[redacted]

2 July 2026

Hume City Council
PO Box 119
DALLAS VIC 3047

Attn: [redacted]

Dear [redacted]

APPLICATION FOR PLANNING PERMIT
P27183 - 36 FAWKNER ST WESTMEADOWS

I refer to the above application, and to your further information letter dated 6 March 2026, and also subsequent referrals.

With respect to the initial further information letter, please find attached a landscape plan.

Please also find attached updated plans which detail the following:

- Updated road layout along Fawkner Street to reflect the updated bus stop realignment.
- Consequential decrease in the building envelope along the northern side.
- Adjustment to the parking layout in front of the workshop.
- Added landscaping on the Fawkner Street carpark
- Added fencing.

Please also find attached:

- Landscape plan which has been prepared having reference to the guidelines referred to in point 1 of the letter.
- Updated traffic report which provides additional justification for issues raised by Council traffic engineers commencing at page 26.
- Green transport plan.
- Sustainable design assessment.

With respect to the concerns noted by Council's urban designer, I firstly note that planning report submitted with the original application provided an assessment against the requirements of clause 15.

Secondly, although the urban design comments refer to the site being situated within the centre of Westmeadows (Old Broadmeadows), which has many historical and cultural design elements I note the following:

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- The site is not affected by Design and Development Overlay - Schedule 4 which provides specific built form guidance to another part of the activity centre.
- There are no heritage overlays along this section of the street.
- There are no specific character policies relating to this portion of Westmeadows. (The Hume preferred neighbourhood character policy at clause 15.01-5L specifically excludes this part of Westmeadows).
- From a built form perspective, this portion of Fawkner Street presents as a relatively standard shopping strip with no special defining architectural or built form characteristics.

As noted in the report submitted with the application:

- The proposal replaces a rundown, vehicle-dominated site condition with a more ordered and legible built form outcome.
- The development introduces ground level shops providing an active interface to Fawkner Street, with offices above, which reinforces the established commercial character.
- The motor vehicle repair function is retained but consolidated within a purpose-built workshop to the rear away from the commercial interface.
- In built form terms, the proposed arrangement supports an activity centre outcome where publicly active uses address the street, and higher intensity operational areas are internalised.
- The proposal achieves a human-scale presentation at street level and integrates with existing commercial development.
- Materials and finishes proposed give the building visual interest and a clear street address.

Further there was no indication on the original plans that the glazing was proposed to be dark. Notwithstanding this, a note has been added to the northern elevation.

If any of the further information is not to your satisfaction, we would request a further extension of time to the lapse date on 6 July 2026.

If you have any further enquiries, please do not hesitate to contact the undersigned.

[redacted]

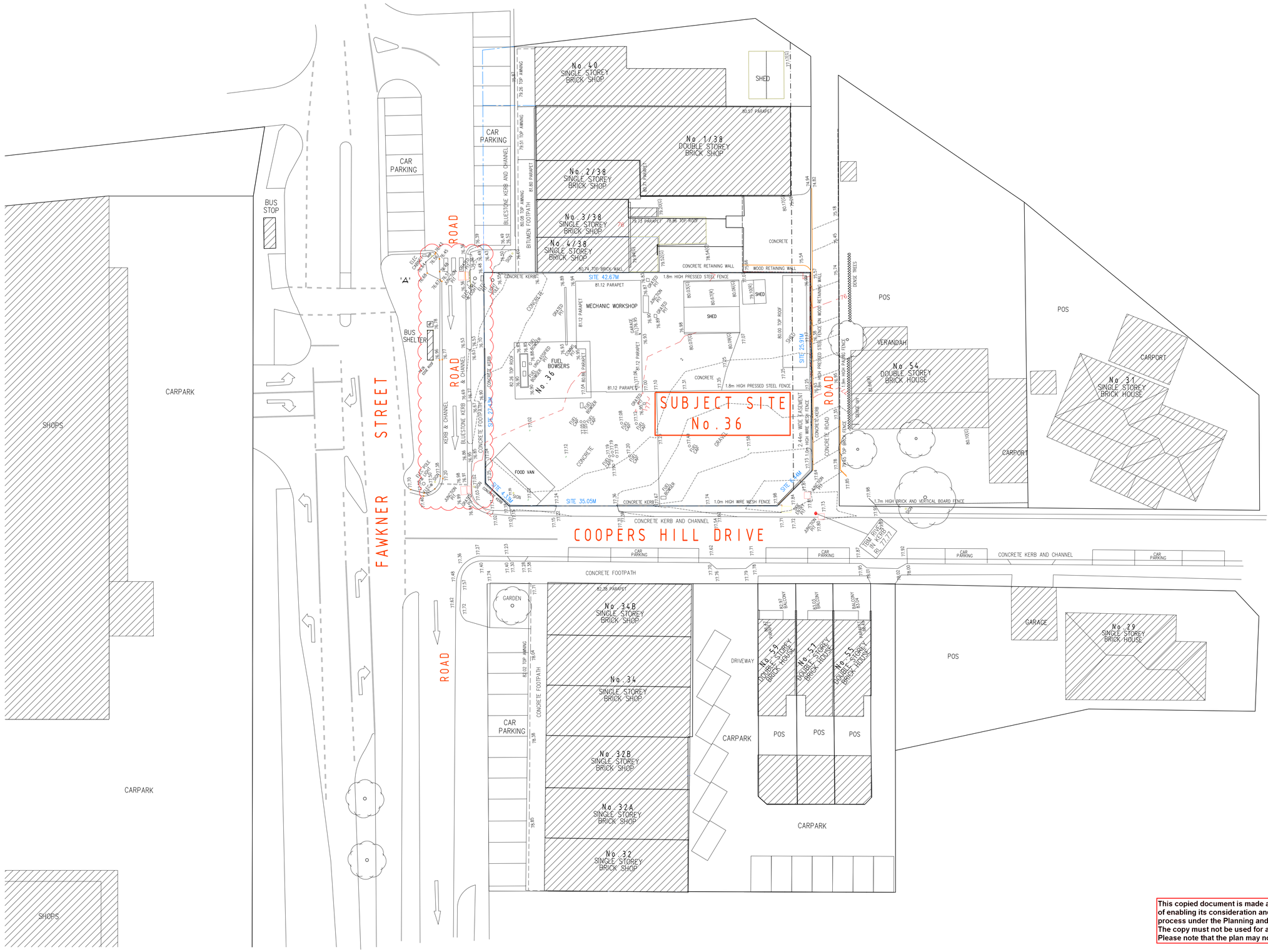
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Site Context Plan - Aerial View

SCALE 1:250



Site Context Plan

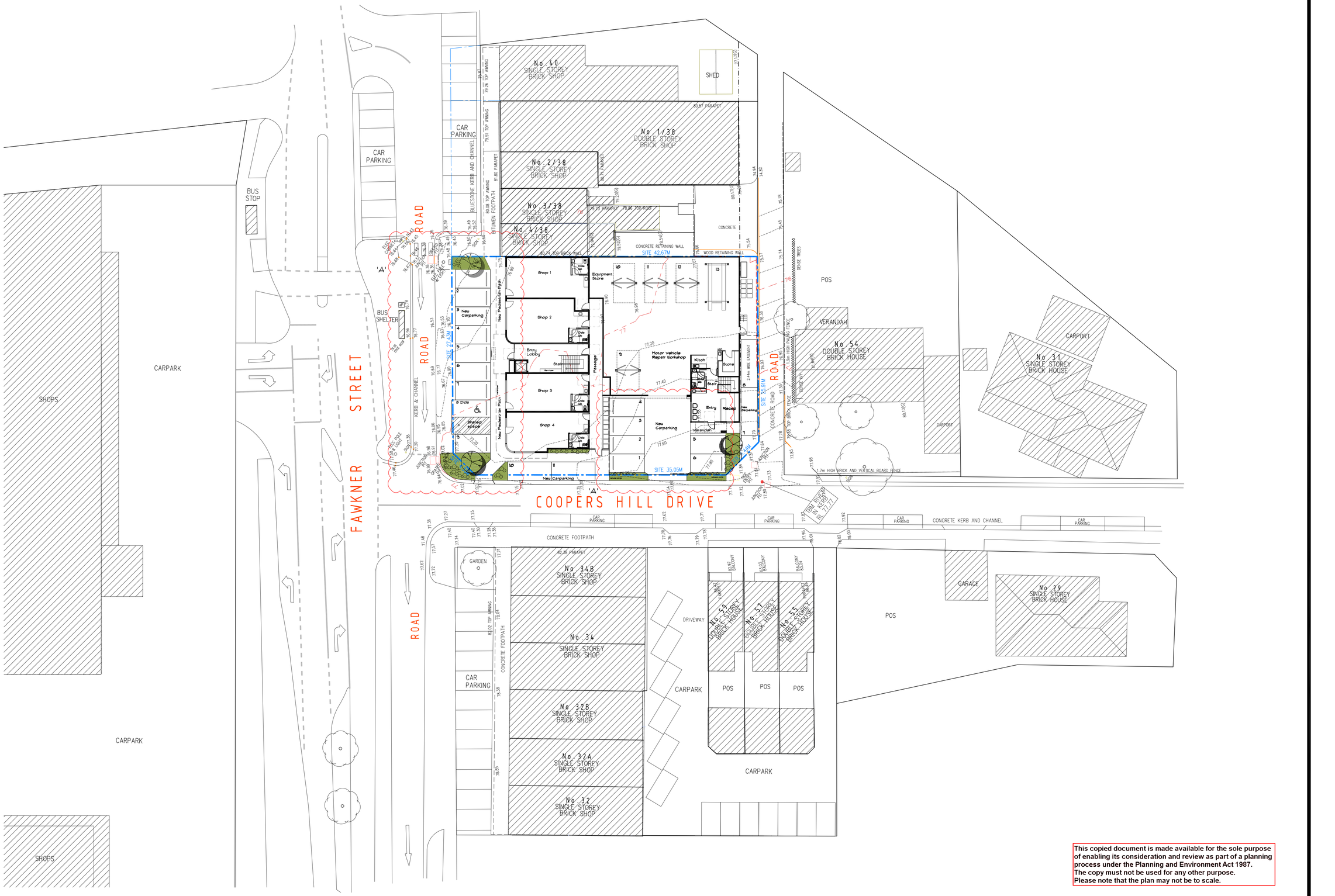
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Site Context Plan

SCALE 1:150

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Design Response Site Plan

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Design Response Site Plan

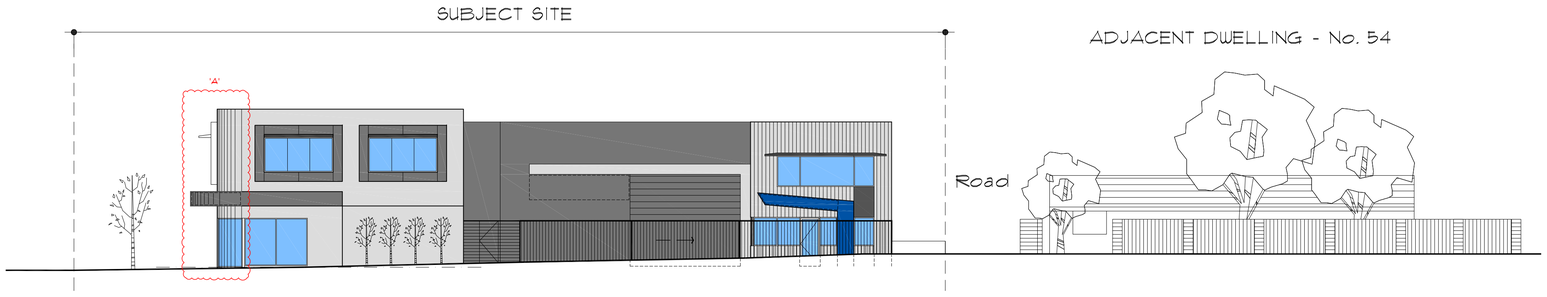
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North Elevation - Fawkner Street

SCALE 1:150



West Elevation - Cooper Hill Drive

SCALE 1:150

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DEMOLISH ALL EXISTING BUILDINGS, FENCES, UNDERGROUND TANKS AND CONCRETE ETC. AS REQUIRED TO CARRY OUT THE NEW WORKS

REMOVE EXISTING KERBS COMPLETE AS REQUIRED TO CARRY OUT THE NEW WORKS

Demolition Plan

SCALE 1:100

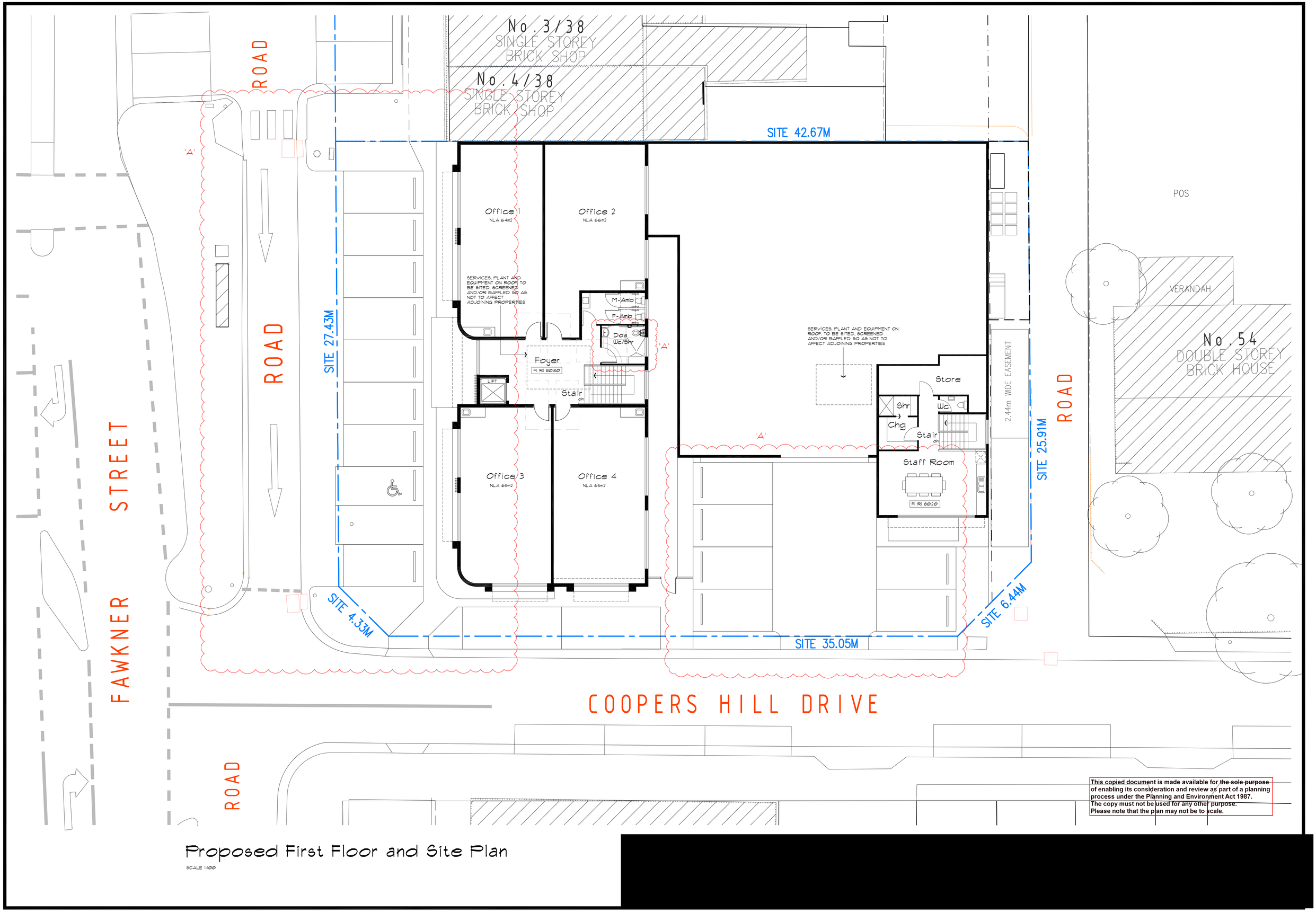
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Proposed Ground Floor and Site Plan

SCALE 1:100

RWT1 & RWT2 DENOTES 2 X 5000 LITRE RAINWATER TANKS TOTAL CAPACITY CONNECTED TO ALL TOILET FLUSHING SYSTEMS, BIN WASH AND THE WASH BAY. REFER TO BDA REPORT

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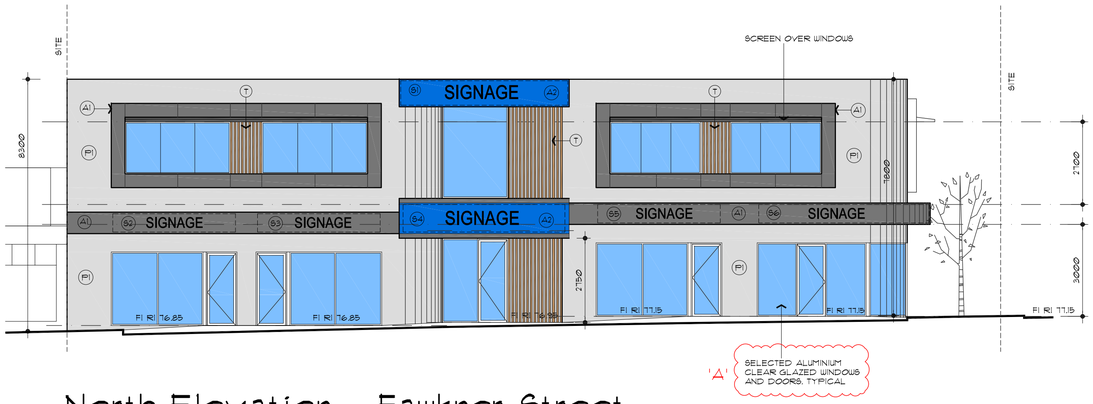


Proposed First Floor and Site Plan

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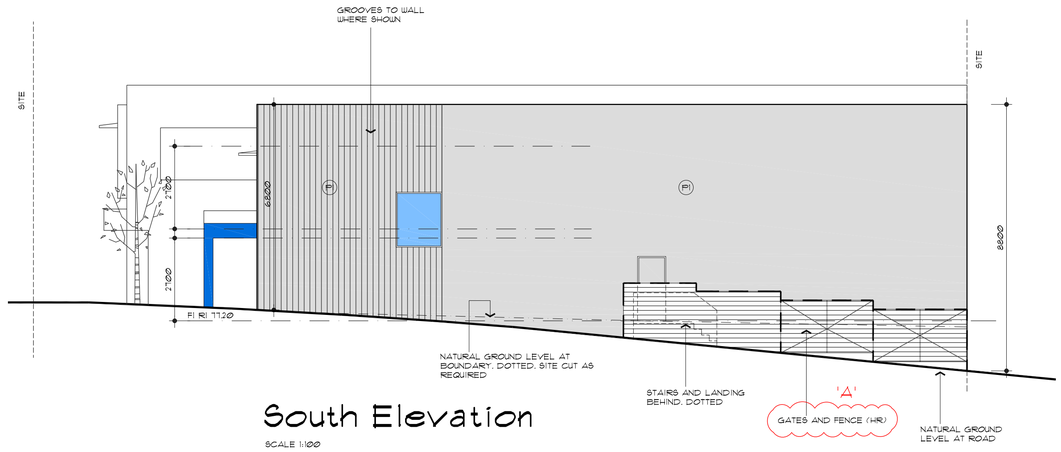
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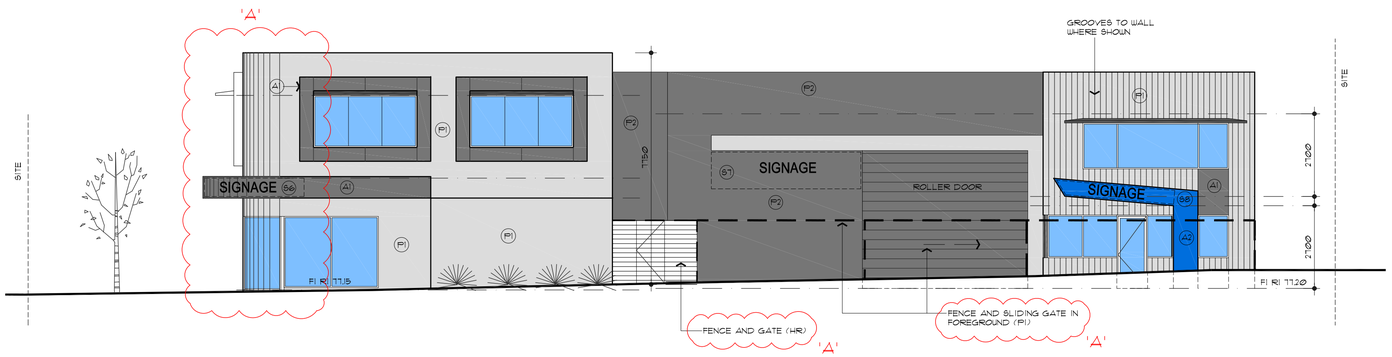
North Elevation - Faukner Street

SCALE 1:100



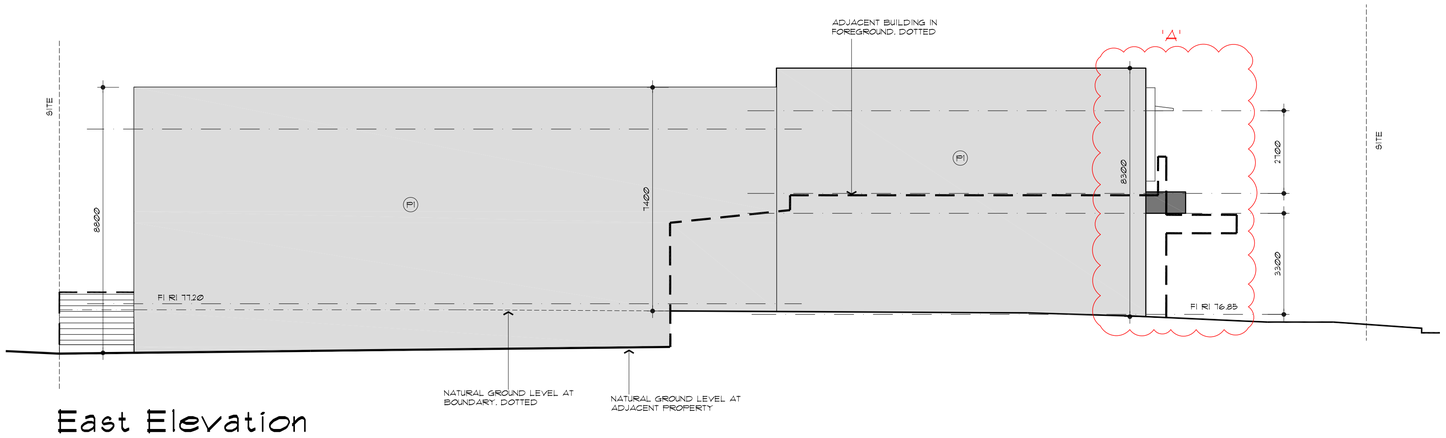
South Elevation

SCALE 1:100



West Elevation - Cooper Hill Drive

SCALE 1:100



East Elevation

SCALE 1:100

Colours and Finishes Schedule

- F1 - PAINT - DULUX 'GHOSTED' OR SIMILAR
- F2 - PAINT - DULUX 'WAYWARD GREY' OR SIMILAR
- A1 - ALUMINIUM SHEET CLADDING - MONDOCLAD 'CHARCOAL' OR SIMILAR
- A2 - ALUMINIUM SHEET CLADDING - MONDOCLAD 'ULTRAMARINE BLUE' OR SIMILAR
- TRAY DECK ROOFING - COLOURBOND 'SHALE GREY' OR SIMILAR
- WINDOWS, SCREENS AND ROLLER DOOR - COLOURBOND 'MONUMENT' OR SIMILAR
- DRIVEWAY - COLOURED CONCRETE, 'GREY' OR SIMILAR
- T - ALUMINIUM TIMBER LOOK BATTENS OR SIMILAR

'A'

Development Summary

SITE AREA: 1286 m2

SHOPS (NET LETTABLE AREA)

SHOP 1: 72 m2
SHOP 2: 70 m2
SHOP 3: 63 m2
SHOP 4: 64 m2

OFFICES (NET LETTABLE AREA)

OFFICE 1: 64 m2
OFFICE 2: 66 m2
OFFICE 3: 65 m2
OFFICE 4: 65 m2

SHOP/OFFICE BUILDING AREA

GROUND FLOOR: 315 m2
FIRST FLOOR: 317 m2
TOTAL: 632 m2

MOTOR VEHICLE REPAIR WORKSHOP BUILDING AREA

GROUND FLOOR: 407 m2
FIRST FLOOR: 67 m2
TOTAL: 474 m2

VERANDAH'S: 54 m2

TOTAL SITE COVERAGE: 778 m2 60 %

24 CARSPACES

Fence Schedule

'A'

F1 DENOTES ALUMINIUM PICKET FENCE TO HEIGHT SHOWN. COLOURBOND 'MONUMENT' OR SIMILAR



HR DENOTES FENCE WITH HORIZONTAL ALUMINIUM SLATS TO HEIGHT SHOWN. COLOURBOND 'MONUMENT' OR SIMILAR



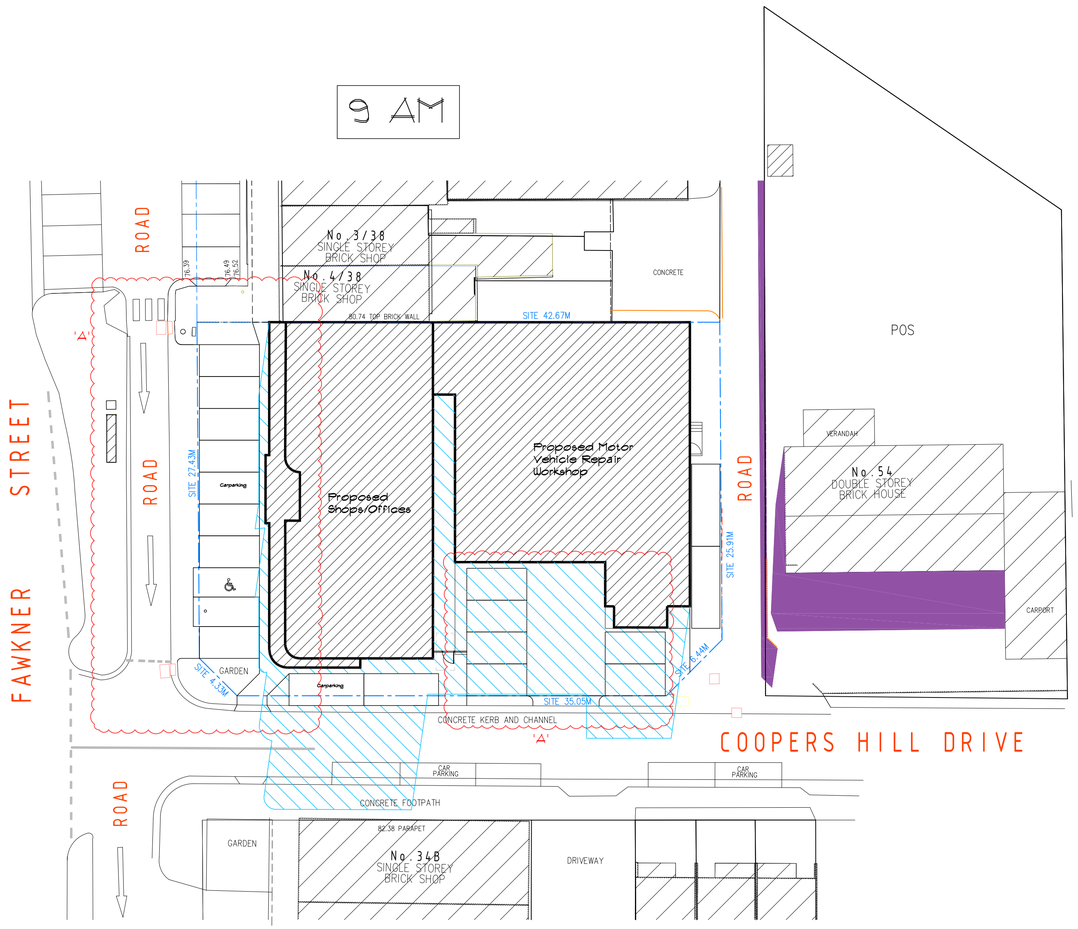
Signage Schedule

BUSINESS IDENTIFICATION SIGNAGE ZONES AS SHOWN ON ELEVATIONS, VINYL LETTERS, NON ILLUMINATED. REFER BELOW FOR NOMINAL SIZES OF SIGNAGE ZONES

S1 5450W X 800H
S2 4000W X 600H
S3 4000W X 600H
S4 5300W X 800H
S5 4000W X 600H
S6 5300W X 800H

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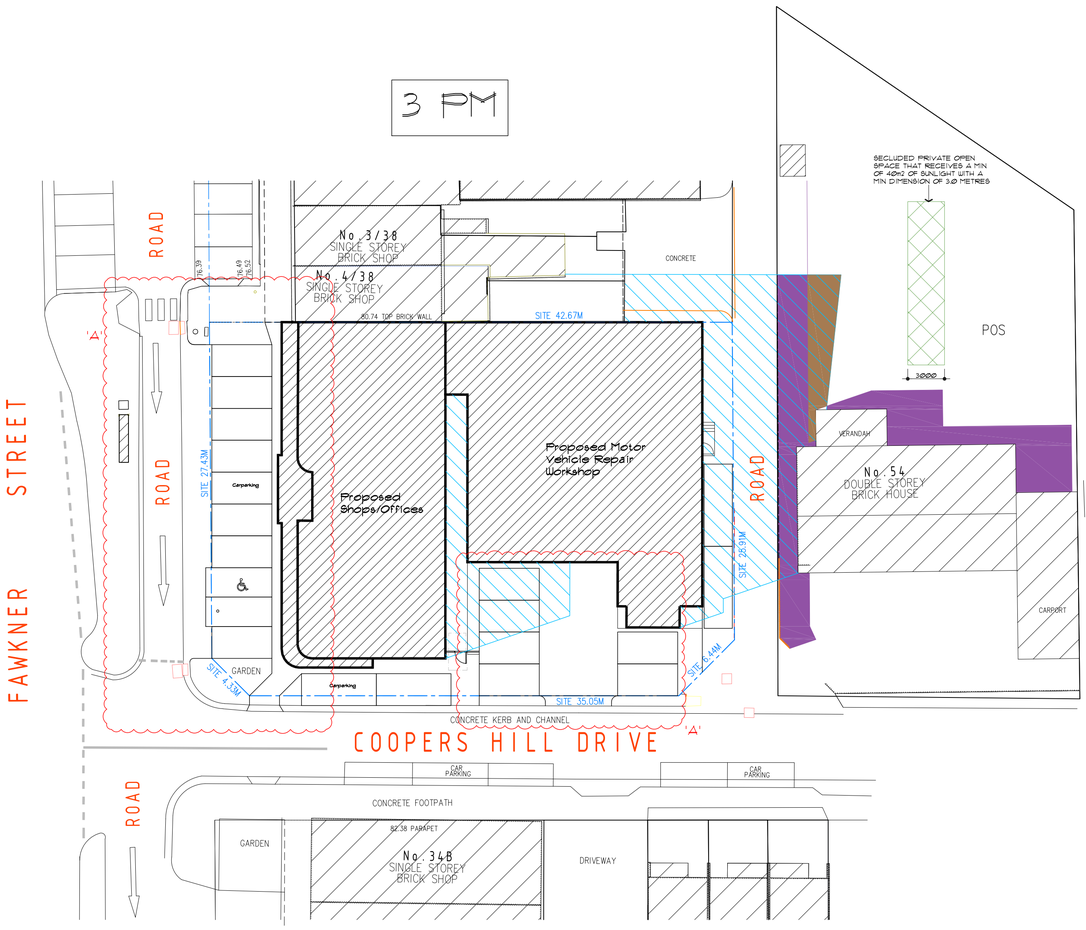
9 AM



Proposed Shadow Diagrams

SCALE 1:250

3 PM



Proposed Shadow Diagrams

SCALE 1:250

SDA

5.0 IMPLEMENTATION SCHEDULE

All recommendations in this report to be included in the architectural plans and to be communicated with the project team (Architect, builder and building consultants). Ensure the report is endorsed with the town planning drawings.

ESD CATEGORY	REQUIREMENTS	RESPONSIBILITY	STAGE
Management	Preliminary Section J assessments.	ESD consultant	Design Development
	Provide separate utility meters.	Services Consultant	Design Development
	Building tuning Undertake building services fine tuning each quarter for the first 12 months of occupation	Building Manager	Post Development
Integrated Water Management	Taps: Kitchen: 6 Star WELS | Bath: 6 Star WELS Toilets: 4 star WELS. Appliances: 4 Star.	Architect	Design Development
	Rainwater tank 10KL RWT total capacity connected to all toilet flushing system, bin wash and the wash bay. Triple interceptor and litter baskets to be used.	Civil Engineer	
	Specify drought tolerant vegetation and irrigation.	Landscape Designer	
Energy	Gas free development. Provide 30KWh photovoltaic cells. Reverse cycle system to be selected within 1 star of the best available (3 Phase units are excluded) In addition to a full economy cycle and CO_2 monitoring sensors. HWS system to be selected within one star of the best available, or 85% or better than the most efficient equivalent capacity unit. The maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meets the requirements in Table J7D3a of the NCC 2022 Vol 1. External lighting to be controlled by motion sensors. LED light fittings to be installed.	Services Consultant	Design Development
Indoor Environmental Quality (IEQ)	Provide Double glazing to all windows and doors.	Architect	Design Development
Transport	EV Chargers	Architect Services Consultant	Design Development
Waste	70% recycling target of construction and demolition waste. An environmental site management plan (ESMP) and construction management plan (CMP) to be implemented to the council guidelines. implement water quality protection measures during construction. Provide 2 bins in the kitchen joinery.	ESD consultant Architect	Design Development
Urban Ecology	2% vegetation.	Architect	Design Development
Materials	Provide materials that can be Locally Sourced and Certified. Low VOC. Recycled bricks. Recycled materials where applicable.	Architect Builder	Design Development

ALL SHADOWS ARE AT THE 22 SEPTEMBER EQUINOX DATUM.

SHADOWS FROM EXISTING STRUCTURES

SHADOWS FROM PROPOSED STRUCTURES

ADDITIONAL SHADOW TO ADJACENT PROPERTY FROM PROPOSED STRUCTURES

SECLUDED PRIVATE OPEN SPACE THAT RECEIVES A MIN OF 40m2 OF SUNLIGHT WITH A MIN DIMENSION OF 3.0 METRES

NO ADDITIONAL SHADOWS TO ADJACENT SECLUDED POS DUE TO THE PROPOSED WORKS UNLESS NOTED OTHERWISE

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fawkner street



coopers hill drive

landscape plan

Irrigation and maintenance

all planted areas are to be irrigated via hand watering or automatic programmable dripper system during establishment period and as required by weather conditions and rainfall.

note that all plants have been selected as drought tolerant indigenous or native species and may not require any irrigation beyond natural rainfall.

maintenance is to be ongoing with monthly visits during establishment period of 6 months and then every 10 weeks and to include;

replacement of any plants that do not successfully establish on site,
monitoring of soil moisture/plant health and checking of any irrigation systems,
weed control, pruning/trimming of plants as required, grass mowing

Planting schedule

Shrubs, groundcovers, tussocks

Supply in 150mm pots or larger sizes if indicated , eg (300mm pots)

Botanical name	common name	quantity	mature size
Correa glabra ‘green compact’ correa		8	0.5x0.5
Dianella ‘little Jess ’	dianella	20	0.4x0.4
Westringia ‘low horizon’	westringia	28	0.3x0.8

Large shrubs, canopy trees

Supply as advanced trees 2m high

Pyrus ‘chanticleer’	ornamental pear	3	8x4

All plants to be sourced from accredited growers/suppliers and to conform the relevant standards for plant stock. All planting to be in accordance with industry standards and maintained by watering via irrigation system or hand watering until plants are established and able to survive without irrigation or supplementary watering (drought conditions excepted). Trees are to be staked and tied if necessary. Pruning/trimming as required to ensure appropriate size and spread of all plants. Plant replacement if necessary to ensure the establishment of the vegetation as specified for the site.

Key

lawn
reinstated nature strip or existing

path
concrete path

signage
existing or proposed as per architectural plans

[redacted]

Traffic Impact Assessment Report

36 Fawkner Street, Westmeadows

Proposed Commercial Development

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2/07/2026

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Traffic Impact Assessment Report

36 Fawkner Street, Westmeadows

Proposed Commercial Development

Document Control

Revision	Date	Quantum Reference	
A	19/12/2025	22-0461	TR1B
B	2/07/2026	22-0461	TR1B

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1 Introduction

The following Traffic Impact Assessment Report, reviews the critical matters pertaining to traffic engineering associated with the Proposed Commercial Development at 36 Fawkner Street, Westmeadows.

At the time of writing this report VC277 was implemented, which makes significant changes to Clause 52.06 of the Planning Scheme. Where relevant the 'current' Clause 52.06 parameters have been adopted, noting the site historically was located within the defined Principal Public Transport Network (PPTN) area and is now located within Category 1 of the Car Parking Requirement Maps.

2 Proposal

The proposal is for a mixed commercial development. Table 1 outlines the key attributes of the development from a traffic engineering perspective.

Table 1: ***Proposed Use Numbers***

Attribute	Proposal
Land Use	
Shop	4 tenancies 269m^2.
Office	4 tenancies 260m^2.
Motor Repairs	1 tenancy 5 Bays/ Hoists 474m^2 GFA / 134m^2 NFA
Car Parking Provision / Allocation	
Shop	4 car spaces
Motor Repairs	13 car spaces (including 5 hoists)
Office	7 car spaces
Total	**24 car Spaces**
Car Parking Provision / Location	

Vehicle access is facilitated directly from Fawkner St Service Road, Coopers Hill drive, the RoW and from the internal accessways which are accessed via crossovers to Coopers Hill Drive and the RoW.

Waste collection is expected to occur on-street, with the waste collection vehicle able to prop along the site's frontage within the parallel spaces.

Development application plans prepared by Prodes (updated June, 2026) are attached at Appendix A.

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3 Existing Conditions

3.1 Subject Site

The proposed development site is located at 36 Fawkner Street, Westmeadows, at the southeast corner of the intersection of Fawkner Stret and Coopers Hill Drive (Melway Reference 5 K7).

Table 1 outlines the key existing features of the development site.

An aerial photograph of the subject site and location map are provided at Figure 1 and Figure 2, respectively.

***Table 2:** Existing Features of Subject Site*

Site Feature	Detail
Municipality & Referral Authorities	
Municipality	Hume
Referral Authorities	Department of Transport (VicRoads)
Zoning & Overlays	
Zoning	Commercial 1 Zone (C1Z)
Overlays	None
Critical Dimensions	
Total Site Area	1,284 m^2
Site Frontage	Fawkner Street – 27m (north boundary) Cooper Hill Drive – 40m (west boundary) Right of way - 30m (south boundary)
Crossovers	
Frontage to Fawkner Street	2 crossovers to the service road
Frontage to Coopers Hill Drive	1 crossover
Existing On-Site Car Parking	
Subject site	Open car parking area within the south side of the site. Petrol bowsers for the existing petrol station at the north side of the site.
On-Street Car Parking	
Frontage to Fawkner Street	'No stopping' along the site frontage
Frontage to Coopers Hill Drive	Car parking permitted within line-marked spaces opposite the site (west side of Coopers Hill Drive). Insufficient width along the site frontage (east side of Coopers Hill Drive) for kerbside parking between the line-marked spaces and the east kerbside.
Nearby Area	Generally short-term restrictions within the commercial area
Nearby Land Use	
Within 100m	Commercial and retail uses in the immediate surroundings. Residential uses in the broader area.

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Site Feature	Detail
Significant parking/traffic generators	Commercial/retail uses surrounding the site, particularly the supermarket on the north side of Fawkner Street.



*Figure 1: **Aerial Photograph (Source: Nearmap)***

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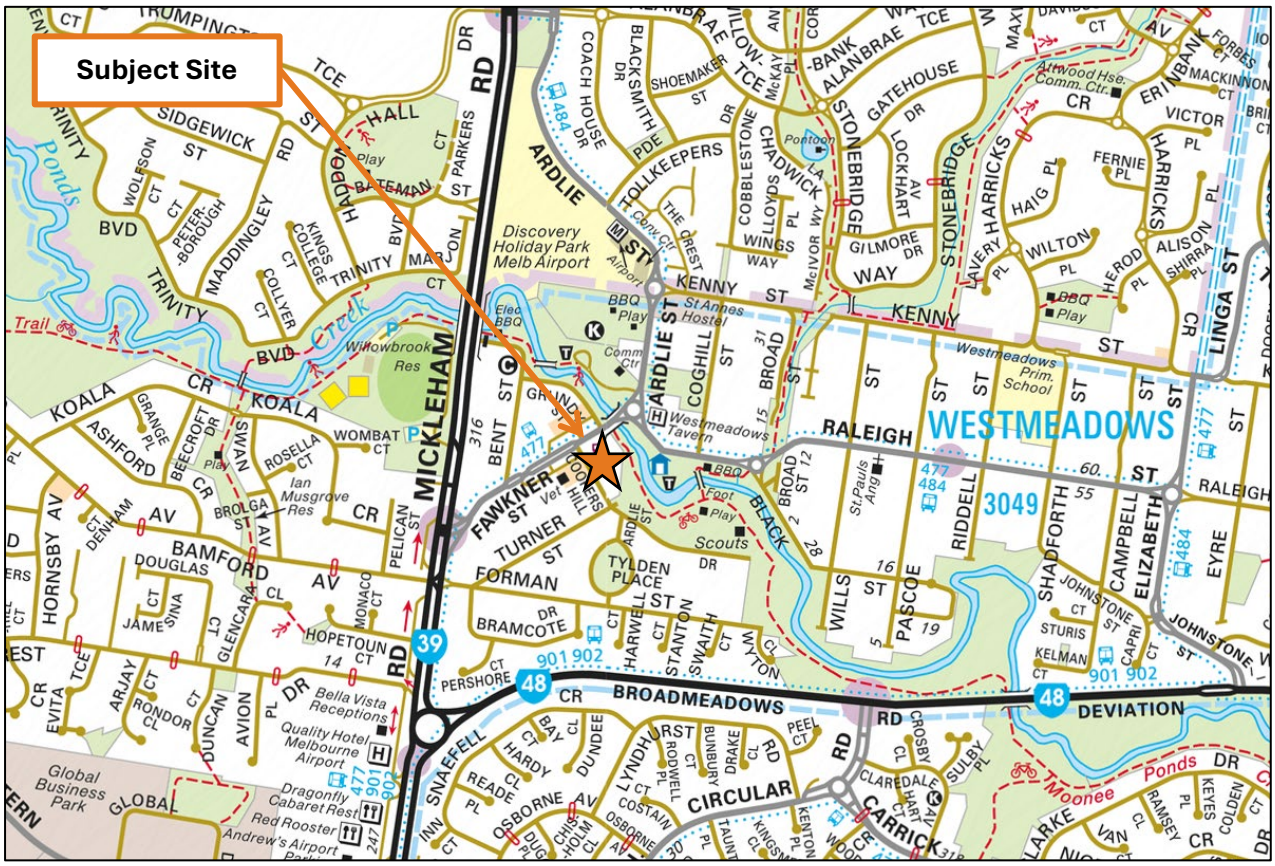


Figure 2: ***Location Map (Source: www.melway.com.au)***

3.2 Road Network

Fawkner Street

Fawkner Street is within a Transport Zone 3 (TRZ3). It is generally aligned in a northeast-to-southwest direction proximate to the site. It connects to Mickleham Road 260m to the southwest and connects to Raleigh Street and Ardlie Street 100m to the northeast of the site.

The Fawkner Street carriageway varies in width. It typically consists of one traffic lane in each direction. Proximate to the site, the carriageway also includes turning lanes in both the eastbound and westbound directions, and a service road on the westbound (south) side of the road. The service road includes 90-degree parking on both sides, which is subject to short-term parking controls.

A signalised pedestrian crossing is located at the site frontage to Fawkner Street, provided connection between the retail uses on the north and south sides of Fawkner Street.

Fawkner Street has a sign posted speed limit of 50km/h.

Coopers Hill Drive

Coopers Hill Drive is a local road aligned in a northwest-to-southeast direction proximate to the site. It connects to Fawkner Street at the northwest corner of the site, and continues approximately 150m to the southeast at Moonee Ponds Creek Trail.

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The carriageway is approximately 6.3m wide and includes line-marked kerbside parking on the west side only. The remaining width is approximately 4.3m, which is insufficient for kerbside parking on the east side, and typically permits one vehicle to travel through at a time.

The default speed limit of 50km/h applies.

Right-of-Way

A Laneway or Right of Way (RoW) abuts the site's southern boundary. It is approximately 3.5m wide. It connects to Coopers Hill Drive at the southwest corner of the site, and terminates 57m to the east at Moonee Ponds Creek Trail.

The RoW has property boundaries from 6 commercial units which have a main frontage to Fawkner Street (including the subject site) and a property boundary to one residential property which has a main frontage to Coopers Hill Drive.

The default speed limit of 50km/h applies.

Photographs

Photographs of the surrounding road network are provided in the following figures.



Figure 3: Fawkner Street (view west)



Figure 4: Fawkner Street (view east)



Figure 5: Coopers Hill Drive (view north)



Figure 6: Coopers Hill Drive (view south)

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3.3 Public Transport

3.3.1 Public Transport

Figure 7 below shows the site is within the previously defined Principal Public Transport Network (PPTN) Area indicated in green, due to its proximity to Broadmeadows Road to the south, noting that the PPTN maps in assessing car parking have recently been replaced.

A summary of the existing public transport routes in the vicinity of the subject site are shown in Figure 7 below.

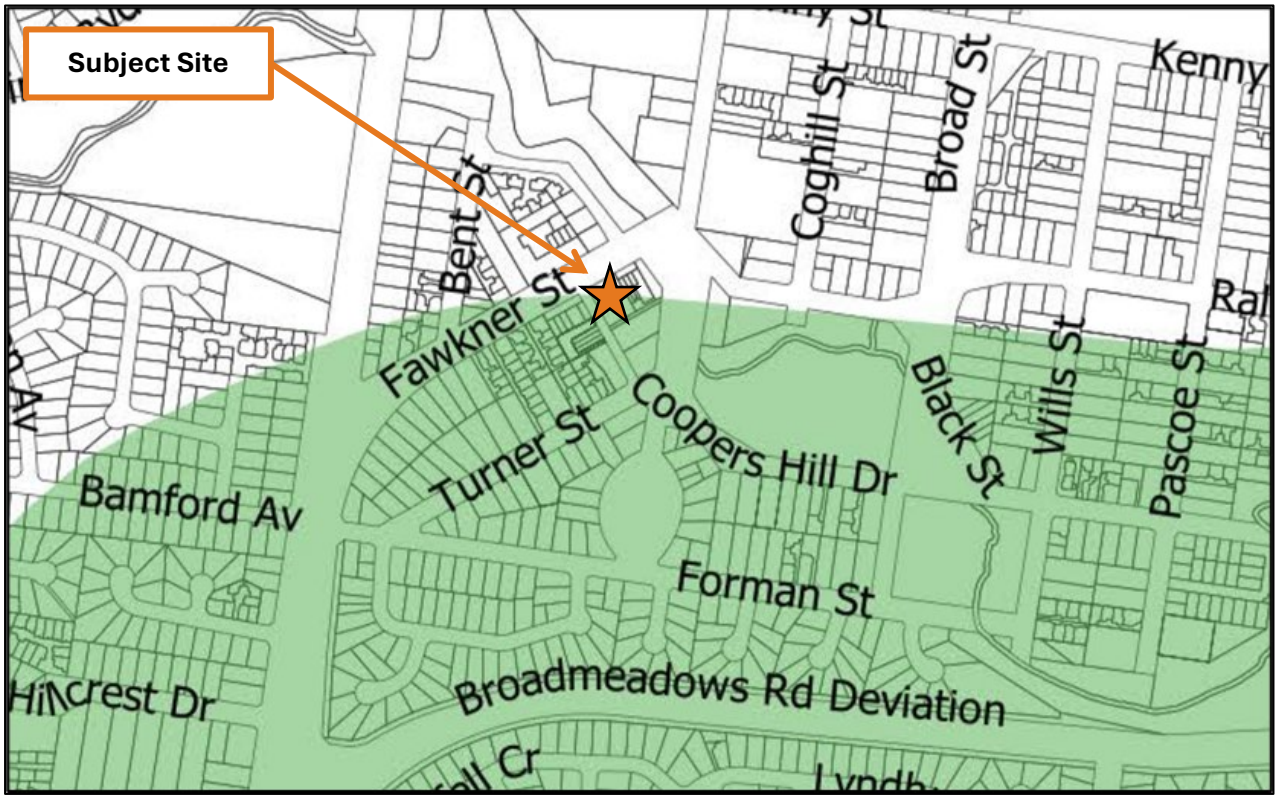


Figure 7: ***PPTN Area Map***

The site has access to convenient access to numerous bus routes, including Route #477 which stops on Fawkner Street along the site frontage.

Additionally, Bus Routes #901, #902, and #959 operate along Broadmeadows Road to the south of the site. These routes were historically used to define the PPTN areas.

Figure 8 and Table 3 outline the nearby public transport services and operational characteristics.

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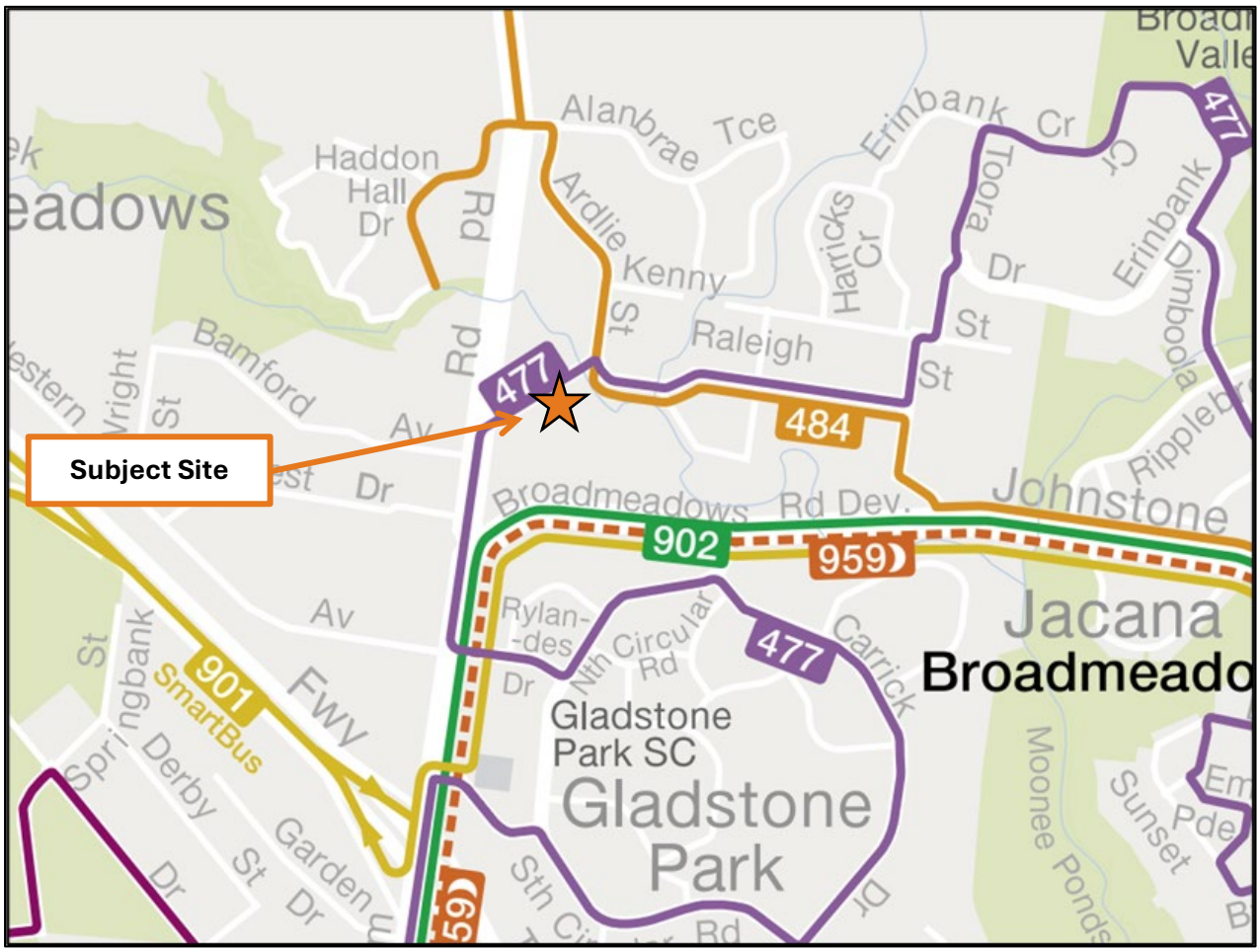


Figure 8: ***Public Transport Local Area Map (Source: www.ptv.com.au)***

Table 3: ***Public Transport Infrastructure***

Service	Between	Operation by Period			
		Weekdays	Saturday	Sunday	Evenings
Buses (within 200m distance)					
Route 477	Broadmeadows & Moonee Ponds	Y	Y	Y	Y
Route 484	Roxburgh Park & Broadmeadows	Y	Y	Y	Y

These services provide an alternative to car-based travel for staff and patrons to access the site.

These services would not be unreasonably impacted on by the proposed development.

3.3.2 Walking & Cycling

The site is well located with respect to accessing nearby land uses by either walking or cycling.

Table 4 outlines distances to nearby facilities and how long they would take to access based on a walking speed of 1.4m/s (5km/h) and a cycling speed of 15km/h.

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Table 4: Distance to Nearby Infrastructure & Facilities – Walk/ Cycle Times

Accessing	Distance	Walk Time	Cycle Time
Public Transport Nodes			
Bus Route #477 Grundy St/Fawkner St	Site frontage	0 min	0 min
Bus Route #484 Fawkner St/Ardlie St	150m	2 min	<1 min
Bus Routes #901, #902, #959	650m	8 min	3 min
Bicycle/Walking Routes			
Moonee Ponds Creek Trail	30m	<1 min	<1 min
Land Uses			
Commercial/retail area on Fawkner St	Surrounding the site	<1 min	<1 min
IGA Supermarket	70m	<1 min	<1 min

Accordingly, the site is located within an area that is highly accessible via active transport modes rather than utilising a motor vehicle. Residents, staff and patrons alike therefore have excellent access to the subject site and surrounding commercial land uses.

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4 Car Parking Assessment

4.1 Amendment VC277

Amendment VC277 (18 December 2025) to Clause 52.06 adopts new car parking rates based on new mapping.

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

Transitional requirements are provided as follows:

> *Transitional provision A*
>
> *A reference to 'clause 52.06-5' in the current clause is taken to be a reference to 'clause 52.06-5' in the former clause in respect of a transition proposal (except in relation to a maximum car parking requirement) if both of the following apply:*
>
> - *The transition proposal is for a use specified in Table 1 to the current clause.*
> - *The number of car parking spaces that would be required for the transition proposal under the former clause is less than the minimum number of car parking spaces required under the current clause.*

Accordingly, in this case the site is located within the former defined PPTN area where Column B rates apply and is now located within the Category 1 area, which has higher car parking rates for Office & Shop uses.

The motor repair land use is no longer listed and therefore, car parking is to the satisfaction of the responsible authority.

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4.2 Statutory Car Parking Requirements

Under Clause 73.03 the proposed land uses are best described as 'Shop,' 'Office,' and 'Motor Repairs.'

Clause 52.06-5 specifies parking requirements for new development. As per the transitional requirements outlined above the site was historically located within the PPTN defined map area and is not located within the Category 1 Car Parking Map. On the basis that Category 1 rates are higher, the Column B rates apply.

Table 5 outlines an assessment of the car parking provision against the statutory requirement prescribed under the former Clause 52.06-5 (Column B rates).

Table 5: Statutory Car Parking Assessment

Use	No.	Statutory Parking Rate	Statutory Parking No.	Parking Provision
Shop	269m²	3.5 per 100 sqm leasable floor area	9	4
Office	260m²	3 per 100 sqm net floor area	7	7
Motor Repairs	134m² 5 bays	*To the satisfaction of the responsible authority*	-	13
TOTAL			**16 + Motor Repair**	**24**

Note 1: Assumed 1 car for each hoist and 1 car waiting for each hoist. Building floor area excludes parking/access aisle (i.e. hoist and manoeuvring areas).

The statutory parking requirement is 15 spaces for the shop/office component and car parking to the satisfaction of the responsible authority for the motor repairs, which is now unlisted in Table 1 of Clause 52.06-5.

The application proposes 24 car spaces on-sit. Therefore, the application is seeking a reduction of 5 car spaces associated with the shop land use and car parking to the satisfaction of the responsible authority for the motor repair component.

Car Parking Reduction Sought

The Planning Scheme allows for the car parking provision of a proposed development to be less than the statutory car parking requirement. Clause 52.06-3 states:

A permit is required to:

- *Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay*

A two-step assessment is required in order to justify the car parking reduction sought, under Clause 52.06-7 of the Planning Scheme, which states:

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed:

- *new use; or*
- *increase in the floor areas or site area of the existing use; or*

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- *increase to the existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.*

The first step is to assess the likely car parking requirement or demand generated by the proposed development, which is to undertake a Car Parking Demand Assessment (CPDA).

If the CPDA determines the likely demand of the proposal will not be met on-site, the second step is to determine whether or not it is appropriate to reduce the number of car spaces provided below the likely demand.

The following assessment is provided under Clause 52.06-7 of the Planning Scheme.

4.3 Car Parking Demand Assessment

The following outlines the Car parking Demand Assessment for relevant uses.

Shop

The shop tenancies are of a small scale, each with a maximum floor area of approximately 70 m^2. Tenancies of this nature typically accommodate low-intensity retail or service uses and do not operate as significant short-term parking attractors.

Rather, short-term demand in the area is primarily generated by existing uses within the immediate vicinity, with visits to the subject site expected to form part of multi-purpose trips undertaken by customers already parked within the surrounding activity node.

With respect to the new Car Parking Area Maps, the area surrounding the site is shown in Figure 9 below. If located within any of the 'blue' Category 2 areas, the rate for car parking would be 2 car spaces per 100m^2. It is noted that the closest 'Category 2' area to the site is within 3m.

Accordingly, from a practical sense, the rate of 2 spaces per 100m^2 is reasonable, particularly given the bust stop adjacent to the site.

If this was applied, the requirement would be 5 spaces, which is generally met on-site (shortfall of 1 space) based on the allocation proposed noting an overflow of 1 car space in a neighbourhood shopping centre like this is appropriate.

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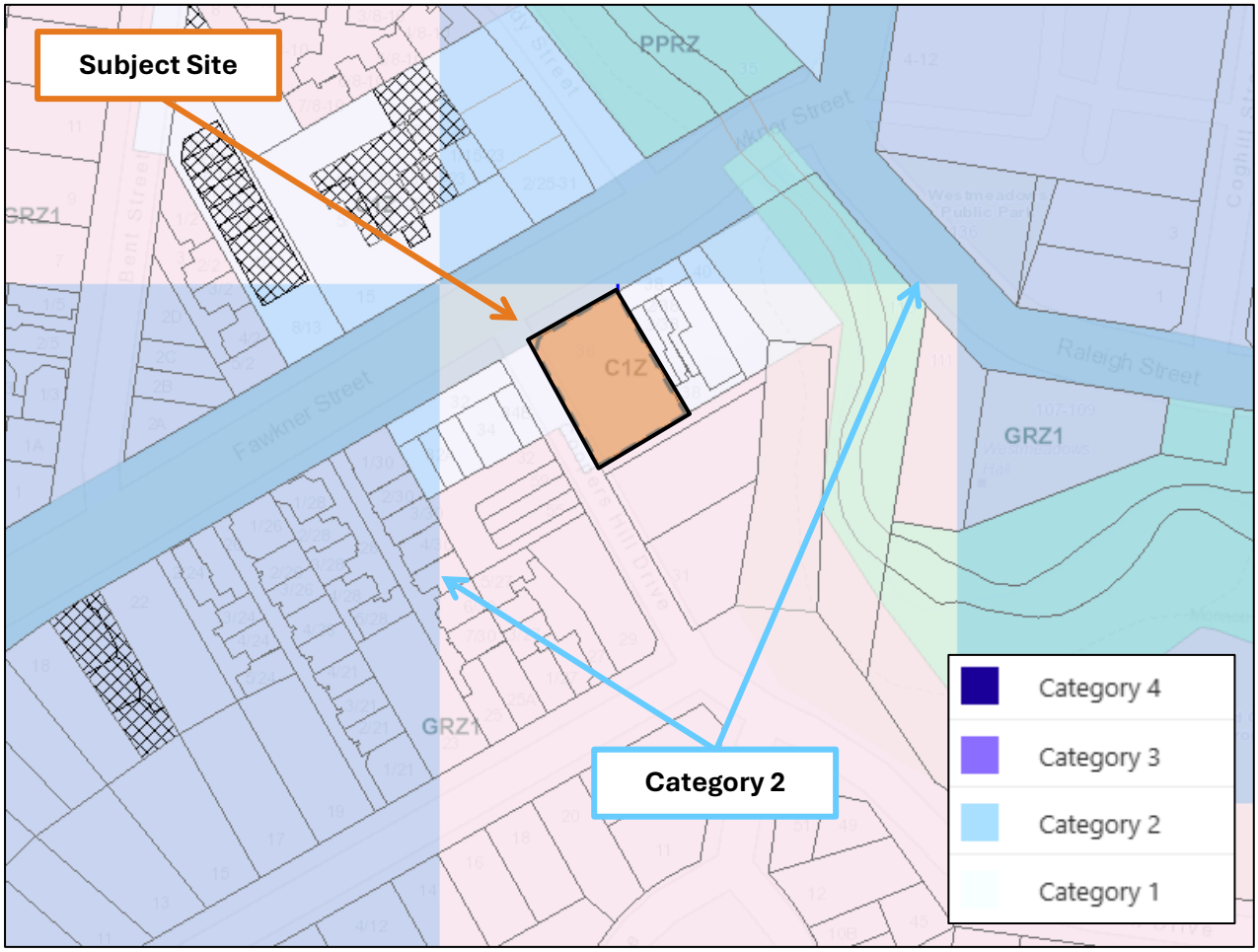


Figure 9: ***Car Parking Requirement Map & Categories***

On this basis, the statutory parking rates for the shop component are considered conservative, as they do not account for the reduced parking demand associated with small-format tenancies located within an established mixed-use environment. It is therefore expected that the shops will not give rise to additional standalone parking demand, with customer activity instead being absorbed within the existing patterns of visitation to the area.

In addition, the site's location within the previous PPTN and adjacent to the new Category 2 area, combined with access to frequent public transport services and high-quality pedestrian and cycling infrastructure via the Moonee Ponds Creek Trail, provides viable alternative travel options for staff. Given the proximity to surrounding residential areas, it is anticipated that a proportion of workers will utilise non-private-vehicle modes when travelling to and from the site.

Accordingly, the statutory parking rate again presents a conservative figure when considered against the site context and available travel choices. The [illegible] workers, and the motor repair use can be readily accommodated on-site, ensuring that the development will not result in adverse off-site parking impacts.

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Office

While the statutory demand for the office use is met based on the allocation of 7 car spaces it is noted that the site is located immediately adjacent to the new Category 2 – Car Parking Area.

Within Category 2 areas, the rate for office car parking is 0.45 car spaces per 100m2 of Net Floor Area (NFA). Applying this rate, the 274m2 combined office floor area would generate a requirement of 1 space only.

Accordingly the office car parking provision far exceeds what is now considered the normal rate for areas of this nature, albeit the site is approximately 3m outside of the Category 2 area.

Motor Repair

Motor repair is now an unlisted land use under Table 1 of Clause 52.06-5 of the Planning Scheme.

Historically, the rate for motor repair was as follows:

> *3 per 100 sqm net floor area, plus 1 per vehicle being serviced, plus 1 per vehicle waiting to be serviced*

Applying this rate to the 5 bays and 134m^2 of Net Floor Area equates to a demand of 14 car spaces. Based on the provision and allocation of 13 car spaces for the motor repair use (5 hoists, 5 cars waiting and 4 staff spaces based on floor area) a reliance of 1 off-site car spaces is likely to be utilised by the motor repair use.

The following considers the Car Parking Demand Assessment Factors.

Table 6: Car Parking Demand Assessment Factors

Factor	Commentary
Clause 52.06-7 Assessment Factors	
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.	As discussed in Practice Note 22 – Using the Car Parking Provisions, in some situations a trip will serve more than one purpose and may reduce the overall demand for car parking in a precinct. Given the site's location and surrounding land uses there is an opportunity for trip sharing, particularly given the proximity of nearby shops, food and drink premises, schools, health practitioners, and parks.
The variation of car parking demand likely to be generated by the proposed use over time.	The variation of car parking demand is typically restricted to the business hours of the uses. Parking demand across the varying uses does not coincide with nearby residents. Demand for the shops is typically spread across the day and as mentioned above minimal given the likelihood of patrons extending existing parking for nearby uses rather than generating new parking demands.

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Factor	Commentary
	Staff, customers and workers are expected to visit the site from 7am to 6pm (typically) depending on the final shop tenants. Parking demand is expected to be highest between 9am to 3pm which coincides with the expected uses overlapping operating hours. The proposed uses are not anticipated to generate parking demands outside of the opening hours of the uses.
The short-stay and long-stay car parking demand likely to be generated by the proposed use.	Parking demand is expected to be predominately long-term in nature, consisting of staff, office workers and motor vehicles being repaired. All long term parking demands will be accommodated by the provided on-site parking. Office visitor parking will be of short-term nature and of low volume. Short-term customer parking will be partially accommodated on-site, with any overflow accommodated by the public resources in the vicinity of the site, noting the availability along Coopers Hill Drive and the surrounding commercial uses.
The availability of public transport in the locality of the land.	The site has convenient access to public transport, with multiple bus stops located within 200m walking distance from the site and a range of routes available. On this basis, public transport is a viable form of alternate transport, lowering the parking demand for the site.
The convenience of pedestrian and cyclist access to the land.	The site is conveniently accessible to cycling and walking infrastructure, with the Moonee Ponds Creek Trail located adjacent to the site, providing practical connection to the broader area.
The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.	End of trip facilities including a changeroom/shower is provided for the tenancy/use. Four bicycle parking spaces are provided, encouraging cycling as a mode of transport.
Any empirical assessment or case study.	An empirical assessment is provided above this table, which outlines the likely demand of the proposed development.

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4.3.1 Providing Fewer Car Spaces Than Generated

The second step is to assess the appropriateness of providing less car spaces on the land than is generated, as outlined under the CPDA.

In this case, it needs to be assessed whether any overflow demand of 2 car spaces will have a reasonable or unreasonable impact on the surrounding area.

The factors for consideration are outlined below with the factors critical to this development application highlighted:

- *The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
    - *Efficiencies gained from the consolidation of shared car parking spaces.*
    - *Public car parks intended to serve the land.*
    - *On street parking in non residential zones.*
    - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*

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- *Any other relevant consideration.*

An assessment of the relevant factors in justifying the overflow demands generated by the proposed development is outlined below.

Car Parking Demand Assessment

The car parking demands surveys identify that the likely overflow demands are limited to short-term demands associated with the shop uses (1 space) and the motor repair land use only (1 space).

When considering the car parking requirements for a use marginally outside of the Category 2 Car Parking Map Area, the provision of car parking significantly exceeds what would now be required.

Accordingly, the application should be considered on the basis of an overflow demand of up to 2 short-term space associated with the shops and motor repair use.

Efficiencies gained from the consolidation of shared car parking spaces

Car parking resources within the nearby area, including on-street parking and commercial car parking facilities are specifically designed to collectively support the parking needs of businesses within an activity centre.

The short-term restrictions of on-street car parking resources ensure there is regular turnover and sharing of public car parking, and a deterrent for long-term parking demands. This centre-based approach to car parking is typically adopted within activity centres to support growth and development, and to ensure that parking does not dominate a development.

The future growth and development of any nearby activity centre

The reliance of short-term parking for future visitors to the site is consistent with the Planning Scheme Category 2/Column B approach to sites that are conveniently accessible to alternative transport modes, and a centre-based approach in activity centres.

Car parking suitable for the public in the nearby area is short-term time restricted (1/4P, 1P and 2P parking) and therefore, the constraints on convenient and suitable long-term car parking are highly likely to deter future staff from traveling to and from the site via private motor vehicle.

Off-street car parking is offered within the proposed car spaces associated with the site, providing suitable paid short and long-term car parking in close proximity to the subject site. In this regard, the demand for long-term car parking, if generated, is unlikely to have a material impact on car parking conditions of the activity centre.

The Availability of Alternate Car Parking in the Locality of the Land

Post development, 40 x 90 degree spaces will be available along the site's frontage and other properties along the south-east side of Fawkner Street. An additional 12 parallel spaces will be available along Coopers Hill Drive, post development.

The additional 9 x 90 degree spaces and 2 x parallel spaces will not only aid this development, but also the activity centre more broadly.

All long term staff car parking is expected to be accommodated off site.

Accordingly, it is anticipated the demands generated by the proposed application could be accommodated without adverse impacts to existing car parking conditions.

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Access to or Provision of Alternative Transport Modes to and from the Land

The site has a bus route operating past the site with a bus stop adjacent to the site.

The site has good walking and cycling access to nearby areas, which allows active transport to be a viable transport choice, particularly given the short travel distance for residents nearby.

Accordingly, this site can be accessed via alternative transport modes, as required by staff and patrons.

Summary

Overall, it is anticipated the car parking demands of the proposed use will not adversely impact the existing car parking conditions of the surrounding area, noting an overflow of up to 1 car space can be accommodated by the surrounding car parking resources.

4.4 Car Park Design

4.4.1 Overview

The proposal includes a total of 24 car spaces across the ground floor parking, including:

- 9 x 90 degree spaces accessed directly via the Fawkner Street service Road.
- 2 x parallel spaces accessed directly from Cooper Hill Drive
- 6 x standard on-site car spaces (90 degree spaces accessed from a central aisle)
- 5 x workshop bays (hoists/car wash bay)
- 2 x spaces accessed via the laneway (tandem pair)

The spaces directly accessed from Fawkner Street Service Road and Cooper Hill Drive are on title. This is a similar arrangement to the properties to the north-east and south-west fronting Fawkner Street and is considered an appropriate design outcome.

This is also generally as per the previous permit issued for the site, albeit this permit has since lapsed.

The following sections review the proposed car parking layout.

4.4.2 Clause 52.06 Design Standards

The following table reviews the proposal against the design standards as specified under Clause 52.06-9 of the Planning Scheme.

Table 7: ***Review of car Park Design Against Clause 52.06-9***

Design Standard	Compliant	Comments
Design Standard 1 - Accessways		
Be at least 3 metres wide	Compliant	All accessways are a minimum of 3m wide, exceeding this requirement.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Acceptable Variation	All accessways are straight with no changes in direction.

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Design Standard	Compliant	Comments
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	Compliant	The car parking areas are private or alternatively match into the existing on-street car parking.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Compliant	Headroom clearances is a minimum of 2.2m in all locations with overhead obstructions.
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	Compliant	All cars can enter and 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 car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3	Not Applicable	The main accessway to the motor repair is from a local road and less than 50 meters long.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road.	Not Applicable	The motor repair accessway does not cross a footpath.
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 6 metres from the road carriageway	Acceptable Variation	The spaces are accessed directly via the service road within the TRZ3 as per the other adjacent uses.
If entry to the car space is from a road, the width of the accessway may include the road	Compliant	The access aisle to the rear of the 90 degree spaces is 6.4m wide to the kerb.
Design Standard 2 – Car Parking Spaces		
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.	Compliant	All car spaces accord with these requirements, having dimensions of 2.6m wide and 4.9m long that are accessible from 6.4m wide aisles.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than: • *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.*	Compliant Acceptable Variation	Car spaces adjacent to walls/obstructions are offset by at least 300mm. Car space 7 and 8 are provided as tandem spaces at 2.4m wide (width of easement). Given only two spaces are provided, [illegible]

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Design Standard	Compliant	Comments
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	No garages are proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space	Compliant	The 500mm separation is provided as required.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover	Not Applicable	No dwellings
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm	Compliant	An accessible space is provided within the Fawkner Street Service Road row of car parking. The space is provided at a minimum of 2.4m wide with an adjacent 2.4m wide access aisle.
Design Standard 3 – Gradients		
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage.	Compliant	Minor grades for drainage only.
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.	Compliant	Minor grades for drainage only.
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.	Compliant	Minor grades for drainage only.
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.	Compliant	Based on the above criterion, the grades are satisfactory.

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Based on the above, the proposed layout of the on-site car parking and the vehicle access arrangements are satisfactory and in accordance with Clause 52.06-9 of the Planning Scheme.

There are no reasons why the layout in its current form, should not be approved based on this traffic engineering assessment.

5 Bicycle Parking Assessment

5.1 Statutory Bicycle Parking Requirement

Clause 52.34 prescribes the number of bicycle spaces to be provided for the proposed development. Table 8 outlines an assessment of the bicycle parking provision against the statutory requirement under Clause 52.34 of the Planning Scheme.

Whilst 'Motor Repairs' isn't listed in Table 1, 'Service Industry' is listed and has been applied for the proposed development in Table 8 below.

Table 8: ***Statutory Bicycle Parking Assessment***

Use	Size	Statutory Bicycle Parking Rate	Requirement (1)
Shop			
Staff	269 sqm	1 per 600 sqm leasable floor area If the leasable floor area exceeds 1000 sqm	0
Visitor		1 per 500 sqm leasable floor area If the leasable floor area exceeds 1000 sqm	0
Office			
Staff	260 sqm	1 per 300 sqm net floor area If the net floor area exceeds 1000 sqm	0
Visitor		1 per 1000 sqm net floor area If the net floor area exceeds 1000 sqm	0
Motor Repairs (Service Industry)			
Staff	385 sqm	1 per 800 sqm net floor area	0
Visitor		No requirement	0
		TOTAL	**0**

Note 1: Rounded to the nearest whole number as specified in Clause 52.34.

Accordingly, the statutory bicycle parking requirement for the proposed development is 0 bicycle spaces.

A bicycle rail is proposed along the site's frontage near the communal entry/lobby area for the sop/office uses. Additional bicycle parking can be informally accommodated across the site, as required.

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6 Traffic Impacts

6.1 Estimated Volumes

The RMS Guide to Transport Impact Assessment 2024 outlines traffic generation rates for various land uses based on extensive data collection (primarily conducted in NSW). These rates are commonly used to assess new developments in Victoria.

The guide does not specify traffic generation rates for motor vehicle repairs / servicing or for small shop tenancies. On this basis, we have assessed likely traffic generation based on first principles.

6.1.1 Office

The following rates have been adopted for the office component from the RMS Guide:

- Daily Traffic – 10 trips per 100 sqm gross floor area
- Peak Hour Traffic – 2 trips per 100 sqm gross floor area

6.1.2 Shop

Staff

Staff trips are likely to occur with 'entry' trips at the commencement of the workday and 'exit' trips at the conclusion of the workday.

It is expected that approximately 4 staff will be required to operate the tenancies.

Assuming all staff drive to the site, peak operation would include 4 trip/hour in the morning and evening peak hours. For the purposes of this assessment, we have conservatively assumed that staff trips would coincide with the commuter peak periods for the surrounding road network.

Customers

The shop tenancies are relatively small, ranging from 63-65m^2, making them ideal for sole trader/ small business tenants.

Shops of this nature are unlikely to be parking attractors, rather customers / visitors are expected to visit the site in combination with pre-existing trips to the nearby uses including shopping, parks, schools etc.

On this basis, the shop component of the proposal is expected to generate negligible increases in traffic to the network. This is due to the high propensity for multi-purpose trip making, whereby visits to the shops are shared with pre-existing travel on the surrounding network.

6.1.3 Motor Repair

Staff

Staff trips are likely to occur with 'entry' trips at the commencement of the workday and 'exit' trips at the conclusion of the workday.

At full operation, the site could accommodate approximately 5 workshop staff. We would also expect approximately 1 staff member to be involved in administration / reception roles.

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Assuming all staff drive to the site, peak operation would include 6 trip/hour in the morning and evening peak hours. For the purposes of this assessment, we have conservatively assumed that staff trips would coincide with the commuter peak periods for the surrounding road network.

Customers

Given the nature of the car servicing offering, customers either leave their vehicle at the subject site or wait on-site for servicing / repairs to be undertaken. We understand that the majority of servicing requires customers to leave their vehicle for a reasonable period of time.

Customers typically drop off their vehicles in the morning and collect their vehicles in the afternoon. Practically these trips will occur over a number of hours, however, for the purposes of this assessment we have assumed that 50% of trips align with the commuter peak periods. On this basis, the 5 workshop bays would be likely to generate 3 trips/hour for customers in the morning (arrival) and evening (departure) commuter peak periods.

As customers leave their vehicle at the subject site, there are a range of alternative modes of travel including:

- Public Transport
- Walking
- Taxi / Uber
- Car as passenger (family / friend)

Trips by public transport or walking would not result in additional vehicle trips, whereas trips by car (passenger or taxi/Uber) would result in an additional 2 trips/hour. For the purposes of this assessment, we have assumed that 50% of trips would be by public transport / walking (no additional trips) and 50% of trips would be via vehicle (additional 2 trips/hour).

6.1.4 Summary

Applying above traffic generation rates, the traffic volumes are calculated as follows.

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Table 9: Traffic Generation

Use	Area/ No.	Traffic Generation Rate [1]	Daily Volume	AM Peak Hour Vol.	PM Peak Hour Vol.
Shop					
Staff	4	2 daily trips/staff member 1 peak hour trip/staff member	8	4	4
Customers	-	No additional traffic generated	-	-	-
Office					
Workers	260 sqm	10 daily trips / 100 sqm 2 peak hour trips / 100 sqm	26	5	5
Motor Repair					
Staff	6	2 daily trips/staff member 1 peak hour trip/ staff member	12	6	6
Customers	5	3 daily trips/workshop bay 1.5 peak hour trips/workshop bay	15	8	8
		TOTAL	**61**	**23**	**23**

Note: All non-whole numbers rounded to the nearest whole value.

Based on the above the proposal will generate 61 daily vehicle movements, inclusive of 23 trips in each peak hour.

The peak hour traffic equates to 1 movement every 2-3 minutes during each peak hour, which can be accommodated by the surrounding road network, particularly having regard to the site taking access via a TRZ3 zone.

This also does not equate to additional movement as the existing motor repair use would have generated demands of a similar nature.

6.2 Traffic Impacts

The expected additional traffic generation is modest in the context of the existing conditions. The additional volumes will not significantly impact on the surrounding road network operation, particularly given access via the Fawkner Street Service Road, ensuring minimal disruption to Fawkner Street.

The proposed development generates traffic consistent with existing commercial activity in the surrounding area. Traffic is expected to fall within typical business hours, and the incremental increase is minor, resulting in minimal impacts on residential amenity, including noise, safety and access.

Overall, the additional traffic volumes are minor and we expect post development conditions on the surrounding road network to be similar to the existing conditions.

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7 Service Vehicles

7.1 Waste Collection & Loading

Waste Collection

A waste management plan has been prepared, which formalises waste storage and collection arrangements.

Waste collection will occur on-street for the shop/office component and within the car park for the motor repair use.

Waste collection should be scheduled outside peak traffic times for residential parking, which are typically 7am to 9am and 4pm to 7pm, to minimise traffic impacts. Subject to the above recommendation, the waste collection arrangement is appropriate from a traffic perspective.

Loading

The loading requirements for all uses are expected to be minimal and associated with receiving the occasional delivery and when a tenant moves in or out of a shop/office tenancy. For deliveries of this nature, vans and small trucks are expected to be utilised.

Deliveries are typically undertaken via on-street or on-site parking and do not require an dedicated on-site loading bay.

Tenants moving in and out of dwellings/office would occur infrequently and generally occur for a short period of time.

The loading impacts will be negligible given the scale, frequency and duration of the activities, and, in this regard, a dedicated on-site loading bay is not considered necessary in this circumstance.

8 Response to Council RFI

Council issued an RFI to the original application material submitted.

The following table outlines the matters raised and provides a response, where necessary.

Table 10: RFI Responses

RFI Matter Raised	Response
The car parks below are an area of concern due to either being outside the property boundary or/and having a barrier kerb in front of them. Which does not make it accessible to the users. Alternative parking options need	The kerb will need to be modified in order to facilitate these car spaces shown. The Fawkner Street "service road" will require some changes based on the proposed development, relative to the previous use of the site as a service station. The spaces are not dimensioned on the plan however the last 500mm of the accessible space over hangs the boundary slightly,

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RFI Matter Raised	Response
to be considered, or the kerb will need to be modified.	however this space can revert back to 4.9m long if that is Council's preference (as per Clause 52.06/AS2890.6). Council may have a preference with respect to the service road remaining one-way or potentially reverting back to two-way, noting the landscaping at the corner of Coopers Hill Drive and the Service Road would need to be reduced in order to facilitate simultaneous entry/exit movements. This is a question for Council in terms of how the public road should operate if a permit is to issue and appropriate conditioning such that plans/detailed design can be provided. The car parking to Coopers Hill Drive provides car parking partially on-site as these could not be readily achieved solely on-street based on the width. If Council prefers, these spaces can be deleted and additional building floor area could be provided. This is satisfactory from a traffic engineering perspective.
The parking spaces outlined below are not permitted as it shows reversing movements on to the road.	Clause 52.06-9 states: *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.* In this case the accessway serves 2 car spaces only and does not connect to a road zone. Therefore reversing onto the road is compliant.
A tree (8–15 m) is required every 6 car parking spaces, located directly adjacent to the parking area.	While not technically a traffic engineering matters, a tree/landscaping area has been provided at either end of the parking module

All critical matters raised by Council have been addressed in the revised plan set and updated report.

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9 Conclusions

Having visited the site and undertaken a detailed traffic engineering assessment the following conclusions are reached in relation to the Proposed Commercial Development at 36 Fawkner Street, Westmeadows:

Having visited the site and undertaken a detailed traffic engineering assessment the following conclusions are reached in relation to the commercial development at 36 Fawkner Street, Westmeadows:

1. The statutory car parking requirement for the proposal is 16 spaces under Clause 52.06-5 of the Hume Planning Scheme.
2. Car parking for the motor repair use is to the satisfaction of the responsible authority.
3. The provision of 24 spaces (and proposed allocation) results in a car parking reduction of 5 car spaces under Clause 52.06-6 of the Planning Scheme for the shop use, with the office use provided at the statutory rate.
4. The Car Parking Demand Assessment outlines that overflow demand is likely to relate to short-term demands only, with staff demands facilitated within the proposed car parking resources.
5. The provision of car parking is supported based on:
   a. *The availability of alternative car parking in the locality of the land.*
   b. *Efficiencies gained from the consolidation of shared car parking spaces.*
   c. *The future growth and development of any nearby activity centre.*
   d. *Access to or provision of alternative transport modes to and from the land.*
6. The car parking design and vehicle access arrangements are satisfactory. With acceptable variations, the design generally accords with Clause 52.06-9/AS2890.1:2004.
7. The proposed development does not have a statutory bicycle parking requirement under Clause 52.34 of the Hume Planning Scheme. Bicycle parking can be informally accommodated across the site, as required.
8. The development is projected to generate 61 daily movements and 23 movements during each peak hour, which is relatively modest in the context of the site's location, noting the site has access to/from Fawkner Street. Given the modest volume of movements and surrounding road network capacity, this is not expected to have an adverse impact on the surrounding road network.
9. Traffic volumes and the bias of traffic movements of arrivals in the AM and departures in the PM is unlikely to cause undue conflicts within proposed accessways.
10. Waste collection is anticipated to be undertaken by a private contractor and bins are expected to be collected on-street and within the motor repair carpark, which is satisfactory from a traffic engineering perspective.
11. Loading demands are typically minimal for offices and cafés and are therefore expected to be satisfactorily accommodated on-street.

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Commercial Development at 36 Fawkner Street, Westmeadows, the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

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Appendix A:

Application Plans

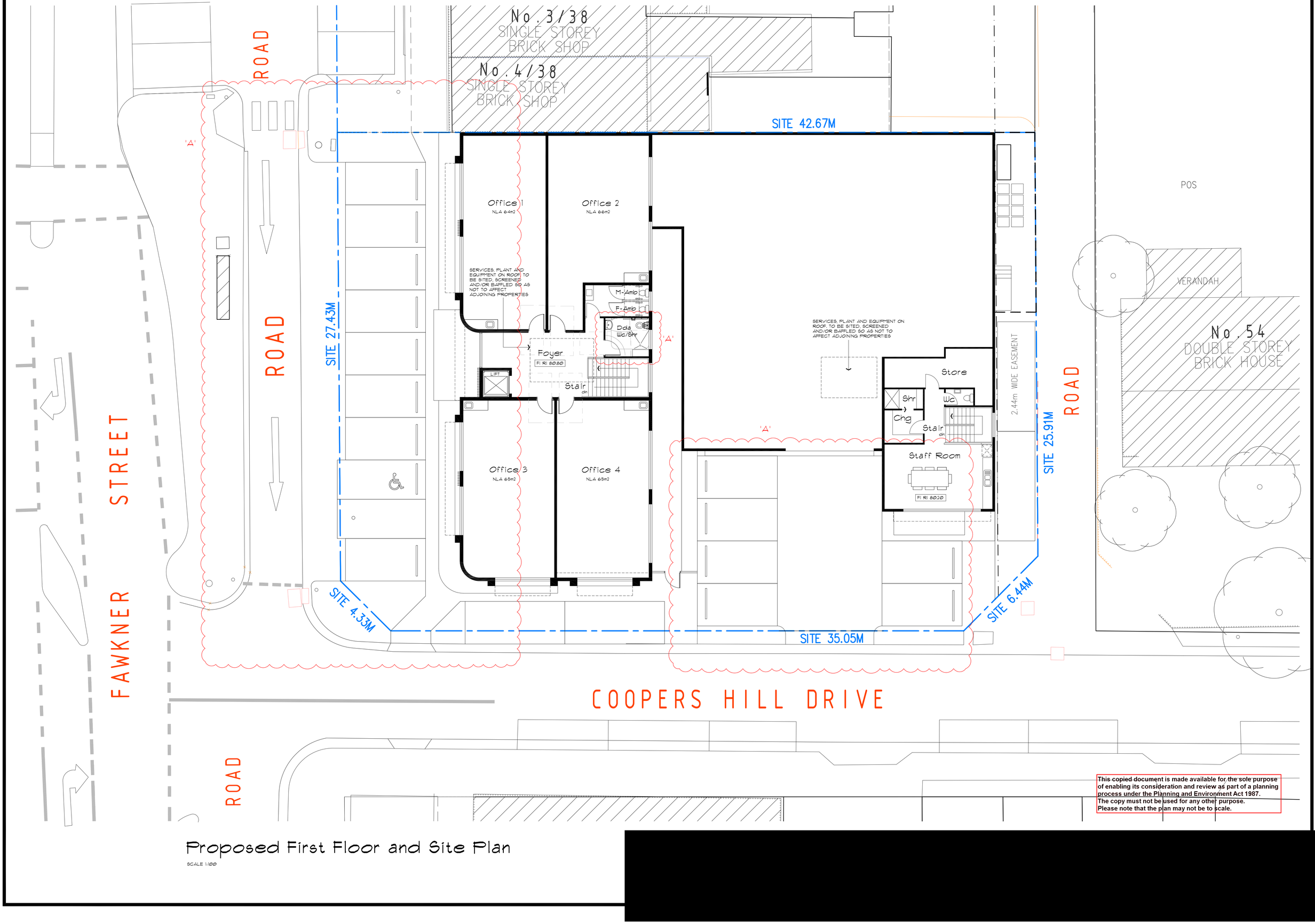
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Proposed Ground Floor and Site Plan

SCALE 1:100

RWT1 & RWT2 DENOTES 2 X 5000 LITRE RAINWATER TANKS TOTAL CAPACITY CONNECTED TO ALL TOILET FLUSHING SYSTEMS, BIN WASH AND THE WASH BAY. REFER TO BDA REPORT

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Proposed First Floor and Site Plan

SCALE 1:100

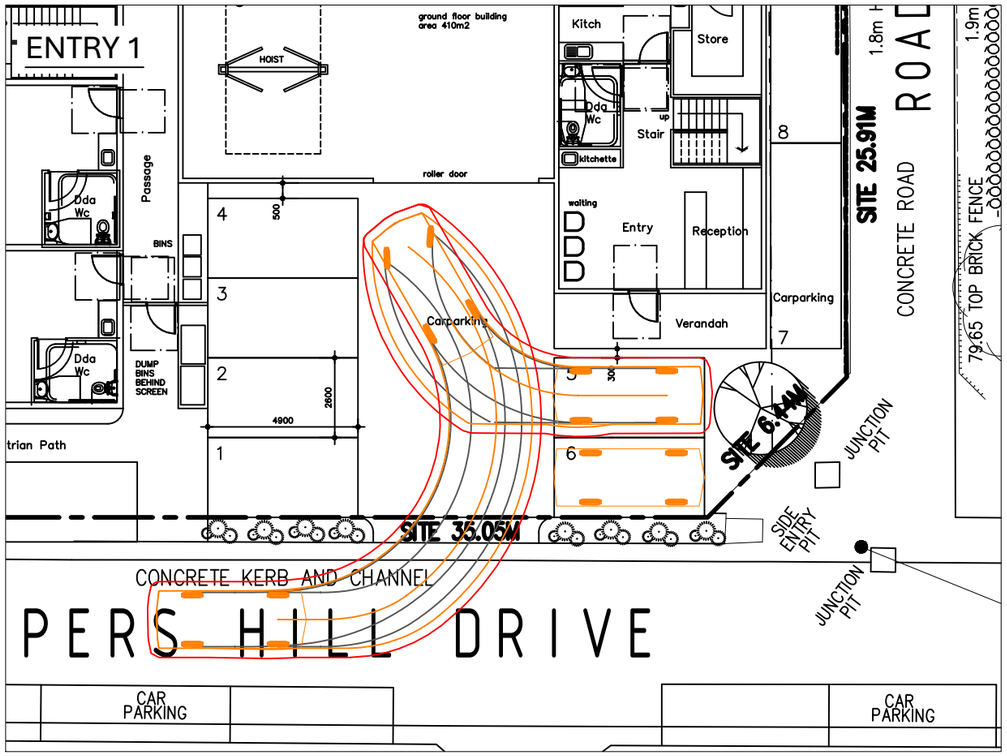
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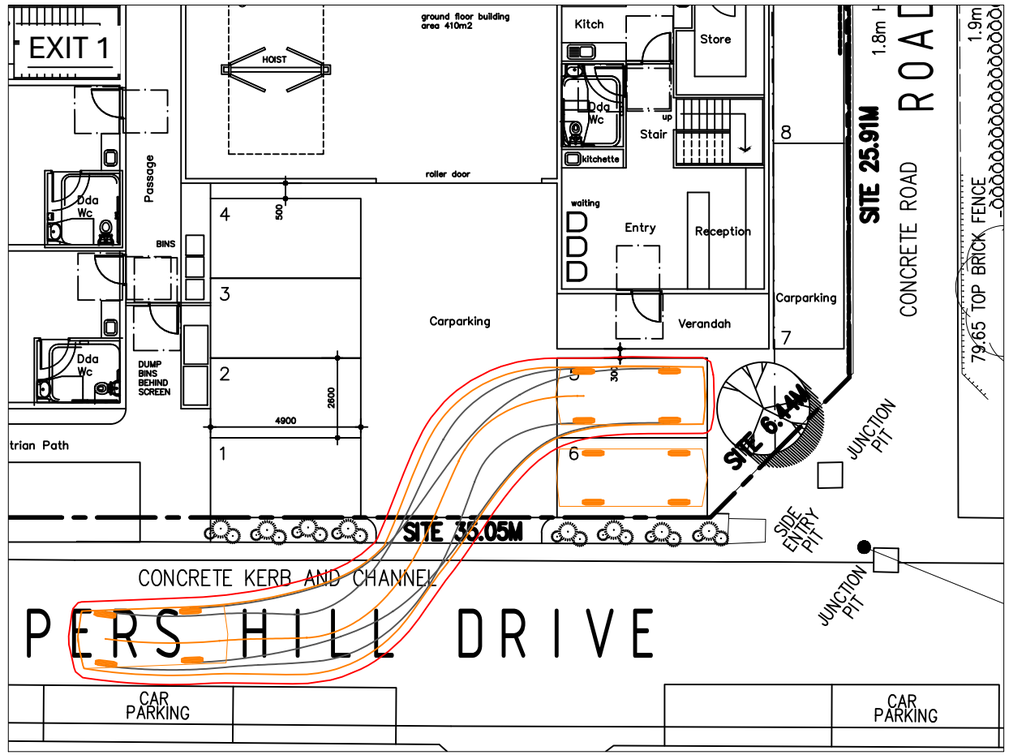
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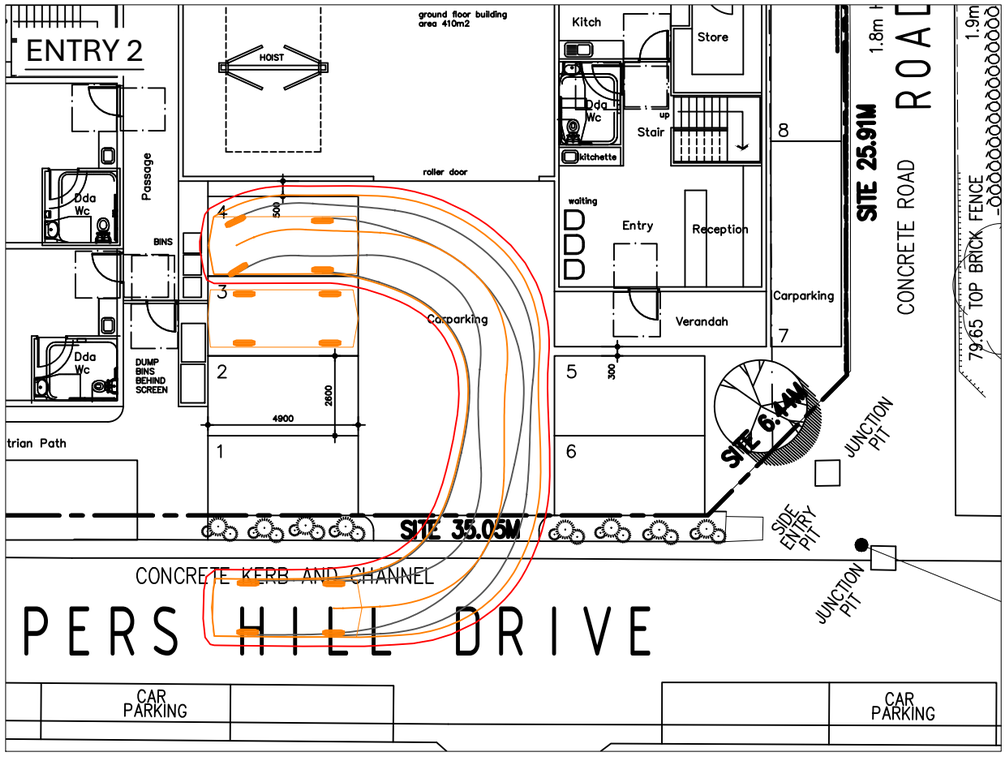
Appendix B:

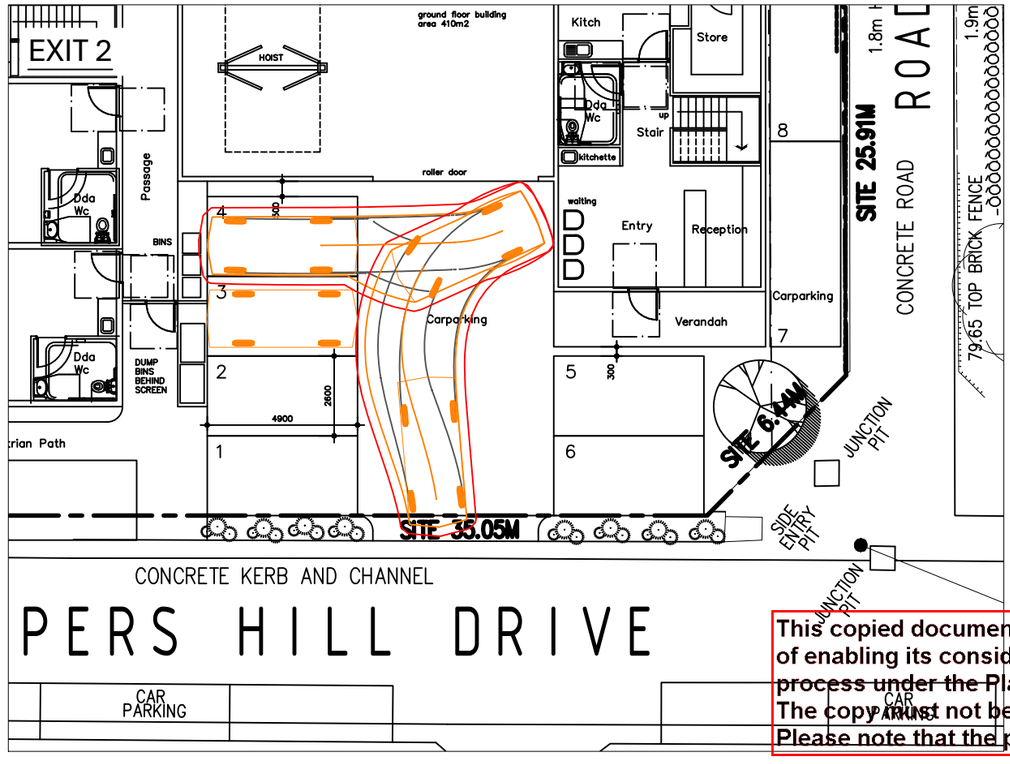
Swept Path Diagrams

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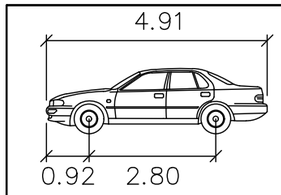








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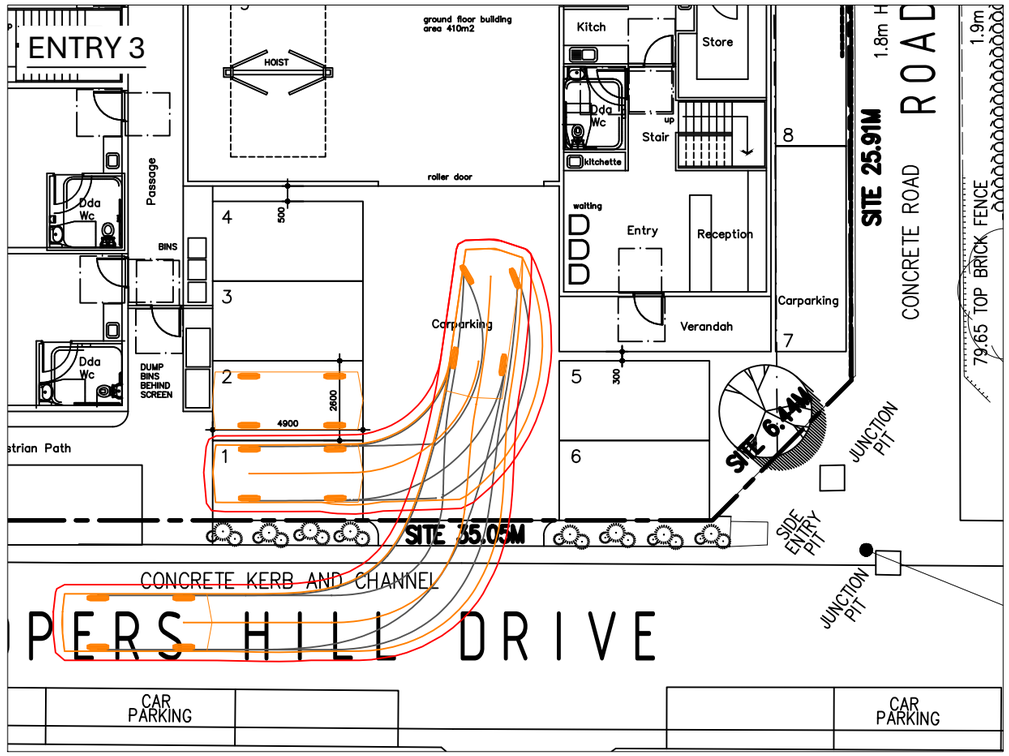
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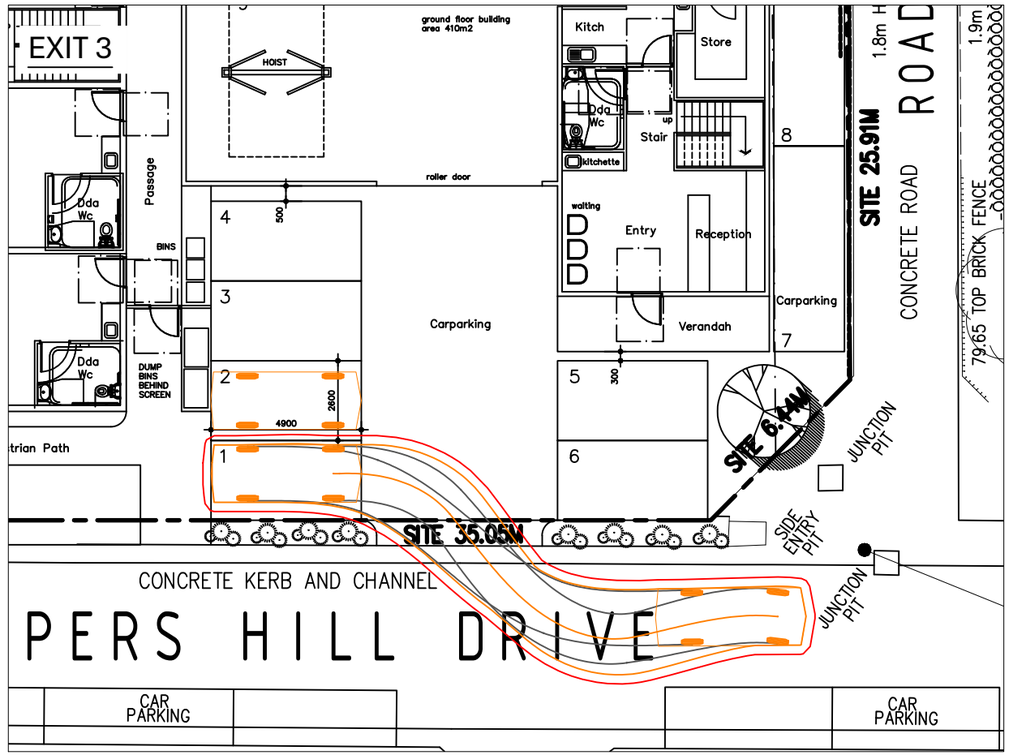
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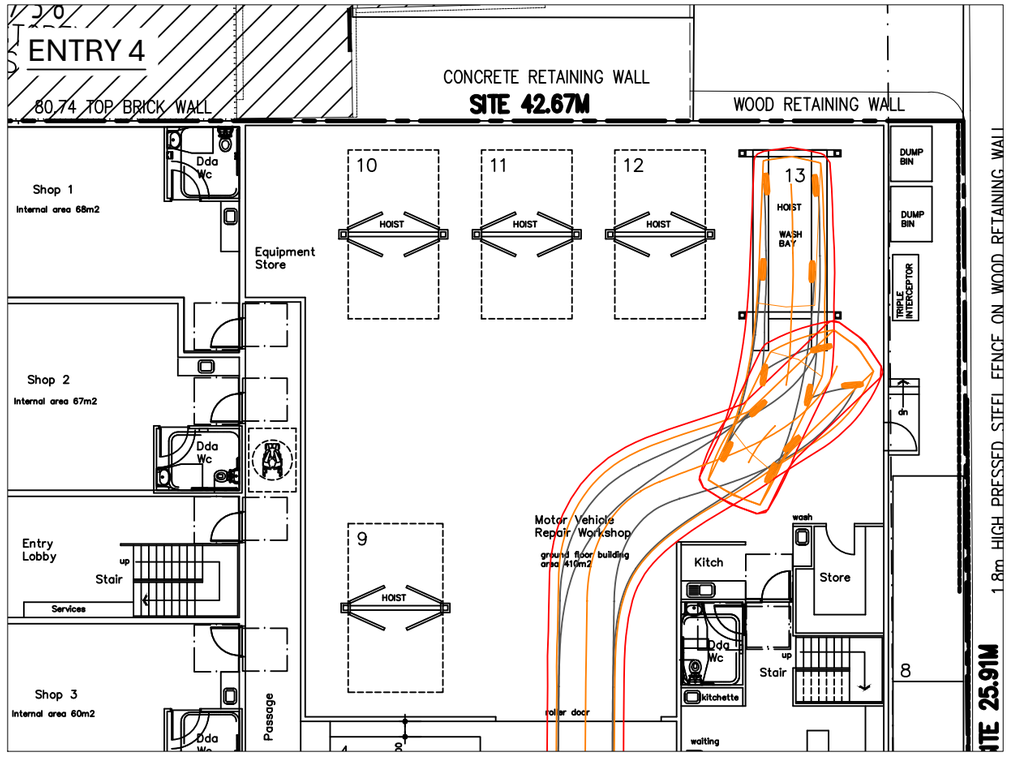
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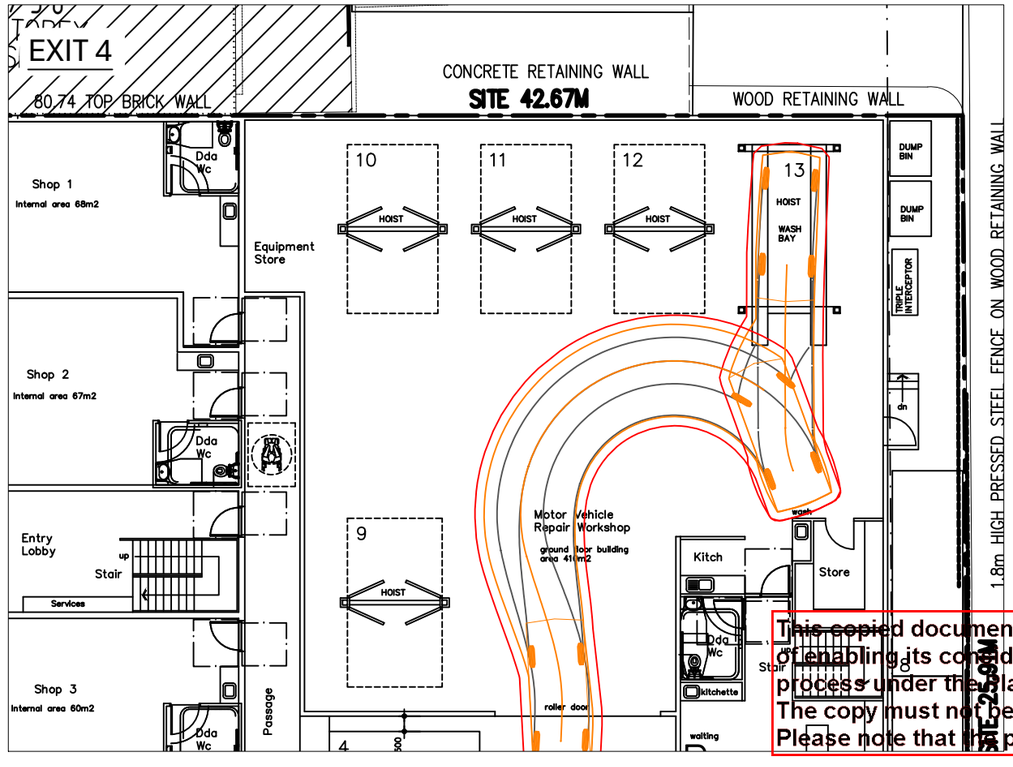
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- Wheel Tracks
- Clearance Lines (300mm)

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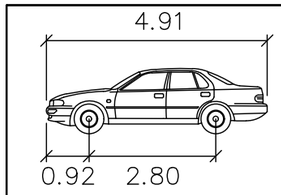








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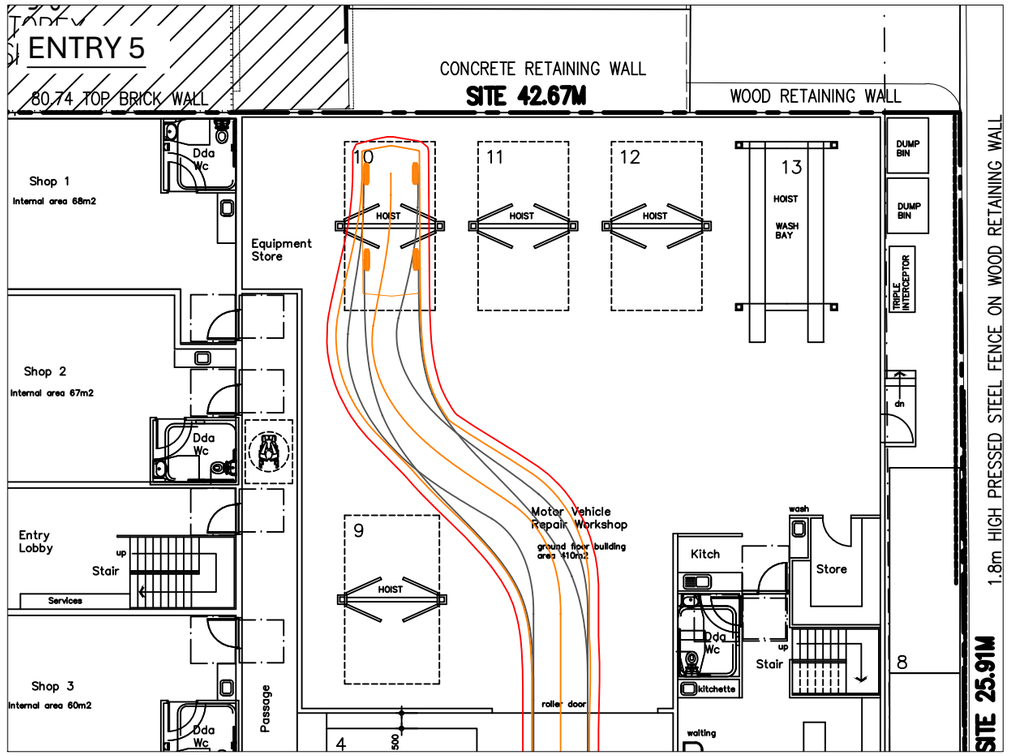
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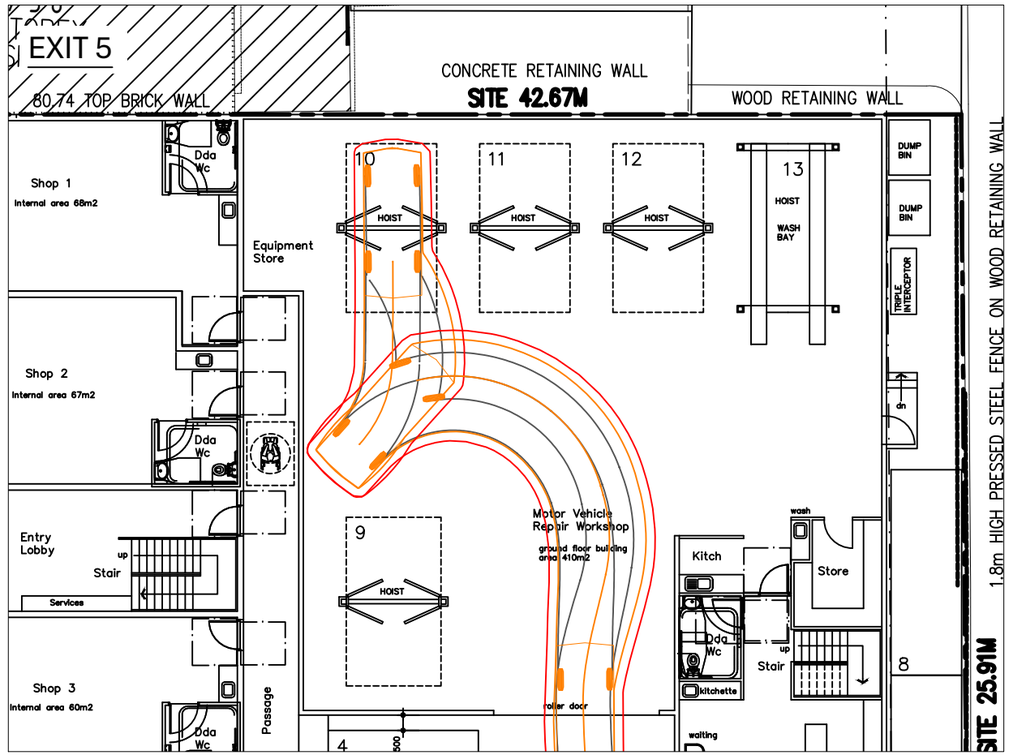
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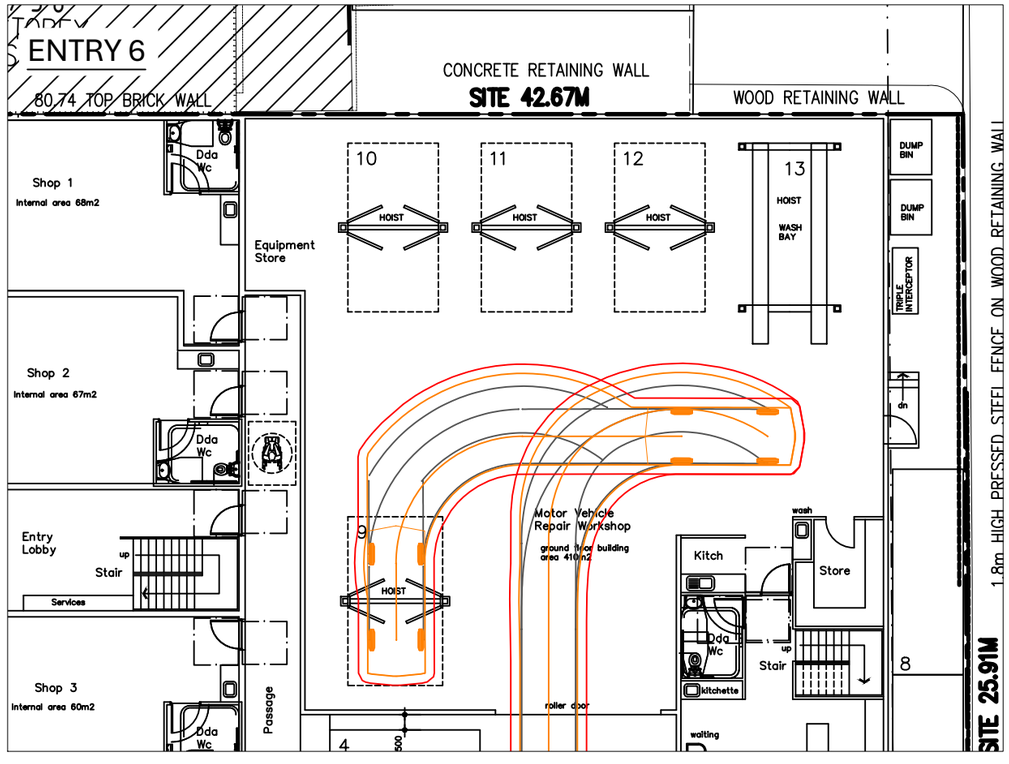
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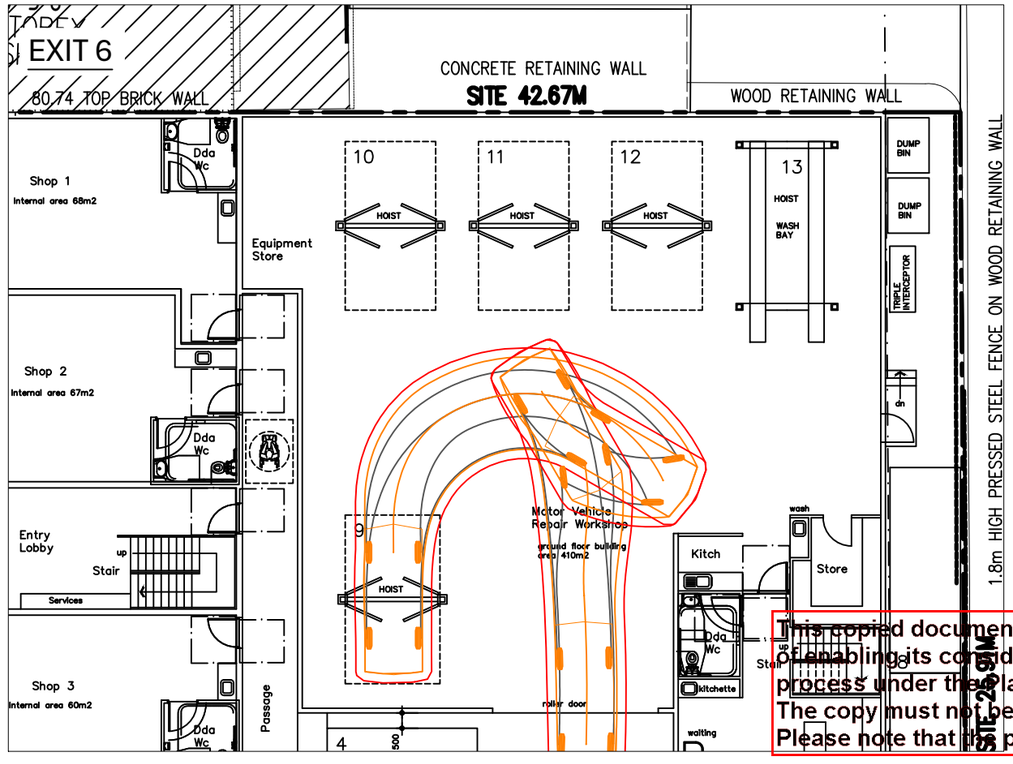
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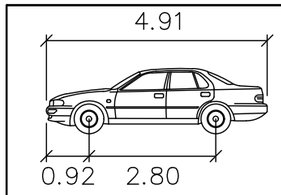








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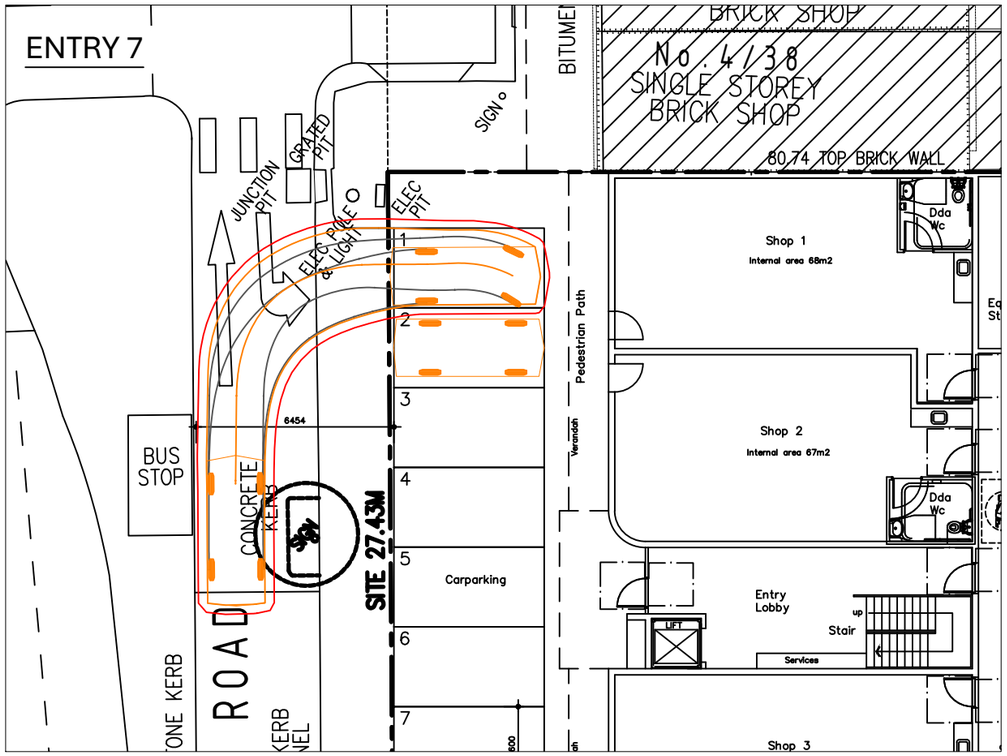
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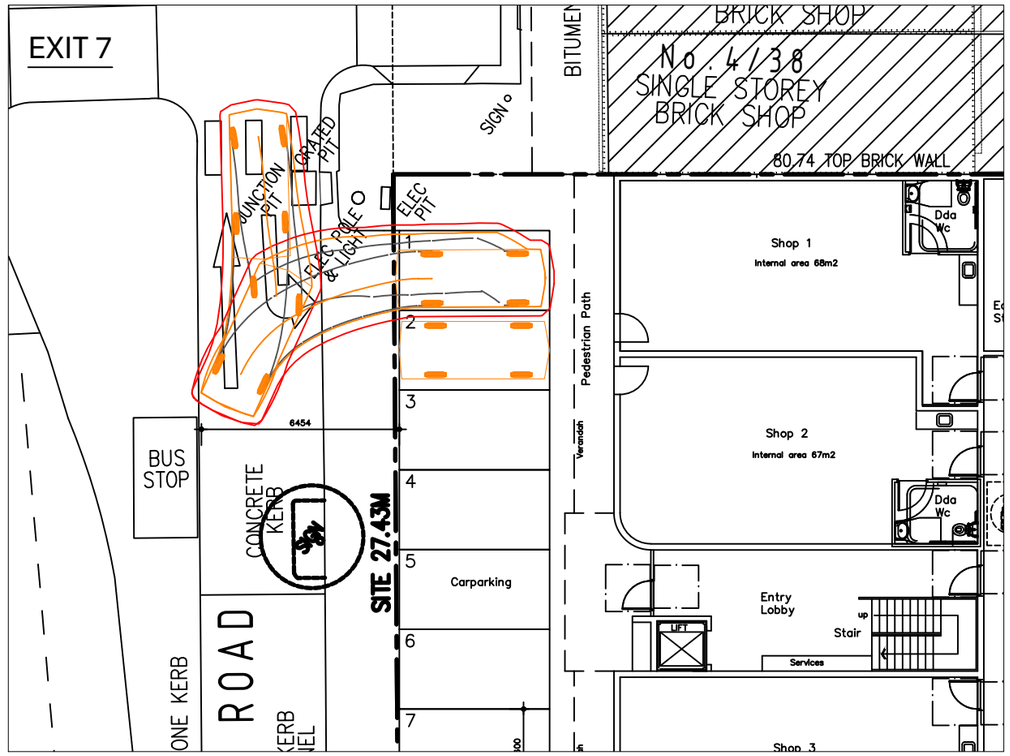
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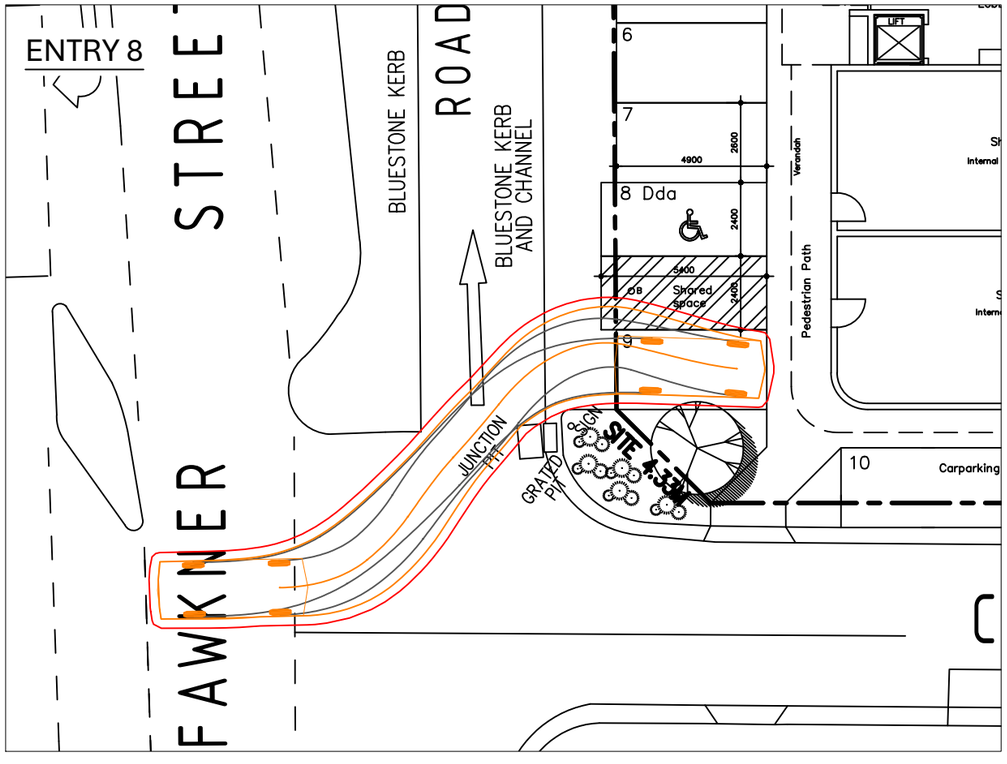
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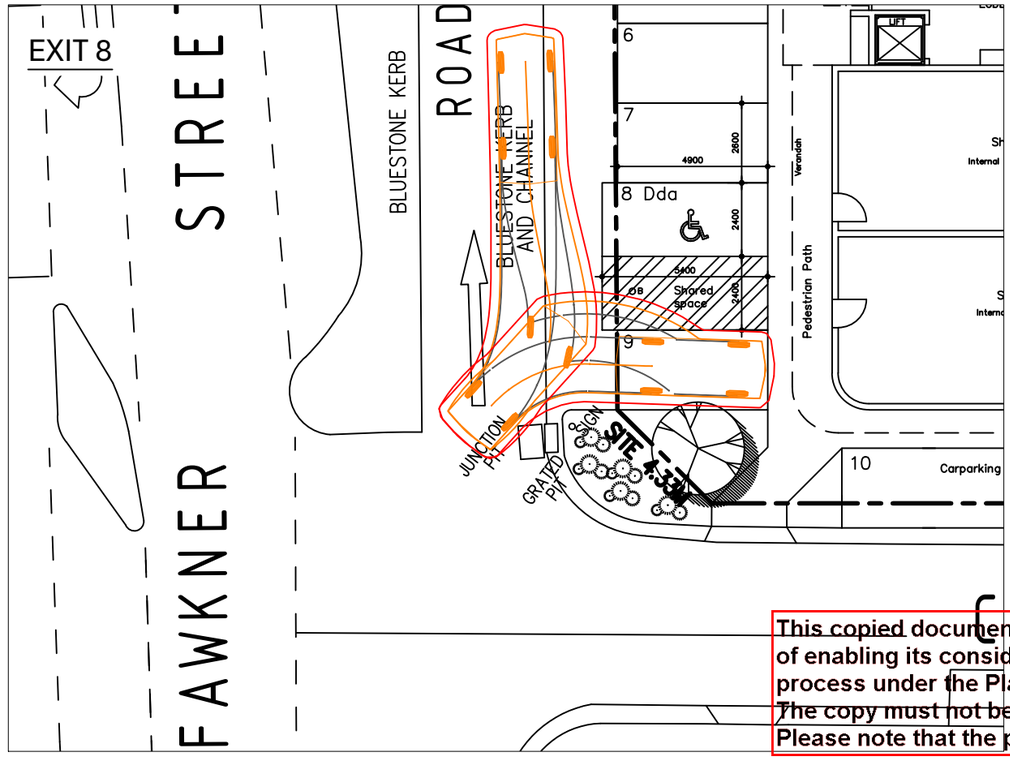
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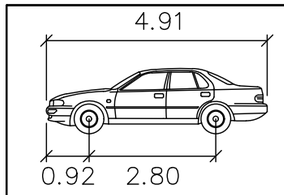








DESIGN VEHICLE USED IN SIMULATION



B85 Design Car - AS2890.1:2004

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Track	: 1770 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 34.1 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
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ENTRY 9

EXIT 9

Entry Lobby

Stair

LIFT

Services

HOIST

ground floor building area 410m2

Kitch

Store

Ddа Wc

kitchette

Shop 3
Internal area 60m2

Shop 4
Internal area 60m2

Passage

roller door

waiting

Entry

Reception

Verandah

Carparking

BINS

DUMP BINS BEHIND SCREEN

Pedestrian Path

Dda

Shared space

4900

2600

2400

500

300

SITE 25.91M

SITE 6.4M

SITE 35.05M

CONCRETE ROAD

1.8m H

1.9m

BRICK HOUSE

DENSE IVY

79.65 TOP BRICK FENCE

1.7m HIGH BRICK AND VERTICAL BOARD FENCE

SIGN

JUNCTION PIT

SIDE ENTRY PIT

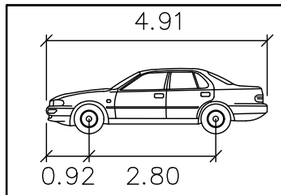
TBM RIVET IN KERB RL 77.77

CONCRETE KERB AND CHANNEL

COOPERS HILL DRIVE

CAR PARKING

DESIGN VEHICLE USED IN SIMULATION



B85 Design Car - AS2890.1:2004

Width	: 1870 mm
Track	: 1770 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 34.1 degrees
Speed	: 5 km/h

LEGEND

Vehicle Body

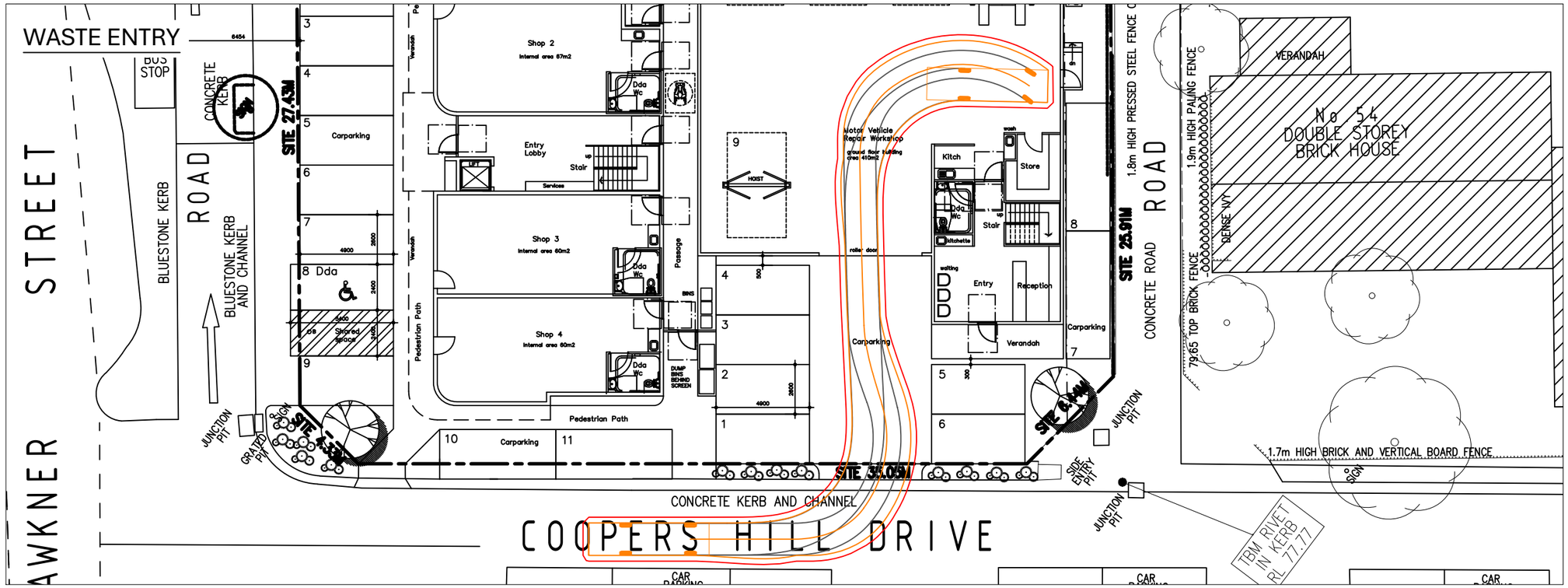
Wheel Tracks

Clearance Lines (300mm)

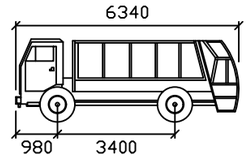
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WASTE ENTRY

WASTE EXIT



DESIGN VEHICLE USED IN SIMULATION



6.4m Long Mini Rear Loader

Width	: 1700 mm
Track	: 1600 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 33.3 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
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[redacted]

SUSTAINABLE DESIGN ASSESSMENT - SDA
PROPOSED SHOPS, OFFICES AND MOTOR VEHICLE REPAIR WORKSHOP

36 FAWKNER STREET, WESTMEADOWS

[redacted]

REF 19644
JUNE 2026

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	4.1	BUILDING MANAGEMENT	4
	4.2	INTEGRATED WATER MANAGEMENT	5
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ISSUE	DATE	PREPARED	STATUS
A	06.2026	FS	Initial submission

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1.0 Introduction

[redacted]

The report addresses most of the ESD requirements for **City of Hume** and provides an overview of the sustainable design initiatives **Clause15.01-2L-03** for the proposed development and demonstrates how to be achieved in the project.

The project

Architectural drawings prepared by [redacted]

Reference – Revision - Date 13.06.2026

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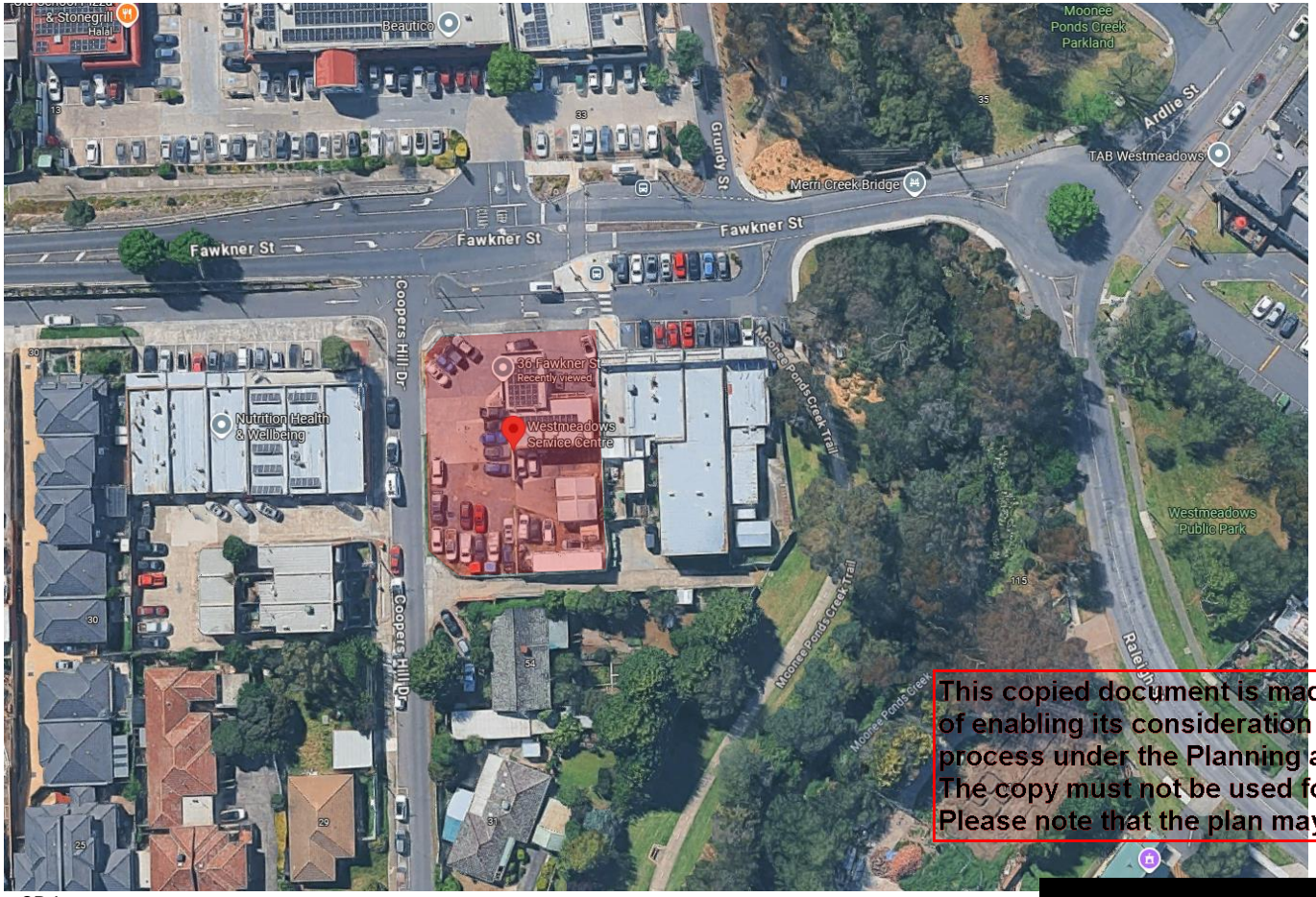
[redacted]

2.0 Site Description

The project consists of the following:

- 4 shops.
- 4 offices.
- Motor vehicle repair workshop.
- Staff amenities, office, kitchen.
- 19 car spaces.

Site area	1286m^2.
Total Gross Floor Area	1161m^2.
Location	Westmeadows.
Municipality	Hume City Council.



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3.0 ESD Initiatives and Categories

The report has been prepared in response to the **Hume City Council** and outlines the key Environmentally Sustainable Design (ESD) initiatives for **36 Fawkner St, Westmeadows VIC 3049**

The subject site is in Westmeadows and positioned on the side of Fawkner Street.

The site is currently occupied with a service centre and a sealed carpark.

MANAGEMENT

Preliminary thermal performance, Section J and façade assessments.
Individual utilities meters to be provided

INTEGRATED WATER MANAGEMENT

Water-efficient appliances and fixtures in kitchen and bathrooms.
Rainwater tanks are connected to all toilet flushing and car wash.
Best Practice Stormwater Management (Water Sensitive Urban Design).

OPERATIONAL ENERGY

30KWh Solar Photovoltaic system.
Insulation and glazing meeting NCC2022 requirements.
Electric hot water system (within 1 star of best available).
Energy-efficient HVAC systems with zoning for offices and amenities.
High-performance LED lighting with occupancy sensors.

IEQ

Natural daylight and views where possible.
Thermal comfort management using efficient glazing and insulation.
Low-VOC paints, sealants and adhesives minimum E1 or E0-grade.
Durable, easy-to-maintain finishes in amenities.

TRANSPORT

Electric Vehicle Charging Facility.

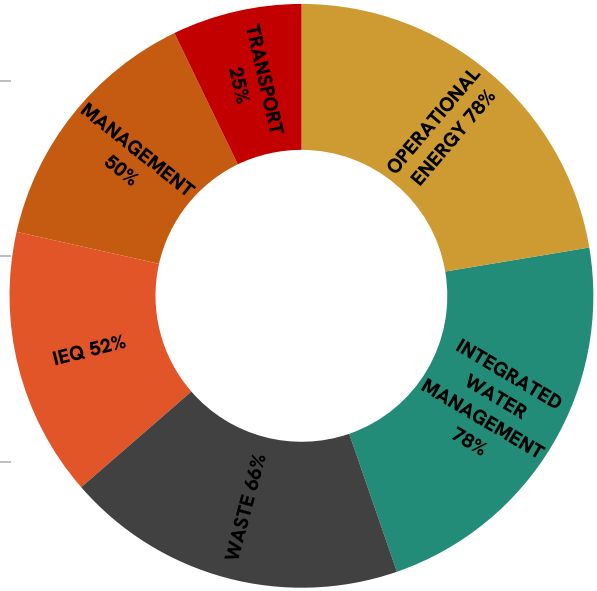
WASTE

Recycling target to be at least 70% for both demolition and construction phases.
Ongoing waste management plan. Separation and recycling facilities.
2 bin system (Rubbish and Recycling).

URBAN ECOLOGY

2% of the site is covered of vegetation mitigating the Heat Island Effect and biodiversity.
Medium color roof to help mitigating the Heat Island Effect
All insulation used must not contain any Ozone depleting substances.
All HVAC selected to have zero Ozone Depletion Potential.

BESS CATEGORIES



BESS SCORE

55%

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4.0 BUILT ENVIRONMENT SUSTAINABILITY SCORECARD (BESS)

4.1 MANAGEMENT

Best practice for building management means that sustainability is integrated from concept design through the construction process. Good decisions made early to always deliver the maximum benefit for the lowest cost.
Best practice building management also means giving future occupants the information they need to be able to run their buildings in the most efficient way.

ELEMENT	PERFORMANCE
Preliminary modelling has been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star	Preliminary Section J assessment has been completed for the conditioned areas of the proposed building. "Please refer to Appendix B for more information."
Facade assessment has been undertaken in accordance with NCC2022 Section J4D6	Preliminary façade assessment has been completed.
Metering - Non-Residential	Individual utility[1] meters to be installed.
Metering – Common Areas	Common areas lighting and utility to be separately sub-metred.

Additional notes

- [1]Individual meters can be installed on switchboards for key circuits to measure energy use on each circuit.

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4.2 INTEGRATED WATER MANAGEMENT

Best practice water efficiency means using fixtures and appliances with a high WELS rating, and substituting precious drinking water with alternative water sources (such as greywater and rainwater) for uses such as toilet flushing and garden irrigation, where appropriate.

ELEMENT	PERFORMANCE	
Fixtures, Fittings and Connections	Showerheads Taps Toilets Appliances	not less than 3 Star WELS between 9.0 and 7.5L\minute **Kitchen:** 6 Star WELS | **Bath:** 6 Star WELS 4 Star WELS A minimum 4 Star WELS rating to be provided as part of the fit-out.
Rainwater Harvesting	Rainwater tank to be installed. A minimum tank total capacity of 10KL. Rainwater collected to be used for all toilet flushing and the carwash facility.	
Rainwater Treatment	It is recommended to install a filtration system to achieve best practice reduction of stormwater pollutants. The filtration system consists of the following: - Pre-treatment devices (such as gutter mesh, and rain heads). - Rain filters are installed after the pump. A triple action filtration system in the 10" and 20" range provides filtration of fine sediments (down to 15 micron), color and odor in the one cartridge and can aid the removal of precipitate impurities, microbial debris, iron rest, sediment, dust and other large particles from tank at minimum 40 microns. A triple interceptor to drain the proposed workshop concrete parking bays. Install litter basket in all drainage pits draining the shops and offices carpark.	
Water Efficient Landscape	Where applicable, drought tolerant and native species where applicable – as per local council guidelines.	
Fire System Water Testing	Where applicable, Water saving methods for testing sprinkler alarm testing with proprietary test devices and changes to the test water supply design Options for test water supply could include: - break tanks and return line - pump recirculating tanks - variable speed pumps - remote annular test facility; and - recycled water supplies.	

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4.3 OPERATIONAL ENERGY

Best practice design for energy efficiency means designing buildings that need minimal heating and cooling because they are well insulated, have appropriate summer shading, have good orientation to take advantage of the sun for heating, and have high efficiency fittings and appliances. On-site renewable energy generation is also encouraged to supplement or meet energy needs.

ELEMENT	PERFORMANCE
Renewable Energy	A 30KWh solar photovoltaic system per warehouse installed at a minimum 10 degrees pitch to allow self-cleaning.
Energy Supply	Gas free development.
External Lighting	LED fittings. External lighting to be controlled with motion sensors.
Internal Lighting	LED IC-4 rated fittings. The maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meets the requirements in Table J7D3a of the NCC 2022 Vol 1.
All exposed floors and ceilings (forming part of the envelope) demonstrate meeting the required NCC2022 insulation levels	Insulation for walls and roofs and to comply with J4D4 and J4D7 of the NCC 2022 Vol1.
Glazing demonstrates meeting the required NCC2022 facade calculator	To comply with able J4D6a and J4D6c of the NCC 2022 Vol1.
Heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available	The system must be selected within one star[1] of the best available option at the time of tendering the project and must comply with Part J6 of the NCC 2022 Vol1 in addition to a full economy cycle and CO_2 monitoring sensors.
water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit.	The system must be selected within one star of the best available option at the time of tendering the project and must comply with Part J7D7 of the NCC 2022 Vol1.
Carpark Ventilation	Not applicable – above ground carpark.

Additional notes

- [1]https://reg.energyrating.gov.au/comparator

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4.4 INDOOR ENVIRONMENTAL QUALITY (IEQ)

Best practice design for Indoor Environment Quality means that building occupants can enjoy a comfortable space with good air quality, adequate daylight and ventilation. Indoor environment quality is affected by building orientation and layout, window sizes and specification, shading devices, products used for construction and fit-out and neighbouring structures.

ELEMENT	PERFORMANCE
Daylight	Daylight modelling was calculated using the **Speckel platform** to determine the internal daylight levels for the proposed offices, staff amenities, kitchen and warehouse. The overall model confirms the following results: **26% of the areas in the shops, 54% of the offices areas and 88% of the workshop achieve a daylight factor greater than 2%.** Light coloured walls internally to help to maximise daylight levels within the spaces that are below the daylight threshold. "Please refer to Appendix D for more information."
Effective Natural Ventilation	100% of the offices are naturally ventilated with operable windows on opposite or adjacent facades. 100% of the workshop is naturally ventilated with the operable warehouse door.
Thermal Comfort	All windows and doors are to be fitted with high-performance glazing.
External Shading	External shading to the north facing offices' windows to be provided.
Air Quality	Low-VOC paints, sealants and adhesives minimum E1 or E0-grade. Timber used at the site to be either reused, post-consumer recycled or certified under a forest certification scheme. No carpet to be used. "Please refer to Section 4.8 for more information." A maximum CO_2 concentration of 800ppm will be maintained and monitored by the ventilation system design.

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4.5 TRANSPORT

Best practice design for transport means creating buildings that encourage walking, cycling, public transport, car sharing, and the use of lower emissions vehicles.

ELEMENT	PERFORMANCE
Bicycle Parking	Minimum 1 Bicycle rack and 3 showers are provided within the development.
Electric Vehicle Infrastructure	EV infrastructure is pre-wiring via a dedicated breaker, cabling and GPO within the carpark capable of level 2 (mode 3) 32Amp EV charging (and not just the capacity within the board) to be provided. Provision for a load management system if required to ensure grid capacity for the site is not exceeded.

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4.6 WASTE

Best practice design for waste means re-using materials during construction where possible, and making sure future building occupants have opportunities to easily

ELEMENT	PERFORMANCE
Construction Waste	▪ 70% recycling target of construction and demolition waste has been adopted for the construction phase of the development. ▪ A site induction to all personnel to explain the waste plan and ensure that the waste generated is minimised. ▪ Arranging with recycling contractors to provide clearly marked bins for material separation. ▪ Waste segregation onsite – Waste materials can be separated onsite into dedicated bins/areas for either reuse onsite or collection by a waste contractor and transport to offsite facilities. Source separation is particularly important in minimising damage to salvaged materials. ▪ Commitments to recycle or reduce construction waste. ▪ Prefabricated materials to be specified in the project to reduce the material waste, off-cuts to be recycled. ▪ An environmental site management plan (ESMP) to be implemented to the council guidelines. ▪ A private contractor to be engaged for waste collection during construction. ▪ A logbook that records waste management and collection should be maintained on-site. ▪ The main contractor should provide waste reports including volumes and performance compared to the 90% recycling target to the project manager or development manager for the project on a regular basis. ▪ Create measures to minimise on-site litter and remove litter from the site and litter entering the stormwater system.
Operational Waste	Two bins in kitchen joinery to be provided to facilitate waste segregation in the staff kitchen.

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4.7 URBAN ECOLOGY

Best practice for urban ecology means creating more green spaces for a range of health, social, environmental, biodiversity and economic benefits.

ELEMENT	PERFORMANCE
Vegetation	2% of the proposed development has vegetated area, helping to minimise the urban heat island effect. Landscaping has been integrated into the proposed design including planter boxes.
Heat island effect	75% of all horizontal surfaces of the site that have an unobstructed direct vertical sky view have a solar reflectance of >0.66
Light Pollution	Comply with AS 4282 'Control of the Obtrusive Effects of Outdoor Lighting. No external luminaire has an upward light output ratio that exceeds 5%.
Proposed materials	
Roof	
Walls	
Concrete driveway	

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4.8 MATERIALS

ALL MATERIALS USED TO BE CERTIFIED GOOD ENVIRONMENTAL CHOICE AUSTRALIA (GECA) OR ECOSPECIFIER.

ELEMENT	PERFORMANCE
Paint and sealants	Low VOC, water-based and non-toxic paints, sealants, adhesive to be used and minimum E1 or E0-grade.
Concrete	Subject to structural engineer design. Concrete mixes to incorporate at least 40% replacement of coarse aggregate with slag. Concrete mixes to incorporate at least 50% reclaimed water. Concrete mixes to incorporate at least 30% reduction in Portland cement.
Steel	The steel reinforcement is manufactured using energy-reducing strategies and to be to be supplied by a steel fabricator/contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute and certified ISO 1400. Environmental Management System (EMS) in place and be a member of the World Steel Association's (WSA) Climate Action Program (CAP).
Timber	Forest Stewardship Council (FSC), Program for the Endorsement of Forest Certification (PEFC) or recycled. 20% of the project timber cost to be directed for recycled timber
Flooring	75% of cables, pipes and flooring either do not contain PVC or meet Best Practice Guidelines for PVC.
Carpet	Underlay with recycled components is to be used.

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ARCHITECTURAL AND DECORATIVE COATING PRODUCTS VOC LIMITS

ELEMENT	VOC LIMIT (G/L)	
	AVERAGE	MAXIMUM
Timber Coloured Spirit Stain - Low VOC Timber Coloured Spirit Stain - Standard		75 130
Clear Timber Finish - One Pack Interior - Low VOC Clear Timber Finish - One Pack Interior - Standard		75 130
Latex Primer for Galvanised Iron & Zincalume		20
Interior Latex Sealer (Buildings)		30
Latex Wood Primer (Buildings)		30
Interior Latex Paint - Gloss, Low odour, very low VOC		<5
Interior Latex Paint - Semi-Gloss, Low odour, very low VOC		<5
Interior Latex Paint - Low Gloss, Low odour, very low VOC		<5
Interior Latex Paint - Washable Flat, Low odour, very low VOC		<5
Interior Latex Paint - Ceiling Flat, Low odour, very low VOC		<5
Interior Water Based Paint for Buildings - Gloss	≤60	70
Interior Water Based Paint for Buildings – Semi-Gloss	≤60	70
Interior Water Based Paint for Buildings – Low Gloss	≤40	60
Interior Water Based Paint for Buildings - Flat - Washable	≤45	60
Interior Water Based Paint for Buildings - Flat - Ceilings	≤40	50
Exterior Water Based Paint for Buildings - Gloss	≤55	60
Exterior Water Based Paint for Buildings - Semi-gloss	≤55	60
Exterior Water Based Paint for Buildings - Low Gloss or Matt	≤40	45
Exterior Water Based Paint for Buildings - Gloss, Heavily Pigmented DTS[1]	≤50	70
Exterior Water Based Paint for Buildings - Low Sheen – Heavily Pigmented DTS[1] Finish	≤45	55

NOTE: [1] DTS = direct to substrate

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5.0 IMPLEMENTATION SCHEDULE

All recommendations in this report to be included in the architectural plans and to be communicated with the project team (Architect, builder and building consultants). Ensure the report is endorsed with the town planning drawings.

ESD CATEGORY	REQUIREMENTS	RESPONSIBILITY	STAGE
Management	Preliminary Section J assessments.	ESD consultant	Design Development
	Provide separate utility meters.	Services Consultant	Design Development
	Building tuning Undertake building services fine tuning each quarter for the first 12 months of occupation	Building Manager	Post Development
Integrated Water Management	Showers: 3 Star WELS between 9.0 and 7.5L\minute Taps: **Kitchen:** 6 Star WELS | **Bath:** 6 Star WELS Toilets: 4 star WELS. Appliances: 4 Star.	Architect	Design Development
	Rainwater tank 10KL RWT total capacity connected to all toilet flushing system, bin wash and the wash bay. Triple interceptor and litter baskets to be used.	Civil Engineer	
	Specify drought tolerant vegetation and irrigation.	Landscape Designer	
Energy	Gas free development. Provide 30KWh photovoltaic cells. Reverse cycle system to be selected within 1 star of the best available (3 Phase units are excluded) in addition to a full economy cycle and CO_2 monitoring sensors. HWS system to be selected within one star of the best available, or 85% or better than the most efficient equivalent capacity unit. The maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meets the requirements in Table J7D3a of the NCC 2022 Vol 1. External lighting to be controlled by motion sensors. LED light fittings to be installed.	Services Consultant	Design Development
Indoor Environmental Quality (IEQ)	Provide Double glazing to all windows and doors.	Architect	Design Development
Transport	EV Chargers 1 bicycle rail and 3 showers.	Architect Services Consultant	Design Development
Waste	70% recycling target of construction and demolition waste. An environmental site management plan (ESMP) and construction management plan (CMP) to be implemented to the council guidelines. Implement water quality protection measures during construction. Provide 2 bins in the kitchen joinery.	ESD consultant Architect	Design Development
Urban Ecology	2% vegetation.	Architect	Design Development
Materials	Provide materials that can be Locally Sourced and Certified. Low VOC. Recycled bricks. Recycled materials where applicable.	Architect Builder	Design Development

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6.0 Conclusion

This report addresses all the features incorporated into the design and specifications of the development. The development exceeds the Built Environment Sustainability Scorecard (BESS) and also the National Construction Code standards.

In addition, the proposed development is able to reduce the site stormwater run-off and re-using it within the proposed building.
This development is able to achieve the industry best practice.

The proposed development to be able to reduce the greenhouse gas emissions. The development also provides photovoltaic cells and electric vehicle chargers.
The development aims to respond to Melbourne's changing climate, including higher temperatures and drought stress with thermal efficiency, good light and flow-through ventilation.

APPENDICES

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APPENDIX A

BESS SCORECARD SUMMARY

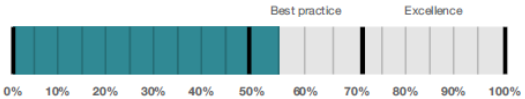
BESS Buildings Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 36 Fawkner St Westmeadows Victoria 3049. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Hume City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

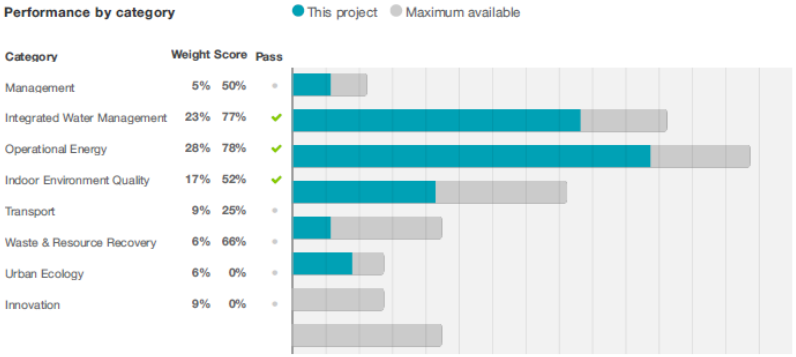


55%

Project details

Name	19644
Address	36 Fawkner St Westmeadows Victoria 3049
Project ID	7B1B5667-R1
BESS Version	BESS-10
Date	02 July 2026
Software version	2.3.0-B.654
Site type	Non-residential development
Account	
Application no.	[redacted]
Site area	1,286 m²
Building floor area	1,161 m²

Performance by category



The Built Environment Sustainability Scorecard is an initiative of the Council Alliance for a Sustainable Built Environment (CASBE).
For more details see www.bess.net.au

Buildings

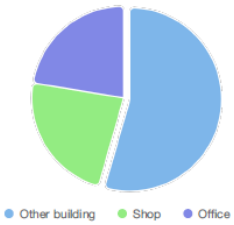
Name	Height	Footprint	% of total footprint
OFFICES AND SHOPS	2	269 m²	45%
WORKSHOP	2	317 m²	54%

Dwellings & Non Res Spaces

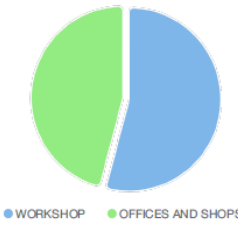
Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Office				
OFFICES	4	65.0 m²	OFFICES AND SHOPS	22%
Total	**4**	**260 m²**	**22%**	
Shop				
SHOPS 1 & 2	2	71.0 m²	OFFICES AND SHOPS	12%
SHOPS 3 & 4	2	63.5 m²	OFFICES AND SHOPS	10%
Total	**4**	**269 m²**	**23%**	
Other building				
WORKSHOP	1	632 m²	WORKSHOP	54%
Total	**1**	**632 m²**	**54%**	

Project composition



Building composition



Supporting Evidence

Shown on Floor Plans

Credit	Requirement	Response	Status
Management 3.2	[illegible] commercial tenancies	[illegible]	[illegible]

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Credit	Requirement	Response	Status
Management 3.3	Annotation: Sub-meters to be provided to all major common area services (list each)		-
Integrated Water Management 2.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)		-
Integrated Water Management 3.1	Annotation: Water efficient garden details		-
Operational Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Operational Energy 4.2	Location and size of solar photovoltaic system		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Waste & Resource Recovery 2.1	Location of food and garden waste facilities		-
Waste & Resource Recovery 2.2	Location of recycling facilities		-

Supporting Documentation

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment		-
Management 2.3b	Preliminary modelling report		-
Integrated Water Management 2.1	STORM report or MUSIC model		-
Operational Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Operational Energy 3.1	Details of either the fully natural carpark ventilation or CO monitoring system proposed		-
Operational Energy 3.7	Average lighting power density and lighting type(s) to be used		-
Operational Energy 4.2	Specifications of the solar photovoltaic system(s)		-
Indoor Environment Quality 1.4	A short report detailing assumptions used and results achieved.		-

Credit summary

Management Overall contribution 4.5%

	50%	
1.1 Pre-Application Meeting	0%	
2.3 Thermal Performance Modelling - Non-Residential	100%	
3.2 Metering - Non-Residential	100%	
3.3 Metering - Common Areas	100%	
4.1 Building Users Guide	0%	

IWM Overall contribution 22.5%

	77%	✔ Pass	
1.1 Potable Water Use	48%	✔ Achieved	
2.1 Stormwater Treatment	100%	✔ Achieved	
3.1 Water Efficient Landscaping	100%		
4.1 Building Systems Water Use	0%		

Operational Energy Overall contribution 27.5%

	Minimum required 50%	78%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential	37%		
2.1 Greenhouse Gas Emissions	100%		
2.2 Peak Demand	100%		
2.6 Electrification	100%		
2.7 Energy consumption	100%		
3.1 Carpark Ventilation	100%		
3.2 Hot Water - Non-Residential	100%		
3.7 Internal Lighting - Non-Residential	100%		
4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A	✧ Scoped Out	
No cogeneration or trigeneration system in use.			
4.2 Renewable Energy Systems - Solar	100%		
4.4 Renewable Energy Systems - Other	N/A	✧ Scoped Out	
No other (non-solar PV) renewable energy is in use.			

IEQ Overall contribution 16.5%

	Minimum required 50%	52%	✔ Pass
1.4 Daylight Access - Non-Residential	60%	✔ Achieved	
2.3 Ventilation - Non-Residential	56%	✔ Achieved	
3.4 Thermal comfort - Shading - Non-Residential	30%		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%		
4.1 Air Quality - Non-Residential	100%		

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Transport Overall contribution 9.0%

	25%
1.4 Bicycle Parking - Non-Residential	0%
1.5 Bicycle Parking - Non-Residential Visitor	0%
1.6 End of Trip Facilities - Non-Residential	0% ⊘ Disabled
	Credit 1.4 must be complete first.
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

Waste & Resource Recovery Overall contribution 5.5%

	66%
1.1 Construction Waste - Building Re-Use	0%
2.1 Operational Waste - Food & Garden Waste	100%
2.2 Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	0%
1.1 Communal Spaces	0%
2.1 Vegetation	0%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	0%

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APPENDIX B

SECTIOM J

Building Class Class 5, 6 & 7b
Climate Zone 6

PART J4 – BUILDING FABRIC

Insulation to meet the specified level for all new walls and ceilings.

J4D4 ROOF AND CEILING: R3.0 added insulation

J4D5 ROOF LIGHTS: TOTAL SYSTEM U-VALUE NO MORE THAN 3.9 W/M^2.K AND SHGC NO MORE THAN 0.29

J4D6WALLS AND GLAZING

WALLS: EXTERNAL WALLS: R2.0 added insulation

GLAZING: DTS Glazing and shading requirements of J1.5 have been achieved as per the NCC 2022 facade calculator in Appendix A

TOTAL WINDOW SYSTEM: The window system to comply with the façade calculator provided

FIXED WINDOW	TOTAL SYSTEM U-VALUE NO MORE THAN 4.20 W/M^2.K AND SHGC NO MORE THAN 0.55
HINGED DOOR	TOTAL SYSTEM U-VALUE NO MORE THAN 4.20 W/M^2.K AND SHGC NO MORE THAN 0.55

J4D7 FLOORS: No added insulation is required

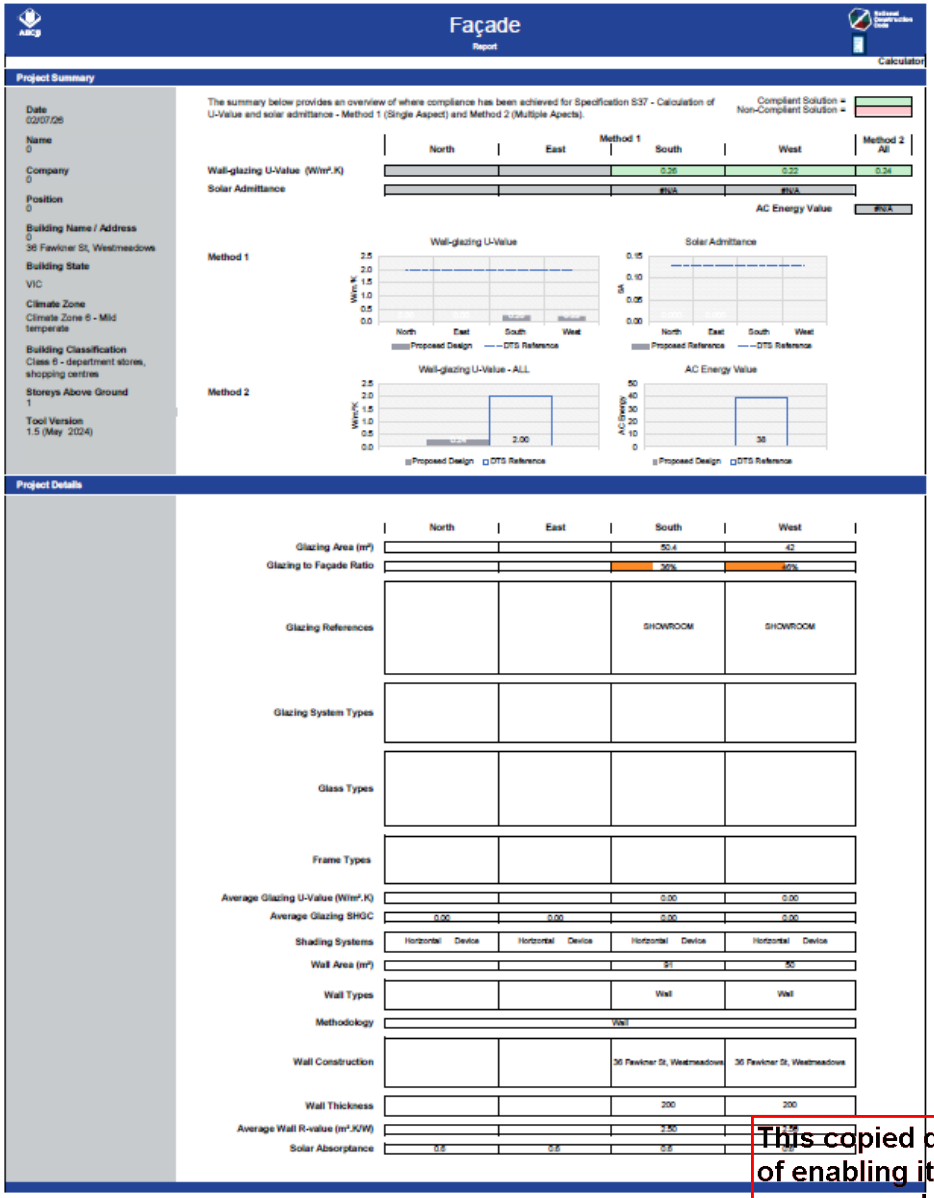
PART J5 – BUILDING SEALING

Provide air seals to windows and doors servicing conditioned spaces and self-closing mechanism to external doors. Self-closing dampers or self-sealed exhaust fans. Windows and service penetrations must be sealed with close-fitting architrave, skirting or cornice or expanding foam, rubber compressive strip, caulking or the like. Penetrations include windows, doors, roof lights, flues, exhaust fans, and heating and cooling ductwork.

PART J7 – ARTIFICIAL LIGHTING & POWER:

Maximum design lighting power in at least 90% of the area of the relevant building class meets the requirements in Table J7D3a of the NCC 2022 Vol 1.

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Façade

Report

Calculator

Project Summary

Date
02/07/26

Name
0

Company
0

Position
0

Building Name / Address
0
36 Fawkner St, Westmeadows

Building State
VIC

Climate Zone
Climate Zone 6 - Mild temperate

Building Classification
Class 6 - department stores, shopping centres

Storeys Above Ground
1

Tool Version
1.5 (May 2024)

The summary below provides an overview of where compliance has been achieved for Specification S37 - Calculation of U-Value and solar admittance - Method 1 (Single Aspect) and Method 2 (Multiple Apects).

Compliant Solution =
Non-Compliant Solution =

	Method 1 North	East	South	West	Method 2 All
Wall-glazing U-Value (W/m².K)			0.26	0.22	0.24
Solar Admittance			#N/A	#N/A	
AC Energy Value					#N/A

Method 1

Method 2

Project Details

	North	East	South	West
Glazing Area (m²)			50.4	42
Glazing to Façade Ratio			30%	40%
Glazing References			SHOWROOM	SHOWROOM
Glazing System Types				
Glass Types				
Frame Types				
Average Glazing U-Value (W/m².K)			0.00	0.00
Average Glazing SHGC	0.00	0.00	0.00	0.00
Shading Systems	Horizontal Device	Horizontal Device	Horizontal Device	Horizontal Device
Wall Area (m²)			91	80
Wall Types			Wall	Wall
Methodology			Wall	
Wall Construction			36 Fawkner St, Westmeadows	36 Fawkner St, Westmeadows
Wall Thickness			200	200
Average Wall R-value (m².K/W)			2.50	2.50
Solar Absorptance	0.6	0.6	0.6	0.6

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APPENDIX C

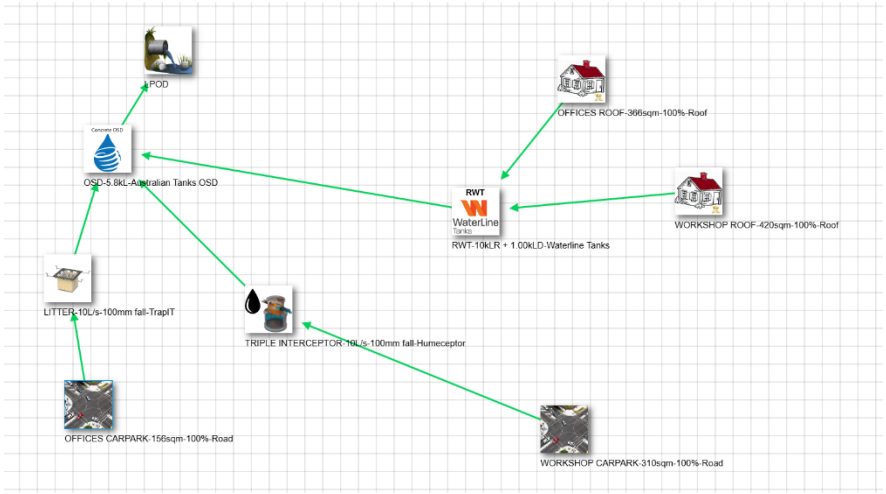
STORM RATING

TREATMENT TRAIN EFFECTIVENESS

	Sources	Residual Load	% Reduction	Authority's Target Reduction (%)	Green Star Buildings Target Reductions	
					Credit Achievement	Exceptional Performance
Flow (ML/yr)	0.58	0.27	52.77	N/A	40.00	80.00
Total Suspended Solid (kg/yr)	88.12	15.54	82.37	80.00	85.00	90.00
Total Phosphorus (kg/yr)	0.18	0.08	54.21	45.00	65.00	70.00
Total Nitrogen (kg/yr)	1.35	0.50	63.27	45.00	45.00	60.00
Gross Pollutants (kg/yr)	21.67	0.00	100.00	70.00	90.00	95.00

MASS BALANCE

Treatment Name	Treatment Type	GP Captured (kg/yr)	Sediment Captured (kg/yr)	Cleanout Frequency (x/yr)	GP storage required (L)	Sediment Storage required (L)	Total Storage required (L)
RWT-10kLR + 1.00kLD-Waterline Tanks	Waterline Tanks	13.60	2.99	2.00	39.24	1.24	40.49
TRIPLE INTERCEPTOR-10L/s-100mm fall-Humeceptor	Humeceptor	4.83	41.41	2.00	13.93	17.25	31.18
OSD-5.8kL-Australian Tanks OSD	Australian Tanks OSD	0.67	4.04	2.00	1.94	1.69	3.62
LITTER-10L/s-100mm fall-TrapIT	TrapIT	2.56	17.86	2.00	7.40	7.44	14.84



RAINWATER TANK RELIABILITY

Node Name	Reuse Supplied	Reuse Requested	Reuse Demand Met (%)
RWT	0.25	1.33	19.04

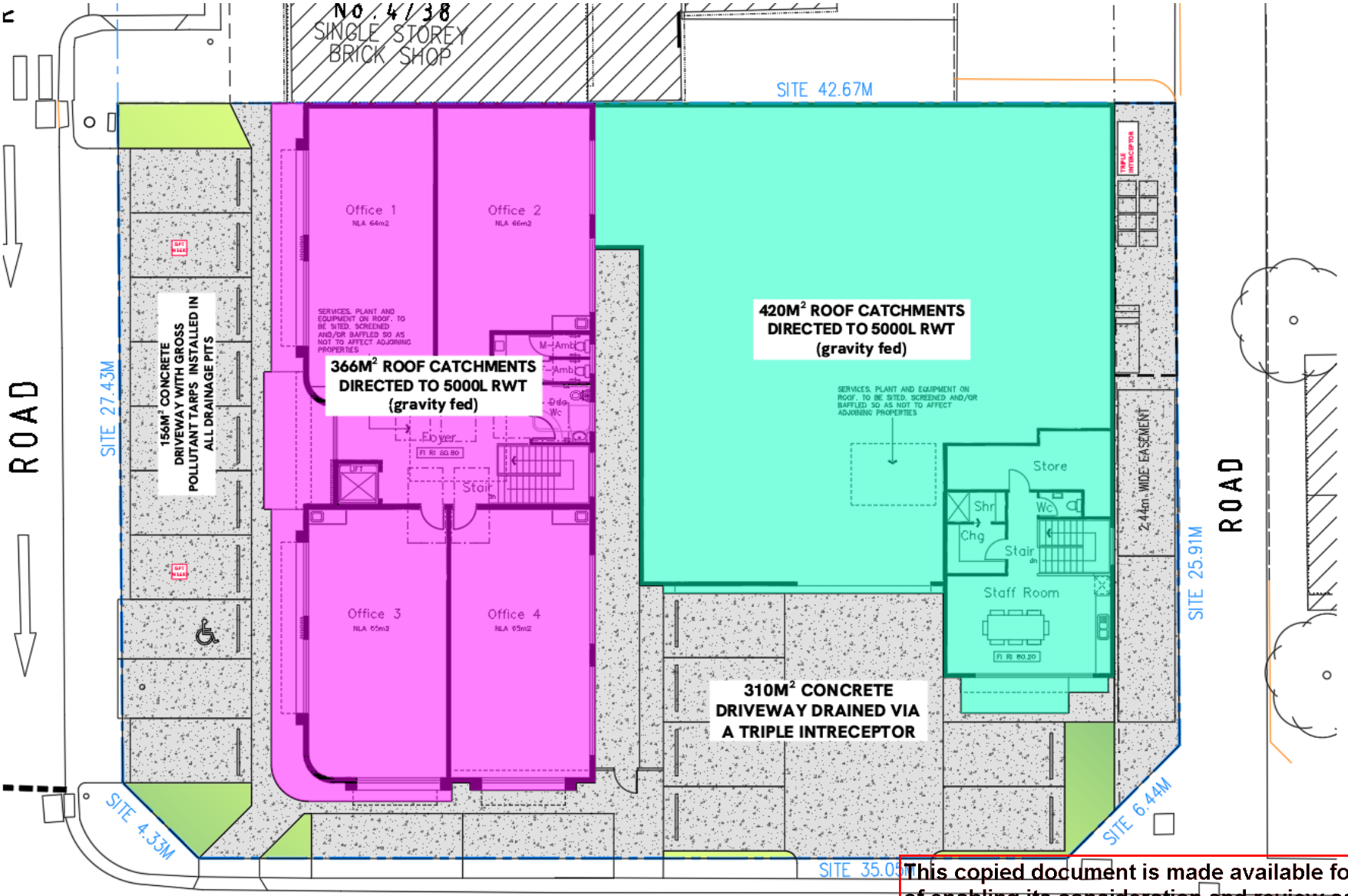
NOTE:

Increasing the tank capacity will not improve water availability due to limited roof catchments. However, by increasing the tank capacity the Nitrogen reduction percentage will drop.

The car wash facility will utilise the collected rainwater, with an estimated 100 to 150 Liters of water needed per wash cycle.

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CATCHMENTS PLAN



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RAINWATER TANKS

Leaf litter / debris in gutters	**Pump not working**
Regularly clear your gutters. Make sure you cover the tank inlet if you're rinsing down the gutters to avoid debris entering the tank	Check operating instructions for your pump. Check that pumps are kept clear of surface water (flooding), vegetation, and have adequate ventilation. Pumps should be serviced every few years to prolong the pump life.
Blocked downpipe	**Mains backup or pump not working**
If you see water spilling from the edge of the gutters check that the downpipe is not blocked, removing any debris.	Have you heard the pump operating? If the mains backup switching device fails many people do not notice for a long time. Consider a manual system if the switching device is problematic and you don't mind operating it manually.
First flush diverter clogging	**Overflow**
To clean out, unscrew the cap at the base of the diverter and remove the filter. Wash the filter with clean water and the flow restrictor inside the cap.	Check that the overflow is not blocked and that there is a clear path for water to safely spill from the tank through the overflow pipe when full. Check that a clean mesh screen is safely in place to prevent mosquitoes entering the tank.
Debris on the mesh cover over inlets / outlets	**Sediment / debris build-up in tank (more than 20mm thick)**
The fine stainless- steel mesh is similar to fly screen mesh. It should be cleaned regularly to ensure it does not become blocked with leaves and other material.	Over time a small amount of fine sediment to collect in the bottom of your tank and this is harmless and natural. It should not be disturbed until it is approx 20 mm thick which may take many years. To clean your tank out simply empty your tank and wash out with a high-pressure washer or hose.
Dirt and debris around the tank base or side.	**Base area**
Keep leaf build-up, sticks, pot plants and other items off the lid of your tank. Use a hose to remove dust and dirt from the outside of the rainwater tank and ensure there is no debris on the base, bottom lip and walls of your tank.	Tanks must be fully supported by a flat and level base. Check for any movement, cracks or damage to the slab or pavers. If damage is observed, empty the tank to remove the weight and have the fault corrected to prevent damage to the tank. There is no warranty from suppliers for damage to a rainwater tank if the base has failed.
Smelly water or mosquitos	**Monitoring the water level**
Rainwater tanks can smell if there is debris in the gutters. Check the gutters and leaf strainers are clean. Mosquitos or wrigglers can make their way into your tank if they are small enough to pass through the inlet strainer. A very small amount of chlorine (approx 4 parts per million) can be put in the tank to kill off mosquitos or the bacteria causing odours. The chlorine to disinfect the water and then evaporate. Chlorine tablets from a pool supplier can be used (but check the recommended dose based on your tank capacity).	A range of devices are available to monitor water level. Some simple float systems can be used effectively.

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[redacted]

ITEM	KEY ACTIVITIES	INSPECTION FREQUENCY
	The entire system must be checked for leaks, cleanliness and stability at least every six months. The entire system should be serviced at intervals of approx. 2-3 years. In this case, all parts of the system must be cleaned and their function checked. Servicing should be carried out as follows:	In accordance with supplier's recommendations (otherwise 3 monthly).
Roof Gutters and Downpipes	Ensure they are in good condition and there is no contamination from the roof catchment area.	
Tank filter and first flush	To clean out, unscrew the cap at the base of the diverter and remove the filter. Wash the filter with clean water and the flow restrictor inside the cap. Repair if required.	
Pumps	Inspect and maintain as per the pump manufacturer's guidelines. Check the potable mains back up is not permanently on. Repair or replace pump if required.	
Pipework	Check for any structural or drainage problems and make repairs as required.	
Overflow	Remove blockages and/or restore connections to stormwater network.	

Maintenance frequency

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
X						X					

Regular maintenance to improve the water quality and extend the life of your system. A well maintained tank isn't likely to need to be cleaned out for up to ten years.

Inspection and maintenance log form (This log form should be reproduced and kept with the property documents and transferred to new owners if the property is sold)

Asset ID			
Location			
Inspection Officer's Name			
Date		**Date Of Last Rainfall**	

Photos of site (explanatory notes)

1.
2.
3.
4.
5.

General comments, sketches, and description of maintenance undertaken

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STORMWATER AND SEDIMENT CONTROL

Stormwater and sediment laden runoff along roads, drains and footpaths etc	**Drainage management:** Ensure that all works relating to drainage are promptly completed. **Sediment traps:** A sediment control entry\exit system (rock pad) to be placed at the site entry. A suitable sediment barrier is placed down-slope of any on-site soil disturbance usually along the lowest site boundary with the ends returning up-slope. Use barriers to trap coarse sediment at all points where stormwater is leaving the site. Sweep and clean street gutters – do not hose it. Regularly clean litter and debris 'trapped' against site fencing and throughout the general site, and waste collection shall only occur during permitted nominated hours. **Dewatering:** In case of rain ensure that all works relating to drainage are promptly completed. **Stockpile protection:** Stockpiles to be covered during periods of strong wind or when strong winds are expected and with a waterproof cover when rain is expected.
Chemical pollutants and other toxicants	Install on-site erosion and sediment control measures. Regular inspections and maintenance are required to ensure their effectiveness. Measures may include, but are not limited to: - Silt fences - sediment traps - geotextile fabrics Litter bins with lids to be used where possible to prevent litter from blowing away and entering stormwater drains. To ensure the safe handling and storage of chemicals, paints, oils, and other substances that could wash off-site, it's essential to prevent them from entering stormwater drains. Whenever possible, stockpiles should be covered, located within the site's fenced area, and positioned away from the lowest points of the site where surface runoff could accumulate. This approach will help minimise erosion. These measures aim to reduce the pollutants entering the stormwater system from the site during construction work, thereby protecting our waterways. Furthermore, the initiatives are consistent with the Application Requirements set out in Clause 53.18 of the Darebin planning scheme.
Asbestos in soil	Asbestos to be handled, packaged and removed in accordance with the Occupational Health And Safety (asbestos) Regulations 1992, EPA publication 364c The Transport and Disposal of Waste Asbestos October 2002, and the WorkSafe Australia asbestos code of practice.
Onsite Fill Material	Excavations will be examined for signs of contamination within any fill (e.g. staining, rubble).
Imported soil or fill	Any soil or fill imported to the site will be required to be tested by the supplier for contamination. No contaminated soil or fill will be imported to the site. Any imported material used onsite must be classified as suitable for commercial land use.
Protection of Council assets (streets, footpaths, laneways and reserves)	Prior to commencement of any works on the site, the builder or developer must apply for a new vehicular crossover or modification or alteration to an existing crossover proposal for assessment and approval by the council's infrastructure and traffic department.







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Contribution to cooling and improving local habitat.

Urban development dramatically changes the local habitat. It to reduce the process of rainwater evaporation and its plants absorption or soaking it into the ground. This happens when clearing land of vegetation and increasing impervious surfaces, which to cause the following:

- Put pressure and pollute the local stormwater in a very short time after a rain.
- Unnatural flows to the local waterways or rivers for a few hours after it rains.
- Making beaches unsuitable for swimming for 1-2 days after heavy rain
- Eroding stream banks and degrading streams
- Increase in pollutant runoff.

Implementing rainwater tanks and/or raingardens to reduce these negative impacts to the local habitat.

Advantages of rainwater tanks are:

- Minimise water usage when used in the toilet, laundry or garden.
- Reduce strain on the stormwater drainage system.
- Retain water close to source.
- Reduce site run-off and flood peaks.

Advantages of raingardens are:

- Reduce pollutant runoff to the creeks and bay.
- Increase green space to assist with cooling.

Benefits of WSUD

Economic	Environmental	Social
Capital cost savings – reduced sizing of off-site pipe work, drains and stormwater infrastructure. **Construction cost savings** – grading and tree clearing. **Water quality cost savings** – reducing the costs of water quality improvement by maintaining existing waterways. Developer cost savings – reduced developer contributions to downstream drainage capacities and open space requirements. **Improved market value** – making such developments more desirable and marketable.	**Hydrological balance** – maintains the hydrological balance by using natural processes of storage, infiltration and evaporation. **Sensitive area protection** – can contribute to protecting environmentally sensitive areas from urban development. **Waterways restoration** – supports restorations and enhancement of urban waterways. **Impact reduction** – minimises the impact of urban development on the environment. **Natural habitats enhancement** – can enhance the diversity of natural habitats/landscapes. Groundwater recharge.	Amenable urban and residential landscapes. High visual amenity. Opportunities to link community nodes through open spaces. Improving urban heat island effects.

The use of trees and vegetation in the urban environment brings benefits beyond mitigating urban heat islands including:

- Reduced energy use: Trees and vegetation that directly shade buildings decrease demand for air conditioning.
- Improved air quality and lower greenhouse gas emissions: By reducing energy demand, trees and vegetation decrease the production of associated air pollution and greenhouse gas emissions. They also remove air pollutants and store and sequester carbon dioxide.
- Enhanced stormwater management and water quality: Vegetation reduces runoff and improves water quality by absorbing and filtering rainwater.
- Reduced pavement maintenance: Tree shade can slow deterioration of street pavement, decreasing the amount of maintenance needed.

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APPENDIX D

DAYLIGHT MODELLING

This is a summary of the daylight levels within the proposed building .
BESS daylight standards for residential developments:

- SHOPS, OFFICES AND WORKSHOP: 26, 54 and 88% of proposed floor area respectively achieves a daylight factor 2%.

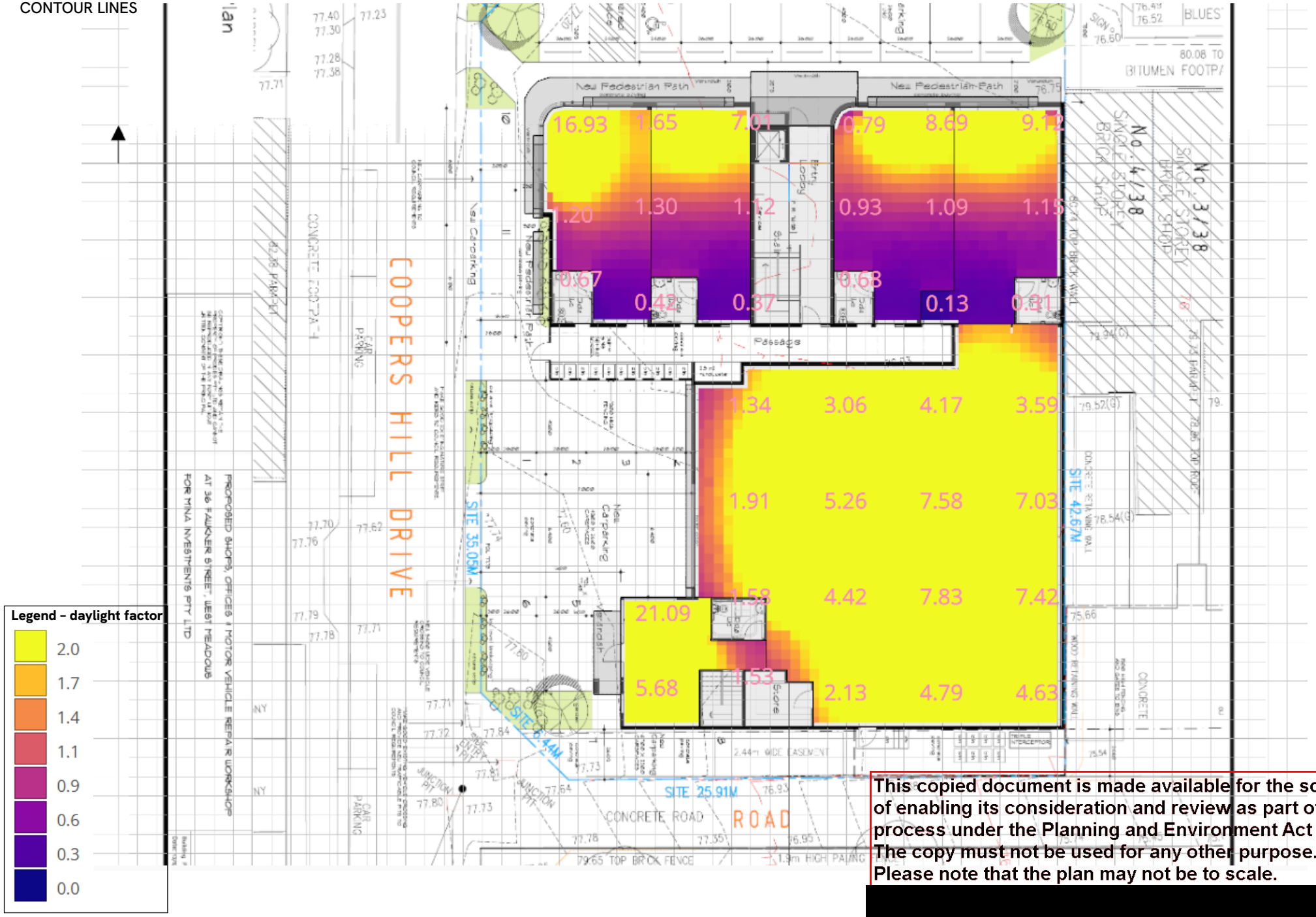
DAYLIGHT MODEL PARAMETERS AND ASSUMPTIONS:

GLAZED ELEMENTS	**VISIBLE LIGHT TRANSMISSION (VLT)**
GLAZING	60%
PRIVACY SCREENS	60%
BUILDING ELEMENTS	**REFLECTANCE (%)**
FLOORS	30% reflectivity
WALLS	70% reflectivity
CEILINGS	70% reflectivity
OTHER ELEMENTS	
CIE OVERCAST DESIGN SKY	10000 LUX
NEIGHBOURING STRUCTURES	60% reflectivity
Windows and doors dimensions as shown on the architectural drawings.	
Wet areas and passages are excluded from the model	

ZONE	AREA (m^2)	Floor Area within Limits (m^2)	DF%
SHOP 1	57	14	24%
SHOP 2	60	13	21%
SHOP 3	51	15	29%
SHOP 4	51	16	31%
OFFICE 1	56	25	45%
OFFICE 2	60	9	15%
OFFICE 3	55	41	75%
OFFICE 4	59	52	88%
WORKSHOP	360	320	88%
TOTAL	809	505	**62%**

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Pleas[redacted]

CONTOUR LINES



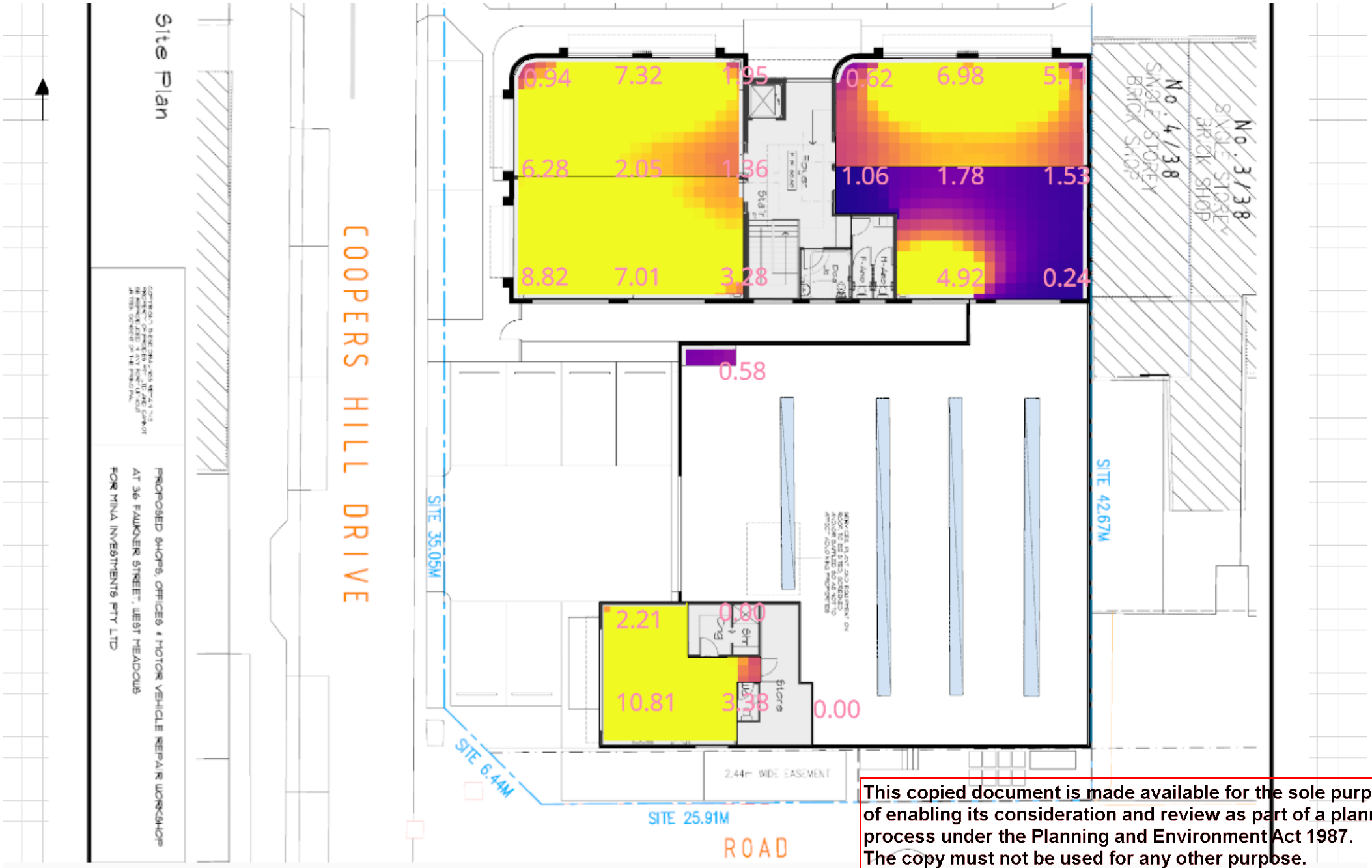
Legend – daylight factor

- 2.0
- 1.7
- 1.4
- 1.1
- 0.9
- 0.6
- 0.3
- 0.0

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[redacted]

36 Fawkner St, Westmeadows - SDA



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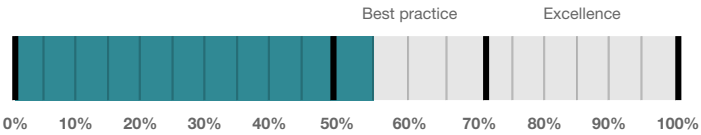
BESS Buildings Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 36 Fawkner St Westmeadows Victoria 3049. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Hume City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

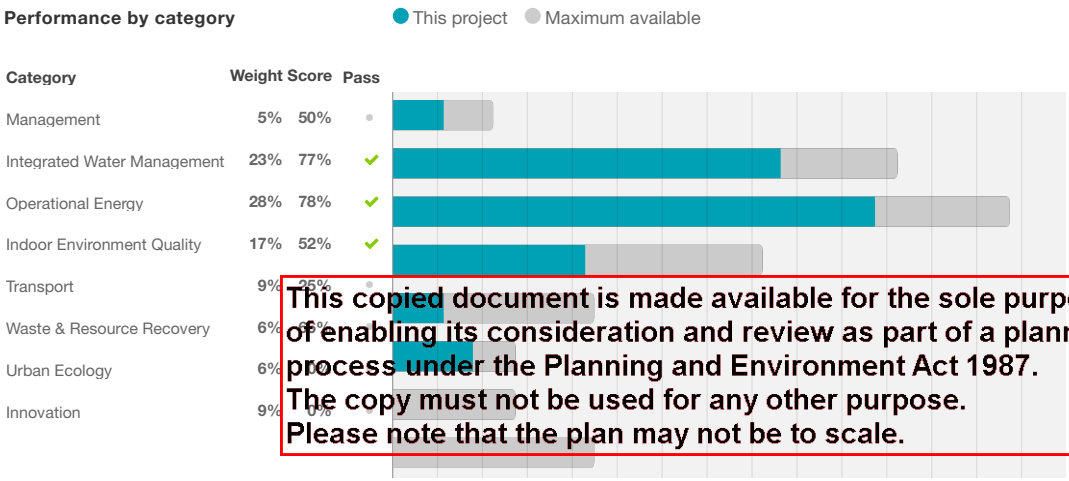


55%

Project details

Name	19644
Address	36 Fawkner St Westmeadows Victoria 3049
Project ID	7B1B5667-R1
BESS Version	BESS-10
Date	02 July 2026
Software version	2.3.0-B.654
Site type	[redacted]
Account	
Application no.	
Site area	1,286 m²
Building floor area	1,161 m²

Performance by category



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Buildings

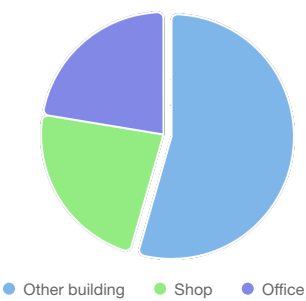
Name	Height	Footprint	% of total footprint
OFFICES AND SHOPS	2	269 m²	45%
WORKSHOP	2	317 m²	54%

Dwellings & Non Res Spaces

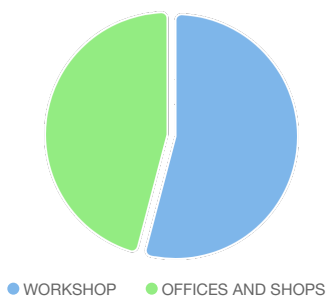
Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Office				
OFFICES	4	65.0 m²	OFFICES AND SHOPS	22%
Total	**4**	**260 m²**	**22%**	
Shop				
SHOPS 1 & 2	2	71.0 m²	OFFICES AND SHOPS	12%
SHOPS 3 & 4	2	63.5 m²	OFFICES AND SHOPS	10%
Total	**4**	**269 m²**	**23%**	
Other building				
WORKSHOP	1	632 m²	WORKSHOP	54%
Total	**1**	**632 m²**	**54%**	

Project composition



Building composition



Supporting Evidence

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Shown on Floor Plans

Credit	Requirement	Analysed	Status
Management 3.2	Annotation: Individual tenancies and/or commercial tenancies		-

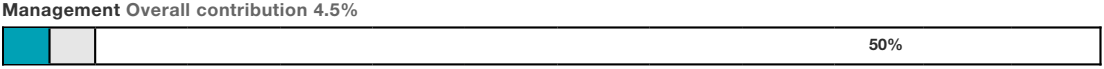
Credit	Requirement	Response	Status
Management 3.3	Annotation: Sub-meters to be provided to all major common area services (list each)		-
Integrated Water Management 2.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)		-
Integrated Water Management 3.1	Annotation: Water efficient garden details		-
Operational Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Operational Energy 4.2	Location and size of solar photovoltaic system		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Waste & Resource Recovery 2.1	Location of food and garden waste facilities		-
Waste & Resource Recovery 2.2	Location of recycling facilities		-

Supporting Documentation

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment		-
Management 2.3b	Preliminary modelling report		-
Integrated Water Management 2.1	STORM report or MUSIC model		-
Operational Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Operational Energy 3.1	Details of either the fully natural carpark ventilation or CO monitoring system proposed		-
Operational Energy 3.7	Average lighting power density and lighting type(s) to be used		-
Operational Energy 4.2	Specifications of the solar photovoltaic system(s)		-
Indoor Environment Quality 1.4	A short report detailing assumptions used and results achieved.		-

Credit summary

Management Overall contribution 4.5%



1.1 Pre-Application Meeting	0%
2.3 Thermal Performance Modelling - Non-Residential	100%
3.2 Metering - Non-Residential	100%
3.3 Metering - Common Areas	100%
4.1 Building Users Guide	0%

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IWM Overall contribution 22.5%

	77%	✔ Pass
1.1 Potable Water Use	48%	✔ Achieved
2.1 Stormwater Treatment	100%	✔ Achieved
3.1 Water Efficient Landscaping	100%	
4.1 Building Systems Water Use	0%	

Operational Energy Overall contribution 27.5%

	Minimum required 50% 78%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential	37%	
2.1 Greenhouse Gas Emissions	100%	
2.2 Peak Demand	100%	
2.6 Electrification	100%	
2.7 Energy consumption	100%	
3.1 Carpark Ventilation	100%	
3.2 Hot Water - Non-Residential	100%	
3.7 Internal Lighting - Non-Residential	100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A	✣ Scoped Out
	No cogeneration or trigeneration system in use.	
4.2 Renewable Energy Systems - Solar	100%	
4.4 Renewable Energy Systems - Other	N/A	✣ Scoped Out
	No other (non-solar PV) renewable energy is in use.	

IEQ Overall contribution 16.5%

	Minimum required 50% 52%	✔ Pass
1.4 Daylight Access - Non-Residential	60%	✔ Achieved
2.3 Ventilation - Non-Residential	56%	✔ Achieved
3.4 Thermal comfort - Shading - Non-Residential	30%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%	
4.1 Air Quality - Non-Residential	100%	

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Transport Overall contribution 9.0%

	25%
1.4 Bicycle Parking - Non-Residential	0%
1.5 Bicycle Parking - Non-Residential Visitor	0%
1.6 End of Trip Facilities - Non-Residential	0% ⊘ Disabled
	Credit 1.4 must be complete first.
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

Waste & Resource Recovery Overall contribution 5.5%

	66%
1.1 Construction Waste - Building Re-Use	0%
2.1 Operational Waste - Food & Garden Waste	100%
2.2 Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	0%
1.1 Communal Spaces	0%
2.1 Vegetation	0%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	0%

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Credit breakdown

Management Overall contribution 4.5%

50%

1.1 Pre-Application Meeting	0%
Score Contribution	This credit contributes 37.5% towards the category score.
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?
Question	Criteria Achieved ?
Project	No
2.3 Thermal Performance Modelling - Non-Residential	100%
Score Contribution	This credit contributes 25% towards the category score.
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2022 Section J4D6?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes
3.2 Metering - Non-Residential	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have utility meters been provided for all individual commercial tenants?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes
3.3 Metering - Common Areas	100%

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Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have all major common area services been separately submetered?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes

4.1 Building Users Guide		0%

Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Will a building users guide be produced and issued to occupants?
Question	Criteria Achieved ?
Project	No

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IWM Overall contribution 22.5%

77% ✔ Pass

Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No

Stormwater profile

Which stormwater modelling software are you using?:	MUSIC or other modelling software
Blue Factor score achieved?:	-
Flow:	52 %
Total Suspended Solids:	82 %
Total Phosphorus:	54 %
Total Nitrogen:	63 %

Rainwater tank profile

What is the total roof area connected to the rainwater tank?:	
Rainwater Tank	786 m²
	-
Tank Size:	
Rainwater Tank	10,000 Litres
	-
Irrigation area connected to tank:	
Rainwater Tank	0.0 m²
	-
Is connected irrigation area a water efficient garden?:	
Rainwater Tank	No
	-
Other external water demand connected to tank?:	
Rainwater Tank	1,000 Litres/Day
	-

Fixtures, fittings & connections profile

Building:	
SHOPS 1 & 2 SHOPS 3 & 4 OFFICES	OFFICES AND SHOPS
WORKSHOP	WORKSHOP
Showerhead: All	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)
Bath: All	Scope out
Kitchen Taps: All	5 Star WELS rated
Bathroom Taps: All	5 Star WELS rated
Dishwashers: All	Not Specified
WC: All	4 Star WELS rated
Urinals: All	Scope out
Washing Machine Water Efficiency: All	Scope out

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Which non-potable water source is the dwelling/space connected to?: All	Rainwater Tank
Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No

1.1 Potable Water Use — 48% ✔ Achieved

Score Contribution	This credit contributes 31.2% towards the category score.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.
Output	Reference
Project	2523 kL
Output	Proposed (excluding rainwater and recycled water use)
Project	2124 kL
Output	Proposed (including rainwater and recycled water use)
Project	1738 kL
Output	% Reduction in Potable Water Consumption
Project	31 %
Output	% of connected demand met by rainwater
Project	92 %
Output	How often does the tank overflow?
Project	Sometimes
Output	Opportunity for additional rainwater connection
Project	383 kL

2.1 Stormwater Treatment — 100% ✔ Achieved

Score Contribution	This credit contributes 56.2% towards the category score.
Criteria	Has best practice stormwater management been demonstrated?
Output	Flow
Project	52 %
Output	Min Suspended Solids reduction
Project	80 %
Output	Total Suspended Solids reduction
Project	82 %
Output	Min Phosphorus reduction
Project	45 %
Output	Total Phosphorus reduction
Project	55 %
Output	Min Nitrogen reduction
Project	45 %
Output	Total Nitrogen reduction
Project	63 %

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3.1 Water Efficient Landscaping		100%
Score Contribution	This credit contributes 6.2% towards the category score.	
Criteria	Will water efficient landscaping be installed?	
Question	Criteria Achieved ?	
Project	Yes	

4.1 Building Systems Water Use		0%
Score Contribution	This credit contributes 6.2% towards the category score.	
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?	
Question	Criteria Achieved ?	
Project	No	

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Operational Energy Overall contribution 27.5%

	Minimum required 50%	78%	✔ Pass

Project profile	
Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	Yes
Are you installing any renewable energy system(s) (other than solar photovoltaic)?:	No
Energy Supply:	All-electric
Solar Photovoltaic system profile	
System Size (lesser of inverter and panel capacity):	
OFFICES	7.5 kW peak
SHOPS	7.5 kW peak
WORKSHOP	15.0 kW peak
Orientation (which way is the system facing)?:	
OFFICES	North
SHOPS	North
WORKSHOP	North
Inclination (angle from horizontal):	
OFFICES	10.0 Angle (degrees)
SHOPS	10.0 Angle (degrees)
WORKSHOP	10.0 Angle (degrees)
Which Building Class does this apply to?:	
OFFICES	Office
SHOPS	Shop
WORKSHOP	Other building
Non-residential Deemed-to-Satisfy profile	
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2022 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2022 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes
1.1 Thermal Performance Rating - Non-Residential	37%

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Score Contribution	This credit contributes 34.8% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC2022 Section J)?

2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 8.7% towards the category score.
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?

2.2 Peak Demand 100%

Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

2.6 Electrification 100%

Score Contribution	This credit contributes 13% towards the category score.
Criteria	Is the development all-electric?
Question	Criteria Achieved?
Project	Yes

2.7 Energy consumption 100%

Score Contribution	This credit contributes 17.4% towards the category score.
Criteria	What is the % reduction in annual energy consumption against the benchmark?

3.1 Carpark Ventilation 100%

Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?
Question	Criteria Achieved ?
Project	Yes

3.2 Hot Water - Non-Residential 100%

Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?

3.7 Internal Lighting - Non-Residential 100%

Score Contribution	This credit contributes 8.7% towards the category score.
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J7D3a of the NCC 2022 Vol 1?
Question	Criteria Achieved?
Office	Yes
Shop	Yes
Other building	Yes

4.1 Combined Heat and Power (cogeneration / trigeneration) N/A Scoped Out

No cogeneration or trigeneration system in use.

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This credit was scoped out	No cogeneration or trigeneration system in use.

4.2 Renewable Energy Systems - Solar 100%

Score Contribution	This credit contributes 4.3% towards the category score.
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?
Output	Solar Power - Energy Generation per year
Office	9,089 kWh
Shop	9,089 kWh
Other building	18,178 kWh
Output	% of Building's Energy
Office	451 %
Shop	59 %
Other building	102 %

4.4 Renewable Energy Systems - Other N/A Scoped Out

No other (non-solar PV) renewable energy is in use.

This credit was scoped out	No other (non-solar PV) renewable energy is in use.

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IEQ Overall contribution 16.5%

	Minimum required 50%	52%	✔ Pass

1.4 Daylight Access - Non-Residential		60% ✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.	
Criteria	What % of the nominated floor area has at least 2% daylight factor?	
Question	Percentage Achieved?	
Office	54 %	
Shop	26 %	
Other building	88 %	

2.3 Ventilation - Non-Residential		56% ✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.	

Criteria	What % of the regular use areas are effectively naturally ventilated?
Question	Percentage Achieved?
Office	100 %
Shop	100 %
Other building	50 %

Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?
Question	Percentage Achieved?
Office	0 %
Shop	0 %
Other building	0 %

Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?
Question	Value
Office	800 ppm
Shop	800 ppm
Other building	800 ppm

3.4 Thermal comfort - Shading - Non-Residential		30%
Score Contribution	This credit contributes 17.6% towards the category score.	

Criteria	What percentage of each room's west glazing to regular use areas is effectively shaded?
Question	Percentage Achieved?
Office	0 %
Shop	50 %
Other building	0 %

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3.5 Thermal Comfort - Ceiling Fans - Non-Residential	0%
Score Contribution	This credit contributes 5.9% towards the category score.
Criteria	What percentage of regular use areas in tenancies have ceiling fans?
Question	Percentage Achieved?
Office	0 %
Shop	0 %
Other building	0 %

4.1 Air Quality - Non-Residential	100%
Score Contribution	This credit contributes 5.9% towards the category score.

Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Office	No carpet
Shop	No carpet
Other building	No carpet

Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Other building	Yes

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Transport Overall contribution 9.0%

25%

1.4 Bicycle Parking - Non-Residential	0%
Score Contribution	This credit contributes 25% towards the category score.
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?
Question	Criteria Achieved ?
Office	No
Shop	No
Other building	No
Question	Bicycle Spaces Provided ?
Office	-
Shop	-
Other building	-

1.5 Bicycle Parking - Non-Residential Visitor	0%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?
Question	Criteria Achieved ?
Office	No
Shop	No
Other building	No
Question	Bicycle Spaces Provided ?
Office	-
Shop	-
Other building	-

1.6 End of Trip Facilities - Non-Residential	0% ⊘ Disabled
	Credit 1.4 must be complete first.
This credit is disabled	Credit 1.4 must be complete first.

2.1 Electric Vehicle Infrastructure	100%
Score Contribution	This credit contributes 25% towards the category score.
Criteria	Are facilities provided for the charging of electric vehicles?
Question	Criteria Achieved ?
Project	Yes

2.2 Car Share Scheme	0%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have [illegible] been provided [illegible] the development?
Question	Criteria Achieved ?
Project	No

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2.3 Motorbikes / Mopeds		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?	
Question	Criteria Achieved ?	
Project	No	

Waste & Resource Recovery **Overall contribution 5.5%**

66%

1.1 Construction Waste - Building Re-Use		0%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	No	

2.1 Operational Waste - Food & Garden Waste		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	Yes	

2.2 Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

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Urban Ecology Overall contribution 5.5%

		0%

1.1 Communal Spaces		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Office	0.0 m²	
Shop	0.0 m²	
Other building	0.0 m²	
Output	Minimum Common Space Required	
Office	20 m²	
Shop	26 m²	
Other building	31 m²	

2.1 Vegetation		0%
Score Contribution	This credit contributes 50% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	2 %	

2.2 Green Roofs		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	

2.3 Green Walls and Facades		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	

3.2 Food Production - Non-Residential		0%

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Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	What area of space per occupant is dedicated to food production?
Question	Food Production Area
Office	-
Shop	-
Other building	-
Output	Min Food Production Area
Office	6 m^2
Shop	7 m^2
Other building	8 m^2

Innovation Overall contribution 9.0%

	0%

1.1 Innovation	0%
Score Contribution	This credit contributes 100% towards the category score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?

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Green Transport Plan

36 Fawkner Street, Westmeadows

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2/07/2026

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Green Transport Plan

36 Fawkner Street, Westmeadows

Proposed Commercial Development

Document Control

Revision	Date	Quantum Reference	
A	2/07/2026	22-0461	TR1B

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Appendices

Appendix A: Example Questionnaire Survey

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1 Introduction

Quantum Traffic has been engaged to prepare a Green Transport Plan (GTP) for the proposed commercial development at 36 Fawkner Street, Westmeadows.

1.1 Purpose

The purpose of the GTP is to provide a management tool combining actions and strategies designed to encourage sustainable modes of transport such as walking, cycling, public transport and higher-occupancy car use for travel.

The GTP will aim to mitigate travel by private car to allow people to carry out their day to day business and movements in a more sustainable manner. This includes:

- Promote awareness of sustainable transport options available to the site;
- Measures which discourage certain travel mode choices;
- Measures which encourage or support sustainable travel (such as active transport, public transport, and multi-occupant vehicle use); and
- Reduce the need to travel or make travelling more efficient with incentives and means for more convenient travel to take place.

Overall, the aim will be to reduce the reliance on single occupant private motor vehicle trips, which in turn will manage car parking demands, improve opportunities for those without access to a car and promote 'active transportation' to ease traffic congestion as well as advocating for health benefits.

A summary of objectives of this GTP is to:

- Reduce single occupant private motor vehicle trips.
- Promote alternative transport modes such as public transport, cycling, and walking.
- Reduce car dependency.
- Manage car parking demands.
- Improve information and opportunities for those without access to a car.
- Benefit the community by minimising the traffic impacts of the development.

The methodology adopted in developing the GTP is as follows:

- Review existing documentation and transport conditions.
- Establish a management strategy.
- Identify appropriate GTP actions for the site, and
- Develop an implementation plan and monitoring regime.

The Owner Corporation will be responsible for the implementation of the GTP.

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2 Existing Conditions

2.1 Subject Site

The proposed development site is located at 36 Fawkner Street, Westmeadows, at the southeast corner of the intersection of Fawkner Street and Coopers Hill Drive (Melway Reference 5 K7). The site is located adjacent to other commercial land uses, including a supermarket on the north side of the road and shops, medical centre and food & drink uses on the south side of the road. The location of the site in relation to its surrounds is shown in Figure 1 below.

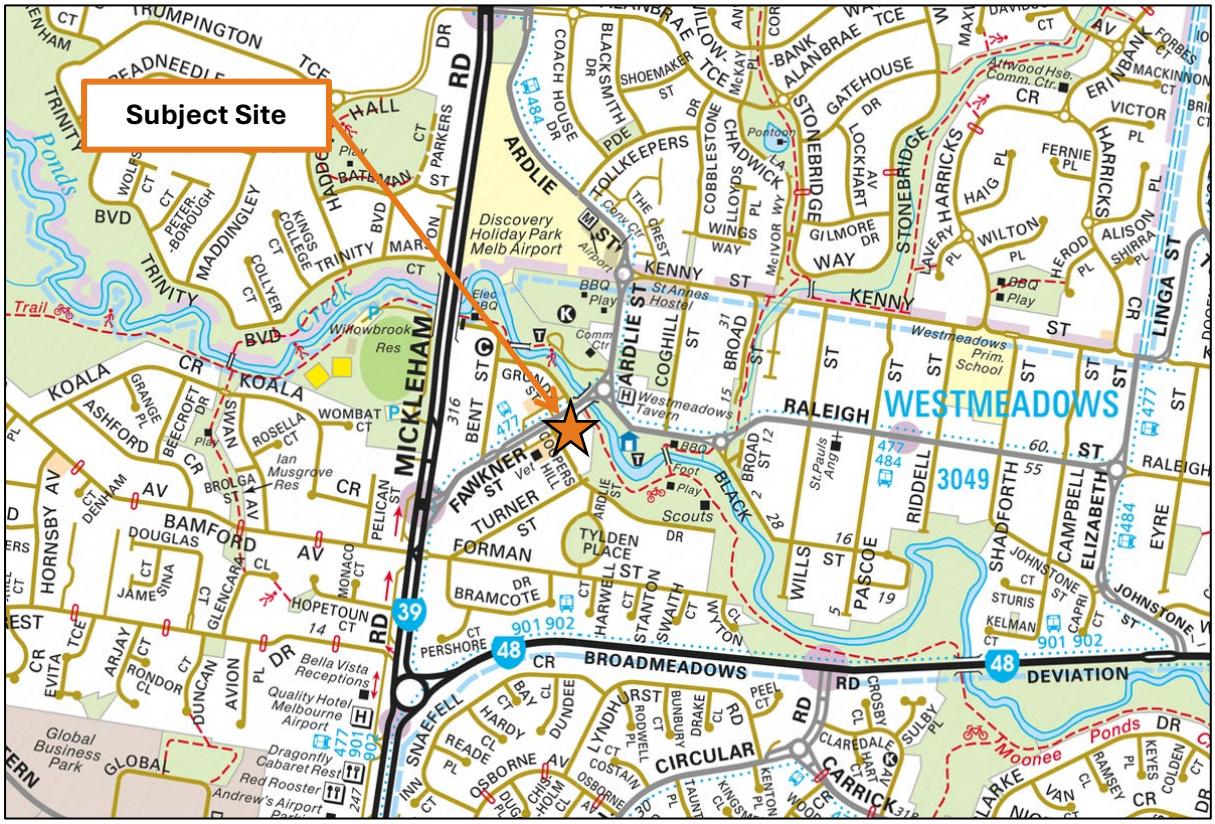


*Figure 1: **Locality Plan (source: Melway Online)***

The subject site has road frontages to Fawkner Street Service Road, Coopers Hill Drive and a ROW at the rear of the site.

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2.2 Active Travel Network

2.2.1 Public Transport

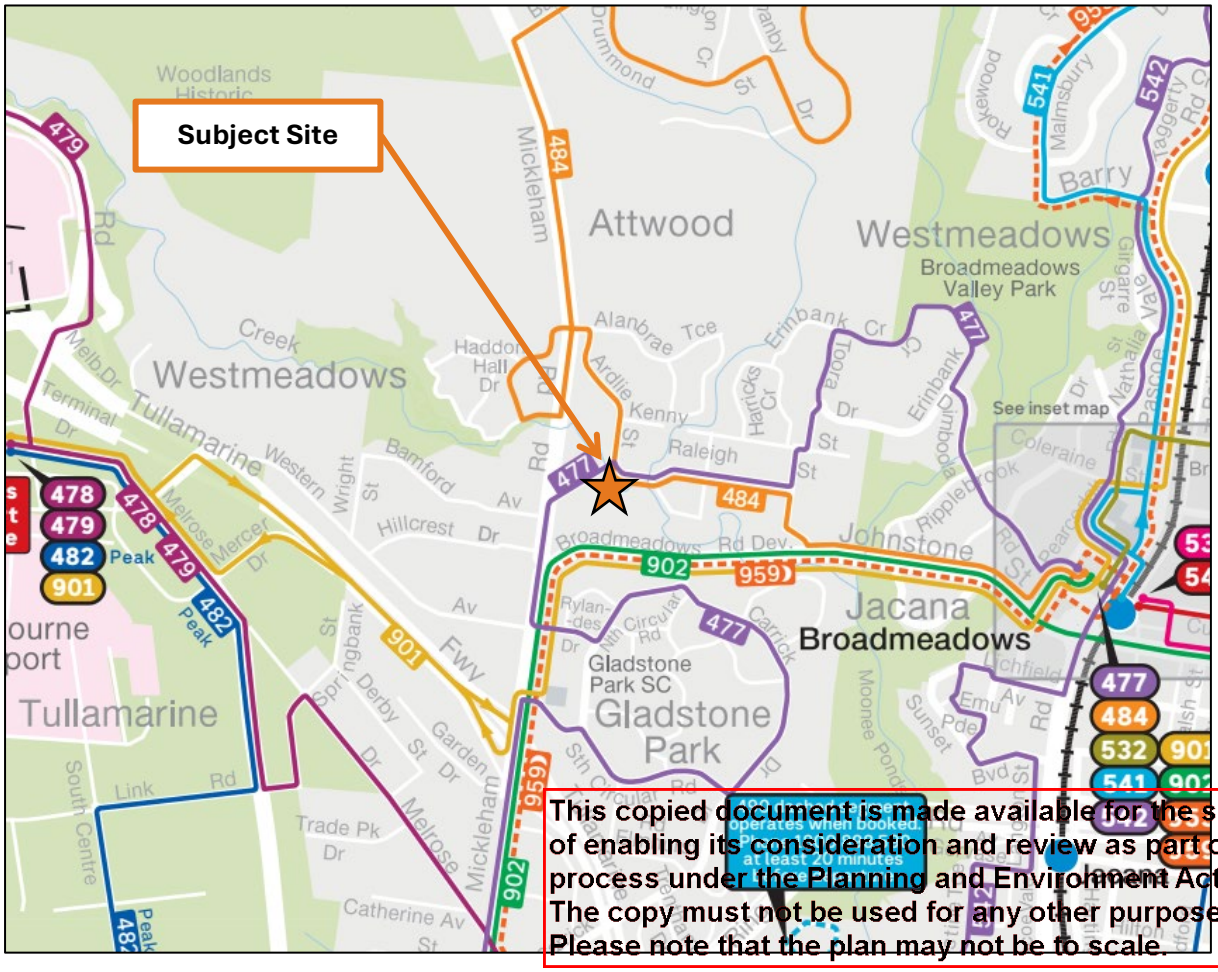
The site has access to convenient access to numerous bus routes, including Route #477 which stops on Fawkner Street along the site frontage. Additionally, Bus Routes #901, #902, and #959 operate along Broadmeadows Road to the south of the site.

A summary of the key existing bus services is provided in Table 1 below.

***Table 1:* Public Transport Service Summary**

Service	Between	Operation by Period			
		Weekdays	Saturday	Sunday	Evenings
Buses (within 200m distance)					
Route 477	Broadmeadows & Moonee Ponds	Y	Y	Y	Y
Route 484	Roxburgh Park & Broadmeadows	Y	Y	Y	Y

Figure 2 depicts the nearby public transport services available to the subject site.



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***Figure 2:* Public Transport Local Area Map (Source: www.ptv.com.au)**

[redacted]

2.2.2 Walking & Cycling

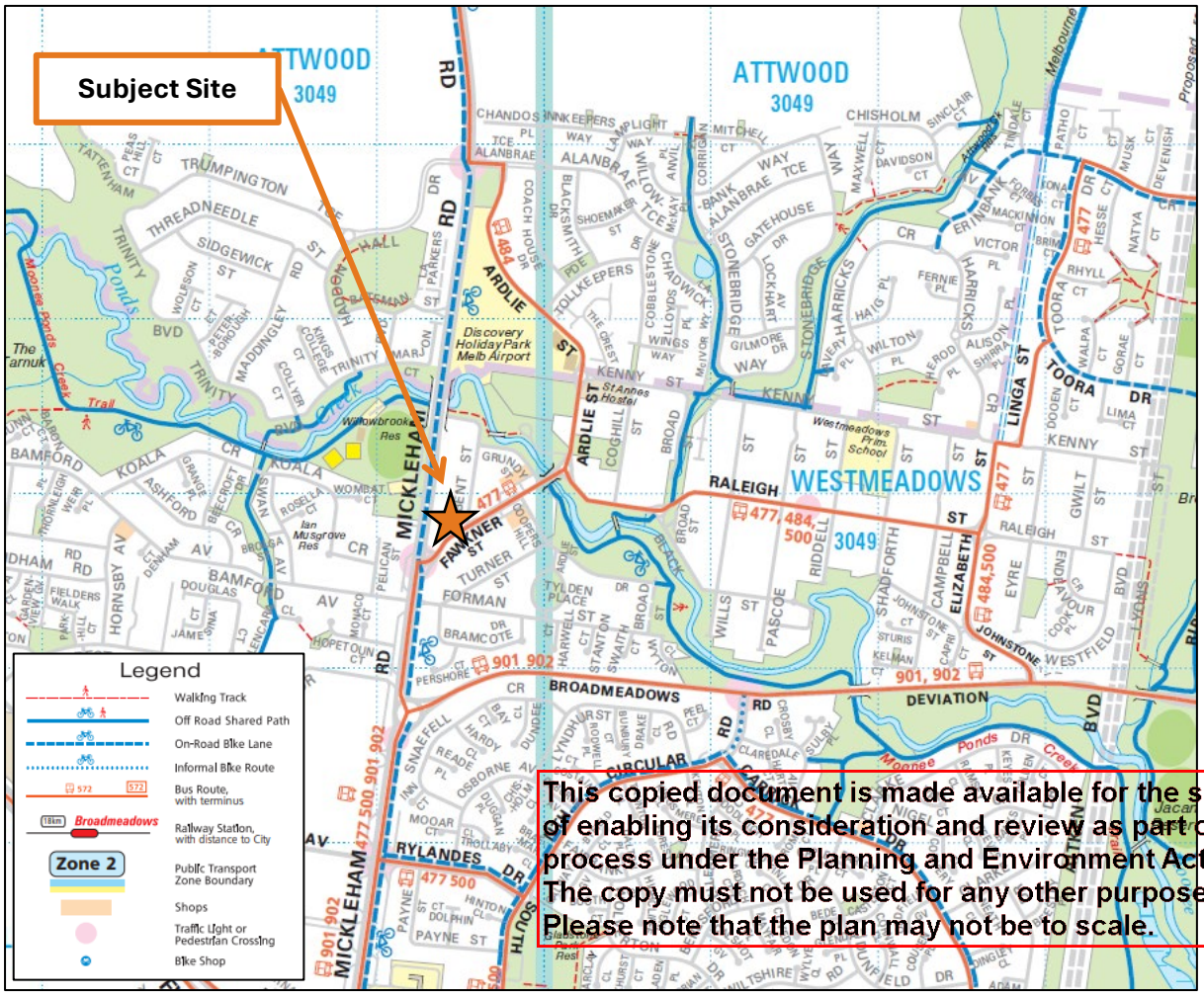
The site is accessible via walking and cycling facilities.

The surrounding road network provides formalised pedestrian footpaths. The Moonee Ponds Creek Trail is located approximately 100m east of the subject site, providing cycling connections in the broader region.

Table 3 outlines distances to key nearby facilities and how long they would take to access based on an average walking speed of 1.4m/s (5km/h) and average cycling speed of 4.2m/s (15km/h).

***Table 2:** Distance to Nearby Infrastructure & Facilities – Walk/Cycle Times*

Location	Distance	Walk Time	Cycle Time
Transport Nodes			
Nearest Bus Stop (Fawkner Street)	<100m	1-2 mins	<1 min
Moonee Ponds Creek Trail	<100m	1-2 mins	<1 min
Amenities			
Fawkner Shopping Precinct	<100m	1-2 mins	<1 min
Westmeadows Primary School	950m	11 mins	4 min
Willowbrook Reserve	450m	5 mins	2 mins



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***Figure 3:** Travel Smart Map (source: Hume City Council)*

[redacted]

[redacted]

2.2.3 Ride Sharing & Taxis

Ride sharing has become a popular way for people to travel over recent years.

The competition between taxi and ride share companies make ride sharing a much more cost-effective and convenient way to travel than it historically has been. The ride share companies still operating in Australia include:

- Uber;
- Shebah (all female ride-share service);
- Bolt; and
- GoCatch.

Uber has an option to select an EV vehicle usually for the same price as an Uber-X.

Accordingly, this mode choice can be utilised for trips without the need for staff and patrons to drive to the site with their own vehicle.

2.3 Existing Mode Share

To reduce reliance on private motor vehicle trips, targets should be set with consideration to existing mode of travel data for the use proposed and location of the subject site. Realistic and achievable targets then need to be set for the targets to be effective and impactful.

Table 3 summarises the 2021 ABS mode of travel data for staff in the Westmeadows area.

Table 3: Mode of Travel Data - Westmeadows (Source: ABS)

Mode of Travel	%
Train	4.2%
Bus	0.9%
Car (Driver)	88.5%
Car (Passenger)	4.7%
Motorbike/Scooter	0.4%
Bicycle	0.3%
Walk	1.1%
TOTAL	**100%**

The mode of travel data for the reference project indicates that approximately 6.4% of trips were undertaken via more sustainable modes of transportation (public transport, walking and cycling).

2.4 Target Mode Shares

Onboarding will require the setting of realistic and achievable targets which have consideration to the existing travel patterns currently exhibited in the surrounding area.

Given the proximity of the subject site to public transport services which connect to local destinations, there is opportunity to encourage higher public transport patronage as a form of transport.

Additionally, the proximity of the subject site to the Moonee Ponds Creek Trail represents an opportunity to increase cycling and walking as modes.

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[redacted]

Overall, it is proposed to achieve 3.6% increase in sustainable transport modes (10% of overall trips by sustainable transport modes).

Based on the above, Table 4 below sets out the mode share targets for the proposed development.

***Table 4:* Mode Share Targets**

Mode	Reference %	Proposed %	Difference %
Train	4.2%	5.2%	+1.0%
Bus	0.9%	1.9%	+1.0%
Car (Driver)	88.5%	88.5%	-3.6%
Car (Passenger)	4.7%	4.7%	-
Motorbike/Scooter	0.4%	0.4%	-
Bicycle	0.3%	1.3%	+1.0%
Walk	1.1%	1.7%	+0.6%
TOTAL	**100%**	**100%**	

The aspirational targets result in modest increases in train, bus, bicycle and walking as modes of transport, which represents a mode shift away from cars by 3.6%.

The above broadly represents the mode shares that would be expected based on the sustainable transport initiatives and facilities that have been recommended by the GTP in the following sections of the report.

Whilst they are considered reasonable targets at this time, they should be reviewed at 3 year intervals to determine what, if any changes, are required to encourage greater non-car based trips and uptake of more sustainable travel modes.

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3 Development Proposal

The proposed development seeks to accommodate the following:

- Shop – 258m^2 (4 tenancies)
- Office – 274m^2 (4 tenancies)
- Motor Repairs – 5 bays / hoists (1 tenancy)

A total of 24 on-site car parking spaces are proposed, including 5 spaces for the shop tenancies, 7 spaces for the office component and 12 spaces (including 5 hoists) for the motor repairs component.

This GTP is based on plans prepared by Prodes.

4 Recommended Green Travel Initiatives

4.1 Bicycle Parking

Clause 52.34 of the Planning Scheme prescribes the minimum number of bicycle spaces to be provided for the proposed development.

The proposed land uses are sufficiently small to fall below the minimum floor area threshold for the requirement for bicycle parking. On this basis, the proposal does not generate a statutory bicycle parking requirement under Clause 52.34.

Bicycle parking devices should be provided to encourage cycling and active transport to/from the proposed building and meet the active transport targets set by the GTP.

The proposed plans show the provision of a bicycle rail located externally in front of the subject site.

A summary diagram showing the proposed provision of bicycle rails is shown in Figure 4 below.

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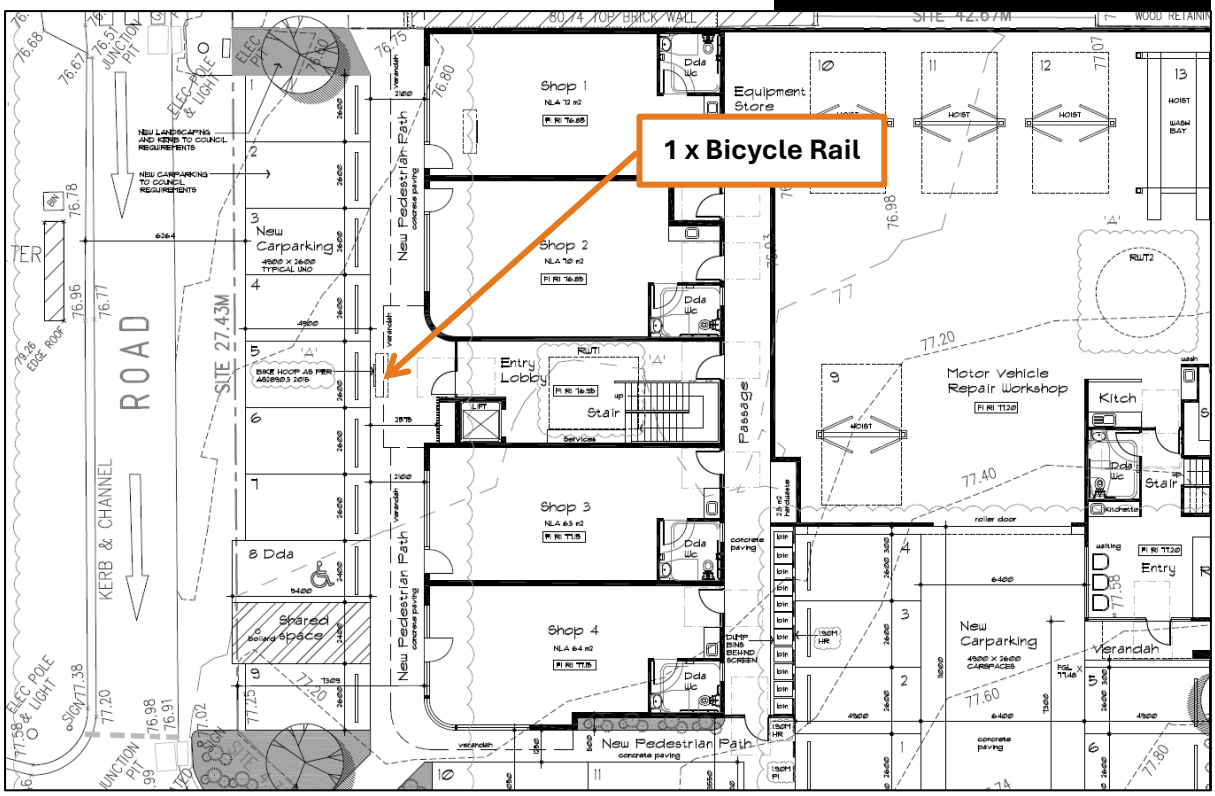


*Figure 4: **Bicycle Parking Location***

4.2 End-Of-Trip Facilities

The proposed development includes extensive shower / change room facilities including:

- **Shop** – Toilet / change room within each tenancy
- **Office** – Shared shower / change room for the 4 tenancies
- **Motor Repairs** – Shower / change room

The facilities provide accessible, safe and protected space for cyclists to shower / change at the end of their trip.

Where staff are inducted to the site, they should be made aware of the location of bicycle parking devices and end-of-trip facilities and how they can be accessed.

These measures will assist with encouraging greater uptake of cycling as a mode of transport to the site.

4.3 Carpooling

A digital carpooling system for staff will assist in connecting staff members that are able to carpool to work. This system will allow employees to register their commuting details (such as home suburb, work shifts, and travel preferences) through a digital platform. The system will then match staff travelling from similar areas or working overlapping shifts, making it easy to identify potential carpool partners. Staff will be able to connect directly through the platform and manage their schedules with minimal effort.

For staff, this system offers a convenient, cost-effective way to reduce travel expenses while building stronger workplace connections. For the business and community, it reduces demand

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for parking spaces, eases traffic congestion in the surrounding area, and contributes to lower greenhouse gas emissions.

4.4 Communications

Ongoing communication and promotion will be critical in encouraging staff and members to adopt sustainable travel choices.

It is recommended that the owners corporation adopts a multi-channel approach to raise awareness of transport options, including physical displays, digital tools, and direct engagement.

Information boards in foyer / common areas or change rooms will display maps of local cycling routes, walking paths, and nearby public transport connections, alongside QR codes linking to journey planning apps.

Staff will be provided with a 'Welcome Pack' highlighting green travel options as part of the formal site induction process.

4.5 Promotions

To make sustainable travel more engaging, the body corporate could run promotion campaigns and incentives throughout the year.

Examples include "Ride to Work Week," where staff who cycle receive small rewards, or monthly prize draws for those utilising green travel options. Staff could also share travel tips and success stories in newsletters, reinforcing a sense of community around green travel.

4.6 Summary

A summary of the key recommendations associated with the Green Transport Plan for 36 Fawkner Street, Westmeadows are summarised in Table 5 below.

Table 5:** **Summary of Recommendations

Mode	GTP Recommendation	Comments
Bicycle Parking	1 bicycle rail	1 x bicycle rail to be provided externally in front of the subject site.
End of Trip Facilities	Shower and change room	Provide change rooms and showers for the proposed development including individual toilets for the shop tenancies, a shared shower / change room facility for the office component and individual shower / change room for the motor repairs.
Carpooling	Staffing Carpool Matching System	Provide a digital platform for staff to register details and match with others to carpool to work.
Communications	Green Travel Information	Display real-time information in foyer or change room. Provide staff with green travel 'welcome pack' as part of company inductions.

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Mode	GTP Recommendation	Comments
	Promotions	Run regular promotions highlighting green travel with options including: • Social media posts/ newsletters highlighting green travel benefit / options. • Campaigns such as "Ride to Work Week" • Incentives such as prizes for staff who utilise green travel options.

5 GTP Management

5.1 Monitoring

Private car usage targets have deliberately been lowered compared to the existing mode share percentage for employees within the Westmeadows statistical areas.

It is important that the Owners Corporation regularly (i.e., within 12 months of the development opening and every three years after that) establish the modal splits associated with the development. This is typically undertaken through the distribution of a questionnaire to employees of each tenancy.

The questionnaire would include questions to determine mode of travel, travel patterns, mode splits, distances travelled to/from the site and the origin/destination of trips, as well as seeking feedback on and suggestions for initiatives aimed to reduce reliance on private motor vehicles.

An example questionnaire survey which could be distributed to employees for completion is attached at Appendix A.

It is noted that if the proposed targets are not being met by the end of the first 12-month survey period, the Owners Corporation will take steps to improve the active and public transport travel mode share.

As part of the business meetings, travel patterns, limitations, and alternatives for mode of travel should be discussed.

Monitoring would be primarily charged to the Owners Corporation to ensure targets are met and/or improvements are made.

5.2 Implementation Plan

The following actions are recommended to encourage the use of sustainable transport modes for trips to and from the site. These recommendations can be implemented at the following stages:

- Development / Construction – to be undertaken as part of development works (where applicable);
- Pre-Occupation – to be undertaken before staff move into the building (where applicable); and
- On-Going – ongoing tasks to be undertaken by the Owners Corporation.

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Table 6: ***Green Transport Plan – Implementation Plan***

Recommendations	
Development / Construction	
Bicycle Parking	Install bicycle 1 x bicycle rail
End of Trip Facilities	Construct shower, change room and personal storage facilities
Pre-Occupation	
Staff Welcome Packs	Prepare staff welcome pack, to include: • 1 x Myki card per staff member/tenancy • Maps of nearby shops, services, public transport stops, etc • Timetables of nearby public transport services • Information on public transport costs
Green Travel Information	Prepare and install green travel information to be displayed in foyer / change room areas.
Carpool Matching System	Develop a digital car share matching system to enable staff to record key details and match with other staff.
On-Going	
Green Travel Information	Review currency of green travel information at regular intervals. Update displayed information within foyer / change rooms and within staff welcome packs as required.
Communications	Prepare regular social media posts / newsletters to promote green travel options.
Promotions	Run promotional activities such as 'Ride to Work Week'.
	Award prizes for staff that utilise green travel modes to the site.
GTP Review	Review the Green Transport Plan every 3 years.

5.3 Costs

The costs of the implementation of the above recommendations and on-going monitoring will be relatively minor and will be covered by fees charged for Owners Corporation.

5.4 Management

The Owners Corporation will be responsible for all matters pertaining to the GTP.

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[redacted]

6 Conclusion

The implementation of this Green Transport Plan demonstrates a commitment to sustainable travel and active transport for staff of the proposed development. By providing a combination of end-of-trip facilities, bicycle parking, public transport information, carpooling systems, and targeted communications and promotions, the plan seeks to reduce reliance on single-occupant vehicle trips while promoting health, wellbeing, and environmental responsibility.

Through pre-occupation preparation, including the installation of infrastructure and distribution of welcome packs, and ongoing initiatives such as participation in national sustainable transport events, digital carpool matching, and regular promotional campaigns, the development will create a supportive environment for sustainable travel choices. The monitoring and reporting framework ensures that the effectiveness of these measures can be assessed and adjusted over time, providing continuous improvement and alignment with local and state transport strategies.

Overall, this Green Transport Plan provides a practical and achievable pathway for encouraging sustainable travel, reducing traffic and parking pressures.

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Appendix A:

Example Questionnaire Survey

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Travel Survey

Name (optional):		**Tenancy:**	
Transport Access			
Do you have a driver's licence?		**Do you have a public transport ticket?**	
Do you have access to a car?		**Do you have access to a bicycle?**	
Do you have access to an on-site car parking space?		**Do you have access to secure on-site bicycle parking?**	

Travel Patterns

Day of Week	How did you travel to the site? (i.e. Car driver, car passenger, public transport, bicycle, walked only, etc.)	What time did you arrive on-site?	What time did you depart the site?	What would encourage you to choose sustainable transport options? (i.e. travel by public transport, bicycle or walked only)
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				

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[redacted]

Waste Management Plan

36 Fawkner Street, West Meadows

Proposed Commercial Development

2/07/2026

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Waste Management Plan

36 Fawkner Street, West Meadows

Proposed Commercial Development

Document Control

Revision	Date	Quantum Reference	
A	19/12/2025	25-0239-01	TW1B
A	2/07/2026	25-0239-01	TW1B

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Appendices

Appendix A: Architectural Plans

Appendix B: Swept Path Diagrams

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1 Introduction

The following WMP has been prepared to assess the waste storage and collection requirements of the proposal,

The WMP details the waste management response for the proposed development application and has been prepared with consideration for Sustainability Victoria's Guidelines.

The WMP is based on the plans prepared by Prodes, attached in Appendix A.

2 Proposal

The proposal is for a commercial development consisting shops, offices and motor repairs.

A summary of the key attributes of the proposal is provided in the following table.

***Table 1:* Proposed Development Schedule**

Attribute	Approved
Land Use	
Shop	4 tenancies – 269m^2 total.
Office	4 tenancies – 260m^2.
Motor Repairs	1 tenancy – 5 Bays/ Hoists and total building area of 385m^2.
Waste Parameters	
Storage Location	Office/Shops – Bins stored in bin storage room/area accessed via Coopers Hill Drive (to rear of shops/offices). Motor Repairs – Bins stored in eastern corner accessed via Laneway
Collection Location	Office/Shops – On-Street to Coopers Hill Drive. Motor Repairs – On-site in building setback
Collection Details	Office/Shops – 1 collection per stream per week. Motor Repairs – 1 collection per stream per week
Collection Vehicle	Mini rear loader (6.4m)
Collection Times	As per EPA guidelines

Waste collection is proposed to be undertaken by a private contractor.

The private contractor will access the site as follows:

- Shop/office use – parallel spaces within Cooper Hill Drive adjacent the site/bin storage location
- Motor repairs – on-site within the car parking/hardstand area.

The contractor will be responsible for transferring their bins from their bin storage to the waste collection vehicle for emptying. Likewise, the contractor will be responsible for returning their bins to their bin storage after emptying.

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3 Waste Generation & Area Allowance

3.1 Waste Generation

General waste and recycling generation rates are outlined in Sustainability Victoria's "Waste Management and Recycling in Multi-unit Developments Better Practice Guide" (2019).

The proposed uses are office, shop (non-food considered at this stage0 and motor repair. The general waste and recycling generation rates for the development are as follows.

Office:

- General waste: 10L / 100 sq m / day
- Recycling: 10L / 100 sq m / day

Shop

- General waste: 50L / 100 sq m / day
- Recycling: 50L / 100 sq m / day

For most uses, including offices and non-food shops, the following food waste and glass waste rates are commonly accepted:

- Food waste comprises approximately 35% of general waste
- Glass waste comprises approximately 25% of recycling

Motor Repair (adopting showroom)

- General waste: 40L / 100 sq m / day
- Recycling: 10L / 100 sq m / day

For motor repair, the following food waste and glass waste rates have been applied:

- Food waste comprises approximately 10% of general waste
- Glass waste comprises approximately 10% of recycling

Based on the above, the waste generation calculations are outlined in Table 2, separated into the shop/office component and the motor repair component separately as they will have different storage/collection areas.

***Table 2:* Weekly Waste Generation – Shop/Office**

Use	Rate		No.	Weekly Volume	
Office					
General Waste (excl. organics)	6.5	L/ 100 sqm / day	260m^2	85	L / week
Recycling (excluding glass)	7.5	L/ 100 sqm / day		98	L / week
Glass	2.5	L/ 100 sqm / day	5 days	33	L / week
Food Organics	3.5	L/ 100 sqm / day		46	L / week
Shop					
General Waste (excl. organics)	32.5	L/ 100 sqm / day	260m^2	423	L / week
Recycling (excluding glass)	37.5	L/ 100 sqm / day		706	L / week
Glass	12.5	L/ 100 sqm / day	7 days	235	L / week

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Food Organics	17.5	L / 100 sqm / day		330	L / week
Total					
General Waste (excluding food organics)				**697**	**L / week**
Recycling (excluding glass)				**804**	**L / week**
Glass				**268**	**L / week**
Food Organics				**376**	**L / week**

Table 3: ***Weekly Waste Generation – Motor Repair***

Use	Rate		No.	Weekly Volume	
Motor Repair					
General Waste (excl. organics)	36	L/ 100 sqm / day	474m^2	1,024	L / week
Recycling (excluding glass)	9	L/ 100 sqm / day		256	L / week
Glass	1	L/ 100 sqm / day	6 days	28	L / week
Food Organics	4	L / 100 sqm / day		114	L / week

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3.2 Refuse Storage

The following table sets out the recommended bins for each dwelling based on the waste generation of the proposed use.

***Table 4:* Required Bins & Collection Frequency**

Waste Stream	Volume	Bins Required	Collections
Shop/Office			
General Waste (excl. organics)	**697 L / week**	3 x 240L bins	Weekly
Recycling (excluding glass)	**804 L / week**	4 x 240L bins	Weekly
Glass	**268 L / week**	2 x 240L bins	Weekly
Food Organics	**376 L / week**	2 x 240L bins	Weekly
Motor Repair			
General Waste (excl. organics)	**1,024 L / week**	5 x 240L bins	Fortnightly
Recycling (excluding glass)	**256 L / week**	2 x 240L bins	Fortnightly
Glass	**28 L / week**	1 x 240L bins	Fortnightly
Food Organics	**114 L / week**	1 x 240L bins	Fortnightly

Owners/tenants in conjunction with Owners Corporation manager should monitor their waste generation. Additional bins, larger bins or more frequent collections should be requested if bins are regularly overfilled.

Glass Waste

The Victorian government is targeting separate glass waste bin collection by 2027, which would add a fourth bin to the collection plan. It is recommended that when this becomes adopted as part of council's policies, a separate glass waste collection is implemented for this property (by private contractor, as per the other waste streams in this Waste Management Plan).

This has been considered in the calculations above, noting that in the interim, rather than a glass bin an additional recycling bin can be provided, as required.

Hard Waste and Green Waste

The development is ineligible for Hume City's hard and green waste collection as per Council's website.

Tenants/Owners Corporation Manager should appoint a private waste provider to remove hard waste and green waste from the site as required. Private hard waste and green waste collections must be undertaken as per the other streams. Presentation of hard waste and green waste on the site's frontages is not permitted.

Any storage of hard waste for collection must be within the site and should not obstruct any pedestrian walkways or vehicle access points.

E-Waste

The Victorian Government has banned all e-waste from going to landfill as of July 2019. Therefore, e-waste cannot be disposed of in regular waste streams and collections.

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Household batteries can be recycled at your local Aldi store, Woolworths store and selected Mitre 10 stores, or your nearest Council Customer Service and Visitor Information Centre.

Alternatively, e-waste may be disposed of at a nearby waste transfer station, subject to any requirements of that waste transfer station.

Hazardous Waste

Any toxic chemicals, oils, radiator fluid, asbestos or building materials must be disposed of by a qualified contractor or under agreement with the relevant authorities.

Other

This WMP may be reviewed in writing to Council if operational requirements change and reflect increased/decreased waste volumes and/or unforeseen requirements.

The internal storage location ensures that the bins are appropriately screened from the public, preventing access from unintended users and maintaining visual amenity within the site.

4 Services & Allocation

4.1 Bin Details

The following figure outlines typical bin dimensions, based on the Sustainability Victoria guide. Actual dimensions may vary between different bin suppliers.

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TABLE 15
MOBILE CONTAINERS WITH A CAPACITY FROM 80L TO 360L WITH TWO WHEELS

Bin Type	80L MGB	120L MGB	140L MGB	240L MGB	360L MGB
Height (mm)	870	940	1065	1080	1100
Depth	530	560	540	735	885
Width	450	485	500	580	600

TABLE 16
MOBILE CONTAINERS WITH A CAPACITY FROM 500L TO 1700L WITH FOUR WHEELS

Bin Type	660L Bulk Bin	660L MGB	770L MGB	1100L MGB/ Bulk Bin	1300L MGB	1700L MGB
Height (mm)	1235	1250	1425	1470	1480	1470
Depth	765	850	1100	1245	1250	1250
Width	1360	1370	1370	1370	1770	1770

Note: Crate dimensions may vary between different bin manufactures

Figure 1: ***Bin Details (Source: Sustainability Victoria)***

The two types of bins are highlighted above. The bin storage area required for each component is outlined in table XXX below.

Table 5: ***Bin Storage Area Required***

Waste Stream	Area
Shop/Office	
Bins	4.7m² (11 x 240l)
Hard Waste	2.5m²
Circulation	1.8m²
TOTAL	**9.0m²**
Motor Repair	
Bins	3.8m² (9 x 240l)
Hard Waste	[illegible]
Circulation	1.4m²
TOTAL	7.4m²

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The following figures depict the nominated bins based on the above dimensions, to demonstrate that there is sufficient space in the bin storage locations.

[redacted]

Two figures are provided, depicting the bin storage layout for both the shop/office bin store and the motor repair bin store.

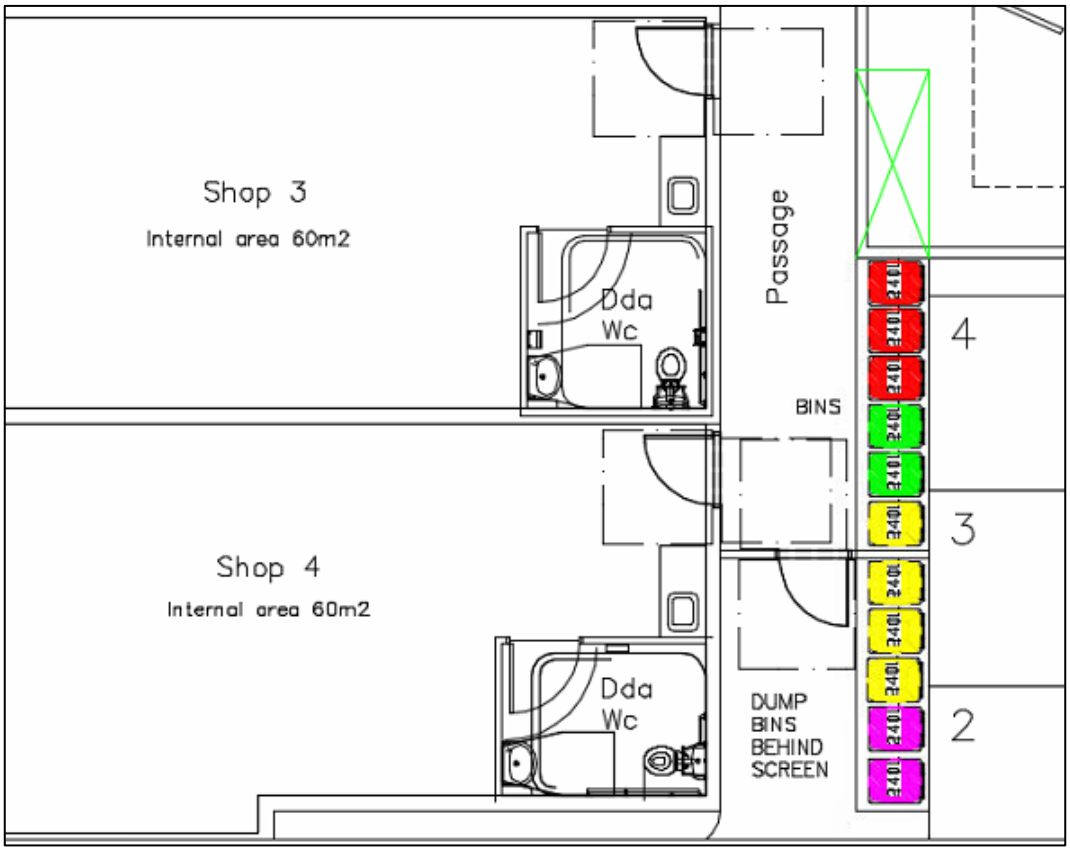


Figure 2: ***Bin Storage Area – Shop/Office Use***

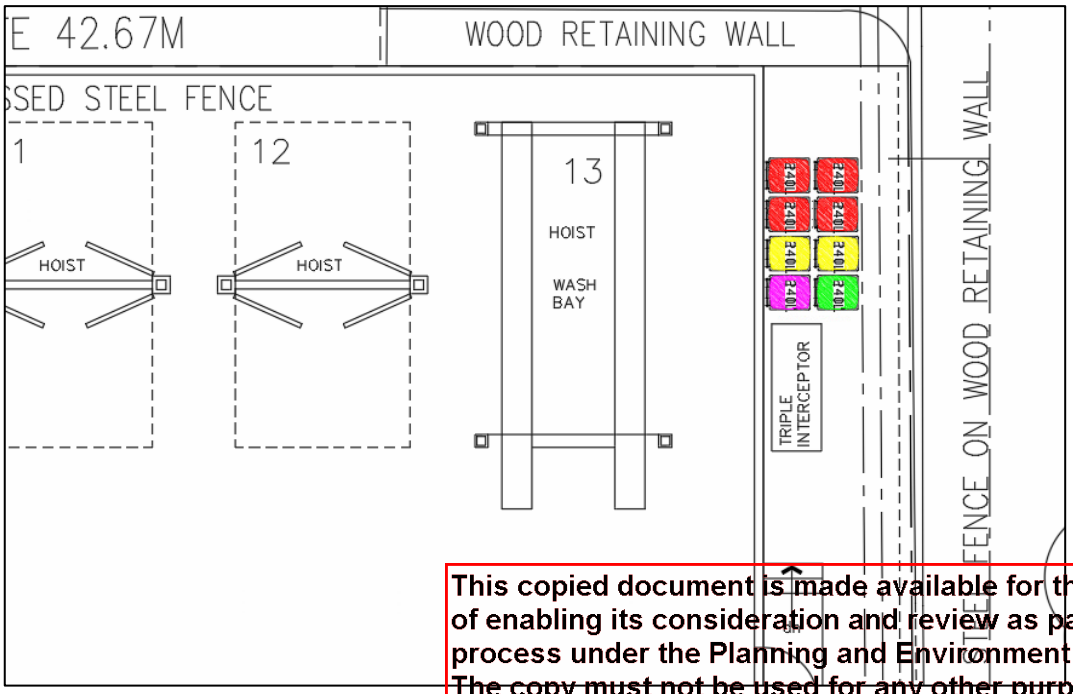


Figure 3: ***Bin Storage Area – Motor Repair***

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Please note: Not to scale.

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4.2 Bin Wash Areas

The bin wash areas must have access to water (a tap and hose) and correct drainage to the sewer. Water from washing bins and/or waste storage areas must not flow into the stormwater drain.

Wash areas should be designed in accordance with relevant EPA requirements.

The motor repair bay has a car wash bay which would also be suitable for bin cleaning, noting it includes a triple interceptor to capture pollutants.

If relevant, covered floor junctions at walls are recommended to assist with cleaning and reduce the build-up of dirt and spills.

5 Waste Collection

5.1 Collection Procedures

A private waste collection contractor will collect bins on-street for both components of the development.

Collection times will be as per EPA guidelines. Collection times can be modified if advised by Council under Local By-Laws (if required).

The contractor will be responsible for transferring bins from the bin storage areas to the to the vehicle for collection. Likewise, the contractor will be responsible for returning bins to bin storage areas immediately after collection. To that end, bins will not remain in the public realm outside of collection periods.

The private contractor will park on-street in the vicinity of the site to collect bins. The contractor will transfer bins by hand to the rear of the vehicle, empty and return them to storage areas. The contractor will clean up any spillage that may occur during servicing.

Collection will be undertaken by a 6.4m long 'mini rear loader.' Swept path diagrams have been prepared and are attached in Appendix B, demonstrating that the vehicle can reverse into the site and exit in a forwards direction.

The private contractor will be issued instructions on the location of the bins, and waste collection arrangements to be carried out on the day of collection.

5.2 Safety

The contractor will be responsible for safety during collection. This may include OH&S systems provided by the contractor.

This will also be reviewed as part of regular management including reviewing the required size and number of bins.

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6 Waste Management

6.1 Disposal and Sorting

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins.

Cardboard shall be flattened, and recycling containers uncapped, drained and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Hard waste shall be stored on-site, and collection to be organised by a hard waste disposal contractor.

6.2 Noise Management

The following noise management requirements apply:

- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Mobile Garbage Bins (MGB) should have rubber wheels for quieter performance during operation.
- Collection will be in accordance with Council and EPA guidelines.
- Waste collection procedures including bin transport should cause little or no noise disturbance to all surrounding residents.

6.3 Odour and Hygiene Management

The following odour and hygiene management requirements apply:

- Keep lids closed at all times to prevent overfill of bins within the bin storage areas. The bin storage areas should be kept free of clutter and dumped waste. This will assist in the control of odour and vermin.
- Professional bin cleaning contractors may be engaged on a regular basis. This will assist in the control of odour and vermin.

6.4 Security and Visual Amenity

The following security and visual amenity requirements apply:

- The bin storage area is to be out of sight from the road or should be lockable.
- The bin storage area is to be adequately screened such that it is not readily visible from any public place, to improve visual amenity and minimise risk of vandalism.
- The bin storage area is to be well-lit to allow use after dark.
- All internal waste storage areas should be designed to comply with the Building Code of Australia, with particular regard to fire prevention provisions.
- All bins are to be kept within the bin storage area at all times except during servicing.

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6.5 Signage

Bins will be colour-coded to designate the waste types in accordance with Council bin colours.

Advertising and promotional material will be on offer from Council to remind owners/occupiers (tenants) of their recycling obligations.

7 Waste Management Responsibilities

7.1 Owners Corporation Responsibilities

The Owners Corporation shall be responsible for the following:

- Ensure there are no gaps in terms of area of responsibility for the maintenance and management of waste facilities.
- Ensure the owners/occupiers are complying with regulatory requirements and any authority requirements.
- Developing and implementing adequate safe operating procedures (including the preparation of Safe Work Method Statements) if necessary.
- Update the WMP as required.

This should be reviewed on an annual basis to ensure proper management is occurring from the Owners Corporation requirements.

7.2 Builder Responsibilities

The Builder shall be responsible for the following:

- Construct the bin storage areas in accordance with relevant standards/guidelines, including the size specified by the WMP / development plans.

This should be completed as part of the construction of the development.

7.3 Tenant Responsibilities

The tenants shall be responsible for the following, as applicable:

- Securing the bin areas and ensuring that bins are labelled according to the waste stream to protect the equipment from theft and vandalism.
- Ensure that the bins provided by private contractor are:
    - Thoroughly cleaned at regular intervals.
    - Always kept in good order and in a clean and sanitary condition.
    - Constructed to be watertight, fly and vermin proof.
    - Constructed of approved impervious materials to prevent the escape by leakage of the contents.

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[redacted]

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- Provided with a fly and vermin proof close fitting lid with overlapping flanges on top of the container which is kept closed except when the refuse or rubbish is being deposited or discharged.

- Keeping bin lids closed to discourage overfilling and reduce risk of spillage.
- Monitoring for any littering or overfilled bins. If overfilled bins are regularly observed, additional bins or collections may be required.
- Regularly transfer waste from bins in their dwellings to the waste bins at the bin store point to prevent any overflowing of internal bins.

This should be reviewed on an annual basis to ensure proper management is occurring from the owner/occupier (tenant) requirements.

8 Sustainability & Waste Reduction

Victoria's **Getting Full Value – Waste and Resources Recovery Policy 2013** sets targets for increasing the recovery rate of solid waste for refuse and recycling.

To reduce environmental impact and maintain local amenity, the following waste minimisation and management strategies will be implemented on site:

Segregated Waste Disposal

1. All waste generated on-site will be separated at the source into the relevant waste streams (general waste, recyclables, hazardous waste streams if applicable, etc.)
2. Clearly labelled bins will be placed in designated areas to reduce cross-contamination and encourage proper disposal practices.

Controlled Bin Access

3. Waste storage areas will be located in secure, access-controlled areas to prevent unauthorised use and illegal dumping by third parties.
4. Signage will be installed indicating permitted users and contact details for reporting misuse.

Bin Size Management and Overflow Prevention

5. Bin capacity and collection frequency will be matched to expected waste volumes to ensure bins are not overfilled.
6. All bins will be maintained in good condition, with closed, leak-free lids to prevent windblown litter and liquid leakage.
7. Overflowing bins will be promptly reported and addressed by the Owners Corporation.

Tenant Education

8. Tenants will be educated on proper waste handling procedures through periodic reminders.
9. Waste areas will display clear signage indicating correct disposal practices and prohibited activities (e.g. dumping of bulky goods).

Contractor and Collection Compliance

10. All waste collection vehicles must fully secure their loads and use leak-proof equipment.
11. Any spillages occurring during collection are to be immediately cleaned and reported by the waste contractor.

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Waste Volume Reduction at the Source

12. Where practical, tenants will be encouraged to reduce packaging materials and/or use returnable containers.
13. Reuse of packaging will be prioritised before disposal.
14. Digital documentation and invoicing will be used where possible to minimise paper waste.

Waste reduction strategies within 'Victoria's Toward Zero Waste Strategy' should also be provided within advertising material to the operator.

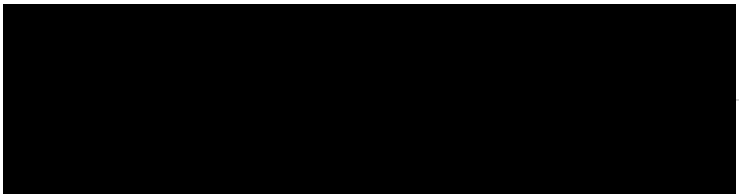
9 Policy & Legislation

When preparing and implementing a Waste Management Plan, it is essential to consider the relevant policies, legislation, standards, and guidelines that govern waste handling, safety, and environmental responsibility. Key references include, but are not limited to:

- **Environmental Protection Authority Act 2017**
- **Environment and Planning Act 1987**
- **Getting Full Value – The Victorian Waste and Resource Recovery Policy**
- **Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments (Sustainability Victoria, 2018)**
- **WorkSafe Victoria's OHS Guidelines for the Collection, Transport and Unloading of Non-Hazardous Waste and Recyclable Materials**
- **Australian Standards,** including:
  - AS 4123.1–7: Mobile Waste Containers
  - AS 1668.2: Mechanical Ventilation for Buildings
  - AS 2890.2: Parking Facilities – Off-Street Commercial Vehicle Facilities
  - AS/NZS 5377:2013: Collection and Recycling of E-waste
  - AS 4736-2006 and AS 5810-2010: Biodegradable Plastics
  - AS 1319: Safety Signs for Occupational Environment

These documents provide a foundation for ensuring that waste management is handled safely, efficiently, and in line with environmental best practices.

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10 Council & Contractor Contacts

The following provides a list of stakeholders that can be contacted for the various aspects of Waste Management.

Council

Hume City

Phone: 9205 2200

Online: contactus@hume.vic.gov.au

Heidelberg Materials (Wollert Landfill)

Address: 55 Bridge Inn Road, Wollert VIC 3750

Phone: (03) 9408 1299

Waste Collection Contractors

Wastewise Environmental – Phone 1300 550 408

Cleanaway – (03) 8397 5100

JJ Richards – (03) 9794 5722

Kartaway – (03) 9389 5100

Bin Suppliers

Generally the contractors above can supply bins or either of the following:

Sulo MGB Australia –1300 364 388

One Stop Garbage Shop – (03) 9338 1411

Odor Management

Eco-Safe Technologies – (03) 9706 4149

Bin Cleaning

Generally the waste collection contractors above can offer bin washing or alternatively either of the following:

Melbourne Bin Cleaning – 1300 635 246

Wheelie Bin Cleaning – 1300 800 621

There is no obligation to use any of the above contractors, with the Owners Corporation to choose appropriate contractors as required.

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11 Summary

A summary of the Waste Management Plan is provided as follows:

1. Waste will be disposed into bins in the separate commercial bin storage areas for the shop/office use and the motor repair uses.
2. The bin storage rooms have sufficient space for the storage requirements for all waste streams (garbage, recycling, FOGO and glass waste bins.) and an area for hard waste storage also.
3. It is expected that glass bins will be required in future, as per anticipated future changes in council's waste policies. When this occurs, it is recommended that one of the relevant recycling bins be reverted to glass bins and collected, as required.
4. The bins will be collected by private contractor directly on-street. The private contractor will transport bins between the bin storage areas and the collection vehicle. The use of mobile garbage bins in a generally flat environment enables bins to be moved by hand.
5. Bin collection will occur once per week for each waste stream.
6. Owners/occupiers (tenants) should monitor their individual waste generation. Additional bins and/or larger bins should be requested if bins are regularly overfilled.
7. Private hard waste collection would be organised by Owners Corporation or tenant on an as-needs basis.
8. Clear responsibilities have been assigned across all stakeholders — including the Owners Corporation, builder, and tenants — to ensure proper waste disposal, security, and cleanliness.
9. Noise, odour, and hygiene will be proactively managed through smart design, regular maintenance, and adherence to relevant standards.
10. Ongoing monitoring and review of waste generation, collection frequency, and other waste management procedures will support continual improvement and compliance with local and state policy.
11. Through these coordinated measures, the development will uphold high standards of environmental responsibility and operational efficiency.

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Appendix A

Architectural Plan

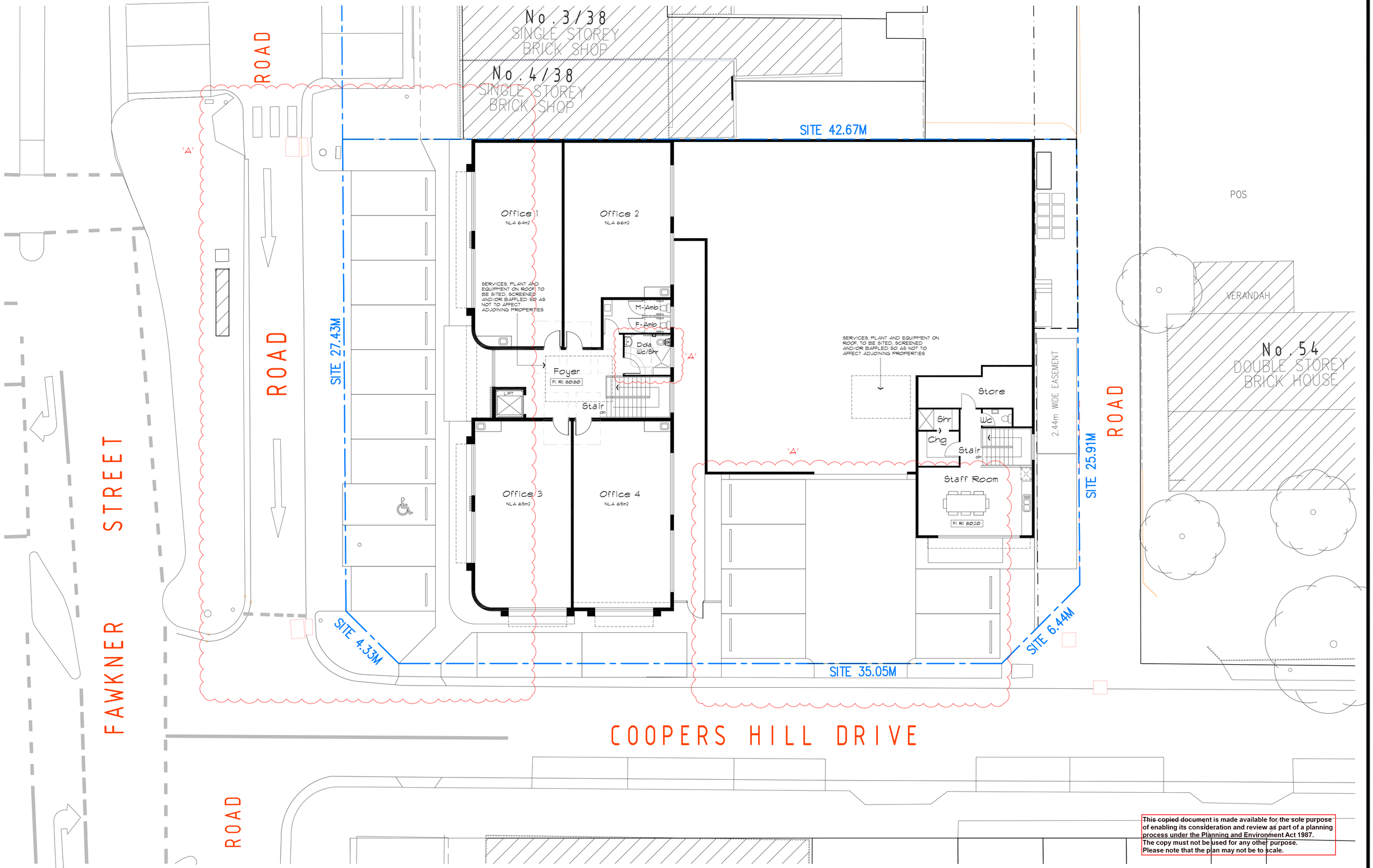
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Proposed Ground Floor and Site Plan

SCALE 1:100

RWT1 & RWT2 DENOTES 2 X 5000 LITRE RAINWATER TANKS TOTAL CAPACITY CONNECTED TO ALL TOILET FLUSHING SYSTEMS, BIN WASH AND THE WASH BAY. REFER TO BDA REPORT

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Proposed First Floor and Site Plan

SCALE 1:100

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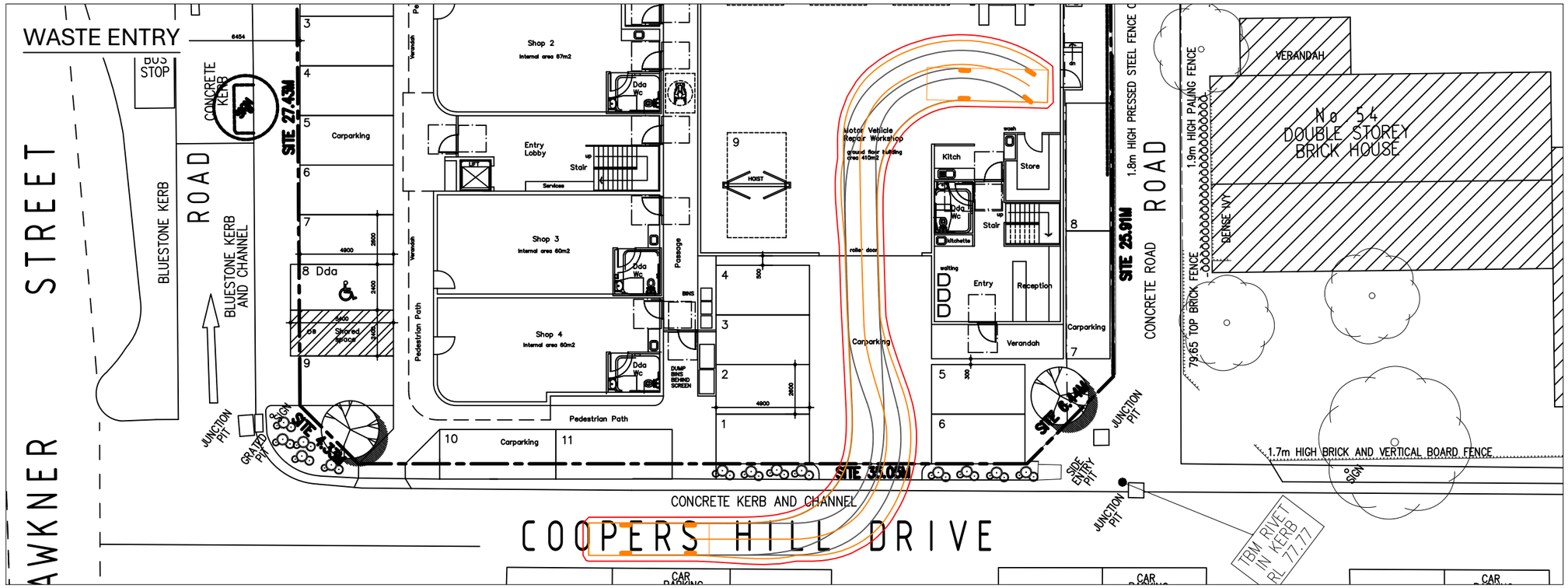
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Appendix B

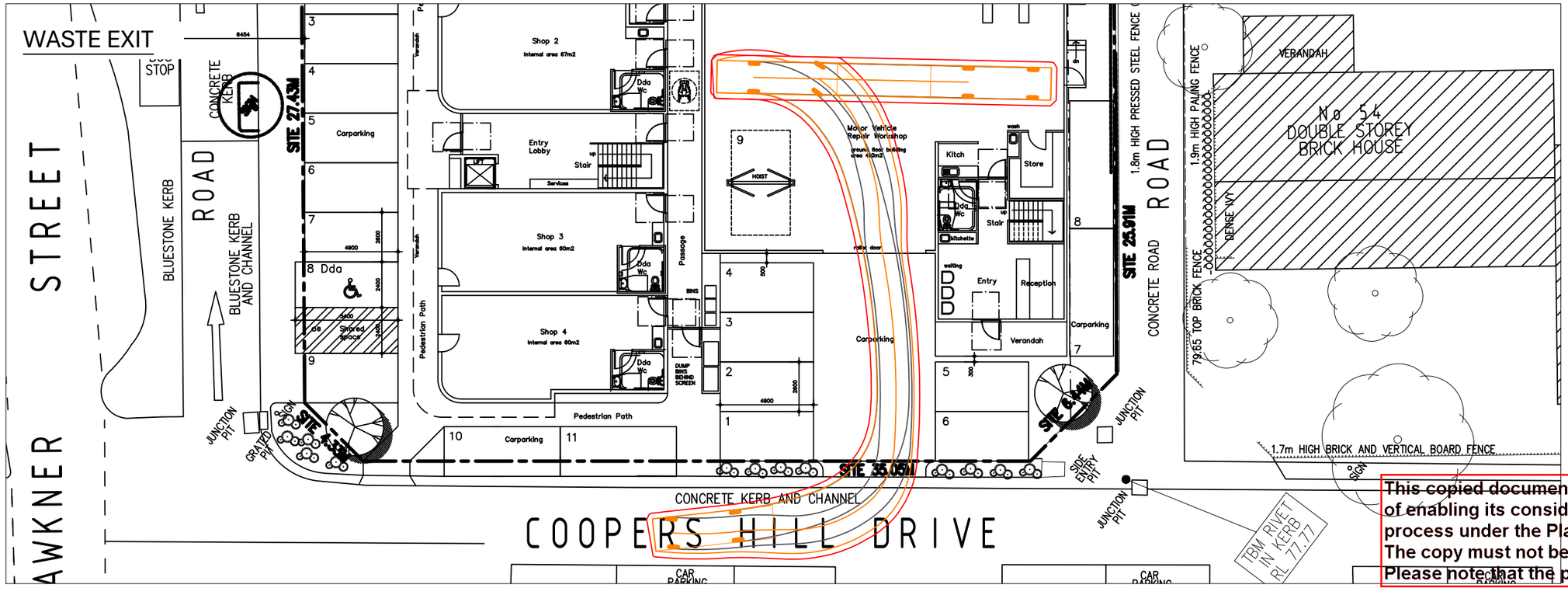
Swept Path Diagrams

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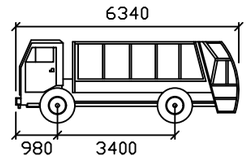
WASTE ENTRY



WASTE EXIT



DESIGN VEHICLE USED IN SIMULATION



6.4m Long Mini Rear Loader

Width	: 1700 mm
Track	: 1600 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 33.3 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

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