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Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development
675 Victoria Street, Abbotsford

Prepared for
EG

March 2025

G31423R-03E

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1. Introduction

Traffix Group has been engaged by EG to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 675 Victoria Street, Abbotsford.

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

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

Following an application for redevelopment of the site to Council in 2022-2023, the applicant has now prepared amended documentation as part of an application through the Development Facilitation Program (DFP).

In March 2025, it is understood that the application received approval to apply for a planning permit under the DFP.

This report provides an overview of the amendment of plans dated March 2025, and also responds to comments received from Council and the Department of Transport and Planning (DTP).

Our assessment is as follows.

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2. Existing Conditions

2.1. Subject Site

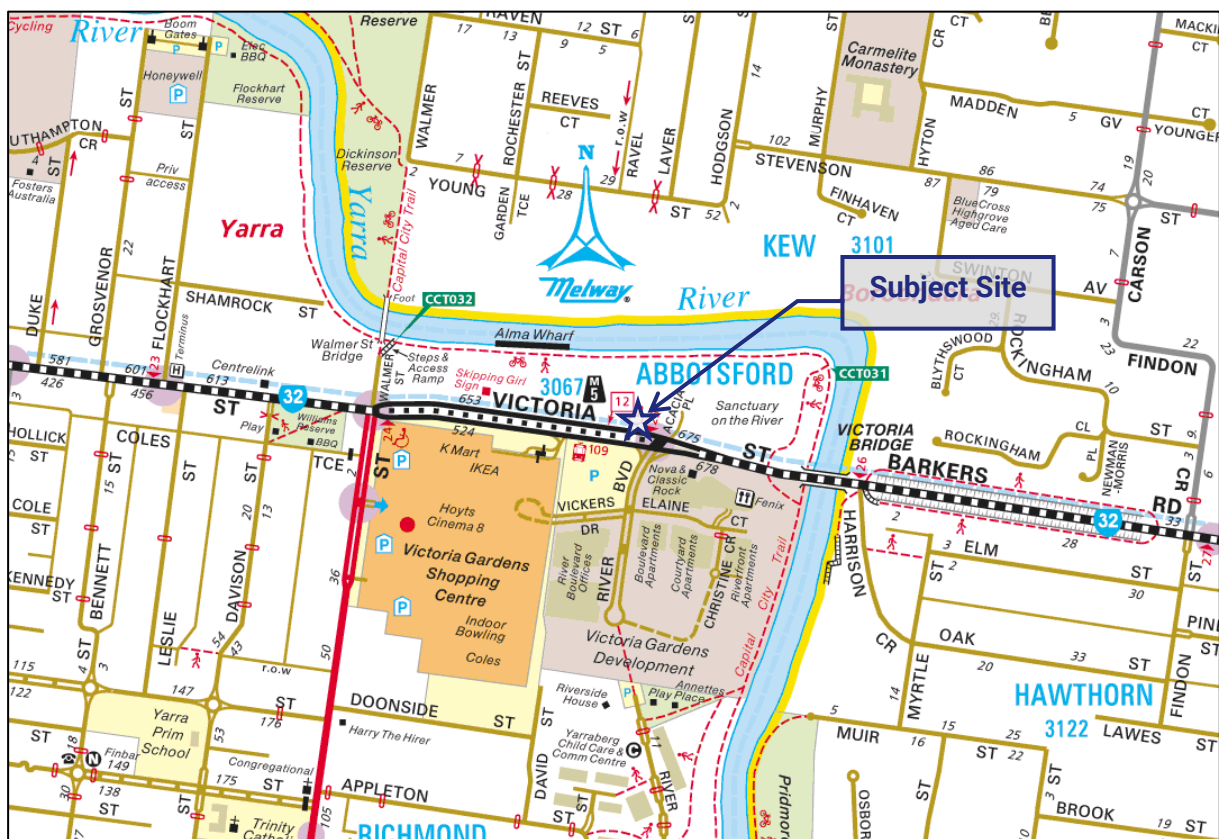
The subject site is located on the northern side of Victoria Street between Acacia Place (to the east) and Walmer Street (to the west). The site has a frontage to Victoria Street (at the south) of approximately 40.4 metres.

The subject site is improved by a commercial building possessing approximately 3,478m² of net leasable floor area.

There is a provision for 115 car spaces within a two-level car park and at grade car park the front of the site (on Victoria Street level).

Vehicle access to 675 Victoria Street is afforded via a double width crossover with Victoria Street located at the south-west corner of the site.

A locality plan and aerial photograph are provided at Figure 1 to Figure 2, respectively.



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Figure 1: Locality Plan

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Figure 2: Aerial Photograph

Source: Nearmap

2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned as 'Commercial 1 Zone (C1Z)' under the Yarra Planning Scheme. A planning zone map is provided at Figure 3.

Land uses in the immediate vicinity of the subject are generally mixed in nature with Public Park and Recreation uses immediately north of the site, commercial uses to the west, and residential uses to the east.

The Victoria Gardens Shopping Centre located approximately 70 metres south-west of the site.

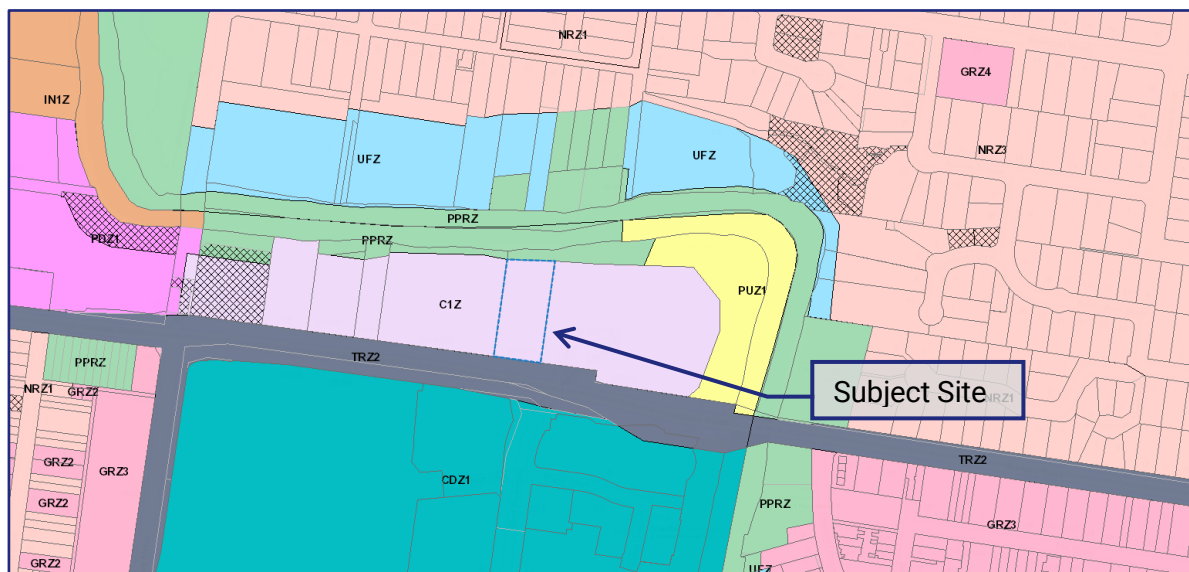


Figure 3: Planning Zone Map - Yarra

Source: Vicplan

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2.3. Road Network

Victoria Street is located within 'Transport Zone 2 – Principal Road Network (TRZ2)' zoning and is a State Arterial Road under the management of Department of Transport (DoT).

It is aligned in an east-west direction between Hoddle Street in the west, where it continues further west as Victoria Parade and the Yarra River to the east, where it continues further east as Barkers Road.

In the vicinity of the site, Victoria Street is divided by a tram reservation, with vehicle carriageways widths of approximately 9 metres and 10.1 metres on the northern and southern side, respectively. Three (3) traffic lanes are provided on the northern side and two (2) on the southern side of Victoria Street.

Narrow dedicated on-road bike lanes are provided in each direction along Victoria Parade.

To the immediate east of the site is the signalised intersection of Victoria Street/River Boulevard which provides for north-south signalised pedestrian crossings across Victoria Street.

A tram super stop is located opposite the site within the central tram fairway.

There are footpaths on both sides of Victoria Parade near the site.

Kerbside parking is restricted to 'No Stopping' restrictions and is not permitted on both sides of Victoria Street.

A signed speed limit of 60km/h applies to Victoria Street.

Figure 4 and Figure 5 provide views of Victoria Street to the east and west, respectively.



Figure 4: Victoria Street- View East



Figure 5: Victoria Street- View West

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3. Proposal

3.1. The Development

The proposal seeks to redevelop the site as a mixed-use development, inclusive of an office (commercial tenancy), a community facility (Little B.I.G Foundation) and residential apartments.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use		Current Scheme
Residential	1 bed dwellings	21 apartments
	2 bed dwellings	67 apartments
	3 bed dwellings	35 apartments
	Total	123 apartments
Office (Commercial)		287m ²
Community Facility (Little B.I.G Foundation)		122 m ² (12 Patrons)

The proposal includes a number of ancillary uses including a gym, private dining rooms and amenity space to be used by residents of the development only.

3.2. Access

3.2.1. Pedestrian & Cyclist Access

Primary pedestrian and cyclist access is proposed via Victoria Street.

The on-site residential bike parking in the lower ground floor can be accessed via a DDA ramp from Victoria Street.

Visitor bike parking is located on the western boundary of the site, with access from Victoria Street.

The commercial tenancy will have direct access to Victoria Street via the front façade.

Secondary access will also be provided to/from the Yarra River Trail at the rear of the site, via stairs and a wheel ramp/ramped area.

3.2.2. Vehicle Access

Vehicle access is proposed via Victoria Street near the southwest corner of the site, via a two-way vehicle ramp to basement.

The access provisions are shown in Figure 6.

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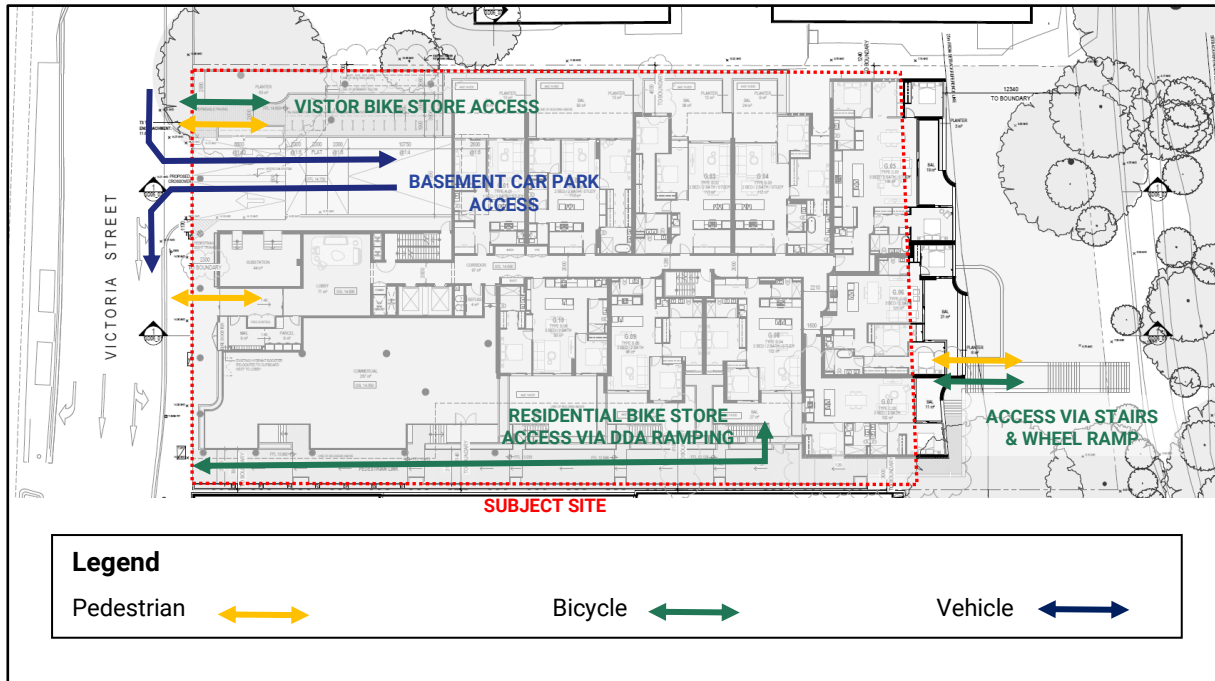


Figure 6: Proposed Access Arrangements

3.3. Parking

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3.3.1. Bike & Motorcycle Parking

The application proposes the provision of 158 bicycle spaces comprising:

- 28 spaces located on the ground floor on the western boundary of the site;
 - Comprising of 25 Residential Visitor Spaces and 3 Commercial Visitor Spaces
 - 14 horizontal rails (28 spaces)
- 130 spaces located on the lower ground floor in the bike room;
 - Comprising of 124 Residential Spaces and 6 Commercial Staff Spaces
 - 10 vertical rails (10 spaces),
 - 60 two-tier rails (120 spaces),

26 motorcycle spaces are to be provided throughout the basement car park.

3.3.2. Car Parking

The proposed development includes 169 car spaces, allocated as follows:

- 167 spaces for Residential use,
- 1 space for the Commercial tenancy,
- 1 space for the Community Facility (Little B.I.G. Foundation).

3.3.3. Loading & Waste

A dedicated loading area is shown on the plans, in basement, intended to serve vans and passenger vehicles.

Waste collection is proposed to be undertaken on-site within the lower ground floor via private waste collection services from this location.

Further details regarding waste management and collection arrangements are outlined in the Waste Management Plan prepared by Traffix Group (ref. G31423R-04B, dated October 2024).

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4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

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.
- 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.

Clause 52.06-5 states that:

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

An excerpt of the Principal Public Transport Network (PPTN) Area Map is provided at Figure 7.

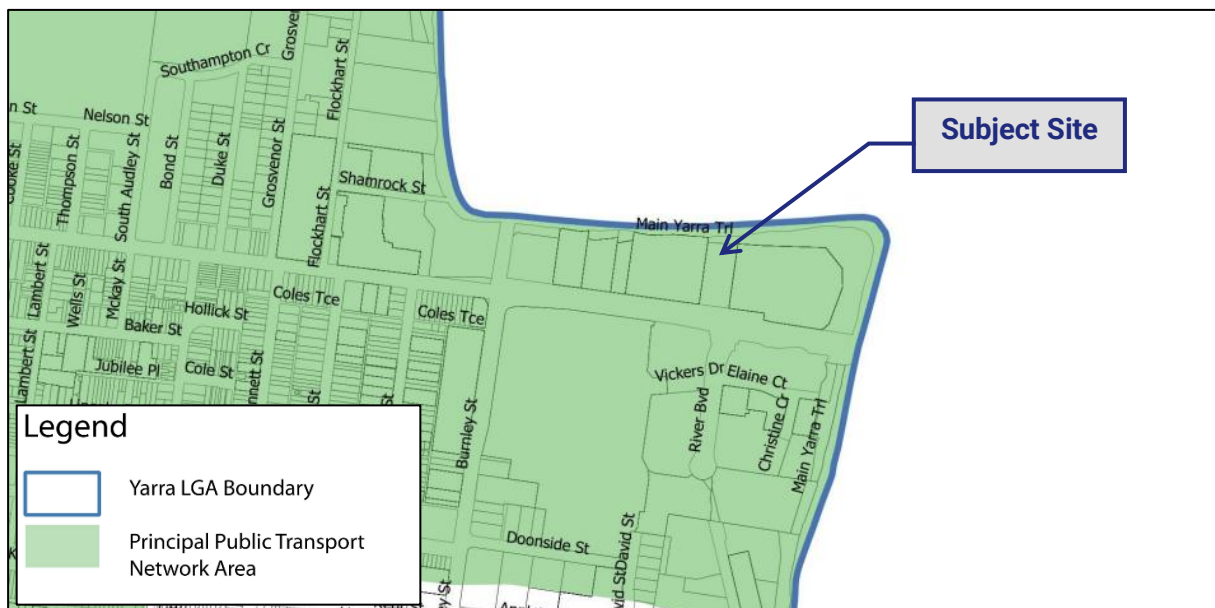


Figure 7: Yarra PPTN Area Map

The subject site falls within the PPTN area map and therefore Column B rates apply to the proposal.

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For the purpose of the car parking assessment, the Community facility (Little BIG Foundation) is to be assessed as a Place of Assembly under the Planning Scheme.

It is noted that the site includes the provision of 22 two-bedroom dwellings with a separate study. The studies provided within these dwellings will include built in desks and will not be of a size suitable for the use of a bedroom. As such these two-bedroom dwellings with a study should be assessed as two bedroom dwellings not three-bedroom.

A statutory assessment of the proposal under Clause 52.06 is provided at Table 2.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Required
Residential Apartments	21	1 car space to each 1-bed dwelling for tenants	21 spaces
	67	1 car space to each 2-bed dwelling for tenants	67 spaces
	35	2 car spaces to each 3-bed dwelling for tenants	70 spaces
	Total		158 spaces
Office	287 m ²	3.0 spaces to each 100 square metres	8 spaces
Place of Assembly	122 m ² (12 Patrons)	0.3 spaces to each patron permitted	3 spaces
Total			169 spaces

Based on the table above, the development is statutorily required to provide 169 car spaces, inclusive of 158 spaces for residents, 8 spaces for office (commercial tenancy) and three spaces for the community facility (place of assembly).

There is no requirement to provide visitor parking and a permit is not required to provide parking above the statutory rates for residents.

The application proposes the provision of 167 residential spaces exceeding the statutory requirements for the residential use.

Importantly, a permit is not required to provide parking in excess of the statutory rates. That is, the additional residential parking is acceptable under Clause 52.06 and there is no mechanism to restrict residential parking.

The application proposes a single parking space for each of the commercial and community uses, therefore a waiver in the parking provisions is sought for the commercial and community uses.

Planning Practice Note specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

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

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4.2. Car Parking Demand Assessment

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

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

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

4.2.1. Sustainable Modes of Transport

Walkability

The site has excellent access to sustainable transport modes and is well located with regard to retail and everyday essential services, thus promoting walking.

The site is located immediately adjacent the Victoria Gardens Shopping Centre, which is located on the southern side of Victoria Street, accessible by walking to the signals at Burnley Street or River Boulevard.

Victoria Gardens provides access to a wide range of everyday services such as banks, cafés, restaurants, entertainment and specialty shops.

Bicycle Access

The subject site has access to bicycle infrastructure including Shared Off-Road Paths along the Yarra Boulevard and On-Road Bike Routes along Victoria Street, as seen in the TravelSmart Map at Figure 8.

It has direct access to the Capital City Trail along the Yarra River at the rear and also other formal and information routes through Richmond to the south.

Public Transport

The site has excellent service by public transport with Tram Route 12 & 109 operating along Victoria Street, including a tram stop located along the site frontage.

Table 3 summarises the available services, whilst Figure 7 illustrates the nearby routes.

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Table 3: Public Transport Services in the Vicinity of the Subject Site

Mode	Service	Route	Distance to Node
Tram	Route 109	Box Hill - Port Melbourne	Along the site frontage
	Route 12	Victoria Gardens - St Kilda	~270 metres

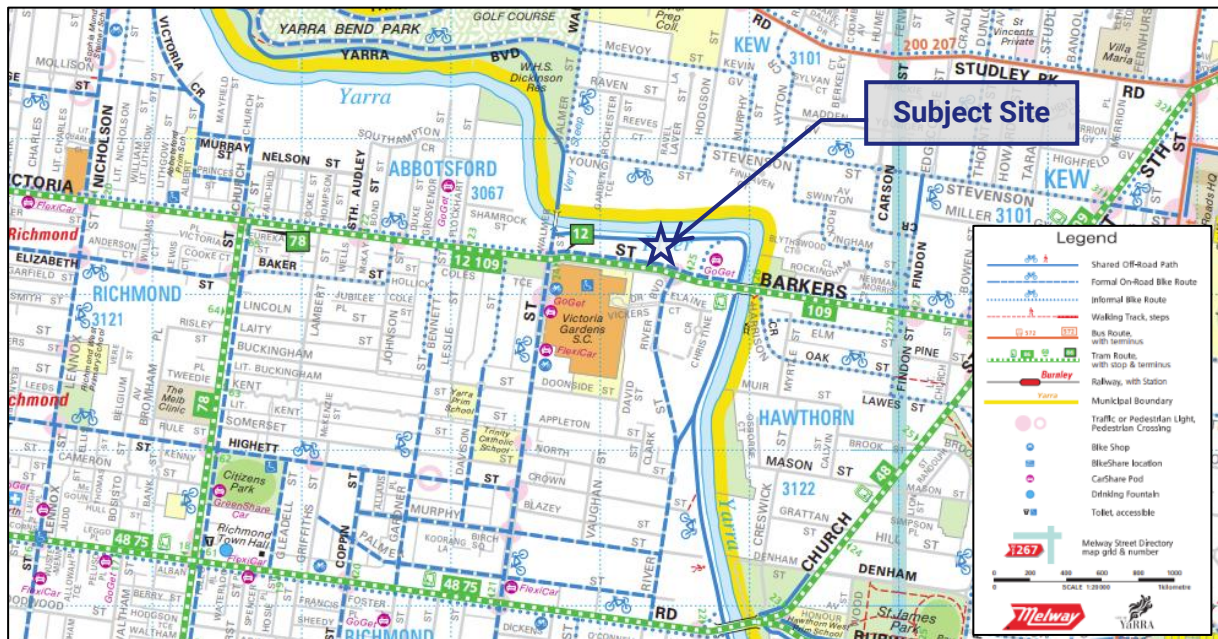
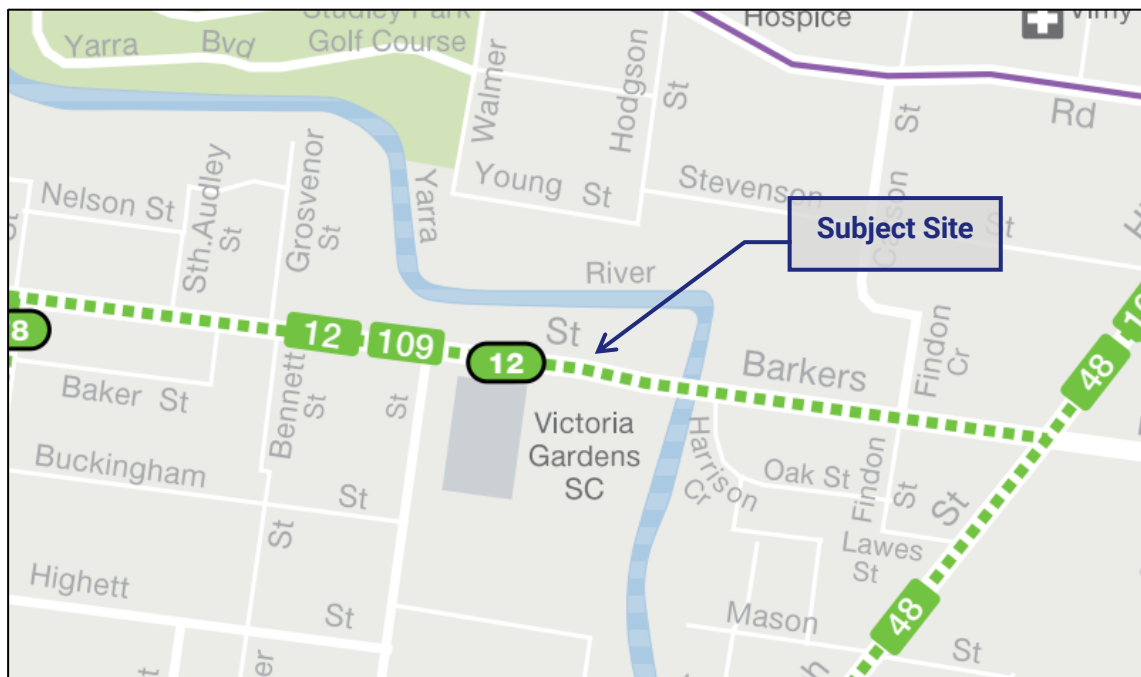


Figure 8: TravelSmart Map – Yarra



Source: Public Transport Victoria

Figure 9: PTV Public Transport Map - Yarra

4.2.2. Car Share

City of Yarra Council has an adopted car share policy (Car Share Policy 2019 to 2024). The policy actively encourages the Council's Sustainable Transport Strategy, which sets Council's broader vision for a connected and liveable city where residents, visitors and workers can live and travel car free by improving the convenience, safety, accessibility and range of sustainable travel choices across the municipality.

Car share schemes provide an alternative to owning a car and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and commercial or business memberships and can be more convenient for short trips as payment is generally on a per hour basis.

For staff, commercial or business car share memberships offer the benefit of being used as a fleet or pool car vehicle. This provides an alternative mode of transport for staff to use during the day (meetings, site inspections, etc.) if required, rather than driving a private vehicle to the site. This arrangement will assist in reducing the car parking demands of the proposed development.

A number of commercially operated car share pods are available proximate to the site as shown in, with both a FlexiCar and a GoGet share car located within walking distance in the vicinity of the site.

The nearest existing car share pods are shown in Figure 10.

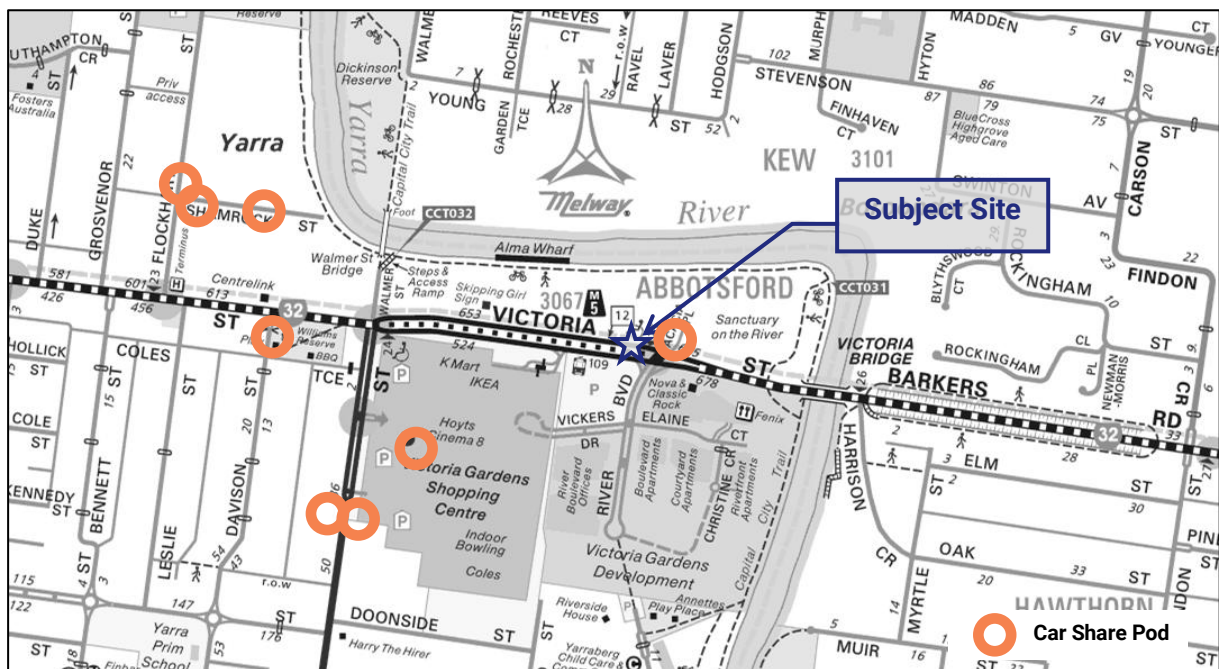


Figure 10: Proximate Car Share Pods

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4.2.3. Anticipated Parking Demand

General Discussion

As demonstrated in the preceding sections, the site is extremely well located to take advantage of sustainable transport modes. This suggests that car parking demands are likely to be substantially lower than the state average and statutory rates under the Planning Scheme.

No dispensation has been proposed for the residential uses and therefore it has not been assessed.

Commercial Tenancy (Office)

The application allocates 1 parking space to commercial (office) staff and therefore seeks a dispensation of some 7 spaces.

A review of the ABS 'journey to work' data by place of employment from the 2011 and 2016 census identifies that a significant number of employees who work in the 'Abbotsford SA2' statistical area, which includes the subject site, are likely to use active or alternate transport modes to travel to work, rather than a car, as driver.

Notably, the shift to alternative transport mode choices (across all modes) has increased since the 2011 census, resulting in a decline in car usage for employees in this area. It is expected that this will be a continued trend.

This data reveals a high level of public transport, walking and bicycle trips for the Abbotsford SA2 area compared to Greater Melbourne average.

This data is summarised at Table 4.

Table 4: Journey to Work Data – Employees Working in South Abbotsford

Mode of Travel for 'journey to work' trips	Work within Abbotsford – SA2 (2011)	Work within Abbotsford – SA2 (2016)	Work within Greater Melbourne (2016)
Car as driver	64.7%	54.6%	59.8%
Public Transport	14.4%	23.7%	15.8%
Walking	2.9%	3.4%	3.1%
Cycling	3.2%	3.8%	1.4%
Other Mode of Travel ¹	14.8%	14.5%	19.9%

Note 1: Other mode of travel includes car as passenger, taxi, motorcycle, and other modes.

This data highlights a lower reliance on private cars by office employees working in Abbotsford, which is supported by the high level of public transport access and ability to walk to the site and day to day services.

The application in effect is proposing travel demand management by suppressing car parking demands. That is, by not providing on-site car parking the applicant is encouraging the use of alternative transport modes by future staff to access the site.

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Whilst there is existing on-street parking surrounding the site, it is limited and generally short-term parking and not practically able to be utilised by employees which require long term parking spaces.

Accordingly, future office employees will most likely seek alternative modes of transport to access the site, rather than utilise a motor vehicle, and consequently the employee parking demand will be dictated by the supply.

In our view, this is an appropriate approach to office developments with excellent public transport access, and accordingly a single parking space for commercial staff (waiver of 7 spaces) is considered appropriate.

Community/Multi-Purpose Use (Place of Assembly)

The ultimate use and operation of the community space is intended to be flexible to allow a range of different uses by the community and future residents of the site.

Given the size of the tenancy, it is our expectation that this component would not generate a significant car parking demand in its own right. This use is likely to contribute to the centre as a whole and service the needs of the immediately proximate neighbourhood and the building above.

Nevertheless, for the purpose of a conservative assessment the Planning Scheme requirement of 3 spaces will be conservatively adopted as representative of the parking demands for the community component.

The proposal includes a single space for staff or users of the space to utilise as part of their booking and/or the operation of the space. It is our expectation that this provision of parking will accommodate the long term staff demand of the use with the remaining 2 spaces associated with visitors.

Total

Based on the foregoing assessment, it is projected that the proposed development could generate an off-site parking demand for up to two visitor spaces during business hours, with no demand generated during evenings and on weekends.

4.3. Allowing Fewer Car Spaces

When considering if appropriate to provide fewer car parking spaces on-site, the responsible authority must consider as appropriate:

- *The Car Parking Demand Assessment*
- *The availability of alternative car parking in the locality of the land.*
- *Any car parking deficiency associated with the existing use 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.*

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- *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.*

A discussion of the relevant items follows.

4.3.1. Existing On-Street Parking

Parking in the area surrounding the site is predominantly controlled by short-medium term parking restrictions (i.e. 1P, 2P etc.) and Permit Zone restrictions with very limited (if any) long term parking available.

Parking is actively managed by Council to restrict long term (non permit) parking and protect existing residents who are eligible for permits. In this regard, it is highly likely that either by choice, or necessity staff will not drive to the site as they will not be able to park in the near vicinity of the site.

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4.3.2. Relevant Policy

Yarra City Councils' *Strategic Transport Statement* 2022-32 includes a number of objectives that seek to achieve a number of key outcomes, related to sustainable transport use and reduced car use, including:

- 01. Increased use of space efficient forms of transport in Yarra**
- 04. Reduced car use for trips within, to, from or through Yarra**
- 05. Increased use of environmentally sustainable forms of transport in response to the climate emergency.**

Key objectives are to:

P6. Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment

P9. Reduce traffic volumes, particularly where they are excessive relative to road function

P11. Encourage the use of shared transport

Principle 14. Support and encourage households to use car share schemes.

The Yarra Planning Scheme includes a number of key directions and statements that support sustainable transport outcomes and reduced car parking provisions, particularly for commuters and employees. This includes:

- Clause 02.03-3 Strategic Directions – *"Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport"*
- Clause 02.07 Transport:
 - Facilitate connectivity and travel options that are environmentally sustainable, integrated and well-designed: Integrate land use and development planning with public and active transport infrastructure and services to create compact, walkable, pedestrian-oriented, mixed-use communities proximate to train stations and key public transport nodes.
 - Provide convenient access to public and active transport for all ages and abilities by:
 - Promoting compact and more diverse land use and development in major regeneration areas, major and neighbourhood activity centres as shown in clause 02.04 (Strategic Framework Plan) well served by public transport.
 - Creating a built environment with public spaces that promote social interaction and are connected to the transport network.
 - Encourage developments to promote and prioritise sustainable transport modes.
 - Encourage lower amounts of car parking and increased infrastructure for active transport in developments to encourage reduced use of private motor vehicles.
- Clause 18.01-3L Sustainable Transport:
 - To support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking.

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- Encourage development to prioritise transport modes in order of the following transport hierarchy:
 - Walking.
 - Cycling.
 - Public transport.
 - Commercial vehicles serving businesses and institutions.
 - Subscription based vehicles such as car shares.
 - Private motor vehicles.
- Support development which reduces reliance on private cars.
- Encourage lower amounts of car parking within developments.
- Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).
- Support the upgrade and establishment of paths and waterway crossings along the Yarra River, Merri Creek and Darebin Creek and to neighbouring municipalities as identified in Clause 02.04 (Strategic Framework Plan).

The proposal supports these strategies and objectives of Yarra City Council by providing reduced car parking given the site's proximity to sustainable modes of transport and nearby amenities.

City of Yarra has been enacting these policies to lower car usage and commercial (i.e. office/retail/food and drinks premises) staff parking particularly within inner metropolitan area.

4.3.3. Appropriateness of Sought Reduction

Based on the preceding assessment, we are satisfied there is strategic support for the proposed waiver in the statutory car parking requirement.

Ultimately, by limiting supply, and given the restrictions of on-street parking in the vicinity of the site, future staff will be actively encouraged to make more sustainable transport choices and the small demand for two visitor spaces can be accommodated within the surrounding area.

Based on the above assessment, the sought waiver of car parking is therefore justified, and it is appropriate for a permit to be issued for a reduction in the car parking requirement under Clause 52.06-7 of the Planning Scheme.

Furthermore, a permit is not required to provide parking in excess of the statutory rates. That is, the additional residential parking is acceptable under Clause 52.06 and there is no mechanism to restrict residential parking.

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4.4. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (SJB Architects) and is considered to principally meet the relevant requirements of the Yarra Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

General Car Parking Layout

- Car spaces have generally been designated with minimum dimensions of 2.6 metres width and 4.9 metres length, accessible from 6.4 metre wide aisles, meeting the Planning Scheme requirements.
- A portion of the residential parking is proposed within private enclosed garages. The garages are to be provided with minimum dimensions in accordance with the requirements of Clause 52.06-9 (Design Standard 2), accessible via an access aisle of at least 6.4 metre wide:
 - Single Garages are to be provided with minimum dimensions, of 4.9 metres width and 6 metres depth (between walls), in accordance with the Planning Scheme requirements,
 - Double Garages are to be provided with minimum dimensions, of 5.5 metres width and 6 metres depth (between walls), in accordance with the Planning Scheme requirements,
- Tandem spaces are proposed with an additional length of 500mm between spaces satisfying the requirements of Clause 52.06-9 (Design Standard 2). Each tandem pair will be allocated to an individual dwelling.
- Garages '1.09' and '2.09' will operate with two cars parked in tandem due to the layout of the spaces. The garage door opening, and spatial layout is acceptable.
- Car spaces adjacent to walls and structures have been appropriately widened to allow for satisfactory car door opening.
- Columns adjacent to car spaces are located within 0.25-1.25 metres from the aisle end of car spaces in accordance with the car parking envelope of Clause 52.06-9 (Design Standard 2).
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area, with the exception of space 52 and 53 at basement level 1 which will be provided with a head clearance of 2.0 metres. These spaces will be appropriately signed to manage the reduced clearances for these spaces.
- Parking spaces on a grade have been provided with a maximum grade of 1 in 20 perpendicular to the parking bays in accordance with the Planning Scheme.

Access & Ramps

- The site access has been designed with separate entry and exit lanes which are provided with a width of 3.6 metres, allowing for a 3 metre traffic lane and kerb along both sides in accordance with AS2890.1:2004.
- Vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9 (Design Standard 1).

- The proposed main access ramps to both basement car parks are nominated with a minimum width of 7,350mm width (between walls).
- Internal ramps are provided as two-way ramps with a minimum width of 6.1 metres between walls as per AS2890.1:2004.
- A grade no steeper than 1 in 10 for the first 5 metres is proposed from the property boundary, satisfying the requirements of the Clause 52.06-9 (Design Standard 3).
- Ramps have been designed with a maximum grade of 1 in 5 and transitions of 1 in 8, satisfying the requirements of Clause 52.06-9 (Design Standard 3) for a residential accessway.
- A pedestrian sight triangle is provided on the exit side of the access to Victoria Street in accordance with Clause 52.06 of the Planning Scheme. This sight triangle includes an encroachment of a structural columns, however maintains a minimum 50% clear of visual obstruction in accordance with Clause 52.06-9 (Design Standard 1).

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

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

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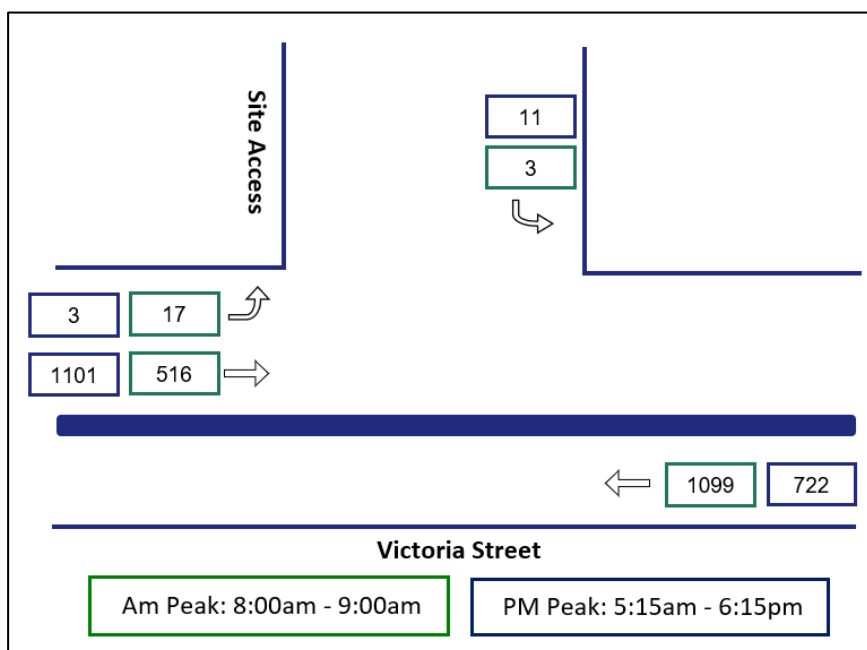
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5. Traffic Considerations

5.1. Existing Traffic Volumes

Traffix Group commissioned turning movement counts of the intersection of Victoria Street and the site access, on Thursday 14th July 2022 between 7am and 7pm. This data is still considered relevant, despite the date it was collected.

The AM peak hour occurred at 8:30-9:30am, whilst the PM peak hour occurred at 5:15-6:15pm. A summary of the existing traffic volumes recorded during the survey are provided at Figure 11.



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Figure 11: Existing Traffic Volumes

The volumes identify that the site is currently generating 20 vehicle movements in the morning and 14 vehicle movements in the afternoon.

5.2. Traffic Generation & Impact

Residential

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

In consideration of the location of the site, size of the dwellings and the parking allocations, a daily traffic generation rate of 3 vehicle movements per dwelling, inclusive of 0.3 movements per dwelling in peak hours has been adopted for this development. It is noted that case study data for similar residential developments suggests actual traffic generation rates of around 0.2 movements per dwelling in peak hours. The adopted rate of 0.3 movements per dwelling is therefore likely to be conservative for a residential development in this location and accounts for the additional parking allocated to residents.

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Traffic Engineering Assessment

675 Victoria Street, Abbotsford

Application of these rates to the proposed 123 dwellings equates to a projected peak hour traffic generation of 37 vehicle movements.

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

AM Peak: 7 arrivals and 30 departures

PM Peak: 22 arrivals and 15 departures

Commercial & Community Use

Our experience with staff parking is such that the staff spaces for the commercial and community uses will likely generate not more than a single movement in a peak hour, being 1 inbound in the AM and 1 outbound in the PM.

Total Traffic Generation

Importantly, when considering the surveyed traffic associated with the existing use, the proposal will result in only 19 additional vehicle movements in the AM peak and 25 additional movements in the PM peak generated to/from the road network over and above the existing conditions.

A summary of the future traffic generation and net change is provided in Table 5.

Table 5: Projected Future Traffic Generation

Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Proposed Residential	7	30	37	22	15	37
Proposed Commercial	1	0	1	0	1	1
Proposed Community Use	1	0	1	0	1	1
Existing Use	17	3	20	3	11	14
Net Increase	-8	+27	+19	+19	+6	+25

This level of traffic generation is relatively low in traffic engineering terms, equivalent to an average of less than one additional vehicle movement being generated every 2 minutes during the peak hours.

Accordingly, we are of the view that the overall traffic generation of the proposal is considered low and will not have a material impact on the surrounding road network or intersections and that the proposal is acceptable from a traffic perspective.

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6. Bicycle Considerations

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

It is noted that the office (commercial) premises is not large enough to trigger the statutory requirement for providing bicycle parking.

The relevant requirements are summarised in Table 6.

Table 6: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Req.
Dwellings	123 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	25 resident spaces 12 visitor spaces
Community (Place of Assembly)	122m ²	1 to each 1,500m ² of NFA for staff 2 + 1 to each 1,500m ² of NFA for visitors	0 staff spaces 2 visitor spaces
Total			25 residential spaces 14 visitor spaces

Based on the above assessment, the development is required to provide a total of 39 bicycle spaces, comprising 25 resident spaces and 14 residential visitor spaces.

The application proposes the provision of 158 bicycle spaces, inclusive of 124 residential spaces, 6 commercial staff spaces, 25 residential visitor spaces and 3 commercial visitor spaces.

These provisions exceed the minimum requirements under Clause 52.34 of the scheme.

Bicycle parking has been 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 spaces, 0.5 metres spacings, and are accessible from an aisle 1.5 metres wide;
- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle, and
- Two-tier horizontal rails are provided with dimensions of 1.86 metre length and spaced at 0.5 metre centres, accessible from a 2.0 metre aisle.

A copy of the two-tier bicycle parking system proposed for the site is provided at Appendix A.

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7. Loading & Waste Considerations

7.1. Loading

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

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

The application includes a loading area within basement which is to be provided with a clearance of 2.5 metres. This loading area will be used to facilitate waste collection and loading activities for the office and residential uses.

Loading activities for residential dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur relatively infrequently. The loading area provided at lower ground will allow for loading activities by smaller vans and passenger vehicles and building management will ensure that tenants are aware of the limitations in vehicle size and access.

Loading activities associated with the office use are expected to be relatively infrequent and undertaken by smaller vans and couriers which can utilise the loading area provided at lower ground.

7.2. Waste

Waste collection will be undertaken in accordance with the Waste Management Plan prepared by Trafix Group (ref. G31423R-04B, dated October 2024).

Waste collection will be undertaken by private contractor using a 6.4 metre waste-wise collection vehicle within basement.

Vehicle accessibility has been demonstrated via swept paths attached at Appendix B.

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

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8. Responses to Initial Council Comments

The following table summarises and addresses Council RFI comments as they relate to parking and traffic, which were received during the Council application process.

Table 7: Responses to Council Comments

Council RFI Comments*	Traffic Response
Strategic Transport	
1. A reduction in car parking.	As noted in the report, a permit is not required to provide parking above the statutory minimums. The proposal seeks a waiver for staff (commercial) and community facility parking which is higher "by space" generator of traffic than residential use. The traffic impacts of the proposal will be minimal and other measures proposed on-site, including generous bike parking provisions and the site's location will encourage active transport use.
2. Removal of the "shared zone" at the crossover from Victoria Street.	This has been removed from the updated plans.
3. Install a raised threshold raised to footpath level for the driveway crossover at Victoria Street.	It is suggested this be addressed through Detailed Design and via Condition of Permit.
4. Install "Give way to pedestrians" signage for vehicles exiting the underground carpark onto Victoria Street.	It is suggested this be addressed through Detailed Design and via Condition of Permit.
5. Installation of a speed bump or speed cushion to slow vehicles exiting the underground carpark onto Victoria Street to 10km/h.	It is suggested this be addressed through Detailed Design and via Condition of Permit.
6. A minimum of four additional visitor bicycle parking spaces on the northern side of the site for people with bikes accessing the site from the Yarra Trail.	We understand that the current design has principal support from Parks Victoria and no further change is required.
7. The applicant to demonstrate how people with bicycles will access the bicycle parking from Victoria Street.	A diagram of the proposed bicycle access to the site is shown in Figure 6 showing how access is provided.
8. Consolidation of all employee and residential bicycle parking...	The bike room has been consolidated.
9. All resident and employee bicycle parking to be provided in a secure facility, in compliance with Clause 52.34 and AS2890.3.	The bike room has been consolidated and is now secure.
10. Replacement of all vertical hanging spaces with either horizontal on-ground hoops or two-tier parking systems.	This is not considered necessary as the current design complies with the requirements of AS2890.3 and Clause 52.34.

Traffic Engineering Assessment

675 Victoria Street, Abbotsford

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Council RFI Comments*	Traffix Response
11. At least 10% of car parking spaces to have 'Day 1' electric car charging points.	9 car parking spaces provide electric charging points.
12. Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.	It is suggested that this can be prepared as a condition of Permit.
13. Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.	It is suggested this be addressed through Detailed Design and via Condition of Permit.
14. Dimensions of all bicycle storage spaces, lifts, corridors and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.	Dimensions are shown in the plans.
15. At least 10 electric bicycle charging points should be provided in the resident bicycle parking spaces adjacent to spaces suitable for electric bicycles to use.	We question the need for additional e-bike charging for residential developments. Batteries are easily removed, and residents will take the battery from their bikes and change in their apartments.' No further action is considered necessary.
16. An Amended Green Travel Plan should be provided with the information outlined previously.	The Green Travel Plan has been updated.
Engineering Requirements	
The applicant is to contact the Department of Infrastructure regarding the proposed vehicle crossing.	We understand that the DTP is supportive of the crossover location.
Re-check the 1 in 5 transition ramp at the base of the 1 in 5 ramp on the Basement 2 level.	This was previously a drafting error on plans. Transition ramp should read '2000 @ 1:8'
Dimension the width and depth of the loading zone.	The dimensions of the loading zone are shown on the updated plans.
Provide a vertical ground clearance assessment for a B99 design vehicle.	A vertical ground clearance assessment for B99 design vehicle has been prepared and attached at Appendix B
The alignment of the proposed crossover shall be amended to reflect the Council's standard (refer Yarra Standard Drawing: YSD 601).	Amended crossover adhering to Council's standard to be prepared as condition of Permit.

* A number of comments raised by the Council involve engineering concerns related to detailed design and drainage, which are not included in the table below since they do not relate to parking or traffic.

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9. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 675 Victoria Street, Abbotsford, we are of the opinion that:

- a. the proposed development has a statutory car parking requirement of 168 car spaces under Clause 52.06-5 of the Planning Scheme, inclusive of 158 residential spaces, 8 commercial spaces and 3 community facility (place of assembly) spaces.
- b. the provision of 167 Residential spaces, a single Commercial tenancy space and a single Community Use space results in a shortfall of 7 Commercial parking spaces and 2 community facility (place of assembly) spaces,
- c. the required waiver in commercial parking under Clause 52.06-6 is supported on the following grounds:
 - i) the site is well served by public transport and alternative transport modes,
 - ii) for staff who do not wish to park within publicly available (but priced) car parking, they have the opportunity to make a mode shift to more sustainable transport to access the site,
 - iii) the expected parking demand for 2 visitor spaces (associated with the Community Facility (Place of Assembly)) can be accommodated within on-street parking in the area, and
 - iv) Council local policies support reduced car parking provisions in areas such as this.
- d. the proposed parking layout and access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- e. the level of traffic generated as a result of this proposal is acceptable and will not have a detrimental impact on the surrounding road network,
- f. bicycle parking is provided in accordance the requirements set out at Clause 52.34 of the Planning Scheme,
- g. the on-site loading area has been designed to meet the objectives of Clause 65.01 of the Planning Scheme, and
- h. there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 675 Victoria Street, Abbotsford, should be refused, subject to appropriate conditions.

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Appendix A

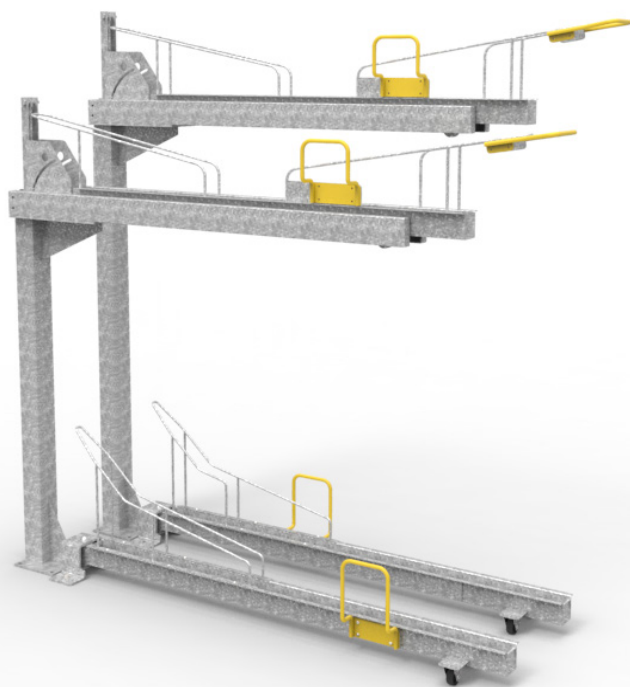
Two-Tier Bicycle Parking Spec Sheet

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CORA BIKE RACK

PRODUCT SPECIFICATION SHEET



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E3DT SERIES

E3DT-GP

DYNAMIC UPPER TIER

DYNAMIC LOWER TIER

Australia's ONLY fully dynamic 2 tier system to provide reduced AS2890.3 compliant spacing of 400mm on both tiers. A Dynamic upper tier combined with a dynamic lower tier provides the maximum capacity possible. Upper tier includes gas assist lift for ease of use and is available in alternating heights. Lower tier uses the E3GP bike ground pivot rack that allows users to move the rack left or right for ease of access.

Capacity

- E3ST-H: 1 bike
- E3ST-L: 1 bike
- E3GP-F: 1 bike
- E3GP-B: 1 bike

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Construction

- Heavy duty high quality steel

Fixings

M10 anchor bolts with security nuts

Finishes

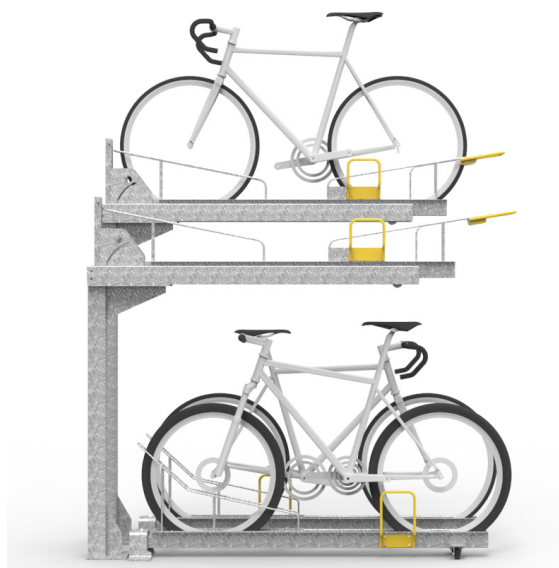
- Galvanised with powder coated accents on handles
- Option - Colour Powder Coat (Cora standard colour range)

Assembly

- Supplied partially assembled for assembly and mounting on site

Compliance

- Rack is AS2890.3 (2015) compliant

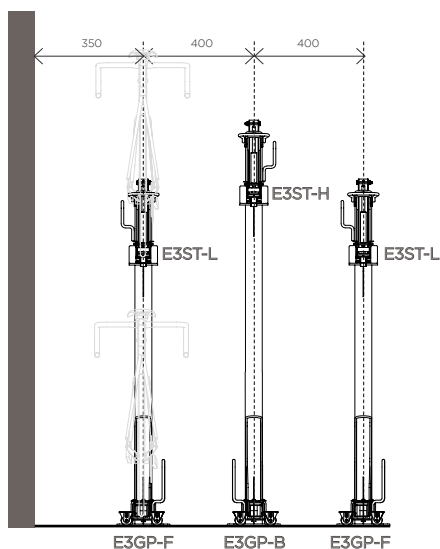


ADVERTISED CORABIKE RACK

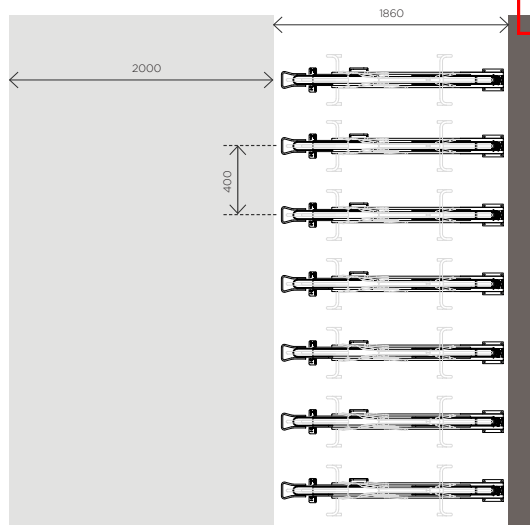
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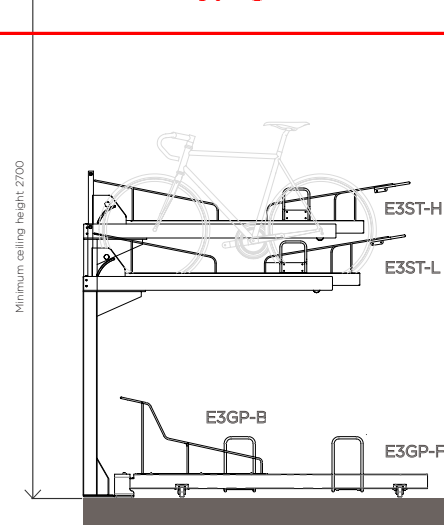
STAGGERED LAYOUT



Front view

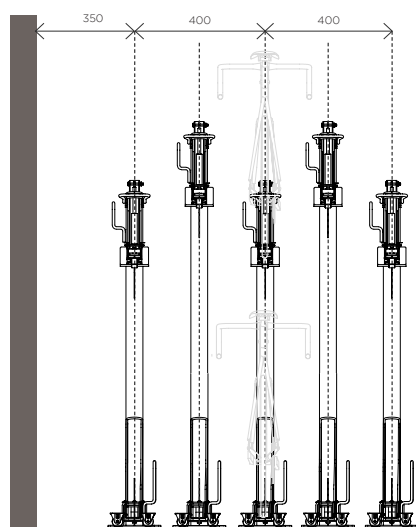


Top view

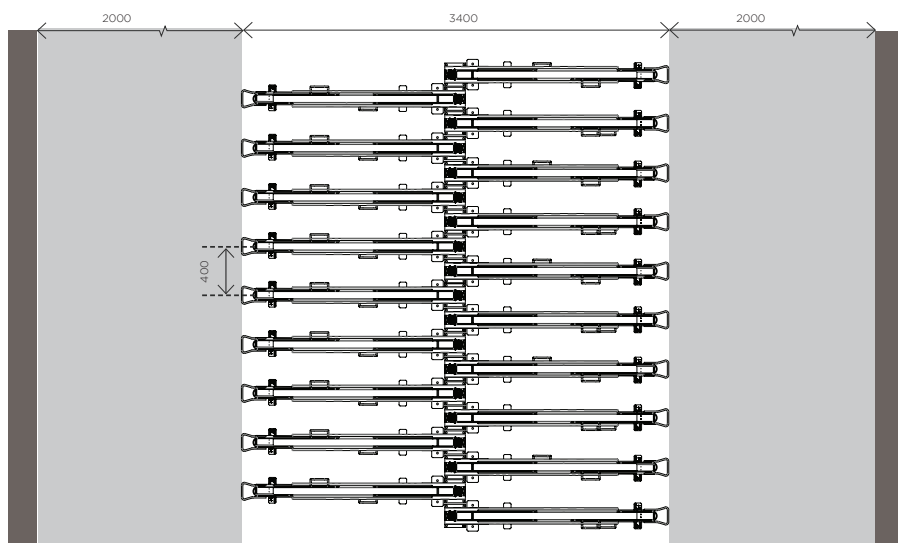


Side view

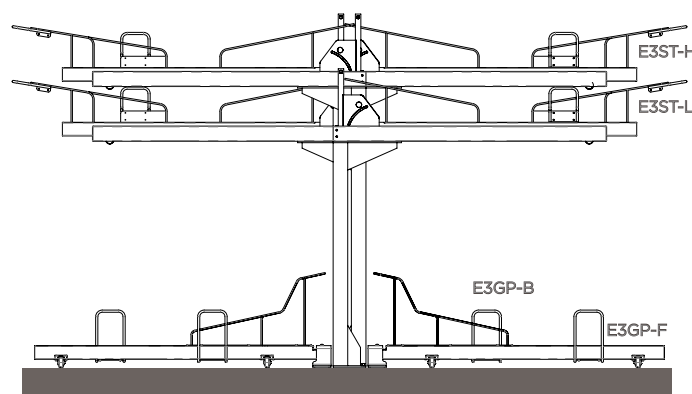
NESTED LAYOUT



Front view



Top view



Side view

E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

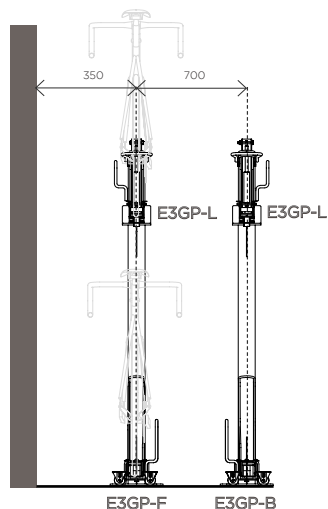
For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

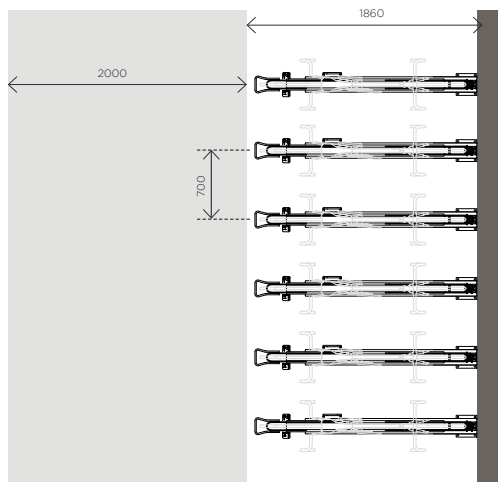
CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

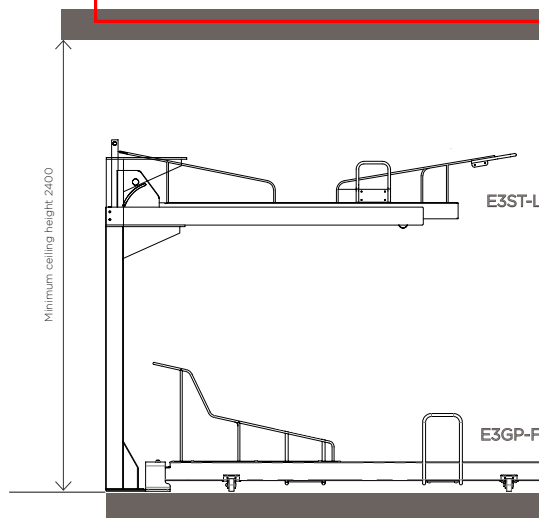
SINGLE LEVEL LAYOUT



Front view



Top view



Side view

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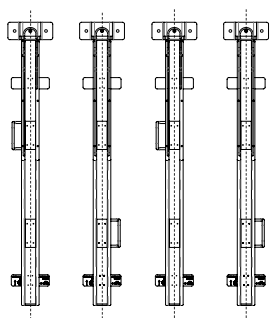
E3DT-GP DYNAMIC UPPER AND LOWER TIER LAYOUT GUIDE

For specific assembly and installation instructions relating to E3DT-GP series racks, please refer to individual instruction information sheets.

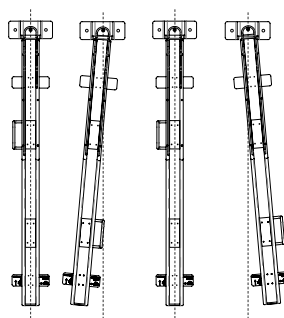
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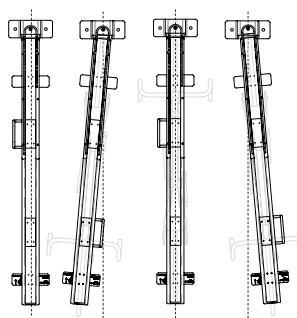
Dynamic side to side movement of lower rack



Racks in neutral position



Racks Pivoted
Racks either side of free rack, can be pivoted, to increase access for racking or removal



Bike placed in rack
Bike is wheeled in to rack, either front or rear wheel-in first depending on rack type



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Appendix B

Swept Paths & Ground Clearance

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The diagram illustrates a rainwater harvesting system layout. It shows a building footprint with various rooms like 'STAIR PRESS', 'CORR', 'SSLS', 'LOBBY RELIEF', 'CARPARK EXHAUST', and 'COMMS'. A curved path of colored lines (blue, green, yellow, orange) indicates the flow of rainwater from the roof down to two underground tanks labeled 'UNDERGROUND RAINWATER TANK 20,000L TORRENO TANK'. Arrows show the direction of flow. Dimensions are provided throughout the site.

Site plan showing the proposed rainwater harvesting system. The plan includes building footprints, parking areas, and landscaping. A blue line indicates the rainwater collection path from the roof to a storage tank. A green line shows the distribution path to the toilets and landscape irrigation. Dimensions and labels for various areas are provided.

Labels and dimensions on the plan:

- TO BOUNDARY (multiple locations)
- 23920
- 6220
- 2010
- 4.10
- 5.10
- 6.10
- 5.04
- 6.04
- 7.08
- FFL 8.150
- 164
- 165
- 166
- 167
- 168
- 169
- 2600
- 250
- 7800
- 2600
- 250
- 162
- 181
- 160
- 159
- 138
- 157
- 156
- 2000
- STAIR PRESS
- STAIR PRESS
- COINOPS
- LOBBY RELIEF
- YARD PARK EXHAUST
- MP
- MP
- MP
- RAINWATER TANK
- CONNECTION TO ALL GROUND - LEVEL 2
- TOILETS AND 1
- LANDSCAPE IRRIGATION
- CARPARK VENTILATION FANS
- BIE CONTROL

VEHICLE USED IN SIMULATION

4.91*

0.92 2.80

85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 11.5m

* 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

[illegible]

The site plan shows the layout of the T24 TPZ area. The T24 TPZ is outlined in red, and the T24 TPZ ENCROACHMENT is outlined in yellow. The T24 TPZ GARAGE is outlined in blue. The plan includes dimensions, lot numbers, and a north arrow.

Lot numbers: 113, 114, 115, 116, 117, 118, 126, 127, 128, 129, 133, 134, 135, 136, 137, 138.

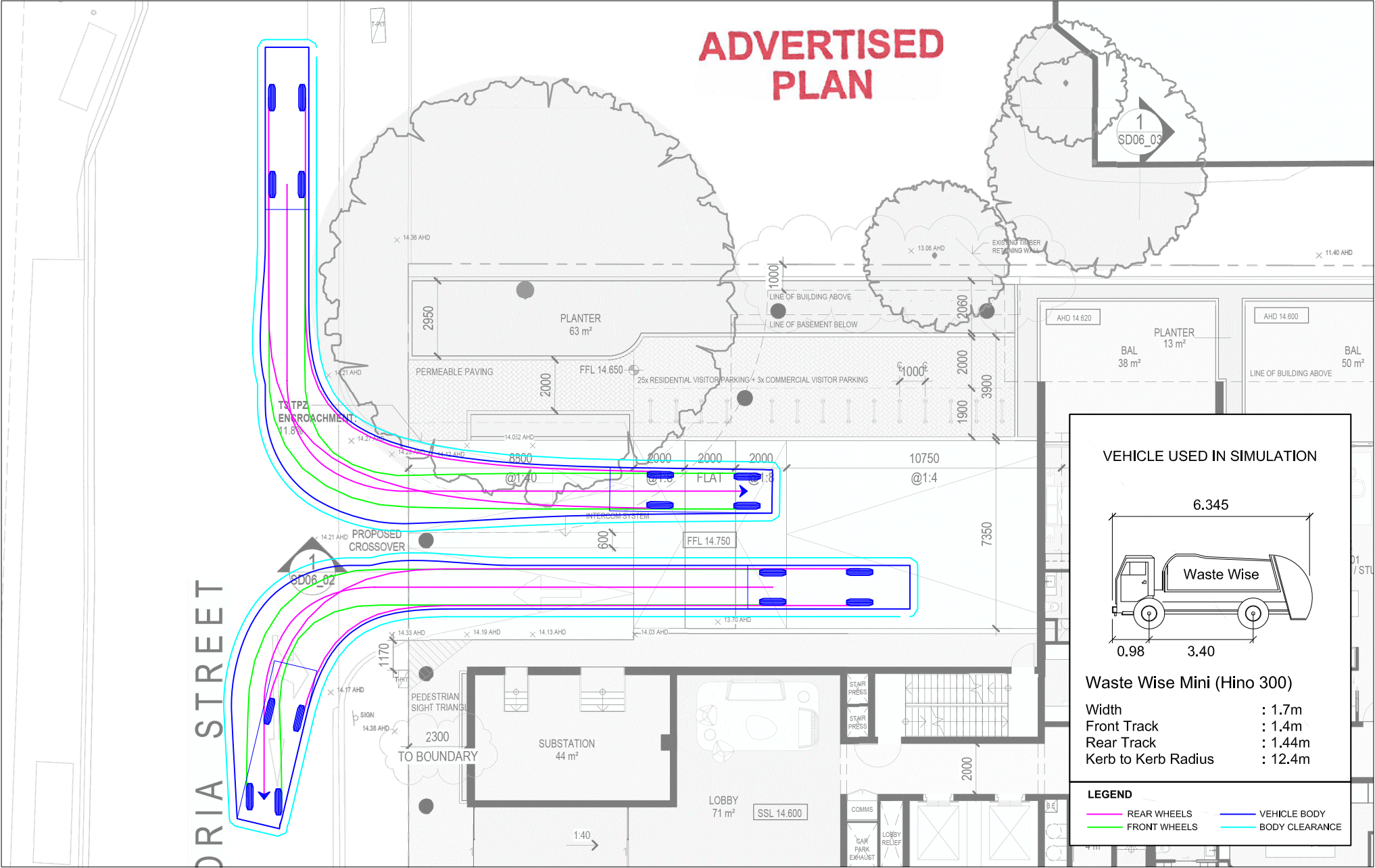
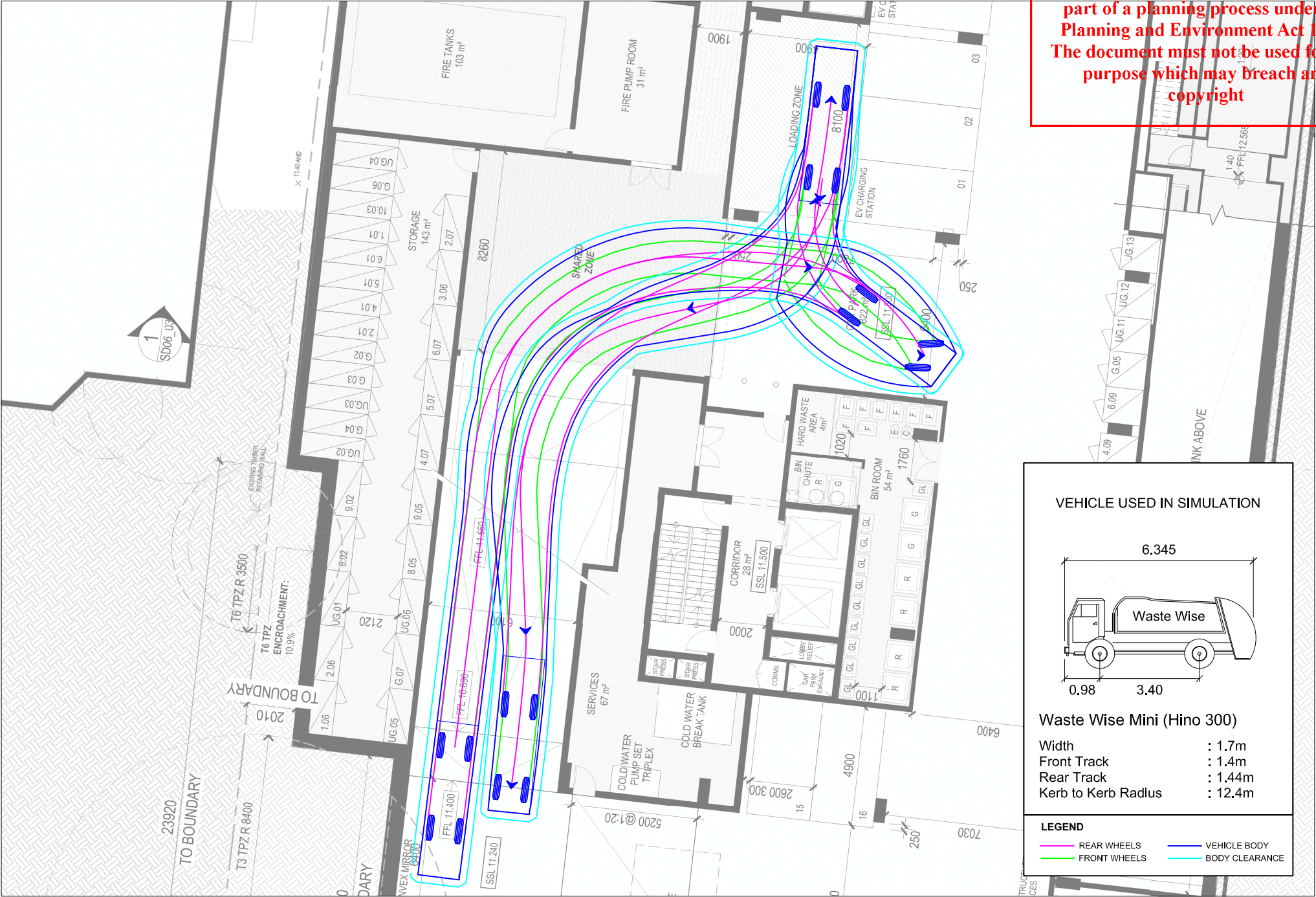
Dimensions: 1200, 6400, 4900, 2600, 130, 131, 730, 112, 1000, 250, 134, 2600, 135, 300, 2600, 137, 408, 42 m², 6050, 138.

Labels: MP, T24 TPZ, T24 TPZ ENCROACHMENT, T24 TPZ GARAGE.

North arrow pointing towards the top right.

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REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	19/09/2022	TOWN PLANNING	J. COSSINS	C. MORELLO
B	15/03/2023	RFI	J. COSSINS	C. MORELLO
C	22/10/2024	DFP	N. MCCAFFREY	C. MORELLO
D	21/03/2025	DFP COMMENTS	N. MCCAFFREY	J. COSSINS

675 VICTORIA STREET, ABBOTSFORD
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM PLANS PREPARED BY SJB
ARCHITECTS DATED MARCH 2025

FILE NAME: 31423
SHEET NO.: 02

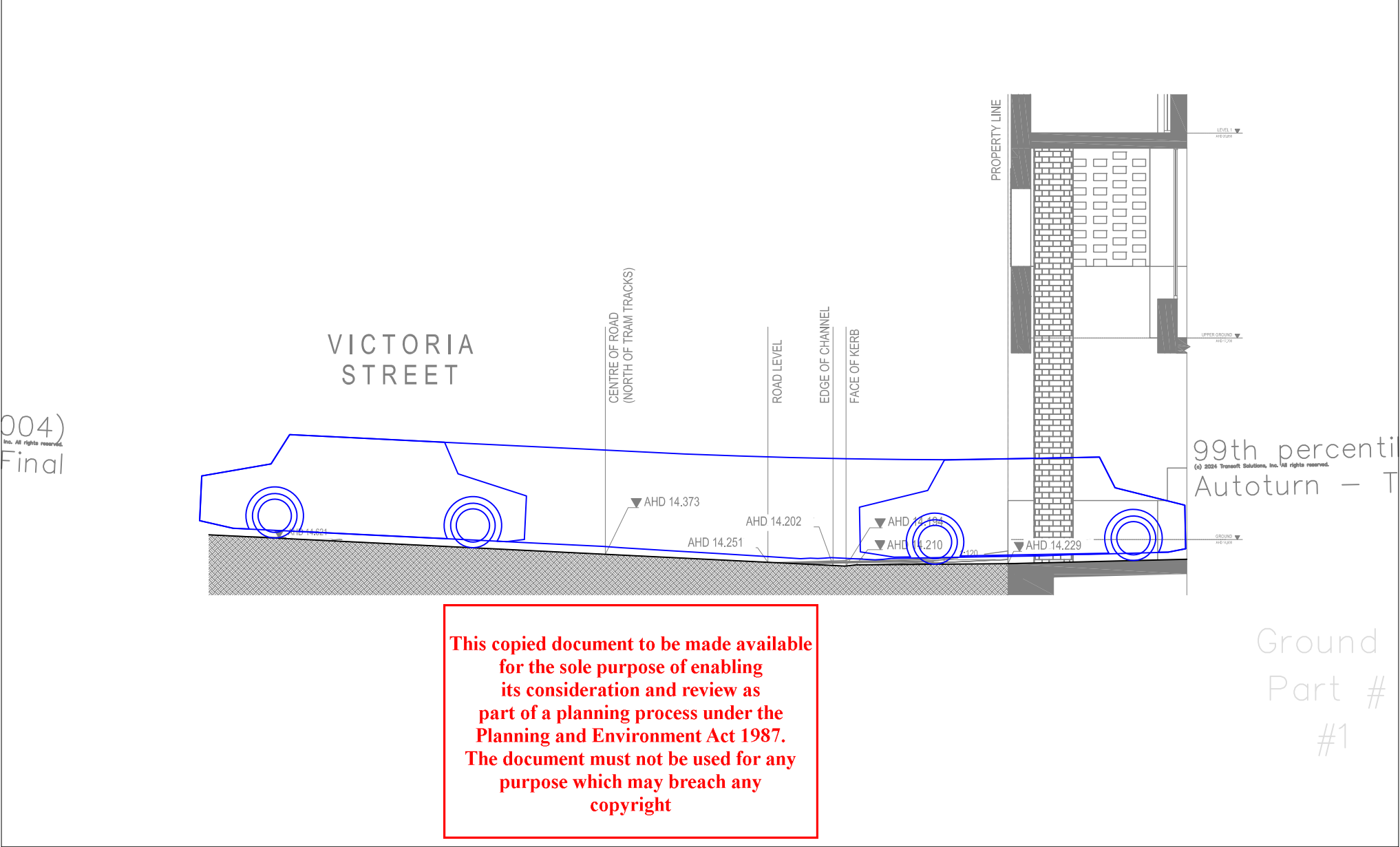
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SCALE:
1:200 (A3)



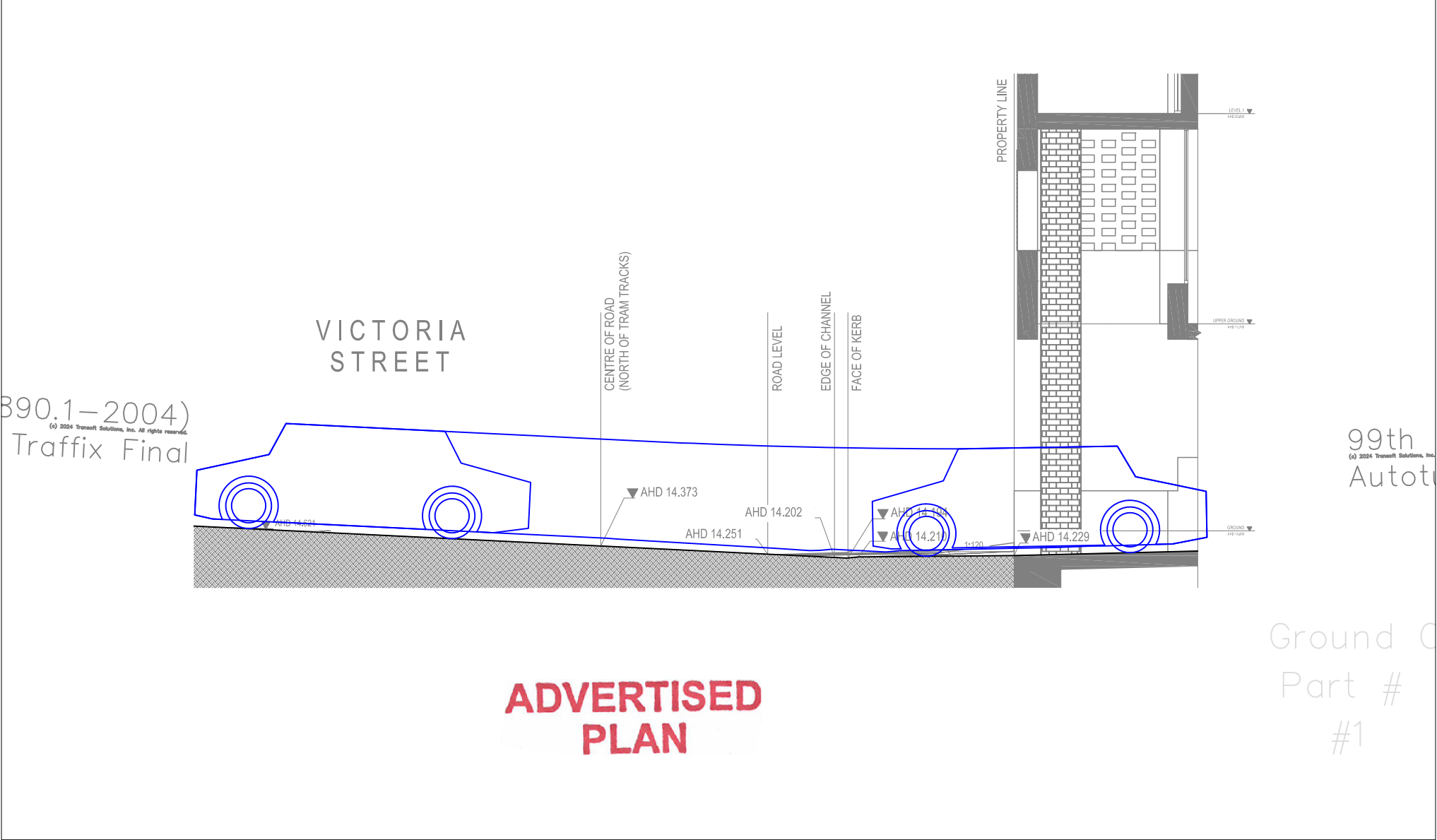
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ENTRY B99 GROUND CLEARANCE



EXIT B99 GROUND CLEARANCE



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	11/10/2024	DFP	N. MCCAFFREY	C. MORELLO
B	21/03/2025	DFP COMMENTS	N. MCCAFFREY	J. COSSINS

675 VICTORIA STREET, ABBOTSFORD
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM PLANS PREPARED BY SJB
ARCHITECTS DATED MARCH 2025

FILE NAME: 31423
SHEET NO.: 03

0 0.8 1.6
SCALE:
1:80 (A3)



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