Traffix Group

Traffic Engineering Assessment

Proposed Courthouse

161 Sturt Street, Echuca

Prepared for
Court Services Victoria

September 2025

G37025R-01B

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1. Introduction

Traffix Group has been engaged by Court Services Victoria to undertake a traffic engineering assessment for a proposed courthouse at 161 Sturt Street, Echuca.

2. Proposal

The proposal is for a new courthouse on-site, which will have the following characteristics:

- The courthouse will have a total Net Floor Area (NFA) of 734m^2
- Vehicle access to a staff carpark will be provided via a two-way crossover to Sturt Street, at the south-eastern corner of the site
- A total of 8 car spaces will be provided within the staff carpark
- A separate single-width crossover will be provided at the north-eastern corner of the site for a divisional van that transfers personnel to/from the salle port
- The court sits twice a week, however the registry is open for administrative purposes on the other week days.
- On sitting days, there will be up to 11 staff on-site, while on non-sitting days, there will be up to 4 staff.
- There will be an average of 14 cases that occur on a sitting day.

A copy of the development plans prepared by 1:1 Architects (dated September, 2025) are attached at Appendix A.

3. Existing Conditions

3.1. Subject Site

The subject site is 161 Sturt Street, Echuca. The table below summarises the key characteristics of the subject site.

Table 1: Subject Site Description

Characteristic	Description
Address	161 Sturt Street, Echuca
Area	Approximately 2,460m^2
Frontages	68m to Sturt Street
Zoning	Transport Zone 1 - State Transport Infrastructure - TRZ1
Activity Centre	Echuca CBD
Current use of site	Vacant
Vehicle access	2 x single width crossovers to Sturt Street
On-street parking along site frontage	11 unrestricted car spaces on Sturt Street

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

Figure 1: Photograph of Site's Frontage

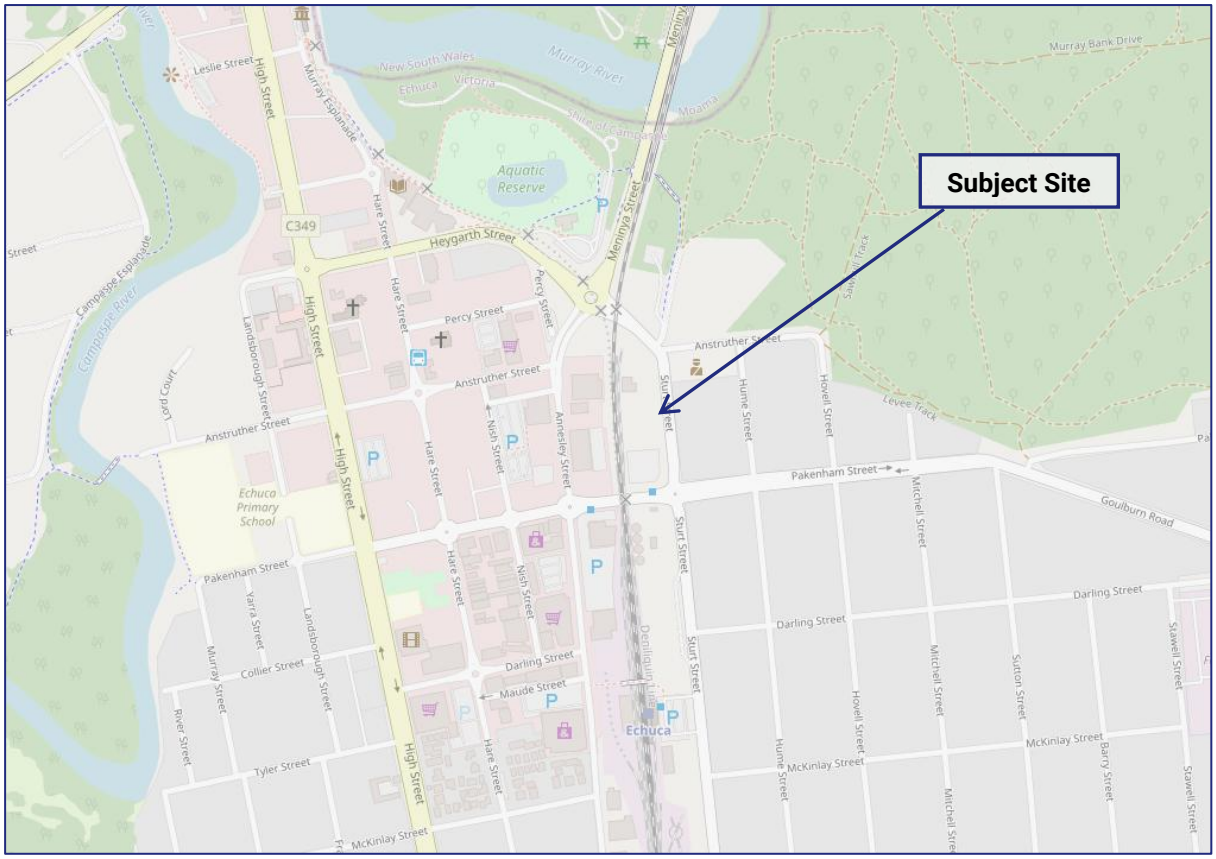


Figure 2: Locality Plan (Source: Melway Online)

Figure 3: Aerial Photograph (Source: Nearmap)

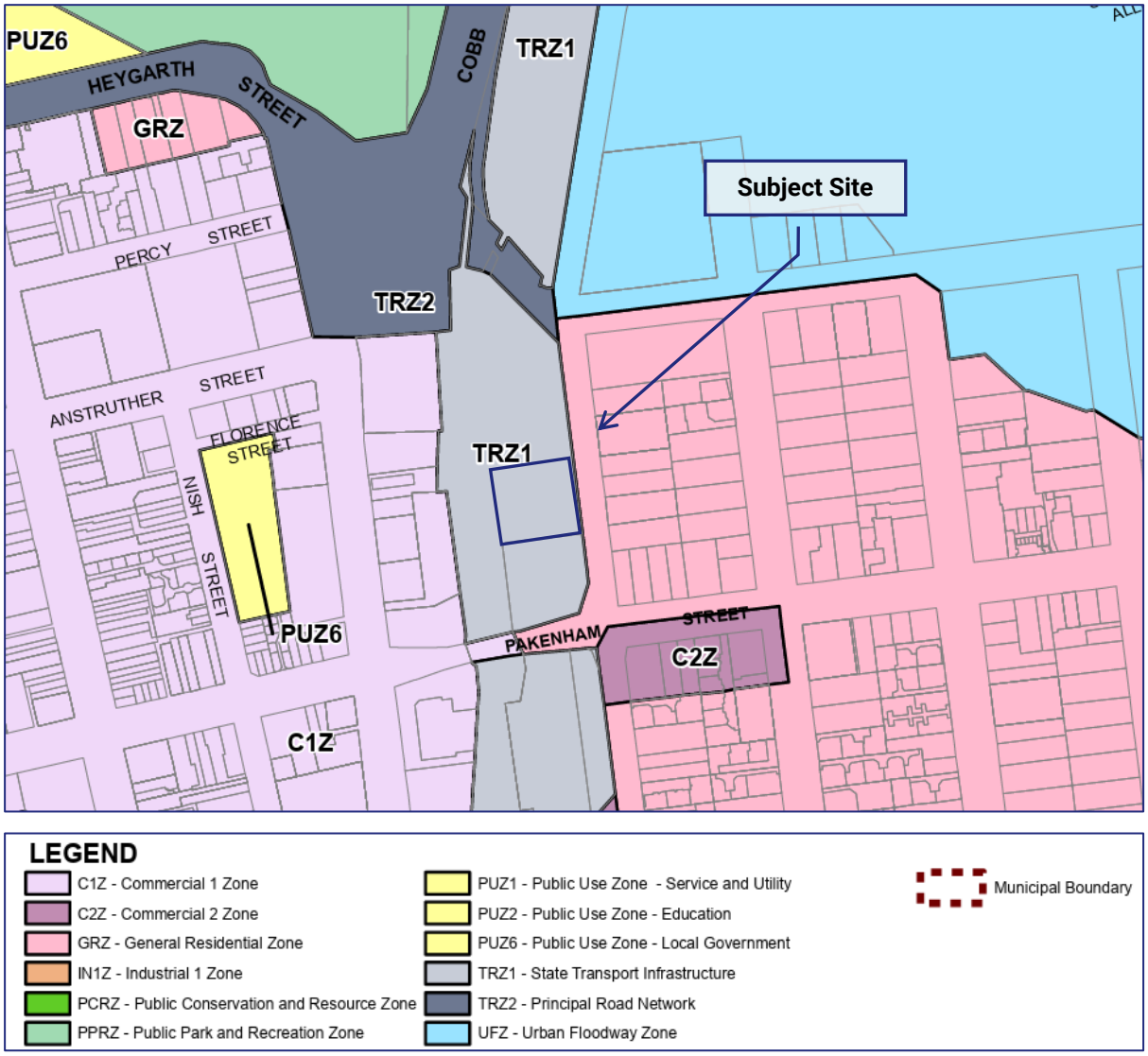


Figure 4: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

Sturt Street is a Council operated Collector Road[1], which is aligned in a north-south direction.

Sturt Street has a 10.8m wide carriageway which allows for two traffic lanes, with kerbside parking on both sides of the road.

A posted speed limit of 60km/h applies to Sturt Street.

Pakenham Street is a Council operated Collector Road[1], which is aligned in an east-west direction.

Pakenham Street has a traffic lane and kerbside parking lane/bicycle lane on each side of the road, separated by a central median.

A posted speed limit of 50km/h applies to Pakenham Street.

Photographs of the surrounding road network are shown below.

Figure 5: Sturt Street – view north

Figure 6: Sturt Street – view south

Figure 7: Pakenham Street – view east

Figure 8: Pakenham Street – view west

1 As per Council's Road Register (dated 20th October, 2021)

3.2.2. Car Parking Conditions

Traffix Group has completed parking surveys of on and off-street parking in the vicinity of the subject site. The purpose of the surveys was to assess the supply, management and demand for public parking resources in the nearby area. The surveys were completed at hourly intervals between 11am and 1pm on Thursday 3rd July, 2025.

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

The detailed parking survey is presented at Appendix B.

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

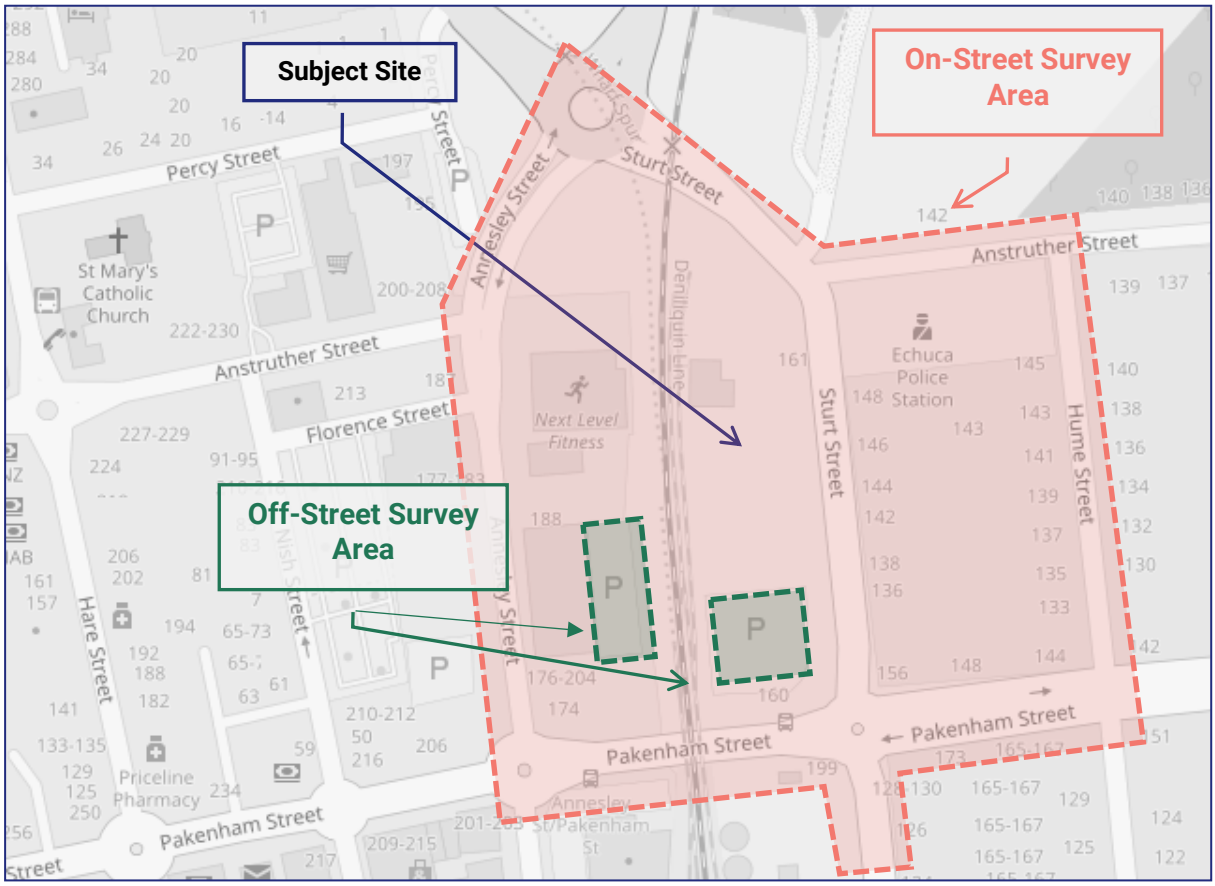


Figure 9: Parking Survey Inventory (Source: Melway)

On-Street Parking

The car parking surveys identified between 235-268 on-street car spaces available for use by the general public in the nearby area[2]. Car parking was generally a mixture of unrestricted and 2P Ticket spaces along Annesley Street. A profile of the on-street parking conditions over the survey period are shown below.

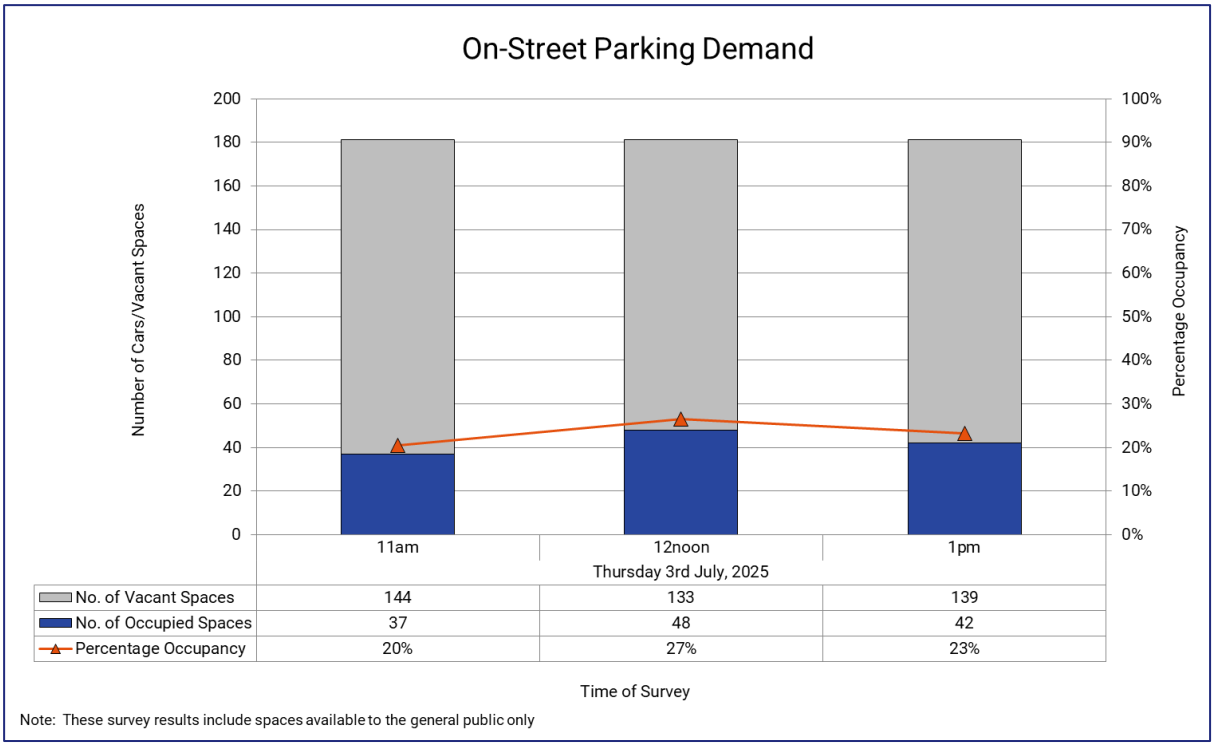


Figure 10: Profile of On-Street Parking Demand

Overall demand for on-street parking was low over the surveyed period. A minimum of 133 vacant spaces were recorded over the survey period (27% occupancy), which occurred at noon on Thursday 3rd July, 2025.

Off-Street Parking

There are two public off-street car parks in the vicinity of the site, which are as follows:

- 'Shire of Campaspe Carpark' – located on the north-western corner of Sturt Street and Pakenham Street, directly south of the site. The carpark contains 98 unrestricted spaces.
- 'Mann's Carpark' – located on the east side of Annesley Street, directly west of the site (over the railway line). The carpark contains 61 unrestricted spaces.

A profile of the off-street parking conditions over the survey period are shown below.

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

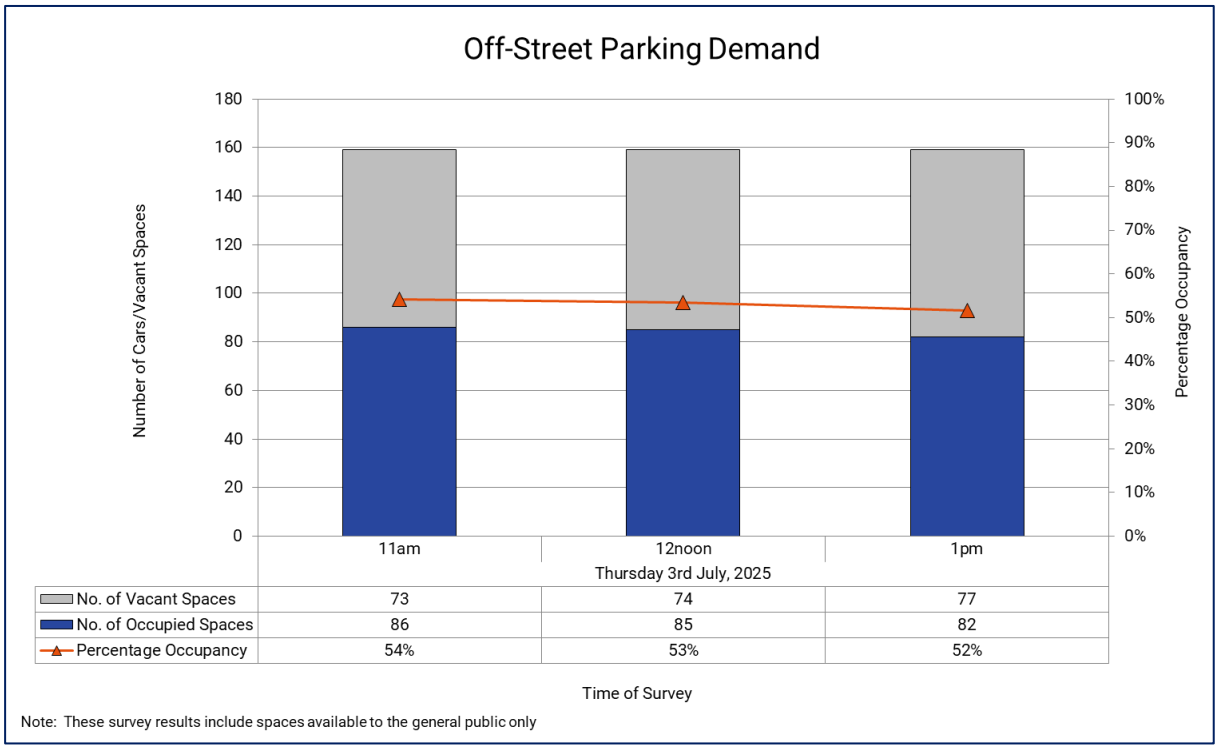


Figure 11: Profile of Off-Street Parking Demand

Overall demand for on-street parking was moderate over the surveyed period. A minimum of 73 vacant spaces were recorded over the survey period (54% occupancy), which occurred at 11am on Thursday 3rd July, 2025.

It is of note that demands within the 'Shire of Campaspe Carpark' was low, with 67-69 car spaces available in this carpark alone.

3.3. Public Transport

The site is well served by public transport services that operate in Echuca, with a number of bus services and Echuca Railway Station located in close proximity to the site.

The site is located outside the Principal Public Transport Network area (PPTN).

A summary is provided at Table 2 and map of the broader services provided at Figure 12.

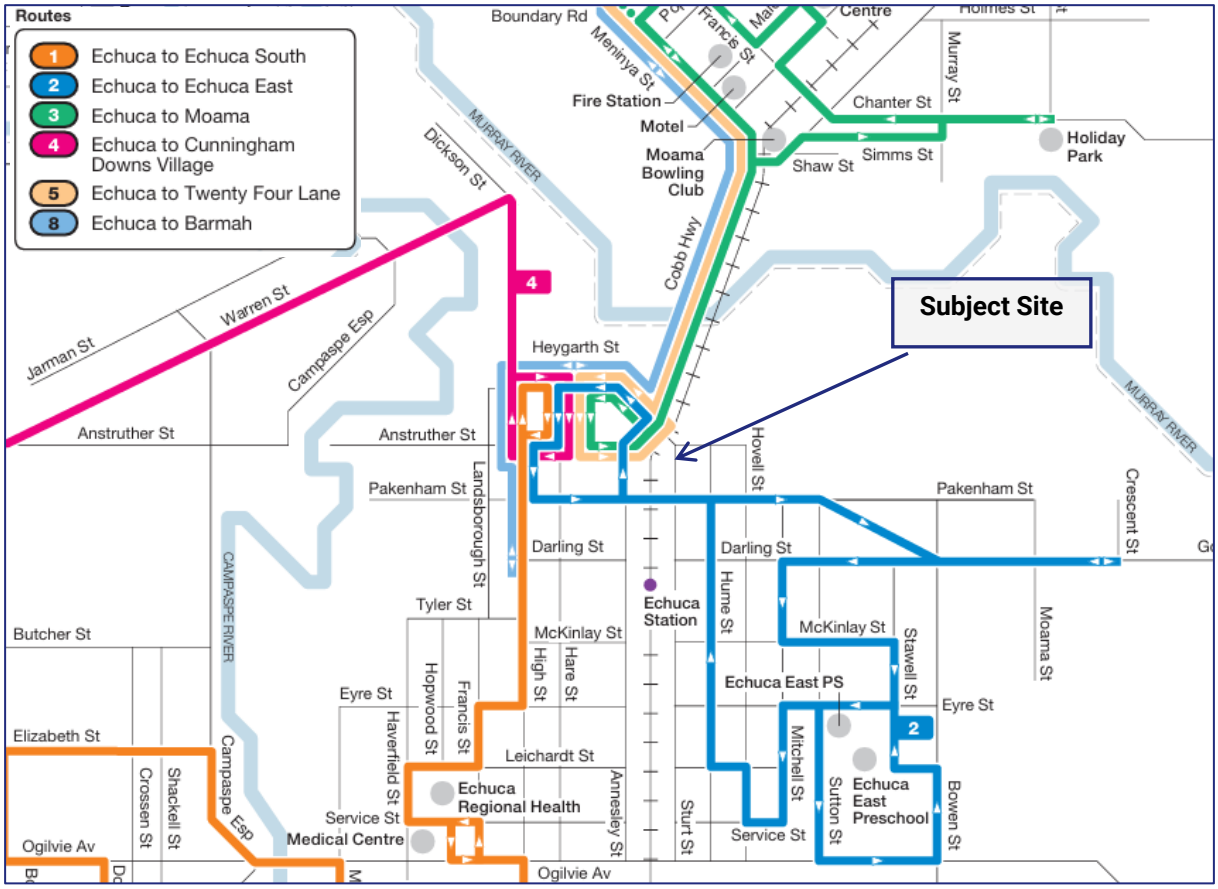


Figure 12: Public Transport Map (Source: PTV)

Table 2: Summary of Public Transport Services

Service	Between	Via
Pakenham Street – located 150m south of the site		
Bus Route 2	Echuca & Echuca East	Echuca Station
Echuca Railway Station – located 500m south of the site		
Echuca Train Line	Echuca & Melbourne	Bendigo & Sunbury
Hare Street – located 550m west of the site		
Bus Route 1	Echuca & Echuca South	Echuca Regional Health
Bus Route 3	Echuca & Moama	Moama Community Centre

Service	Between	Via
Bus Route 4	Echuca & Cunningham Downs Village	-
Bus Route 5	Echuca & Twenty Four Lane	Moama Marketplace

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'office' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

The purpose of Clause 52.06 is:

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

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

Column A applies unless Column B applies.

Column B applies 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 (State Government of Victoria, 2018); or*
- *a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.*

Given the site is located outside the PPTN, the Column A rates apply.

The statutory car parking assessment of the development is set out in Table 3 below.

Table 3: Statutory Car Parking Assessment – Column A of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column A)	Parking Requirement(1)	Parking Provision	Shortfall / Surplus
Office	734m^2	3.5 car spaces per 100m^2 NFA	25	8	-17

Notes:

1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

The provision of 8 car spaces results in a statutory shortfall of 17 spaces, and accordingly, a reduction is required under Clause 52.06-7.

Disabled Parking

Clause 52.06-9 states that:

> *The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.*

One disabled car space is required under the NCC in relation to the commercial car parking. A single DDA space is provided within the site carpark, complying with this requirement.

4.1.1. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

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

Planning Practice Note 22 (August, 2023) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

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

- *Likely demand for car parking spaces.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

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

4.1.2. Car Parking Demand Assessment

Staff Parking Demands

We have been instructed that on non-sitting days (i.e. 3 days a week), there will be 4 staff on-site at any one time.

On sitting days (i.e. twice a week), there will be up to 11 staff on-site at any time.

Accordingly, on non-sitting days, staff demands will be fully accommodated on-site.

From a review of 2016 ABS data for journey to work approximately 85-88% of workers within Echuca and Campaspe Shire Council travel to work via private car.

Accordingly, we expect that on sitting days, there will be a demand for approximately 9 car spaces.

The provision of 8 car spaces on-site means that there will be an overflow of approximately 1 car space associated with staff on sitting days that will need to be accommodated in the nearby area.

Visitor Parking Demands

On non-sitting days there will be minimal parking demands generated by visitors.

On sitting days, there will be an average of 14 cases.

These cases will be spread across the typical 6 hour period in which courts are open (i.e. between 10am and 4pm).

Accordingly, there will be approximately 2-3 court cases in an hour.

Each standard case will typically have the following visitors attending the courthouse:

- A lawyer
- A plaintiff
- A defendant
- 2 support persons

Accordingly, each case will have approximately 5 visitors attending the courthouse.

Given that 2-3 court cases will occur over an hour, we have conservatively assumed that the visitors for 3 separate hearings will attend the site at any one time (this allows for some level of crossover between cases).

Accordingly, there will be up to 15 visitors attending that site at any one time. Conservatively assuming that all of these visitors drive separately results in a total peak demand for 15 car spaces that will need to be accommodated in the nearby area. This measure is highly conservative, as it assumes that:

- no visitors take alternative modes (walking, public transport, cycle, dropped at site by taxi or friend, etc.) and
- all visitors come separately (when in reality there may be some car pooling, such as between a defendant and support persons).

Overall

Overall, the site is expected to generate the following car parking demands:

- On non-sitting days - car parking demands will be met on-site (i.e. 3 times a week)
- On sitting days - there will be an overflow in car parking demands of 16 car spaces, comprising 15 short-term visitor spaces and 1 long-term staff spaces (i.e. 2 times a week)
- On weekends, and outside of court hours (i.e. outside 10am-4pm), there will be minimal car parking demands generated by the courthouse.

4.1.3. Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The relevant car parking provision factors are as follows:

- ***The Car Parking Demand Assessment.***
- *Any relevant local planning policy or incorporated plan.*
- ***The availability of alternative car parking in the locality of the land, including:***
  - ***Efficiencies gained from the consolidation of shared car parking spaces.***
  - ***Public car parks intended to serve the land.***
  - ***On street parking in non residential zones.***
  - ***Streets in residential zones specifically managed for non-residential parking.***
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*

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

These factors are considered below.

Car Parking Demand Assessment

The Car Parking Demand Assessment has been undertaken in Section 0, which concluded the following:

- On non-sitting days - car parking demands will be met on-site (i.e. 3 times a week)
- On sitting days - there will be an overflow in car parking demands of 16 car spaces, comprising 15 short-term visitor spaces and 1 long-term staff spaces (i.e. 2 times a week)
- On weekends, and outside of court hours (i.e. outside 10am-4pm), there will be minimal car parking demands generated by the courthouse.

Availability of Alternative Car Parking

The car parking surveys undertaken by our office are presented at Section 3.2.2.

The surveys indicate the following:

- There were a minimum of 133 vacant spaces within the on-street car parking areas surrounding the site.
- There were a minimum of 73 off-street parking spaces available within the review area.
- Of the available off-street parking, there were 67-69 spaces available within the 'Shire of Campaspe Carpark'

Accordingly, the expected overflow of 16 car spaces during sitting days can be readily accommodated within the surrounding parking areas.

It is important to note that this overflow in car parking will be limited to a 6 hour period, twice a week, with minimal impact to parking outside of these times.

Access to Alternative Modes of Transport

The alternative modes of transport surrounding the site are discussed in Section 3.3 and include 5 bus services, and Echuca Railway Station. The site is well serviced by public transport in the context of Echuca.

Accordingly, the site is served by public transport that would reduce the reliance on private vehicle travel for access to/from the locale.

4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

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

Table 4: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Office	734m^2	1 space to each 300m^2 NFA if the NFA exceeds 1,000m^2	1 space to each 1,000m^2 NFA if the NFA exceeds 1,000m^2	-
TOTAL				**0 spaces**

No car parking is required for the office (given the floor area is less than 1,000m^2) and none is provided.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

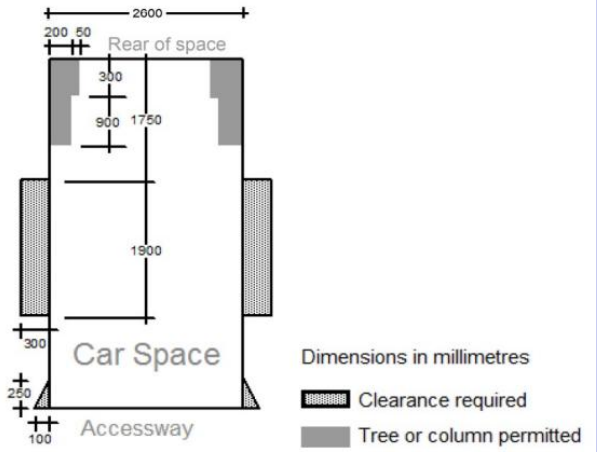
- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2022 – Part 6: Off-Street Car Parking for People with Disabilities.

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

Table 5: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Accessways exceed 4.2m width at changes in direction.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	N/A	Carpark is for staff only.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Carpark is open overhead.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	All vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A	Although not strictly necessary, passing is provided at the site entrance.
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.	✓	Splays provided.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	N/A	Access is not to a Transport Zone.
If entry to the car space is from a road, the width of the accessway may include the road.	N/A	No car spaces accessed directly from road.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 2 – Car Parking Spaces</td></tr>
<tr><td>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.
<table>
<tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr>
<tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr>
<tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr>
<tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr>
</table>
Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</td><td>✓</td><td>All car spaces are 2.6m wide x 4.9m with a 6.4m wide access aisle.

Access to and from the critical car spaces within the carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).</td></tr>
<tr><td>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:
• A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.
• A structure, which may project into the space if it is at least 2.1 metres above the space.
Diagram 1 Clearance to car parking spaces
 
</td><td>✓</td><td>Car spaces provided with the required clearance.</td></tr>
<tr><td>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</td><td>N/A</td><td>No garages proposed.</td></tr>
</table>

Requirement	Assessment	Design Response
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	No tandem car spaces.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A	Use is not residential.
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	✓	DDA space complies with the requirements of AS2890.6-2022.
Clause 52.06-9 Design Standard 3 - Gradients		
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	✓	Carpark is generally flat.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. **Type of car park** / **Length of ramp** / **Maximum grade** **Public car parks** — 20 metres or less — 1:5 (20%) longer than 20 metres — 1:6 (16.7%) **Private or residential car parks** — 20 metres or less — 1:4 (25%) longer than 20 metres — 1:5 (20%)	✓	Carpark is generally flat.
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	✓	Carpark is generally flat.
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	✓	Carpark is generally flat.

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 4 – Mechanical Parking		
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	N/A	No mechanical parking proposed.
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	N/A	
The design and operation is to the satisfaction of the responsible authority.	N/A	
Clause 52.06-9 Design Standard 5 – Urban Design		
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A	These matters are more related to urban design, rather than specifically traffic engineering.
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		
Design of car parks must take into account their use as entry points to the site.		
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed.
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	✓	Carpark will be lit during operating hours.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	✓	The carpark is secure.
Pedestrian access to car parking areas from the street must be convenient.	✓	The carpark is secure and private, separate pedestrian access is provided directly to the building.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	The carpark is not highly trafficked.

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A	These requirements are not strictly related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

4.4. Loading and Waste Collection Arrangements

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

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

4.4.1. Loading

The courthouse will require the secure transport of personnel to site, with loading and unloading to occur within the separate vehicle access point connecting to the Salle Port.

These activities will be undertaken by a divisional van, which is the equivalent of a B99 design vehicle.

Swept path diagrams demonstrating this vehicle entering the site, turning around within the private accessway, and then exiting the site in a forward direction are attached at Appendix C.

All other loading activities will be minimal and infrequent, and can be undertaken within the site carpark outside of peak operating periods or on-street.

We are satisfied that these loading arrangements are acceptable.

4.4.2. Waste Collection

Waste collection is to occur on-site from within the Salle Port carpark.

Swept path diagrams demonstrating the waste vehicle (represented by an 8.8m long Medium Rigid Vehicle) accessing this area are attached at Appendix C.

We satisfied that the waste collection arrangements are acceptable.

4.5. Traffic Impact Assessment

4.5.1. Traffic Generation

A total of 8 car spaces are provided on-site.

We consider that approximately 50% of these car spaces will generate a vehicle trip, given that a portion of trips are expected to occur outside the commuter peak hour period (i.e. some will arrive later when court opens, and some will depart early after court closes), meaning that the site is expected to generate 4 vehicle trips during the peak hour periods.

All other visitors to the site will park in the surrounding areas, with trips spread across the road network.

This level of traffic is low, and can be readily accommodated by Sturt Street and Pakenham Street, both of which are designated 'Collector Roads', as well as the wider road network.

Overall, we are satisfied that the traffic impacts of the proposal are acceptable.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed courthouse at 161 Sturt Street, Echuca, we are of the opinion that:

a) the proposed development has a statutory car parking requirement of 25 car spaces under Clause 52.06-5, and the provision of 8 car spaces results in a statutory shortfall of 17 spaces,

b) the Car Parking Demand Assessment indicates that there will be an expected shortfall of 16 spaces on sitting days (i.e. twice a week and during the day on weekdays), while at all other times, car parking demands will be met on-site,

c) the car parking reduction is supported by the following decision factors of Clause 52.06-7:

   i) there is ample public car parking in the surrounding area to accommodate the expected car parking overflow at all times, and

   ii) there are alternative modes of transport that would reduce the reliance on utilising private vehicles to access the site.

d) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,

e) no bicycle parking is required under Clause 52.34 of the Planning Scheme,

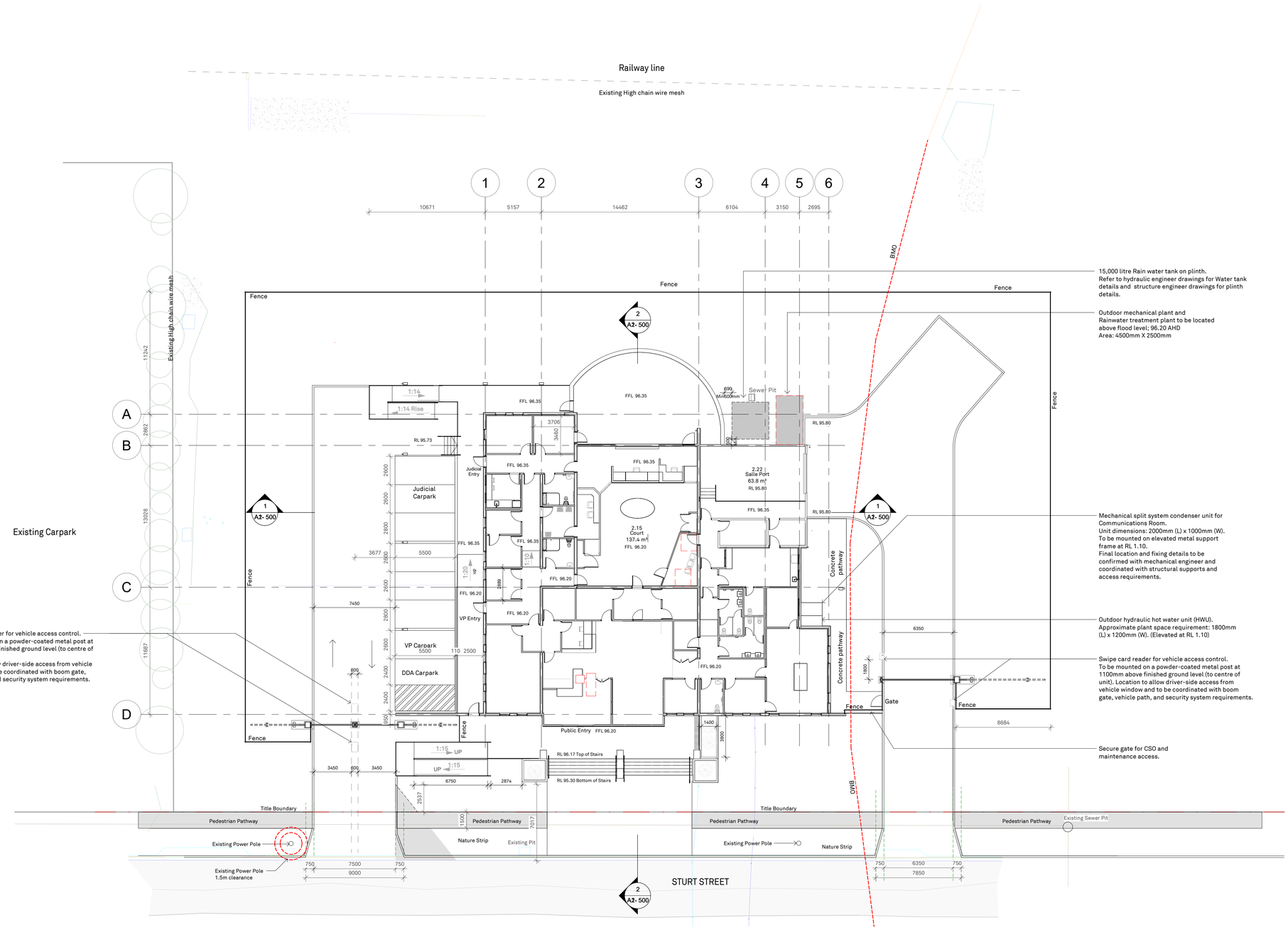
f) loading and waste collection arrangements are appropriate,

g) the level of traffic generated by the proposal is low and can be accommodated by the surrounding road network, and

h) there are no traffic engineering reasons why a planning permit for the proposed courthouse at 161 Sturt Street, Echuca should be refused, subject to appropriate conditions.

Appendix A

Development Plans



1 A1 005 PROPOSED SITE PLAN
1 : 200

ADVERTISED PLAN

DEMOLITION GENERAL LEGEND

- NO WORKS AREA
- EXISTING WALLS TO REMAIN
- EXISTING WALLS TO BE DEMOLISHED
- REFER TO DIVISION 6 ASBESTOS REPORT
- SITE BOUNDARY LINE

SITE PLAN GENERAL LEGEND

- EXPOSED AGGREGATE CONCRETE. REFER TO LANDSCAPE ARCHITECT DETAILS.
- CHARCOAL COLOURED CONCRETE PAVING
- PAVING AND GROUNDCOVER. REFER TO LANDSCAPE ARCHITECT DETAILS.

DEMOLITION NOTES

1. ALL DEMOLITION WORKS SHALL OCCUR WITH MINIMUM DISRUPTION TO THE BUILDING OCCUPANTS & PUBLIC. THE DEMOLITION CONTRACTOR IS TO INSPECT THE SITE TO BECOME FAMILIAR WITH THE LIMITATIONS & CONSTRAINTS FOR ACCESS, NOISE & SAFETY
2. PUBLIC AREAS ARE TO BE KEPT CLEAR OF DEBRIS AND DUST AT ALL TIMES. REDUCE DUST & NOISE GENERATED BY DEMOLITION WORKS TO A PRACTICAL MINIMUM.
3. CONTRACTOR AND SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THIS DRAWING AND SITE CONDITIONS PRIOR TO ANY WORK COMMENCING. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS.
4. REMOVE ALL INTERNAL ITEMS SHOWN AS DASHED INCLUDING WALLS, PARTITIONS, JOINERY, SUSPENDED CEILING, FLOOR COVERINGS & FINISHES UNLESS OTHERWISE NOTED. MAKE GOOD JUNCTIONS WITH WALLS AND CEILINGS AS NECESSARY.
5. SERVICES NO LONGER REQUIRED ARE TO BE SEALED, OR IF REQUIRED, THE BUILDER IS TO ALLOW FOR THEIR RELOCATION OR MODIFICATION TO SUIT THE NEW LAYOUT.
6. UPON REMOVAL OF EXISTING FITTINGS THE BUILDER IS TO ALLOW TO MAKE GOOD ALL AFFECTED SURFACES.
7. THE BUILDER IS TO ENSURE ANY LOOSE OR FIXED EQUIPMENT REMAINING WITHIN THE PROPOSED WORKS ZONE ON POSSESSION OF SITE & REQUIRING DISCONNECTION &/OR REMOVAL PRIOR TO DEMOLITION WORKS COMMENCING IS TO BE CAREFULLY REMOVED & RETURNED TO THE PROPRIETOR FOR REUSE.
8. THE CONTRACTOR IS TO MAKE GOOD/REINSTATE, TO THE SATISFACTION OF SUPERINTENDENT /ARCHITECT, ANY DAMAGE TO THE EXISTING BUILDING OR SERVICES.
9. THE DEMOLITION CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL COUNCIL & AUTHORITY CONDITIONS FOR IMPLEMENTING DEMOLITION WORKS. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL NECESSARY TEMPORARY SERVICE CONNECTIONS.
10. ALLOW TO RETAIN AND PROTECT THE EXISTING ELECTRICAL SWITCHBOARDS DURING DEMOLITION AND ENSURE THAT OPERATION IS UNIMPEDED AT ALL TIMES.
11. PRIOR TO DEMOLITION A LICENCED ELECTRICIAN IS TO CUT AND TAG ALL ELECTRICAL CIRCUITS TO BE DEMOLISHED AT A SAFE AND SUITABLE TERMINATION POINT.
12. PRIOR TO DEMOLITION A LICENCED PLUMBER IS TO CUT AND SEAL ALL WATER SUPPLY AND SANITARY DRAIN POINTS AT A SUITABLE TERMINATION POINT. ALLOW TO REMOVE ALL EXISTING REDUNDANT WATER & SEWER PIPEWORK, VALVES, FITTINGS UP TO THE TERMINATION POINT ALL IN ACCORDANCE WITH AS3500 AND AUTHORITY REQUIREMENTS.
13. ALL DEMOLITION WORKS WILL COMPLY WITH BUILDING REGULATION 607 AND AS2601-2011.
14. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR ALL COSTS (MATERIALS, LABOUR AND TIME) FOR THE TEMPORARY PROPPING AND REINSTATEMENT OF THE EXISTING BUILDING STRUCTURE TO THE EAST WING FOR THE CONSTRUCTION OF NEW COLUMNS AND FOUNDATIONS AND INSTALLATION OF NEW SERVICES. THIS MAY INCLUDE WORKS TO THE WALLS, FLOORING AND STUMPS RELATED AND DETAILED DEMOLITION FOR THE INSTALLATION OF COLUMNS, STUMPS AND FOUNDATIONS INCLUDING SERVICES ETC.
15. CONTRACTOR TO RETAIN ALL EXISTING FHR THROUGHT THE BUILDING. IF REQURIED BY THE WORKS, ALLOW TO BE REMOVED, STORED AND REINSTATED FOLOWING PROPOSED WORKS

ASBESTOS NOTES

1. ASBESTOS REMOVAL SHALL BE CARRIED OUT ONLY TO AREAS RECEIVING DEMOLITION
2. AREAS CONTAINING ASBESTOS ARE IDENTIFIED IN THE PART 5 & 6 ASBESTOS AUDIT
3. REMOVAL OF ASBESTOS IS PART OF THE CONTRACTOR'S SCOPE. THE WORK SHALL BE CARRIED OUT BY LICENSED PERSONS ENGAGED TO REMOVE ASBESTOS-CONTAINING MATERIAL.
4. CONTRACTOR SHALL ITEMIZE ASBESTOS REMOVAL AS A SEPARATE ITEM IN THEIR PRICING (SEPARATE FUNDING FROM DET)
5. REINSTATEMENT / REPLACEMENT OF MATERIALS WILL BE INCLUDED IN THE MAIN CONTRACT
6. CONTRACTOR TO REFER TO *SPECIFICATION FOR ASBESTOS SAFE REMOVAL* REQUIREMENT PRIOR TO ANY DEMOLITION WORKS COMMENCING

REVISIONS

REV	DATE	DESCRIPTION	BY
P1	10.04.25	Preliminary	MSH
P2	05.09.25	DD Updated _2	

I:I Architects

MANAGEMENT
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PROJECT
CLIENT: Court Services Victoria
PROJECT: Echuca Law Court

JOB NO: 25012

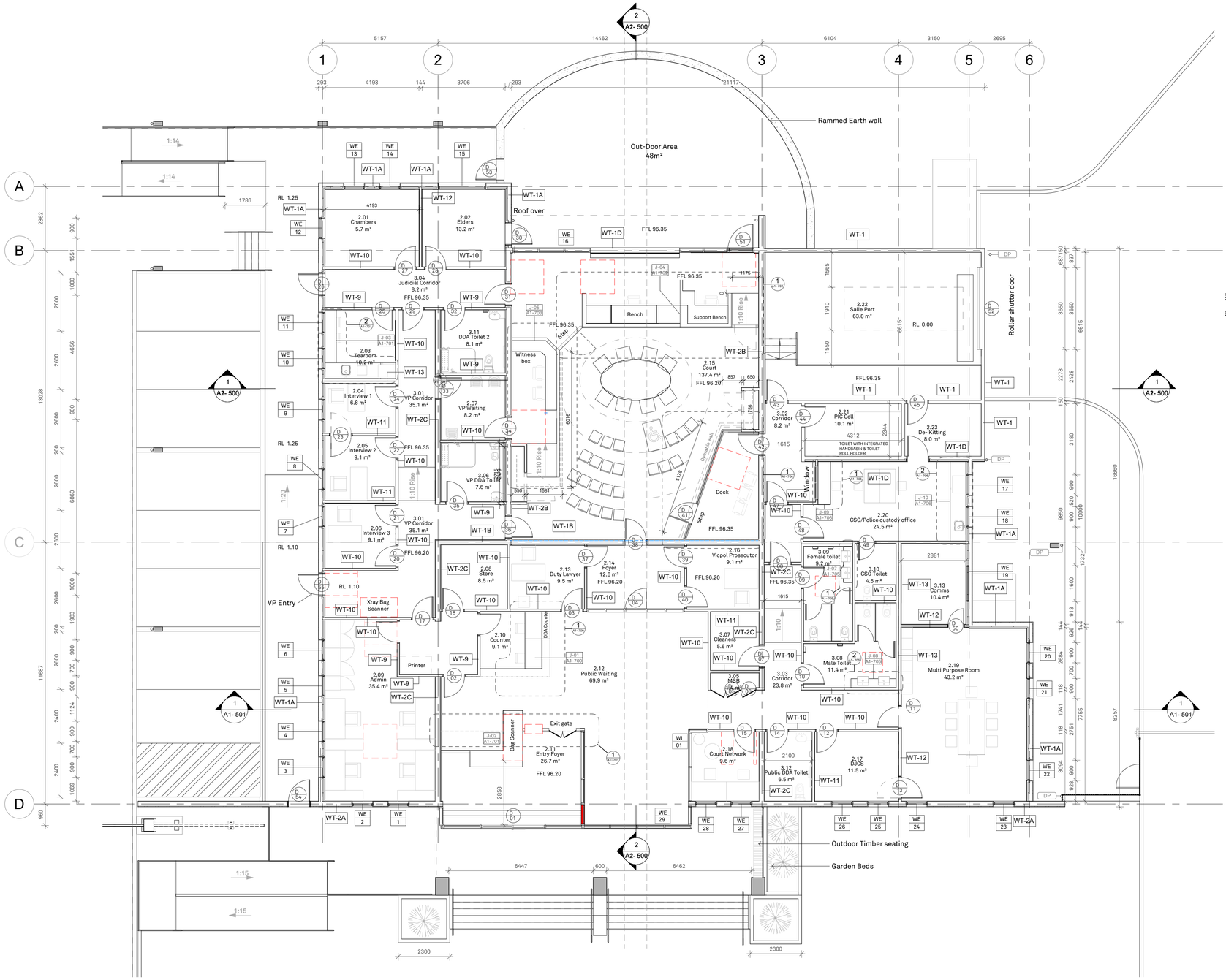
DWG TITLE: Site Plan - Proposed

DWG NO: A1- 005 REV NO: P2

DATE: August 2025
SCALE: As indicated

FIGURED DIMENSIONS TAKE PRECEDENCE TO SCALE READINGS. VERIFY ALL DIMENSIONS ON SITE.
REPORT ANY DISCREPANCIES TO THE ARCHITECT FOR DECISION BEFORE PROCEEDING WITH THE WORK. ©

ISSUE FOR : Preliminary



1 PROPOSED GROUND FLOOR PLAN
1 : 100

ADVERTISED PLAN

WALL TYPE LEGEND

Concrete Panel Walls

WT-1 (External Wall)
150mm Precast concrete panel with no lining (Exterior to interior)

WT-1A (External Wall)
180mm Precast Concrete Panel with brick inlay externally (Exterior to interior)
25/180/50/13
Brick inlay (25 mm thin-brick set into precast face) Refer to schedule for aepcification
Precast concrete panel: 180 mm
50 mm battens
PIR board (foil-faced, joints taped) — minimum R1.4, continuous layer
13 mm Gyprock Standard plasterboard - Paint finish
Refer to Elevation Plans for Wall Finishes.

WT-1B (Rw 60)
150mm Precat conceret panel with plasterboard lining on both sides
13/50/150/50/13
13mm Gyprock Soundchek+ 50mm Acoustigard 24Kg cavity insulation with BG02 and 16mm furring channel fixed to concrete wall at 600mm center + 150mm Precast Concrete Panel + 50mm Acoustigard 24Kg cavity insulation with furring channel fixed to concrete wall at 600mm centre + 13mm Gyprock Soundchek

WT-1C
150mm Precat conceret panel with plasterboard lining on both sides
13/30/150/30/13
13mm Gyprock Standard Plasterboard+ 30mm furring channel fixed to concrete wall at 600mm center + 150mm Precast Concrete Panel + 30mm furring channel fixed to concrete wall at 600mm centre + 13mm Gyprock Plasterboard

WT-1D (Rw 60)
150mm Precat conceret panel with plasterboard lining on one side:
13/13/70/150/-
2x 13mm Gyprock Soundchek Plasterboard fixed to 70mm furring channel at 600mm center+ 70mm SoundScreen™ R2.0 cavity insulation+150mm Precast Concrete Panel

WT-2
180mm Precast concrete panel with no lining (Exterior to interior)

WT-2A
180mm Precast Concrete Panel with brick inlay externally (Exterior to interior)
Brick inlay (25 mm thin-brick set into precast face) Refer to schedule for aepcification
Precast concrete panel: 180 mm
50 mm battens and PIR board (foil-faced, joints taped) — minimum R1.4, continuous layer
50mm battens
13 mm plasterboard - Paint finish
Refer to Elevation Plans for Wall Finishes.

WT-2B (Rw 60)
TBC- 180mm Precat conceret panel with plasterboard lining on both sides
13/50/180/50/13
13mm Gyprock Soundchek+ 50mm Acoustigard 24Kg cavity insulation with with BG02 and 16mm furring channel fixed to concrete wall at 600mm center + 180mm Precast Concrete Panel + 50mm Acoustigard 24Kg cavity insulation with furring channel fixed to concrete wall at 600mm centre + 13mm Gyprock Soundchek

WT-2C (Rw 40)
TBC-180mm Precat conceret panel with plasterboard lining on both sides
13/50/180/30/13
13mm Gyprock Aquachek+ 50mm Acoustigard 14Kg cavity insulation with with BG02 and 16mm furring channel fixed to concrete wall at 600mm center + 180mm Precast Concrete Panel + 30mm furring channel fixed to concrete wall at 600mm centre + 13mm Gyprock Plasterboard

WT-2D
180mm Precat conceret panel with plasterboard lining on one side
13/64/180/
13mm Gyprock Soundchek fixed to 64mm steel stud at 600mm center+ 75mm Acoustigard 11Kg cavity insulation+180mm Precast Concrete Panel

Light Weight Internal Walls

WT-9- Rw 40
Steel frame internal wall with plasterboard lining - RW 55
13/92/13
13mm Gyprock Soundchek Plasterboard
92mm Steel Stud
13mm Gyprock Soundchek Plasterboard

WT-10- Rw 45
Steel frame internal wall with plasterboard lining - RW 55
13/92/13
13mm Gyprock Fyrchek MR Plasterboard
75 mm Acoustigard 11kg cavity insulation
92mm Steel Stud
13mm Gyprock Gyprock Fyrchek Plasterboard.

WT-11 Rw 50
Steel frame internal wall with plasterboard lining-
13/13/92/13
2x13mm Gyprock Soundchek Plasterboard
75 mm Acoustigard 11kg cavity insulation
92mm Steel Stud
13mm Gyprock Soundchek Plasterboard

WT-12- Rw 55
Steel frame internal wall with plasterboard lining- RW 55
13/13/92/13/13
2x13mm Gyprock Soundchek Plasterboard
75 mm Acoustigard 11kg cavity insulation
92mm Steel Stud
2x13mm Gyprock Soundchek Plasterboard

WT-13- Rw 60
Double Stud Steel frame internal wall with plasterboard lining- RW60
13/13/92/13
2 x 13mm Gyprock Fyrchek Plasterboard.
2x 50mm Acoustigard 14Kg cavity insulation
Double 92mm studs at 600mm maximum centers each side.
Min 20mm gap
1x 13mm Gyprock Fyrchek Plasterboard.

FIGURED DIMENSIONS TAKE PRECEDENCE TO SCALE READINGS. VERIFY ALL DIMENSIONS ON SITE. REPORT ANY DISCREPANCIES TO THE ARCHITECT FOR DECISION BEFORE PROCEEDING WITH THE WORK. ©

FINISHES SCHEDULE:

AA-AA REFER TO FINISHES SCHEDULE FOR ALL INTERNAL AND EXTERNAL FINISHES SHOWN AND/OR TAGGED ON ALL THE PLANS FOR INFORMATION AND DETAILS.

CONTRACTOR TO ALLOW FOR ALL SURFACES, EXISTING OR NEW, TO BE PAINT FINISHED

FIXTURES & FITTINGS:

AA-AA REFER TO FURNITURE, FIXTURES AND EQUIPMENT (FF&E) SCHEDULE FOR ALL FIXTURES AND FITTING SHOWN AND/OR TAGGED ON ALL THE PLANS FOR INFORMATION AND DETAILS.

CONTRACTOR TO:
1. CONFIRM ALL QUANTITIES AND LOCATIONS WITH DRAWINGS
2. IN THE EVENT OF ANY DISCREPANCIES BETWEEN THE SCHEDULE, THE ARCHITECTURAL DRAWINGS AND THE SERVICES DRAWINGS AND/OR SPECIFICATIONS, THE CONTRACTOR IS TO SEEK CLARIFICATION OR IT WILL ALLOW FOR THE LARGER COST AND/OR NUMBER FOR EACH ITEM.
3. ALL ITEMS MUST BE SUPPLIED AND INSTALLED IN ACCORDANCE WITH THE BCA, RELEVANT AUSTRALIAN STANDARDS, AND THE MANUFACTURER'S INSTRUCTIONS.
4. SEEK THE SUPERINTENDENT/ARCHITECT APPROVAL FOR AN ALTERNATIVE TO THE SCHEDULE.
5. ALLOW FOR ALL FIXING REQUIRED BY THE MANUFACTURER TO EXISTING OR NEW WALLS OR SURFACES, INCLUDING ADDITIONAL SUPPORTS.
6. ALLOW TO RUN REQUIRED ELECTRICAL WIRING AND CONNECTIONS AS PER THE EQUIPMENT REQUIREMENTS AND AS RECOMMENDED BY THE NOMINATED MANUFACTURER.

GENERAL NOTES

1. CONTRACTOR TO CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY PART OF THE WORKS - ALL DIMENSIONS ARE IN MILLIMETERS.
2. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
3. READ ALL DRAWINGS IN CONJUNCTION WITH THE SPECIFICATION, FINISHES, DOOR, FITTINGS AND FIXTURES SCHEDULE'S, ALL ISSUED SUPERINTENDENT'S INSTRUCTIONS, ARCHITECTURAL DRAWINGS, SUB CONTRACTORS & SERVICES DRAWINGS.
4. SHOULD THE CONTRACTOR BECOME AWARE OF ANY WORKS CONFLICTS OR INCONSISTENCIES ADVISE THE SUPERINTENDENT IMMEDIATELY AND DO NOT PROCEED WITH THAT PART OF THE WORK UNTIL THE ISSUE HAS BEEN RESOLVED.
5. ALL WALLS REQUIRING FIXTURES AND FITTINGS TO BE ATTACHED SHALL HAVE NOGGINGS, BRACINGS, PLATES TO ACHIEVE STRUCTURAL ADEQUACY.
6. REFER TO SERVICES ENGINEER DETAILS REGARDING EXISTING SERVICES REQUIREING RELOCATION, OR DELETION.
7. ALL WORKS SHALL OCCUR WITH MINIMUM DISRUPTION TO THE BUILDING OCCUPANTS & PUBLIC. THE CONTRACTOR IS TO INSPECT THE SITE TO BECOME FAMILIAR WITH THE LIMITATIONS & CONSTRAINSTS FOR ACCESS, NOISE & SAFETY.
8. PUBLIC AREAS ARE TO BE KEPT CLEAR OF DEBRIS AND DUST AT ALL TIMES. REDUCE DUST & NOISE GENERATED BY WORKS TO A PRACTICAL MINIMUM.
9. HEARING AUGMENTATION DEVICE TO BE INSTALLED AND SUPPLIED BY OTHERS

DIMENSION NOTES

1. ALL DIMENSIONS ARE FOR PRICING PURPOSES ONLY - FABRICATOR TO CONFIRM ALL DIMENSIONS ON SITE BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION
2. ENSURE ADEQUATE LATCHSIDE CLEARANCE IS PROVIDED TO ALL DOORS AS PER AS1428.1 2009

TERMITE PROTECTION

PROVIDE TERMITE PROTECTION TO SUBFLOOR AREAS AS PER SPECIALIST'S INSTRUCTIONS AND SPECIFICATION AS PER STANDARD AS 3660.2

REVISIONS

REV	DATE	DESCRIPTION	BY
P1	19.06.25	Client Comments	MSH
P2	05.09.25	DD Updated _2	

I:I Architects

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PROJECT
CLIENT: Court Services Victoria
PROJECT: Echuca Law Court

JOB NO: 25012

DWG TITLE: Ground Floor Plan

DWG NO: A1- 100 REV NO: P2

DATE: August 2025

SCALE: As indicated

FIGURED DIMENSIONS TAKE PRECEDENCE TO SCALE READINGS. VERIFY ALL DIMENSIONS ON SITE. REPORT ANY DISCREPANCIES TO THE ARCHITECT FOR DECISION BEFORE PROCEEDING WITH THE WORK. ©

ISSUE FOR : Preliminary

Appendix B

Car Parking Surveys

Traffix Group

Surveyed By: Sarah Stephenson

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 3rd July, 2025		
				11am	12noon	1pm
ON-STREET CARPARKING						
Map Ref.	**STURT STREET**					
	East Side					
A	SB #120 to Pakenham Street	Unrestricted	7	3	3	3
		No Stopping	-	0	0	0
B	Pakenham Street to SB #148	No Stopping	-	0	0	0
	SB #148 to Anstruther Street	Unrestricted	11	1	1	0
		No Stopping	-	0	0	0
C	Anstruther Street to Annesley Street	No Stopping	-	0	0	0
	West Side					
D	SB #199 crossover to Pakenham Street	Unrestricted	13	0	0	0
		No Stopping	-	0	0	0
E	Pakenham Street to SB #161	No Stopping	-	0	0	0
	Subject Site	**Unrestricted**	**11**	**0**	**0**	**0**
	NB #161 to Anstruther Street	No Stopping	-	0	0	0
F	Anstruther Street to Annesley Street	No Stopping	-	0	0	0
STURT STREET		**Capacity**	**42 - 42**	**42**	**42**	**42**
		Total Number of Cars Parked		**4**	**4**	**3**
		Total Number of Vacant Spaces		**38**	**38**	**39**
		Percentage Occupancy		**10%**	**10%**	**7%**
Map Ref.	**PAKENHAM STREET**					
	North Side					
G	Hume Street to Sturt Street	No Stopping	-	0	0	0
		Indented unrestricted	11	4	5	2
		No Stopping	-	0	0	0
H	Sturt Street to Annesley Street	No Stopping	-	0	0	0
		Bus Zone	-	0	0	0
		No Stopping	-	0	0	0
	South Side					
I	Hume Street to Sturt Street	No Stopping	-	0	0	0
		Indented unrestricted	8	0	4	0
		No Stopping	-	0	0	0
J	Sturt Street to Annesley Street	No Stopping	-	0	0	0
		Bus Zone	-	0	0	0
		No Stopping	-	0	0	0
PAKENHAM STREET		**Capacity**	**19 - 19**	**19**	**19**	**19**
		Total Number of Cars Parked		**4**	**9**	**2**
		Total Number of Vacant Spaces		**15**	**10**	**17**
		Percentage Occupancy		**21%**	**47%**	**11%**

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

Surveyed By: Sarah Stephenson

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 3rd July, 2025		
				11am	12noon	1pm
Map Ref.	**HUME STREET**					
	East Side					
K	Anstruther Street to NB#134	No Stopping	-	0	0	0
		Unrestricted (parallel on verge)	8	0	1	1
	NB#134 to Pakenham Street	Unrestricted (parallel on verge)	9	2	1	1
		No Stopping	-	0	0	0
	West Side					
L	Anstruther Street to NB#139	No Stopping	-	0	0	0
		Unrestricted (parallel on verge)	10	0	0	0
	NB#139 to Pakenham Street	Unrestricted (parallel on verge)	6	1	1	1
		No Stopping	-	0	0	0
HUME STREET		**Capacity**	**33 - 33**	**33**	**33**	**33**
		Total Number of Cars Parked		**3**	**3**	**3**
		Total Number of Vacant Spaces		**30**	**30**	**30**
		Percentage Occupancy		**9%**	**9%**	**9%**
Map Ref.	**ANNESLEY STREET**					
	East Side					
M	Pakenham Street ROW (SB #188)	No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked parallel)	1	0	1	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	17	3	5	8
		No Stopping	-	0	0	0
	ROW (SB #188) to Opposite Anstuther Street	No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	3	1	2	1
		No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	4	0	1	1
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked parallel)	3	0	1	0
		No Stopping	-	0	0	0
	Opposite Anstuther Street to Sturt Street	No Stopping	-	0	0	0
	West Side					
N	Pakenham Street to Florence Street	No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	1	1	0	0
		No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	2	2	0	1
		No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	3	2	0	2
		No Parking	-	0	0	0
		Bus Zone	1	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	16	4	10	8
		No Stopping	-	0	0	0
		2P Ticket 9am-5:30pm Mon-Fri, 9am-1pm Sat (linemarked 60deg)	6	0	0	0
		No Stopping	-	0	0	0
	Florence Street to Anstuther Street	No Stopping	-	0	0	0
	Anstuther Street to Sturt Street	No Stopping	-	0	0	0
ANNESLEY STREET		**Capacity**	**56 - 56**	**56**	**56**	**56**
		Total Number of Cars Parked		**13**	**20**	**21**
		Total Number of Vacant Spaces		**43**	**36**	**35**
		Percentage Occupancy		**23%**	**36%**	**38%**

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

Surveyed By: Sarah Stephenson

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 3rd July, 2025		
				11am	12noon	1pm
Map Ref.	**ANSTRUTHER STREET**					
	North Side					
O	Sturt Street to opposite Hume Street	No stopping	-	0	0	0
		Unrestricted (90deg on verge)	12	8	9	8
		Unrestricted (parallel on verge)	10	0	0	0
	South Side					
P	Sturt Street to Hume Street	No stopping	-	0	0	0
		Indented DDA parking	1	0	0	1
		Indented unrestricted	5	2	1	2
		2P Vehicles on Police Buisness Only	3	3	2	2
		No stopping	-	0	0	0
ANSTRUTHER STREET		**Capacity**	**31 - 31**	**31**	**31**	**31**
		Total Number of Cars Parked		**13**	**12**	**13**
		Total Number of Vacant Spaces		**18**	**19**	**18**
		Percentage Occupancy		**42%**	**39%**	**42%**
SUMMARY => ON-STREET CARPARKING						
Car Parking Supply			**181 - 181**	**181**	**181**	**181**
Total Number of Cars Parked				**37**	**48**	**42**
Total Number of Vacant Spaces				**144**	**133**	**139**
Percentage Occupancy				**20%**	**27%**	**23%**
OFF-STREET CARPARKING						
Map Ref.	**SHIRE OF CAMPASPE CARPARK**					
	Whole Carpark					
Q	Northern Aisle	Unrestricted	20	4	4	4
	Midblock 1	Unrestricted	36	7	8	9
	Midblock 2	Unrestricted	27	11	11	10
	Southern Aisle	Unrestricted	13	9	8	6
		DDA Parking	2	0	0	0
SHIRE OF CAMPASPE CARPARK		**Capacity**	**98 - 98**	**98**	**98**	**98**
		Total Number of Cars Parked		**31**	**31**	**29**
		Total Number of Vacant Spaces		**67**	**67**	**69**
		Percentage Occupancy		**32%**	**32%**	**30%**

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

Surveyed By: Sarah Stephenson

Survey Dates & Times: See below

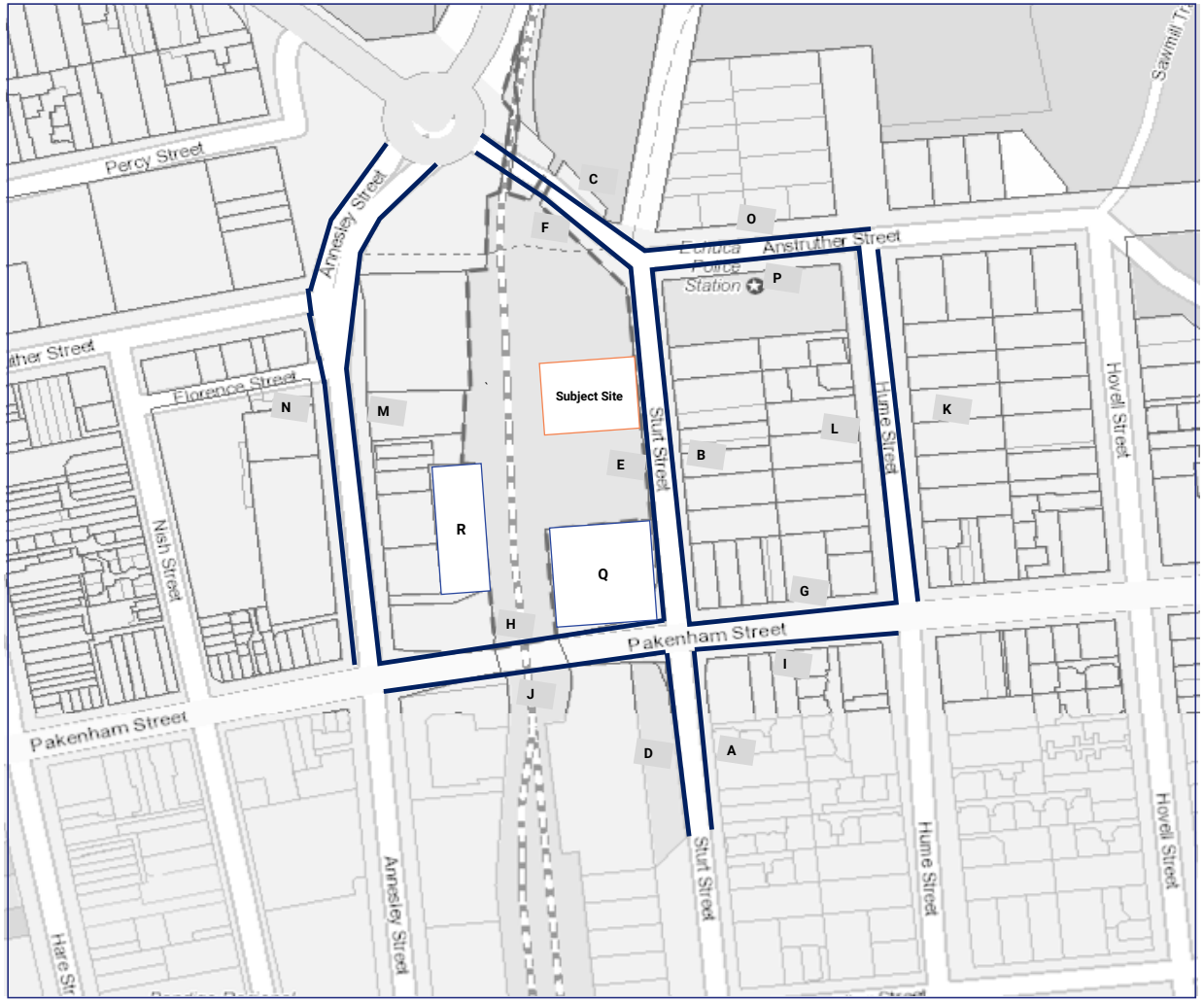
Location		Restriction	Capacity Min - Max	Thursday 3rd July, 2025		
				11am	12noon	1pm
Map Ref.	**MANN'S CARPARK (rear only)**					
	Whole Carpark					
R	Northern Row	Unrestricted	5	4	3	4
	Southern Row	Ash Hall Cycles Reserved Parking	8	1	2	5
		Staff Parking	1	0	0	0
	Western Row	DDA Parking	1	0	0	0
		Unrestricted	25	24	23	21
	Eastern Row	Unrestricted	30	27	28	28
MANN'S CARPARK (rear only)		**Capacity**	**61 - 61**	**61**	**61**	**61**
		Total Number of Cars Parked		**55**	**54**	**53**
		Total Number of Vacant Spaces		**6**	**7**	**8**
		Percentage Occupancy		**90%**	**89%**	**87%**
SUMMARY => ON-STREET CARPARKING						
Car Parking Supply			**159 - 159**	**159**	**159**	**159**
Total Number of Cars Parked				**86**	**85**	**82**
Total Number of Vacant Spaces				**73**	**74**	**77**
Percentage Occupancy				**54%**	**53%**	**52%**

Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zones' and 'No Parking' areas, etc., during the relevant enforcement periods

LEGEND: Public Parking	
Not available to the general public	
Not Available, illegally parked cars included in analysis	
No Stopping/ Other No Parking	

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

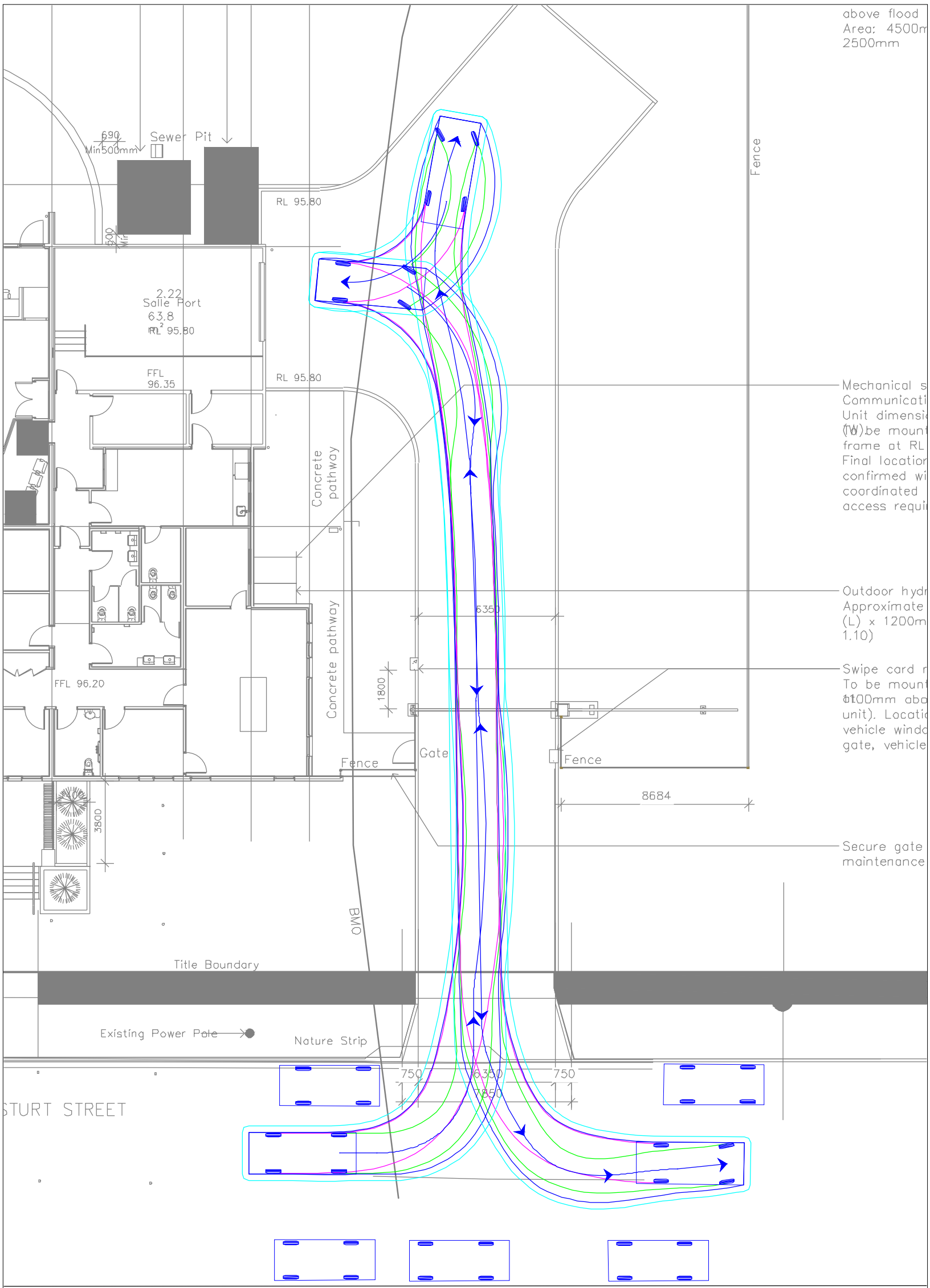


ADVERTISED PLAN

Appendix C

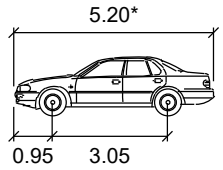
Swept Path Diagrams

SALLE PORTE - VAN ACCESS



VEHICLE PROILE

VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

Width	:	1.94
Track	:	1.84
Kerb to Kerb Radius	:	12.5m

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

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

ADVERTISED PLAN

Traffix Group

Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

N

SCALE:
1:200 (A3)

0 2 4

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	16/09/2025	TOWN PLANNING	S. STEPHENSON	J. YOUNG

161 STURT STREET, ECHUCA

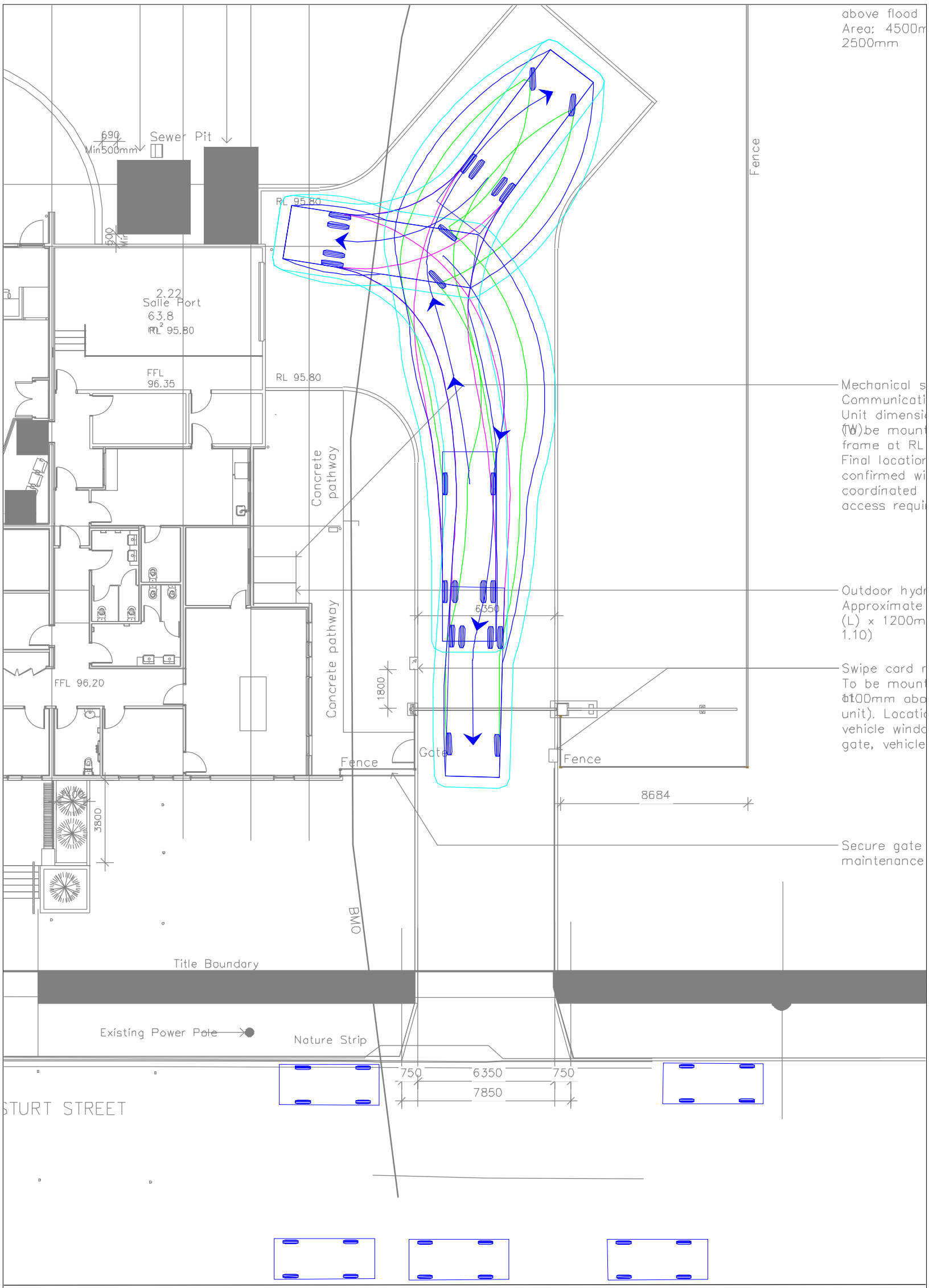
PROPOSED COURTHOUSE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM:
25012_Echuca
Court_central_maria2EDXG - Sheet - A1- 005 - Site Plan - Proposed.dwg
DRAWINGS BY: I:I Architects

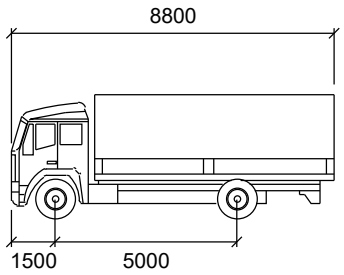
FILE NAME: G37025-01
SHEET NO.: 01

SALLE PORTE - WASTE TRUCK ACCESS



VEHICLE PROILE

VEHICLE USED IN SIMULATION



MRV (AS 2890.2)		mm
Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	34.0

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

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REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	16/09/2025	TOWN PLANNING	S. STEPHENSON	J. YOUNG

161 STURT STREET, ECHUCA
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DRAWINGS BY: I:I Architects

FILE NAME: G37025-01
SHEET NO.: 02