

Client
PACE Development Group

Date
14 May 2026

Planning

Transport

Urban Design

Waste

Traffic and Parking Management Plan

Proposed Mixed Use Development

251-265 Lygon Street and 1A Pitt
Street, East Brunswick

ratio:

ratio.com.au

Project
251-265 Lygon Street and 1A Pitt Street, East
Brunswick

Prepared for
PACE Development Group

Our reference
18505T

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F02	06/05/2026	Revised Final – s72 amendment	C. Deng	S. Dangol
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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

The subject site is located at 251-265 Lygon Street and 1A Pitt Street in East Brunswick.

The proposed mixed use development has the following characteristics:

- 134 affordable housing dwellings, comprising:
 - 78 x one-bedroom dwellings.
 - 56 x two-bedroom dwellings.
- A supermarket tenancy with a total floor area of 740.3 sqm.
- A Pilates and Wellness Studio with a total floor area of 338.1 sqm.
- A total of 108 car parking spaces (inclusive of one DDA parking space, six electric vehicle charging bays and one small car space), provided within two basement levels.
- A total of three motorcycle parking spaces within the basement car park.
- A total of 142 bicycle parking spaces across the ground level.

1.2. Purpose of Document

The following document will form the Traffic and Parking Management Plan for the proposed affordable housing development at 251-265 Lygon Street & 1A Pitt Street in Brunswick East.

This Traffic and Parking Management Plan aims to ensure that the operations of the development are conducted in a safe and orderly manner, to optimise traffic safety on-site and within the adjoining Evans Street and the wider road network, and to protect the amenity of surrounding properties.

This document fulfils Condition 21 of Planning Permit PA2403218, which states:

21. Before the development starts, excluding the early works endorsed under Condition 4, a traffic and parking management plan must be approved and endorsed by the responsible authority. The traffic and parking management plan must be prepared to the satisfaction of the responsible authority, be generally in accordance with the Traffic Impact Assessment Report 22 August 2024 findings and recommendations, and amended to include the following details:

- a) the means by which the on-site car parking and bicycle parking spaces will be allocated and managed*
- b) the location of all areas on-site to be used for staff*
- c) the means by which the direction of traffic, bicycle and pedestrian flows to and from car parking areas will be controlled both on-site and off-site*

Residents and employees will be made aware of the presence and general contents of the Traffic and Parking Management Plan at their induction/commencement of work.

2. Traffic and Parking Management

2.1. Car Parking Provision and Allocation

A total of 108 car parking spaces are provided on-site, including one DDA space and adjacent shared zone and six electric vehicle charging spaces.

The allocation of car parking for the different use groups is summarised in Table 2.1.

Table 2.1: Car Parking Allocation

Land Use	User	Car Parking Allocation
Residential (Affordable Housing)	Residents	80 spaces
Supermarket	Staff/Visitors	26 spaces
Pilates Studio (Restricted Recreation Facility)	Staff	2 spaces
Total		108 spaces

In addition to the above, 3 motorcycle parking spaces are provided within the basement car park. These spaces will remain available for use by residents.

2.2. Traffic Management Items

Line-Marking and Signage

In order to facilitate the proposed 'left turn in' and 'right turn out' restrictions to/from Evans Street, right turn arrow line-marking is proposed to be provided at the site exit with associated 'No Left Turn' symbolic signage. 'No Right Turn' signage facing west is to be provided adjacent the site entrance, to prohibit vehicles turning right into the site from Evans Street.

Car parking spaces should be appropriately line-marked and/or signed to reflect the correct usage and allocation of the spaces, generally in accordance with the Car Parking Layout Plan (CPLP), attached as Appendix A.

Suggested line-marking arrangements are:

- [Resident Car Parking Spaces](#) – Line-marked in white (shown in green within the CPLP).
- [Pilates Studio Staff Car Parking Spaces](#) – Line-marked in yellow with 'STAFF ONLY' pavement marking (shown in red within the CPLP).
- [Accessible Space and Shared Zone](#) – Line-marked in yellow in accordance with the requirements of AS/NSZ2890.6:2022 (Off-Street Parking for People with Disabilities).

- **Electric Vehicle Car Parking Spaces** – Line-marked in white with 'ELECTRIC VEHICLE ONLY' pavement marking (shown in pink within the CPLP).
- **Motorcycle Spaces** – Line-marked in white (shown in blue within the CPLP).

2.3. Car Parking Access and Security

The vehicle access to the site is provided via a double-width crossover located on the northwest corner of the site connecting to/from Evans Street. As discussed, access to/from the site is proposed to be restricted to 'left turn in' and 'right turn out' movements only.

A security gate along is provided adjacent to the lift core as well as at the southeastern portion of the carpark to restrict public and unauthorised entry to the resident car parking areas. Resident and employee access will be controlled via a remote or swipe card, or similar security measure.

2.4. Bicycle Parking and EOT Facilities

Resident Bicycle Parking

A resident bicycle storage room is located on ground level, with access provided from Pitt Street via an existing laneway. A total of 118 bicycle parking spaces, within 59 horizontal hoops are provided for residents.

Access to the secure bicycle storage room will be controlled via the use of keys, access codes and/or swipe cards.

Employee Bicycle Parking and End of Trip Facilities

An employee bicycle storage room is located on ground level, with access provided via the pedestrian entrance on Evans Street, as well as from Pitt Street via an existing laneway. A total of 8 bicycle parking spaces, within 4 horizontal hoops are provided for employees.

Access to the secure bicycle storage room will be controlled via the use of keys, access codes and/or swipe cards.

End-of-trip facilities are provided on ground level, within close proximity of the bicycle storage room. The management of the bicycle parking and EOT facilities (including cleaning and maintenance of these facilities) will be the responsibility of the Owners Corporation(s).

Visitor Bicycle Parking

As part of the development, it is proposed to provide a total of 16 publicly accessible visitor bicycle parking spaces. 8 spaces are provided along the Lygon Street frontage, and 8 spaces are provided along the Evans Street frontage.

2.5. Loading and Waste Collection

Loading and Unloading

It is anticipated that loading and unloading activities associated with the proposed uses on-site will primarily be related to the delivery of goods for the retail tenancies. Some vans/trucks may occasionally seek to access the site for the loading/unloading of furniture and goods into and out of the dwellings. This will largely occur when residents initially move into a dwelling, and relatively infrequently thereafter.

Loading and unloading activities associated with the Pilates Studio development will be minimal following initial occupation, as all major equipment will already be installed. Ongoing deliveries are expected to be infrequent and limited to minor operational supplies.

Loading and unloading activities for the supermarket will occur on a scheduled basis associated with the delivery of supplies for vehicles up to the size of an 8.8m long Medium Rigid Vehicle (MRV).

The loading and unloading demands of the proposed development can be appropriately accommodated on-street. An existing on-street Loading Zone is located in close proximity to the site along Pitt Street (operating from 8:00am to 6:00pm, Monday to Friday), which can service delivery activities. In addition, the on-site waste collection bay can be utilised by vans and small trucks for deliveries where required, providing additional flexibility for servicing activities.

Furthermore, a large proportion of the surrounding on-street parking is subject to short-term restrictions, which promote a high turnover of spaces and help maintain availability for deliveries. This arrangement is typical of the commercial frontages along Lygon Street and is considered appropriate.

Waste Collection

A Waste Management Plan (WMP) has been prepared for the development by Ratio Consultants.

Waste and recyclables are proposed to be stored within the ground floor waste room. It is understood that waste will be collected on-site, within the waste collection bay, by a private contractor using a 6.4 metre long Mini Rear Loader.

2.6. Pedestrian Access & Movements

Primary pedestrian access to the residential component is provided via Evans Street. Secondary pedestrian access is provided to/from Pitt Street via the existing laneway. Residential access will be controlled via the use of keys, access codes and/or swipe cards.

The Pilates Studio will be provided with direct pedestrian access to/from the Lygon Street frontage, with the supermarket provided direct access to/from Evans Street frontage.

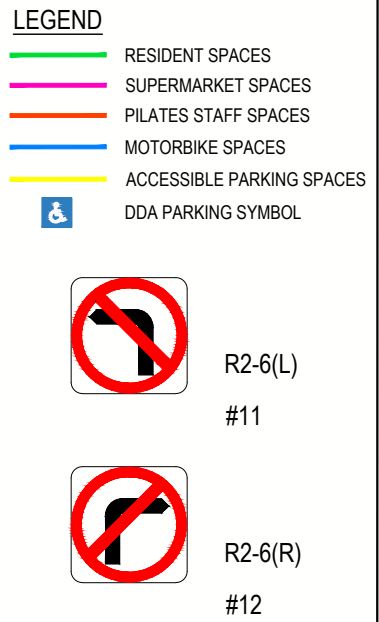
Additionally, employees are able to access both tenancies from the rear, with the supermarket and the Pilates Studio provided secondary access to/from Pitt Street via the existing laneway.

2.7. Lighting

A lighting and monitoring system should be installed as per the relevant Australian Standards.

Appendix A Car Parking Layout Plan

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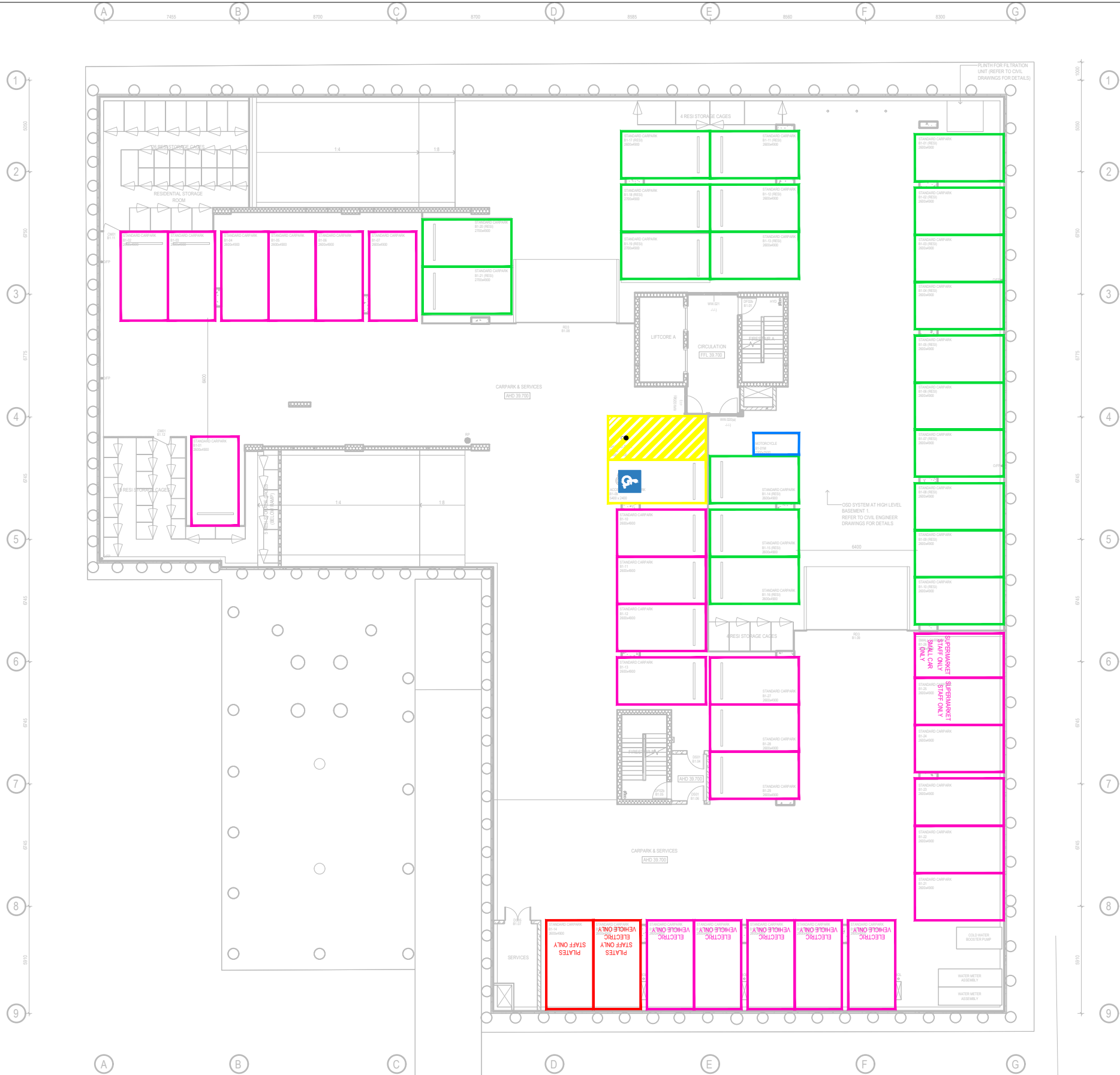
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**Proposed Mixed Use Development
 Car Parking Layout Plan**

DATE	SHEET NO.	DRAWING NO.	ISSUE
2/06/2025	1 of 3	18505T-CPMP-001	A

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LEGEND

- RESIDENT SPACES
- SUPERMARKET SPACES
- PILATES STAFF SPACES
- MOTORBIKE SPACES
- ACCESSIBLE PARKING SPACES
- DDA PARKING SYMBOL

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ISSUE	APP'D	DATE	COMMENTS
A	L.B.	28/05/2025	Initial Issue
B	L.B.	2/06/2025	Final Issue
C	S.D.	1/05/2026	Final Issue

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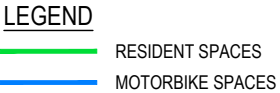
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C	S.D.	1/05/2026	Final Issue		CHECKED	S.D.	1/05/2026		DATE	SHEET NO.	DRAWING NO.	ISSUE
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