

Traffix Group

Traffic Engineering Assessment

Proposed Build to Rent Development
35-45 Lithgow Street, Abbotsford

Prepared for
Model Australia Pty Ltd

March 2026

G35649R-01C

Document Control

Our Reference: G35649R-01C

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	20/10/2025	P. Nguyen	D. Trotter (RPE6797)
B	Final	30/10/2025	P. Nguyen	D. Trotter (RPE6797)
C	Updated Final – Revised Clause 52.06	30/03/2026	P. Nguyen	D. Trotter (RPE6797)

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Swept Path Assessment

1. Introduction

Traffix Group has been engaged by Model Australia Pty Ltd to undertake a Traffic Engineering Assessment for the Proposed Build to Rent Development at 35-45 Lithgow Street, Abbotsford.

This report provides a detailed traffic engineering assessment of parking and traffic associated with the proposed development.

In the course of undertaking this assessment, we inspected the subject site, reviewed development plans and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.

2. Existing Conditions

2.1. Subject Site

The subject site is located on the west side of Lithgow Street, between Little Lithgow Street (to the west) and Lithgow Street (to the east) in Abbotsford.

The site was observed to be unoccupied, at the time of our site inspection in September 2025, with existing vehicle access provided via both Lithgow Street and Little Lithgow Street.

A locality plan and an aerial of the site are provided at Figure 1 and Figure 2, respectively.

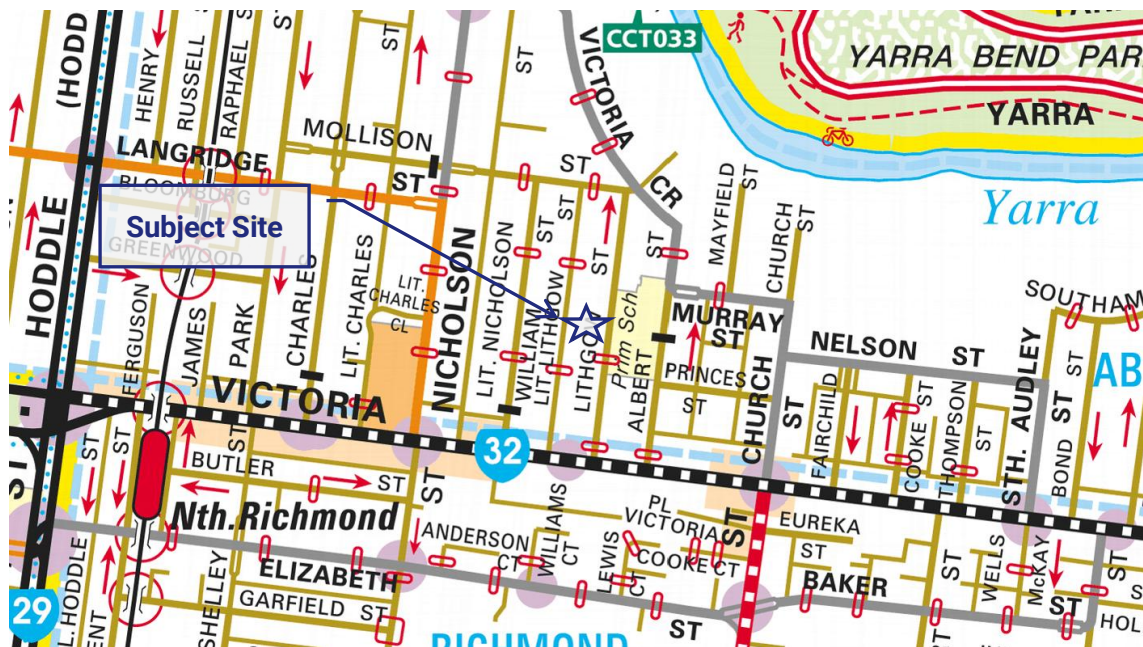


Figure 1: Locality Map

Source: Melway Publishing Pty Ltd



Figure 2: Aerial Site Overview

Source: Nearmap

2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned Mixed Use (MUZ) under the Yarra Planning Scheme. A planning zone map is provided at Figure 3.

Land uses in the immediate vicinity of the subject site are generally industrial/residential in nature with the notable exception being Abbotsford Primary School located opposite the subject site.

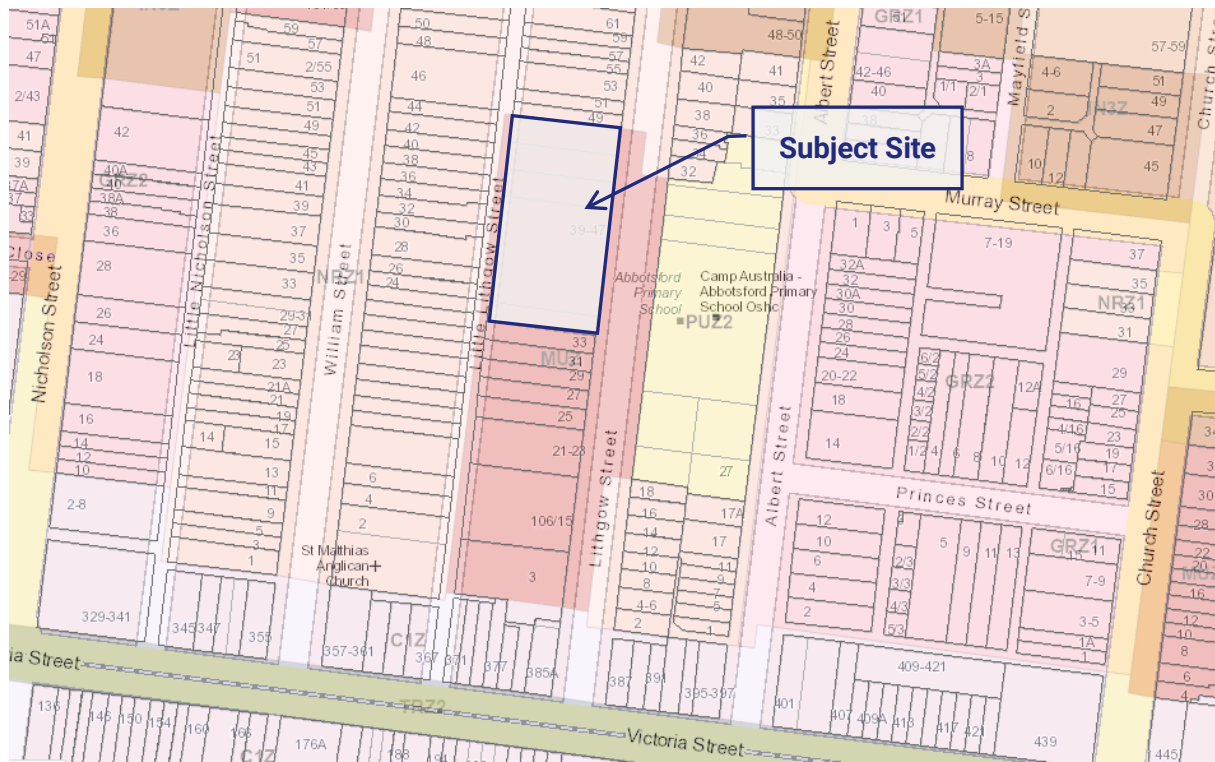


Figure 3: Planning Zone Map - Melbourne

Source: VicPlan

2.3. Road Network

Lithgow Street is a local road running in a north-south direction. In the vicinity of the subject site, Lithgow Street provides for a single lane of traffic in both directions with angled parking on the eastern side and kerbside parking on the western side.

In the vicinity of the site, angled parking on the eastern side of Lithgow Street is subject to '4P 7:30am-5:30pm Monday-Friday, 2P 7:30am-5:30pm Monday-Friday, 1P 9:30am-3pm 4pm-5:30pm Monday-Friday, and 5 minutes 8:30am-9:30am 3pm-4pm Monday-Friday'. On-street car parking on the western side of Lithgow Street, in the vicinity of the site, is subject to '1P 7:30am-5:30pm Monday-Friday' restrictions.

The current frontage of the site (western side of Lithgow Street) is a loading zone subject to '15 minute 7:30am-4:30pm Monday-Friday and 15 minute 7:30am-12:30pm Saturday' time based restrictions. There are considered to be three existing loading zone spaces fronting the site¹.

Photographs of Lithgow Street are provided at Figure 4 and Figure 5.

¹ A car space is defined as an on-street area measuring at least 5.4m in width in which a vehicle can park; clear of vehicle crossovers and associated crossover radius/kerb segment.



Figure 4: Lithgow Street – View North



Figure 5: Lithgow Street - View South

Little Lithgow Street is a local road running in a north-south direction. In the vicinity of the subject site, Little Lithgow Street provides for a single lane of traffic in both directions within a approx. 3.7m wide carriageway. A posted speed limit of 40km/h applies to Little Lithgow Street past the site.

Photographs of Lithgow Street are provided at Figure 6 and Figure 7.



Figure 6: Little Lithgow Street – View North



Figure 7: Little Lithgow Street - View South

3. Proposal

3.1. The Development

The application proposes to develop the site for the purposes of a Build to Rent residential development.

The proposed development schedule is provided in Table 1 with development plans provided within Appendix A.

Table 1: Proposed Development Schedule

Use		Current Scheme
Residential	Studio dwelling	54 no.
	1 bed dwelling	78 no.
	2 bed dwelling	19 no.
	Total	151 no.
Food and Drink (Café)		62 m ²

3.2. Car Parking Provisions and Access

The development will be constructed with a total of 43 parking spaces within a single basement level. Access to the on-site car parking will be provided from Little Lithgow Street along the site’s southern boundary; which is proposed to be restricted to right-in and right-out movements only.

3.3. Bicycle Parking

A total of 88 bicycle parking spaces are proposed within the site, including 48 spaces at ground floor and 40 spaces within the basement level. A further six spaces are proposed within the Lithgow Street public realm.

3.4. Loading & Waste Collection

Loading is proposed to occur via nearby on-street loading zones and on-street car parking more generally (if marked loading zones are already occupied).

Waste is proposed to be collected within the basement car park, by a private contractor, utilising a 6.4m long low-profile waste collection vehicle.

4. Car Parking Considerations

4.1. Transitional Provisions

Planning Scheme Amendment VC277 came into effect on 18 December, 2025, implementing substantial changes to the car parking rates at Clause 52.06-5.

A six-month transition period² applies to these changes (until 16 June, 2026) as noted following:

- Minimum car parking requirements - the lower of the former or the new car parking requirement applies to:
 - an application or parking plan submitted before or within 6 months after the commencement of Amendment VC277; or
 - a use or development started within 6 months of the commencement of Amendment VC277 (if a permit or car parking is not required).
- Maximum car parking requirements
 - the new maximum car parking requirement will not apply to an application or parking plan submitted before the commencement of Amendment VC277,
 - the new maximum car parking requirement will apply to any proposal after the commencement of Amendment VC277 regardless of whether a permit or car parking plan is required.

The subject site is located within category 3, to which both a minimum and maximum rate applies. As the application was submitted after the commencement of Amendment VC277, the new maximum car parking rates apply. Additionally, minimum requirements also apply, as the application was made within 6 months after the commencement of Amendment VC277.

The following therefore outlines an assessment of the statutory car parking requirements.

4.2. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Melbourne Planning Scheme. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*

² As described in the Car Parking Reforms FAQ – December 2025

- 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.

4.2.1. Former Minimum Statutory Requirements – Clause 52.06

Clause 52.06-5 states that:

“Column B rates apply to a site if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps”

The subject site falls within the PPTN area map, based upon the former statutory requirements, and therefore Column B rates apply to the proposal.

A statutory assessment of the proposal under Clause 52.06 (former requirements) is provided at Table 2.

Table 2: Former Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Required
Dwellings	151 dwellings	1 car space to each one or two bedroom dwelling Zero car spaces for visitors	151 resident spaces 0 visitor spaces
Food and Drink Premises (Café)	62sq.m	3.5 spaces to each 100 square metres	2 spaces
Total			153 spaces

Based on the above, the development is statutorily, based upon former rates, required to provide 153 car spaces, inclusive of 151 spaces for residents and two spaces for the food and drink premises.

4.2.2. Current Minimum Statutory Requirements – Clause 52.06

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

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

The site is located in Category 3 of the CPR system (PTAL rating - good public transport access).

A statutory car parking assessment under the current car parking requirements, with respect to minimum requirements, is set out in Table 3.

Table 3: Current Minimum Statutory Car Parking Assessment – Category 3 of Clause 52.06-5

Use	Size	Statutory Parking Rate (Category 3 – Minimum Requirement) [1]	Minimum Parking Requirement
Dwellings	151 dwellings	0 spaces to each dwelling	0 spaces
Food and Drink Premises (Café)	62sq.m	0 spaces to each 100 square metres	0 spaces
Total			0 spaces

Based on the new statutory parking rates under Clause 52.06, the proposed development has a statutory requirement to provide a minimum of zero car parking spaces.

4.2.3. Summary – Statutory Minimum Car Parking Requirements

The statutory car parking requirement is to provide a minimum of zero car spaces (current requirements), being the lesser of the current and former 52.06 provisions, consistent with the aforementioned transitional provisions.

The proposed provision of 43 car spaces exceeds the minimum statutory requirement of zero spaces, with no reduction in minimum statutory requirements sought.

4.2.4. Maximum Statutory Car Parking Requirements

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

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

The site is located in Category 3 of the CPR system (PTAL rating - good public transport access).

A statutory car parking assessment under the current car parking requirements, with respect to maximum requirements, is set out in Table 3.

Table 4: Current Maximum Statutory Car Parking Assessment – Category 3 of Clause 52.06-5

Use	Size	Statutory Parking Rate (Category 3 – Maximum Requirement) [1]	Maximum Parking Requirement
Dwellings	151 dwellings	2 spaces to each dwelling	302 spaces
Food and Drink Premises (Café)	62sq.m	2 spaces to each 100 square metres	1 space

Use	Size	Statutory Parking Rate (Category 3 – Maximum Requirement) [1]	Maximum Parking Requirement
<i>Total</i>			303 spaces

Based on the new statutory parking rates under Clause 52.06, the proposed development has a statutory requirement to provide a maximum of 303 car parking spaces. The proposed provision of 43 car spaces is less than the maximum statutory requirement of 303 spaces, with no increase in maximum statutory requirements sought.

4.2.5. Overall Summary

The development has a statutory requirement to provide a minimum of zero spaces and up to a maximum of 303 car parking spaces.

The provision of 43 car parking spaces therefore adheres to the statutory car parking requirements, both minimum and maximum requirements.

Notwithstanding, for completeness, the following provides an assessment of the anticipated car parking demand and an assessment of the suitability of the proposed car parking provision. It is emphasised that this is for completeness only, given that no statutory car parking dispensation is being sought.

4.3. Car Parking Demand Assessment

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use*
- *The variation of car parking demand likely to be generated by the proposed use over time*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

4.3.1. Sustainable Modes of Transport

The site has excellent access to sustainable transport modes and is well located with regard to retail, employment, education and essential services.

Walking

The site is well located to promote walking to everyday services.

This site is proximate to Victoria Street, which is approximately 200 metres to the south. Victoria Street provides access to a variety of restaurants, commercial and retail land uses.

Bicycle Accessibility

The City of Yarra is well serviced by the Principal Bicycle Network (PBN) with on-road and off-road bicycle paths directly linking the City of Yarra with surrounding municipalities and the CBD.

The subject site has access to bicycle infrastructure with formal bicycle lanes located on Albert Street (to the east) and Nicholson Street (to the west) and informal bicycle routes along Victoria Street and Lithgow Street. The Elizabeth Street bicycle path is also located 350 metres south of the site and provides an on-road separated bike lane connection to nearby activity centres, including the Melbourne CBD.

Public Transport

The site is well serviced by public transport with multiple tram and train services located within a short walking distance of the site.

Table 5 summarises the available services, whilst Figure 8 illustrates the nearby routes.

Table 5: Public Transport Services in the Vicinity of the Subject Site

Service		Route	Distance to Node
Tram Services	Route 12	Victoria Gardens – St Kilda via Richmond	~250m southwest
Tram Services	Route 109	Box Hill – Port Melbourne via City	~250m southwest
Tram Services	Route 78	North Richmond – Balaclava via South Yarra	~350m southeast
Tain Services	North Richmond Station	Hurstbridge and Mernda Lines	~550m northwest
Tain Services	Collingwood Station	Hurstbridge and Mernda Lines	~600m southwest
Bus Services	Various	Clifton Hill, Elsternwick, La Trobe University, Doncaster Park & Ride and Eastern Suburbs generally	~600m west

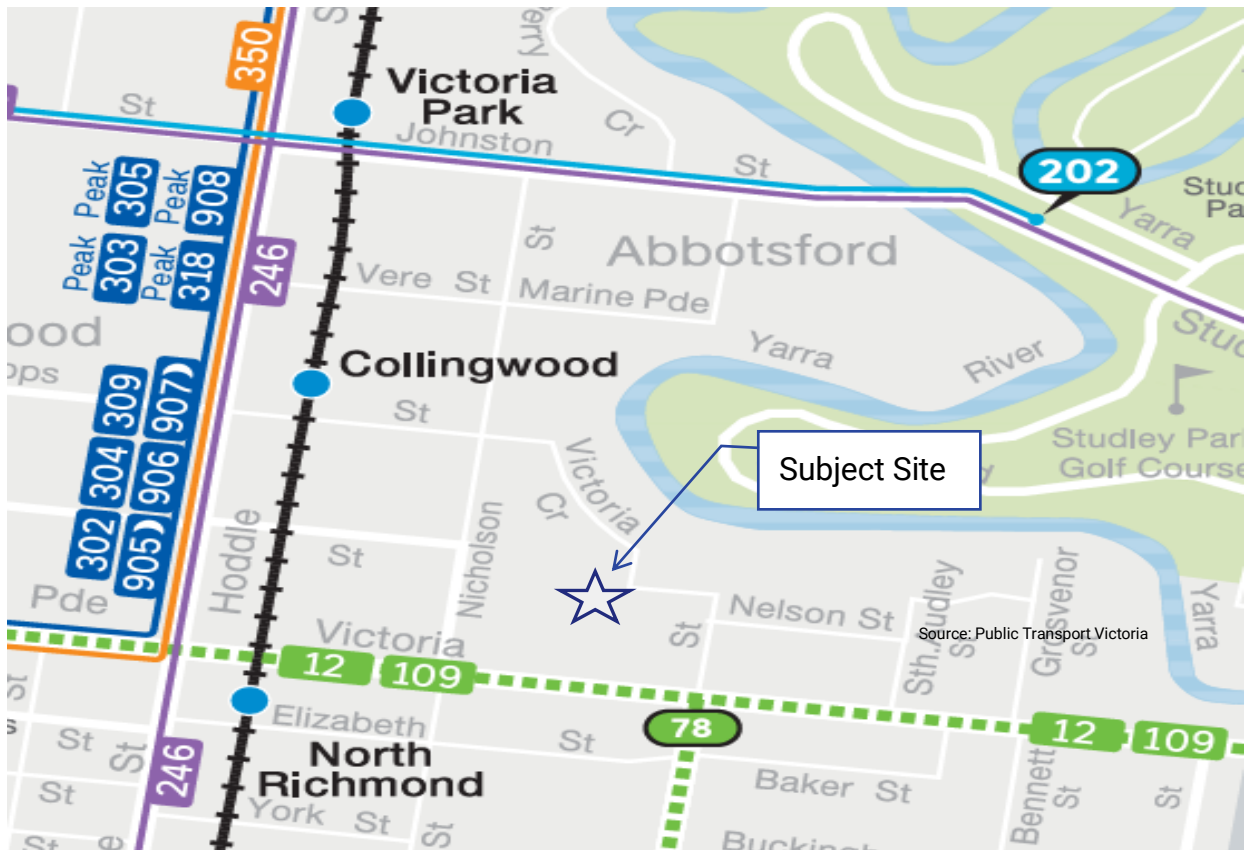


Figure 8: PTV Public Transport Map

Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating ‘car share’ cars³.

Yarra City Council supports ‘car sharing’ schemes by allocating spaces within private developments, on-street and Council operated off-street car parks for the purposes of accommodating ‘car share’ cars operated by Flexicar, Go Get and GreenShareCar.

The car share scheme provides an alternative to owning a car and encourages the use of sustainable modes of transport for the majority of trips.

For residents, car share vehicles can be utilised for trips which may require a personal vehicle such as larger shopping trips or for the transport of bulky items or for day trips where public transport or bicycle access is difficult. They offer opportunities to reduce the need for residents to own a vehicle, or for multi-person households to have a second or third vehicle.

Commercially operated car share cars currently available proximate to the subject site, include:

- Corner of Shellby Stret and Butler Street (Flexicar).

³ The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and Green Share Car (www.greensharecar.com.au).

- Corner of Baker Street and Lambert Street (Flexicar).
- Corner of Shellby Stret and Butler Street (GoGet).
- Corner of Albert Street and Princes Street (GoGet).

The nearest existing car share pods (spaces) are shown in Figure 9.



Figure 9: Proximate Car Share Pods

4.3.2. Anticipated Parking Demand

Residents

To understand existing car ownership proximate to the site, the 2021 Australian Bureau of Statistics (ABS) Census data for 'flats, units or apartments' within the suburb of Abbotsford and the Yarra LGA have been sourced.

The data highlights the average car ownership statistics shown in Table 6 and indicates there is a considerable demand for residential dwellings where limited or no parking is needed. More specifically, the data shows 78% of studio apartments, and 40% of one-bedroom apartments are occupied, in Abbotsford, without a car.

This means there is a strong market demand for apartments without car spaces.

Table 6: ABS Car Ownership Statistics (2021)

Type of Dwelling	Number of Cars	Abbotsford Suburb	Yarra LGA
Studio	Av. no. of cars per dwelling	0.2	0.3
	0 cars	78%	69%
	1 car	22%	30%
1 bedroom	Av. no. of cars per dwelling	0.7	0.7
	0 cars	40%	38%
	1 car	54%	56%
2 bedrooms	Av. no. of cars per dwelling	1.0	1.0
	0 cars	19%	23%
	1 car	64%	61%

Application of the average number of cars per dwelling for the Abbotsford suburb to the development proposal results in an anticipated car parking demand of 84 spaces⁴. It is emphasised that this anticipated numerical demand is based on an average site within Abbotsford, not specifically a build to rent development and within a partially unconstrained market scenario.

The subject site is well served by public transport and is highly walkable. Accordingly, the development is well positioned to attract residents who wish to enjoy the benefits of inner city living and have little or no need for a private car, with the reduced provision likely to encourage those residents not provided with an on-site car space to seek alternate modes of transport.

Furthermore, future residents will not have access to residential parking permits. In consideration of the largely short-term parking restrictions which apply to parking within the surrounding area, there will be limited opportunity for future residents without an on-site car space to park on street.

It is also important to note this proposal incorporates Build-to-Rent residential apartments. The Build to Rent model allows for greater efficiencies in managing parking as car spaces are allocated separately rather than being tied to an individual apartment. This means car spaces do not go unused.

For example, in a traditional residential development, car spaces form part of the contract of sale, and therefore these spaces will lay dormant if the purchaser / renter does not own a car. In the Build to Rent model, these car spaces would simply be leased to another apartment that has a need for a car space.

More simply, parking is managed through the Building Manager, and allocated purely on a demand basis. It allows tenants to only lease a car space if it is necessary.

An added benefit is that residents over time can cease leasing a car space once they become familiar with the opportunities afforded by sustainable transport and the amenity accessibility

⁴ Calculated as 54 studios x 0.2 spaces/dwelling plus 78 one-bedders x 0.7 spaces/dwelling plus 19 two-bedders x 1.0 spaces/dwelling.

within the area. These residents will weigh up the ongoing costs involved with car ownership compared to more sustainable travel choices that are available.

In view of the foregoing, we are of the view the parking supply will largely dictate the residential demand, that is **a resident car parking demand of 43 spaces, consistent with the nominated supply, is expected.**

Food and Drink Premises

Food and drink tenancies typically operate to provide convenient access to nearby residents, including those within the development itself, as well as the broader existing retail/café catchment of the area.

Given this, we are satisfied that the on-site café, in its own right, is unlikely to increase the car parking demands within the surrounding area, associated with customers, as it is servicing the existing customer base of the area.

Given the size of the tenancy the development could typically be expected to generate a car parking demand of up to one space. In this instance, given that no on-site car parking spaces are proposed to be specifically allocated to the café tenancy, and given that nearby car parking spaces are restricted (to not allow for long-term / all day parking), it is our view that the café will generate a car parking demand of zero staff spaces. Notwithstanding, it is understood that an on-site car space could potentially be leased by the food and drink premises operator if they requested this.

Given the above, we derive a **food and drink premises demand of zero spaces.**

Total Demand

Based on the foregoing assessment, we expect the residential and food and drink premises demands will be dictated by the supply of on-site parking and other nominated key factors.

We derive an anticipated car parking demand of 43 resident spaces and zero spaces associated with the food and drink premises.

4.4. Appropriateness of Car Parking Provision

Notwithstanding that no statutory car parking reduction is sought by this application, we are satisfied that the residential and food and drink premises parking provisions are appropriate.

The provision of resident parking is considered to be aligned with the market demand and an appropriate target that will actively encourage reduced reliance on private vehicles and will be supported by the generous provision of bicycles proposed, surrounding services which can be reached via walking, as well as nearby public transport services.

Ultimately, by limiting supply, and given the restrictions of on-street parking in the vicinity of the site, future residents and staff will be actively encouraged to make more sustainable transport choices, we are of the view the proposal is appropriately sited to support these parking allocations.

4.5. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect and is considered to meet the relevant requirements of the Yarra Planning Scheme and where applicable relevant Australian Standards.

A review of the car park layout indicates the following:

General Car Parking Layout

- Standard car spaces are 2.6 metres wide and 4.9 metres long, accessible from 6.4 metre-wide aisles, meeting Planning Scheme requirements.
- A single disabled car parking space, and adjacent shared area, is provided at dimensions of 2.6 metres wide and 4.9 metres long, accessed via from an effective 6.2 metre-wide aisle, noting that the Planning Scheme allows for disabled car parking spaces to encroach into an accessway width specified in Table 2 of Clause 52.06 of the Planning Scheme by up to 0.5 metres.
- Car spaces adjacent to walls and columns have been provided with appropriate clearances, in accordance with Diagram 1 of Clause 52.06 of the Planning Scheme.
- The column located within the shared area accords with the dimensional zone, for column placement, as per Figure 2.3 of AS 2890.6:2022.
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area with 2.5 metres provided above the disabled car parking space and adjacent shared area.
- Swept path assessments of key vehicle movements, including access to end of aisle car parking spaces, is shown within Appendix B.

Access & Ramps

- The vehicle access ramp is 6.4m wide.
- Vehicle ramp grades are as follows:
 - 1:8 for 2.5m (top)
 - 1:4 for 10m, and
 - 1:8 for 2.9m (bottom).
- We are satisfied that the above grades are appropriate, including the first 5m into the site, noting that there is no footpath within Little Lithgow Street and that Lithgow Street is the frontage road to the property.
- A convex mirror(s) are to be provided at the top of the ramp to provide visibility into the site and onto Little Lithgow Street in accordance with the requirement of Clause 52. 06.

In this regard, the above access arrangements, grades, transitions and clearances have been assessed and, in our view, meet the intent of the relevant standards.

Based on the foregoing, the car park layout and access arrangements are considered satisfactory.

5. Traffic Considerations

5.1. Traffic Generation

Traffic generation rates of residential dwellings vary dependent on the size of the dwelling and proximity to everyday services and the location of nearby public and alternative transport modes.

For the purpose of this assessment, it has been assumed that all dwellings allocated parking will be provided with a single car space.

In consideration of the location of the site and size of the dwellings, a daily traffic generation rate of 3 vehicle movements per dwelling, inclusive of 0.3 movements per dwelling in peak hours is considered appropriate.

Application of this rate to the potential 43 dwellings allocated parking equates to a projected daily traffic generation of 129 movements, inclusive of 13 movements in peak hours.

Assuming a typical AM peak traffic split of 20% arrivals and 80% departures and PM peak traffic split of 60% arrivals and 40% departures it is projected the development will generate:

- AM PEAK: 3 arrivals and 10 departures
- PM PEAK: 5 arrivals and 8 departures.

As discussed previously, the food and drink premises (café) component of the site is expected to service the existing customer base of the area. Additionally, noting limited practical options for staff to park nearby for long-term periods, no traffic movements associated with staff are expected with staff expected to walk, cycle or catch public transport to/from the site. Given this, negligible additional traffic movements are assumed associated with the café component of the site; noting that any such movements would not occur on-site (that is, vehicles would not utilise Little Lithgow Street).

5.2. Traffic Impact

Based on an inspection of Little Lithgow Street, and aerial photography, we understand that there are a limited number of existing car spaces accessed via Little Lithgow Street, other than the multi-storey development at 15 Lithgow Street (also known as the '2 Girls' development). We understand that the development at 15 Lithgow Street comprises 15 dwellings. Whilst we are not aware of the exact number of on-site car parking spaces, a review of property listings for the building indicates that each dwelling appears to be allocated 1-2 on-site car parking spaces.

Currently there are no restrictions on vehicle directionality along Little Lithgow Street, nor to/from any properties (within any visible signage within Little Lithgow Street itself). Given that Little Lithgow Street is approx. 300m in length, consideration has to be given to the potential for two vehicles travelling in opposing directions to meet along the single width street.

In this regard, AS/NZS 2890.1:2004 (which applies to private property as opposed to a public street such as Little Lithgow Street) nominates that as a guide 30 or more movements (in and out combined) in a peak hour would usually require provision for two vehicles to pass within a driveway, with passing opportunities provided at least every 30m, in such a scenario.

As outlined above the site is expected to generate up to 13 vehicle movements during peak hours. Whilst the existing traffic generation within Little Lithgow Street has not been quantified it is unlikely, with the addition of 13 additional vehicle movements, to exceed this threshold of 30 vehicle movements during a peak hour. This is not to say that two motorists, travelling in opposing directions, won't ever meet, whether existing or future conditions, but rather that based on this guidance that passing bays may not necessarily be required in such a situation.

Notwithstanding, it is proposed to limit vehicle movements (through signage) to/from the site via right-turn movements only. The theology of this is to remove the potential for motorists exiting the site to block motorists entering from Victoria Street (being a Transport Zone 2 road). That is, motorists travelling to/from the site would do so in a northbound direction only on Little Lithgow Street. Through this, the development is seeking, as much as practical to limit its impact upon the safety and operation of Little Lithgow Street; given that it is single width.

The question, either by virtue of this development, or other developments (either existing, proposed or future), is what happens within a single width roadway when traffic volumes exceed or approach a point at which there becomes an 'unreasonable' likelihood of two motorists travelling in opposing directions meeting within a single width street. Previously this was identified as being in the order of 30 peak hour vehicle movements, however, this also needs to have consideration to the directional split of vehicles, length over which conflict could occur, and impact on motorists turning into the street if a vehicle is already there blocking their path of travel.

In examples, such as Lithgow Street, where there are more than a handful of peak hour vehicle movements within a single width roadway, ultimately the road authority (being Council) has the ability to convert the street to a one-way street if these impacts are considered to be too significant. Whilst this (conversion to one-way) is not being proposed as part of the development proposal we provide this for completeness and to give Council a level of comfort that a future option exists to ameliorate any potential issues associated with the current and future operation of Little Lithgow Street.

Based on the preceding assessment, we are satisfied that the traffic impact of the development is appropriate and that the addition of 13 additional peak hour movements can be absorbed by the surrounding external road network without a material decrease to the safety and operational efficiency of the same.

6. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 7.

Table 7: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Dwellings	151 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	30 resident spaces 15 visitor spaces
Food and Drink Premises [1]	62 m ²	1 space per 300 square metres for staff 1 space per 500 square metres for customers	0 staff spaces 0 customer spaces
Total		30 resident spaces 15 visitor spaces	

[1] There is no specified statutory bicycle parking rate for a 'food and drink premises', however, is nested underneath the 'retail premises' use, for which there is a statutory rate and is applicable as such.

Based on the above assessment, the development is required to provide a total of 45 bicycle spaces, comprising 30 resident and 15 visitor spaces.

A total of 88 bicycle parking spaces are proposed including 48 spaces at ground floor and 40 spaces within the basement level; within the site. A further six bicycle parking spaces are proposed within the ground floor within the public realm.

Bicycle parking spaces have been provided as a mixture of two-tier horizontal rails, double-sided horizontal rails and wall hanging 'ned kelly' racks.

The minimum requirements for these spaces are as follows:

Bicycle Hoops (Four Basement Level Spaces, Six Ground Level Spaces)

- Each hoop can accommodate two parked bicycles.
- 1.0m intervals/spacing of hoops.
- Allowance for a 1.8m long parked bicycle.
- 1.5m wide access aisle.

Multi Tier (36 Basement Level Spaces, 36 Ground Level Spaces)

- One parked bicycle within both the upper and lower tier of each rack.
- Specifications as per the Cora multi-tier bicycle parking system for staggered height with dynamic upper/lower tiers.
- 2.7m height clearance.
- 0.4m rack spacing and 0.35m offset to walls.

- Allowance of 1.86m for a parked bicycle.
- 2.0m wide access aisle.

Wall Hanging 'Ned Kelly' Bicycle Racks (12 Ground Level Spaces)

- 0.4m spacing, and wall offset, as per the Bicycle Network specifications for the 'Ned Kelly' bicycle parking system.
- Allowance of 1.2m for parked bicycles to extend from the rack.
- 1.5m wide access aisle.

We are satisfied that the plans comply with the above dimensions, and are appropriate, subject to adoption of the following recommended changes, which could be mandated by way of an appropriately worded permit condition:

- The six ground level spaces within bicycle hoops, within the public realm, to allow for a 1.8m long parked bicycle (currently 1.4m)
- The 36 ground level multi tier spaces to allow for a 2.0m wide access aisle (currently 1.74m).

7. Other Considerations

7.1. Loading

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

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

Loading is proposed to occur via nearby on-street loading zones and on-street car parking more generally (if marked loading zones are already occupied). This is inclusive of a proposed on-street loading zone (two x 6.0m long spaces) directly abutting the subject site.

Accordingly, we are satisfied that appropriate loading provisions can be accommodated in accordance with the objectives of the Planning Scheme.

7.2. Waste Collection

Waste collection is proposed via the basement level, via a private contractor, utilising a low-profile waste collection vehicle for all on-site uses.

Traffix Group have prepared a Waste Management Plan which specifies these arrangements in further detail, with a swept path of the waste collection vehicle affixed at Appendix B.

7.3. On-Street Car Parking

There are currently three on-street parking spaces fronting the subject site, all of which are marked as a time restricted 'loading zone'; as outlined within Section 2.3 of this report.

As part of the development proposal a total of four⁵ on-street car parking spaces measuring 2.5 wide x 6.0m long are proposed. Two of these spaces are nominated as being for general parking with two spaces nominated as being for loading.

That is, the development proposal results in a net increase in the on-street car parking provision of one space (from three existing to four proposed spaces). The exact car parking restrictions applicable to all on-street car parking spaces are at the discretion of Council.

The proposed landscaping works along Lithgow Street provide an urban realm / streetscape improvement and generally match, the intent of, albeit within a larger area, the existing landscape/tree kerb outstands along Lithgow Street.

The detailed design of this parking/landscaping area fronting the subject site, including adherence with AS 2890.5:2020, as well as the through traffic lane widths of Lithgow Street adjacent to the subject site, is subject to Council review and requirements, noting that the proposed works are within a Council Road Reserve.

⁵ It is recognised that a single larger vehicle/truck may occupy both of the proposed loading zone spaces.

Based on the above, we are satisfied, subject to feedback from Council regarding the required minimum Lithgow Street road width (clear of car parking spaces / landscaping) and minimum length 'a' (from Figure 3.2 of AS 2890.5:2020), that the proposed arrangements are both appropriate and indeed offer a streetscape upgrade from existing conditions (increase in on-street parking provision and additional landscaping). We note that any such requirements, and associated changes to the landscaping/parking layout within the Lithgow Street road reserve, could be mandated by way of an appropriately worded permit condition.

8. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed build to rent development at 35-45 Lithgow Street, Abbotsford, we are of the opinion that:

- a. the proposed development has a statutory car parking requirement to provide a minimum of zero car spaces and up to a maximum of 303 car parking spaces under Clause 52.06-5 of the Planning Scheme,
- b. the provision of 43 car spaces meets the statutory requirements, and no permit is sought with respect to the statutory car parking requirements,
- c. notwithstanding that no statutory car parking waiver is sought, we are further satisfied that the proposed car parking provision is appropriate, having regard to the following considerations:
 - The site is well located to promote walking to everyday services.
 - The site is well serviced by public transport with multiple tram and train services located within a short walking distance of the site.
 - There are nearby car share scheme pods that provide an alternative to owning a car and encourage the use of sustainable modes of transport for the majority of trips,
 - Future residents will not have access to residential parking permits. In consideration of the largely short-term parking restrictions which apply to parking within the surrounding area, there will be limited opportunity for future residents without an on-site car space to park on street.
 - The Build to Rent model allows for greater efficiencies in managing parking as car spaces are allocated separately rather than being tied to an individual apartment. This means car spaces do not go unused. Parking is managed through the Building Manager, and allocated purely on a demand basis. It allows tenants to only lease a car space if it is necessary.
 - The food and drink premises (café) is expected to largely service the existing customer base of the area.
- d. the proposed parking layout and access arrangements accord with the requirements of the Planning Scheme, relevant Australian Standards, and current practice,
- e. the development is anticipated to generate up to 13 peak hour movements and 129 daily traffic movements via Little Lithgow Street,
- f. the level of traffic generated as a result of this proposal, including restriction of the site access to right-in/out movements only (being northbound only movements on Little Lithgow Street) is acceptable,
- g. bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme,
- h. the proposed layout of bicycle parking areas is appropriate, subject to adoption of the following recommended changes, which could be mandated by way of an appropriately worded permit condition:

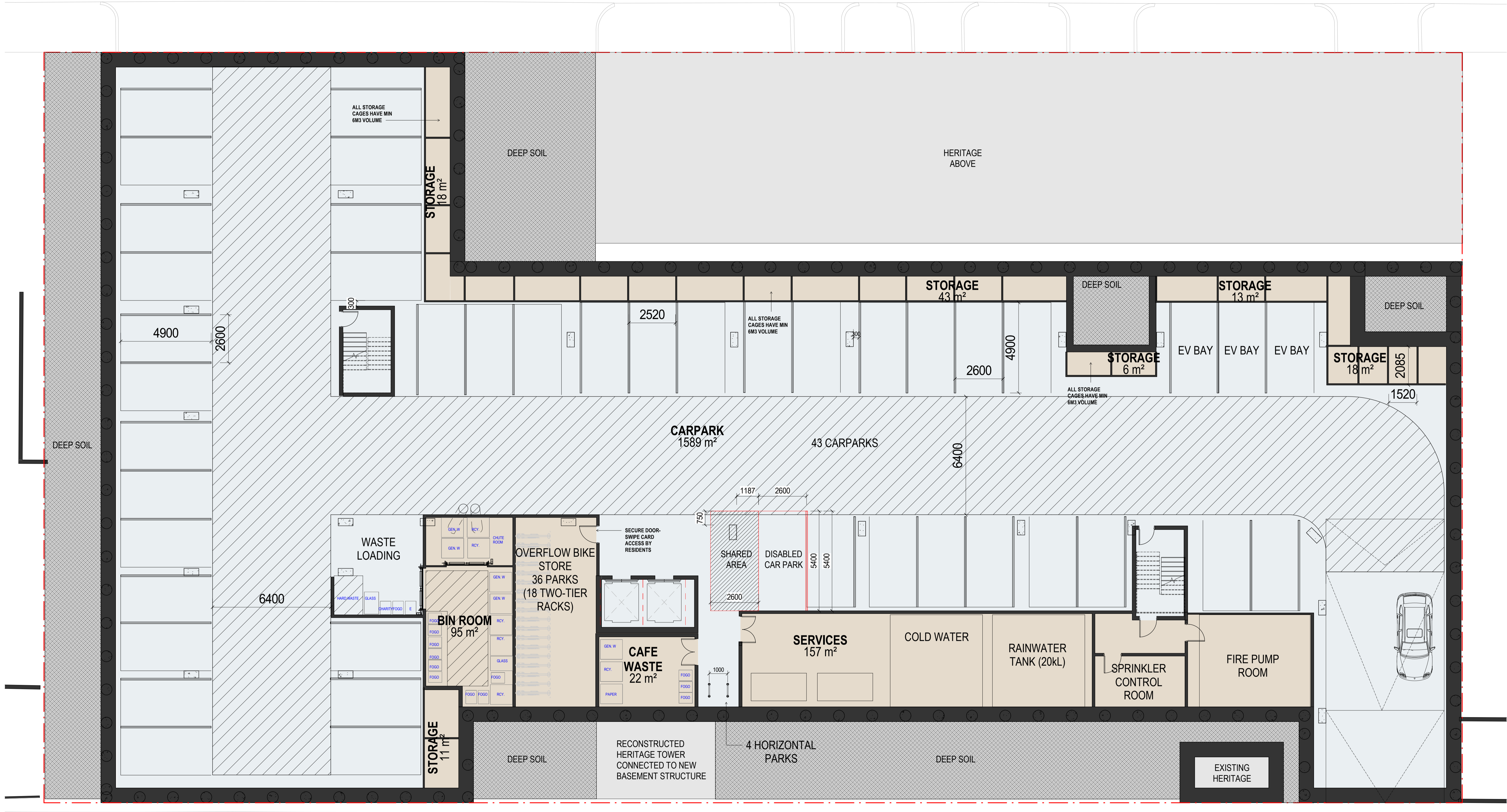
- The six ground level spaces within bicycle hoops, within the public realm, to allow for a 1.8m long parked bicycle (currently 1.4m)
- The 36 ground level multi tier spaces to allow for a 2.0m wide access aisle (currently 1.74m).
- i. the development proposal will result in the net addition of one on-street car parking space within Lithgow Street,
- j. we are satisfied, subject to feedback from Council regarding the required minimum Lithgow Street road width (clear of car parking spaces / landscaping) and minimum length 'a' (from Figure 3.2 of AS 2890.5:2020), that the proposed streetscape works within the Lithgow Street Road Reserve are appropriate. Any such requirements, and associated changes to the landscaping/parking layout within the Lithgow Street road reserve, could be mandated by way of an appropriately worded permit condition.
- k. there are no traffic engineering reasons, subject to adoption of the abovementioned bicycle layout recommendations, why a planning permit for the proposed build to rent development at 35-45 Lithgow Street, Abbotsford, should be refused, subject to appropriate conditions.



Appendix A

Development Plans

LITHGOW STREET



LITTLE LITHGOW STREET

Warren and Mahoney Living
Australia Pty Ltd
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Melbourne VIC 3000
Australia
Phone + 61 3 8547 6977

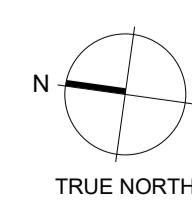
Registered Architects and Designers
www.warrenandmahoney.com
WARREN AND MAHONEY

Revisions

A	25/09/25	FOR REVIEW
B	02/10/25	FOR REVIEW
C	20/10/25	TOWN PLANNING

Notes

—



Consultants

FATHOM
Project Manager
TTW
Structural Engineer
Neuron
Services Engineer

Client

MODEL

Project Title

THE FACTORY

35 - 45 LITHGOW STREET,
ABBOTSFORD

All dimension to be verified on site before producing shop drawings or commencing any work. Do not scale. The copyright of this drawing remains with Warren and Mahoney Living Australia Pty Ltd.

Drawing Title

BASEMENT FLOOR PLAN

Drawing Status

WORK IN PROGRESS

Drawing Details

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Date	30/10/2025 10:39:31 am
Job No	10463
Drawn	BS, PG, VC
Checked	ST

Drawing No

TP10.00

Revision

C



LITTLE LITHGOW STREET

TERRACE 8 m² HERITAGE CHIMNEY 8 m² TERRACE 8 m² CARPARK ENTRY 6400

Warren and Mahoney Living Australia Pty Ltd
 Level 3, 380 Collins Street
 Melbourne VIC 3000
 Australia
 Phone + 61 3 8547 6977

Revisions
 A 25/09/25 FOR REVIEW
 B 02/10/25 FOR REVIEW
 C 20/10/25 TOWN PLANNING

Notes

Consultants
 FATHOM Project Manager
 TTW Structural Engineer
 Neuron Services Engineer

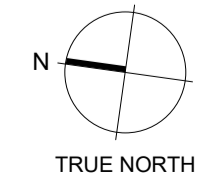
Client
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Project Title
 THE FACTORY
 35 - 45 LITHGOW STREET, ABBOTSFORD

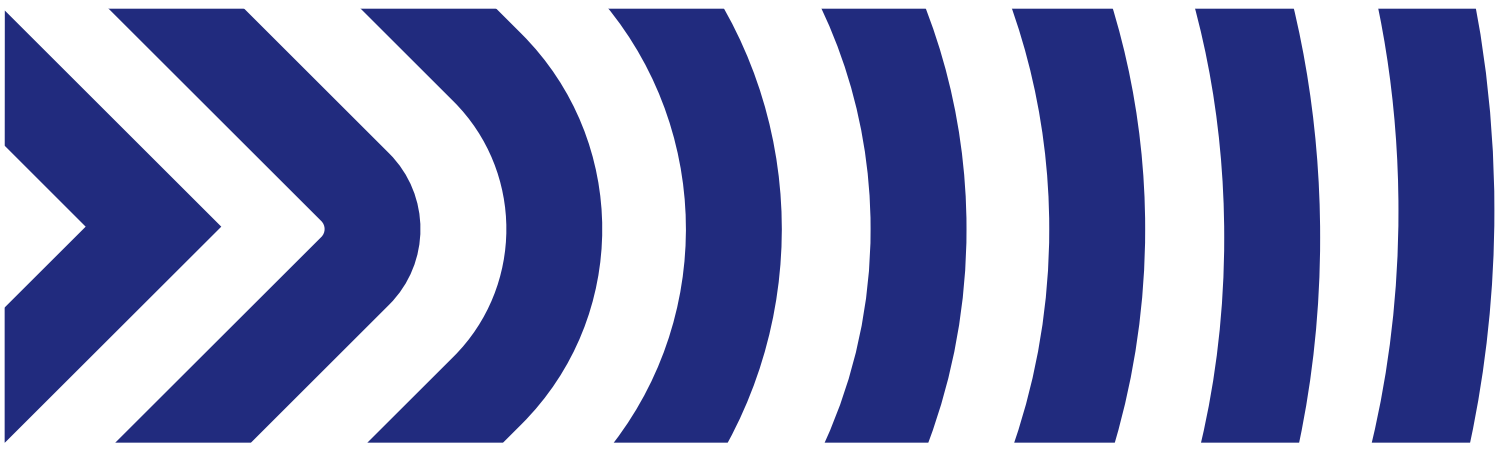
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 Checked ST
 Drawing No TP10.01
 Revision C

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 www.warrenandmahoney.com
 WARREN AND MAHONEY



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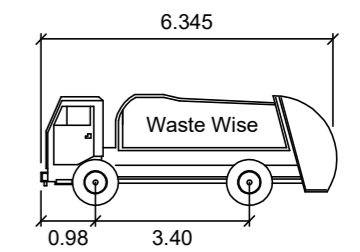


Appendix B

Swept Path Assessment

SITE ACCESS - WASTE TRUCK INGRESS / EGRESS

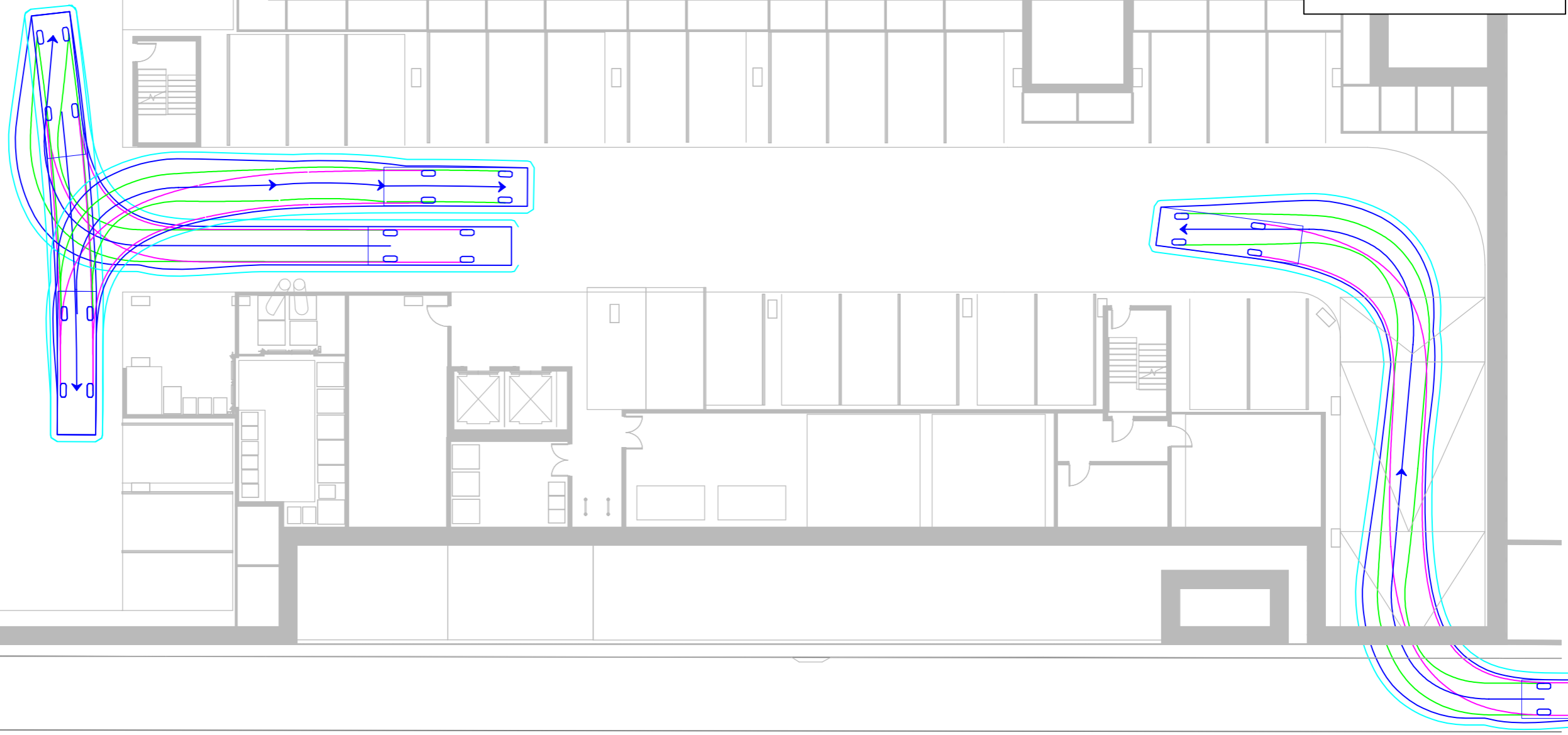
VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)
 Width : 1.7m
 Front Track : 1.4m
 Rear Track : 1.44m
 Kerb to Kerb Radius : 6.2m

LEGEND

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



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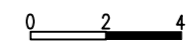
35-45 LITHGOW STREET, ABBOTSFORD
 PROPOSED BUILD TO RENT DEVELOPMENT

GENERAL NOTES:
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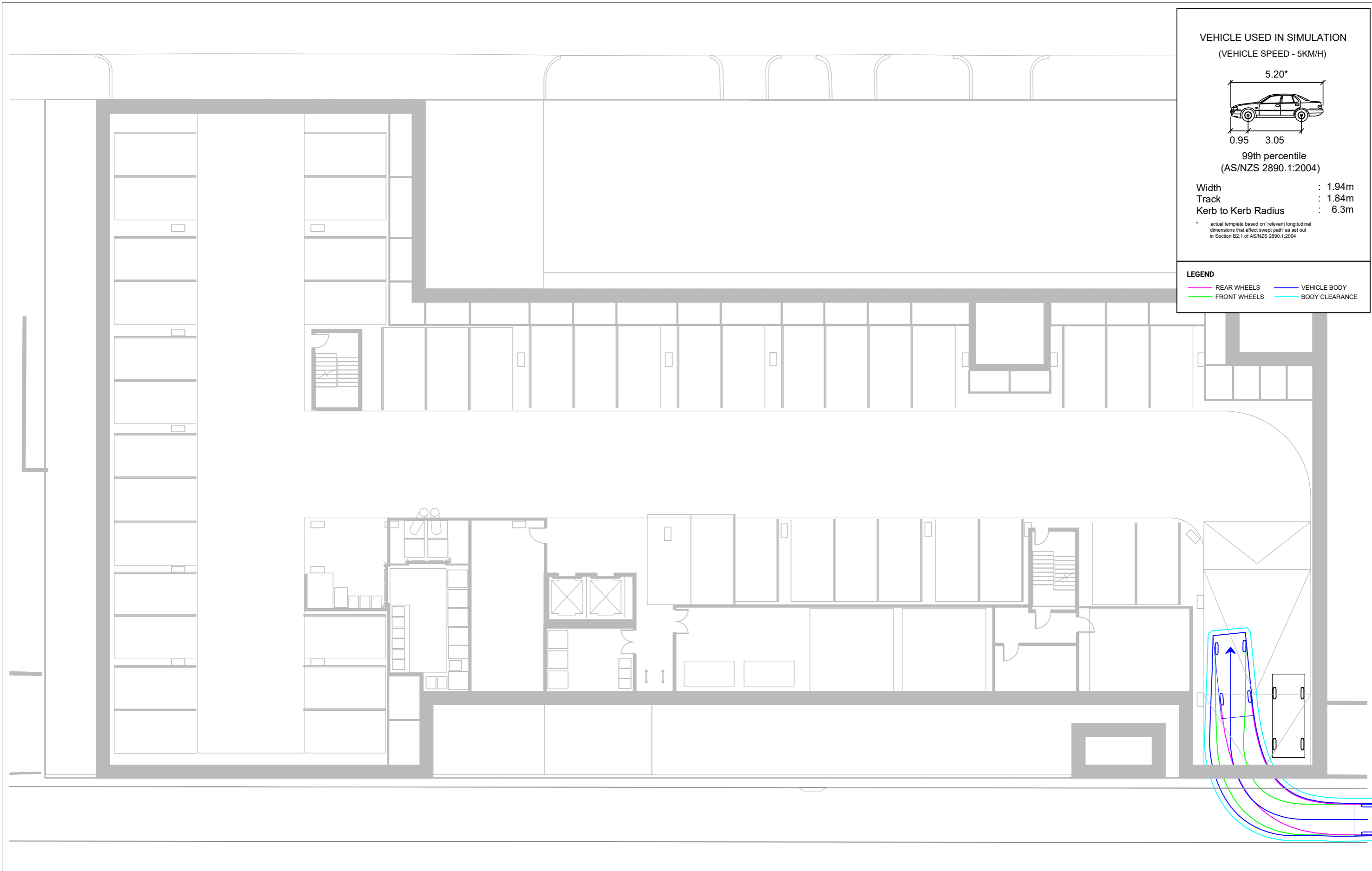


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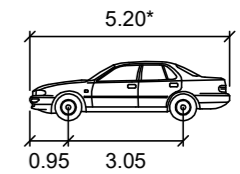
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94m
Track : 1.84m
Kerb to Kerb Radius : 6.3m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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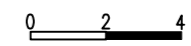
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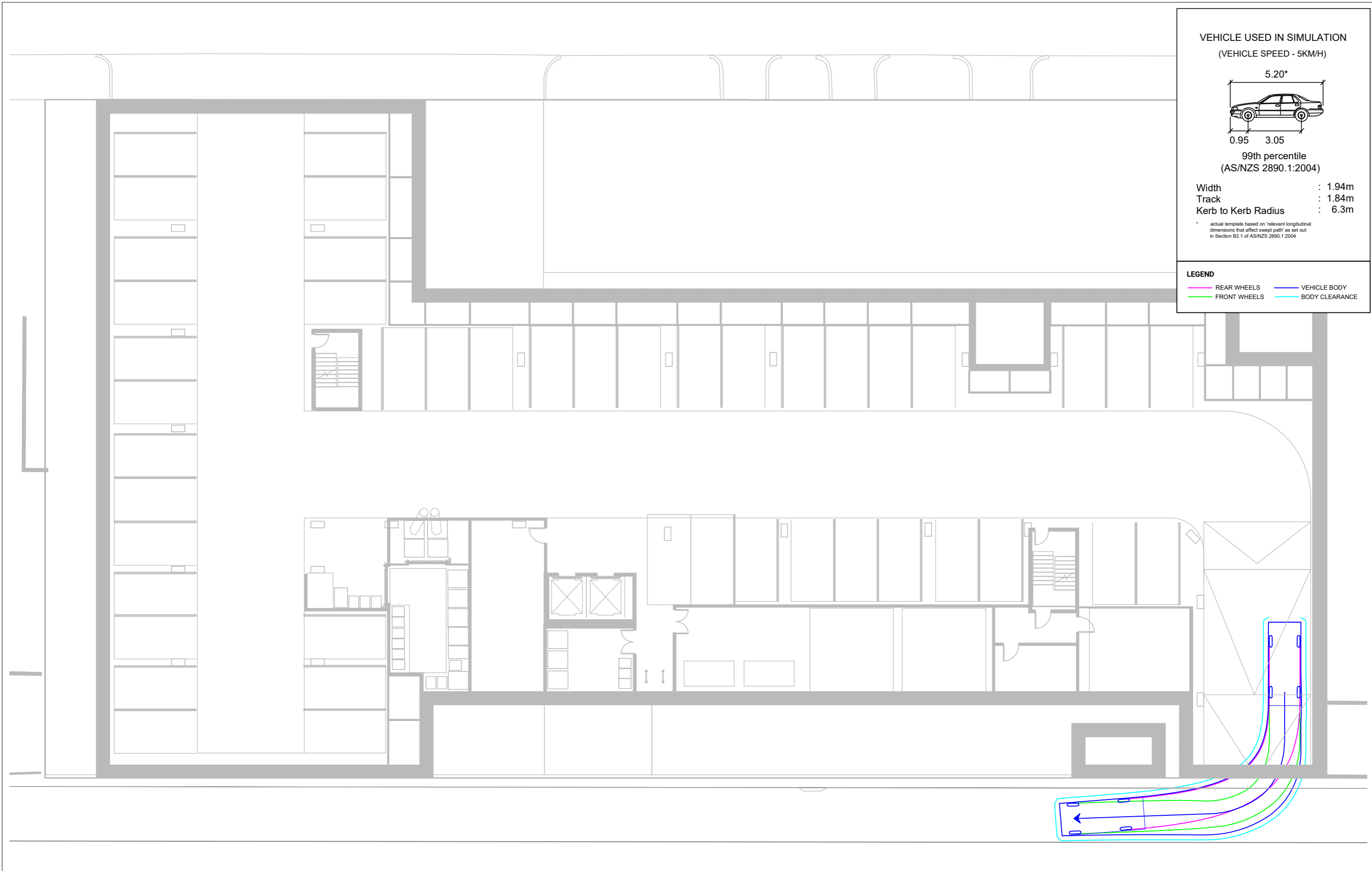


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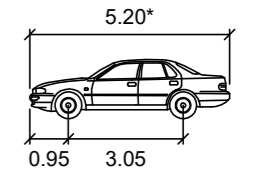
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94m
Track : 1.84m
Kerb to Kerb Radius : 6.3m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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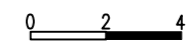
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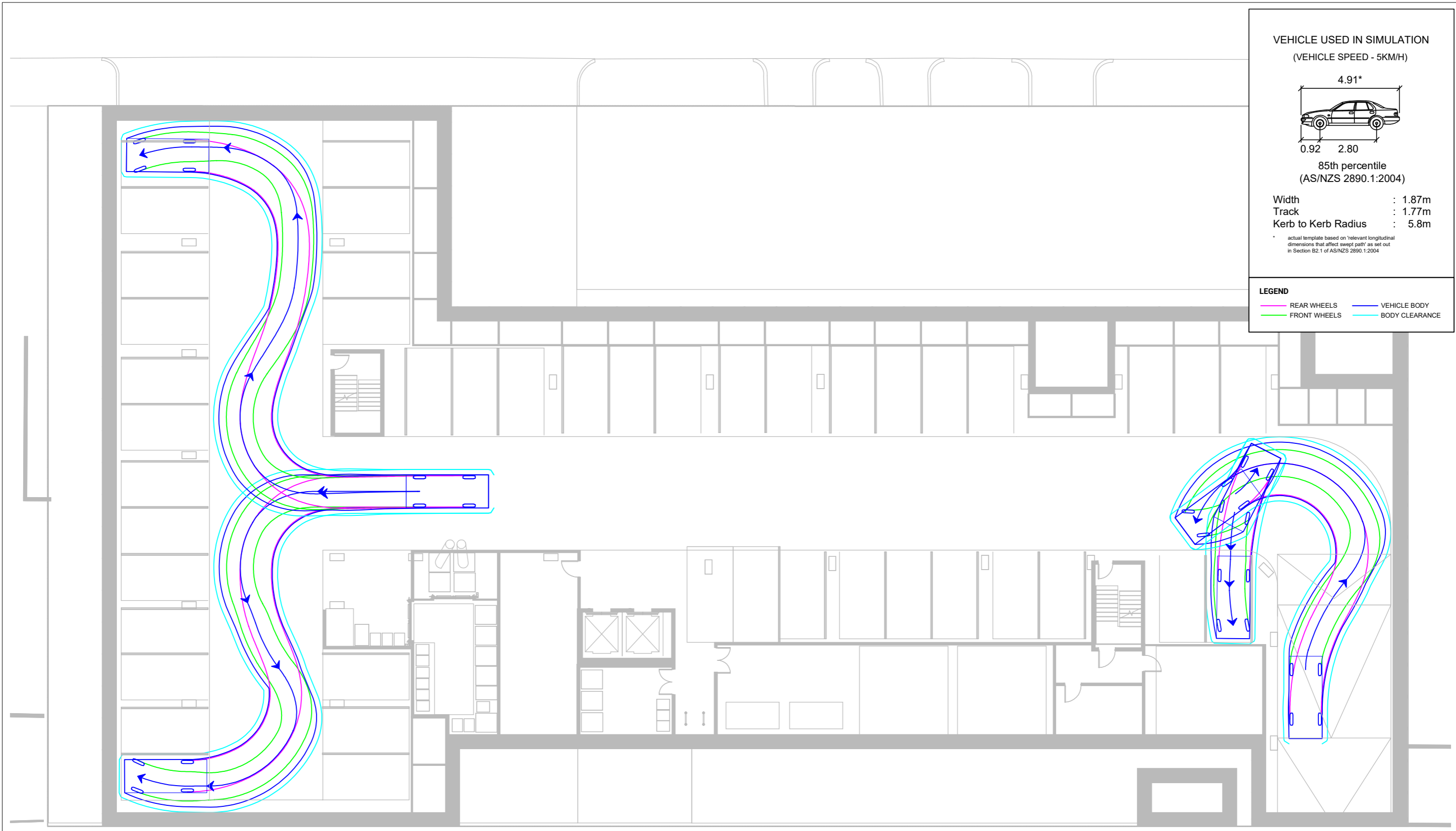


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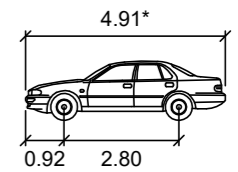
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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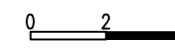
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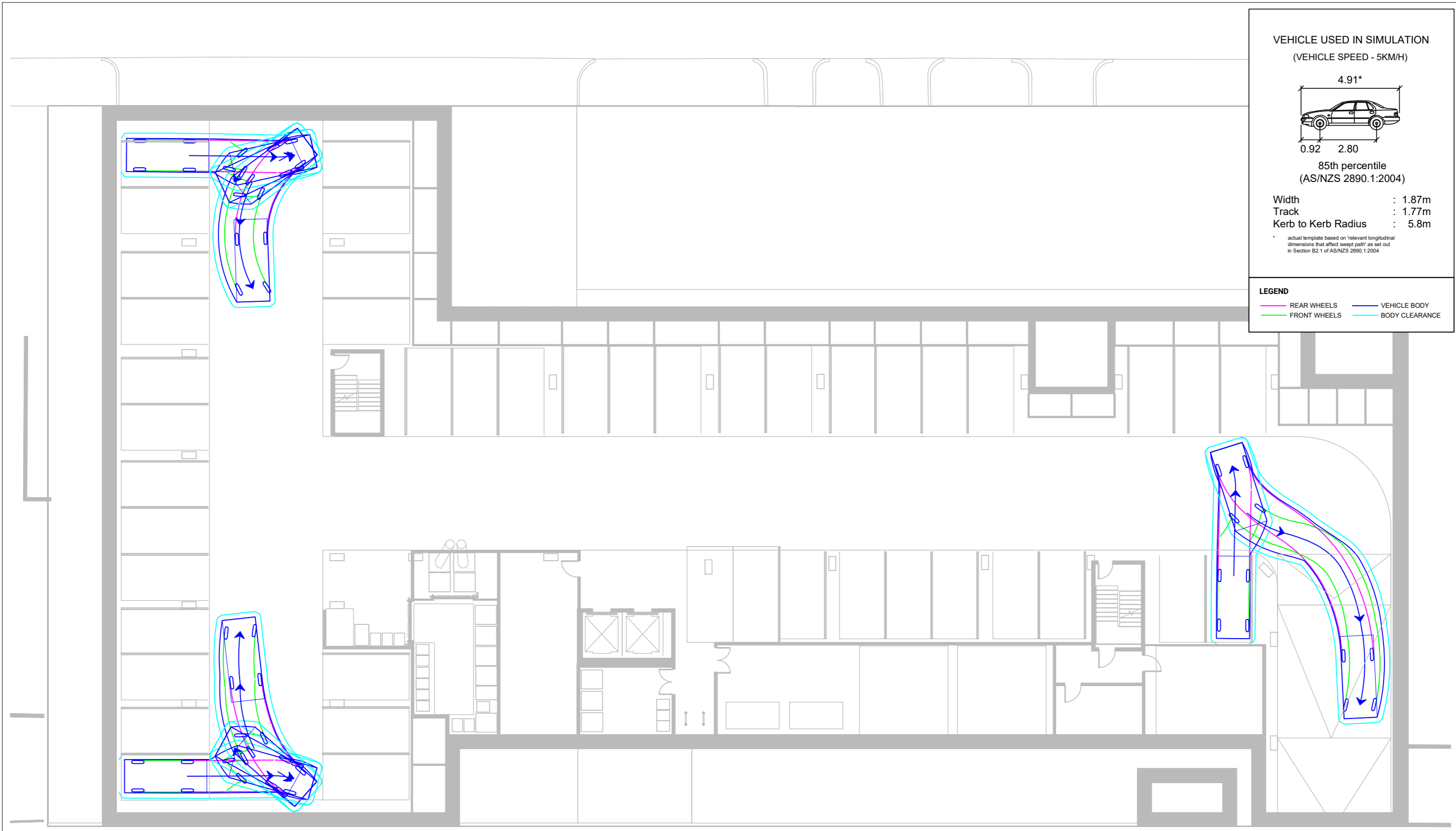
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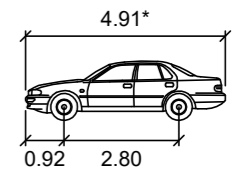
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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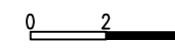
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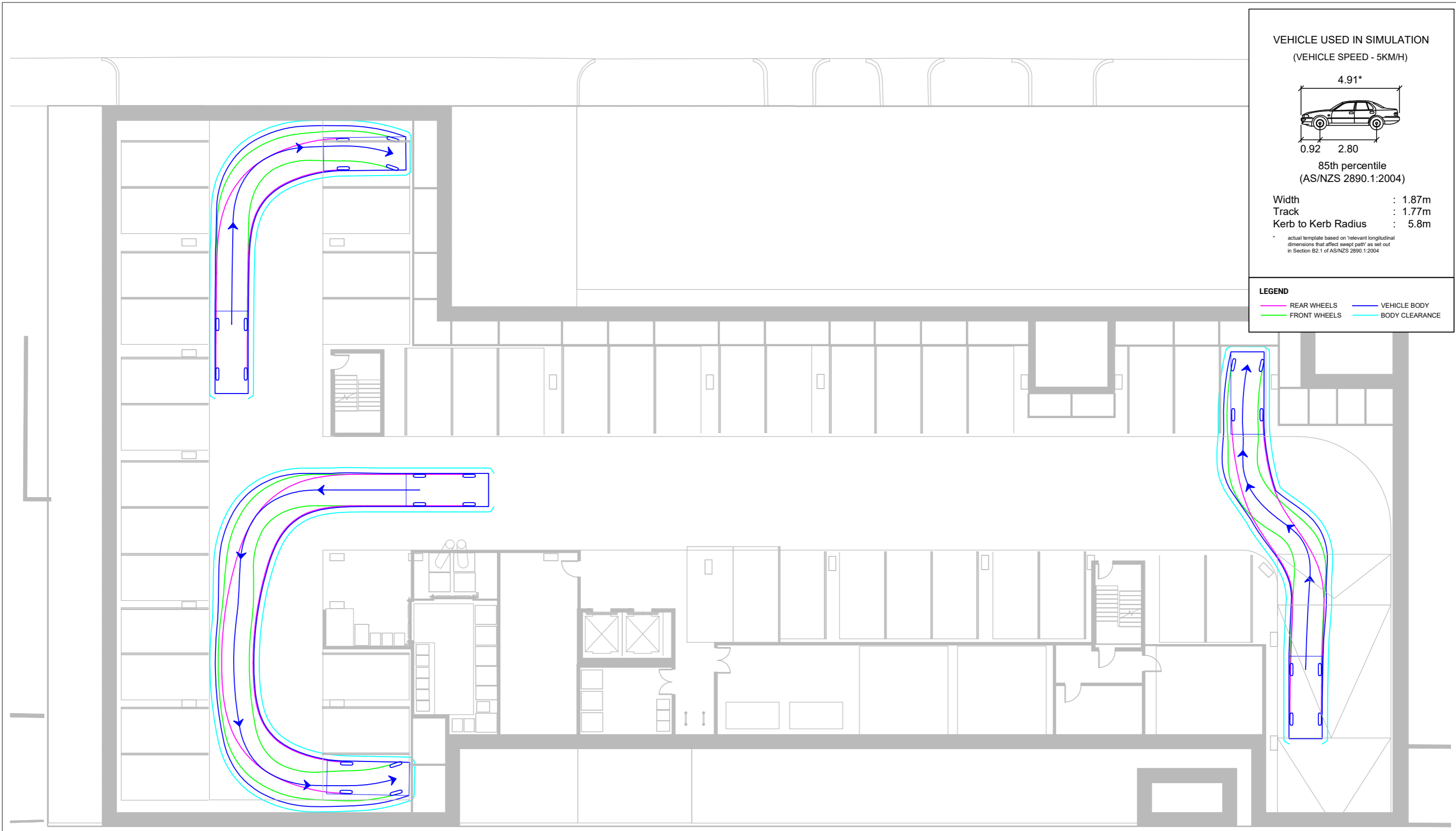
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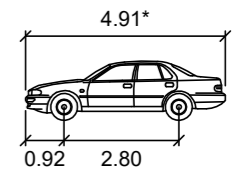
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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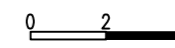
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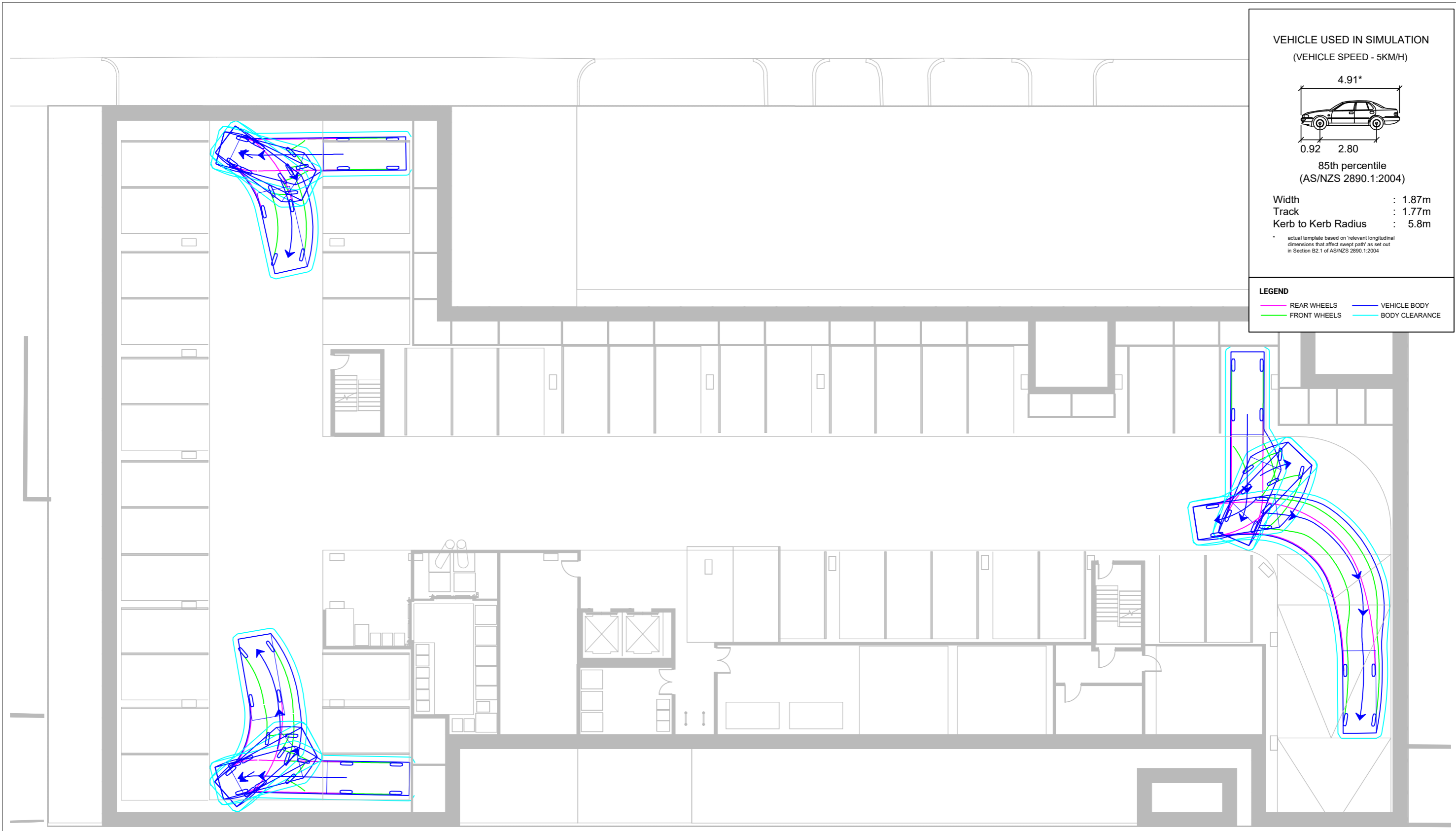
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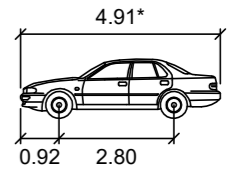
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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

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

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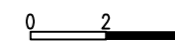
35-45 LITHGOW STREET, ABBOTSFORD
PROPOSED BUILD TO RENT DEVELOPMENT

GENERAL NOTES:
ARCHITECTURAL PLANS, RECEIVED
30-10-2025

FILE NAME: G35649-01
SHEET NO.: 07



SCALE:
1:200 (A3)



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