CITY OF MARIBYRNONG ADVERTISED PLAN

Traffic Engineering Assessment

Proposed Mixed Use Development 38-40 Moreland Street, Footscray

Prepared for Horoz Pty Ltd

March 2025

G35021R-01D

Level 28, 459 Collins St MELBOURNE VIC 3000 Office 38, L4/60 Moorabool St GEELONG VIC 3220 Traffix Group Pty Ltd ABN: 32 100 481 570 T: 03 9822 2888 traffixgroup.com.au

Document Control

Our Reference: G35021R-01D

Issue No.	Туре	Date	Prepared By	Approved By
А	Draft	18/06/2024	K. Ton	M. O'Shea
В	Final	22/07/2024	K. Ton	M. O'Shea
С	RFI Response	28/11/2024	J. Mitropoulos	M. O'Shea
D	RFI Response	18/03/2025	J. Mitropoulos	M. O'Shea

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems AS/NZS ISO 14001 Environmental Management Systems AS/NZS ISO 9001-2016 Quality Management Systems



COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd – ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.

LIMITATION: This report has been prepared on behalf of and for the exclusive use of Traffix Group's client and is subject to and issued in connection with the provisions of the agreement between Traffix Group and its client. Traffix Group accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

Table of Contents

1.	Introduction	. 5
2.	Proposal	. 5
3.	Existing Conditions	. 7
3.1.	Subject Site	. 7
3.2. 3.2.1.	Transport Network Road Network	<i>11</i> 11
3.3. 3.3.1. 3.3.2. 3.3.3. 3.3.4.	Alternative Transport Modes Public Transport Bicycle Infrastructure Car Share Vehicles Walking	14 14 16 19 20
4.	Traffic Engineering Assessment	21
4.1.	Local Planning Policies	21
4.2.	Statutory Car Parking Assessment	23
4.3. 4.3.1. 4.3.2.	Reduce or Increase the Car Parking Above Statutory Rates Permit Requirements Assessment Against Decision Guidelines	25 25 25
4.4.	Motorcycle Parking Requirements	27
4.5.	Bicycle Parking Requirements	27
4.6.	Review of Carpark Layout and Vehicle Access Arrangements	29
4.7. 4.7.1. 4.7.2.	Loading and Waste Collection Arrangements Loading Waste Collection	36 36 36
4.8. 4.8.1. 4.8.2. 4.8.3.	Traffic Impact Assessment Traffic Generation Traffic Distribution and Impacts Single Lane Ramp Commentary	36 36 37 37
5.	Council RFI Matters	38
6.	Conclusions	40

List of Figures

Figure 1: Locality Plan (Source: Melway)	8
Figure 2: Aerial Photograph (Source: Nearmap)	9
Figure 3: Land Use Zoning Map (Source: Planning Schemes Online)	10
Figure 4: Yewer Street- view east	13
Figure 5: Yewer Street – view west	13
Figure 6: Whitehall Street – view north	13
Figure 7: Whitehall Street – view south	13
Figure 8: Moreland Street – view north	13
Figure 9: Moreland Street – view south	13
Figure 10: Public Transport Map (Source: PTV)	15
Figure 11: Principal Public Transport Network Area (Source: Vicplan)	16
Figure 12: Sustainable Transport Infrastructure (Source: Maribyrnong City Council)	17
Figure 13: Map of 20-minute walking distance (Source: targomo.com)	18
Figure 14: Strategic Cycling Corridor (Source: DTP)	19
Figure 15: Map of 20-minute walking distance (Source: targomo.com)	20

List of Tables

Table 1: Development Summary	5
Table 2: Subject Site Description	7
Table 3: Local Road Network	11
Table 4: Summary of Public Transport Services	14
Table 5: Transport Objectives of the Victorian Planning Provisions	21
Table 6: Statutory Car Parking Assessment – Column B of Clause 52.06-5	24
Table 7: Assessment Against Decision Guidelines – Clause 45.09 Schedule 2	25
Table 8: Statutory Bicycle Parking Assessment - Clause 52.34	28
Table 9: Design of Bicycle Parking	28
Table 10: Carpark Layout and Access Assessment	29
Table 11: Expected Traffic Generation for Each Development Scenario	37
Table 12: Council RFI Items	38

List of Appendices

- Appendix A Application Plans
- Appendix B Car Parking Inventory
- Appendix C Swept Path Assessments

Introduction 1.

Assessment

Traffix Group has been engaged by Horoz Pty Ltd to undertake a traffic engineering assessment for a proposed mixed use development at 38-40 Moreland Street, Footscray.

Maribyrnong City Council undertook a review of the updated application drawings in response to the previous Request for Further Information (RFI). As part of this review Council have issued a Section 54 Request for Further Information dated 17 January 2025.

Matters associated with traffic engineering are summarised at Section 5 of this report including a summary of our response or discussion where relevant.

Proposal 2.

The proposal is for a residential development on the site as set out in the following table. A copy of the development plans prepared by M3 Group (dated 12/03/2025) are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Dwellings: Two-bedroom Apt. Three-bedroom Apt.	31 14	27 32	Parking rates: 0.87 space/dwelling Min. 2 spaces/dwelling (4 spaces to dwelling L7.01 and L7.02)
Residential Visitors	45 Apts.	0	-
Shop	271.92m ²	4 (inc. DDA)	1.47 car spaces per 100m ²
Car Parking Provision	-	63 car spaces	7 at ground level Inc. DDA space 28 in basement 1 inc. 4 garage spaces 28 in basement 2 inc. 4 garage spaces
Motorcycle Parking		3 motorcycle spaces	3 at ground level
Bicycle Parking Provision	-	60 resident/staff bicycle spaces 16 visitors bicycle spaces	<u>Ground Level Carpark</u> 42 x vertical spaces 16 x horizontal spaces 2 x vertical spaces (within tenancy) <u>Site Frontage</u> 16 x horizontal spaces (inc. 6 existing spaces)

Characteristics	Description
Other	Notes
Vehicle Access	6.7m wide accessway to Yewers Street.
Car Parking	Basement 1 and Basement 2 include enclosed garages capable of accommodating up to 4 car spaces. Each garage shall be allocated to a single dwelling (most likely dwelling L7-01 and L7-02).
EV Charging	EV charging points provided for each car parking space.
Changes to on-street parking	Three additional on-street car spaces will be created along the site's frontage to Moreland Street as a result of the removal of redundant vehicle crossovers. Expected that spaces would be controlled by 4P ticket 8am-6pm Mon-Fri, 8am- 1pm Sat.
Bicycle Parking End of Trip	End of trip facility available for staff provided as part of back of house areas for the commercial tenancy. Bicycle repair room provided from apartment lobby for use by residents.
Loading Provision	Loading demands for dwellings and commercial tenancy will be accommodated within the on-site carpark/loading bay (Ground Floor).
Waste Collection	On-site within on-site car park/loading bay (Ground Floor) via a private contractor using 6.4m Hino mini-waste truck. Adequate turn around space for the nominate vehicle is available.

3. Existing Conditions

3.1. Subject Site

The subject site is 38-40 Moreland Street, Footscray. The table below summarises the key characteristics of the subject site.

Characteristic	Description
Address	38-40 Moreland Street, Footscray
Area	1,235.3m ²
Frontages	18m to Yewers St 18.5m to Moreland St
Zoning	Activity Centre Zone – Schedule 1 ('ACZ1')
Overlay	Parking Overlay – Schedule (PO2)
Activity Centre	Footscray Metropolitan Activity Centre
Current use of site	The Line – Bar Lickety Split – Bar Back Alley Sally - Bar Inner West Bike Hub – Bike retailer/renter
Vehicle access	9.0m crossover to Moreland Street3.2m crossover to Moreland Street3.0m wide opening to Yewers Street
Car parking and loading provision	Single on-site car spaces accessed from 3.2m wide crossover to Moreland Street
On-street parking along site frontage	Single short-term car spaces on Moreland Street

A locality plan, aerial photograph, and land use zoning map is provided by Figure 1 to Figure 3.

Significant nearby land uses include:

 Footscray Central Activities District (CAD), centres approximately 650 metres west of the site. The Footscray CAD accommodates a large variety of commercial, retail, entertainment and community facilities, including the Footscray Market,

- The Melbourne Docks, located to the east of the site across the Maribyrnong River,
- Victoria University: Footscray Nicholson Campus, located on Buckley Street approximately 1,100 metres south-west of the site,
- Victoria University: Footscray Park Campus, located on Ballarat Road approximately 1.5km walk north-west from the site,
- Footscray Railway Station is located an approximate 650 metres west from the site is and located within the Footscray Activity Centre, and
- Maribyrnong River and Public Open Space an approximately 200 metres walk east from the site.



Figure 1: Locality Plan (Source: Melway)



Figure 2: Aerial Photograph (Source: Nearmap)



Figure 3: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

A summary of the local road network is provided in the table below.

Photos of the surrounding road network are presented following the table.

Table 3: Local Road Network

Road Name	Agency	Classif- ication	Transport Zone	Configuration	Speed Limit	On-Street Parking
Whitehall Street	DoT	Primary State Arterial Road	Transport Road Zone 2	Aligned in a north- south direction between Francis Street and Hopkins Street (where it continues to the north as a local street). Provides two lanes of traffic in both directions separated by a median. Openings in the median are available at both the intersections between Bunbury Street and Wingfield Street.	60km/h (posted)	Parking is restricted to generally '4P Ticketed parking, 9am-6am Mon-Fri and 8am-1pm Sat' on the western side of the road. Parking is generally unrestricted on the eastern side of the road.
Moreland Street	Council	Local Traffic Street	No	Aligned in a north- south direction between Napier Street and Hopkins Street. Adjacent to the site, Moreland Street provides a singular lane of traffic in both directions.	40km/h (posted)	Restricted indented kerb side parking is permitted on both sides of Moreland Street. In close proximity to the site, parking is generally a mixture of '4P Ticketed Parking, 8am-6pm Mon-Fri and 8am- 1pm sat' or 'All Day P Ticketed Parking, 8am-6pm Mon-Fri and 8am-1pm sat'.

Traffic Engineering Assessment

Road Name	Agency	Classif- ication	Transport Zone	Configuration	Speed Limit	On-Street Parking
Yewers Street	Council	Local Traffic Street	No	Aligned in an east- west direction between Dynon Road and Napier Street. Yewer Street is a narrow local laneway capable of providing two-way traffic. On the northern side of Yewer Street, rear access to properties fronting Wingfield Street is provided. On the southern side of Yewer Street, access to commercial buildings is provided.	40km/h (Default) 10km/h (Additional advisory sign)	Unrestricted parking is permitted on the northern side of Yewer Street. Parking is restricted to '2P Ticketed Parking, 8am-6pm Mon-Fri and 8am-1pm Sat' on a short section along the southern side of Yewer Street. Outside of this short section along the southern side of Yewer Street, parking is not permitted.

Traffic Engineering Assessment



Figure 4: Yewer Street- view east



Figure 6: Whitehall Street - view north



Figure 5: Yewer Street – view west



Figure 7: Whitehall Street - view south



Figure 8: Moreland Street – view north



Figure 9: Moreland Street – view south



3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services, with train, tram and bus services available. The site is located within the Principal Public Transport Network area (PPTN).

The diagram below illustrates the location of the nearest public transport service and the walking distance/time to these stops.

A summary is provided at Table 4 and map of the broader services provided at Figure 10. The PPTN network map is provided at Figure 11.

Service	Between	Via				
Hopskin Street – walking distance of 200m north of the site						
Bus Route 402	Footscray and Carlton	Kensington, North Melbourne				
Bus Route 220	Sunshine and Melbourne City	Braybrook, Maidstone, Footscray, West Melbourne				
Bus Route 216	Sunshine and Melbourne City	Braybrook, Footscray, West Melbourne				
Footscray Railway Station, Hopkins St &, Irving St – walking distance of 650m west of the site						
Footscray Railway Station	Sunbury, Werribee, Williamstown & CBD	Watergardens, Sunshine, North Melbourne, Laverton, Newport				
Leeds Street – walk	ing distance of 750m west of the sit	e				
Route 82	Moonee Ponds and Footscray	Ascot Vale, Maribyrnong, Maidstone				

 Table 4: Summary of Public Transport Services





Figure 10: Public Transport Map (Source: PTV)



Figure 11: Principal Public Transport Network Area (Source: Vicplan)

3.3.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with off-road trails, on-road bicycle lanes, and informal bicycle routes surrounding the site, as shown in the excerpt from the City Maribyrnong as shown in Figure 12.





Figure 12: Sustainable Transport Infrastructure (Source: Maribyrnong City Council)

Figure 13 below indicates the area that is within a 20-minute bike ride of the site.



Figure 13: Map of 20-minute walking distance (Source: targomo.com)

Victoria's Strategic Cycling Corridors (SCC) are important transport routes for cycling and are a subset of the Principal Bicycle Network (PBN). They are intended to support the needs of commuter trips (to work or education) and other important trips, such as to stations, offices or schools.

As demonstrated at Figure 14, a main route for the Strategic Cycling Corridor is located along Hopskins Street which is located 150m north of the site.





Figure 14: Strategic Cycling Corridor (Source: DTP)

3.3.3. Car Share Vehicles

Maribyrnong supports 'car sharing' schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars operated by Flexicar, GoGet, Green Share Car and Car Next Door.

There are currently 2 car share vehicles within 500m of the site. The nearest car share pod is located along Moreland Street approx. 80m south of the subject site.

Car sharing schemes provide an alternative to driving to work for staff and actively encourage the use of alternate transport modes. If required, a car can be available by joining the local 'car share' schemes, which allows for work-based business trips by car. The use of a non-private car for these trips allows staff to avoid driving their own car to work during the commuter peak hours, because they do not need it for business trips during the day.

Car sharing schemes also offer an alternative to private vehicle ownership for residents.

The existing 'car share' schemes in this area provide a safety net (and fill a mobility gap) by providing convenient access to a car to cater for the limited number of times that staff and residents may require a car. This car access is both convenient and cost-effective as they can hire the car on an hourly or daily basis.

3.3.4. Walking

The site is highly walkable, with many everyday services located within walking distance of the site. The site is located in the Footscray Major Activity Centre. Figure 15 below indicates the area that is within a 20-minute walk of the site.

The following significant uses are within this 20-minute walk:

- Footscray Station
- Maribyrnong River
- Footscray Market
- Footscray City Primary School

The land uses detailed above demonstrate that there are a high level of everyday land uses in close proximity to the site, which would reduce the dependence on vehicular travel within this area.



Figure 15: Map of 20-minute walking distance (Source: targomo.com)

4. Traffic Engineering Assessment

Clause 18 of the Victorian Planning Provisions sets the state planning objectives and strategies in relation to the transport system. The key objectives of Clause 18 set out in the following table.

 Table 5: Transport Objectives of the Victorian Planning Provisions

Clause	Objective
18.01-1S Land use and transport integration	To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
18.01-2S Transport system	To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system
18.01-3S Sustainable and safe transport	To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.
18.02-1S Walking	To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.
18.02-2S Cycling	To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.
18.02-3S Public transport	To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.
18.02-4S Roads	To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.
18.02-5S Freight	To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.

The proposal supports the strategic transport objectives at a state planning level as outlined at Clause 18 by providing reduced car parking rates in an area that has access to (and facilitates use) of alternative forms of transport.

4.1. Local Planning Policies

The City of Maribyrnong supports sustainable transport and design in new and existing developments through a number of policies and initiatives. The following summarises some of the relevant policies and approaches.

Clause 21.09 – Transport

Objectives listed at Clause 21.09 with regard to transport include:

- To support and promote public transport.
- To support and promote cycling and walking.
- To support and promote sustainable transport.
- To develop a safe, efficient and accessible transport network.

We note that within the strategies for sustainable transport the following is included:

Support car parking dispensations for developments well served by the Principal Public Transport Network and that prepare and implement Green Travel Plans

Maribyrnong Integrated Transport Strategy 2012

The 2012 Maribyrnong Integrated Transport Strategy (MITS) is a long-term plan that will help guide the development of Maribyrnong's transport system over the next decade. It sets out a vision for a transport network which is sustainable, equitable and convenient, in response to growth within and outside of Maribyrnong.

The key objectives include:

- Integrating transport and land use planning
- Improving the pedestrian environment and linkages
- Improving connections to public transport
- Improving opportunities for cycling
- Encouraging investment in, expanding and prioritising public transport
- Increasing the efficiency of freight operations and commercial movement by directing trucks onto efficient arterial routes away from residential areas
- Addressing road congestion by prioritising space-efficient transport modes
- Reducing greenhouse gas emissions and improving air quality through efficiency improvements Informing people about their travel choices.

Maribyrnong Bicycle Strategy 2020-2030

The Maribyrnong Bicycle Strategy is a 10-year plan to encourage more people to ride to schools, shops and train stations. Council is aiming to do this by creating safe and inviting environments for all cyclists, with a focus on new riders. The plan includes infrastructure improvements and the provision of more bike parking to work with the community to encourage people to take up riding.

The objective of the Maribyrnong Bicycle Strategy is to ensure that the places people need to get to they can do so safely by bike should they choose too.

Green Travel Plan

Developing a Green / Sustainable Transport Plan that highlights initiatives and opportunities to help future residents and staff be less car dependent.

The requirement and development of a Green Travel Plan can be incorporated as a condition of permit for the application.

4.2. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'dwelling' and 'shop' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

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

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

Column A applies unless Column B applies.

Column B applies if:

- any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or
- a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

The site is subject to Parking Overlay – Schedule 2 to Clause 45.09 (PO2), which provides statutory parking requirements for the proposed land uses which overrules the rates set under Clause 52.06-5 of the Planning Scheme.

The statutory car parking assessment of the development under the Clause 45.09 (PO2) is set out in Table 6 below.



Use	Size / No.	Statutory Parking Rate (Schedule 2 to Clause 45.09 (PO2))	Parking Req. ⁽¹⁾	Parking Provision	Complies (Yes/No)
Two-bed dwelling	31	Min: 0.8 Max: 1	Min: 24 Max: 31	27	No +11 spaces for
Three-bed dwelling	14	Min: 1 Max: 1.5	Min: 14 Max: 21	32 ⁽¹⁾	bedroom Apt.
Residential visitors	45	0.1	4	0	No -4 space
Shop	271.92m ²	Min. 1.5 car spaces per 100m ² GFA	4	4	Yes
TOTAL			Min: 46 Max: 60	63	Νο
Note 1: Includes 2 x four car space garages. Each garage shall be allocated to one of the three-bedroom penthouse dwellings.					

Table 6: Statutory Car Parking Assessment – Column B of Clause 52.06-5

Based on the table above, there is a statutory requirement to provide 46-60 car parking spaces.

The provision and allocation of 63 car spaces results in:

- provision of 11 car spaces for the three-bedroom apartments at rates above the maximum requirements, and
- shortfall of 4 car spaces for visitors against the minimum requirements.

Disabled Parking

Clause 52.06-9 states that:

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

One disabled car space is required under the NCC in relation to the commercial car parking. One disabled car space is proposed at the ground level carpark, satisfying the requirements of the NCC.

4.3. Reduce or Increase the Car Parking Above Statutory Rates

4.3.1. Permit Requirements

Parking Overlay 2 identifies that:

A permit is required to:

- Reduce (including reduce to zero) the minimum number of car parking spaces required for a use as specified in this schedule.
- Provide more than the maximum number of car parking spaces for a use as specified in this schedule.

Accordingly, a permit is required for.

- provision of 11 spaces for the three-bedroom apartments at rates above the maximum allowance, and
- shortfall of 4 car spaces for visitors against the statutory requirements.

4.3.2. Assessment Against Decision Guidelines

Schedule 2 to Clause 45.09 sets out that specific decision guidelines that shall be considered by the responsible authority as appropriate for any reduction or supply of car parking above the maximum.

Each of the decision guidelines and discussion as it relates to the current application is provided in the following table.

Decision Guideline	Discussion
Any effect on vehicle and pedestrian traffic in the area, including whether provision of parking above the specified rate will generate more vehicle traffic during the morning or afternoon peak hour periods	The provision of additional car parking for the three-bedroom apartments is not anticipated to result in any significant increase in traffic movements. In our experience, the second and third car for larger dwellings is used less frequently compared to the primary car. These spaces also act as a private visitor space for use by individual dwellings as required. On this basis, we do not anticipate any significant increase in traffic during the morning or afternoon peak periods.
Whether the provision of parking above the specified rate is to be provided for a public use and a demand exists	The car parking is not proposed for public use.

Table 7: Assessment Against Decision Guidelines – Clause 45.09 Schedule 2

Decision Guideline	Discussion
Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.	We are satisfied that there is demand for three- bedroom apartments with the level of car parking proposed as part of the development.
	Within any area a proportion of dwellings may be developed with car parking at rates below the statutory requirements and similarly the proposed development provides for a proportion of dwellings with car parking at rates above the maximum.
	We are satisfied that the level of car parking provided is not onerous and can be supported based on commercial demand.
The particular characteristics of the proposed use with regard to the likely car parking demands generated.	The proposed three-bedroom units are proposed towards higher-end purchases and as such an allowance for a higher provision of car parking is expected.
For commercial uses, the availability of car parking in the locality and its suitability to accommodate parking generated by the development.	The commercial land uses provide car parking in accordance with the minimum requirements.
For reductions in the rate of provision for residential uses:the likelihood of residents not owning cars	Nearby on-street car parking typically includes suitable restrictions to preclude on-street car parking associated with residents from occurring on-street.
 and of using active and public transport options the protection of parking in the surrounding area such that new residents are not able to use those spaces. 	The on-street car parking is suitable for visitors and other short-term demands.
The likely contribution of public transport and	The access to car parking will ensure that while
parking demands, and whether appropriate provision can be made for use of sustainable transport to encourage a mode shift from private	there would still be a high level of usage of alternate transport. This will ensure that traffic impacts overall from
	the development remain low.
Whether the development includes bicycle and motorcycle parking.	The development will include bicycle parking and motorcycle parking at rates that accord with the relevant standards.

Decision Guideline	Discussion
Whether site size, access, design or other constraints warrant reducing the parking requirement.	The provision of the third basement is required to ensure that minimum car parking requirements of the development are met (35 spaces provided over GL and B1). As a result the provision of the third basement results in additional car parking supply.
The impact on safety and convenience of pedestrians moving around the car parking facility.	Suitable pedestrian access is provided within the car parking areas.

Based on the above, we are satisfied that the level of car parking proposed is acceptable under the decision guidelines of Schedule 2 of Clause 45.09.

4.4. Motorcycle Parking Requirements

Schedule 2 of Clause 45.09 specifies the motorcycle requirements and states:

All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 25 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

Based on the above, a total of 3 motorcycle spaces are required.

Three motorcycle space are provided at within the ground level car parking areas which accords with the relevant requirements. The dimensions of the motorcycle parking spaces accords with the relevant design requirements.

4.5. Bicycle Parking Requirements

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

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

The development provides bicycle parking as follows:

- 60 secure bicycle spaces at the ground level carpark, provided as follows:
 - 42 'Ned Kelly' bicycle racks
 - 16 horizontal spaces (8 ground level hoops)
- 2 'Ned Kelly' bicycle racks within the ground level commercial tenancy

• 8 open bicycle spaces (16 ground level hoops) at ground level along the Moreland Street frontage is available for public use. This bicycle parking provision includes 3 existing hoops within this area.

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

Use	Size/No.	Statutory Bicycle Pa	No. Bicycle		
		Residents or Employees	Visitors or Customers	spaces required	
Dwelling	45	1 space to each 5 dwellings	1 space to each 10 dwellings	9 resident 5 visitor	
Shop	271.92m ²	1 space to each $600m^2$ LFA if the LFA exceeds $1000m^2$	1 space to each $500m^2$ LFA if the LFA exceeds $1000m^2$	-	
TOTAL				14 spaces	

Table 8: Statutory Bicycle Parking Assessment - Clause 52.34

Based on the above, provision of 60 on-site bicycle spaces satisfies the bicycle parking provision requirements of Clause 52.34. While not accommodate on-site, the 16 on-street bicycle spaces located within the verge along the site's frontage to Moreland Street will adequately accommodate any visitor and customer demands.

Clause 52.34 also requires consideration of end-of-trip facilities and the design of the bicycle parking spaces. The table below reviews the design and provision of these facilities.

Table 9: Design of Bicycle Parking

Requirement	Assessment	Design Response			
End of Trip Facilities - Table 2 & 3 of Clause 52.34-5					
If 5 or more employee bicycle spaces are required, 1 one shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	✓	Based on the staff bicycle parking requirements EOT facilities are not required.			
1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	✓				

Requirement	Assessment	Design Response
Design of Bicycle Parking		
Does the design comply with the design requirements of Clause 52.34-6?	\checkmark	All bicycle spaces are designed in accordance with the bicycle parking specifications of AS2890.3-
Does the design comply with the requirements of AS2890.3-2015?	✓	2015

Based on the above, we are satisfied that the provision of bicycle parking accords with the requirements of Clause 52.34.

4.6. Review of Carpark Layout and Vehicle Access Arrangements

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

- · Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2009 Part 6: Off-Street Car Parking for People with Disabilities.

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

Table 10: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width. Single ramps between levels are provided at approx. 4m between walls in accordance with AS2890.1-2004.



Requirement	Assessment	Design Response
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	Ο	 B99 design car can navigate all bends. Objective achieved. Swept paths that demonstrate circulation within the car parking areas are attached at Appendix C.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	N/A	The on-site car parking is provided to residents and staff only. Suitable access to the end bay car spaces is available. Notwithstanding these spaces may be more suitable for smaller cars and can be allocated as second car spaces for dwellings.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	~	Complies.

Requirement	Assessment	Design Response
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Functional two-way passing area is provided at the interface with Yewers Street. Additional two-way passing opportunities are available within the car parking aisle provided on each basement level. Convex mirrors are provided at the top and bottom of the single lane ramps to minimise conflicts between opposing movements.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	X	Full splays cannot be readily provided at the interface with Yewers Street. As an alternative, convex mirrors are provided to improve the visibility between any pedestrians or vehicle traffic in Yewers Street with departing vehicles. We are satisfied that this arrangement is acceptable. Yewers Street accommodates low pedestrian and traffic volumes and as it operates as a shared zone pedestrians would more likely be positioned centrally when traveling along this lane.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	~	Complies.
If entry to the car space is from a road, the width of the accessway may include the road.	\checkmark	Not applicable

Requirement			Assessment	Design Response
Clause 52.06-9 Design Standa	ard 2 – Car Parking S	paces		
Car parking spaces and acces minimum dimensions as outli 52.06-9.	ssways must have the ned in Table 2 under	e Clause	\checkmark	All car spaces are 2.6m wide x 4.9m with a 6.4m wide access aisle.
Angle of car spaces to Accessway width accessway	Car park width Car park	ength		Assess to and from the
Parallel 3.6 m	2.3 m 6.7 m			critical car spaces within
45° 3.5 m	2.6 m 4.9 m			the basement carpark
60° 4.9 m	2.6 m 4.9 m			have been checked for
90° 6.4 m	2.6 m 4.9 m			access by the B85
5.8 m	2.8 m 4.9 m			design car (specified at
5.2 m	3.0 m 4.9 m			Appendix B of AS2890.1-
4.8 m	3.2 m 4.9 m			2004).
Note to Table 2: Some dimensions in Table 2 vary AS2890.1-2004 (off street). The dimensions shown and less to marked spaces to provide improved op are to be used in preference to the Australian Star disabled spaces which must achieve Australian St	from those shown in the Australian n in Table 2 allocate more space to eration and access. The dimension. ndard AS2890.1-2004 (off street) ex andard AS2890.6-2009 (disabled).	Standard aisle widths 5 in Table 2 cept for		
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		h into , other	✓	Complies.
A column, tree or tree gua	rd, which may projec	t into a		
space if it is within the are	ea marked 'tree or co	lumn		
permitted' on Diagram 1.				
A structure, which may pr	oject into the space i	f it is at		
Diagram 1 Clearance to car park	e space.			
	ing spaces			
200 50 Rear of space 900 1750 1900				
	nsions in millimetres			
	Clearance required			
100 ACCOSSWAY	I ree or column permitted			

Requirement			Assessment	Design Response	
Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.			✓	The four car space garages are provided with clear internal width of 5.5m (min) and length of 10.9m. These dimensions are acceptable.	
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.			✓	The four car garage include clear internal length of 10.9m which is equivalent to two 5.4m long spaces plus additional 100mm buffer.	
Where two or more ca dwelling, at least one s	r parking spaces ar space must be und	re provided for a er cover.	a	✓	All spaces are under cover.
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6- 2009.			of	✓	The disabled car space includes compliant dimensions.
Clause 52.06-9 Design Standard 3 - Gradients					
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.			er r ne	✓	A maximum grade of 1:10 is provided over the first 5m of the ramp from Yewers Street.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.				✓	Complies.
Type of car park	Length of ramp	Maximum grade			
Public car parks	20 metres or less	1:5 (20%)			
Private or residential cor	20 metres or less	1:0 (16.7%)			
parks	longer than 20 metres	1:5 (20%)			

Requirement	Assessment	Design Response	
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	~	Complies.	
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	✓	Complies.	
Clause 52.06-9 Design Standard 4 – Mechanical Parking			
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	N/A	No mechanical car parking proposed.	
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	N/A	No mechanical car parking proposed.	
The design and operation is to the satisfaction of the responsible authority.	N/A	No mechanical car parking proposed.	
Clause 52.06-9 Design Standard 5 – Urban Design			
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A*	These matters are more related to urban design,	
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		traffic engineering.	
Design of car parks must take into account their use as entry points to the site.			
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed	
Clause 52.06-9 Design Standard 6 - Safety			
Car parking must be well lit and clearly signed.	N/A	Car parking is all private for use by residents and staff, and we are satisfied that signage is not strictly required.	

Traffic Engineering Assessment

Requirement	Assessment	Design Response	
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	✓	We are satisfied that the common accessway naturally provides good sightlines.	
Pedestrian access to car parking areas from the street must be convenient.	✓	Access to the on-site car parking areas will occur through the lobby and lift which is acceptable.	
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	We are satisfied that separated pedestrian lanes are not required for the anticipated low level of traffic.	
Clause 52.06-9 Design Standard 7 - Landscaping			
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A*	These requirements are not strictly related to traffic engineering matters.	
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.			
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.			



4.7. Loading and Waste Collection Arrangements

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

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

4.7.1. Loading

Loading requirements for the shop will be minimal (typically couriers or vans or small trucks). The historical use of the site as a commercial premise (bar) did not provide an on-site loading bay.

Loading activities for the dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur on the odd occasion.

Notwitstanding, the proposal includes an on-site loading bay. Accordingly, loading activities associated with the development are expected to occur on-site.

4.7.2. Waste Collection

A waste management plan has been prepared by our office that details the waste storage areas and waste collection practices. Waste collection will be completed on-site at ground level via a private contractor. The loading of bins will occur at the ground level carpark/loading bay which is acceptable from a traffic engineering perspective.

Accordingly, we satisfied that the waste collection arrangements are acceptable.

4.8. Traffic Impact Assessment

4.8.1. Traffic Generation

We have adopted the following traffic generation rates for the development land uses:

- Two-bedroom dwellings will generate an average of 3 vehicle trips per day.
- Three-bedroom dwellings will generate an average of 5 vehicle trips per day.
- 10% of the daily residential traffic generation occurs during the road network peak hours.
- Staff car spaces will generate an average of 0.5 vehicle trips per hour during peak hours.
- Staff car spaces will generate an average of 4 vehicle trips per day (allows for staff change over).

The table below summaries the traffic generation of the proposed development.

Use	Size/No.	Daily Traffic Generation Rate	Daily (vte/day)	Peak Traffic Generation Rate	Peak hour (vte/h)
Two-bed Apt.	31	3 vte/dwelling	93	0.3 vte/dwelling	9
Three-bed Apt.	14	5 vte/dwelling	70	0.5 vte/dwelling	7
Commercial	271.92m ² 4 car spaces	4 vte/per car space	16	0.5 vte/per car space	2
Total			179		18

Table 11: Expected Traffic Generation for Each Development Scenario

Based on the above, the development is expected to generate:

- Daily Traffic: 179 vehicle trips per day, and
- Peak Hours: 18 vehicle trips per hour.

4.8.2. Traffic Distribution and Impacts

All traffic accessing the site will arrive and depart via the accessway to/from Yewers Street.

We anticipated an even distribution of traffic between the eastern and western end of Yewers Street resulting in no more than 9 movements per hour at any location along Yewers Street. This level of traffic is minor and can be readily accommodated.

The volumes from the proposed development would be negligible compared to the existing conditions and readily accommodated as required.

We are satisfied that the traffic impacts associated with the development will be readily accommodated by the nearby road network.

4.8.3. Single Lane Ramp Commentary

The internal ramps between basement levels provides a single lane for two-way vehicle traffic. No more than 18 vehicle movements are expected in the peak hours at any location along the ramps (single ramp to basement no more than 16 veh/hour).

This level of traffic can readily be accommodated within a single lane accessway. Clause 3.2.2 of AS2890.1-2004 provides guidelines for the provision of passing areas along low volume driveways and connecting roadways, which provides some guidance on determining the need for a vehicle passing area where an accessway connects to a <u>local street</u>. This Clause states:

As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 metres. On long driveways, passing opportunities should be provided at least every 30 metres.

Reversing movements to public roads shall be prohibited wherever possible.

When two-way traffic volumes exceed 30 vehicles per hour, passing areas should be provided to accommodate simultaneous two-way traffic flow.

The 18 vehicle trips is under the guide of 30 vehicle movements per hour and a two-lane accessway in this location is unnecessary.

Importantly, a functional two-way passing area is provided at the entrance to the ramp from Yewers Street and passing areas are available on each basement level.

We are satisfied that the single-width ramp between basement levels is acceptable.

5. Council RFI Matters

A summary of the traffic engineering matters raised within the RFI and response/discussion is provided in the following table.

Table 12: Council RFI Items

Council Comment	Discussion / Response
The proposed car parking provision which exceeds the maximum requirement of Clause 52.06 is not appropriate for the surrounding context within which active and public transit modes are encouraged, and car parking should be reallocated accordingly.	 As detailed within this report we are satisfied that the level of car parking proposed is acceptable. Significantly, when considering the allocation of car parking for the dwellings the following occurs: 27 x two-bedroom Apt. with 1 car space 12 x three-bedroom Apt. with 2 car spaces 2 x three-bedroom Apt. with 4 car spaces We are satisfied that the allocation of car parking for the dwellings remains consistent with the objectives of the car parking overlay. The application will encourage the use of active transport modes through its location in close proximity to the Footscray CAD and provision of bicycle parking.
Vehicular access from Yewers Street will result in adverse impacts upon pedestrian safety given the lack of footpath and potential increase in pedestrians. Council's Development Engineering Unit do not support the vehicular access arrangement as proposed.	We are of the view that vehicle access to Yewers Street represents the preferred location noting that higher pedestrian and cyclist volumes would be anticipated along Moreland Road. This road already operates with a higher emphasis on a servicing function and under future conditions it would be reasonable to assume that those lots with frontage to Wingfield Street would continue to provide vehicles access from Yewers Street in preference. We are satisfied that the shared use of this street between pedestrians and vehicle traffic is acceptable and consistent with the typical function of a side/rear laneway.

Traffic Engineering Assessment

Council Comment	Discussion / Response
Council's Engineering Unit have requested the garage door be set back a minimum of 7 metres from the boundary to safely accommodate the largest vehicle accessing the site (waste collection vehicle).	As we understand the requested 7m setback is intended to provide an area for vehicles to prop clear of Yewers Street and minimise disruption to the external road network until such time that they can enter the site. We do not consider the setback necessary given the low traffic and pedestrian volumes along Yewers Street and the minimal delay the which entering vehicles are expected to face. Furthermore, while Yewers Street is classified as a 'local traffic street' it operates more akin to a laneway which are intended for service access. Accordingly, it is not reasonable to keep Yewers Street clear for through traffic at all times as would be the expectation for a higher order road.
The proposed loading arrangement is unclear, and appropriate on-site parking for removal vans to service the apartments and the commercial premises are required. Additionally, the basement floor-to-ceiling heights may be too low to accommodate removal vans, and confirmation of their accessibility is being sought from Council's Engineering Unit.	The development plan has been amended to accommodate a loading bay within the ground level carpark. The loading bays is expected to accommodate loading requirements and waste collection for both the commercial and residential components. The proposed loading bay and associated headroom clearances have been designed to accommodate standard passenger vehicles (including typical vans) and the 6.4m mini waste vehicle. We expect the proposed loading arrangements can accommodate the majority of loading requirements associated with the development. On the rare occasion that larger loading vehicles are required, they can be accommodated on-street within the nearby area as required.
Traffic Engineering Assessment updated to show swept path diagrams for parking spaces adjacent to walls and penthouse garage tandem spaces to demonstrate safe entry and exit movements.	Updated swept path diagrams have been prepared and are appended at Appendix C.



6. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 38-40 Moreland Street, Footscray, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 46 car spaces minimum and 60 car parking spaces maximum under Clause 52.06-5,
- b) the supply and allocation of car parking results in:
 - i) compliant car parking allocation for the two-bedroom dwellings,
 - ii) provision of 11 car spaces above the maximum rate 1 for the three-bedroom apartments,
 - iii) complaint car parking for the shop tenancy, and
 - iv) car parking reduction of 4 car parking spaces for residential visitors.
- c) the excess car parking for the three-bedroom apartments is acceptable on the basis that:
 - i) there is demand for larger dwellings with greater level of resident car parking than detailed under the default car parking ratios,
 - ii) the surplus car parking would not necessarily generate additional trips during the commuter peak hours, and
 - iii) the provision of the third basement is required to ensure the minimum requirements are met.
- d) the car parking reduction for the visitor car parking spaces is acceptable on the basis that:
 - ample on-street car parking is available in the nearby area and additional on-street car parking spaces will be created along Moreland Street as result of the proposed development.
- e) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- f) bicycle parking is provided in accordance with the Clause 52.34 of the Planning Scheme and accords with the design requirements of AS2890.3-2015,
- g) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the local road network,
- h) a dedicated loading bay is provided within the on-site carpark,
- i) waste collection can be undertaken via a private contractor from the ground level carpark/loading area, and
- there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 38-40 Moreland Street, Footscray should be refused, subject to appropriate conditions.

Appendix A

Application Plans



G35021R-01D



III≡

info@m3group.a ⊌nit 2, 1 Bik Lane, Fitzroy North 3068

M3GROUP



TransactionID: Municipality: Rainfall Station: Address:

0 MARIBYRNONG MARIBYRNONG 38-40 Moreland St

Assessor: Development Type: Allotment Site (m2): STORM Rating %:

Description

remainder untreated

roof to rwt

Footscray VIC 3011 sbe Residential - Mixed Use 1,233.00 131

Impervious Area

(m2)

1,132.00

101.00

Treatment Type	
Rainwater Tank	1

None

Treatment Area/Volume (m2 or L) 15,000.00 0.00

(TP.502)

PROPOSED 450mm CONVEX MIRROR - 300mm KERB

	<u>_</u>	LIFT 2	LIFT 1	UP		STO.L6.03 5.55 m ³	STO. 5.55 m²	STO. 6.19 m ³	STO. 5.55 m²	STO. 6.19 m ³	
2600 @1:8	5300				16/19/10/11 16/15/14/13/12/ 11/11/11/11 RVICE RISERS	<i>EV</i>	<u>EV</u> 4	<i>EV</i> 3	EV 2	<i>EV</i> 1	4900
	DACEMENT				200	2600	2600	-300 2600	2600	2600 300-	
26 E	28 CAR SPACES EXTERNAL STORAGE SPACES	2500 NO SLOF	E		11200 @1:16			-	9470 NO SLOPE AHD 8.050		2400
0 											
TO COLLECT RA TERRACES ARE APPROPRIATE I	AINWATER FROM THE ROOF AND EAS(EXCL. PLANTERS). AFTER FULTERING THIS SHALL BE USED	2600	2600	2600	300 2600	2600	2600	300 2600	2600	2600	
FOR WC FLUSH IRRIGATION TO	HING THROUGHOUT AND D THE COMMUNAL PLANTER BOXES.	14	13	12	11	10	9	8	7	6	4900
14 STO.L5.05 5.31 m ³	STO.L6.01 5.65 m ³ 5.55 m ³	EV	EV	EV	EV	EV	EV	EV	EV	EV	
3	ELECTRIC VEHICLE CI OPTION FOR RESID ELECTRIC VEHICLE C	HARGING POINTS: ENTS TO INSTALL HARGE POINTS IF								BASEMENT VENTILATION: MECHANICAL VENTILATION SYSTEM TO BE PROVIDED.	
	PROPOSED, MEI	ET NCC 2022 J9D4 REQUIREMENTS									

241865

TP.300

2024

G

RL

GM

Scale

A3 /

As A1indicated



Rev	Description
В	Concept Design
D	Concept Design
E	Issue for Consultant Coordination
F	Issue for Lodgement
G	Issur to Respond to RFIs

North Point



			APARTMENT - TYPE 1
			APARTMENT - TYPE 1A
			APARTMENT - TYPE 2
			APARTMENT - TYPE 3
			APARTMENT - TYPE 4
Occupa	nts / Treatment %	Tank Water	APARTMENT - TYPE 5
Number Bedroo	r Of ms	Supply Reliability (%)	APARTMENT - TYPE 6
100	143.10	68.00	APARTMENT - TYPE 7
0	0.00	0.00	APARTMENT - TYPE 7A
			APARTMENT - TYPE 8
			APARTMENT - TYPE 9
>_			APARTMENT - TYPE 10
			APARTMENT - TYPE 11
XXXX XXXXX XXXXXXXXXXXXXXXXXXXXXXXXXXX	/		APARTMENT - TYPE 12
XXX/			
			BALCONY
			SERVICES
		2 TP.502	CARPARK
			COMMERCIAL
400			LEGEND
X			
		TP.500	REFER TO LANDSCAPING PLAN FOR DETAILS
			FINISH FLOOR LEVEL TO AHD.
			ΤΑΡ ΤΑΡ
			FW FLOOR WASTE
X,			STORAGE
			CAR PARKING SPACE
			MOTORCYCLE PARKING SPACE
\sum			BIKE PARKING SPACE
SYNY.			
XXX	$\langle \cdot \rangle$		
XX	$\langle \cdot \rangle$		
Y X			APARTMENTS THAT
			ACHIEVE CROSS FLOW VENTILATION
XXX			CLEAR PATH
XX			NOTES.
YN)			DOUBLE GLAZING (OR BETTER) TO BE
/.</td <td></td> <td></td> <td></td>			

(PREFERABLY CONNECTED TO THE RWT) AND FLOOR WASTE

BASEMENT 2 FLOOR PLAN 1 BASE TP.500 1 : 110

Date
22/04/2024
20/05/2024
23/05/2024
22/07//2024
13/12/2024

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any person without the prior written consent of the company.



IIIΞ

info@m3group.a ⊌nit 2, 1 Bik Lane, Fitzroy North 3068

M3GROUP

Project Address Drawing Title Drawing Issue Client

North Point

38-40 MORELAND STREET, FOOTSCRAY BASEMENT 1 FLOOR PLAN Town Planning Application HOROZ PTY LTD

 \bigwedge

Project Number Drawing Number Issue Date **Revision Issue** Drawn by Checked by

Scale

241865 TP.301 2024 G RL GM A3 / A1indicated

As

Rev Description B Concept Design D Concept Design E Issue for Consultant Coordination F Issue for Lodgement G Issur to Respond to RFIs

LEGEND

	APARTMENT - TYPE 1	
	APARTMENT - TYPE 1	A
	APARTMENT - TYPE 2)
	APARTMENT - TYPE 3	5
	APARTMENT - TYPE 4	ł
	APARTMENT - TYPE 5	;
	APARTMENT - TYPE 6	;
	APARTMENT - TYPE 7	,
	APARTMENT - TYPE 7	'Α
	APARTMENT - TYPE 8	}
	APARTMENT - TYPE 9)
	APARTMENT - TYPE 1	0
	APARTMENT - TYPE 1	1
	APARTMENT - TYPE 1	2
	CIRCULATION	
	BALCONY	
	SERVICES	
	CARPARK	
	COMMERCIAL	



2 TP.502



LANDSCAPING (INDICATIVE ONLY) REFER TO LANDSCAPING PLAN FOR DETAILS

FINISH FLOOR LEVEL TO AHD

TAP FW

FLOOR WASTE

TAP

STORAGE

MOTORCYCLE PARKING SPACE BIKE PARKING SPACE

SELECTED FLOOR TILES SELECTED CARPET SELECTED GARDEN BED ACCESSIBLE APARTMENTS APARTMENTS THAT

CAR PARKING SPACE

ACHIEVE CROSS FLOW VENTILATION CLEAR PATH

NOTES.

DOUBLE GLAZING (OR BETTER) TO BE USED TO ALL HABITABLE AREAS EACH DWELLING'S POS AREA WILL BE PROVIDED WITH AN EXTERNAL TAP (PREFERABLY CONNECTED TO THE RWT) AND FLOOR WASTE

BASEMENT 1 FLOOR PLAN TP.500 1 : 110

Date
22/04/2024
20/05/2024
23/05/2024
22/07//2024
13/12/2024

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any person without the prior written consent of the company.



MJGROUP



Date
01/02/2024
20/03/2024
22/04/2024
08/05/2024
20/05/2024
23/05/2024
22/07//2024
13/12/2024
12/03/2025

REFER TO LANDSCAPING PLAN FOR DETAILS

GROUND FLOOR PLAN

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any



info@m3group.a **⊍**nit 2, 1 Bik Lane, Fitzroy North 3068

IIIΞ

M3GROUP

				PROPO	DSED PERGOLA									
	PLAN	TER BOX				PLANTER BOX					PLA	NTER BOX		
	\rightarrow				L7.01	/	·					PLANTER	BOX	
		L6.02							L6.01			PLANTER	BOX	
		L5.02							L5.01			8 F PLANTER	BOX	
		L4.02		38630 78630					L4.01					
		L3.05	<u>L3</u> .04			L3.0)3 ←			L3.02				L3.01
		L2.0 <u>5</u>	L2.04			L2.()3 ←		I	L2.02				L2.01
		L1.05	<u>L1</u> .04			L1.()3 ←			L1.02				L1.01
RKING 				BA ⁻	THROOM	BAC	:K of hoi 	JSE 					COMN 	/IERCIAL
		BASEI	MENT 1							2392	00/			
		BASEI	MENT 2		+		1	1200				-		
								1200						

Project Address Drawing Title Drawing Issue Client 38-40 MORELAND STREET, FOOTSCRAY SECTIONS Town Planning Application HOROZ PTY LTD Project Number Drawing Number Issue Date Revision Issue Drawn by Checked by Scale

241865 TP.500 2024 G RL GM A3 / A1 / 1 : 100

Rev	Description
В	Concept Design
E	Issue for Consultant Coordination
F	Issue for Lodgement
G	Issur to Respond to RFIs

MORELAND STREET

BOUNDARY



1 SECTION A TP.300 1 : 100

Date
22/04/2024
23/05/2024
22/07//2024
13/12/2024

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any person without the prior written consent of the company.



info@m3group.a **⊍**nit 2, 1 Bik Lane, Fitzroy North 3068

IIIΞ

M3GROUP





Project Address Drawing Title Drawing Issue Client

38-40 MORELAND STREET, FOOTSCRAY SECTIONS Town Planning Application HOROZ PTY LTD

Project Number Drawing Number Issue Date **Revision Issue** Drawn by Checked by Scale

241865 TP.501 2024 G RL GM A3 / A1 / 1 : 100

Rev	Description
В	Concept Design
Е	Issue for Consultant Coordination
F	Issue for Lodgement
G	Issur to Respond to RFIs

NO.11-13 VACANT LOT UNDER CONSTRUCTION



Date
22/04/2024
23/05/2024
22/07//2024
13/12/2024

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any person without the prior written consent of the company.



info@m3group.a **U**nit 2, 1 Bik Lane, Fitzroy North 3068

IIIΞ

M3GROUP



Project Address Drawing Title Drawing Issue Client

38-40 MORELAND STREET, FOOTSCRAY SECTIONS Town Planning Application HOROZ PTY LTD

Project Number Drawing Number Issue Date **Revision Issue** Drawn by Checked by Scale

241865 TP.502 2024 G RL GM A3 / A1 / 1 : 100

Rev	Description
В	Concept Design
Е	Issue for Consultant Coordination
F	Issue for Lodgement
G	Issur to Respond to RFIs

3 SECTION F TP.300 1:100

M3 Design (VIC) Pty. Ltd. is the owner of the copyright subsisting in these drawings, plans, designs and specifications. They must not be used, reproduced or copied, in whole or in part, nor may the information, ideas and concepts therein contained (which are confidential to M3 Design (VIC) Pty. Ltd)) be disclosed to any person without the prior written consent of the company.

22/04/2024 23/05/2024
23/05/2024
22/07//2024
22/07/12024
13/12/2024

Appendix B

Car Parking Inventory



G35021R-01D

Survey	ed by: Khoa Ton	Survey Dates & Times: See below					
	Location	Restriction	Capacity	Thursday 23rd May, 2024			
			Min - Max	11.30am			
ON-ST	REET CARPARKING						
Map Ref.	Yewer Street	1		1			
	North		-	-			
		No Stopping	-	1			
		Loading Zone 6am-5pm Mon-Fri	1	1			
	Whitehall Street - Moreland Street	Unrestricted	3	3			
		No Stopping	-	0			
A		Unrestricted	2	2			
		No Stopping	-	0			
		Unrestricted	2	2			
		No Stopping	-	0			
	South						
		No Stopping	-	0			
в	Whitehall Street - Moreland Street	2P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	3	0			
		No Stopping	-	0			
It is no	It is noted that Yewer Street permits parking on both sides but does not accommodate for the stituation. This was observed during the site inspection. As such parking on the south side of Yewer Street has been excluded from the calulations						
	· •	Capacity	7 - 7	7			
	Voluer Street	Total Number of Cars Parked	8				
	rewer su eet	Total Number of Vacant Spaces	-1				
		Percentage Occupancy		114%			

Surveyed by: Khoa Ton

Location		Restriction	Capacity	May, 2024			
			Min - Max	11.30am			
ON-ST	REET CARPARKING						
Мар	Moreland Street						
Ref.	. West						
	Hopskin Street - Wingfield Street	No Stopping	-	0			
		No Stopping	-	0			
		P Ticket All Day 8am-6pm Mon-Fri, 8am -	3	2			
		1pm Sat	-	-			
				0			
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	4	2			
		No Stopping	-	0			
		1/4 P 8am-6pm Mon-Fri, 8am-1pm Sat	1	0			
		P Ticket All Day 8am-6pm Mon-Fri, 8am - 1pm Sat	1	1			
0	Nije field Obered, Derekare Obered Offilier Destriction in the	No Stopping	-	0			
U	Road Was Closed Due To Construction - Omitted From	P TicketAll Day 8am-6pm Mon-Fri, 8am - 1pm Sat	4	0			
	Calculations)	No Stopping		0			
		P Ticket All Day 8am-6pm Mon-Fri, 8am -	3	0			
		No Stopping	-	0			
		No Stopping Go Get Vehicles Excepted	1	0			
		P Ticket All Day 8am-6pm Mon-Fri, 8am -	6	2			
		No Stopping	-	0			
		P Ticket All Day 8am-6pm Mon-Fri, 8am -	8	0			
		Tpm Sat	-	0			
	East						
	Hopskin Street - Saltriver Place	No Stopping	-	0			
		1/4P 8am-9.30am, 2pm-4pm School Days 2P 9.30am-2pm, 4pm-6pm Mon-Fri	3	1			
		No Stopping	-	0			
		1/4P 8am-9.30am, 2pm-4pm School Days 2P 9 30am-2pm 4pm-6pm Mon-Fri	10	6			
		No Stopping	-	0			
		No Stopping	-	0			
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	16	4			
		No Stopping	-	0			
D		Disable Parking Only	3	1			
		No Stopping	-	0			
	Saltriver Place - Bunbury Street (Yellow Restriction Indicates Road Was Closed Due To Construction - Omitted From	2P 8am-6pm Mon-Fri, 8am-1pm Sat	5	0			
	Carculations)	No Stopping	-	0			
		Loading Zone	2	0			
		No Stopping	-	0			
		2P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	5	0			
		No Stopping	-	0			
		Capacity	38 - 38	38			
	Moreland Street	I otal Number of Cars Parked		16			
		Total Number of Vacant Spaces	22				
		Percentage Occupancy	42%				

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 23rd May, 2024 11.30am		
ON-ST	NN-STREET CARPARKING					
Map Ref.	Bunbury Street					
	North					
		No Stopping	-	0		
		1pm Sat	1	0		
	Maribynong Street - Moreland Street	No Stopping	-	0		
		2P 8am-6pm Mon-Fri, 8am-1pm Sat	8	1		
E		No Stopping	-	0		
		No Stopping	-	0		
	Moreland Street - Whitehall Street	P All Day Ticket 8am-6pm Mon-Fri, 8am- 1pm	10	2		
		No Stopping	-	0		
		P All Day Ticket 8am-6pm Mon-Fri, 8am- 1pm	6	4		
	South	No Observice		0		
	Marihumana Chront Manaland Chront		-	10		
1	ואמושאוטווע שניפני אוטרפומות שניפנ	Unites(ficted	1Z	12		
1			-	U		
		No Stopping	-	U		
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	2	0		
F		No Stopping	-	0		
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	2	1		
	Moreland Street - Whitehall Street	No Stopping	-	0		
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	2	2		
		No Stopping	-	0		
		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	5	1		
		No Stopping	-	0		
	2	Capacity Total Number of Cars Parked	48 - 48	48 23		
	Bunbury Street	Total Number of Vacant Spaces		25		
ON-ST	REET CARPARKING	Percentage Occupancy		40%		
Мар	Whitehall Street					
Ref.	East					
		No Stopping		0		
		Unrestricted	6	7		
	Bushury Chront Vouus Chront	No Stopping	-	0		
~	Buildury Street - Tewer Street	Unrestricted	3	5		
6		No Stopping	-	0		
		Loading Zone 9am-5pm Mon-Sat	2	0		
	Yewer Street - Wingfield Street	No Stopping	-	0		
	Wingfield Street - Hopskin Street	No Stopping	-	0		
	West	۱		·		
	Hopskin Street - Wingfield Street	No Stopping	-	0		
		No Stopping	-	0		
н		No Stopping 6.30am-10am 3pm-7pm Mon- Fri, 2P 10am-3pm Mon-Fri, 8am-1pm Sat	5	0		
		No Stopping	-	0		
	Wingfield Street -Bunbury Street	1/2P 6am-6pm Mon-Fri, 8am-1pm Sat	2	0		
		No Stopping	-	0		
1		4P Ticket 8am-6pm Mon-Fri, 8am-1pm Sat	10	10		
1		No Stopping	-	0		
		Capacity	26 - 26	26		
	Whitehall Street	Total Number of Cars Parked	4			
1						

		-	
		, (_,	
110	31112		OUD

	Location	Restriction	Capacity	May, 2024	
			Min - Max	11.30am	
ON-ST	REET CARPARKING				
Nap Ref.	Wingfield Street				
	Cowper Street - Whitehall Street Whitehall Street - Moreland Street	No Stopping		0	
		P Ticket Sam-6nm Mon-Eri Sam-6nm Sat	4	4	
		Pormit Zono	6	5	
		No Stopping	-	0	
		No Stopping		0	
		No Stopping	2	2	
		Promins gam-spin won-sat	3	2	
		Loading Zone 9am-spm Mon-Sat	1		
		2P 9am-opm Mon-Sat	8	5	
	North	No Stopping	-	U	
	Cowper Street - Whitehall Street	No Stopping	-	0	
		P Ticket 8am-6pm Mon-Fri, 8am-6pm Sat	5	3	
		No Stopping	-	0	
		Loading Zone	1	0	
		No Stopping		0	
J		No Stopping	-	0	
		P 5mins 8am-9am, 2pm-4pm Mon-Fri, 2P	8	4	
	Whitehall Street - Moreland Street	9am-2pm, 4pm-6pm Mon-Fri	_	0	
		1/4P 8am-9.30am, 2pm-4pm School Days,	3	0	
		2P 9am-2pm, 4pm-6pm Mon-Fri	3	0	
		Capacity	28 - 28	28	
	Wingfield Street	Total Number of Cars Parked		16	
		Percentage Occupancy		12 57%	
ON-ST	REET CARPARKING				
Map Ref.	Saltriver Place				
	North			<u>^</u>	
		No Stopping	-	0	
к	Moreland Street - Saltriver Off-Street Parking	Unrestricted	8	7	
	South	No Stopping	-	0	
	30001	No Stopping	-	0	
L	Moreland Street - Saltriver Off-Street Parking	Unrestricted	10	10	
	· · · · · · · · · · · · · · · · · · ·	No Stopping	-	0	
		Capacity	18 - 18	18	
	Saltriver Place	Total Number of Cars Parked		17	
		Percentage Occupancy		94%	
ON-ST	REET CARPARKING				
Map Ref.	Median Parking Wingfield and Saltriver Street (West to South)	1		Γ	
	Cowpet Street - Whitehall Street	No Stopping	-	0	
		Parking Ticket 8am-6pm Mon-Frri, 8am- 1pm Sat	28	24	
		No Stopping	-	0	
М	Whitehall - Moreland	No Stopping	-	0	
		2P 9am-6pm	12	12	
		No Parking Except Authorised Vehicles 8am-5pm Mon-Fri	20	17	
		No Stopping	-	0	
	Moreland St - Saltrive Off-Street Parking	No Stopping	-	0	
		2P 8am-6pm Mon-Fri	24	7	
		No Stopping	-	0	
	I	Capacity	64 - 64	64	
Media	n Parking Wingfield and Saltriver Street (West to South)	Total Number of Cars Parked Total Number of Vacant Spaces		43	
Percentage Occupancy					
SUMM	ARY => ON-STREET CARPARKING				
Car Parking Supply 229 - 229					
Total Number of Cars Parked					
Total N	Number of Vacant Spaces			84	
Poroor				62%	

Survey	Dates	&	Times: See below

Location		Restriction	Capacity	Thursday 23rd May, 2024		
	2004.011	Restriction	Min - Max	11.30am		
OFF-S	TREET CARPARKING					
Map Ref.	Saltriver Off-Street Parking					
N	Saltriver Off-Street Parking	4P 8am-6pm Mon-Fri, 8am-1pm Sat	29	22		
	Saltriver Off-Street Parking	Capacity	29 - 29	29		
		Total Number of Cars Parked		22		
		Total Number of Vacant Spaces	7			
		Percentage Occupancy	76%			
OFF-S	TREET CARPARKING					
Map	Footscray Community Arts Off-Street Parking					
iter.	North Carpark					
	Footscray Community Arts Off-Street Parking	2P 8am-6pm Mon-Fri, 8am-1pm Sat	20	13		
o		2P Disable Parking Only	2	2		
	South Carpark					
	Footscray Community Arts Off-Street Parking	2P 8am-6pm Mon-Fri, 8am-1pm Sat	6	2		
		2P Disable Parking Only	2	1		
		Capacity	30 - 30	30		
	Footscray Community Arts Off-Street Parking	Total Number of Cars Parked	18			
		Total Number of Vacant Spaces	12			
		Percentage Occupancy		60%		
SUMM	ARY => OFF-STREET CARPARKING					
Car Pa	rking Supply		59 - 59	59		
Total Number of Cars Parked						
Total Number of Vacant Spaces						
Percer	ntage Occupancy			68%		
Note: I the rel	Public parking includes spaces that are available to the general periods	oublic and excludes 'No Stopping', 'Loading Zo	ones' and 'No Parkin	g' areas, etc., during		
	LEGEND	: Public Parking				
		Not available to the general public				
		Not Available, illegally parked cars included in analysis No Stopping/ Other No Parking				



Appendix C

Swept Path Assessments

Traffix Group

G35021R-01D





CIRCULATION WITHIN BASEMENT LEVELS (CLOCKWISE)

REV DATE

A B 19/07/2024 18/03/2025 NOTES

TOWN PLANNING RFI RESPONSE DESIGNED BY CHECKED BY

J. MITROPOULOS J. MITROPOULOS M. O'SHEA M. O'SHEA



38-40 MORELAND STREET, FOOTSCRAY

PROPOSED MIXED USE DEVELOPMENT

CIRCULATION WITHIN BASEMENT LEVEL (COUNTER-CLOCKWISE)



GENERAL NOTES: BASE PLANS: 241865, 38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-302 - GROUND FLOOR PLAN.dwg 241865, 38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-301 - BASEMENT 1 FLOOR PLAN.dwg PREPARED BY: M3 Group FILE NAME: G35021-01 SHEET NO.: 01





SCALE: 1:200 (A3) COPYRIGHT. The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.



Level 28, 459 Collins St, MELBOURNE VIC 30U T: (03) 9822 2888 www.traffixgroup.com.au





REV DATE NOTES DESIGNED BY TOWN PLANNING RFI RESPONSE 19/07/2024 18/03/2025 A B

MM

49

BASE PLANS: 241865_38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-302 - GROUND FLOOR PLAN.dwg PREPARED BY: M3 Group



CAR SPACE A - INGRESS



CAR SPACE A - EGRESS



CAR SPACE B - INGRESS

CAR SPACE B - EGRESS SCALE: CHECKED BY GENERAL NOTES: FILE NAME: G35021-01 REV DATE DESIGNED BY **38-40 MORELAND STREET, FOOTSCRAY** N SHEET NO.: 03

NOTES TOWN PLANNING RFI RESPONSE J. MITROPOULOS J. MITROPOULOS M. O'SHEA M. O'SHEA 19/07/2024 18/03/2025 A B

PROPOSED MIXED USE DEVELOPMENT

BASE PLANS: 241865_38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-301 - BASEMENT 1 FLOOR PLAN.dwg PREPARED BY: M3 Group



T: (03) 9822 2888 www.traffixgroup.com.au

CAR SPACE C - INGRESS

CAR SPACE C - EGRESS



NOTES TOWN PLANNING RFI RESPONSE DESIGNED BY CHECKED BY REV DATE A 19/07/2024 B 18/03/2025 J. MITROPOULOS M. O'SHEA J. MITROPOULOS M. O'SHEA

38-40 MORELAND STREET, FOOTSCRAY PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES: BASE PLANS: 241865_38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-301 - BASEMENT 1 FLOOR PLAN.dwg PREPARED BY: M3 Group











COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd - ABN 32 100 4B1 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.



T: (03) 9822 2888 www.traffixgroup.com.au







CAR SPACE E - INGRESS



NOTES TOWN PLANNING RFI RESPONSE REV DATE DESIGNED BY CHECKED BY J. MITROPOULOS J. MITROPOULOS M. O'SHEA M. O'SHEA 19/07/2024 18/03/2025 A B

38-40 MORELAND STREET, FOOTSCRAY PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES: BASE PLANS: 241865_38-40 Moreland Street, Footscray_TP Model_2024-05-17-Sheet - TP-300 - BASEMENT 2 FLOOR PLAN.dwg PREPARED BY: M3 Group





