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Traffic Impact Assessment

Proposed Mixed Use Development
79-81 Victoria Parade, Collingwood

Prepared for
Stockland

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1. Introduction

Traffic Group has been engaged by Stockland to undertake a Traffic Impact Assessment for the Proposed Mixed Use Development at 79-81 Victoria Parade, Collingwood.

In particular, this report assesses the traffic and parking impacts associated with the proposed development.

2. Existing Conditions

2.1. Subject Site

The subject site is located on the northeastern corner of the Victoria Parade/Wellington Street intersection, in Collingwood, as shown in the locality plan at Figure 1.

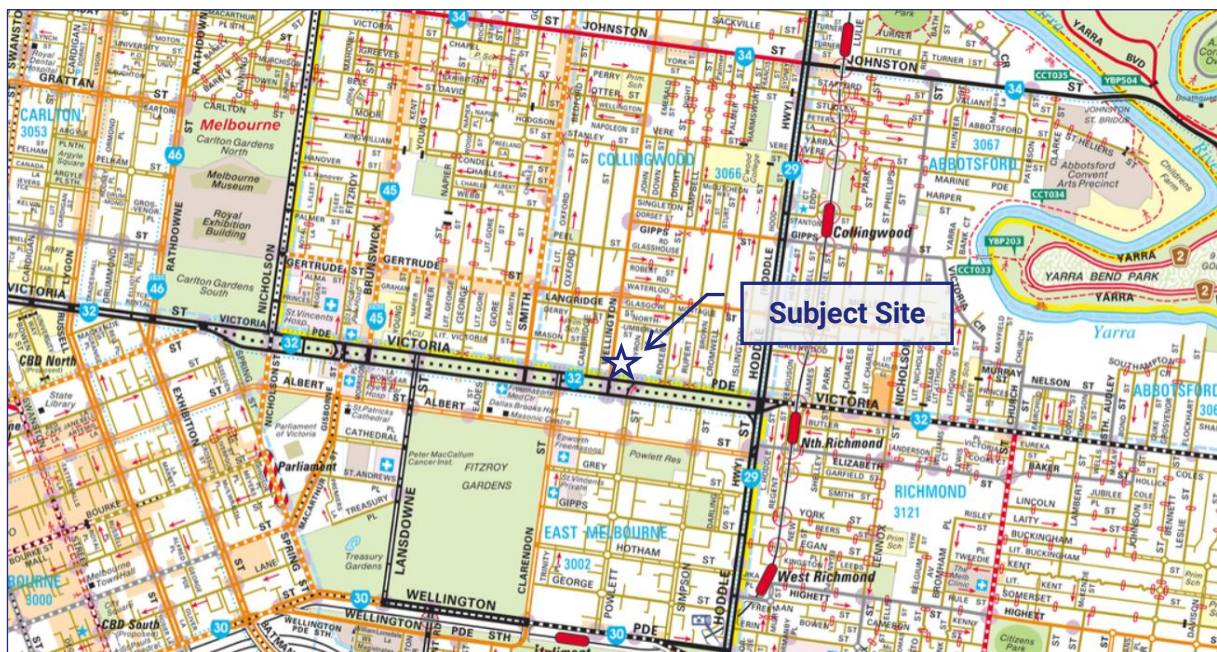


Figure 1: Locality Plan

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The subject site currently accommodates a multi-storey building which comprises offices and a gymnasium.

The subject site accommodates on-site car parking (as follows):

- 58 Spaces - Private Car Park (Accessible Via Victoria Parade or Wellington Street)
- 164 Spaces – Public¹ Car Park (Accessible Via Wellington Street Only).
- 222 Spaces – Total On-Site Provision.

¹ A small percentage of spaces are leased directly to specific users.

Existing vehicle access to the site is provided via crossovers to both Victoria Parade and Wellington Street (noting that the Wellington Street crossover provides shared access both to the on-site car park and a roller door which is currently utilised by the gymnasium use).

An aerial photograph of the subject site and its surrounds is provided at Figure 2.



Figure 2: Aerial Photograph

Source: NearMap (Oct 2025)

The subject site is zoned 'Commercial 1 Zone (C1Z)' under the Yarra Planning Scheme as shown in the land use zoning map at Figure 3.

Surrounding land uses consist of a mixture of residential, commercial, educational and mixed-uses.

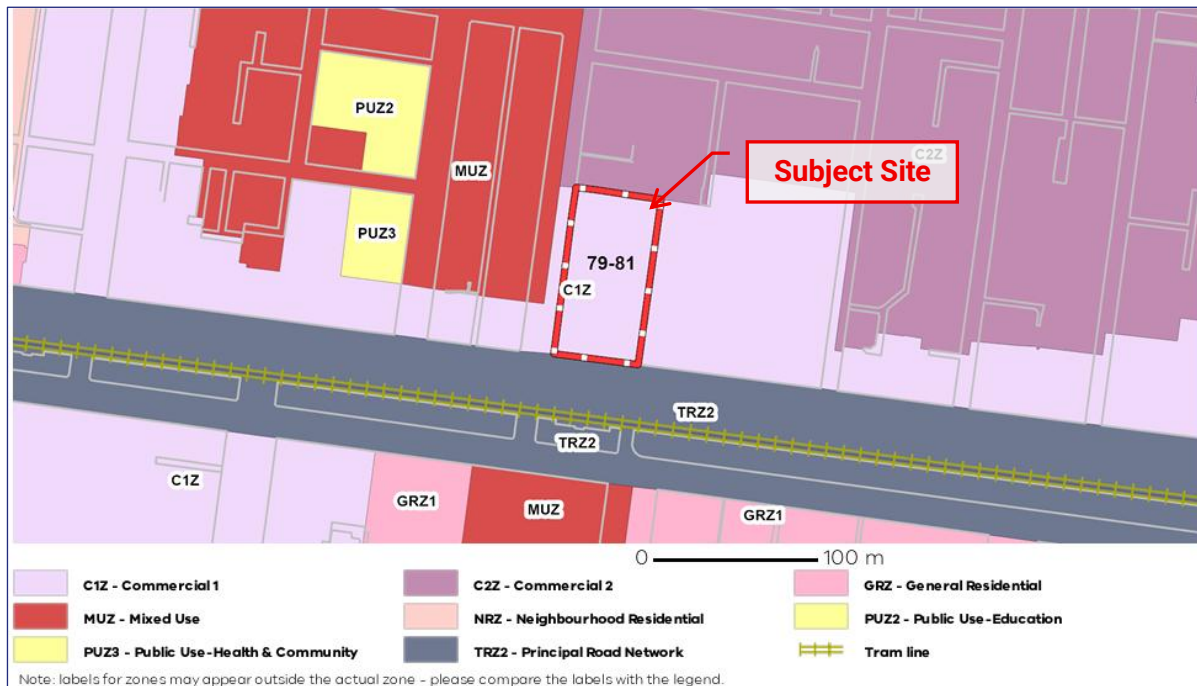


Figure 3: Land Use Zoning Map

Source: VicPlan

2.2. Road Network

Victoria Parade is classified as an arterial road under the control of the Department of Transport and Planning (DTP) and is generally aligned in an east-west direction along the southern boundary of the site. Victoria Parade is zoned Transport Zone 2 (TRZ2).

In the vicinity of the site, Victoria Parade accommodates a dual carriageway separated by a wide median which includes tram tracks. Each carriageway accommodates traffic, bus and parking lanes.

On-street parking is generally subject to short term car parking restrictions, noting that loading zone restricted spaces are provided immediately east of the site.

There is also a shared path within the verge, fronting part of the site frontage, between Wellington Street and the Powlett Street traffic signals. This shared path forms a link, for cyclists, between Wellington Street and Powlett Street.

A posted speed limit of 60km/h applies to Victoria Parade past the site.

Victoria Parade, adjacent to the site, is shown at Figure 4 and Figure 5.



Figure 4: Victoria Parade - View East



Figure 5: Victoria Parade - View West

Wellington Street is a municipal street under the control of the City of Yarra that is aligned in a general north-south direction along the western boundary of the site.

In the vicinity of the site, Wellington Street accommodates a single through traffic lane and separated bicycle lane in each direction.

Formal on-street car parking is also provided on the eastern side of Wellington Street, in the vicinity of the site. On-street car parking is generally subject to short-term car parking restrictions.

A posted speed limit of 30km/h applies to Wellington Street past the site.

Wellington Street, adjacent to the site, is shown at Figure 6 and Figure 7.



Figure 6: Wellington Street - View North



Figure 7: Wellington Street - View South

2.3. Existing Traffic Volumes

Traffix Group commissioned vehicle turning movement counts, and southbound² pedestrian/cyclist counts, at the subject site’s existing connection with Wellington Street on Wednesday 23 July 2025 between 6:30am-9:30am and 3:30pm-6:30pm.

The existing weekday AM and PM peak³ hour volumes are shown at Figure 8 and Figure 9.

² Northbound pedestrian and cyclist counts were not completed as they do not impact upon subsequent traffic analysis of the Wellington Street / Site Access intersection, as they are physically separated from, and are not crossed by, motorists travelling past or to/from the subject site.

³ Based upon the vehicle peak hour, being 8:15am-9:15am and 4:45pm-5:45pm. It is noted that the pedestrian/cyclist peak hours were 15 minutes prior to both the AM/PM vehicle peak hours.

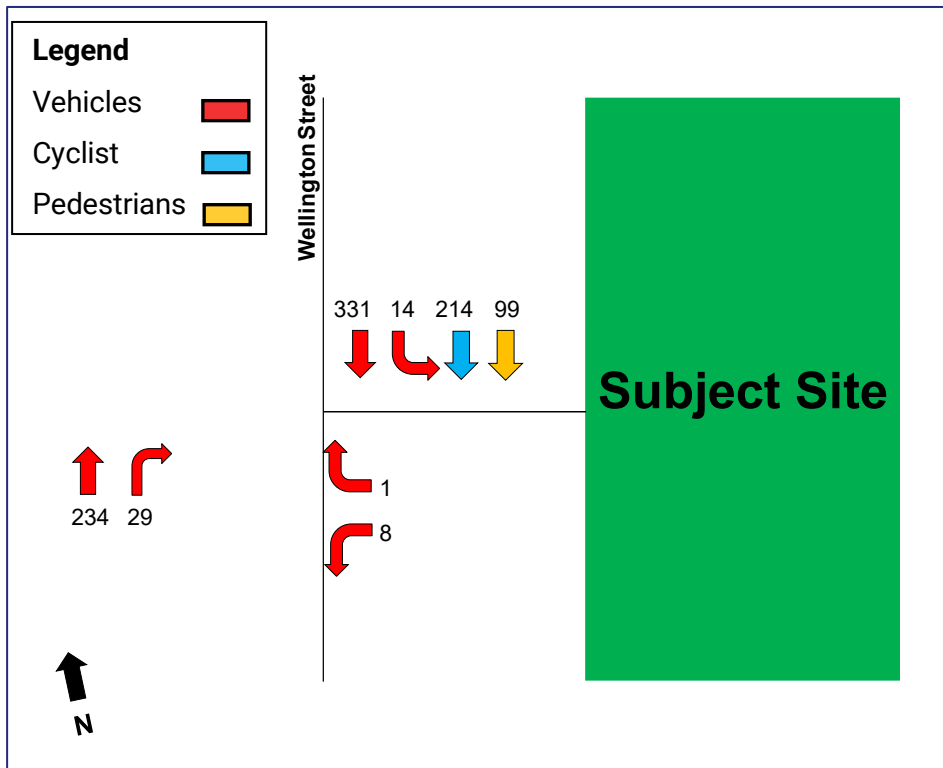


Figure 8: Existing Traffic Volumes - AM Peak Hour

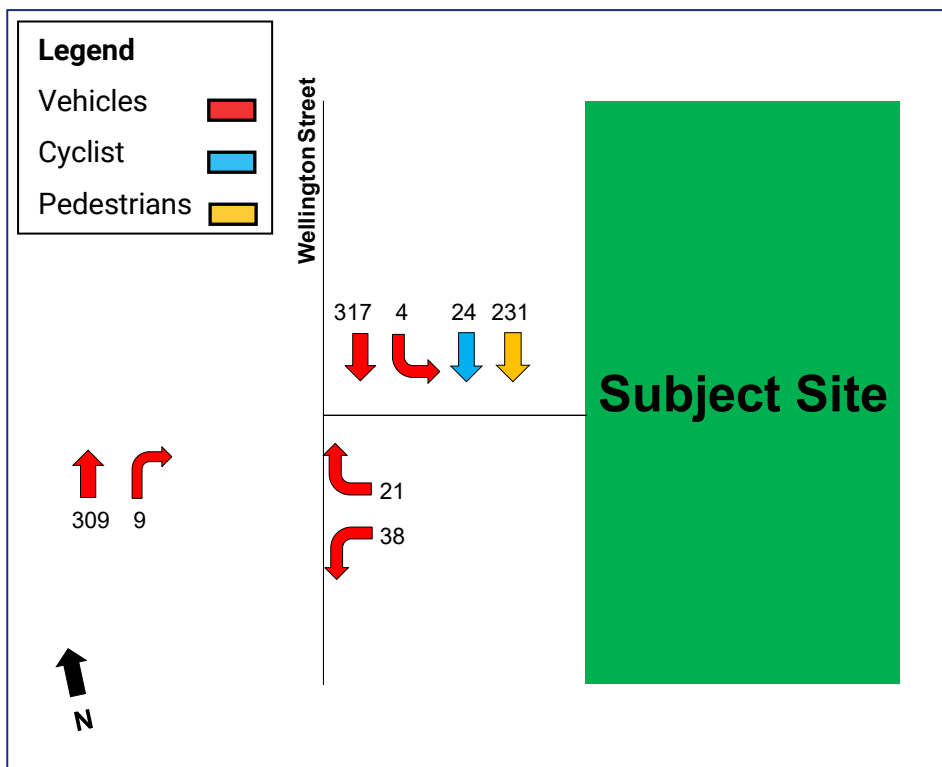


Figure 9: Existing Traffic Volumes - PM Peak Hour

3. Proposal

The proposal is for the development of 79-81 Victoria Parade, Collingwood across two (northern and southern) towers as follows:

- 478 dwellings (400 x one or two-bedroom, 78 x three or more bedroom)
- 1,089sq.m retail

A total of 300 on-site car parking spaces are proposed. This includes 297 spaces across two basement levels, including 292 resident spaces (including 13 tandem) and five shop spaces (including one tandem). A further three short-term pick-up/drop-off spaces are proposed within level 1.

Vehicle access to all car parking within the site is proposed via the partial retention of the existing vehicle crossover to Wellington Street.

Vehicle access to the on-site loading area is proposed via Victoria Parade via the partial retention of the existing crossover to Victoria Parade.

A total of 199 bicycle parking spaces are to be provided on-site, split across basement levels, mezzanine and level 1.

A pedestrian lane is provided along the eastern boundary of the site at level 1.

A copy of the development plans, prepared by Wardle, is attached at Appendix A.

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 period⁴ 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 4, to which a maximum rate applies. As the application was submitted after the commencement of Amendment VC277, the new maximum car parking rate will apply. That is, unlike minimum requirements where there is an assessment against former or new requirements, for this site, only the new maximum rates are statutorily applicable.

4.2. Statutory Car Parking Requirement

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Yarra 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.*

⁴ As described in the Car Parking Reforms FAQ – December 2025

- 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.

Based on the land category identified in the Department of Transport and Planning’s (DTP) car parking requirement map, the subject site is located in Category 4. As such, a statutory assessment of the proposal under Clause 52.06 is provided at Table 1.

Table 1: Statutory Car Parking Requirements (Clause 52.06)

Use	Measure	Statutory Requirement (Category 4)	Maximum No. of Spaces Permitted
Dwelling	478 dwellings	A maximum of 2 car spaces to each dwelling	956 spaces
Shop	1,089sq.m	A maximum of 1 car space to each 100sq.m of leasable floor area	10 spaces
Total			966 spaces

The development has a statutory requirement to provide a maximum of 966 car spaces; comprising of 956 resident car spaces and 10 spaces for shop.

The proposed provision of 300 car parking spaces consisting of 292 car spaces for residents, five spaces for the shop tenancies, and three drop-off/pick-up car spaces⁵, is under the maximum car space threshold and therefore meets the statutory car parking requirements.

The proposed car parking provision, and allocation, is less than the statutory maximum car parking requirements applicable to the site. Given this, no permit is sought to provide more than the maximum car parking provision under Clause 52.06.

4.3. Car Parking Layout and Access Arrangements

As part of our involvement in this project, Traffix Group has provided design input into the development of the plans in order to ensure that the proposed development achieves an acceptable car parking layout.

We have assessed the proposed car parking layouts and access arrangements against the relevant requirements of the Planning Scheme and the Australian Standards (where relevant). The following is noted:

4.3.1. Car Spaces

- Car spaces are measured to be the following (in accordance with Clause 52.06 of the Planning Scheme):
 - Standard 90-degree car spaces: 2.6m wide and at least 4.9m long with an aisle width of at least 6.4m,

⁵ It is noted that these spaces could be utilised by either residents, residential visitors or shop customers.

- Parallel car space (short-term): 2.3m wide and 6.7m long with an aisle width of at least 3.6m, and
- 45-degree car spaces (short-term): 2.6m wide and 4.9m long with an aisle width of 4.35m.
- There are four small car parking spaces within basement level 2, measuring 2.45m wide and 4.9m long, accessed via a 6.4m aisle, including appropriate clearance to columns/walls. We are satisfied that these dimensions are appropriate and that such spaces would be marketed and sold as small car spaces to residents.
- Tandem car spaces are provided with an additional 500mm length between each space in accordance with Clause 52.06 of the Planning Scheme.
- A single disabled car parking space, and adjacent shared area, are proposed which each measure 2.4m wide by 5.4m long in accordance with AS 2890.6-2022.

4.3.2. Access Arrangements

- All required vehicles can easily enter and exit the site in a forward direction.
- A pedestrian visibility splay that measures 2m along Wellington Street and 2.5m into the site is provided on the exit side of the proposed accessway, in accordance with what is required under Clause 52.06-9 (Design Standard 1). Whilst there is a column partially restricting sightlines on the exit side of the crossover, the open area still allows for the intent of the splay (being an area at least 50% clear of visual restrictions that allows for motorists to see pedestrians and vice versa).
- It is noted that the intent of the pedestrian visibility splay is met on the other/entry side of the accessway due to its dual width and that a formal visibility splay is not required on that side as such.
- Columns are to be located in locations permitted within the car parking envelope.
- A minimum headroom clearance of 2.2m is provided throughout the car park and other vehicle accessible areas.
- The proposed accessway to Wellington Street is greater than 6.1m wide, allowing for passing to occur between two B99 design vehicles, in excess of what is required in AS/NZS 2890.1:2004.
- An aisle extension of at least 1m is provided at dead-end aisles in accordance with the requirements of the AS/NZS2890.1:2004.
- Grades within car spaces do not exceed 1:20 (or 1:40 for disabled spaces), in accordance with the requirements of the AS/NZS 2890.1:2004.

4.3.3. Ramp Grades

- The proposed access ramp between level 1 and basement level 1 is to be graded as follows, heading east from Wellington Street to basement level 1:
 - 1:8 for 2m,
 - 1:6 for 12.49m, and
 - 1:8 for 2m.
- The proposed access ramp between basement level 1 and basement level 2 is to be graded as follows, heading east from basement level 1 to basement level 2:
 - 1:8 for 2m,
 - 1:4 for 9.6m, and
 - 1:8 for 2.6m.
- A minimum headroom clearance of 2.2m is to be provided along the length of the ramp (measured perpendicular to the chord of the wheelbase of the B99 vehicle) in accordance with AS/NZS 2890.1:2004.

Based on the above, we are satisfied that the proposed car parking layout and access arrangements are appropriate, in accordance with Clause 52.06 of the Planning Scheme and the relevant Australian Standards.

Swept path diagrams have been prepared demonstrating critical vehicle movements and are presented at Appendix B.

5. Bicycle Parking Considerations

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments or changes in use with the requirements for this proposal outlined in Table 2.

Table 2: Statutory Bicycle Parking Requirement (Clause 52.34)

Use	Measure	Parking Rate	Requirement
Dwelling	478 dwellings	1 resident space to each 5 dwellings 1 visitor space to each 10 dwellings	96 resident spaces 48 visitor spaces
Shop	1,089sq.m	1 staff space to each 600sqm of LFA 1 customer space to each 500sqm of LFA	2 staff spaces 2 customer spaces
Total:			96 resident spaces 2 staff spaces 50 visitor/customer spaces

Based on the above, the proposal has a statutory requirement to provide a total of 148 spaces, comprising 98 resident/staff spaces and 50 visitor/customer spaces.

A total of 199 bicycle spaces are currently nominated within plans.

Based on the above, the proposed provision exceeds the total number of bicycle spaces required.

The plans show a total of 10 residential visitor / retail customer bicycle parking spaces, adjacent to the drop-off area, with the balance of 189 bicycle parking spaces being allocated to residents/staff.

The level 1 bicycle parking room, adjacent to the drop-off area, which comprises 42 bicycle parking spaces, be allocated to residential visitors and staff. This would result in the total provision of 52 visitor/customer/staff bicycle parking spaces with 147 resident bicycle parking spaces. That is, the proposed allocation of on-site bicycle parking would exceed the statutory requirements for all user groups.

Bicycle parking spaces are provided in accordance with AS2890.3-2015 with a mix of vertical and horizontal rails, as follows:

- Wall mounted vertical rails are dimensioned at 1.2 metres deep, 0.5 metres spacings (1.0m spacing for double sided racks), and are accessible from an aisle 1.5 metres wide (min.).
- Horizontal rails are provided with dimensions of 1.8 metres length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle (min.).

6. Traffic Considerations

6.1. Traffic Generation

Residential

The subject site is located proximate to the Melbourne CBD, has convenient access to public transport (including tram/bus services on Victoria Parade and a nearby railway station) and has a good surrounding bicycle network.

In consideration of the foregoing, locality of the site to everyday amenities, and proposed dwelling types, a traffic generation rate of three vehicles movements per day, inclusive of 0.3 movements in weekday AM/PM peak hours has been adopted, however, is considered conservative. These rates are applicable to the number of on-site car parking spaces allocated to residents.

Application of these rates, to the proposed 292 on-site resident spaces, results in a daily traffic generation of 876 movements, inclusive of 88 movements during the peak hour.

It is typical to adopt a residential distribution comprising 20% arrivals and 80% departures in the morning peak hour, 60% arrivals and 40% departures during the afternoon peak hour.

Based on the above, the residential component is expected to generate the following peak hour traffic movements to Wellington Street:

- AM Peak Hour - 18 IN and 70 OUT movements
- PM Peak Hour - 53 IN and 35 OUT movements.

Shop

The proposal includes the allocation of five car spaces to staff of the shop premises. Although, it is typically assumed that 50% of spaces will fill and vacate in the morning and afternoon peak hours, for the purposes of this assessment, we have instead assumed that each car space will conservatively generate one arrival vehicle movement in the AM peak hour and one departure vehicle movement in the PM peak hour.

Based on the above, the shop component is anticipated to generate the following peak hour traffic movements to Wellington Street:

- AM Peak Hour: 5 IN and 0 OUT movements
- PM Peak Hour 0 IN and 5 OUT movements.

Pick-Up/Drop-Off

A total of three pick-up/drop-off spaces are provided within Level 1. We have assumed that each of these spaces will turnover twice during the AM and PM peak hours, that is, a total of six entry and six exit movements during each of the peak hours.

Total Traffic Generation

Based on the preceding traffic generation rate assessments, it is projected that the development will generate in the order of 105 vehicle movements in each of the weekday AM

and PM peak hours, noting that the traffic generation rates adopted are considered to retain an element of conservatism.

The anticipated total traffic movements to Wellington Street are as follows:

- AM Peak Hour - 29 IN and 76 OUT movements
- PM Peak Hour - 59 IN and 46 OUT movements.

6.2. Traffic Distribution

With consideration to the major traffic attractors surrounding the site, the surrounding road network, and existing traffic distributions to/from the site, the peak hour traffic⁶ movements associated with the development, as per the above assessment, have been illustrated at Figure 10 and Figure 11 below.

Specifically, a 67%/33% NORTH/SOUTH directional split has been adopted for traffic movements to/from Wellington Street.

⁶ Further to this, it is noted that it is difficult to quantify the number of pedestrian and cyclist movements, and their directionality to/from the site, and as such have not been included for the purposes of this traffic assessment.

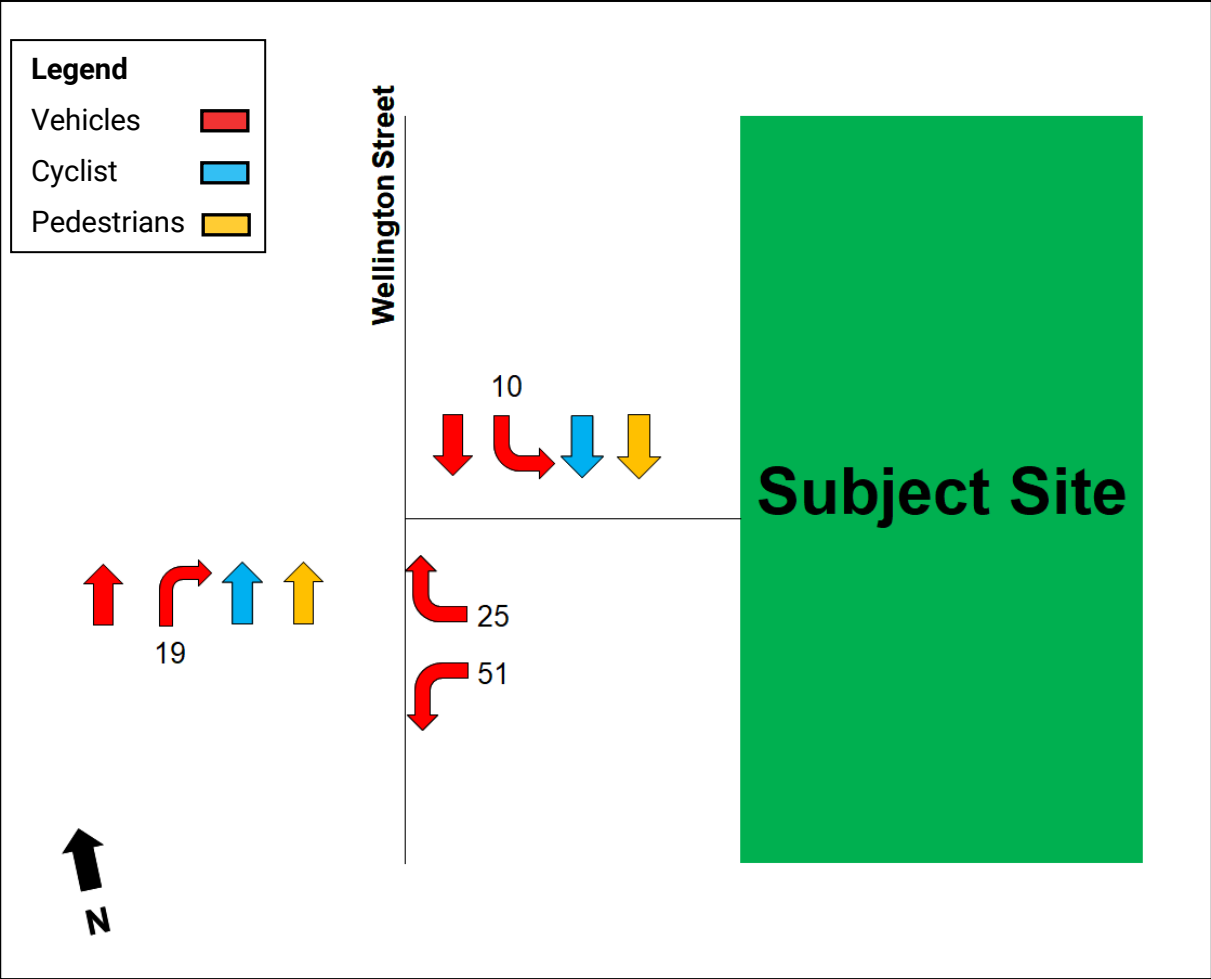


Figure 10: Site Generated Traffic Volumes - AM Peak

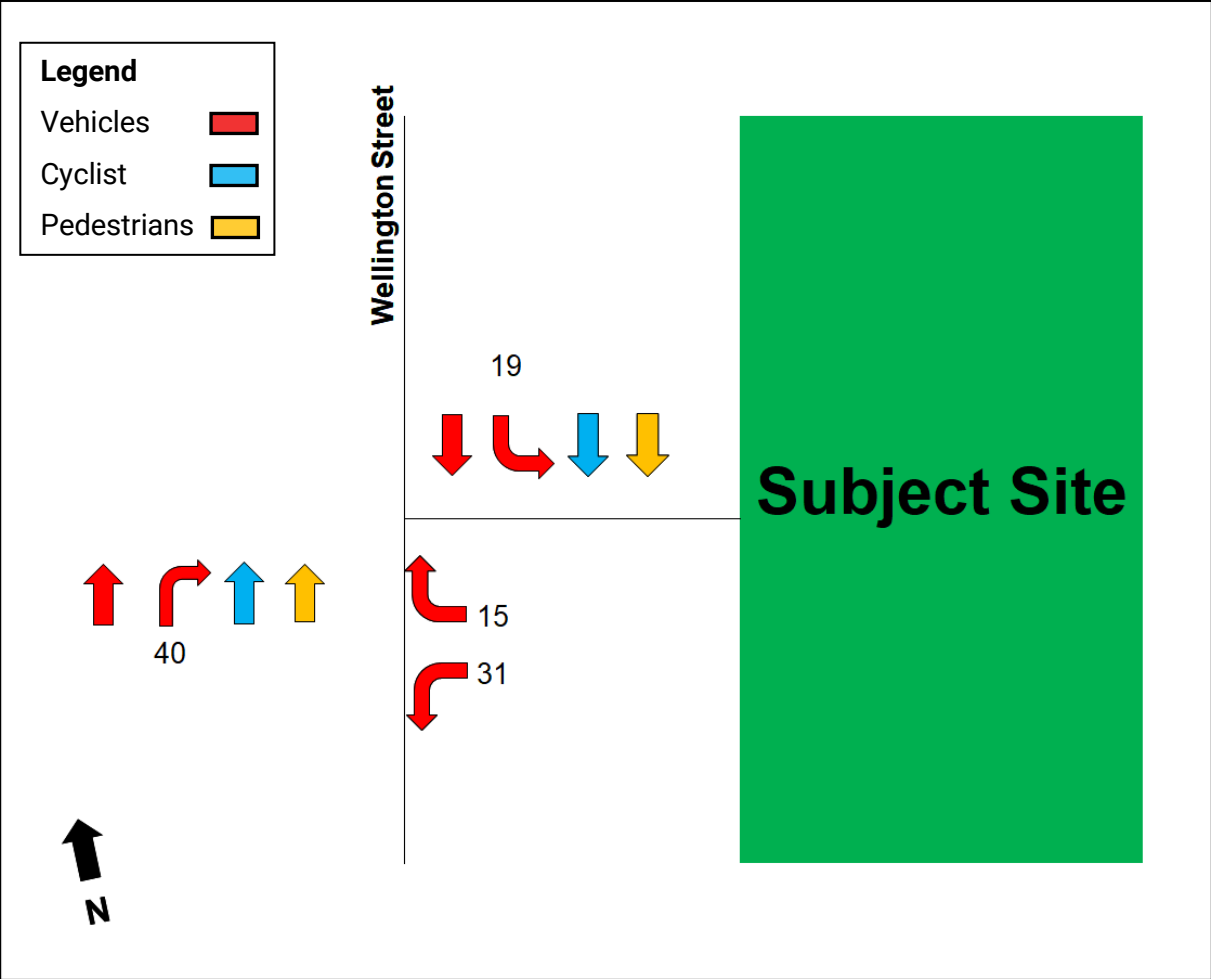


Figure 11: Site Generated Traffic Volumes - PM Peak

6.3. Post Development Traffic Volumes

By adding the anticipated site generated traffic volumes to the existing volumes⁷ we derive anticipated weekday AM and PM peak hour traffic volumes as outlined within Figure 12 and Figure 13.

⁷ With the removal of existing traffic movements to/from the site, as the existing use and public car parking would no longer be in operation following the proposed development of the site.

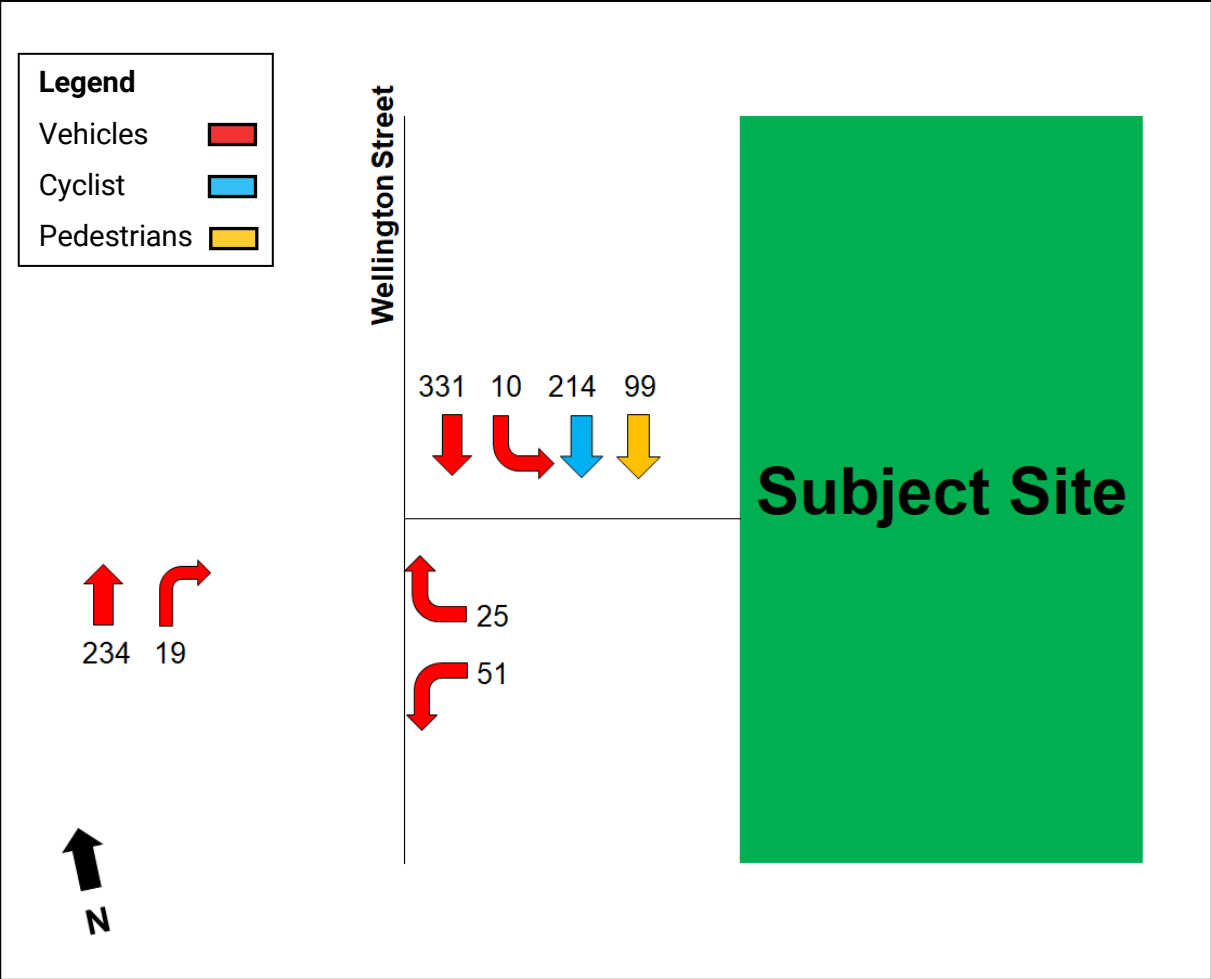


Figure 12: Post Development Traffic Volumes - AM Peak

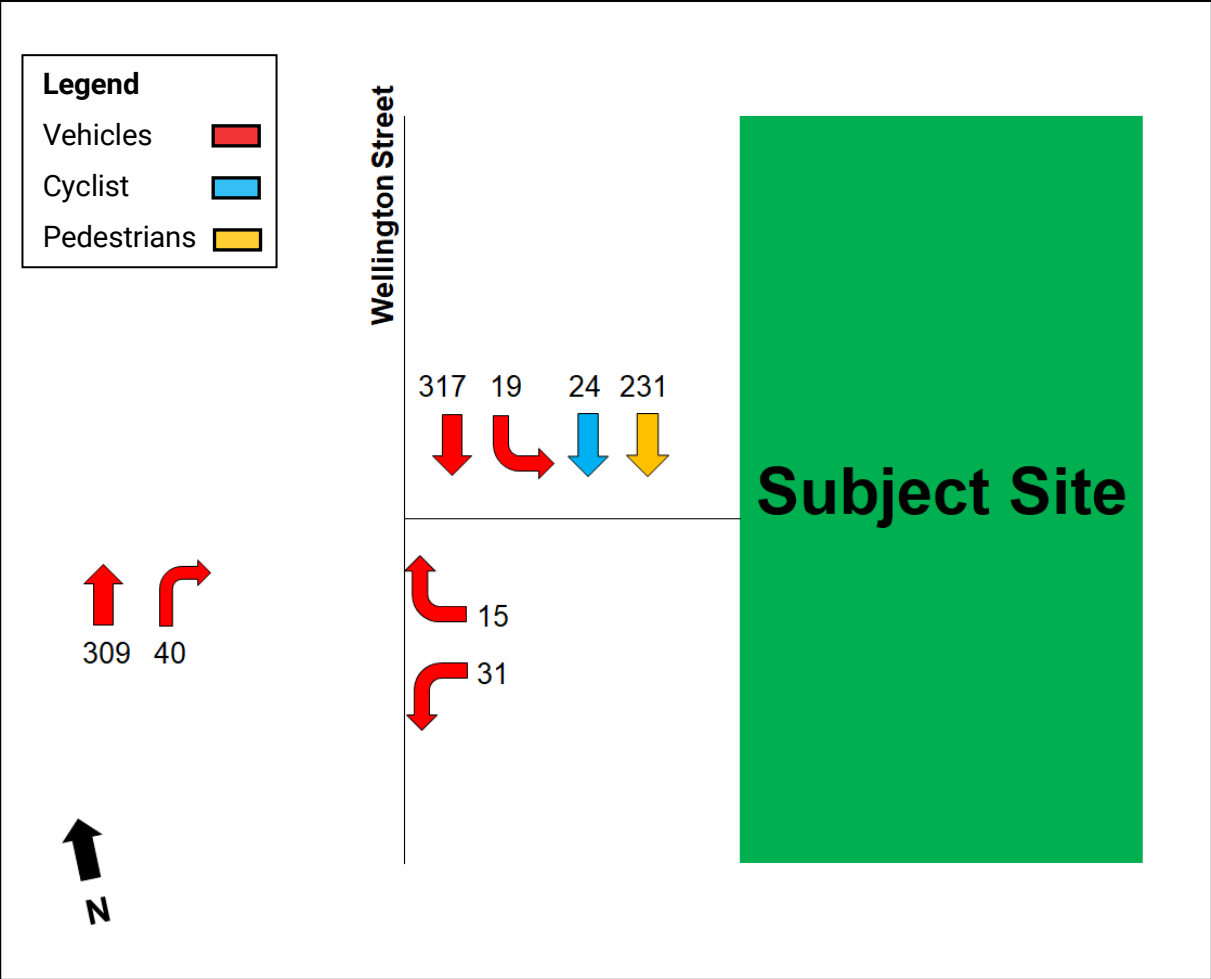


Figure 13: Post Development Traffic Volumes - PM Peak

6.4. Traffic Impact

For the purposes of this assessment, we have undertaken a traffic modelling analysis utilising SIDRA Intersection for both the existing conditions and the post development scenario.

SIDRA Intersection 10 (SIDRA) is a computer simulation package which assesses the operating performance of intersections and road networks and has been used to undertake an assessment of the existing conditions and the conservatively predicted operating conditions of the site/Wellington Street intersection as a result of the proposed development.

A summary of the key SIDRA outputs are as follows:

- **Degree of Saturation (DoS)** – the ratio traffic volume to maximum capacity for a particular turning movement.
- **Average Delay (Avg. Delay)** – the average delay in seconds for a vehicle making a particular turning movement.

- **95th Percentile Queue (95% Queue)** – the 95th percentile queue length is the length in metre which 95 per cent of all observed cycle queues fall below (or 5% exceed) during the peak analysis period.

A DoS of 0.90 for unsignalised intersections is considered the typical ‘acceptable limit’ for intersection operation, beyond which queues, and delays increase disproportionately with the addition of further traffic.

All SIDRA default values have been adopted for the purposes of this assessment, with southbound cyclist and pedestrian movements included within the model.

A summary of the SIDRA results⁸ are shown at Table 3 and Table 4 for the respective existing conditions and post development scenarios. Full SIDRA results, including the site layout, are attached at Appendix C.

Table 3: SIDRA Summary - Existing Conditions

Intersection Leg/Movement		AM Peak Hour			PM Peak Hour		
		DoS	Avg. Delay (s)	95% Queue (m)	DoS	Avg. Delay (s)	95% Queue (m)
Wellington Street (south)	Through	0.17	1	3	0.18	0	1
	Right	0.17	8	3	0.18	7	1
Subject Site (east)	Left	0.01	6	0	0.07	6	2
	Right	0.01	11	0	0.07	11	2
Wellington Street (north)	Left	0.19	6	0	0.18	6	0
	Through	0.19	0	0	0.18	0	0

Table 4: SIDRA Summary – Post Development

Intersection Leg/Movement		AM Peak Hour			PM Peak Hour		
		DoS	Avg. Delay (s)	95% Queue (m)	DoS	Avg. Delay (s)	95% Queue (m)
Wellington Street (south)	Through	0.15	0	2	0.22	0	3
	Right	0.15	8	2	0.22	8	3
Subject Site (east)	Left	0.09	6	3	0.05	6	1
	Right	0.09	12	3	0.05	12	1
	Left	0.19	6	0	0.19	6	0

⁸ Southbound pedestrian and cyclist volumes were included as part of the analysis.

Intersection Leg/Movement		AM Peak Hour			PM Peak Hour		
		DoS	Avg. Delay (s)	95% Queue (m)	DoS	Avg. Delay (s)	95% Queue (m)
Wellington Street (north)	Through	0.19	0	0	0.19	0	0

As shown in Table 3, Table 4, and Appendix C, the site’s intersection with Wellington Street is expected to continue to operate well within acceptable operating limits, with negligible changes compared to the existing arrangements.

Additionally, it is noted that the City of Yarra have announced potential plans to modify Wellington Street (between Johnston Street and Alexandra Parade) as part of its ‘Building a Safer Wellington Street’ project. Whilst the final design, and potential adoption, is still to be confirmed, the proposals are likely to reduce the attractiveness and/or continuation of Wellington Street as a north-south through traffic route. As a result, potential adoption of this proposal could reasonably be expected to result in decreased traffic volumes along Wellington Street adjacent to the site, relative to existing conditions.

Finally, whilst not assessed, it is also recognised that the subject site currently has vehicle access to/from part of the on-site car park via Victoria Parade. The development proposal replaces this car park access with a vehicle access to a single loading room.

Based on the above assessment, the traffic impact of the development proposal is considered both appropriate and generally consistent with existing conditions.

7. Loading and Waste Collection Arrangements

7.1. Loading and Deliveries

Clause 65.01 of the Planning Scheme states 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.*

A loading room is provided at the southeastern corner of the site, with vehicle access provided via a connection with Victoria Parade, being a narrowing of the existing vehicle crossover.

The specific turntable design is to be confirmed at a future design stage. It is recommended that the loading room and turntable be of appropriate dimensions to accommodate a vehicle size of at least a 6.4m long Small Rigid Vehicle (SRV), including structures being clear of the turntable and turning area.

The loading room is to be managed via a booking system and is to be utilised by residents moving in/out of the site, retail loading and waste collection. The booking system allows for individual timeslots to avoid any overlap and unauthorised uses; with booking managed by the Building Manager if/when required.

Over and above this, loading could also occur within the surrounding on-street network, noting that two on-street loading zone spaces are provided immediately east of the site on Victoria Parade. Additionally, food delivery, or similar pick-up/drop-off, by cars and vans. could occur within the pick-up / drop-off area within the site at level 1.

A swept path diagram of a SRV entering and exiting the loading room, in a forward direction for both movements, is shown at Appendix B.

7.2. Waste Collection

Waste collection is proposed to be undertaken via a private contractor utilising a nominal 6.4m long waste collection vehicle.

Waste collection will be undertaken on basement level 1 within the internal access aisles. Alternatively, collection may also occur from the loading area accessed from Victoria Parade, with the bins transferred to loading area by building management, and the collection vehicle able to use the provided turntable to enter and exit the site in a forward direction.

A Waste Management Plan has been prepared to accompany the permit application, which provides further details regarding the proposed waste management arrangements.

Based on the above, we are satisfied that the appropriate loading and waste provisions can be accommodated in accordance with the objectives of the Planning Scheme.

8. Conclusion

Having undertaken a detailed Traffic Impact Assessment for the Proposed Mixed Use Development at 79-81 Victoria Parade, Collingwood, we are of the opinion that:

- a) the development had a statutory car parking requirement to provide a maximum of 966 car spaces,
- b) the proposed provision of 292 resident car spaces, five shop car spaces, and three pick-up/drop-off spaces, is under the maximum statutory requirement threshold, and therefore meets the statutory car parking requirement,
- c) the proposed car parking layout and access arrangements generally accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- d) A total of 199 bicycle parking spaces are proposed on-site,
- e) Bicycle parking spaces are provided in accordance with AS2890.3-2015 with a mix of vertical and horizontal rails,
- f) the level of traffic generated as a result of the proposed development, and traffic impact on Wellington Street, will not be materially different compared to existing conditions and is considered appropriate,
- g) suitable loading arrangements are proposed, subject to the future design of the turntable. It is recommended that the loading room and turntable be of appropriate dimensions to accommodate a vehicle size of at least a 6.4m long Small Rigid Vehicle (SRV), including structures being clear of the turntable and turning area.
- h) suitable waste collection arrangements are proposed, and
- i) subject to adoption of the above loading room recommendation, there are no traffic engineering reasons why a Planning Permit should not be granted for the proposed mixed-use development.



Appendix A

Development Plans

THE DISTANCE BETWEEN THESE MARKS SHOULD MEASURE AS 100mm WHEN SHEET IS PRINTED TO SCALE AS INDICATED

PRINTED: 16/04/2026 11:54:47 AM
FILE: Autodesk Docs\Stockland Collingwood 2518_Stockland_ARCHITECTURAL_MASTER_82614

BASEMENT PARKING SCHEDULE

TYPE	COUNT
B2	
SMALL 2450 x 4900 OVER BONNET	4
STANDARD 2600 x 4900	9
STANDARD 2600 x 4900 EV	8
STANDARD 2600 x 4900 OVER BONNET	138
STANDARD 2600 x 5400 TANDEM	9
	168
B1	
STANDARD 2600 x 4900	5
STANDARD 2600 x 4900 EV	8
STANDARD 2600 x 4900 OVER BONNET	110
STANDARD 2600 x 5400 DDA	1
STANDARD 2600 x 5400 TANDEM	5
	129
TOTAL	297

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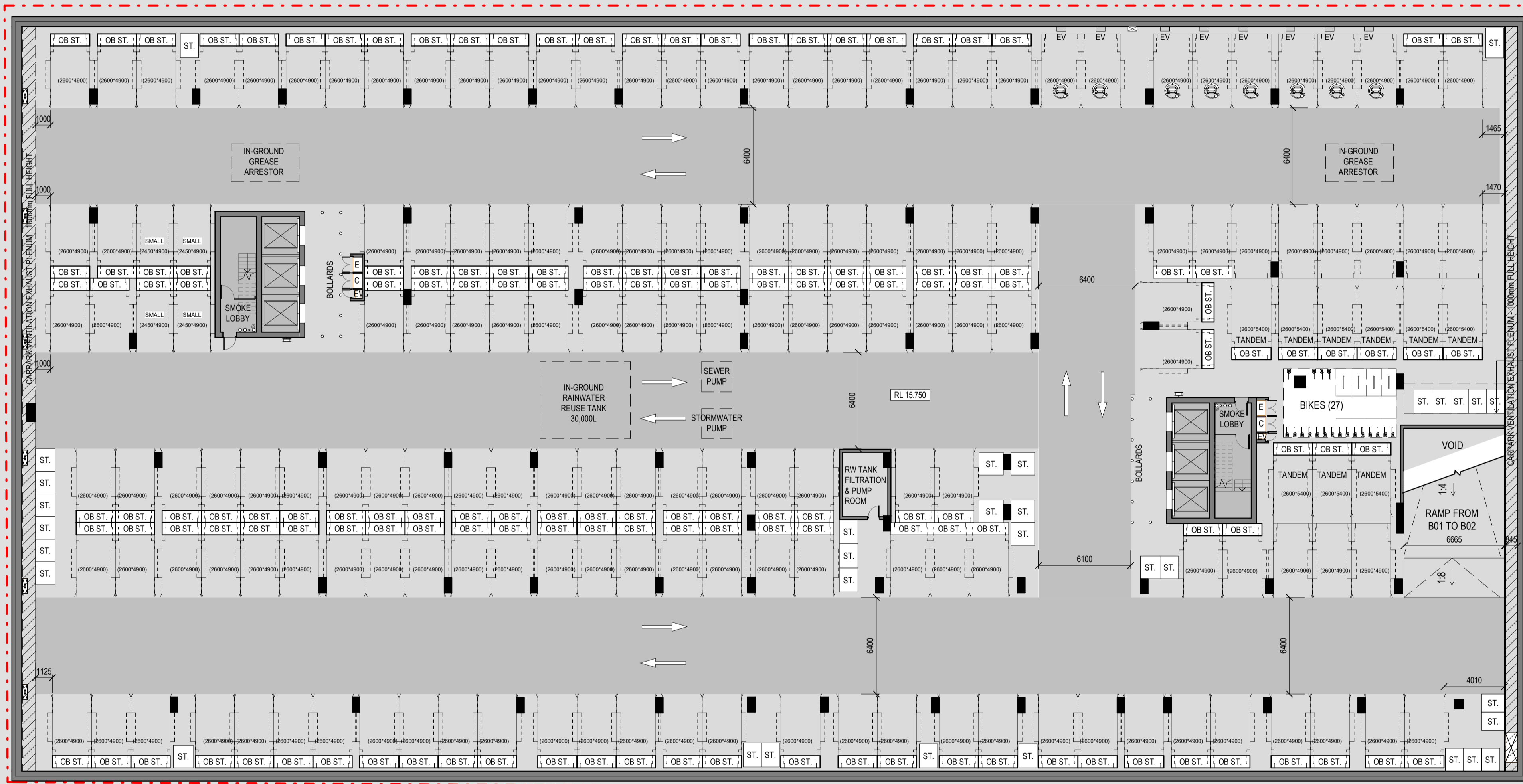
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9		TOWN PLANNING ISSUE UPDATES	14.04.2026	SG
8		TOWN PLANNING ISSUE UPDATES	13.04.2026	SG
7		TOWN PLANNING ISSUE UPDATES	25.03.2026	SG
6		TOWN PLANNING ISSUE	20.03.2026	SG
5		DRAFT 100% TOWN PLANNING ISSUE	11.03.2026	SG
4		DRAFT 80% TOWN PLANNING ISSUE	18.12.2025	SG
3		DRAFT 80% TOWN PLANNING ISSUE	12.12.2025	SG
2		DRAFT TOWN PLANNING ISSUE	24.11.2025	SG
1		FOR INFORMATION	24.10.2025	

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Client **STOCKLAND**
LEVEL 36, 525 COLLINS STREET, MELBOURNE 3000

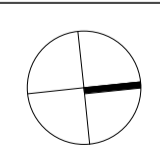
Project **STOCKLAND COLLINGWOOD**
79-81 VICTORIA PARADE
COLLINGWOOD 3066

Title **FLOOR PLANS**
LEVEL B2 PLAN

Project No. **2518** Scale @ A1 **1 : 200**

Drawing Status **TOWN PLANNING ISSUE**

Drawing No. **AR 100** Revision **9**



THE DISTANCE BETWEEN THESE MARKS SHOULD MEASURE AS 100mm WHEN SHEET IS PRINTED TO SCALE AS INDICATED

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FILE: Autodesk Docs\Stockland Collingwood 2518_Stockland_ARCHITECTURAL_MASTER_02514

BASEMENT PARKING SCHEDULE

TYPE	COUNT
B2	
SMALL 2450 x 4900 OVER BONNET	4
STANDARD 2600 x 4900	9
STANDARD 2600 x 4900 EV	8
STANDARD 2600 x 4900 OVER BONNET	138
STANDARD 2600 x 5400 TANDEM	9
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	129
TOTAL	297

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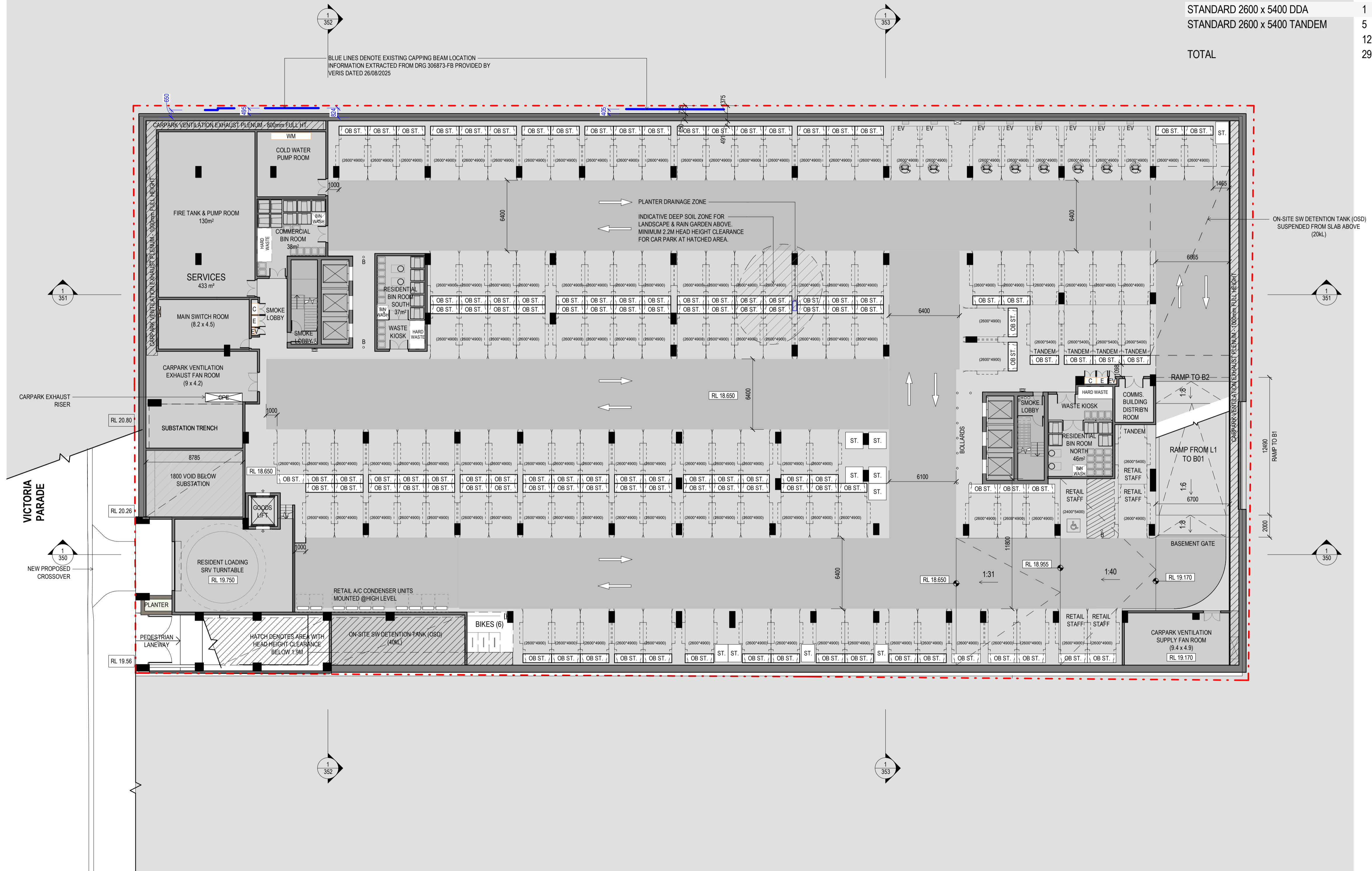
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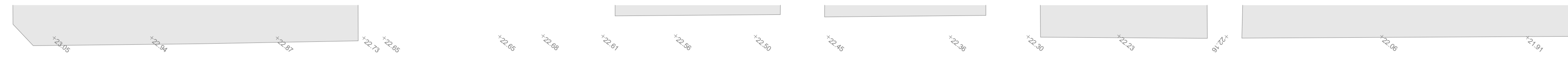
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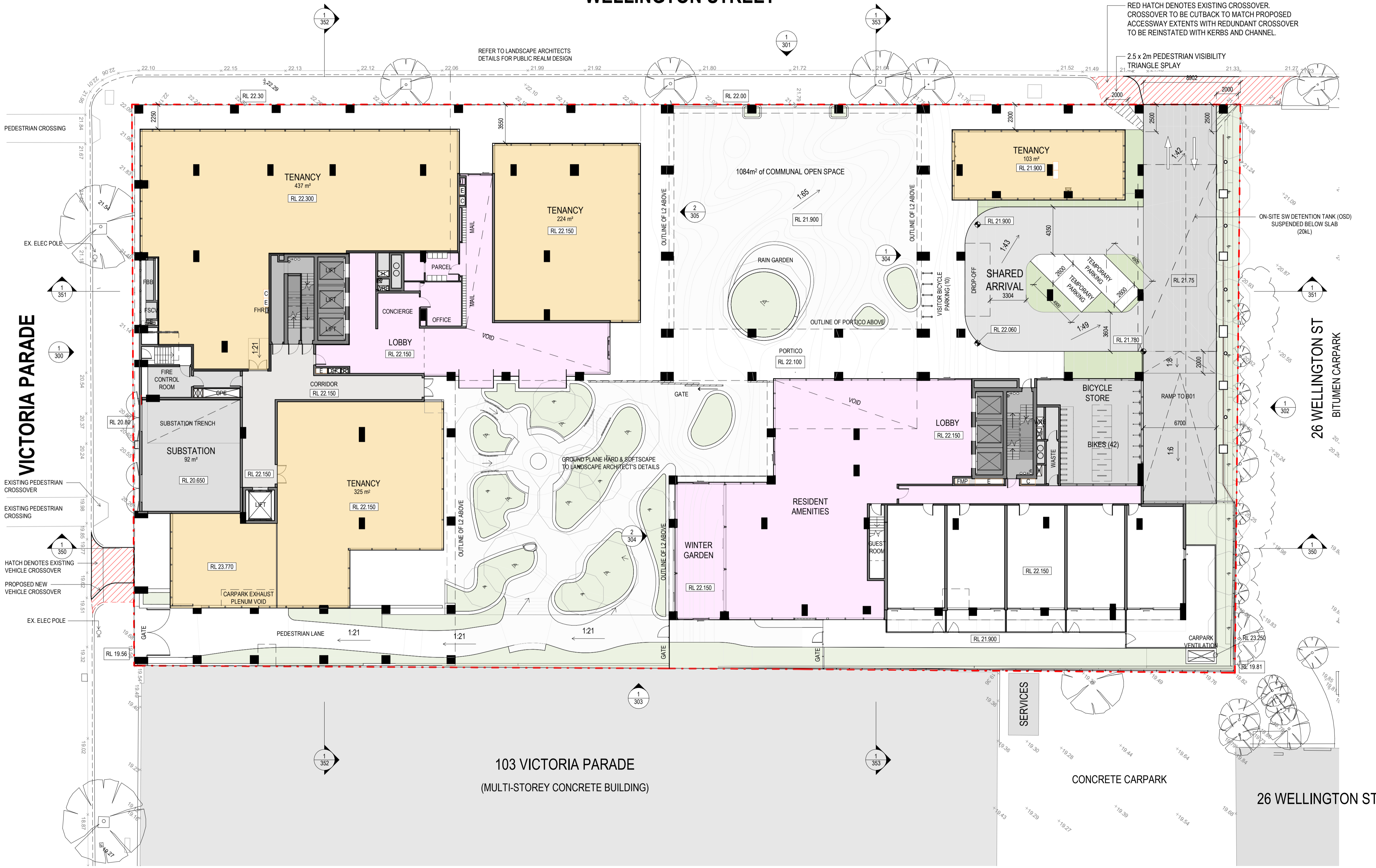
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Client	STOCKLAND LEVEL 36, 525 COLLINS STREET, MELBOURNE 3000
Project	STOCKLAND COLLINGWOOD 79-81 VICTORIA PARADE COLLINGWOOD 3066
Title	FLOOR PLANS LEVEL B1 PLAN
Project No.	2518
Scale	@ A1
Date	1 : 200
Drawing Status	TOWN PLANNING ISSUE
Drawing No.	AR 101
Revision	9

THE DISTANCE BETWEEN THESE MARKS SHOULD MEASURE AS 100mm WHEN SHEET IS PRINTED TO SCALE AS INDICATED



WELLINGTON STREET



RED HATCH DENOTES EXISTING CROSSOVER. CROSSOVER TO BE CUTBACK TO MATCH PROPOSED ACCESSWAY EXTENTS WITH REDUNDANT CROSSOVER TO BE REINSTATED WITH KERBS AND CHANNEL.

REFER TO LANDSCAPE ARCHITECTS DETAILS FOR PUBLIC REALM DESIGN

2.5 x 2m PEDESTRIAN VISIBILITY TRIANGLE SPLAY

VICTORIA PARADE

26 WELLINGTON ST BITUMEN CARPARK

103 VICTORIA PARADE (MULTI-STOREY CONCRETE BUILDING)

CONCRETE CARPARK

26 WELLINGTON ST

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Client	STOCKLAND LEVEL 36, 525 COLLINS STREET, MELBOURNE 3000
Project	STOCKLAND COLLINGWOOD 79-81 VICTORIA PARADE COLLINGWOOD 3066
Title	FLOOR PLANS LEVEL L1 PLAN

Project No.	2518	Scale @ A1	1 : 200
Date			
Drawing Status	TOWN PLANNING ISSUE		
Drawing No.	AR 102	Revision	8

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FILE: Autodesk Docs\Stockland Collingwood 2518_Stockland_ARCHITECTURAL_MASTER_82614

THE DISTANCE BETWEEN THESE MARKS SHOULD MEASURE AS 100mm WHEN SHEET IS PRINTED TO SCALE AS INDICATED

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FILE: Autodesk Docs\Stockland Collingwood 2518_Stockland_ARCHITECTURAL_MASTER_P2514

EXTERNAL STORAGE SCHEDULE		
LEVEL	STORAGE TYPE	COUNT
OVERBONNET		
B2	OVERBONNET	151
B1	OVERBONNET	114
OVERBONNET		265
STORAGE LOCKER		
B2	STORAGE LOCKER	33
B1	STORAGE LOCKER	10
L1 MEZZ - N	STORAGE LOCKER	59
L1 MEZZ - S	STORAGE LOCKER	45
STORAGE LOCKER		147

BIKE PARKING SCHEDULE	
BIKE RACK TYPE	TOTAL
B2	
HORIZONTAL BIKE	8
VERTICAL BIKE (FLOOR MOUNTED)	19
	27
B1	
HORIZONTAL BIKE	6
	6
L1	
HORIZONTAL BIKE	14
HORIZONTAL BIKE (VISITOR)	10
VERTICAL BIKE (FLOOR MOUNTED)	14
VERTICAL BIKE (WALL MOUNTED)	14
	52

BIKE PARKING SCHEDULE	
BIKE RACK TYPE	TOTAL
L1 MEZZ - N	
HORIZONTAL BIKE	22
VERTICAL BIKE (WALL MOUNTED)	17
	39
L1 MEZZ - S	
HORIZONTAL BIKE	26
VERTICAL BIKE (WALL MOUNTED)	49
	75
TOTAL BIKE	199

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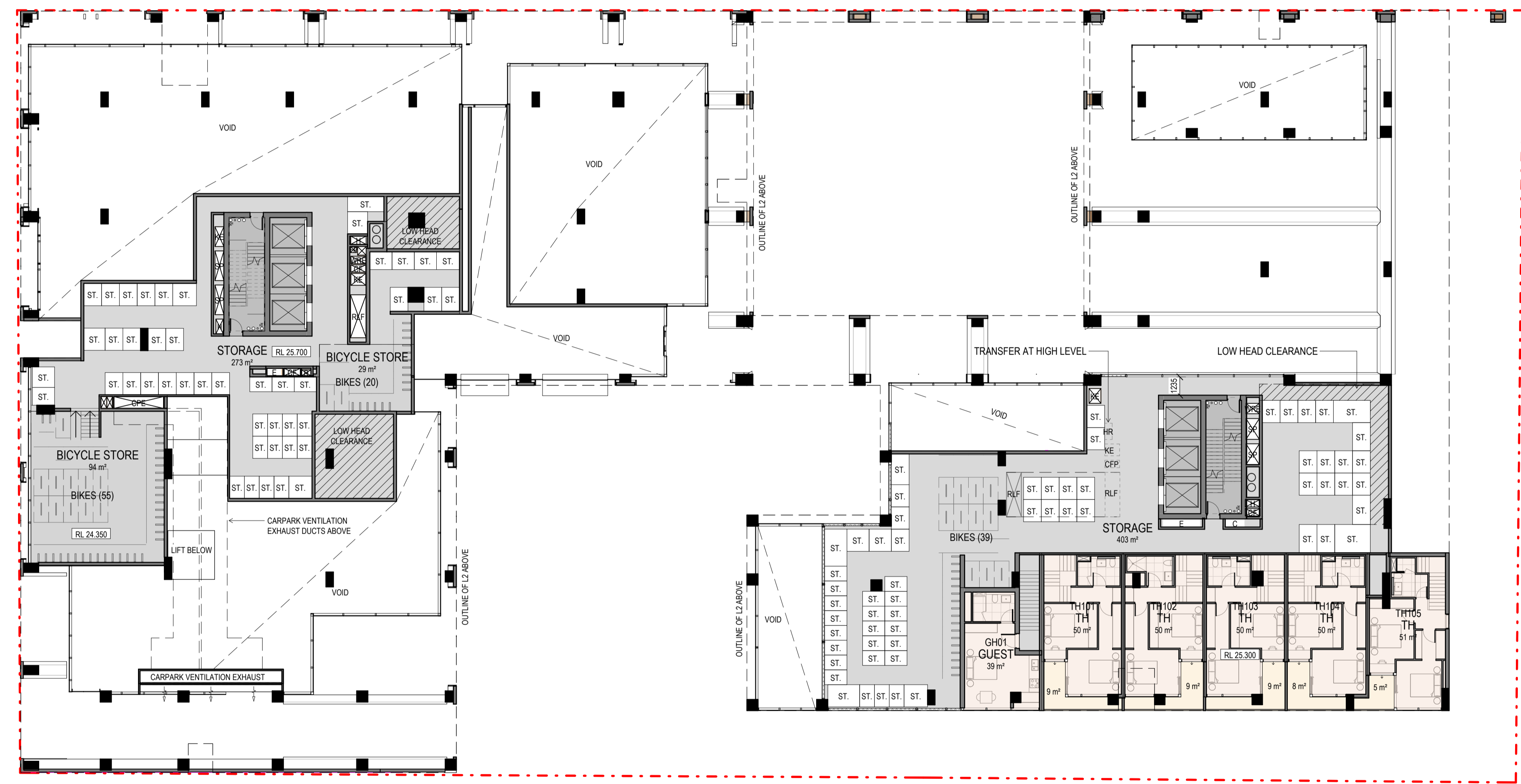
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Project STOCKLAND COLLINGWOOD
79-81 VICTORIA PARADE
COLLINGWOOD 3066

Title FLOOR PLANS
LEVEL MEZZANINE PLAN

Project No. 2518 **Scale @ A1** 1:200

Date

Drawing Status TOWN PLANNING ISSUE

Drawing No. AR 103 **Revision** 9



Appendix B

Swept Path Diagrams

VEHICLE PROFILE

VEHICLE USED IN SIMULATION

85th percentile
(AS/NZS 2890.1:2004)

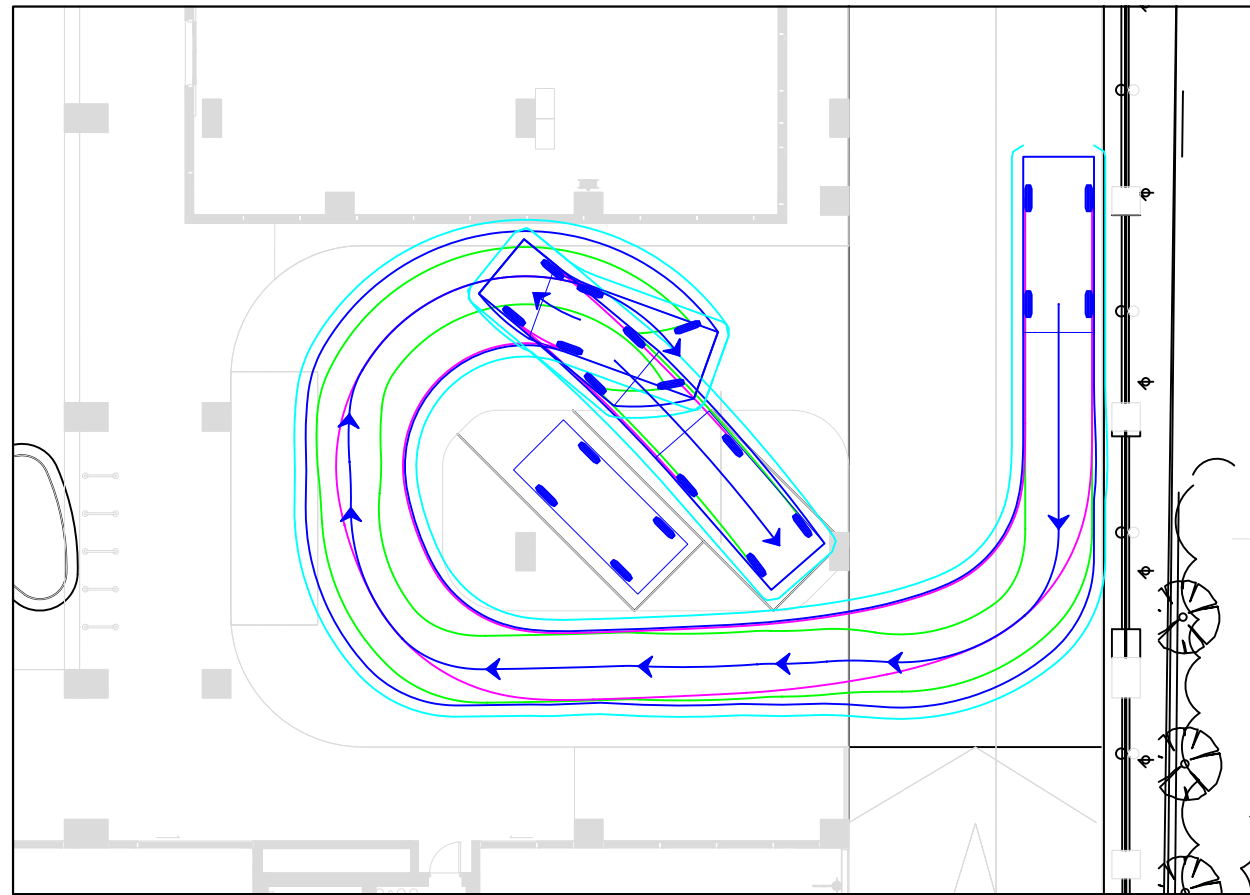
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 5.8m

* 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 (magenta line)
- FRONT WHEELS (green line)
- VEHICLE BODY (blue line)
- BODY CLEARANCE (cyan line)

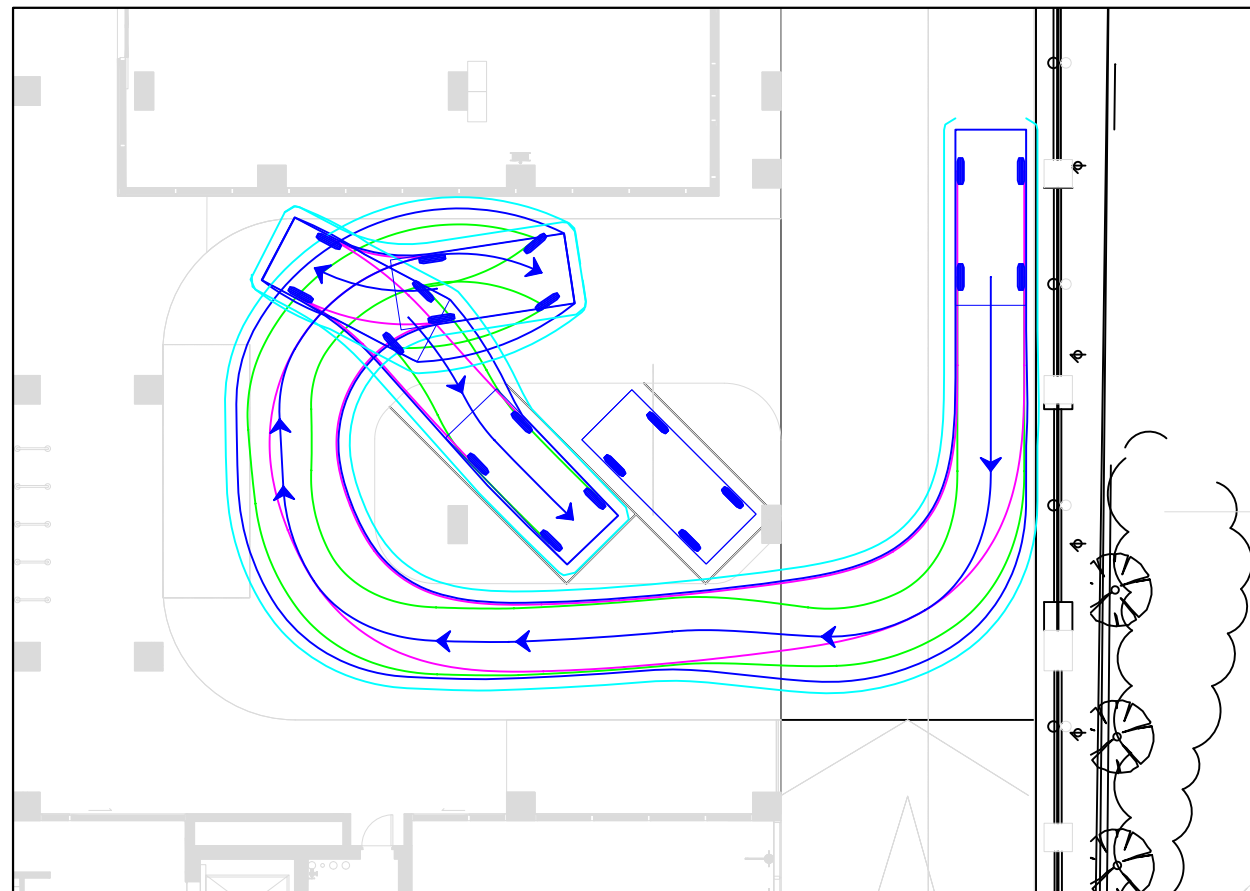
LEVEL 1 PICK-UP/DROP-OFF CAR SPACE (NORTH) - B85 DESIGN VEHICLE INGRESS



LEVEL 1 PICK-UP/DROP-OFF CAR SPACE (NORTH) - B85 DESIGN VEHICLE EGRESS



LEVEL 1 PICK-UP/DROP-OFF CAR SPACE (SOUTH) - B85 DESIGN VEHICLE INGRESS



LEVEL 1 PICK-UP/DROP-OFF CAR SPACE (SOUTH) - B85 DESIGN VEHICLE EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	11/12/2025	ORIGINAL ISSUE	B. I	D. TROTTER (RPE6797)
B	26/03/2026	UPDATED PLANS	B. I	D. TROTTER (RPE6797)

79-81 VICTORIA PARADE, COLLINGWOOD
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE PLANS PREPARED BY WARDLE
RECEIVED 26/03/2026.

FILE NAME: G36808-01
SHEET NO.: 01



SCALE: 1:200 (A3)

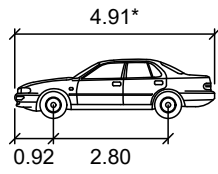
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION



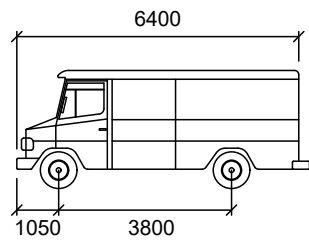
85th percentile
(AS/NZS 2890.1:2004)

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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

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

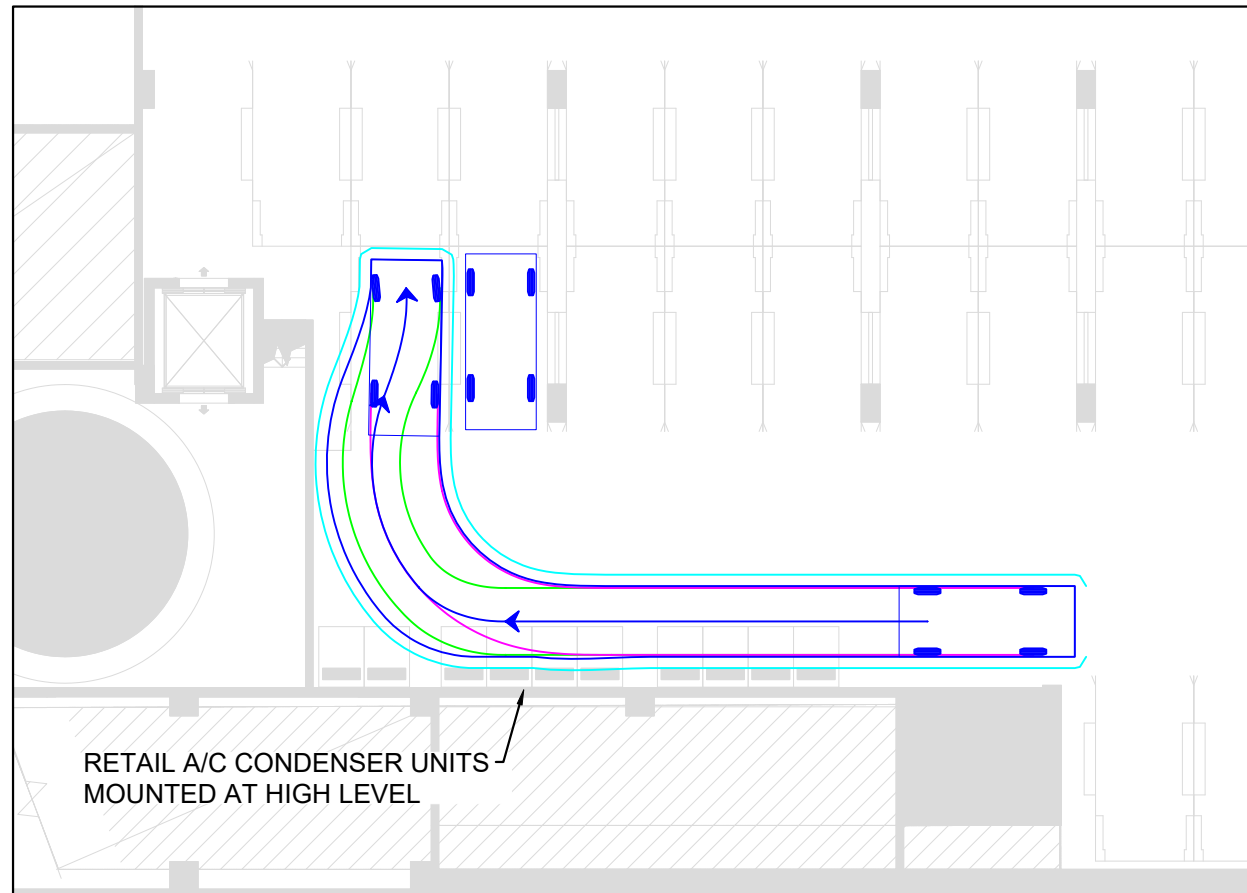


SRV (AS 2890.2) mm
Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.0

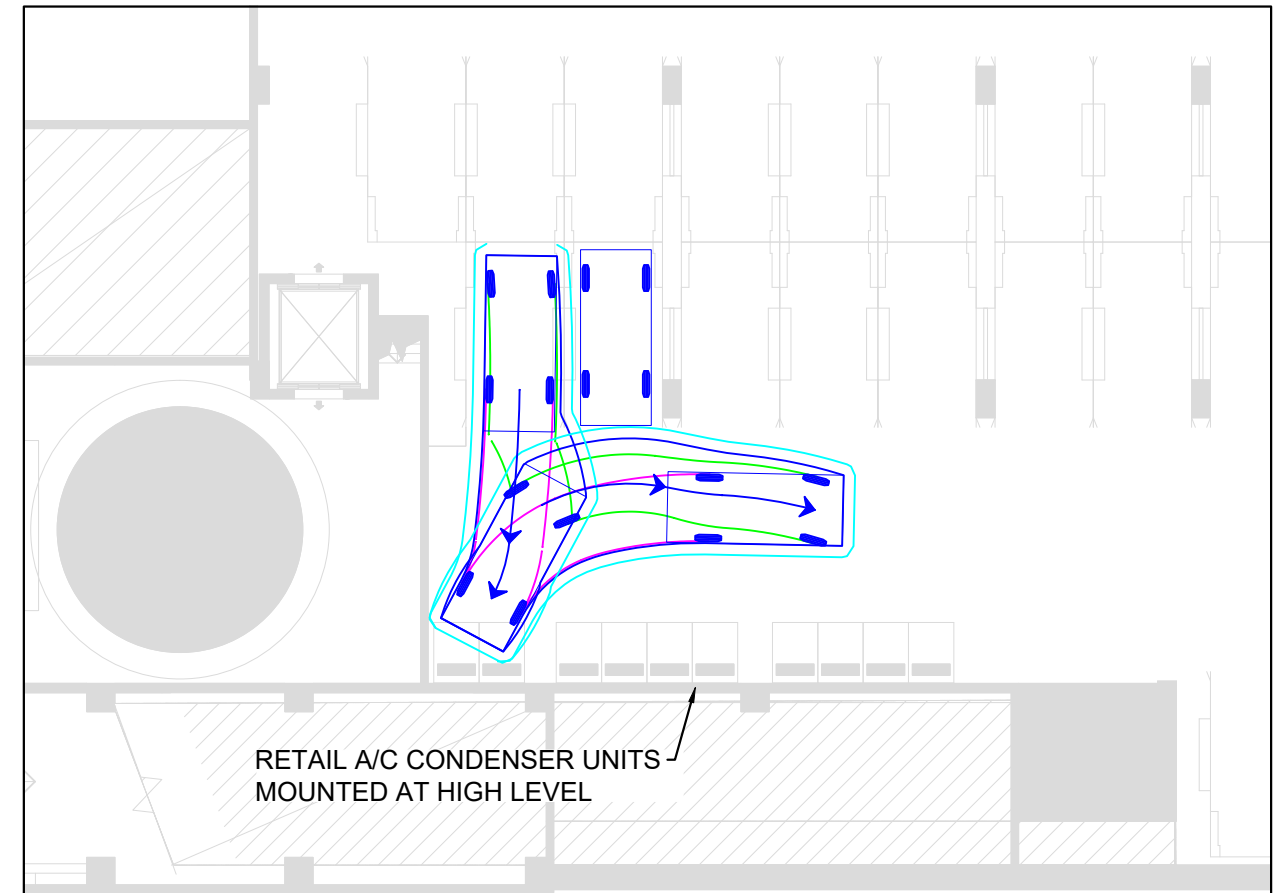
LEGEND

- REAR WHEELS (pink line)
- FRONT WHEELS (green line)
- VEHICLE BODY (blue line)
- BODY CLEARANCE (cyan line)

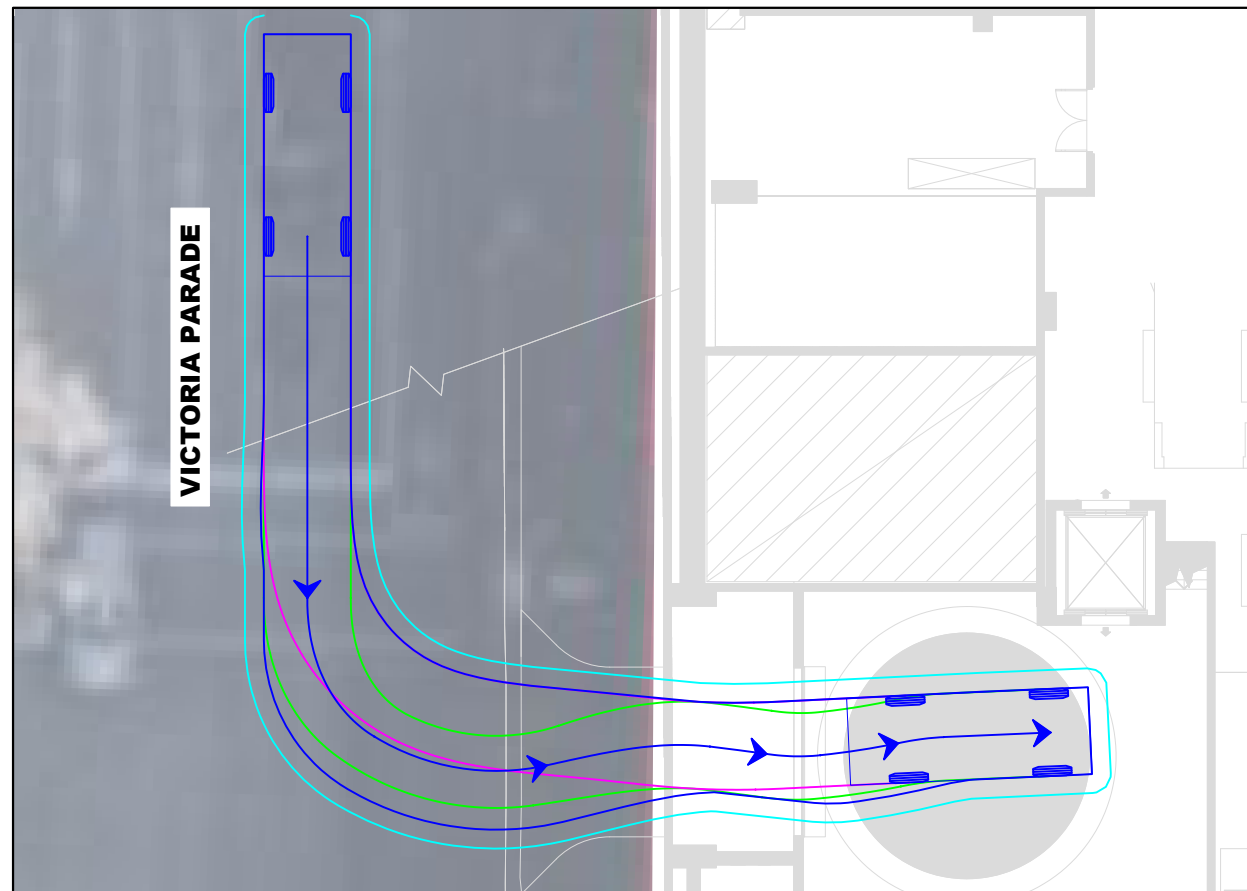
BASEMENT 1 DEAD-END CAR SPACE - B85 DESIGN VEHICLE INGRESS



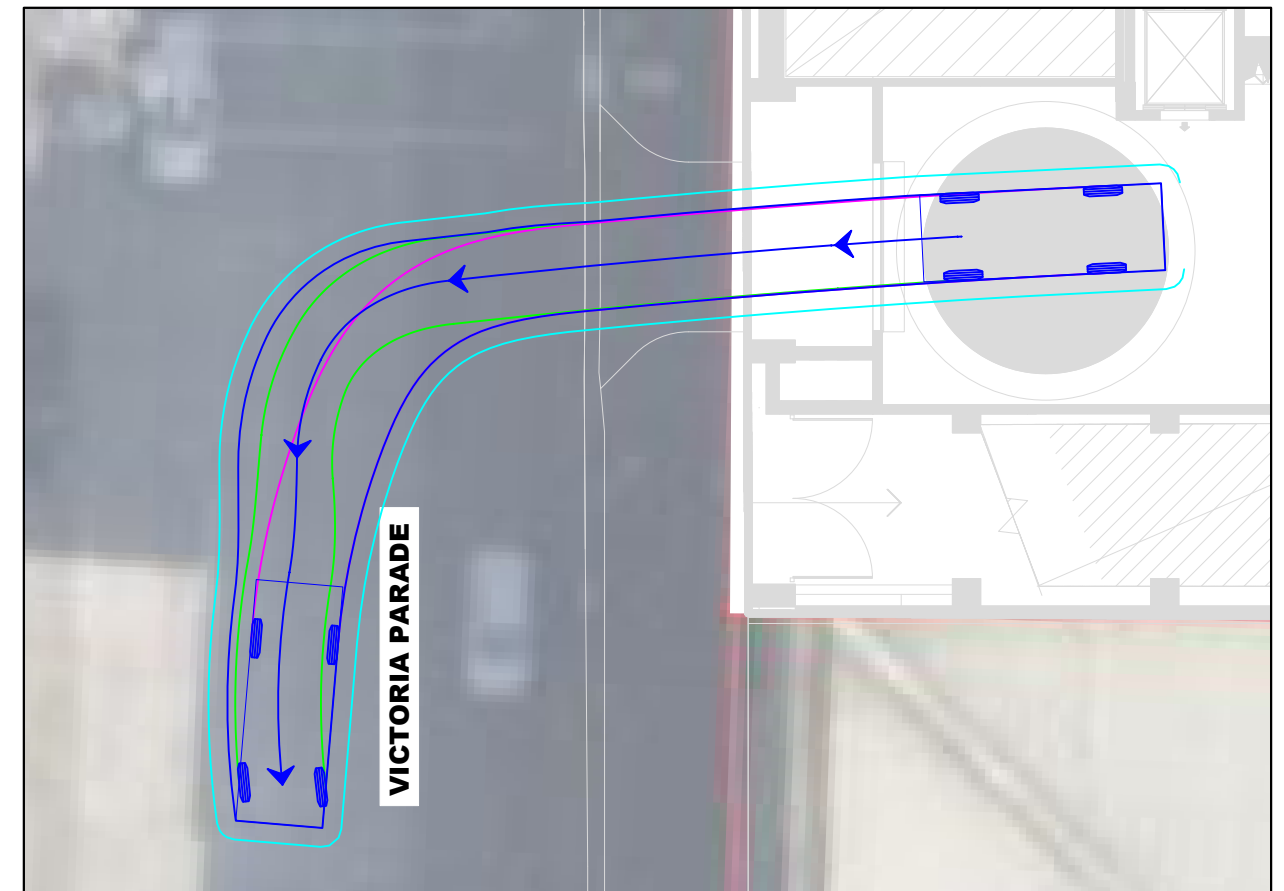
BASEMENT 1 DEAD-END CAR SPACE - B85 DESIGN VEHICLE EGRESS



LOADING ARRANGEMENT (TURNTABLE) - 6.4M SMALL RIGID VEHICLE (SRV) INGRESS



LOADING ARRANGEMENT (TURNTABLE) - 6.4M SMALL RIGID VEHICLE (SRV) EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	11/12/2025	ORIGINAL ISSUE	B. I	D. TROTTER (RPE6797)
B	26/03/2026	UPDATED PLANS	B. I	D. TROTTER (RPE6797)

79-81 VICTORIA PARADE, COLLINGWOOD
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE PLANS PREPARED BY WARDLE
RECEIVED 26/03/2026.

FILE NAME: G36808-01
SHEET NO.: 02



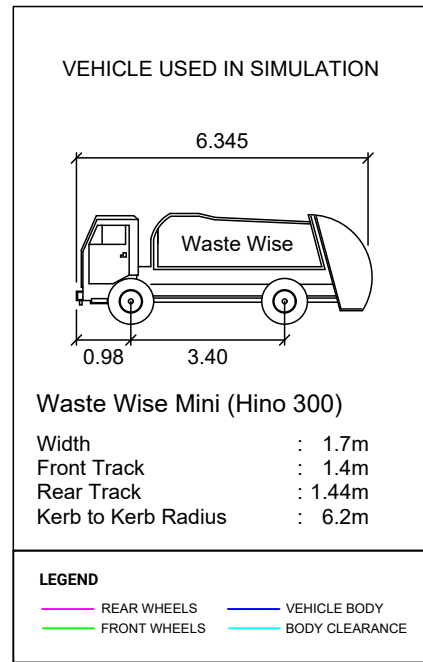
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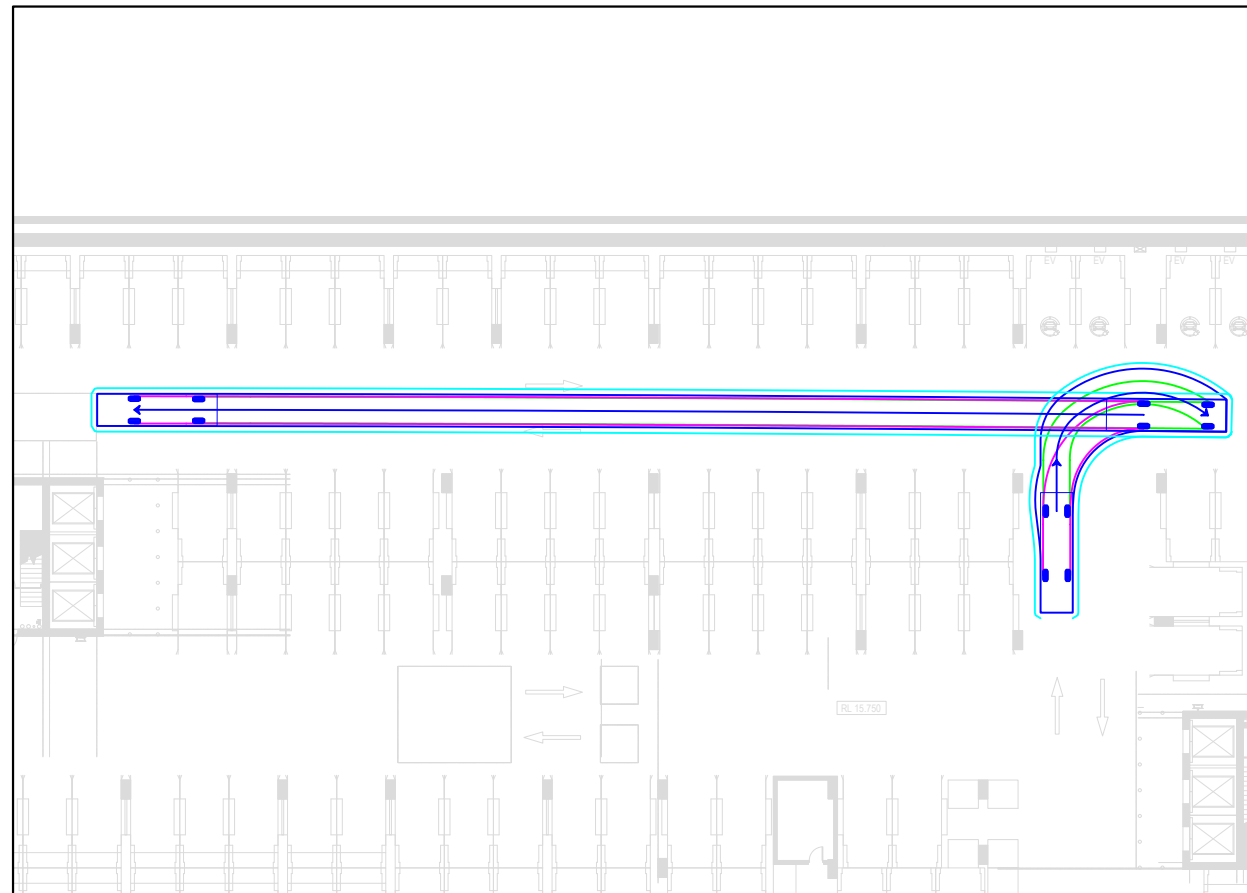
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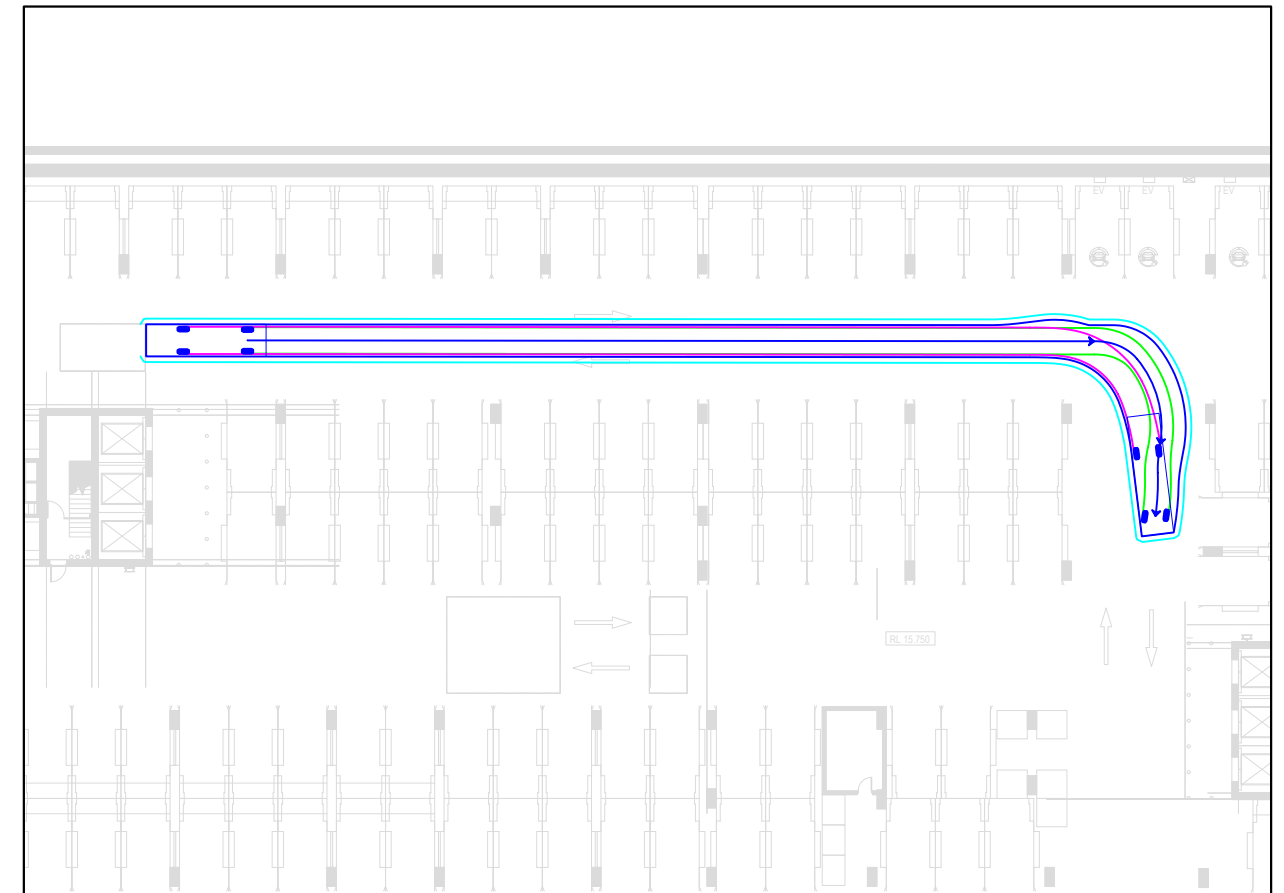
VEHICLE PROFILE



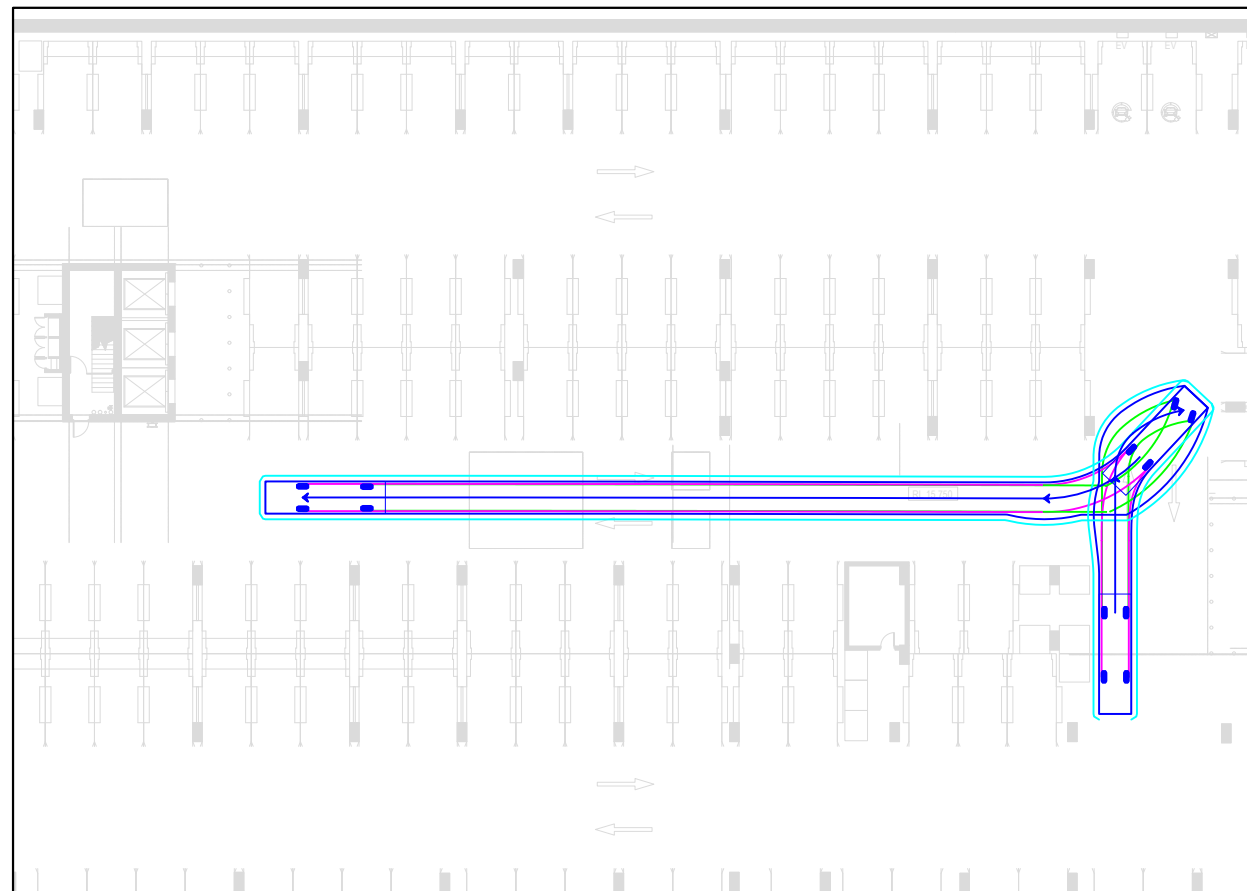
WASTE COLLECTION ARRANGEMENTS 1 - 6.4M WASTE COLLECTION VEHICLE INGRESS



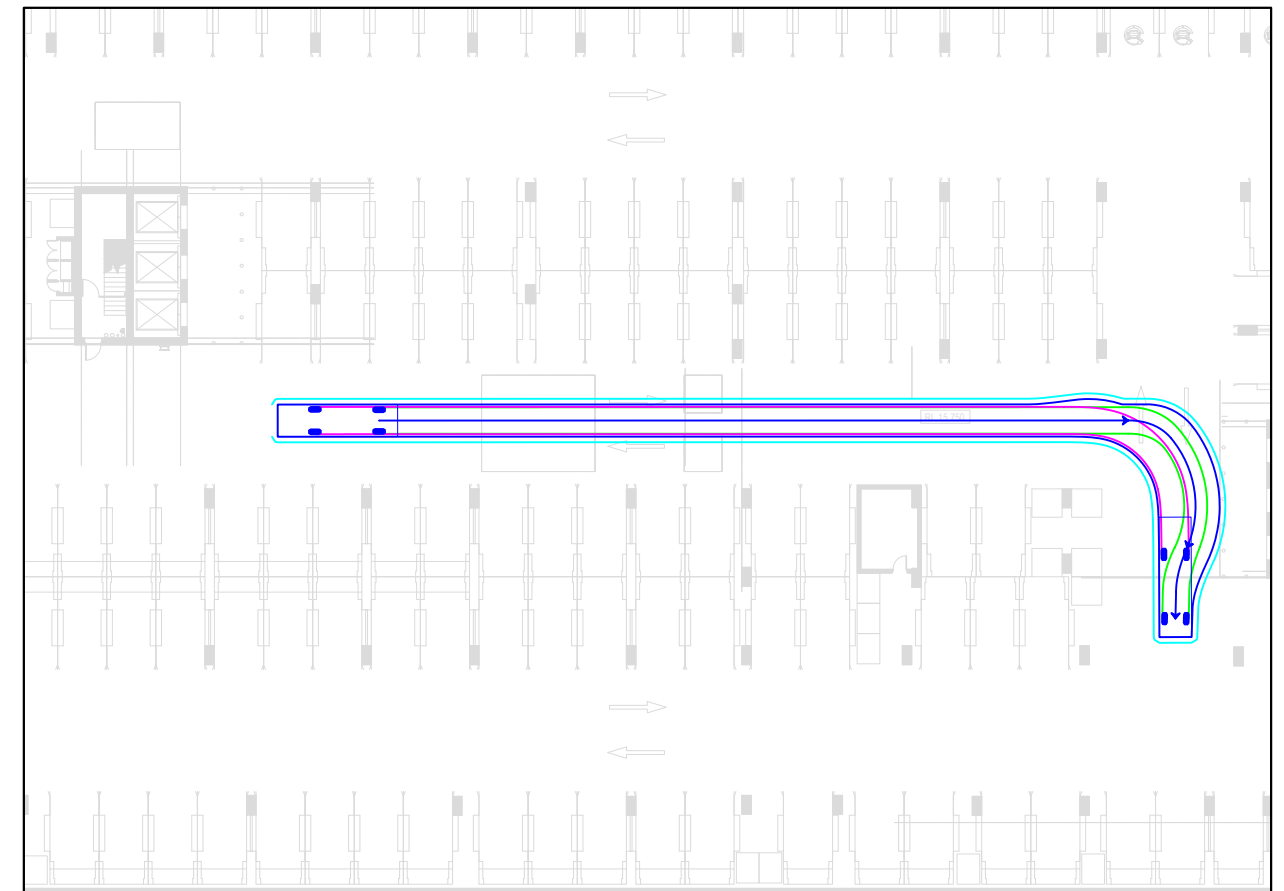
WASTE COLLECTION ARRANGEMENTS 1 - 6.4M WASTE COLLECTION VEHICLE EGRESS



WASTE COLLECTION ARRANGEMENTS 2 - 6.4M WASTE COLLECTION VEHICLE INGRESS



WASTE COLLECTION ARRANGEMENTS 2 - 6.4M WASTE COLLECTION VEHICLE EGRESS



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 PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
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FILE NAME: G36808-01
 SHEET NO.: 03



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Appendix C

SIDRA Intersection Results

SITE LAYOUT

▽ Site: [1] Existing - AM Peak Hour (Existing Conditions)

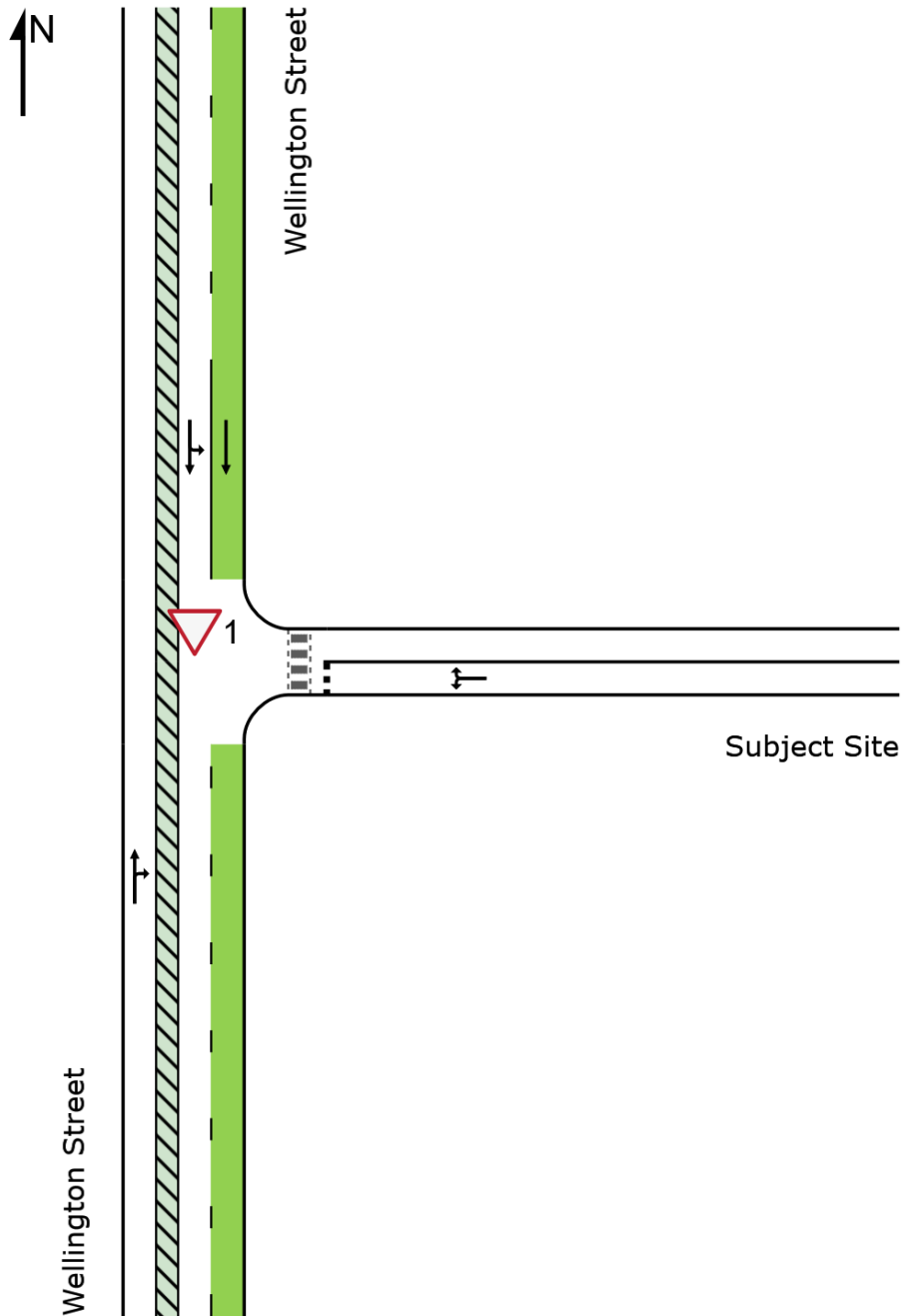
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [1] Existing - AM Peak Hour (Existing Conditions)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Wellington Street															
2	T1	All MCs	247	1.7	247	1.7	0.166	0.5	LOS A	0.4	2.5	0.16	0.18	0.16	58.6
3	R2	All MCs	31	0.0	31	0.0	0.166	8.1	LOS A	0.4	2.5	0.16	0.18	0.16	56.2
Approach			278	1.5	278	1.5	0.166	1.3	NA	0.4	2.5	0.16	0.18	0.16	58.3
East: Subject Site															
4	L2	All MCs	8	0.0	8	0.0	0.008	5.8	LOS A	0.0	0.2	0.24	0.53	0.24	52.2
6	R2	All MCs	1	0.0	1	0.0	0.008	11.4	LOS B	0.0	0.2	0.24	0.53	0.24	52.1
Approach			9	0.0	9	0.0	0.008	6.5	LOS A	0.0	0.2	0.24	0.53	0.24	52.1
North: Wellington Street															
7	L2	All MCs	15	0.0	15	0.0	0.194	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.2
8	T1	All MCs	574	2.4	574	2.4	0.194	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	43.0
Approach			588	2.3	588	2.3	0.194	0.2	NA	0.0	0.0	0.00	0.01	0.00	43.2
All Vehicles			876	2.0	876	2.0	0.194	0.6	NA	0.4	2.5	0.05	0.07	0.05	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1 (2)] Existing - PM Peak Hour (Existing Conditions)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Wellington Street															
2	T1	All MCs	326	1.9	326	1.9	0.181	0.1	LOS A	0.1	0.7	0.04	0.04	0.04	59.6
3	R2	All MCs	9	0.0	9	0.0	0.181	7.3	LOS A	0.1	0.7	0.04	0.04	0.04	57.1
Approach			336	1.9	336	1.9	0.181	0.3	NA	0.1	0.7	0.04	0.04	0.04	59.5
East: Subject Site															
4	L2	All MCs	40	0.0	40	0.0	0.068	5.6	LOS A	0.3	1.9	0.11	0.54	0.11	51.4
6	R2	All MCs	22	0.0	22	0.0	0.068	11.2	LOS B	0.3	1.9	0.11	0.54	0.11	51.3
Approach			62	0.0	62	0.0	0.068	7.6	LOS A	0.3	1.9	0.11	0.54	0.11	51.3
North: Wellington Street															
7	L2	All MCs	4	0.0	4	0.0	0.178	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
8	T1	All MCs	359	1.5	359	1.5	0.178	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	55.9
Approach			363	1.4	363	1.4	0.178	0.1	NA	0.0	0.0	0.00	0.01	0.00	55.9
All Vehicles			761	1.5	761	1.5	0.181	0.8	NA	0.3	1.9	0.03	0.07	0.03	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1 (3)] Post Dev - AM Peak Hour (Post Development)

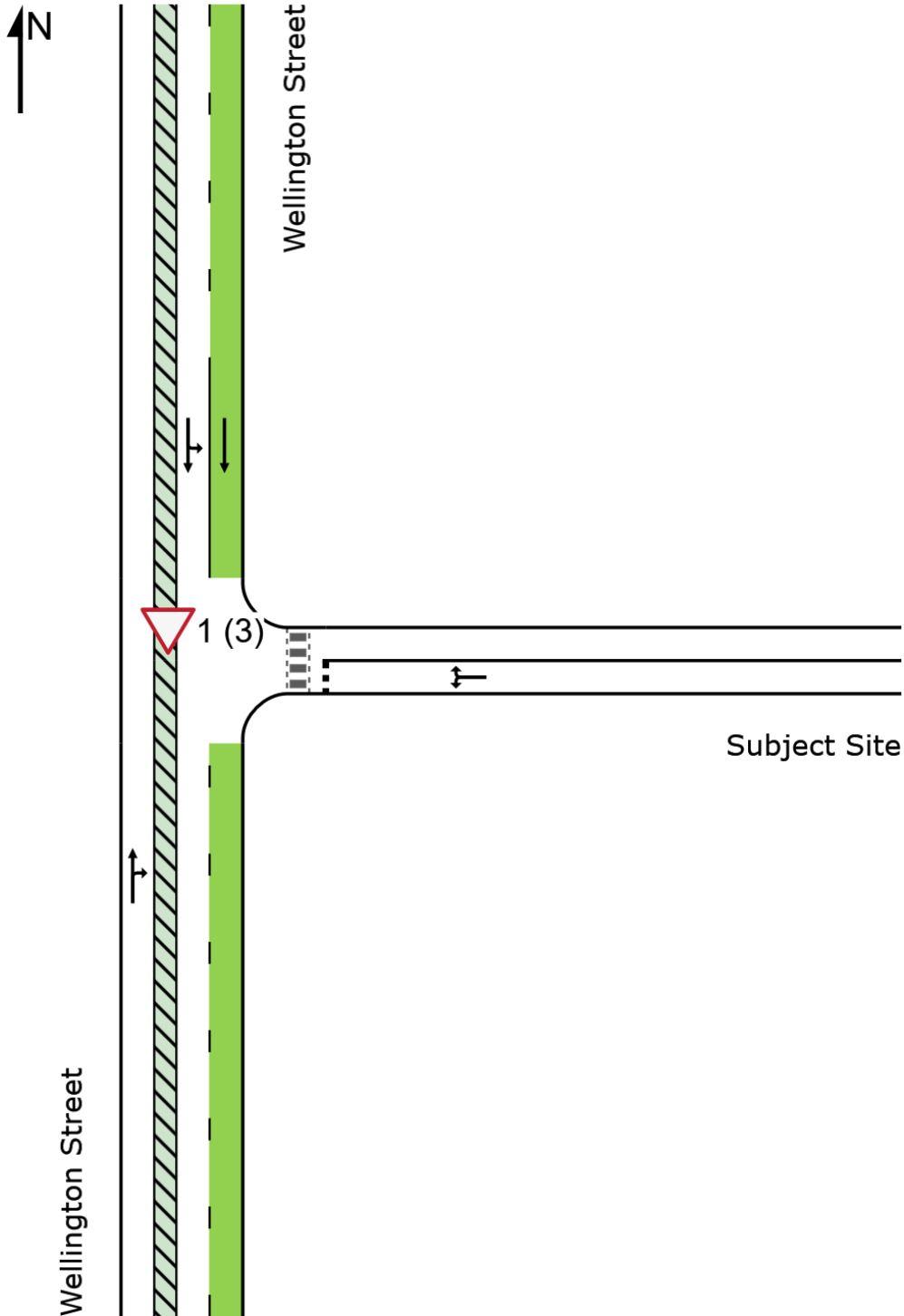
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [1 (3)] Post Dev - AM Peak Hour (Post Development)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Wellington Street															
2	T1	All MCs	247	1.7	247	1.7	0.153	0.3	LOS A	0.2	1.7	0.11	0.13	0.11	59.0
3	R2	All MCs	20	0.0	20	0.0	0.153	8.1	LOS A	0.2	1.7	0.11	0.13	0.11	56.5
Approach			267	1.6	267	1.6	0.153	0.9	NA	0.2	1.7	0.11	0.13	0.11	58.8
East: Subject Site															
4	L2	All MCs	54	0.0	54	0.0	0.092	5.9	LOS A	0.4	2.5	0.35	0.56	0.35	51.2
6	R2	All MCs	26	0.0	26	0.0	0.092	12.0	LOS B	0.4	2.5	0.35	0.56	0.35	51.1
Approach			80	0.0	80	0.0	0.092	7.9	LOS A	0.4	2.5	0.35	0.56	0.35	51.1
North: Wellington Street															
7	L2	All MCs	11	0.0	11	0.0	0.192	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.3
8	T1	All MCs	574	2.4	574	2.4	0.192	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	43.0
Approach			584	2.3	584	2.3	0.192	0.1	NA	0.0	0.0	0.00	0.01	0.00	43.2
All Vehicles			932	1.9	932	1.9	0.192	1.0	NA	0.4	2.5	0.06	0.09	0.06	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [1 (4)] Post Dev - PM Peak Hour (Post Development)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Wellington Street															
2	T1	All MCs	326	1.9	326	1.9	0.215	0.4	LOS A	0.4	3.1	0.14	0.16	0.14	58.7
3	R2	All MCs	42	0.0	42	0.0	0.215	7.5	LOS A	0.4	3.1	0.14	0.16	0.14	56.2
Approach			368	1.7	368	1.7	0.215	1.2	NA	0.4	3.1	0.14	0.16	0.14	58.4
East: Subject Site															
4	L2	All MCs	33	0.0	33	0.0	0.053	5.6	LOS A	0.2	1.4	0.11	0.54	0.11	51.4
6	R2	All MCs	16	0.0	16	0.0	0.053	11.7	LOS B	0.2	1.4	0.11	0.54	0.11	51.3
Approach			48	0.0	48	0.0	0.053	7.6	LOS A	0.2	1.4	0.11	0.54	0.11	51.4
North: Wellington Street															
7	L2	All MCs	20	0.0	20	0.0	0.187	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.1
8	T1	All MCs	359	1.5	359	1.5	0.187	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.7
Approach			379	1.4	379	1.4	0.187	0.3	NA	0.0	0.0	0.00	0.03	0.00	55.8
All Vehicles			796	1.5	796	1.5	0.215	1.2	NA	0.4	3.1	0.07	0.12	0.07	56.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.