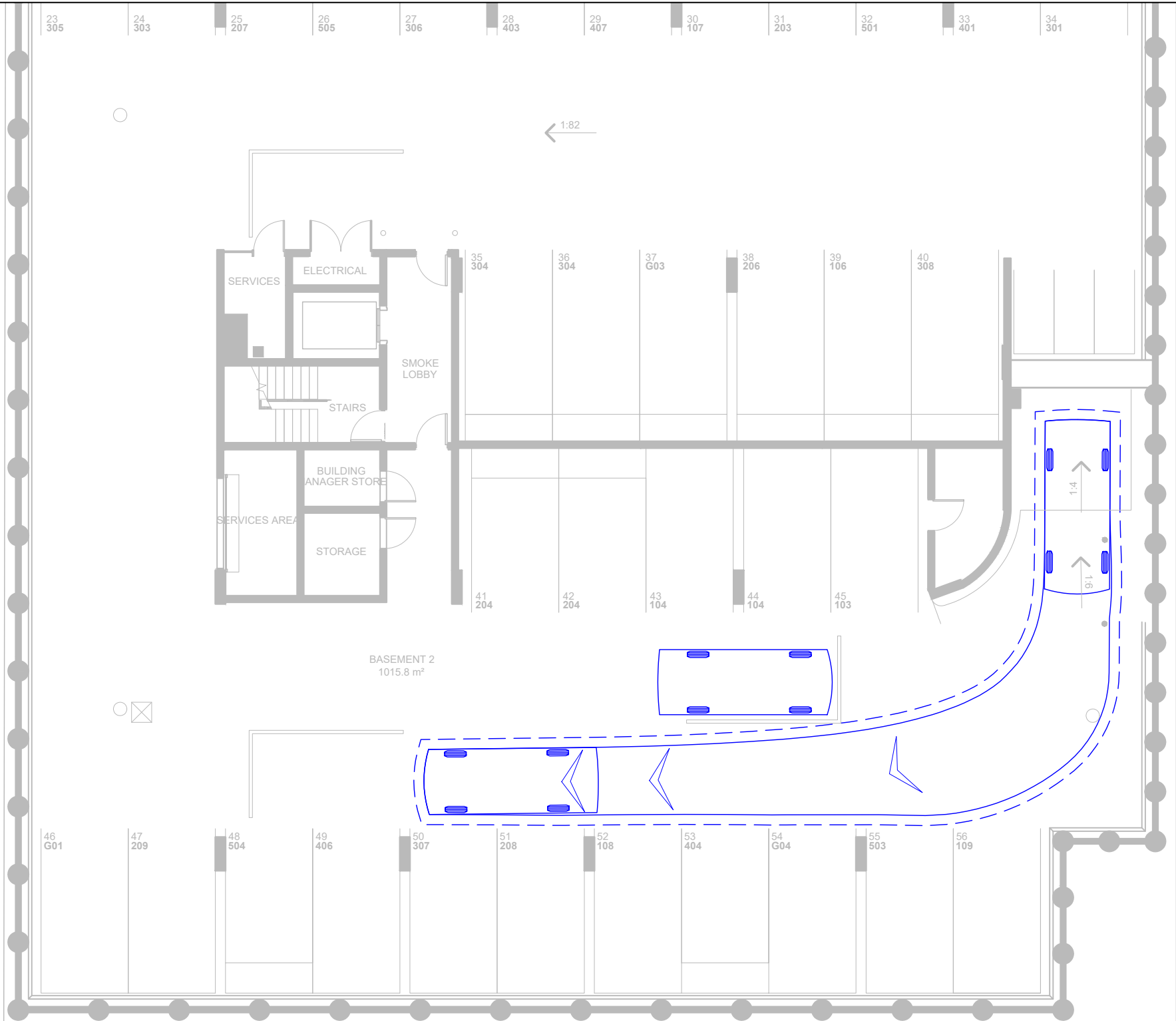
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SCALE
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DATE
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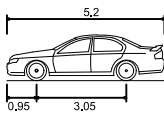


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length 5.200m
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Track Width 1.840m
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VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
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RATIO REFERENCE
21903T-SK13/SL

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SCALE
1:150@A3

DATE
26/08/2026

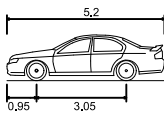


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RATIO CONSULTANTS PTY LTD
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B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

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

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Mixed-Use Development
716 High Street, Thornbury
Swept Path Assessment

NOTE:
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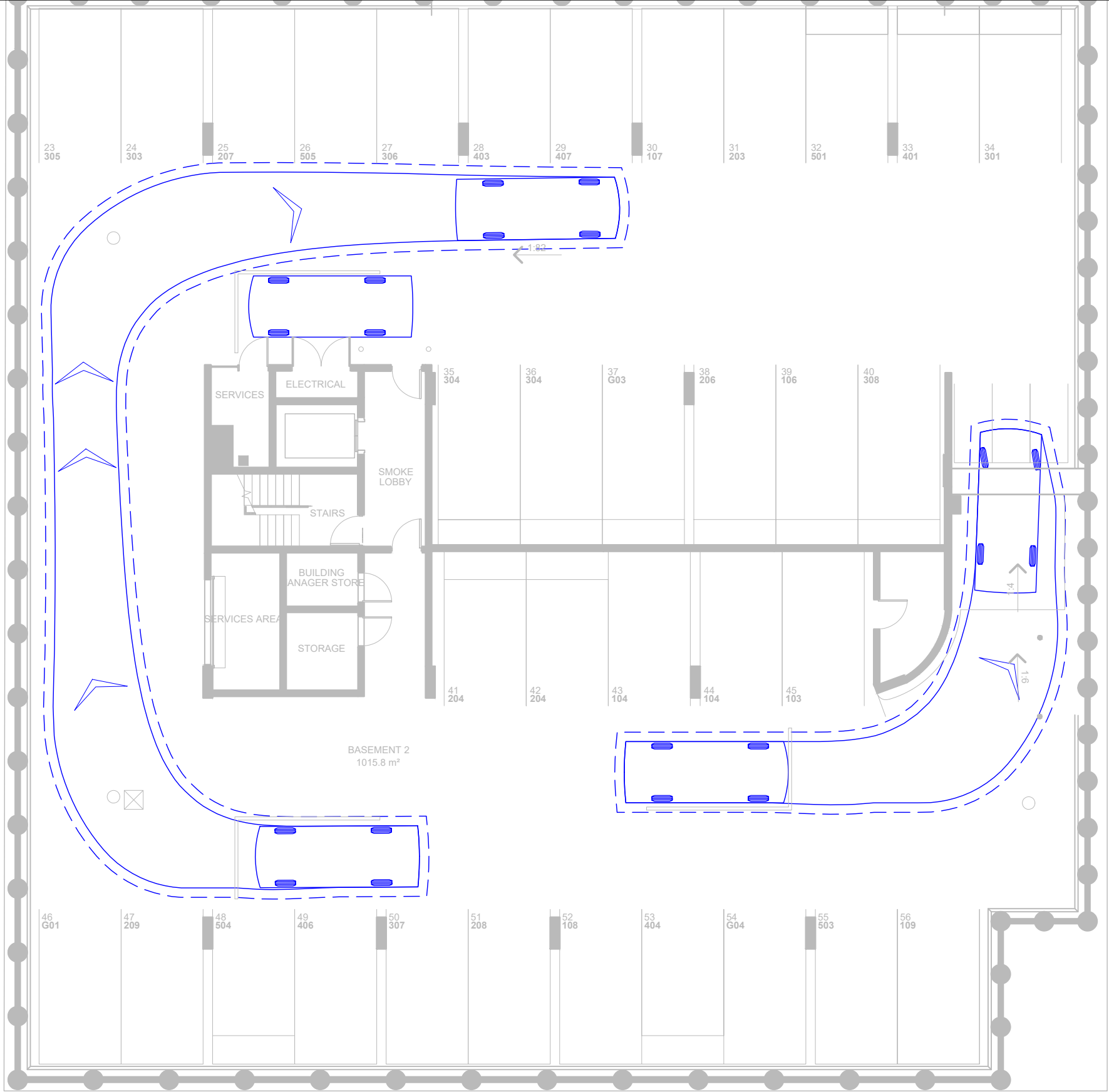
RATIO REFERENCE
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18 of 19

SCALE
1:150@A3

DATE
26/08/2026

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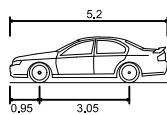


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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5 / 65 DOVER STREET
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B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

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

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0.312m
1.840m
4.00 sec
6.30m

Proposed Mixed-Use Development
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Swept Path Assessment

NOTE:
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26/08/2026

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