

Application for a Planning Permit

CITY OF MARIBYRNONG
RECEIVED
17/03/2026
URBAN PLANNING

Planning Enquiries
Phone: (03) 9688 0200
Web: www.maribyrnong.vic.gov.au

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987. If you have any questions, please contact Council planning department.

⚠ Questions marked with an asterisk (*) must be completed.

⚠ If the space provided on the form is insufficient, attach a separate sheet

i Click for further information.

The Land **i**

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No:	St. No.: 47 -51	St. Name: Cranwell
Suburb/Locality: Braybrook		Post Code: 3019

Formal Land Description *

Complete either A or B.

⚠ This information can be found on the certificate of title

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A OR	Vol.: 8355	Folio.: 055	Suburb.: Braybrook
	Lot No.:	Type.: Plan of Consolidation	
B	Crown Allotment No.:	Section No.:	
	Parish/Township Name:		

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application

i For what use, development or other matter do you require a permit? *

Indoor badminton and pickleball facility with signage

i Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

i Estimated cost of any development for which the permit is required *

200000.00

⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.


If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the Planning and Environment Act 1987) and the estimated cost of the development exceeds \$1.093 million (adjusted annually by CPI) the Metropolitan Planning Levy must be paid to the State Revenue Office and a current levy certificate **must** be submitted with the application. Visit www.sro.vic.gov.au for information.

Existing Conditions i

Describe how the land is used and developed now *

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Existing warehouse building with ancillary office areas and on-site car parking.


 Provide a plan of the existing conditions. Photos are also helpful.

Title Information i

Encumbrances on title *

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)
- No
- Not applicable (no such encumbrance applies).
- Not Sure

 Provide a full, current copy of the title for each individual parcel of land forming the subject site. The title includes: the covering 'sregister search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

Applicant and Owner Details i

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:		
Title: MR	First Name: Long	Surname: Le
Organization (if applicable):		
Unit No: UNIT 1	St. No: 12	St. Name: Michael Court
Suburb: NIDDRIE	State: VIC	Postcode: 3042
Business phone:	Email: phong@squaremark.au	
Mobile phone:	Home:	

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*		
Name:	Same as applicant <input checked="" type="checkbox"/>	
Title: MR	First Name: Long	Surname: Le
Organization (if applicable):		
Unit No: UNIT 1	St. No: 12	St. Name: Michael Court
Suburb: NIDDRIE	State: VIC	Postcode: 3042
Business phone:	Email: phong@squaremark.au	
Mobile phone:	Home:	

Owner *


The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organization.

Name:	Same as applicant <input type="checkbox"/>	
Title: MR	First Name: Linh	Surname: Nguyen
Organization (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No:	St. No: 5 A	St. Name: Cranwell Street
Suburb: BRAYBROOK	State: VIC	Postcode: 3019
Business Phone:	Email: tamixtran@gmail.com	
Mobile phone: 0481527477	Home:	

Declaration

This form must be signed by the applicant *

 Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature:

Long Le

Date

17 / 03 / 2026

day / month / year

Need help with the Application?

General information about the planning process is available at planning.vic.gov.au

Contact Council's planning department to discuss the specific requirements for his application and obtain a planning permit checklist. Insufficient or unclear information may delay your application

Has there been a pre-application meeting with a council planning officer

No Yes

Officer Name:

Date:


day / month / year

Checklist

Have you:

Filled in the form completely?

Paid or included the application fee?

 Most applications require a fee to be paid. Contact Council to determine the appropriate fee.

 Provided all necessary supporting information and documents?

A full, current copy of title information for each individual parcel of land forming the subject site

A plan of existing conditions.

Plans showing the layout and details of the proposal.

Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.

If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts)

If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void

Completed the relevant council planning permit checklist?

Signed the declaration?

Lodgement

Lodge the completed and signed form, the fee and all documents with:

Maribyrnong City Council
PO Box 58
Footscray VIC 3011
Cnr Napier and Hyde Streets
Footscray VIC 3011

Contact information:

Phone: (03) 9688 0200

Email: email@maribyrnong.vic.gov.au

DX: 81112

Deliver application in person, by post or by electronic lodgement.

The Land

Planning permits relate to the use and development of the land. It is important that accurate, clear and concise details of the land are provided with the application.

How is land identified


Land is commonly identified by a street address, but sometimes this alone does not provide an accurate identification of the relevant parcel of land relating to an application. Make sure you also provide the formal land description - the lot and plan number or the crown, section and parish/township details (as applicable) for the subject site. This information is shown on the title.

See **Example 1**.

The Proposal

Why is it important to describe the proposal correctly?


The application requires a description of what you want to do with the land. You must describe how the land will be used or developed as a result of the proposal. It is important that you understand the reasons why you need a permit in order to suitably describe the proposal. By providing an accurate description of the proposal, you will avoid unnecessary delays associated with amending the description at a later date.

 Planning schemes use specific definitions for different types of use and development. Contact the Council planning office at an early stage in preparing your application to ensure that you use the appropriate terminology and provide the required details.

How do planning schemes affect proposals?

A planning scheme sets out policies and requirements for the use, development and protection of land. There is a planning scheme for every municipality in Victoria. Development of land includes the construction of a building, carrying out works, subdividing land or buildings and displaying signs.

Proposals must comply with the planning scheme provisions in accordance with Clause 61.05 of the planning scheme. Provisions may relate to the State Planning Policy Framework, the Local Planning Policy Framework, zones, overlays, particular and general provisions. You can access the planning scheme by either contacting Council's planning department or by visiting Planning Schemes Online at planning-schemes.delwp.vic.gov.au

 You can obtain a planning certificate to establish planning scheme details about your property. A planning certificate identifies the zones and overlays that apply to the land, but it does not identify all of the provisions of the planning scheme that may be relevant to your application. Planning certificates for land in metropolitan areas and most rural areas can be obtained by visiting www.landata.vic.gov.au Contact your local Council to obtain a planning certificate in Central Gol fields, Corangamite, Macedon Ranges and Greater Geelong. You can also use the free Planning Property Report to obtain the same information.

See **Example 2**.


Estimated cost of development

In most instances an application fee will be required. This fee must be paid when you lodge the application. The fee is set down by government regulations.

To help Council calculate the application fee, you must provide an accurate cost estimate of the proposed development. This cost does not include the costs of development that you could undertake without a permit or that are separate from the permit process. Development costs should be calculated at a normal industry rate for the type of construction you propose.

Council may ask you to justify your cost estimates. Costs are required solely to allow Council to calculate the permit application fee. Fees are exempt from GST.

 Costs for different types of development can be obtained from specialist publications such as Cordell Housing: Building Cost Guide or Rawlinsons: Australian Construction Handbook

 Contact the Council to determine the appropriate fee. Go to planning.vic.gov.au to view a summary of fees in the Planning and Environment (Fees) Regulations.

Metropolitan Planning Levy refer Division 5A of Part 4 of the Planning and Environment Act 1987 (the Act). A planning permit application under section 47 or 96A of the Act for a development of land in metropolitan Melbourne as defined in section 3 of the Act may be a leviable application. If the cost of the development exceeds the threshold of \$1 million (adjusted annually by consumer price index) a levy certificate must be obtained from the State Revenue Office after payment of the levy. A valid levy certificate must be submitted to the responsible planning authority (usually council) with a leviable planning permit application. Refer to the State Revenue Office website at www.sro.vic.gov.au for more information. A leviable application submitted without a levy certificate is void

Existing Conditions

How should land be described?

You need to describe, in general terms, the way the land is used now, including the activities, buildings, structures and works that exist (e.g. single dwelling, 24 dwellings in a three-storey building, medical centre with three practitioners and 8 car parking spaces, vacant building, vacant land, grazing land, bush block)

Please attach to your application a plan of the existing conditions of the land. Check with the local Council for the quantity, scale and level of detail required. It is also helpful to include photographs of the existing conditions.

See **Example 3**.

Title Information

What is an encumbrance?

An encumbrance is a formal obligation on the land, with the most common type being a mortgage. Other common examples of encumbrances include:

- **Restrictive Covenants:** A restrictive covenant is a written agreement between owners of land restricting the use or development of the land for the benefit of others, (eg. a limit of one dwelling or limits on types of building materials to be used).
- **Section 173 Agreements:** A section 173 agreement is a contract between an owner of the land and the Council which sets out limitations on the use or development of the land.
- **Easements:** An easement gives rights to other parties to use the land or provide for services or access on, under or above the surface of the land.
- **Building Envelopes:** A building envelope defines the development boundaries for the land.
- signed the declaration on the last page of the application form

Aside from mortgages, the above encumbrances can potentially limit or even prevent certain types of proposals.

What documents should I check to find encumbrances

Encumbrances are identified on the title (register search statement) under the header encumbrances, caveats and notices. The actual details of an encumbrance are usually provided in a separate document (instrument) associated with the title. Sometimes encumbrances are also marked on the title diagram or plan, such as easements or building envelopes.

What about caveats and notices?

A caveat is a record of a claim from a party to an interest in the land. Caveats are not normally relevant to planning applications as they typically relate to a purchaser, mortgagee or chargee claim, but can sometimes include claims to a covenant or easement on the land. These types of caveats may affect your proposal.

Other less common types of obligations may also be specified on title in the form of notices. These may have an effect on your proposal, such as a notice that the building on the land is listed on the Heritage Register.

What happens if the proposal contravenes an encumbrance on title?

Encumbrances may affect or limit your proposal or prevent it from proceeding. Section 61(4) of the *Planning and Environment Act 1987* for example, prevents a Council from granting a permit if it would result in a breach of a registered restrictive covenant. If the proposal contravenes any encumbrance, contact the Council for advice on how to proceed.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08355 FOLIO 054

Security no : 124133022263M
Produced 17/03/2026 12:21 PM

CITY OF MARIBYRNONG
RECEIVED
17/03/2026
URBAN PLANNING

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 055567.
PARENT TITLE Volume 08041 Folio 416
Created by instrument B376294 21/06/1962

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MFZMC PTY LTD of 47-51 CRANWELL STREET BRAYBROOK VIC 3019
AY468682C 04/10/2024

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP055567 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 47-51 CRANWELL STREET BRAYBROOK VIC 3019

ADMINISTRATIVE NOTICES

NIL

eCT Control 21056B MURDOCKCHENG LEGAL PRACTICE
Effective from 04/10/2024

DOCUMENT END

Imaged Document Cover Sheet

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Document Type	Plan
Document Identification	LP055567
Number of Pages (excluding this cover sheet)	1
Document Assembled	17/03/2026 12:21

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PLAN OF SUBDIVISION

CROWN ALLOTMENTS 1 2 3 4 5 & 20

TOWNSHIP OF BRAYBROOK

PARISH OF CUT PAW PAW

MEASUREMENTS ARE IN FEET AND INCHES
V.8041 F.416

LP 55567

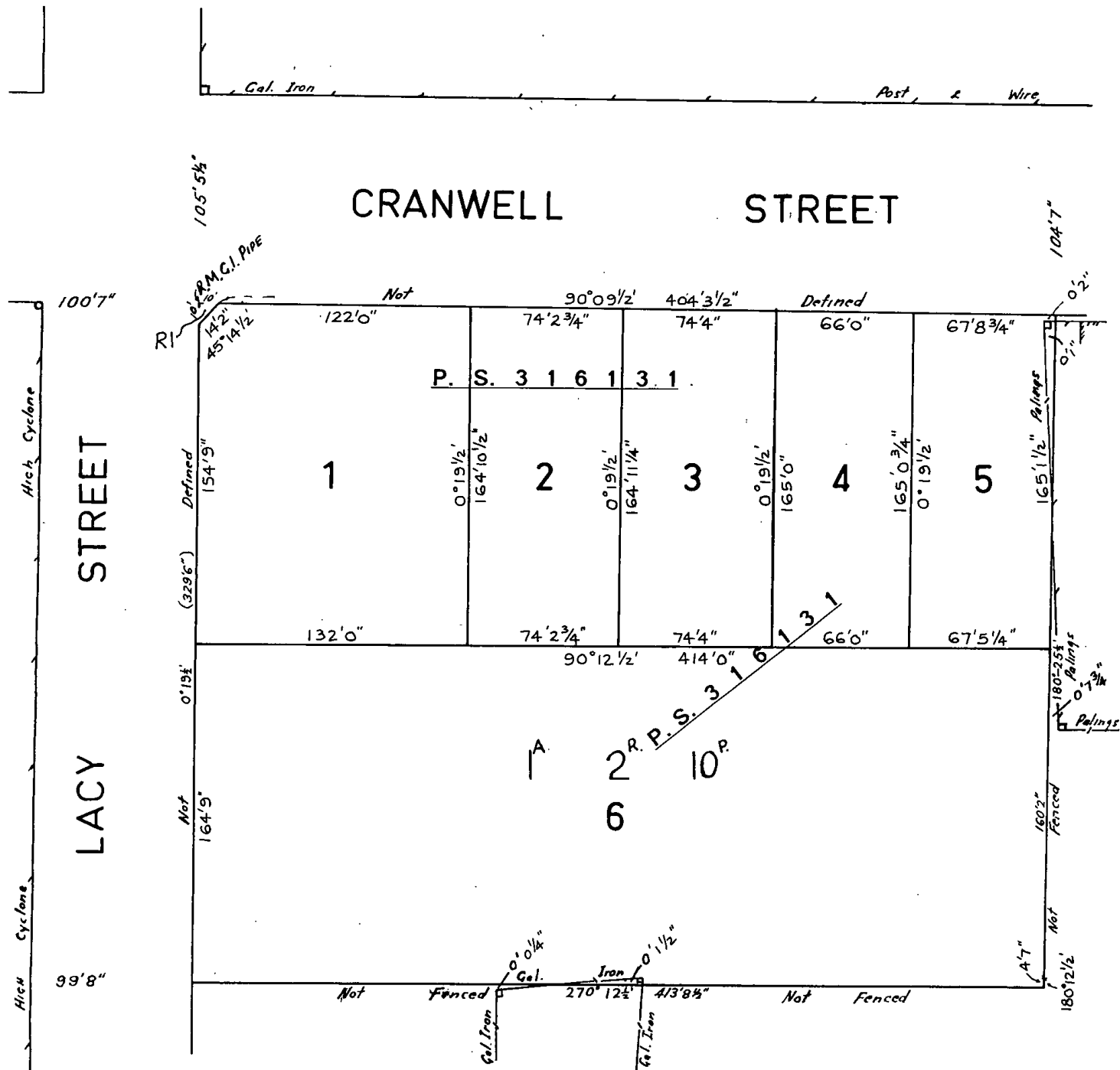
EDITION 1

PLAN MAY BE LODGED
16/5/62

COLOUR CODE

R1 = BROWN

THE LAND COLOURED BROWN IS APPROPRIATED OR SET APART FOR EASEMENTS OF WAY AND DRAINAGE





SQUAREMARK
DESIGN
YOUR VISION • OUR CREATION

Unit 2, 77-79 Ashley Street, Braybrook 3019

Phone: 0411 668 681

Email: info@squaremark.au

TOWN PLANNING SUBMISSION

47-51 Cranwell St, Braybrook VIC 3019

CHANGE OF USE, INTERNAL ALTERATION AND SIGNAGE APPLICATION

MARYBYRNONG PLANNING SCHEME

Date: 16/04/2026

PROPOSAL BRIEF

<i>Applicant</i>	SQUAREMARK DESIGN
<i>Proposal</i>	Use the site for a Badminton and Pickleball court (indoor recreation facility), internal alteration and signage
<i>Zone</i>	Commercial 2 Zone
<i>Overlays</i>	Development Contributions Plan Overlay Development Contributions Plan Overlay- Schedule 2
<i>Permit Triggers</i>	A permit is required under Clause 34.02 (Commercial 2 Zone), Clause 52.06 (Car Parking) and Clause 52.05 (Signage).
<i>Plans</i>	Plan drawn by SQUAREMARK DESIGN, dated 2026

Planning Zones

COMMERCIAL 2 ZONE (C2Z)



C2Z - Commercial 2 **PPRZ - Public Park and Recreation**
Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

1. INTRODUCTION

This application seeks approval for the change of use of an existing warehouse to an indoor sport and recreation facility, together with minor internal alterations and business identification signage. The proposal involves no external building expansion and will operate within the existing built form.

2. SUBJECT SITE AND SURROUNDS

2.1 SUBJECT SITE

The subject site is located at 47-51 Cranwell St, Braybrook VIC 3019 within an established industrial and commercial precinct of Braybrook, approximately 10 km west of Melbourne CBD.

It comprises a rectangular allotment (Lot on Plan CP104447) with existing warehouse and associated hardstand and car parking areas. The property is accessed from Cranwell Street, a local industrial street connecting to Lacy Street, which links to Ballarat Rd. The surrounding land use context is predominantly commercial, warehouse, and industrial uses, consistent with the C2Z purpose under Maribyrnong Planning Scheme.



2.2 SURROUNDING LAND USES

The surrounding area is characterized by light industrial, warehouses, and commercial service uses, with buildings generally of a similar scale and form. The established commercial character and built form of the precinct support a range of commercial and recreational uses.

2.3 EXISTING BUILT FORM AND ACCESS

The site is developed with an existing double-storey industrial building currently used for warehouse and associated office purposes. The building presents a typical industrial form with large internal clear spans and service areas.

Vehicle access is provided via existing crossovers from Cranwell Street and Lacy Street, with on-site car parking located at ground level.

Pedestrian access is available from Cranwell Street, with internal circulation supporting warehouse operations and ancillary office functions.

3. THE PROPOSAL

3.1 OVERVIEW

The proposal seeks **Town Planning approval for internal alterations and a change of use** of the existing warehouse at **47-51 Cranwell Street, Braybrook** to an **Indoor Recreation Facility** comprising badminton and pickleball courts.

The development involves minor **internal modifications** to accommodate indoor courts and associated amenities, while retaining the **existing building footprint, access, and on-site parking**. The proposal represents the adaptive reuse of the warehouse to support indoor sporting activities within the Commercial 2 Zone.

3.2 USE OF THE LAND

The proposed development and use comprise:

- **Change of use from Warehouse to Indoor Sport and Recreation Facility** (three indoor pickleball courts, ten badminton courts, service area, amenities (male & female toilets, showers, accessible toilet and lockers)
- **Internal reconfiguration** and comprehensive fit-out works

The proposed use does not include the preparation or sale of food and drink for on-site consumption and will not operate as a club-based or membership facility. Accordingly, the use is appropriately defined as an “Indoor Recreation Facility” pursuant to Clause 73.03.

3.3 BUILDING AND WORKS

As specified by **Clause 34.01-4 (Buildings and Works)**, a **permit is required** to construct or carry out works.

3.4 SIGNAGE

- **Signage:** Detailed signage information, including dimensions, height above ground level, projection, materials, illumination details and display area, is provided on the updated elevation drawings submitted with this application.

The signage is modest in scale and complies with the intent of Clause 52.05 for Category 1 areas.

3.5 HOURS OF OPERATION

- Operating Hours: 7:00 am – 10:00 pm daily
- Peak Period: 5:00 pm – 10:00 pm
- Maximum Occupancy: 31 persons (including 01 staff)

The maximum occupancy of 31 persons represents a theoretical capacity based on full double-court utilisation. In practice, simultaneous full occupancy across all courts rarely occurs due to singles play, coaching sessions and staggered bookings. As such, the actual number of occupants on site at any given time is expected to remain below this maximum.

3.6 CAR PARKING AND ACCESS

- The proposed development provides eleven (11) on-site car parking spaces (including one accessible space). A detailed assessment of parking demand and provision is provided in the Car Parking Demand Assessment prepared by RedSquare Traffic.
- Vehicle access to the site is provided via existing crossovers from Cranwell Street and Lacy Street. The access arrangement is considered appropriate and is supported by the Swept Path Analysis prepared by RedSquare Traffic.

4. PLANNING CONTROLS

4.1 ZONE – COMMERCIAL 2 ZONE

- **Commercial 2 Zone (Clause 34.02)**

The land is zoned C2Z under the Maribyrnong Planning Scheme.

- **Pursuant to Clause 34.02-1**, “Leisure and recreation (other than informal outdoor recreation, major sports and recreation facility, and motor racing track)” is a Section 2 (**Permit required**) use.
- **Pursuant to Clause 34.02-4**, a permit is also required for buildings and works.

The proposed use of an indoor sport facility and associated lounge and amenities, waiting area is consistent with the purpose of the zone, which encourages commercial and recreational activities that complement industrial and office areas.

Signage (Clause 52.05 – Category 1)

- The C2Z falls within Category 1 – Commercial areas. **A permit is required** to display business identification signage.
- The proposed signage is modest in scale, compatible with the building and streetscape, and meets the decision guidelines under Clause 52.05.

4.2 OVERLAYS – DCPO & DCPO SCHEDULE 2

Overlays:

- **Development Contributions Plan Overlay - Schedule 2 (Clause 45.06)**
- **Pursuant to DCPO2:** Any applicable development contributions will be addressed in accordance with the relevant Development Contributions Plan.

5. PERMIT TRIGGERS

- Clause 52.06-2 – Car parking requirement for indoor recreation facility
- Clause 52.06-3 – Reduction in car parking requirement sought
- Clause 52.05 – Business identification signage

6. PLANNING ASSESSMENT

6.1 BUILT FORM AND URBAN DESIGN

No external building works are proposed. The existing warehouse form, scale and streetscape presentation will remain unchanged.

6.2 AMENITY IMPACTS

- **Noise**

The proposed indoor sport and recreation facility will generate minimal off-site noise impacts. All activities will occur within the enclosed warehouse structure, which provides substantial acoustic containment. The nature of the activities (badminton and pickleball) is low-intensity and does not

involve amplified sound or mechanical equipment that would result in unreasonable noise emissions.

The surrounding area comprises predominantly commercial and industrial uses, and the proposed operating hours (7:00am–10:00pm) are consistent with activities typically expected within the precinct. Accordingly, the proposal will not adversely affect the amenity of the surrounding area.

- **Traffic**

The traffic, parking and access impacts of the proposal have been assessed in detail in the Car Parking Demand Assessment and Swept Path Analysis prepared by RedSquare Traffic. The reports confirm that the proposed development can be accommodated without adverse impacts on the surrounding road network.

- **Hours of operation**

The proposed operating hours are consistent with the function of an indoor recreational facility and are compatible with the surrounding commercial and industrial precinct, avoiding conflicts with neighboring land uses

6.3 CAR PARKING (Clause 52.06)

The Car Parking Demand Assessment prepared by RedSquare Traffic identifies a theoretical peak demand of approximately 15 vehicles, resulting in a minor shortfall of approximately 4 spaces. The report demonstrates that this shortfall can be readily accommodated within the surrounding on-street parking network, which operates below capacity during peak periods.

A planning permit is required under Clause 52.06-2 for the use of land for an indoor sport and recreation facility and under Clause 52.06-3 to reduce the standard car parking requirement.

The proposal provides eleven (11) on-site car parking spaces, including one accessible space. A reduction in the statutory requirement is sought. The reduced provision is considered appropriate having regard to the nature of the use, the operational characteristics of the facility, and the surrounding context.

The indoor badminton and pickleball facility will operate primarily through advance court bookings, resulting in staggered arrivals and departures throughout the day and evening. Patrons typically attend in small groups, which supports shared vehicle trips and reduces overall parking demand. Peak activity is expected to occur during evening hours (approximately 5:00pm–10:00pm), when surrounding industrial and commercial uses are generally closed, thereby reducing competition for parking within the precinct.

The site is located within an established industrial precinct with on-site parking and access to surrounding on-street parking supply, as assessed in the Car Parking Demand Assessment.

In addition, the maximum theoretical occupancy represents a full utilisation scenario. In practice, court use typically involves a mix of singles play, training sessions and staggered bookings, meaning that not all courts will be simultaneously occupied at full capacity. This operational pattern further reduces the effective parking demand at any given time.

Having regard to Clause 52.06-7 of the Maribyrnong Planning Scheme, the proposed reduction is

considered appropriate given the nature of the use, the availability of alternative parking supply in the surrounding area, and the operational characteristics of the facility which distribute parking demand over time. Accordingly, the proposed reduction will not result in any unreasonable parking or traffic impacts within the surrounding area.

Refer to the Car Parking Demand Assessment report for detailed analysis and justification of the proposed parking provision.

6.4 SWEPT PATH

Swept Path analysis has been undertaken to demonstrate safe and efficient vehicle access and manoeuvring within the site. The analysis confirms that all vehicles can enter and exit the site in a forward direction without conflict.

Refer to the Swept Path Analysis drawings for details.

6.5 SIGNAGE (Clause 52.05)

- The proposed signage is proportionate, clearly identifies the premises, and integrates with the building facade.
- The proposal is consistent with the objectives of the Planning Policy Framework and the Municipal Planning Strategy, supporting economic activation, employment opportunities, and community recreation within existing commercial precincts.

The proposed signage is limited to business identification purposes and does not include promotional or third-party advertising. The scale, location and illumination are appropriate to the industrial streetscape and will maintain clear sightlines and visual order along Cranwell Street.

Accordingly, the signage will have no adverse visual amenity impacts and is considered appropriate for the site and surrounding context.

7. CONCLUSION

The proposal delivers an appropriate and well-considered outcome for the site. It makes effective use of the existing building and infrastructure, introduces a recreational activity within the commercial precinct, and retains the established visual and operational character of Cranwell Street and Lacy Street.

In this context, the application is considered to align with the objectives and decision guidelines of the Maribyrnong Planning Scheme. Accordingly, the granting of a planning permit is supported for:

- The **use of the land for Indoor Sport and Recreation (Pickleball and Badminton Facility)**;
and
- The **display of business identification signage**.

The proposal will generate a modest level of additional traffic and parking demand, which can be accommodated through the on-site parking provision together with the available surrounding on-street parking supply.

While a minor shortfall in theoretical peak demand is identified, the Car Parking Demand Assessment confirms that this can be readily accommodated within the surrounding road network without adverse impact.

The proposal represents a low-impact adaptive reuse outcome suitable for streamlined assessment.

The proposal is supported by technical assessments, including a Car Parking Demand Assessment and swept path analysis, which confirm the suitability of the development.

We submit that the proposal is worthy of Council support.

SQUAREMARK DESIGN

Phong Pham

Director | Squaremark Design

0455 491 293

phong@squaremark.au

Date: 16/04/2026

Joshua Seager

Senior Urban Planner

Maribyrnong City Council

RE: RESPONSE TO REQUEST FOR FURTHER INFORMATION

Application No: TP93/2026(1)

Address: 47–51 Cranwell Street, Braybrook

Proposal: Use of the land for indoor recreation facility (badminton and pickleball courts), with Signage

Dear Joshua,

We refer to Council’s correspondence dated 8 April 2026 requesting further information pursuant to Section 54 of the Planning and Environment Act 1987.

Please find below a summary of the information submitted in response to Council’s request.

Item	Comments	Response
1. Application payments	Payment of the prescribed application fee of \$2,017.20 Development (Includes Signage) \$1,756.65 Use of the Land \$748.05 (50% reduction of lesser fee of \$1,496.10 applied) \$2,504.7 less fee of \$487.5 paid on 17 March 2026. = \$2,017.2	We confirm that payment of the outstanding application fee of \$2,017.20 has already been made in accordance with Council’s requirements.

	Note: our administration team will prepare and issue the amended application invoice along with payment instructions.	
2. Use of plan	<p>Please confirm whether the proposed use will include the consumption of food and drink on the premises. Pursuant to Clause 73.03 (land use terms), the land use category 'Restricted Recreation Facility' may be more relevant to the proposal. Please review the land use categorised of Clause 73.03 and confirm whether you wish to proceed with the use as 'indoor recreation facility' or amend to 'restricted recreation facility'.</p> <p><i>Indoor Recreation Facility: A building used for indoor leisure, recreation, or sport.</i></p> <p><i>Restricted Recreation Facility: Land used by members of a club or group for leisure, recreation, or sport, such as a bowling or tennis club, gymnasium and fitness centre. It may include food and drink for consumption on the premises, and gaming. It may also include use by members' guests, or by the public on payment of a fee.</i></p>	We confirm that the proposed use of the land will proceed as an “Indoor Recreation Facility” pursuant to Clause 73.03 of the Maribyrnong Planning Scheme.
3. Signage Details (Clause 52.05-6)	<p>Pursuant to Clause 52.05-6 (application requirements for signage), please update the elevations to include:</p> <ol style="list-style-type: none"> The location, dimensions, height above ground level and extent of projection of the proposed sign. The height, width, depth of the total sign structure including method of support and any associated structures such as safety devices and service platforms. Details of associated on-site works. 	Please refer to updated Architectural Plans , which incorporate all required information, including signage location, dimensions, projection, structural details, illumination, materials, display area, and associated works.

	<p>d. Details of any form of illumination, including details of baffles and the times at which the sign would be illuminated.</p> <p>e. The colour, lettering style and materials of the proposed sign.</p> <p>f. The size of the display (total display area, including all sides of a multi-sided sign).</p> <p>g. The location of any logo box and proportion of display area occupied by such a logo box.</p> <p>h. Any landscaping details.</p>	
4. Car Park Layout	<p>Car parking area to demonstrate compliance with Clause 52.06-9 (design standards for car parking).</p> <p>a. Car parking spaces to include notated dimensions.</p>	Please refer to the updated Architectural Plans , which includes fully dimensioned car parking spaces and compliant access arrangements.
5. Swept Path Analysis	Swept Path Analysis that demonstrates safe and efficient vehicle movement of the proposed 10 on site car parking spaces.	Please refer to the Swept Path Analysis prepared by RedSquare Traffic.
6. Car Parking Demand Assessment	<p>Pursuant to Clause 52.06-6, the use of land not specified in Table 1 (to Clause 52.06-5), car parking is to the satisfaction of the Responsible Authority. Please provide a Car Parking Demand Assessment report completed by a suitably qualified traffic engineer and to address the following:</p> <p>a. 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.</p> <p>b. The variation of car parking demand likely to be generated by the proposed use over time.</p> <p>c. The short-stay and long-stay car parking demand likely to be generated by the proposed use.</p>	Please refer to the Car Parking Demand Assessment prepared by RedSquare Traffic.

	<p>d. The availability of public transport in the locality of the land.</p> <p>e. The convenience of pedestrian and cyclist access to the land.</p> <p>f. The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</p> <p>g. The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</p> <p>h. Any empirical assessment or case study.</p>	
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RedSquare Traffic

Creativity in Transport Engineering

47-51 Cranwell Street, Braybrook Car Parking Demand Assessment



Prepared for Linh Van Nguyen

16 April 2026

Reference J1290RT1846-0426

REVISION HISTORY

REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED FOR ISSUE BY
2.0	16/04/2026	Malith D.	Dane W.	Dane W.

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Linh Van Nguyen	16 April 2026

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1 INTRODUCTION

1.1 BACKGROUND

RedSquare Traffic has been commissioned by [Linh Van Nguyen](#) (“the Client”) to prepare a Car Parking Demand Assessment to accompany the Planning Application for the proposed Indoor Recreation Facility (Badminton and Pickleball courts) at 47-51 Cranwell Street, Braybrook (‘the Subject Site’ or ‘the Site’).

In response to the further information request issued by Maribyrnong City Council dated 8 April 2026 for Planning Application No. TP93/2026(1) at 47-51 Cranwell Street, Braybrook, a report prepared by a suitably qualified traffic engineer has been completed incorporating the following:

- Car parking area to demonstrate compliance with Clause 52.06-9 (design standards for car parking), including car parking spaces to include notated dimensions.
- Swept path analysis that demonstrates safe and efficient vehicle movement of the proposed 10 on site car parking spaces.
- Pursuant to Clause 52.06-6, the use of land not specified in Table 1 (to Clause 52.06-5), car parking is to the satisfaction of the Responsible Authority. Please provide a Car Parking Demand Assessment report completed by a suitably qualified traffic engineer and to address the following:
 - 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.



This package of work includes the preparation of a Car Parking Demand Assessment to address parking related impacts of the proposed development including an assessment of the adequacy of nearby parking provisions and the anticipated impacts of the development on existing parking conditions. Additionally, this report provides an assessment against requirements of Clause 52.06 of the planning schemes, details of existing land use within the surrounding area and details of any car parking restrictions.

This document has been prepared in accordance with the requirements specified in Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments and applicable Department of Transport Guidelines.

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2 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is located at 47-51 Cranwell Street, Braybrook and is developed with an existing double-storey industrial building currently used for warehouse and associated office purposes. The building presents a typical industrial form with large internal clear spans and service areas.

Vehicle access is provided via existing crossovers from Cranwell Street and Lacy Street, with on-site car parking located at ground level. Pedestrian access is available from Cranwell Street, with internal circulation supporting warehouse operations and ancillary office functions. As shown in Figure 1, the site is bounded by Cranwell Street to the north and Lacy Street to the west.

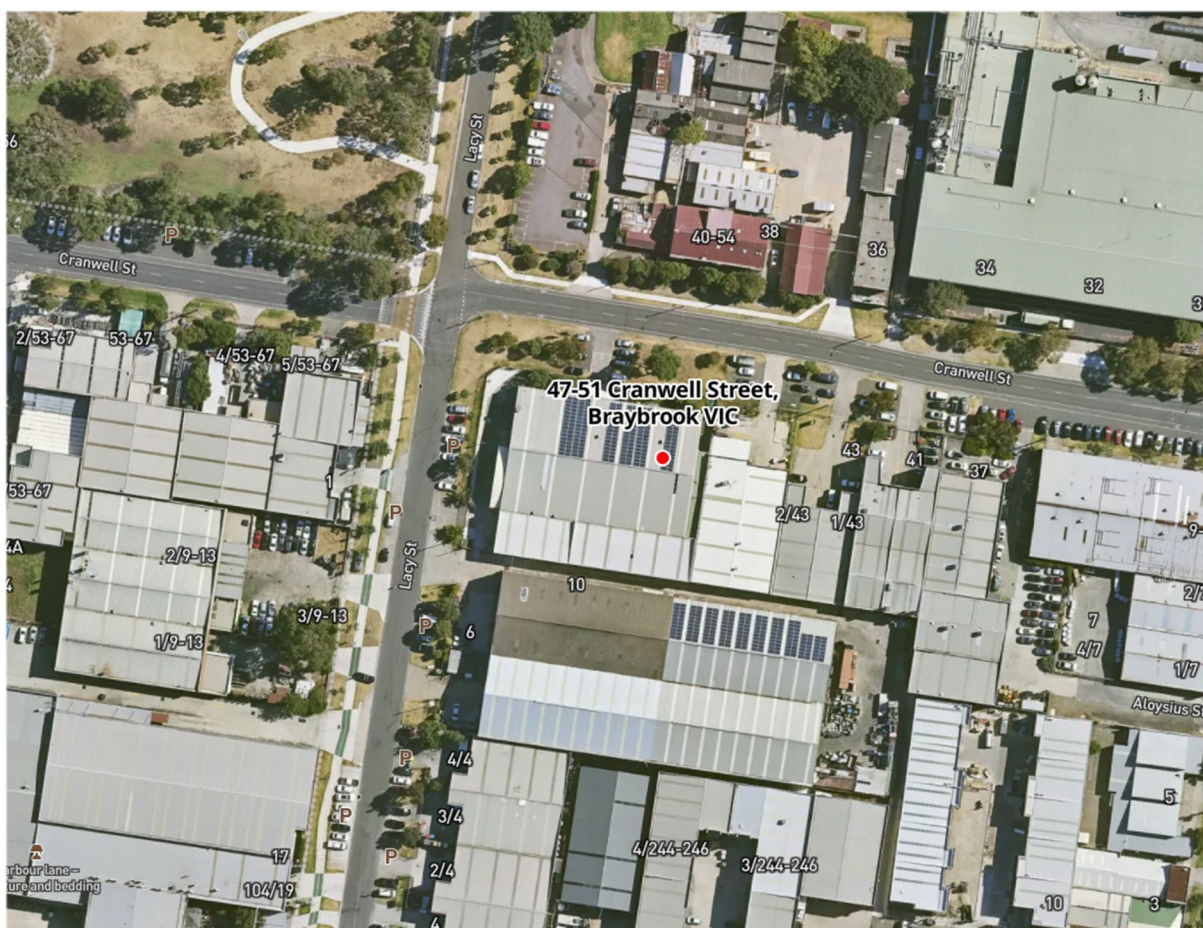


FIGURE 1: AERIAL VIEW OF SUBJECT SITE (SOURCE: METROMAP)



Figure 2 and Figure 3 present the subject site and surrounding area, as captured during the site inspection.



FIGURE 2: SUBJECT SITE (SOURCE: SITE INSPECTION)





FIGURE 3: SUBJECT SITE (SOURCE: SITE INSPECTION)

2.2 LAND USE

In accordance with VicPlan, the subject site and surrounding area are located within the Commercial 2 Zone (C2Z), as shown in Figure 4. Land to the north of Cranwell Street is zoned Public Park and Recreation Zone (PPRZ). The site is not affected by any planning overlays relevant to traffic, access, or parking considerations.





FIGURE 4: PLANNING ZONES (SOURCE: VICPLAN)

2.3 ROAD NETWORK

2.3.1 Cranwell Street

Cranwell Street is classified as a local traffic street and provides an east-west connection within the surrounding industrial area. The road operates as a single carriageway accommodating bi-directional vehicle movements.

Based on site observations, Cranwell Street has a sealed asphalt surface with line markings to define traffic lanes, including dedicated on-road bicycle lanes in both directions. A concrete footpath is provided along the site frontage, separated from the carriageway by a grassed verge. Street lighting infrastructure is present along the road corridor. On-street parking is observed along sections of Cranwell Street.

Figure 5 and 6 presents site photographs of Cranwell Street.





FIGURE 5: CRANWELL STREET (SOURCE: SITE INSPECTION)



FIGURE 6: CRANWELL STREET (SOURCE: SITE INSPECTION)



2.3.2 Lacy Street

Lacy Street functions as a local traffic street within the industrial area, providing connectivity in a north-south direction. The road comprises a single carriageway accommodating bi-directional vehicle movements.

From site observations, the roadway is constructed with a sealed asphalt surface. Footpaths are provided along parts of the street frontage, generally separated from the roadway by a grassed verge. Utility poles and street lighting infrastructure are also evident along the corridor.

Parking activity is evident along Lacy Street, with vehicles observed both within formal parking areas and adjacent to property frontages. No dedicated bicycle infrastructure is visible.

Figure 7 and 8 presents site photographs of Lacy Street.



FIGURE 7: LACY STREET (SOURCE: SITE INSPECTION)





FIGURE 8: LACY STREET (SOURCE: SITE INSPECTION)

Figure 9 presents an excerpt from Melway Online illustrating the road hierarchy in the vicinity of the subject site. Cranwell Street and Lacy Street are classified as Local Traffic Streets. The nearest arterial road is Ballarat Road, which is classified as a Primary State Arterial Road. Ballarat Road provides key east-west connectivity within the surrounding area and forms part of the broader arterial road network.



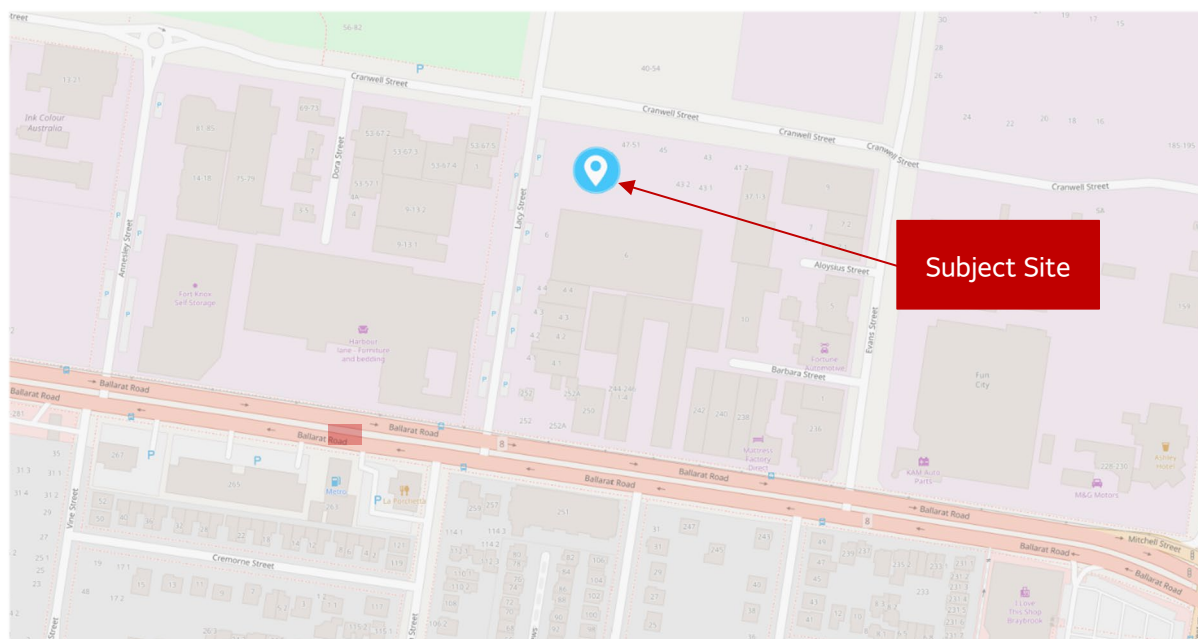


FIGURE 9: ROAD HIERARCHY (SOURCE: MELWAY ONLINE)

2.4 SUSTAINABLE TRANSPORT

According to VicPlan, the subject site is located within the Principal Public Transport Network (PPTN) and falls within Car Parking Requirement Category 2.

Public transport accessibility in the vicinity of the site is available. The closest bus stop is located at Lacy St / Ballarat Rd (Stop ID: 3889), approximately 300 metres from the site, equating to an approximate 4-minute walk. This stop is serviced by bus routes 215, 220 and 410.

Figure 5 presents the public transport network in the vicinity of the subject site, illustrating the available public transport services and their connectivity within the area.



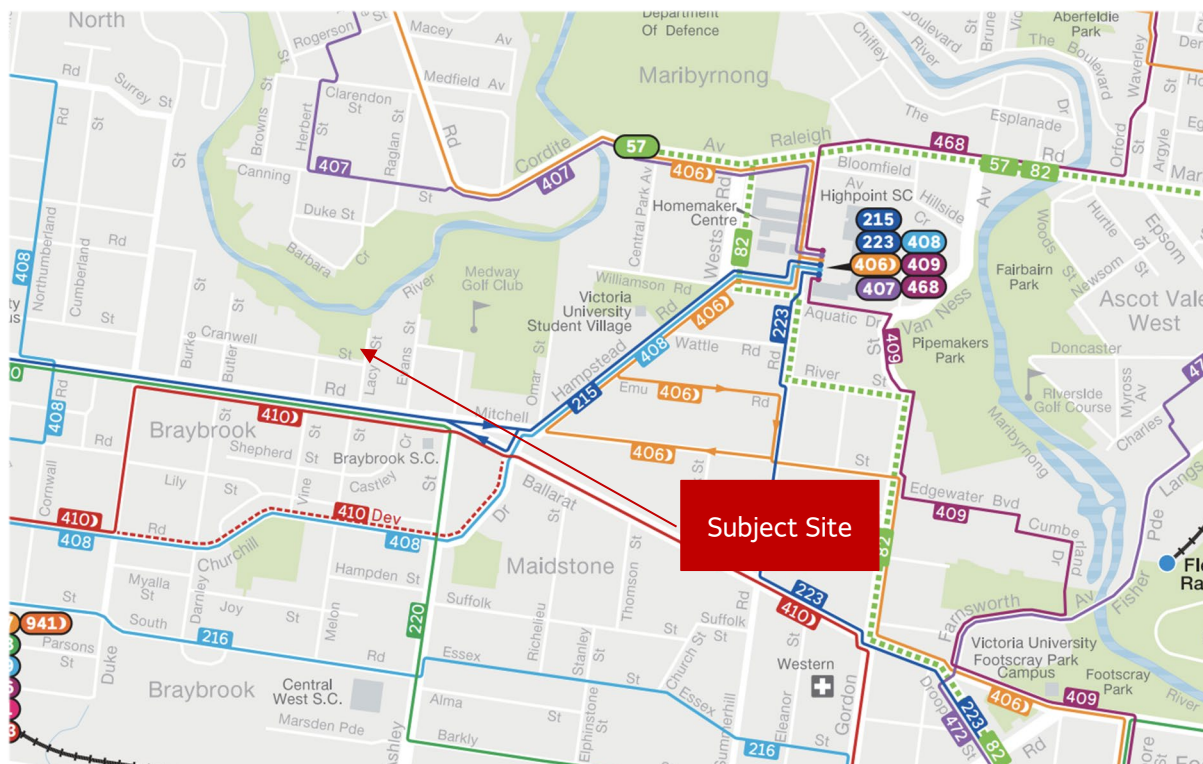


FIGURE 10: PUBLIC TRANSPORT NETWORK OF MARIBYRNG (SOURCE: PTV)

According to the industry-recognised Walk Score database, the subject site is rated as “Very Walkable” (Walk Score: 71), indicating that most daily errands can be accomplished on foot. The site also has a Transit Score of 47 (“Some Transit”), reflecting the availability of nearby public transport services.

2.5 PARKING SUPPLY

In addition to the on-site parking provision, RedSquare Traffic undertook a car parking occupancy survey on Thursday, 9 April 2026 to assess the availability and utilisation of parking in the vicinity of the subject site.

The proposed indoor sport and recreation facility is expected to generate peak demand during the evening period. Accordingly, the parking survey was undertaken during the late afternoon and evening period to capture peak parking conditions and provide a representative assessment of parking demand and availability relevant to the proposal.



The survey was conducted between 4:00 pm and 8:00 pm, with observations recorded at hourly intervals. The survey area included the following on-street parking locations in the immediate vicinity of the subject site.

- Lacy Street (eastern and western sides) – comprising predominantly unrestricted parking, including areas of 90-degree angle parking and a designated disabled parking space;
- Cranwell Street (northern and southern sides) – comprising unrestricted on-street parking.

A total of 125 on-street parking spaces were identified and surveyed as part of the assessment.

The survey area included the above parking locations, as illustrated in Figure 9.



FIGURE 11: PARKING SURVEY AREAS

Observations based on the parking survey results are provided below, with the detailed survey data included in Appendix A.

Weekday Survey – Thursday, 9 April 2026

The results of the parking survey indicate that a substantial proportion of parking spaces remained available throughout the survey period.

At 4:00 PM, a total of 86 spaces were observed to be occupied, with 39 spaces vacant, corresponding to an overall utilisation of approximately 69%. This represents the highest level of parking demand recorded during the survey period.



Parking demand decreased during the early evening period, with occupancy reducing to 45 spaces at 5:00 PM (36% utilisation) and further to 27 spaces at 6:00 PM (22% utilisation).

During the later evening period, parking demand increased slightly, with 47 occupied spaces recorded at 7:00 PM (38% utilisation), before stabilising at 44 occupied spaces at 8:00 PM (35% utilisation).

Overall, the survey results demonstrate that the surrounding on-street parking network operates below capacity during the survey period, including during the peak observed condition. A reasonable proportion of parking supply remains available at all times.

On this basis, it is considered that the existing on-street parking supply along Lacy Street and Cranwell Street is sufficient to accommodate the anticipated parking demand generated by the proposed development.



3 PROPOSAL

RedSquare Traffic acknowledges that the proposed development comprises a change of use from a warehouse to an indoor sport and recreation facility at 47–51 Cranwell Street, Braybrook. The proposal includes internal reconfiguration and fit-out works to accommodate badminton and pickleball courts, along with associated ancillary facilities, while retaining the existing building footprint, vehicle access arrangements and on-site parking provision.

The proposed development and use comprise:

- Change of use from Warehouse to Indoor Sport and Recreation Facility, including three indoor pickleball courts and ten badminton courts.
- Provision of ancillary areas including a service area, reception, amenities (male and female toilets, showers, accessible toilet and lockers).
- Internal reconfiguration and comprehensive fit-out works.

The facility is designed to accommodate a maximum of 31 persons (including one staff member). This represents a theoretical maximum occupancy based on full utilisation of all courts. In practice, full simultaneous occupancy is unlikely due to variations in usage such as singles play, coaching sessions and staggered bookings. As such, the typical number of occupants on site at any given time is expected to be lower than this maximum.

The proposed hours of operation are from 7:00 am to 10:00 pm daily, with peak activity anticipated between 5:00 pm and 10:00 pm. A total of 11 on-site car parking spaces is provided, including one (1) accessible space to serve the development. Vehicle access to the site is provided via existing crossovers to Cranwell Street and Lacy Street.

Figure 12 presents the proposed ground floor plan.



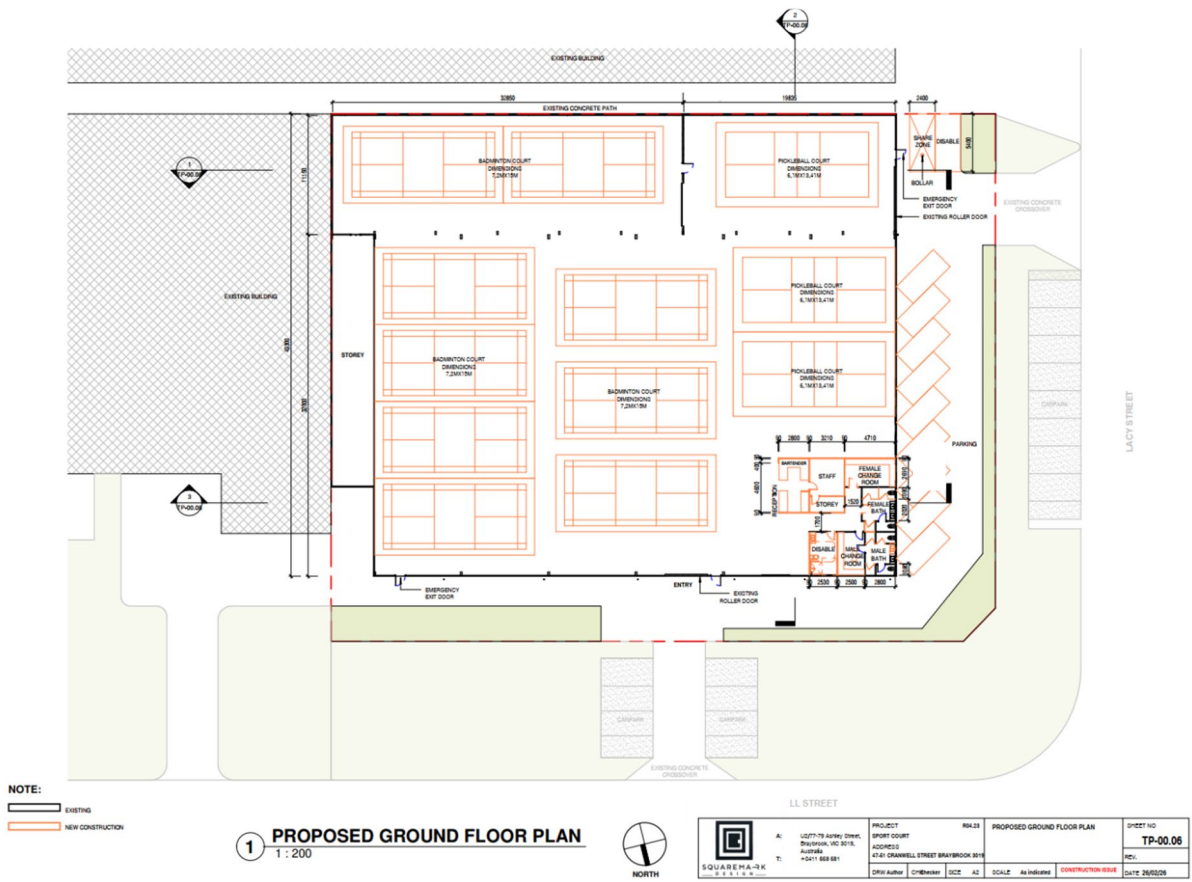


FIGURE 12: PROPOSED GROUND FLOOR PLAN (SOURCE: SQUAREMARK DESIGN)



4 PARKING REQUIREMENTS

4.1 STATUTORY REQUIREMENTS

4.1.1 Car Parking Requirements

For the purposes of assessing car parking requirements under Clause 52.06 (Car Parking) of the Maribyrnong Planning Scheme, the subject site is located within Car Parking Requirement Zone Category 2.

The proposed development comprises Indoor Recreation Facility (Badminton and Pickleball courts), most appropriately classified as an Indoor Recreation Facility. This land use is not explicitly listed in Table 1 of Clause 52.06-5. In accordance with Clause 52.06-6, where a land use is not specified in Table 1, car parking must be provided to the satisfaction of the Responsible Authority.

While Clause 73.03 of the Planning Scheme broadly categorises an Indoor Recreation Facility as a Minor Sports and Recreation Facility within the Leisure and Recreation Group, no specific statutory car parking rate is prescribed for this use.

Accordingly, a Car Parking Demand Assessment has been undertaken using a first-principles approach to determine an appropriate and reasonable parking provision for the proposed facility, having regard to its scale, hours of operation, staffing levels, and anticipated patronage.

4.2 CAR PARKING DEMAND ASSESSMENT

This section assesses whether the proposed on-site parking supply is sufficient to accommodate the anticipated parking demand associated with the proposed Indoor Recreation Facility (Badminton and Pickleball courts).

4.2.1 Parking Demand Projections

As outlined in Section 4.1, the proposed badminton facility is not explicitly listed in Table 1 to Clause 52.06-5 of the Maribyrnong Planning Scheme. Car parking demand has therefore been assessed using a first-principles approach, having regard to the relevant provisions of Clause 52.06 and the operational characteristics of the facility.

Badminton and pickleball activities typically involve between two and four players per court, with participants generally arriving in pairs or small groups. As a result, vehicle occupancy is higher than many other land uses, reducing the overall parking demand per person. On this basis, a parking



demand rate of approximately 0.5 spaces per patron has been adopted, representing a reasonable estimate of peak demand.

The facility is designed to accommodate a maximum of 31 persons (including one staff member) at any one time. This equates to an estimated peak parking demand of approximately 15 spaces. The proposal provides a total of 11 on-site car parking spaces, including one accessible space, resulting in a potential shortfall of approximately 4 spaces under theoretical peak conditions.

However, this shortfall is not expected to occur in practice, as full simultaneous occupancy across all courts is unlikely due to variations in usage such as singles play, coaching sessions and staggered bookings. Accordingly, the typical parking demand is expected to be lower than the theoretical maximum.

A parking survey undertaken on Thursday, 9 April 2026 identified a minimum of 39 vacant parking spaces within the surveyed area during the busiest observed period at 4:00 PM, with parking availability increasing to up to 98 vacant spaces during the evening period. Notably, during the peak operating hours of the proposed use (5:00 PM to 10:00 PM), parking utilisation remains low, indicating a substantial surplus of available on-street parking.

On this basis, the available on-street parking supply is more than sufficient to accommodate the estimated shortfall of approximately 4 spaces without adversely impacting the surrounding road network.

Overall, the proposed parking provision is considered reasonable and appropriate having regard to the nature of the use, expected patron behaviour, and demonstrated availability of on-street parking in the vicinity of the subject site.

4.3 CLAUSE 52.06-7 RESPONSES

A discussion of the relevant items from Clause 52.06-7 are provided as follows

TABLE 1: CAR PARKING DEMAND ASSESSMENT

No.	Factor	Response
1	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.	For the proposed indoor sport and recreation facility, the likelihood of multi-purpose trips is considered to be moderate. While most patron trips are expected to be purpose-driven (attending scheduled badminton and pickleball sessions), the site's location within an established commercial and industrial precinct, and its proximity to Ballarat Road (a Primary State



	<p>Arterial), provides access to a range of surrounding services and food outlets. As such, some patrons may combine their visit with other activities before or after their booking. However, given the structured, session-based nature of the use, trips are expected to occur within defined time periods, limiting the overall extent of multi-purpose travel.</p>
<p>2 The variation of car parking demand likely to be generated by the proposed use over time.</p>	<p>For the proposed indoor sport and recreation facility, car parking demand is expected to vary throughout the day, reflecting the operational characteristics of the use. Demand is anticipated to be relatively low during daytime periods, with higher parking demand occurring during the evening peak period between approximately 5:00 pm and 10:00 pm, when the majority of bookings and activities take place. Demand may also increase during weekends due to greater patron availability. The session-based nature of the facility, combined with staggered booking times and shared vehicle trips, is expected to moderate peak parking demand and avoid sharp surges in parking accumulation.</p>
<p>3 The short-stay and long-stay car parking demand likely to be generated by the proposed use.</p>	<p>For the proposed indoor sport and recreation facility, car parking demand is expected to be predominantly short-stay in nature, associated with patrons attending scheduled badminton and pickleball sessions. The duration of stay is typically aligned with session bookings, resulting in regular turnover of parking spaces throughout the operating period. A limited component of long-stay parking may be generated by staff; however, this is expected to be minimal given the small number of staff associated with the use. Overall, the parking demand profile is characterised by short-duration visits with moderate turnover rather than sustained long-term parking accumulation.</p>
<p>4 The availability of public transport in the locality of the land.</p>	<p>The subject site is located within the Principal Public Transport Network (PPTN) and benefits from access to nearby public transport services. The nearest bus stop is located on Ballarat Road at Lacy Street (Stop ID: 3889), approximately 300 metres</p>



		(around a 4-minute walk) from the site, providing convenient access for patrons and staff.
5	The convenience of pedestrian and cyclist access to the land.	Pedestrian access to the site is considered to be convenient, with footpaths provided along Cranwell Street and sections of Lacy Street, allowing safe connectivity to the surrounding road network and nearby bus stops on Ballarat Road. Cyclist access is also supported within the locality, with on-road bicycle lanes provided along Cranwell Street, enhancing connectivity for cyclists travelling through the area.
6	The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.	No dedicated bicycle parking or end-of-trip facilities are provided on-site. Based on site observations, there is also no formal provision of bicycle parking or end-of-trip facilities within the immediate locality. Notwithstanding this, cyclists may utilise informal parking opportunities within the site or along the surrounding street network.
7	The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.	<p>Analysis of the car ownership of the households in Braybrook in 2021 compared to the City of Maribyrnong shows that 80.5% of the households owned at least one car, while 11.9% did not, compared with 82.5% and 12.0% respectively in the City of Maribyrnong.</p> <p>Of those that owned at least one vehicle, there was a smaller proportion who owned just one car; a larger proportion who owned two cars; and a larger proportion who owned three cars or more.</p> <p>Overall, 39.2% of the households owned one car; 28.9% owned two cars; and 12.3% owned three cars or more, compared with 46.1%; 27.7% and 8.7% respectively for the City of Maribyrnong.</p>



4.4 ADEQUACY OF PARKING PROVISIONS

The adequacy of the proposed car parking provision has been assessed with regard to the statutory requirements of Clause 52.06 of the Maribyrnong Planning Scheme, the anticipated parking demand associated with the proposed land uses, and the decision guidelines outlined in Clause 52.06-6.

The proposed development comprises a change of use from a warehouse to Indoor Recreation Facility (Badminton and Pickleball courts). Based on a first-principles assessment, the parking demand has been estimated having regard to the operational characteristics of the facility.

The facility is designed to accommodate a maximum of 31 persons (including one staff member). Badminton and pickleball activities typically involve between two and four players per court, with participants commonly arriving in pairs or small groups. On this basis, a parking demand rate of approximately 0.5 spaces per patron has been adopted, resulting in an estimated peak parking demand of approximately 15 spaces.

A total of 11 on-site car parking spaces, including one accessible space, are provided as part of the development. This results in a potential shortfall of approximately 4 spaces during theoretical peak demand conditions. However, it is noted that the maximum occupancy represents a conservative scenario, and in practice, full utilisation of all courts simultaneously is unlikely. The session-based nature of the facility, staggered booking times, and shared vehicle trips are expected to reduce the actual parking demand experienced on site.

A parking occupancy survey undertaken on Thursday, 9 April 2026 identified a substantial level of available on-street parking within the vicinity of the subject site during the peak assessment period between 4:00 pm and 8:00 pm. The survey recorded a minimum of 39 vacant spaces at 4:00 pm, representing the highest observed demand, with availability increasing to 80 vacant spaces at 5:00 pm and peaking at 98 vacant spaces at 6:00 pm. Parking availability remained consistently high thereafter, with 78 and 81 vacant spaces recorded at 7:00 pm and 8:00 pm, respectively. Overall, these results demonstrate that the surrounding on-street parking network operates well below capacity during the relevant period, with a substantial and consistent surplus of parking available to accommodate any additional demand generated by the proposed development.

Having regard to the available on-site parking provision, the realistic operational characteristics of the use, and the availability of on-street parking within the surrounding road network, the proposed parking provision is considered sufficient to accommodate the anticipated demand. Any occasional and minor parking overspill is expected to be readily accommodated within the existing on-street parking supply without adversely impacting the operation or amenity of the surrounding area.



Overall, the proposed car parking provision is considered reasonable and appropriate to the satisfaction of the responsible authority and is not expected to result in adverse traffic or parking impacts.

Based on these, RedSquare Traffic is confident that parking will not be a concern for this development. The proposed land use aligns with the objectives of Clause 52.06, specifically:

- Ensuring the provision of an appropriate number of carparking spaces, considering the anticipated demand, site activities, and the nature of the locality.

4.5 BICYCLE PARKING REQUIREMENTS

The purpose of Clause 52.34 of the Maribyrnong Planning Scheme is to encourage cycling as a mode of transport by ensuring the provision of secure, accessible and convenient bicycle parking spaces, together with associated shower and change facilities where required.

Clause 52.34-3 sets out the bicycle parking requirements in Table 1 for various land uses. For a Minor Sports and Recreation Facility, which applies to the proposed Indoor Recreation Facility, the following rates are relevant:

- Employees: 1 space per 4 employees.
- Visitors: 1 space per 200 m² of net floor area.

Based on the proposed development, which will accommodate a maximum of one (1) staff member on site at any given time and has a net floor area of approximately 2,282 m², the bicycle parking requirement is as follows:

- Employee parking: 0 spaces
- Visitor parking: 11 spaces

Accordingly, the development generates a total requirement of eleven (11) bicycle parking spaces.

It is noted that no formal bicycle parking facilities are currently provided on site. However, cyclist access is available via the surrounding road network, including on-road bicycle lanes along Cranwell Street. Given the industrial context of the site and the expected travel patterns of patrons, demand for bicycle parking is anticipated to be relatively low.



5 CAR PARK DESIGN

Clause 52.06 of the Maribyrnong Planning Scheme specifies design guidelines with respect to accessways, access points and car parking spaces which are relevant to this development.

5.1 DESIGN STANDARD 1 – ACCESSWAYS

Accessways must:

TABLE 2: DESIGN STANDARD 1 REVIEW

Requirement	Design Response
Be at least 3m wide.	Complies. The proposed accessways exceed 3 metres in width, satisfying the minimum requirement.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2 meters wide.	Complies Provides an internal radius of at least 4 metres at changes of direction or intersections.
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.	Not applicable. The on-site car park will operate as a private facility primarily serving patrons and staff associated with the use.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	Complies Adequate headroom is provided beneath overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or a Transport	Complies.



Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Accessway is designed such that all vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more carparking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or a Transport Zone 3.	Complies. A passing area is provided at the site access, with sufficient width and length to facilitate two-way vehicle movement.
Have a corner splay or area at least 50 percent 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.	Complies. Clear sightlines are provided at the site access, with no visual obstructions affecting pedestrian visibility.

5.2 DESIGN STANDARD 2 – CAR PARKING SPACES

TABLE 3: DESIGN STANDARD 2 REVIEW

Requirement	Design Response
Car parking spaces and accessways must have minimum dimensions as per Table 2 of Design Standard 2 – Clause 52.06.	Complies Car parking spaces and accessways have been designed to meet the minimum dimensions specified in Table 2 of Design Standard 2 (Clause 52.06).
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 –	Complies.

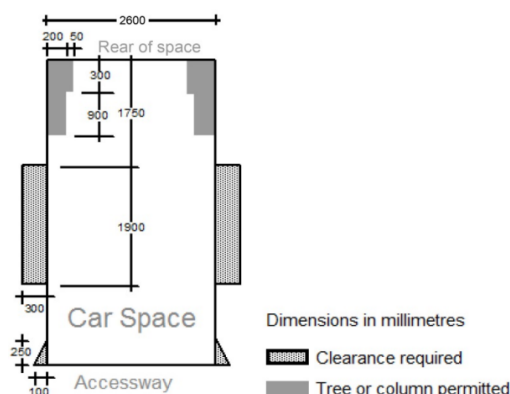


Clearance to car parking spaces (Clause 52.06-9), other than:

- A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

No structures are abutting car spaces nor encroaching on to the areas marked as 'clearance required'.

Diagram 1 Clearance to car parking spaces



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 Applicable
The proposal does not include any car spaces within garages or carports.

Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.

Not Applicable
No spaces are provided in tandem.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled carparking spaces may encroach into an accessway width specified in Table 2 by 500mm.

Complies
Disabled car parking spaces are designed in accordance with Australian Standard AS2890.6-2009.



5.3 SWEPT PATH ANALYSIS

A swept path analysis has been undertaken to assess the manoeuvrability of vehicles within the on-site car park. The assessment considers a B85 design vehicle accessing all car parking spaces and circulating within the site.

The internal accessway is designed to operate as a one-way circulation system, which facilitates efficient vehicle movement and reduces potential conflict points within the car park.

The swept path assessment demonstrates that the B85 design vehicle is able to enter the site, circulate through the one-way access arrangement, access all parking spaces, and exit the site in a forward direction.

The corresponding swept path diagrams are provided in the Appendices. The analysis confirms that all accessway widths are sufficient and that vehicle movements comply with the relevant standards of AS/NZS 2890.1 – Off-street Car Parking.

Overall, the assessment demonstrates that the proposed car park layout provides safe and efficient vehicle circulation and is capable of accommodating the operational requirements of the development.



6 CONCLUSION

RedSquare Traffic has been commissioned by [Linh Van Nguyen](#) (“the Client”) to prepare a Traffic Impact Assessment (TIA) to accompany the Planning Application for the proposed Indoor Recreation Facility (Badminton and Pickleball courts) at 47-51 Cranwell Street, Braybrook (‘the Subject Site’ or ‘the Site’).

The proposed development provides a total of 11 on-site car parking spaces, including one (1) accessible space. A first-principles parking demand assessment indicates that the anticipated peak parking demand is approximately 15 vehicles under maximum occupancy conditions. While this results in a minor shortfall, the session-based nature of the use, the likelihood of shared vehicle trips (typically 2-4 players per vehicle), and staggered arrival and departure patterns are expected to reduce actual parking demand in practice.

A parking occupancy survey undertaken on Thursday, 9 April 2026 confirms that a substantial level of on-street parking is available within the vicinity of the site during peak operating periods, with a minimum of 39 vacant spaces observed and up to 98 vacant spaces available during the evening period. Accordingly, any minor and infrequent overspill parking demand can be readily accommodated within the surrounding road network.

The development generates a requirement for eleven (11) bicycle parking spaces under Clause 52.34 of the Maribyrnong Planning Scheme. While no formal bicycle parking is provided on site, this is considered acceptable given the industrial context of the site, the nature of the use, and the low anticipated demand for cycling.

A swept path assessment confirms that a B85 design vehicle can safely enter, circulate within, and exit the site in a forward direction. The proposed layout provides safe and efficient vehicle access in accordance with the relevant standards.

Overall, the proposed development is considered to provide a reasonable and appropriate level of parking and access, and is not expected to result in any adverse impacts on traffic conditions, parking availability, or the safety of the surrounding road network.

Based on the findings of this assessment, RedSquare Traffic considers the proposed land use at 47-51 Cranwell Street, Braybrook to be satisfactory from a traffic engineering perspective.

RedSquare Traffic Pty Ltd





Dinith (Dane) Wanninayake

Principal Traffic Engineer

B.Eng. (Civ)(Hons)/B.Com – Monash University

DoT (VIC) & TMR (QLD) Accredited Senior Road Safety Auditor

DoT (VIC) Recommended Safe System Assessor

16 April 2026



7 APPENDICES

7.1 APPENDIX A – SURVEY DATA

REDSQUARE TRAFFIC

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Parking Surveys - 47-51 Cranwell Street, Braybrook

Date : 09.04.2026

Parking Area	Lacy Street				Cranwell street		Total
	Eastern Side		Western Side		Nothern side	Southern side	
Parking Restrictions	Unrestricted	Unrestricted (90 Degrees Angle Only)	Unrestricted	Disabled Parking	Unrestricted	Unrestricted	
Time 4:00pm							
Occupied	3	17	16	0	25	25	86
Total	8	31	20	1	25	40	125
Vacant	5	14	4	1	0	15	39
Time 5:00pm							
Occupied	1	18	17	0	5	4	45
Total	8	31	20	1	25	40	125
Vacant	7	13	3	1	20	36	80
Time 6:00pm							
Occupied	1	9	12	0	3	2	27
Total	8	31	20	1	25	40	125
Vacant	7	22	8	1	22	38	98
Time 7:00pm							
Occupied	1	23	19	1	1	2	47
Total	8	31	20	1	25	40	125
Vacant	7	8	1	0	24	38	78
Time 8:00pm							
Occupied	1	23	19	1	0	0	44
Total	8	31	20	1	25	40	125
Vacant	7	8	1	0	25	40	81

7.2 APPENDIX B – SWEEP PATH ANALYSIS

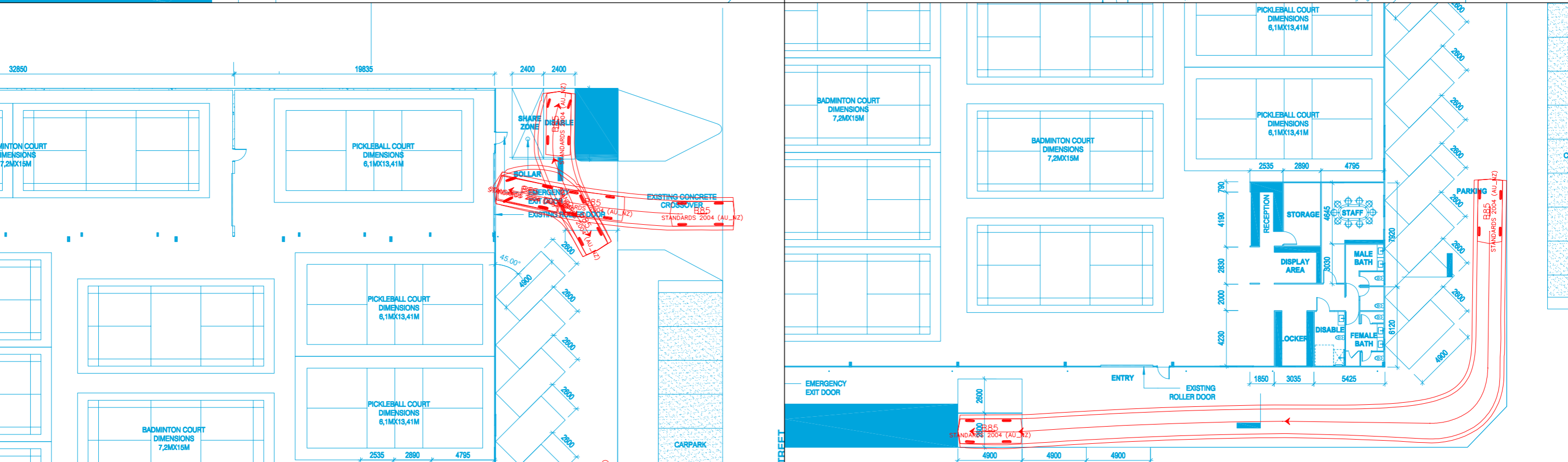
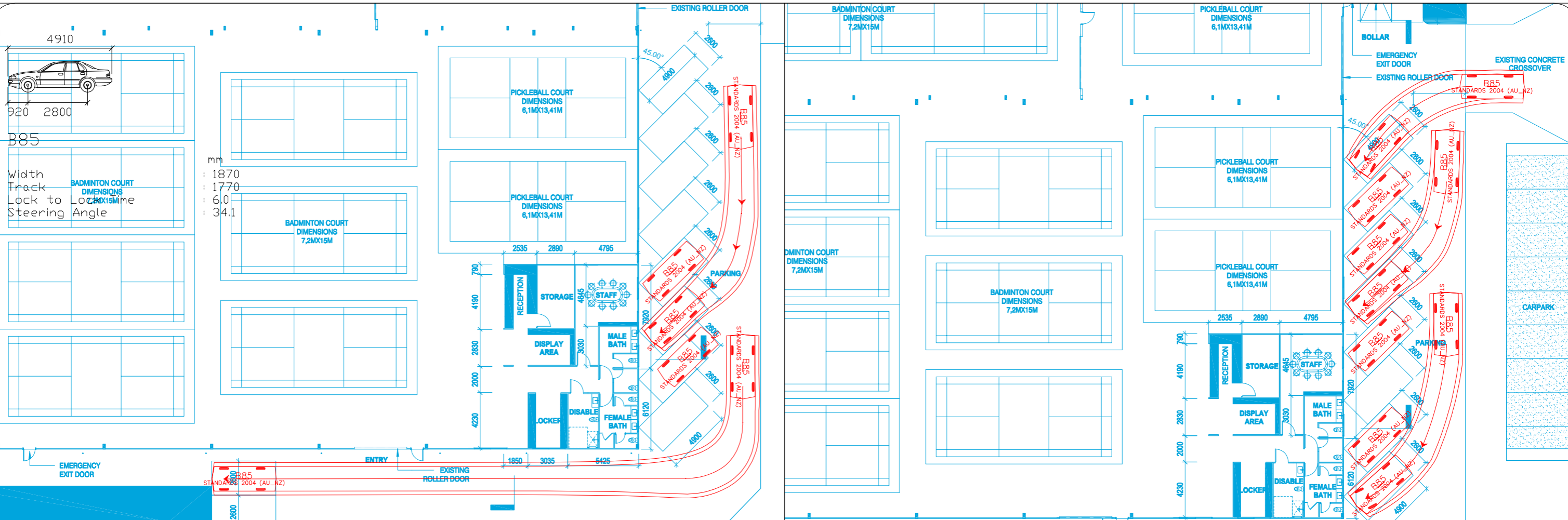
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CLIENT: Linh Van Nguyen

PROJECT:
 47-51 Cranwell Street, Braybrook

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DRAWN BY: CR
 CHECKED BY: DW

SHEET NO: 02
 SCALE: 1:300 @ A3

PROJECT NO: J1290RT1846-0426
 DRAWING NO: J1290RT1846-0426-D1

DRAWING TITLE:
 Swept Path Analysis - B85 Passenger Car
 Entry Paths

A	Final	CR	15/04/26
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