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12 June 2026

Client:	Stockland
Eukai Reference:	25199
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429 Albert Street, Brunswick
Transport Impact Assessment

Acknowledgement of Country

In the spirit of reconciliation, Eukai acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present, and we extend that respect to all Aboriginal and Torres Strait Islander peoples.

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Issue Record

Issue	Date	Status	Prepared By	Reviewed By	Signature
E	12/06/26	Final	Tegwen Atkinson	Andrew Farran	

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Table of Contents

1	Introduction	4
1.1	Background	4
1.2	Purpose & Structure of this Report	6
1.3	References	6
2	Existing Context	7
2.1	Site Location & Land Use	7
2.2	Transport Network	7
2.3	Existing Traffic Volumes	9
3	Trip Generation	11
3.1	Modal Hierarchy	11
3.2	Target Mode Shares	11
3.3	Trip Generation	11
4	Sustainable Travel	12
4.1	Pedestrian Access & Permeability	12
4.2	Bicycle Parking	13
5	Car Parking	14
5.1	Statutory Requirement	14
5.2	Car Parking Demand Assessment	15
5.3	Responsible Authority Considerations	16
5.4	Adequacy of Car Parking Provision	17
5.5	Car Park Layout	18
6	Traffic Impact	19
6.1	Traffic Generation	19
6.2	Traffic Distribution	19
6.3	Traffic Impact	19
7	Loading	21
7.1	Overview	21
7.2	Proposed Arrangement	21
7.3	Waste Collection	21
8	Summary	22
	Appendix A	23
	Car Park Compliance Review	23
	Appendix B	26
	Swept Path Assessment & Ground Clearance Check	26

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1 Introduction

1.1 Background

A planning permit application is to be lodged with the Department of Transport and Planning (DTP) via the Development Facilitation Program for a residential development located at 429 Albert Street, Brunswick. Vehicle access to the development is proposed via the site's Albert Street frontage to the south of the site.

It is noted that a Planning Permit was previously granted by Merri-Bek City Council via VCAT for a build to sell residential development for the site. The approved planning permit comprised the following:

- Residential dwellings: 121 dwellings (incl. 35 x 1-bedroom, 63 2-bedroom and 23 x 3-bedroom)
- Car parking: 140 spaces
- Bike parking: 135 spaces

The above is provided for context only, noting that a new planning permit is being sought as part of this application and not an amendment to the existing permit.

A summary of the proposed development land uses and transport infrastructure is presented in Table 1.1.

Table 1.1: Summary of Proposed Development

Item		Size
Residential	1-bedroom	61 dwellings
	2-bedroom	133 dwellings
	3-bedroom	29 dwellings
	Sub Total	223 dwellings
Car Spaces		185 spaces
Bike Spaces		275 spaces (235 resident and 40 visitor)
Loading		1 low height space for vans, small trucks, waste vehicles, etc.

Eukai was engaged by the Applicant in November 2025 to prepare a Transport Impact Assessment Report for the proposed development.

The proposed ground floor and basement architectural plans have been reproduced in **Figure 1.1** and **Figure 1.2**, respectively.

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Figure 1.1: Ground Floor Architectural Plan

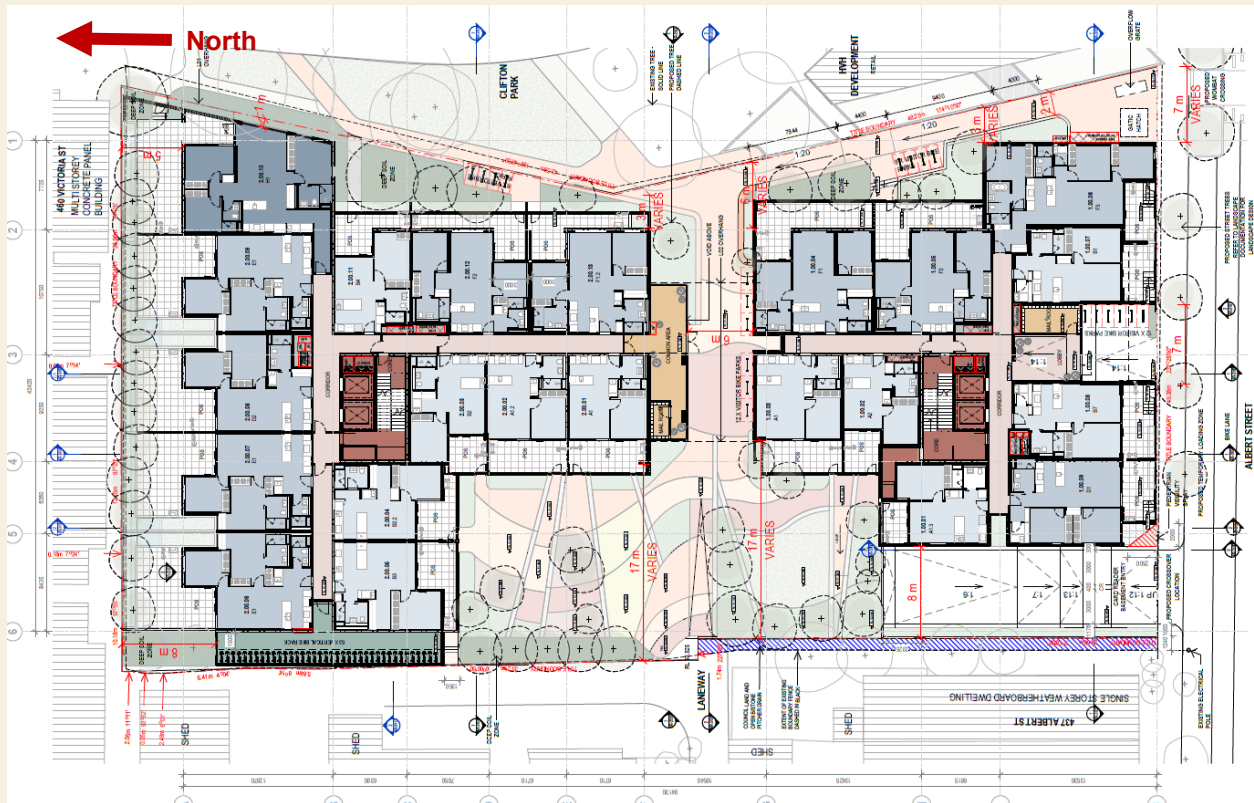
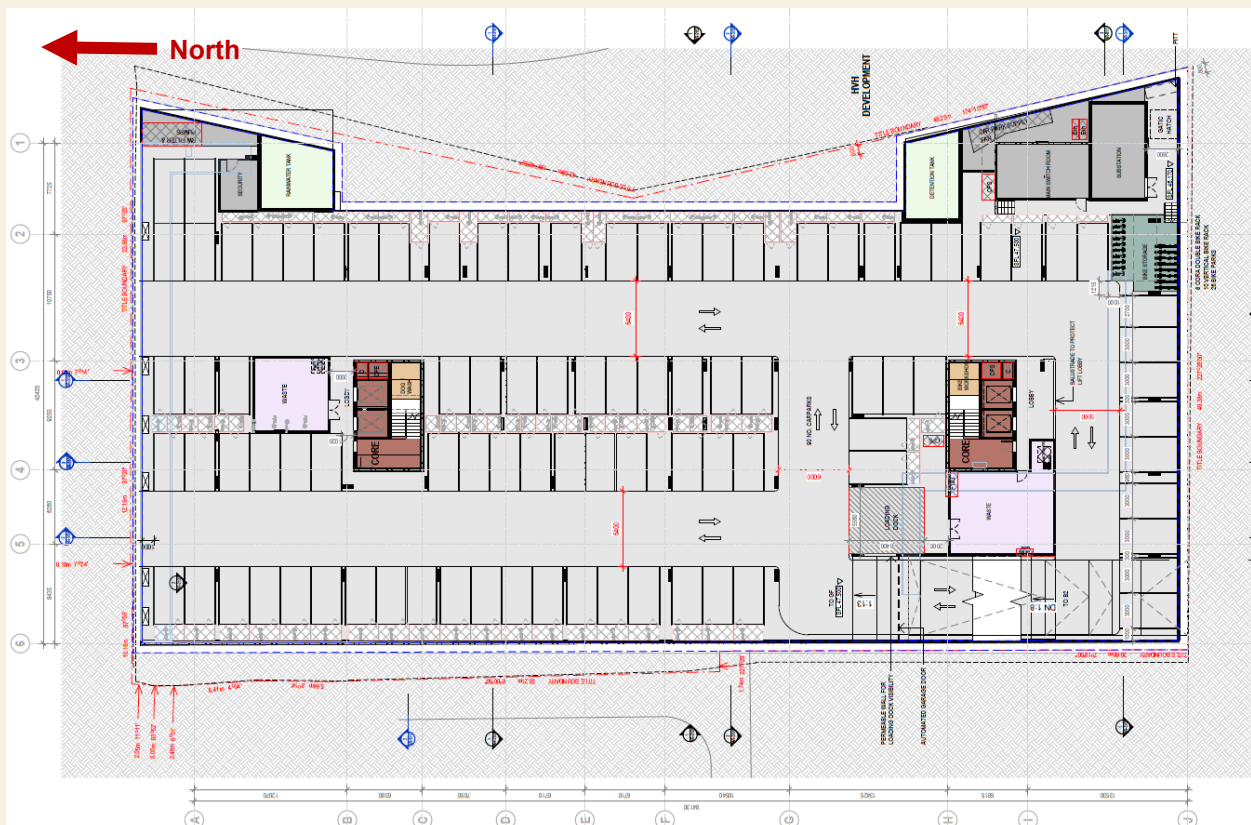


Figure 1.2: Basement Level Architectural Plan



1.2 Purpose & Structure of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development. It entails the following sections:

- **Section 2** presents an overview of relevant transport conditions and policy context for the site.
- **Section 3** presents an estimate of the anticipated trip generation of the proposed development.
- **Section 4** presents an assessment of the sufficiency of the sustainable transport infrastructure for the proposed development, including the appropriateness of the pedestrian access arrangements as well as the proposed bicycle parking and associated end-of-trip facilities.
- **Section 5** presents an assessment of the adequacy of the proposed car parking provision for the development, both in terms of quantum and design.
- **Section 6** presents an assessment of the anticipated traffic generation of the proposed development.
- **Section 7** presents an assessment of the adequacy of the proposed loading arrangements for the development.
- **Section 8** presents a summary of key findings and recommendations contained within this report.

1.3 References

The report has been prepared having reference to the following (amongst other documents):

- Merri-bek Planning Scheme (and Overlays)
- Relevant Australian Standards (AS2890 series)
- Proposed architectural plans prepared by JCBA, Revision 11, 100% DTP Submission, Dated 5 June 2026
- Empirical evidence as sourced in this report
- Site inspection dated Friday 28 November 2025 during the PM peak hour
- Other documents as identified.

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2 Existing Context

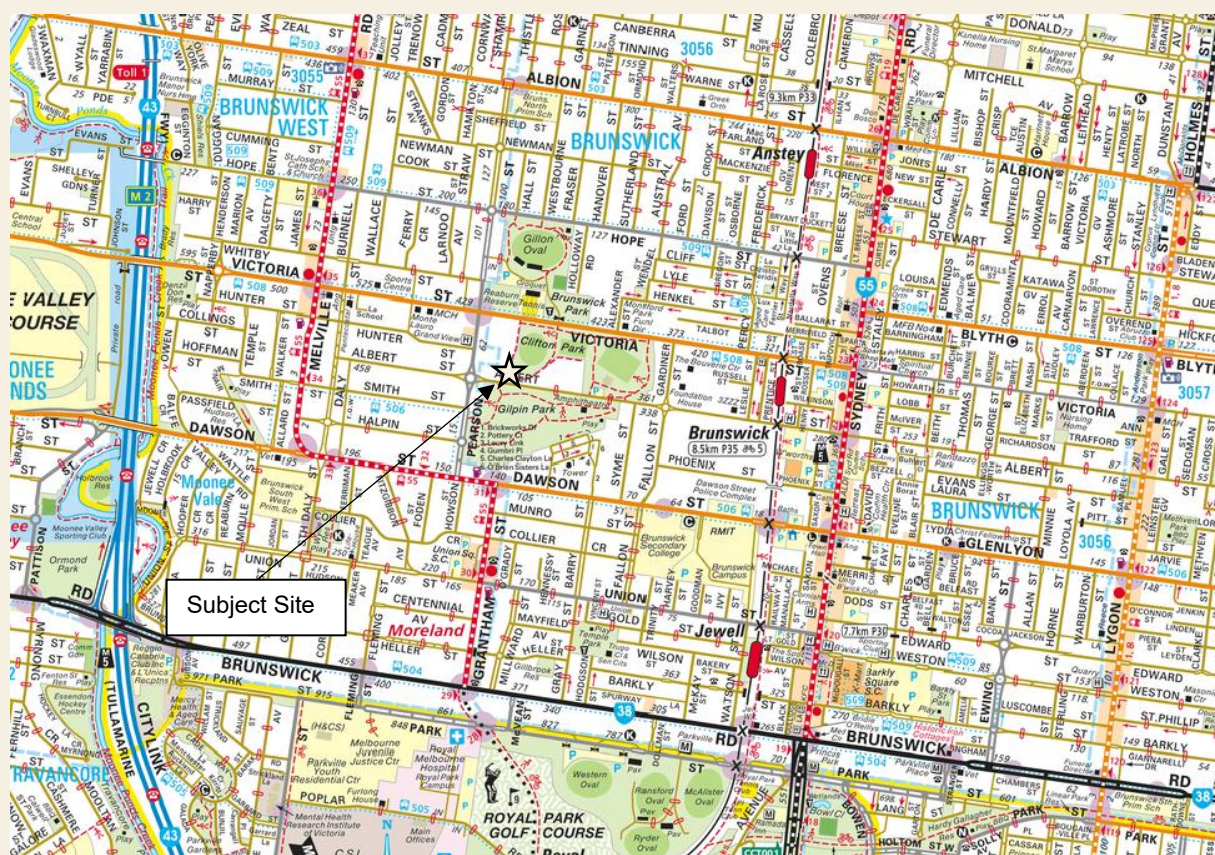
2.1 Site Location & Land Use

The subject site is located at 429 Albert Street, Brunswick, approximately 5km north of the Melbourne CBD. The site has an overall area of approximately 4,000sqm and frontages of 50m to Albert Street and 34 to a ROW. The site is zoned as 'MUZ1' (Mixed Use Zone) and was previously occupied by an industrial use. The surrounding properties are a combination of residential, park and recreation and industrial.

Clifton Park is located to the northwest of the site and Gilpin Park is located to the south of the site.

The location of the subject site and the surrounding transport network is shown in **Figure 2.1**.

Figure 2.1: Subject Site and Surrounds



(Sourced from Melways Online - [Melway Online](https://www.melways.com.au/))

2.2 Transport Network

The site is located in the inner north of Melbourne, with the site and properties to the immediate east being transitioned from industrial to high density residential uses.

A summary of the current transport policy settings and existing transport network characteristics in the immediate vicinity of the site is provided below:

- **Plan Victoria's** transport objectives focus on creating an integrated, sustainable, and safe network that connects people to jobs, services, and housing while reducing emissions. Key goals include boosting public transport, improving cycling/walking paths, investing in major road/rail infrastructure,

and enhancing freight efficiency. Key to achieving these goals is locating housing in locations that are well connection to public transport and active travel links.

- Adopted in March 2024, the **Moving Around Merri-bek Transport Strategy** provides a long-term strategic roadmap for improving the municipality's transport system through a people-centric approach. The strategy is built upon six core values—Safe, Accessible, Sustainable, Healthy, Liveable, and Inclusive—to ensure that all residents, regardless of how they travel, can move easily and safely. A central element of this plan is the Streets for People framework, which prioritizes walking, cycling, and public transport to create more vibrant, green, and equitable public spaces. By integrating land use with diverse travel options, the strategy aims to reduce car dependence and transport emission.
- Existing mode share data for residents of Merri-Bek LGA has been sourced from the Victoria Integrated Survey of Travel and Activity (VISTA) dataset and indicates the following mode shares (from 2022-2023):
 - Private vehicle (including passenger): 55%
 - Public Transport: 13%
 - Active Transport: 32%

(It is noted that the above mode shares are for Merri-bek LGA and not just Brunswick. In reality, it is expected that Brunswick which is well serviced by public and active transport facilities would have a lower mode share reliance on private vehicle).

- The site is located proximate to various public transport services, including:
 - Brunswick Station (Upfield Line) is located 830m walking distance to the east of the site.
 - Tram #19 (North Coburg to Flinders Street) operates along Sydney Road in the vicinity of the site with the nearest stop approximately 1mm walking distance from the site.
 - Tram #58 (Toorak to West Coburg) operates along Dawson Street and Melville Street in the vicinity of the site with the nearest stop approximately 400m walking distance from the site.
 - Bus #506 (Westgarth to Moonee Ponds) operates along Pearson Street and Smith Street at approximate 15 minute frequencies during peak periods.
 - Bus #508 (Alphington to Moonee Ponds) operates along Victoria Street at approximate 15 minute frequencies during peak periods.

The site has an overall transit score of 64 out of 100, representing 'good transit'.

- Footpaths are generally provided on both sides of each of the key roads in the vicinity of the site (noting that a footpath is not provided along the park frontage of Albert Street), providing continuous pedestrian connections to the surrounding residential and employment land uses and public transport stops. The site has an overall walk score of 83 out of 100, representing a 'very walkable' area.
- On-road bike lanes are provided on Albert Street along the frontage of the site. Victoria Street forms a main route of the Strategic Cycling Corridors and is configured with on-road bike lanes. Sharrow "cyclist" linemarking is provided on Pearson Street.
- Albert Street is a local road managed by Council aligned in an east-west direction. It is configured with a traffic, parking and on-road bike lane in each direction. In the vicinity of the site a footpath is only provided on the north side of Albert Street, noting that separate pedestrian connections are provided

within Gilpin Park. Roundabouts are provided at the Albert Street intersections with Pearson Street (to the east) and Fallon Street to the east. Traffic surveys indicate that Albert Street carries in the order of 4,000vpd.

- A Right of Way (ROW), accessed from Pearson Street, provides rear vehicle access to properties fronting Albert Street and Pearson Street.
- On-street parallel car parking is provided along Albert Street and is subject to various time restrictions (1P, 2P and 3P). Observations indicate that the surrounding on-street car parking demands are moderate during the day. During our site inspection in the afternoon it was observed that car parking demands in the time restricted spaces were low.
- There are currently two crossovers located along the site's frontage to Albert Street.

Albert Street abutting the subject site is shown in **Figure 2.2**.

Figure 2.2: Albert Street – Looking West



2.3 Existing Traffic Volumes

Eukai commissioned turning movement counts of the Albert Street / Pearson Street and Albert Street / Fallon Street intersections on Tuesday 25 November 2025 at the following times:

- AM peak hour: 7:30 to 9:30am
- PM peak hour: 4:00 to 6:00pm

The peak hour turning movements for the AM and PM peak hours are presented in **Figure 2.3** and **Figure 2.4**, respectively.

Figure 2.3: AM Peak Hour Turning Movements

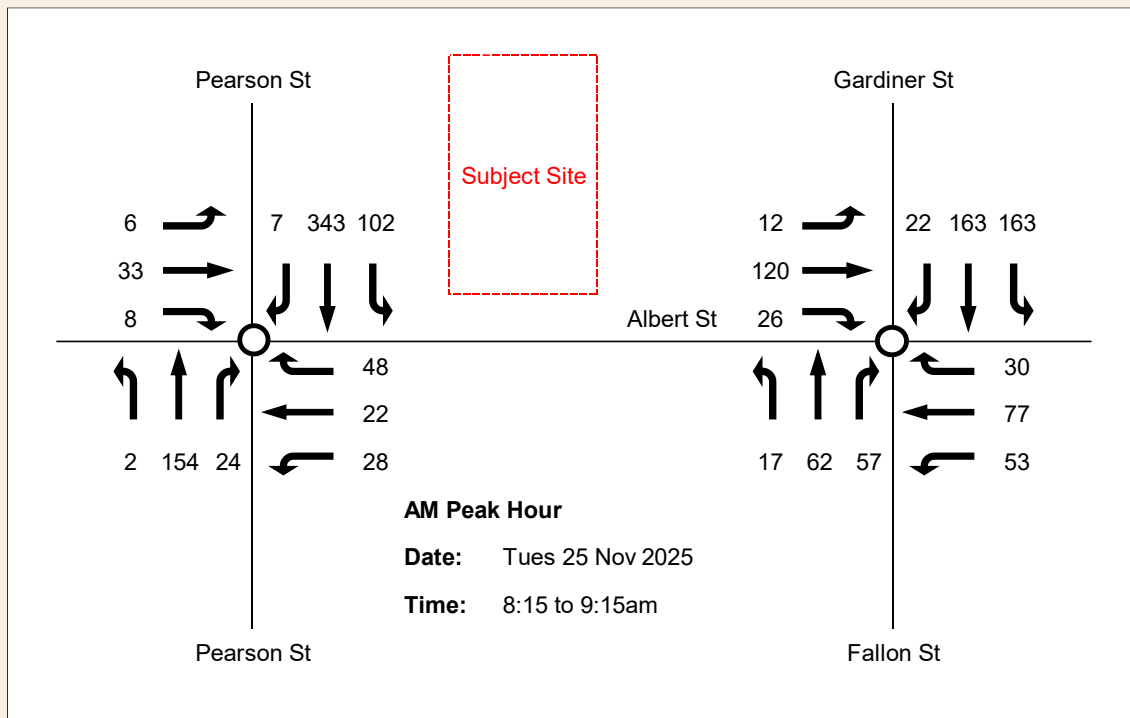
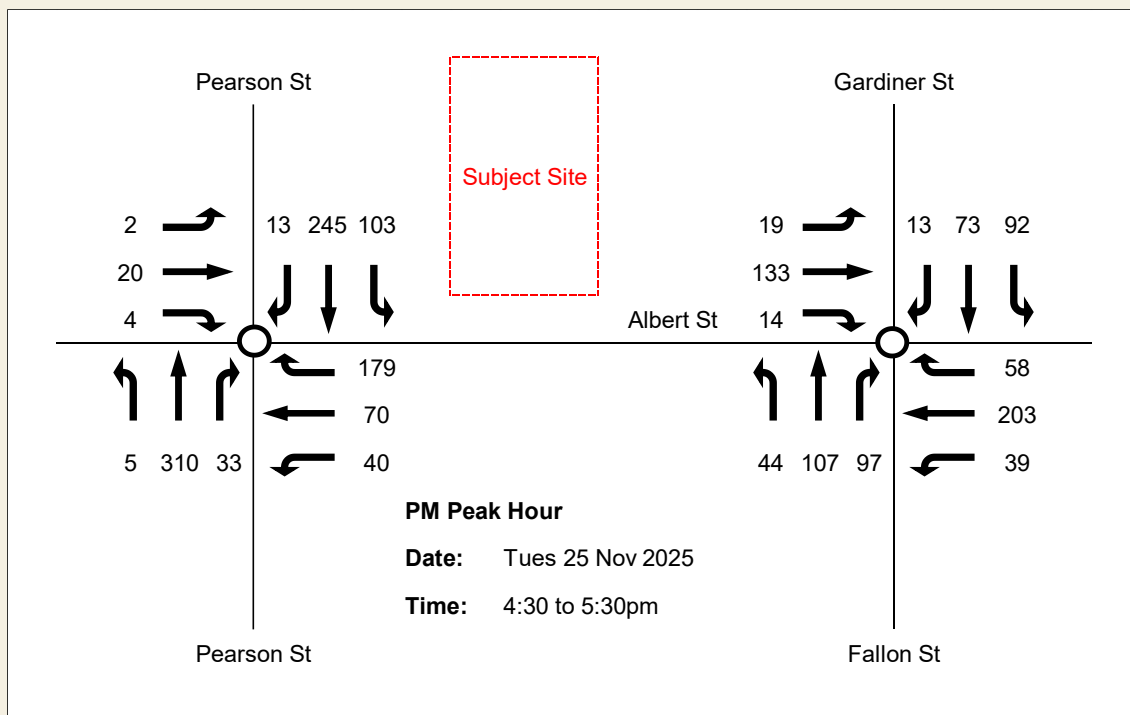


Figure 2.4: PM Peak Hour Turning Movements



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3 Trip Generation

3.1 Modal Hierarchy

The transport strategy for the proposed development has been prepared adopting a modal hierarchy that favours walking, cycling and public transport, over private vehicles. This is consistent with the hierarchies identified as part of the Moving Around Merri-bek Transport Strategy and other local and state policy documents.

3.2 Target Mode Shares

For the purposes of this assessment, mode share targets have been assumed based on the site context, VISTA data, the proposed car parking provision and the modal hierarchy identified above. The adopted future mode shares for the proposed development are presented below and highlight a favouring to sustainable transport modes compared to the base VISTA data for Merri-bek:

- Active Travel: 40% (compared to a base of 33%)
- Public Transport: 25% (compared to a base of 12%)
- Private Vehicle: 35% (compared to a base of 55%)

3.3 Trip Generation

The forecast trip generation (all trips by transport modes) for proposed development is presented in Table 3.1, and is based on the trip generation rates from the RMS Guide to Traffic Generating Developments (2024) and the target mode shares identified above.

Table 3.1: Forecast Peak Hour Trip Generation by Mode (PM Peak Hour)

Use	Size	Trip Rate	Total Trips	Trips by Mode (Total Trips x Mode Share)		
				Active Travel	Public Transport	Private Vehicle
Residential	223 dwellings	0.6 trips per dwelling	134	54	33	47

Table 3.1 indicates that the overall development is forecast to generate in the order of 130 trips (all modes), during the peak hours. The majority of trips generated by the site are forecast to be walking trips either to nearby destinations or surrounding public transport services.

Of particular note, the proposed development is only forecast to generate in the order of 47 car trips, which includes both driver and passenger trips. Assuming an average car occupancy of 1.33 the trip generation forecast equates to approximately 35 car driver trips.

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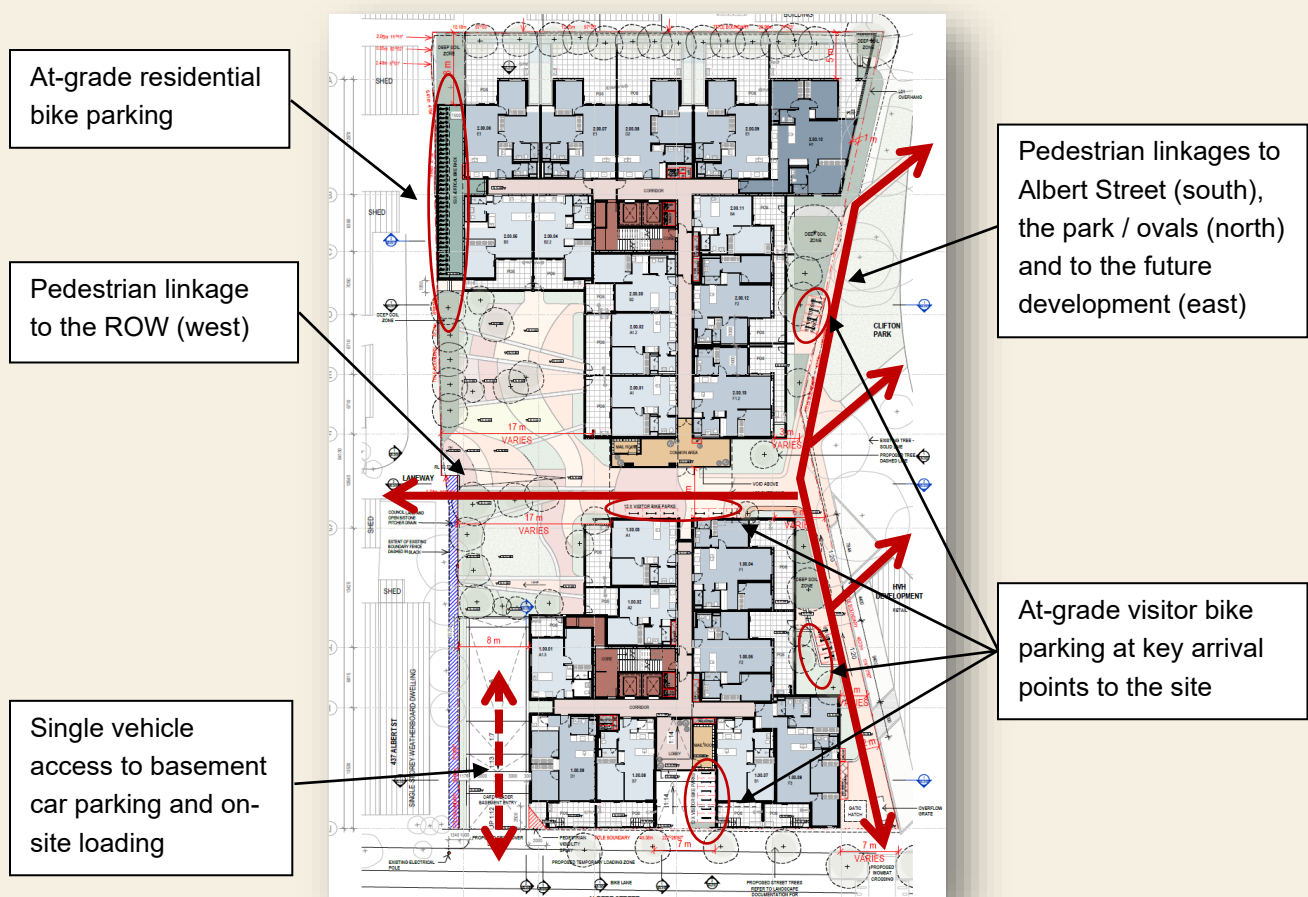
4 Sustainable Travel

4.1 Pedestrian Access & Permeability

Consistent with the modal hierarchy identified in the previous section and the relevant policy documents for the site, the ground floor plane has been designed to prioritise sustainable travel modes over private vehicles. The following key design features are proposed:

- The rationalisation of existing vehicle crossovers to the site from 2 to 1 crossover to Albert Street
- Enhanced pedestrian permeability via the introduction of north-south and east-west pedestrian links through the site connecting to the park/ovals (north), ROW (west) and the future development (east).
- The provision of an improved public realm and ground floor activation.
- At-grade bike parking opportunities for residents (part) and visitors at key arrival points to the site.
- Car parking provided predominantly in the basement rather than above ground
- Loading vehicles being able to enter and exit the site in a forward direction, with all loading activity occurring underground adjacent to the lift core.

A summary of the key transport design features of the proposed development is presented below.



4.2 Bicycle Parking

Statutory Requirements

The statutory bicycle parking requirements are set out in Clause 52.34 of the Merri-bek Planning Scheme, with parking rates specified in Table 1 to Clause 52.34-5. An assessment of the statutory bicycle parking requirements for the development is set out in **Table 4.1**.

Table 4.1: Statutory Bicycle Parking Requirements

Use	Size	Statutory Rate		Statutory Requirement	
		Resident/ Employee	Visitor	Resident/ Employee	Visitor
Residential	223 dwellings	1 to each 5 dwellings	1 to each 10 dwellings	45	22

Table 4.1 indicates that the proposed development has a statutory bicycle parking requirement of 67 spaces, including 45 long-term spaces and 22 short-term spaces. The proposed provision of 275 bicycle spaces (including 1 resident space per dwelling) comfortably meets the minimum statutory requirement.

The proposed bike parking provision, which exceeds the statutory minimum requirement by a factor of 4, is considered appropriate to encourage cycling to and from the site.

Schedule of Bike Parking and Site Layout

Bike parking is proposed to be provided as follows:

- 38 resident spaces in a secure bike room on ground level
- 171 resident spaces within storage cages on basement levels 1 and 2
- 26 resident spaces in a secure bike room on basement level 1
- 40 visitor spaces at ground level

The proposed bicycle car parking has been designed in accordance with the dimensional requirements of the Australian Standards Bicycle Parking (AS2890.3-2015), including the following:

- 0.5m wide spaces (unless provided in an Australian Standard certified bike rack product with 400mm spacings).
- 1.8m long horizontal spaces.
- 1.2m long vertical spaces.
- Minimum 1.5m wide bike parking aisles (including doorways on route to bike parking).
- No fixed bicycle parking fixtures will be provided in the storage cages to allow for flexibility of use.
- Visitor bike parking hoops (two sided) are located a minimum 1.0m apart.

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5 Car Parking

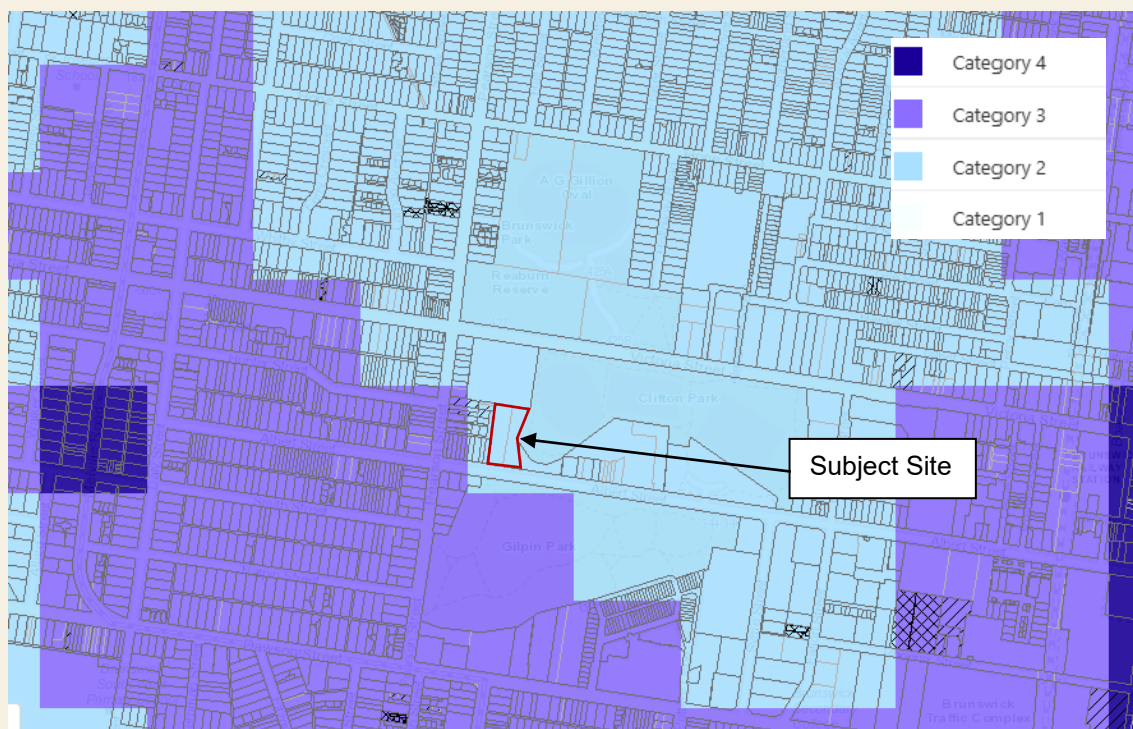
5.1 Statutory Requirement

The statutory car parking requirements for the proposed development are set out in Clause 52.06 of the Merri-bek Planning Scheme. The objectives of this clause are:

- *“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.”*

A recent Planning Scheme Amendment (VC277), which was gazetted late December 2025, has resulted in updated statutory parking rates. The parking rates are informed by public transport accessibility levels (PTAL) with the subject site located within Category 2 (i.e., moderate PTAL) of the Car Parking Requirements Maps as shown in **Figure 5.1**.

Figure 5.1: Subject Site related to CPR Maps – Category 1



Category 2 zones are subject to minimum statutory car parking requirements. However, it is observed that the site is located in close proximity (less than 50m) from Category 3 zoned land which is subject to both maximum and minimum (down to zero) car parking rates.

An assessment of the statutory car parking requirement for the proposed development is set out in **Table 5.1**¹.

Table 5.1: Statutory car parking requirements

Use	Size	Statutory Parking Rate	Minimum Statutory Parking Requirement	Proposed Provision
Residential	223 dwellings	Minimum 1 space per dwelling	223 spaces	185 spaces

Table 5.1 indicates that the proposed development generates a statutory car parking requirement of 223 car spaces. In this instance the proposed car parking provision of 185 spaces does not meet the statutory requirement and as such, a permit to reduce the statutory car parking requirement is being sought.

5.2 Car Parking Demand Assessment

Overview

The Merri-bek Planning Scheme requires a car parking demand assessment be prepared to assess the likely car parking demand when the statutory car parking requirement is not being met. It also provides guidance on the factors to consider in estimating this demand, as follows:

“The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

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

Empirical Assessment

Typically, the combination of the above matters results in the generation of car parking demands different to the minimum statutory car parking rates. In this context, an assessment of the likely car parking demand for the proposed development is presented below and is based on ABS car ownership data.

¹ In comparison to the previous statutory car parking rates, the updated car parking rates result in a lower statutory car parking requirement and as such, in accordance with the transition requirements of Clause 52.06 the updated statutory car parking requirement for the development has been adopted.

Existing car ownership data has been sourced from 2021 Census by the Australian Bureau of Statistics (ABS). Specifically, car ownership data has been sourced for apartment buildings in Brunswick, using the following assumptions:

- The data excludes social housing.
- The data includes apartments in any building height.
- The data excludes dwellings which recorded car ownership levels of more than three cars (such dwellings are considered to be an outlier).
- The data only includes apartments and not other dwelling types.
- The data includes a sample size of 3,520 dwellings.

The data indicates the following car ownership by dwelling size:

- 1-bedroom: 0.64 spaces per dwelling
- 2-bedroom: 0.91 spaces per dwelling
- 3-bedroom: 1.04 spaces per dwelling

An assessment of the forecast car parking demand adopting the existing car ownership data is presented in the table below.

Table 5.2: Resident Car Parking Demand Assessment – ABS Car Ownership

Dwelling Type	Number	ABS Data Rate	ABS Data Car Spaces
1-bedroom	61 dwellings	0.64 spaces per dwelling	39 spaces
2-bedroom	133 dwellings	0.91 spaces per dwelling	121 spaces
3-bedroom	29 dwellings	1.04 spaces per dwelling	30 spaces
Total			190 spaces

The assessment indicates that the proposed development could be expected to generate a car parking demand in the order of 190 spaces.

5.3 Responsible Authority Considerations

Overview

The Merri-bek Planning Scheme outlines several factors that must be considered by the Responsible Authority in assessing the acceptability of the car parking demand not being met on the subject site.

The considerations which are considered most relevant for the proposed development and the subject site and surrounding area have been reproduced below:

- *“The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *Access to or provision of alternative transport modes to and from the land.*

Discussion regarding Key Considerations

The above considerations are examined in detail below.

“The Car Parking Demand Assessment”

As outlined above, the proposed development is forecast to generate a resident car parking demand in the order of 190 spaces. It is further observed that historic ABS data (2011 and 2016) shows that car ownership for Brunswick is trending down, and it is expected that by the time the development is constructed that updated ABS data (2026 census) will show a further reduction in car ownership levels.

“Any relevant local planning policy or incorporated plan”

Reduced reliance on private vehicle travel (via the adoption of reduced car parking rates) is consistent with the current policy settings contained in local, state and federal policy.

“On street parking in residential zones in the locality of the land that is intended to be for residential use.”

Time restricted car parking has been recently introduced to the surrounding on-street car parking (i.e. along Albert Street) which prevents long-term resident parking from occurring on-street. The existing 1P, 2P and 3P on-street car parking that is provided will cater for residential visitor demands.

“Access to or provision of alternative transport modes to and from the land.”

As identified earlier the site has a walk score of 83 out of 100 and a public transport score of 64 out of 100, which implies that most day-to-day trips can be completed without the need for a private vehicle. In addition, the proposed bicycle parking provision 4 times the statutory minimum requirement and the site's close proximity to various cycling routes will encourage cycling as a key mode of travel to and from the site.

5.4 Adequacy of Car Parking Provision

General

For the reasons outlined in this report, the proposed car parking provision and associated reduction in the statutory car parking requirement is considered to be acceptable.

Tandem Spaces

A total of 18 tandem spaces (or 9 pairs) is proposed in the basement car parking areas. These spaces will be allocated to 3-bedroom dwellings and is considered acceptable.

Disabled Parking

The proportion of spaces to be allocated as disabled spaces must be in accordance with the Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia (National Construction Code). Part D4D6 of the NCC outlines the number of car parking spaces required for people with a disability. There is no disabled car parking requirement for residential land uses.

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5.5 Car Park Layout

The proposed car parking layout has been designed in accordance with the relevant Design Standards set out in Clause 52.06-9 of the Merri-bek Planning Scheme and AS2890.1-2004.

A car parking compliance review of the current architectural plans against the specific requirements of Clause 52.06-9 is provided in Appendix A. A summary of the car park layout arrangements is provided below:

- Car parking spaces are generally 2.6m wide by 4.9m long accessed via 6.4m wide aisles. Some car parking spaces at the southern end of the basement car parks are provided with wider spaces to compensate for narrower aisles – i.e. 3.0m wide spaces access by a 5.5m wide aisle and 2.8m wide spaces accessed by a 6.0m wide aisle. These dimensions meet the requirements of the Planning Scheme.
- The proposed vehicle access ramps are configured with a 6.4m wide ramp with 300mm clearance on either side.
- The proposed ramps between ground and basement level are configured with a maximum 1 in 6 main ramp with 2m long transitions of 1 in 13 provided. A ground clearance check has been completed and confirms that a 6.4m SRV is able to traverse the ramp. The ground clearance check is provided at Appendix B.
- Swept paths have been undertaken of a B85 and B99 accessing the site and the key circulation paths in the basement. The relevant swept paths are provided in Appendix B. it is noted that some circulation movements are not able to be completed simultaneously, however, this arrangement is considered acceptable given the forecast low traffic volumes, available sightlines in the car park (complemented by convex mirrors at key locations) and regular users of the car park.

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6 Traffic Impact

6.1 Traffic Generation

An assessment of the forecast traffic generation from the proposed development is presented in **Table 6.1**. It is noted that the residential movements “per space” traffic generation rate has been adopted from surveys at various high density developments located in inner metropolitan Melbourne locations (such as Caulfield, South Melbourne, Richmond, Bundoora, South Yarra, Fitzroy, etc.) and the RMS Guide. These data sources typically indicate residential peak hour traffic generation rates of 0.1 to 0.2 movements per space. In this instance the upper end of the range has been conservatively adopted for the assessment.

Table 6.1: Forecast Traffic Generation – Proposed Development

Land Use	Size	Traffic Generation Rate		Traffic Generation	
		Peak Hour	Daily	Peak Hour	Daily
Residential	185 spaces	0.2 movements per space	2 movements per space	37vph	370vpd

[1] Consistent with the retail rate adopted by Impact Traffic for the existing planning permit.

Table 6.1 indicates that the proposed development is forecast to generate in the order of 37 vehicle movements in a peak hour and 370 vehicle movements per day.

6.2 Traffic Distribution

In determining the future distribution of the site generated traffic, the following factors have been considered:

- the arterial road network surrounding the site
- the control and operation of intersections accessing key vehicles routes
- surrounding residential catchments, employment centres and retail centres

Having consideration of the above, for the purposes of estimating vehicle movements, the following directional distributions have been adopted:

- Albert Street (east towards Fallon Street): 40%
- Albert Street (west towards Pearson Street): 60%

6.3 Traffic Impact

The existing, additional and post development traffic volumes (and percentage increase in traffic volumes) at the adjacent intersections are summarised in **Table 6.2**.

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Table 6.2: Existing, Additional and Post Development Traffic Volumes

Intersection	Peak Hour	Peak Hour Traffic Volumes			Total Intersection Volume Percentage Increase
		Existing	Additional	Post Development	
Albert Street / Fallon Street	AM	802	+15	817	+1.9%
	PM	892	+22	914	+2.5%
Albert Street / Pearson Street	AM	777	+15	792	+1.9%
	PM	1,024	+22	1,046	+2.1%

The forecast additional traffic equates to one additional vehicle movement approximately every 2 minutes during the road network peak hour. This level of traffic generation is not expected to have a material impact on the operation of the surrounding road network or the nearby intersections. Indeed, the analysis completed above indicates that the additional traffic through the surrounding intersections represents less than 3% of the existing demands at the intersection.

It is further noted that the forecast traffic generation represents only a modest increase on the forecast traffic generation of the current approved planning permit for the site. Adopting the same traffic generation rate as above (0.2 movements per space) and assuming 140 resident spaces, it would have been expected to generate in the order of 28 vehicles movements during each of the peak hours (i.e. +10 vph for the proposed development compared to the previous approval).

Finally, it is observed that the adjacent residential development (Hip v Hype) would only be expected to generate modest traffic volumes which would not change the findings of the above assessment.

Based on the above analysis, the operation of the surrounding road network, including the surrounding intersections and site access point, is expected to continue to operate satisfactorily following the development of the site.

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7 Loading

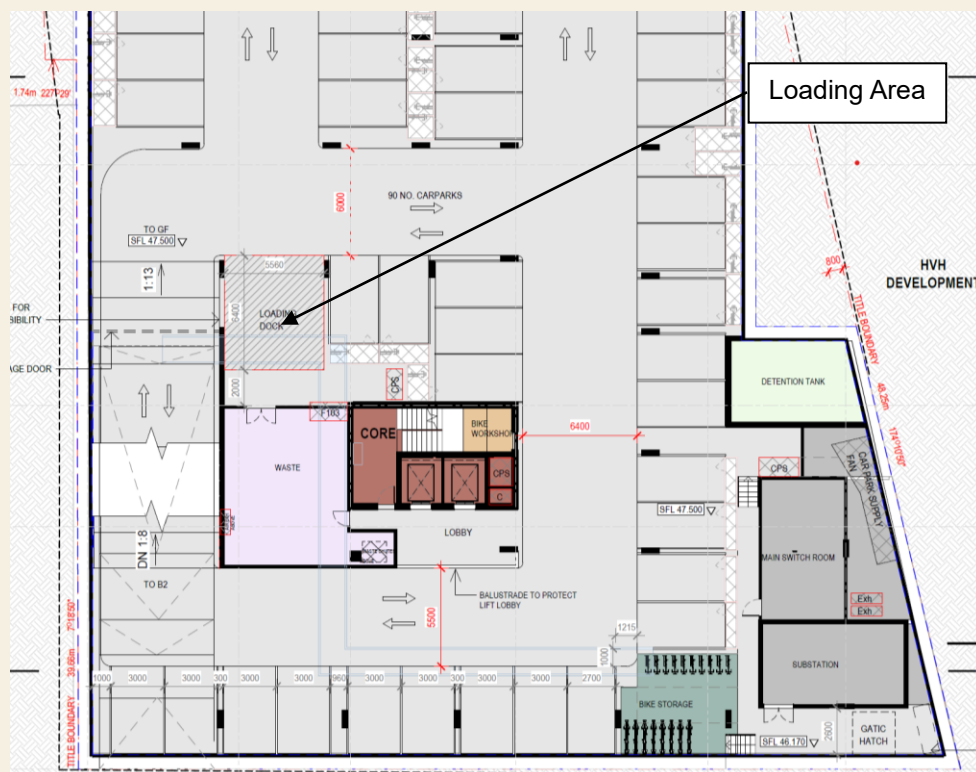
7.1 Overview

Clause 65 of the Merri-bek Planning Scheme outlines that the responsible authority must consider the adequacy of loading and unloading facilities before deciding on a planning permit application. The Clause does not stipulate a statutory loading requirement and therefore a qualitative assessment of the adequacy of the proposed loading response is presented below.

7.2 Proposed Arrangement

It is proposed to provide a single loading bay (catering for a design vehicle up to 6.4m SRV with a reduced height clearance of 3.0m) on basement level 1. This will be able to accommodate small moving trucks (i.e. Man with a Van trucks) and vans. The proposed location and layout of the loading bays is reproduced in **Figure 7.1**.

Figure 7.1: Proposed Loading Arrangement



Swept paths have been prepared using AutoTURN and are provided in Appendix B. The swept paths demonstrate that the design vehicle can enter and exit the site in a forward direction and adequately access the loading bay.

7.3 Waste Collection

Waste rooms are proposed adjacent to the 2 lift cores on basement level 1. The Waste Management Plan indicates that waste will be transferred by the Body Corporate from the northern core to the southern core for collection. It is proposed that waste will be collected by a private contractor using a mini junior rear loader waste collection vehicle or similar (i.e. capable of collecting waste in a low clearance environment).

8 Summary

The following conclusions are reached based on the discussions and analysis contained in this report:

- The proposed development generates a statutory bicycle parking requirement of 67 bicycle spaces. The proposed bicycle parking supply of 275 spaces (which is 4 times the minimum statutory requirement) is considered appropriate to encourage cycling as a transport mode.
- The proposed development generates a statutory car parking requirement of 223 spaces. The proposed car parking supply of 185 spaces is considered appropriate having regard to car ownership data, relevant planning policy, the existing on-street car parking controls and access to alternative sustainable transport modes.
- The proposed car park and loading layouts have been designed in accordance with the requirements of the Merri-bek Planning Scheme and relevant Australian Standards.
- The proposed development is forecast to generate in the order of 37 and 370 vehicle movements during the peak hour and daily periods, respectively.
- There is adequate capacity in the surrounding road network to accommodate the forecast traffic generation from the proposed development.

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Appendix A

Car Park Compliance Review

Table A1: Design Standard 1 - Accessways

Item	Planning Scheme Requirement	Compliance Review
1	Accessways must:	Yes
1.1	Be at least 3 metres wide	Yes
1.2	Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Yes
1.3	Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	Yes – 1.0m aisle extensions have been provided
1.4	Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Yes – a minimum 3.0m height clearance is provided on basement level 1 and 2.1m on basement level 2.
1.5	If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	Not relevant
1.6	Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	Not relevant
1.7	Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height	Yes
2	If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway	Not relevant
3	If entry to the car space is from a road, the width of the accessway may include the road	Not relevant

Table A2: Design Standard 2 – Car Parking Spaces

Item	Planning Scheme Requirement	Compliance Review
1	Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 (of the Clause)	Yes – 4.9m by 2.6m spaces accessed via a 6.4m wide aisle or 4.9m by 3.0m spaces accessed via a 5.5m wide aisle or 4.9m by 2.8m spaces accessed via a 6.0m wide aisle are provided.
2	<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:</p> <ul style="list-style-type: none"> • A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1. • A structure, which may project into the space if it is at least 2.1 metres above the space 	Yes
3	Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport	Not relevant
4	Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space	Yes - Tandem spaces are shown with a 10.3m length
5	Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover	Yes - All spaces are undercover
6	Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm	Not relevant

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Table A3: Design Standard 3 – Gradients

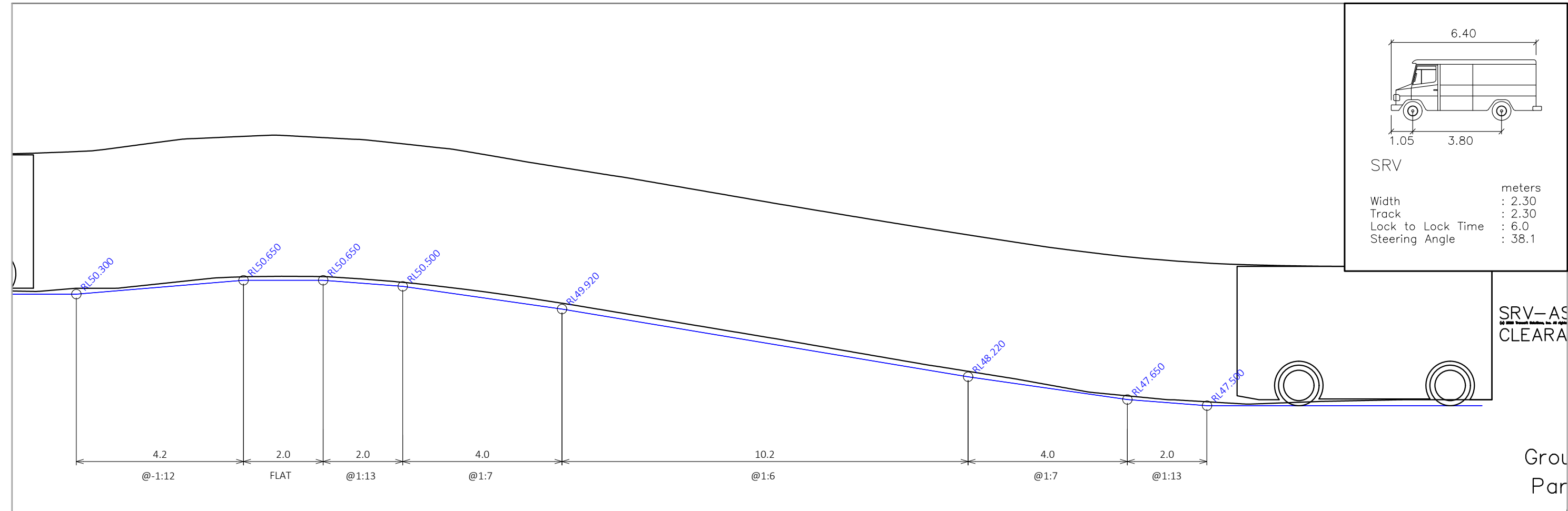
Item	Planning Scheme Requirement	Compliance Review
1	Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less	Yes – a maximum 1 in 11.5 grade is provided for the first 3m into the site.
2	Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 (of the Clause) and be designed for vehicles travelling in a forward direction	Yes – a maximum ramp grade of 1 in 6, with 2m 1 in 13 transitions, are provided
3	Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming	A ground clearance check has been completed for the 6.4m SRV design vehicle accessing the site.
4	Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	As above.

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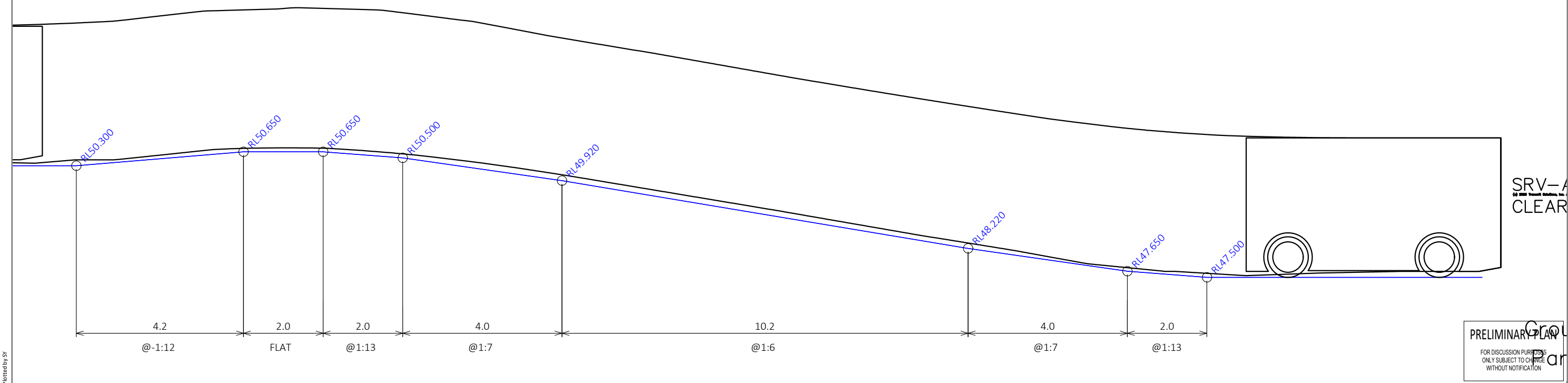
Appendix B

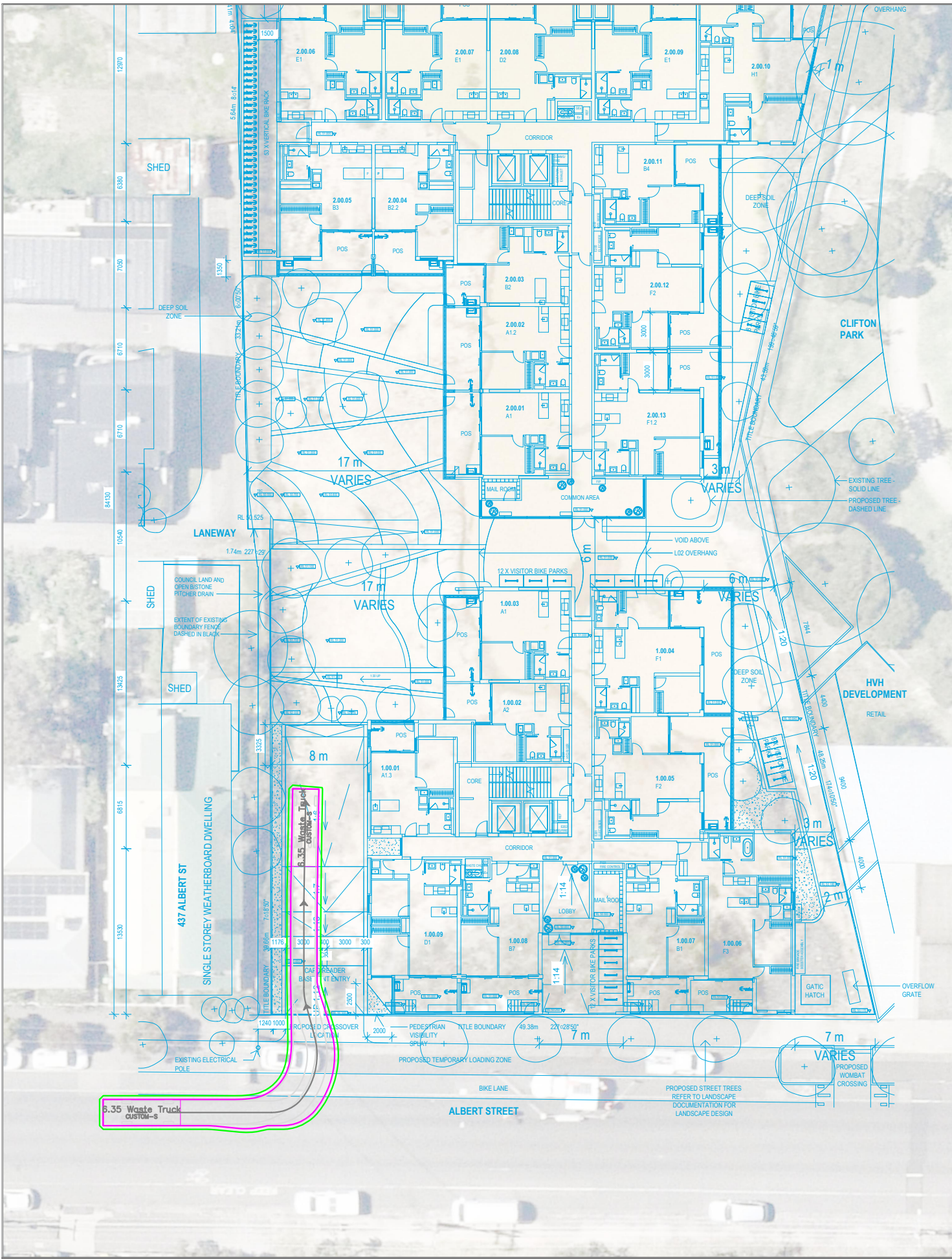
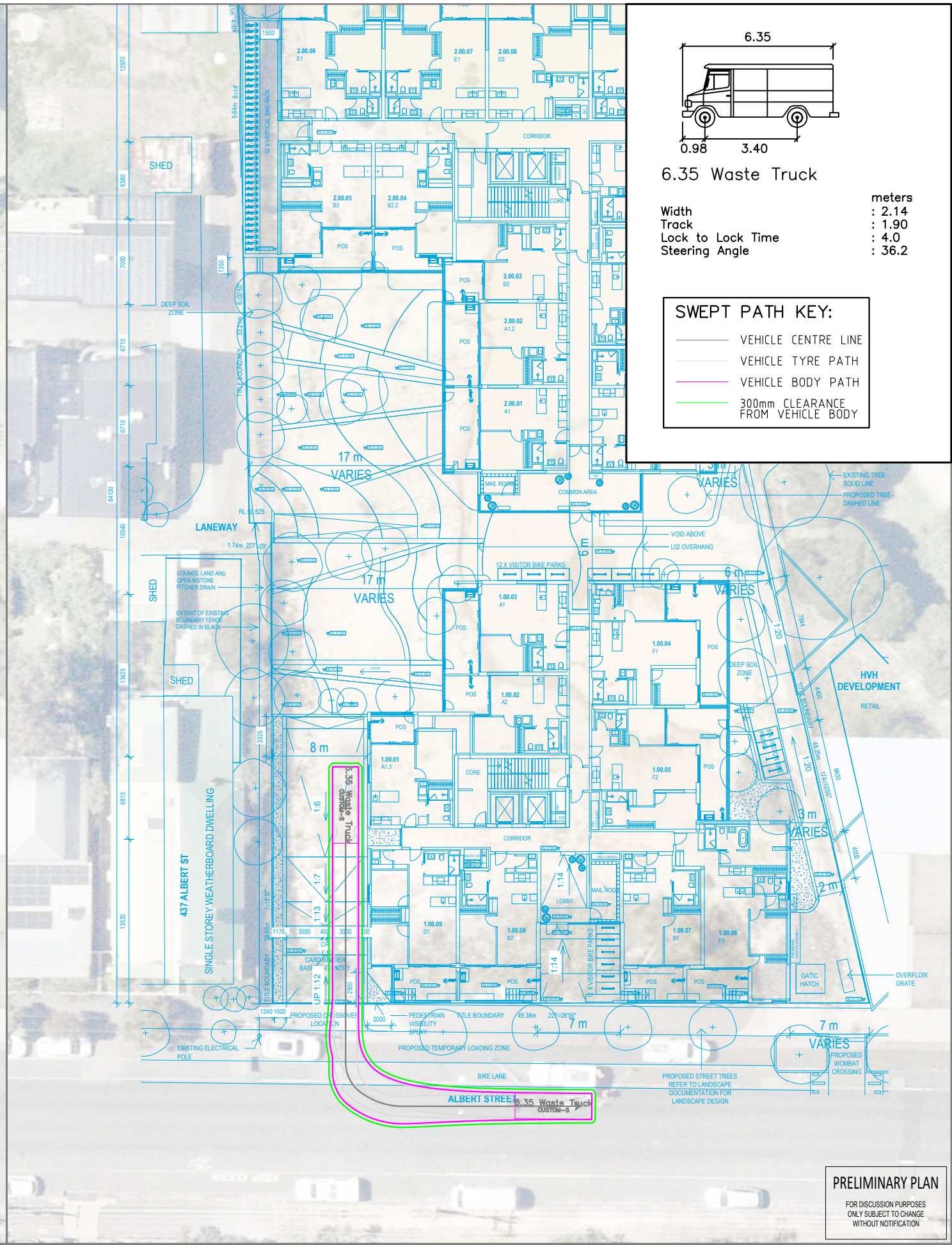
Swept Path Assessment & Ground Clearance Check

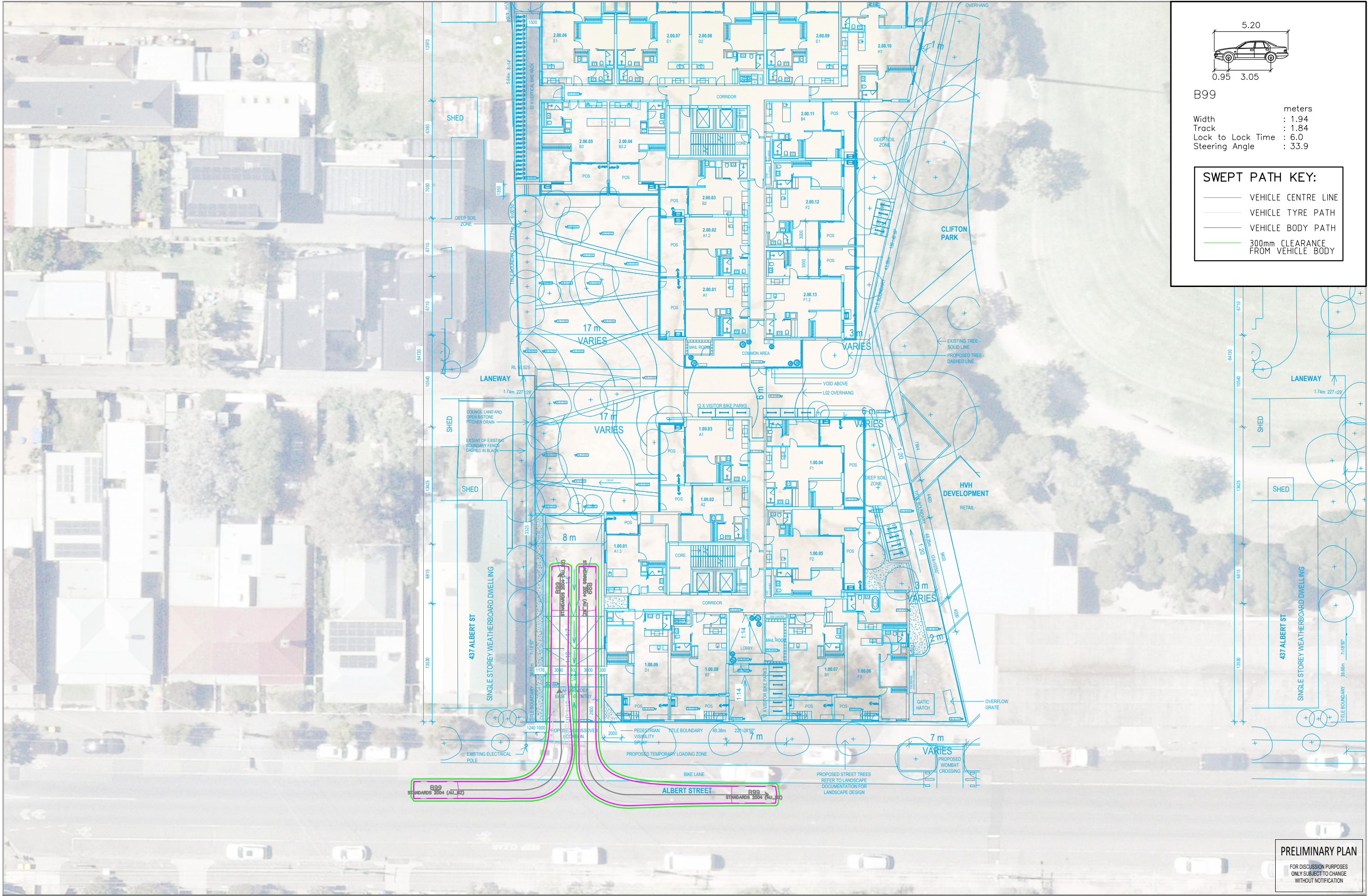
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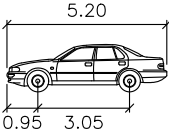


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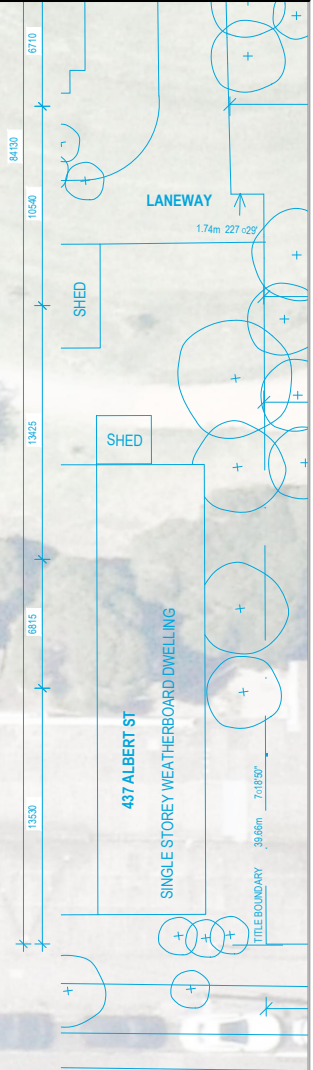


B99

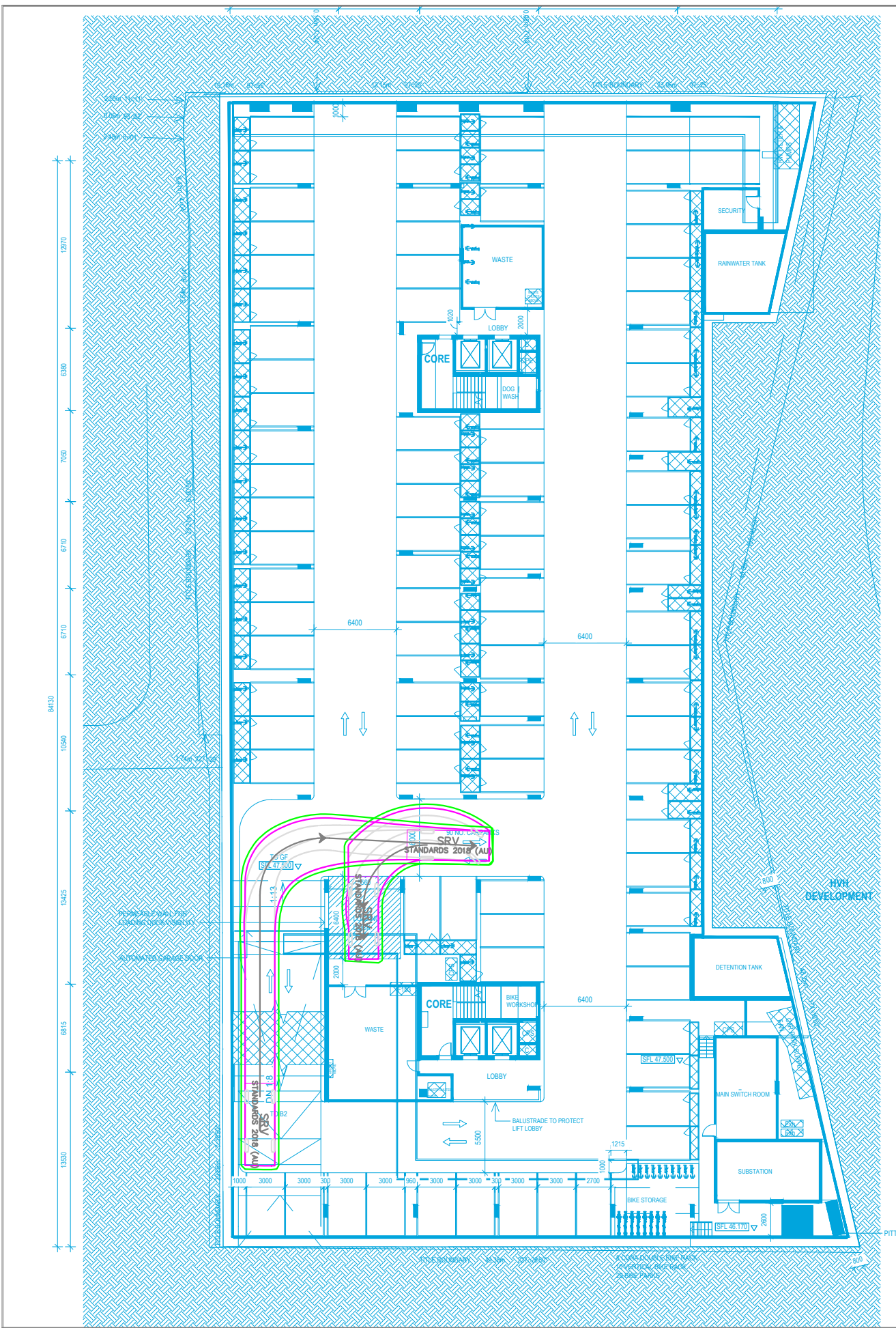
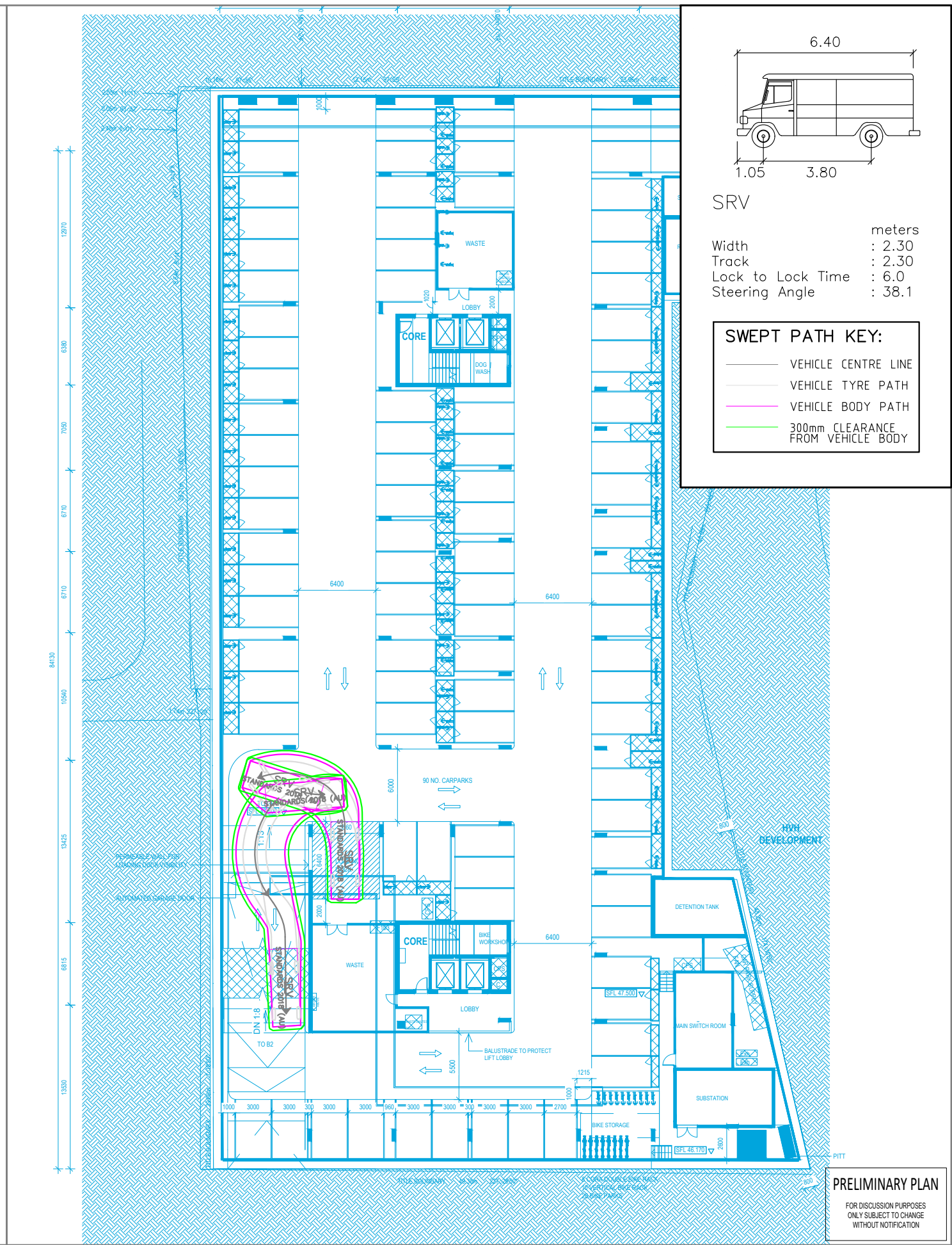
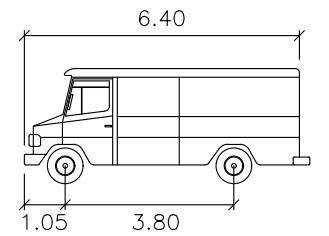
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Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION



SRV

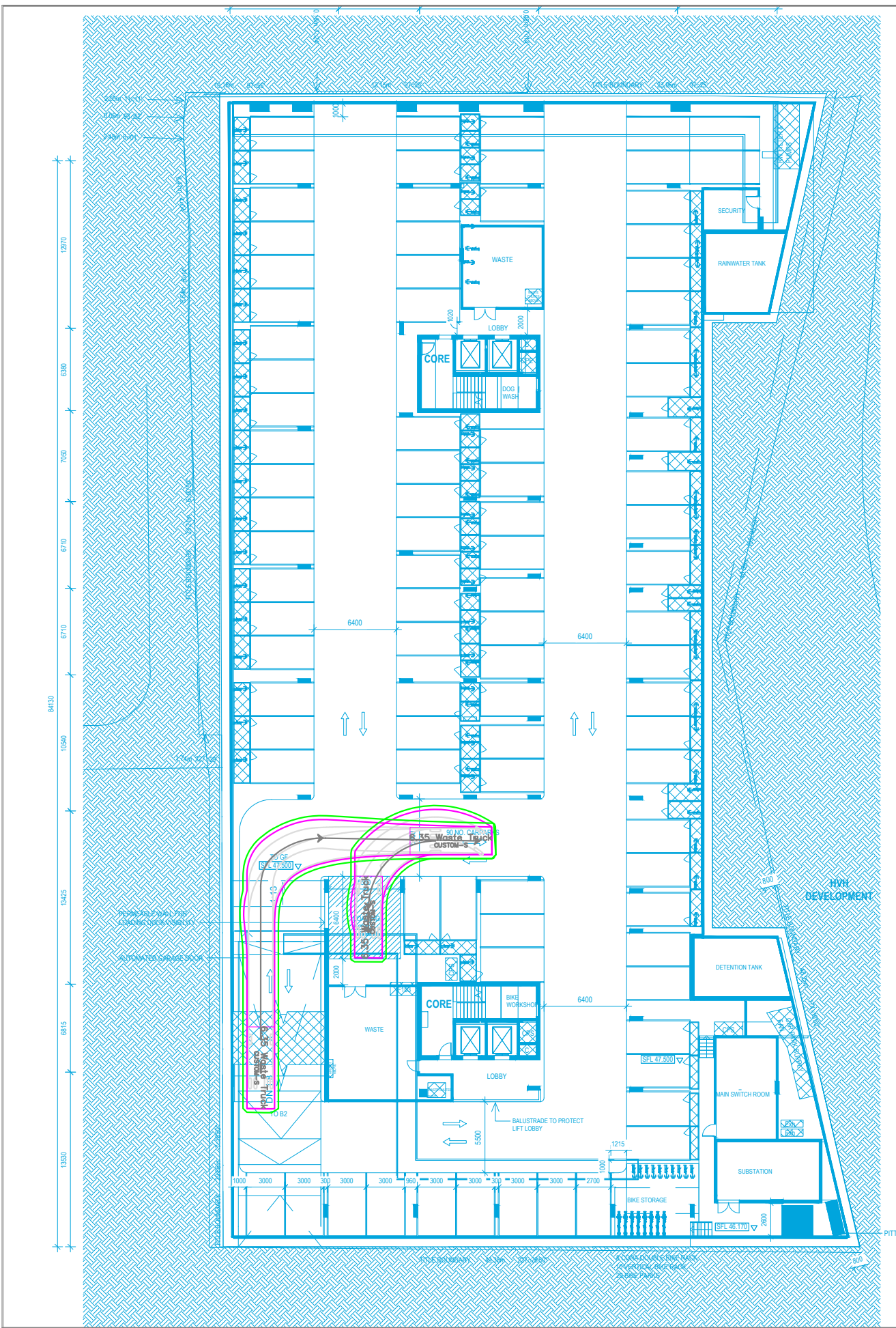
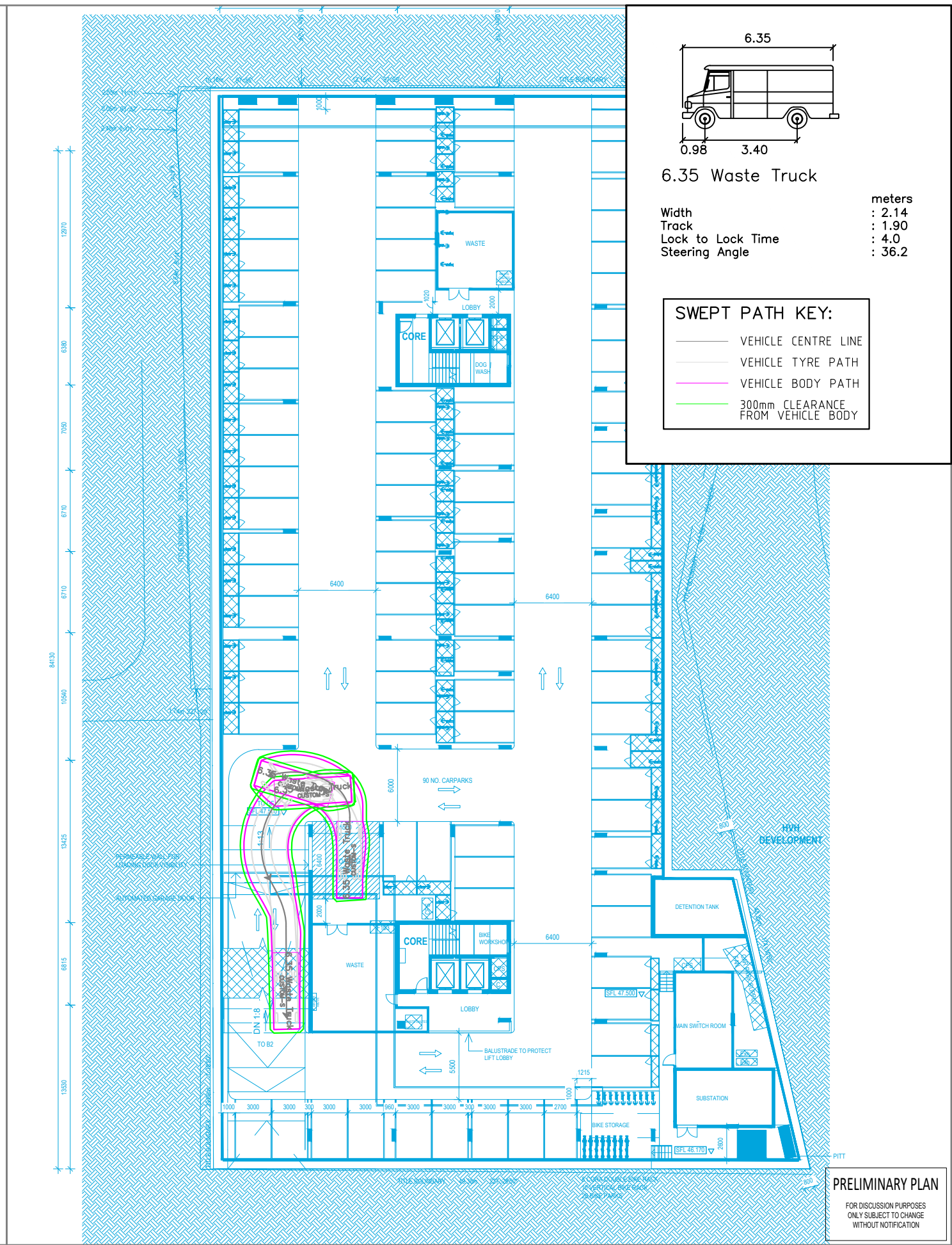
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Lock to Lock Time : 6.0
Steering Angle : 38.1

SWEPT PATH KEY:

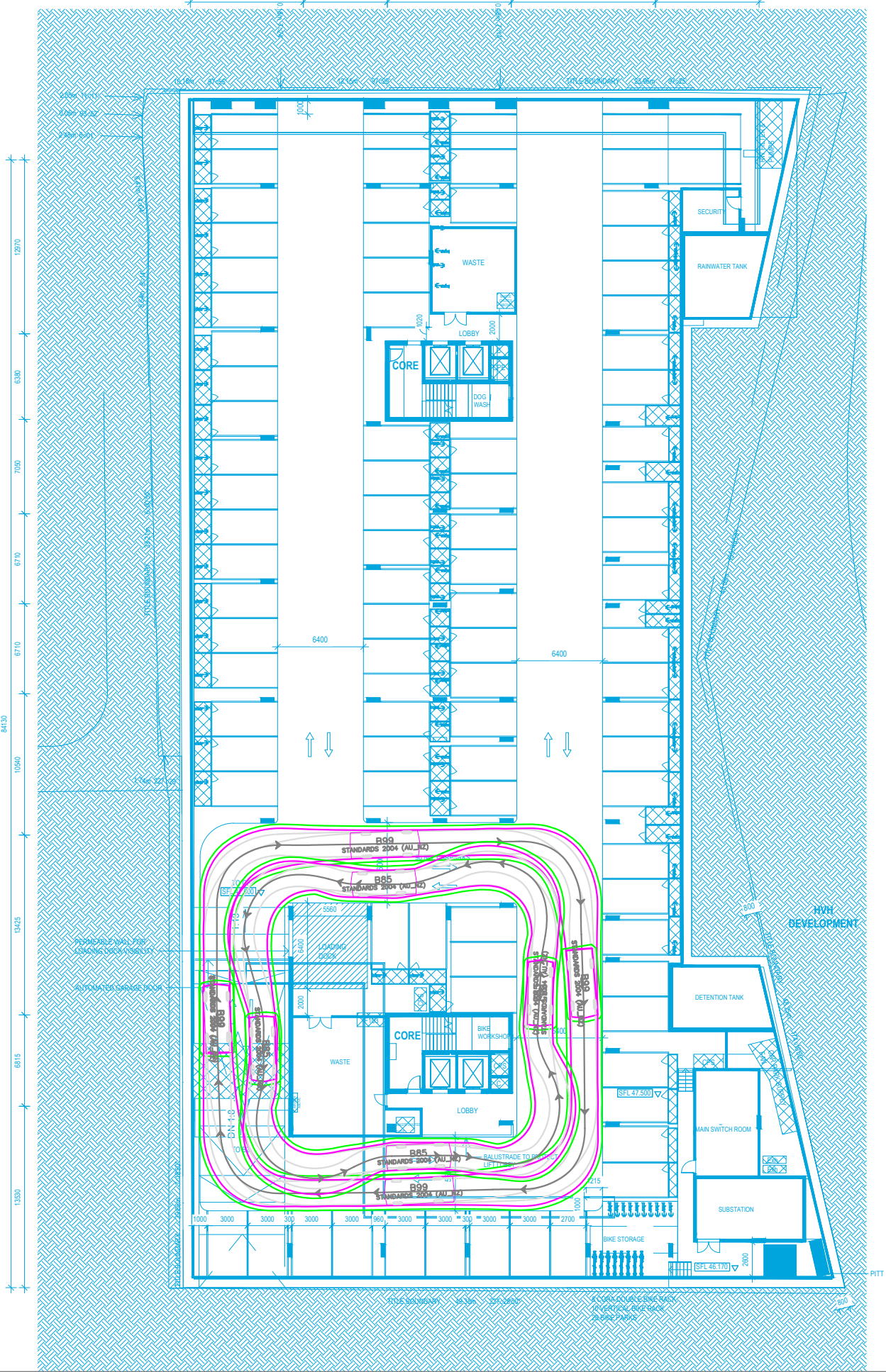
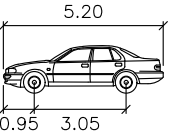
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

PRELIMINARY PLAN

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B99
Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
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429 ALBERT STREET, BRUNSWICK
CAR PARK COMPLIANCE REVIEW
SWEPT PATH ASSESSMENT
BASEMENT

SCALE 0 4.0 8.0 1:400 @ A3
DRAWING NO. 25199-01-P3
DATE OF ISSUE 10 June 2026
DESIGNED BY Y.HUANG(YD)
REVIEWED BY A.FARRAN

SHEET
06 OF 06

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