Appendix A: Clause 18 of the Yarra Planning Scheme

18.01 INTEGRATED TRANSPORT

28/03/2018
VC145

18.01-1 Land use and transport planning

16/01/2018
VC142

Objective

To create a safe and sustainable transport system by integrating land-use and transport.

Strategies

Develop integrated transport networks to connect people to jobs and services and goods to market.

Plan urban development to make jobs and services more accessible by:

- Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of the urban area.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
- Connecting activity centres, job rich areas and outer suburban areas through the Principal Public Transport Network.
- Providing for bus routes and stops and public transport interchanges in new development areas.
- Providing safe, convenient and direct pedestrian and cycling access to job rich areas, public transport interchanges and urban renewal precincts.
- Promote walking and cycling when planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations).

Integrate public transport services and infrastructure into new development.

Policy Guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).
- *Cycling into the Future 2013 - 23* (State Government of Victoria, 2012).
- *Principal Public Transport Network 2017* (State Government of Victoria, 2017).

18.01-2 Transport system

31/03/2017
VC134

Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

Strategies

Require transport system management plans for key transport corridors and for major investment proposals.

Reserve land for strategic transport infrastructure.

Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to, and where possible enhance the service, safety and amenity desirable for that transport route in the short and long terms.

Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.

Ensure transport practices, including design, construction and management, reduce environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Policy guidelines

Planning must consider as relevant:

- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Department of Transport, 2008).
- *Public Transport: Guidelines for land use and development* (Department of Transport, 2008).
- Any relevant highway strategy published by VicRoads.

18.02 MOVEMENT NETWORKS

28/03/2018
VC145

18.02-1 Sustainable personal transport

31/03/2017
VC134

Objective

To promote the use of sustainable personal transport.

Strategies

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.

Ensure cycling routes and infrastructure are constructed early in new developments.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end of trip facilities for pedestrians and cyclists at public transport interchanges.

18.02-2 Cycling

31/03/2017
VC134

Objective

To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Strategies

Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport interchanges and major attractions.

Cycling infrastructure (on-road bicycle lands off-road bicycle paths) should be planned to:

- Separate cyclists from other road users, particularly motor vehicles.
- Provide the most direct route practical.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end of trip facilities in commercial buildings.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

Policy guidelines

Planning must consider as relevant:

- *Guide to Road Design, Part 6A: Pedestrian and Cycle Paths.*
- *Cycling into the Future 2013 – 23* (State Government of Victoria, 2012).

18.02-3 Principal Public Transport Network

31/03/2017
VC134

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.

Strategies

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to meet the need for local travel as well as providing for connections to the Principal Public Transport Network.

Improve the operation of the public transport network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road-space management measures including transit lanes, clearways, stops and interchanges.

Ensure development supports the delivery and operation of public transport services on the Principal Public Transport Network.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Cycling into the Future 2013 - 23* (State Government of Victoria, 2012).
- *Principal Public Transport Network 2017* (State Government of Victoria, 2017).

18.02-4 Management of the road system

31/03/2017
VC134

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.

- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Improve roads in developing outer-suburban areas by providing for all road users including cars, bicycles, public transport, and freight, commercial and service users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

18.02-5 Car parking

31/03/2017
VC134

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking through the consolidation of car parking facilities.

Prepare plans for the design and location of local car parking to:

- Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Plan adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).

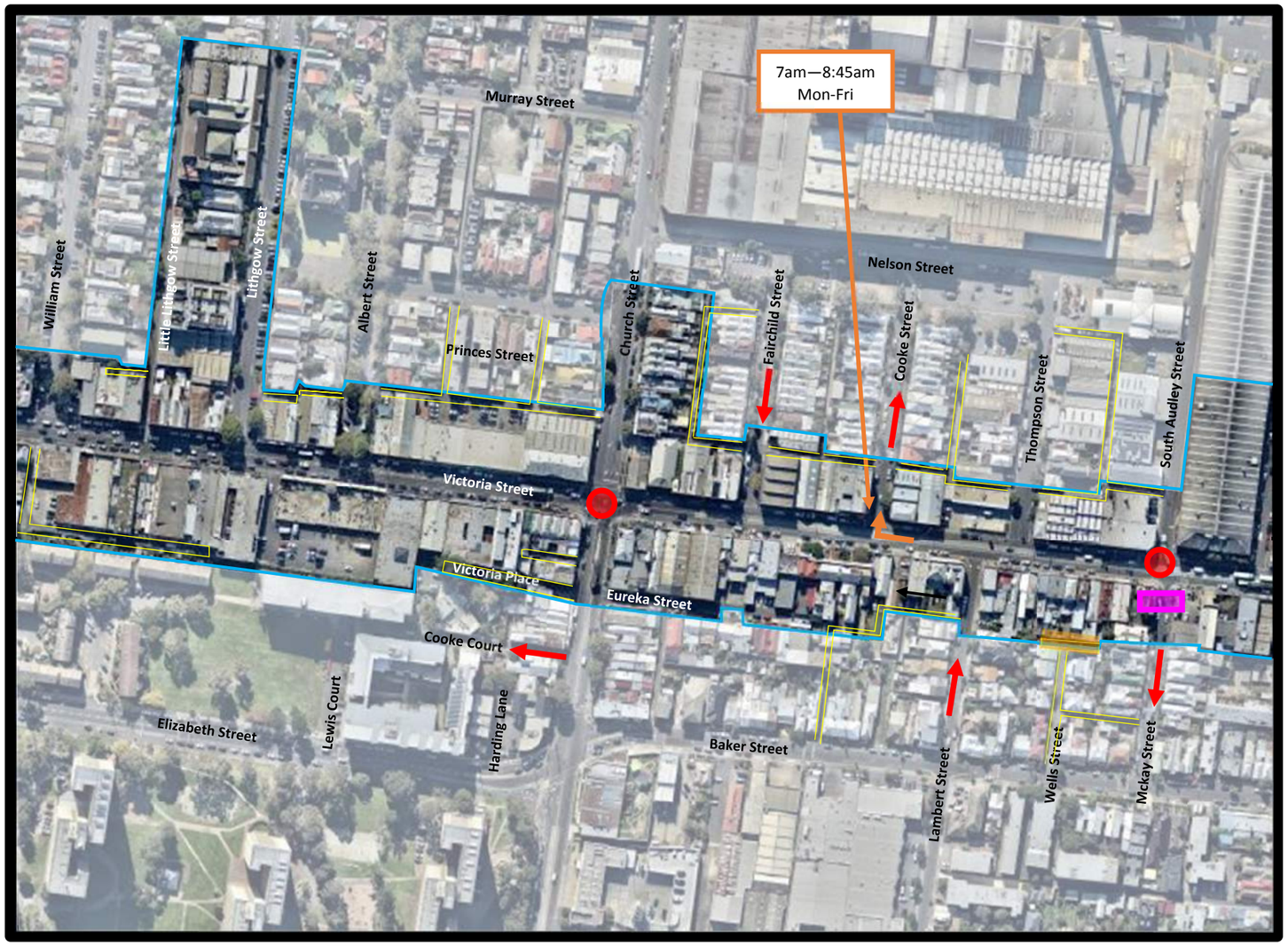
Appendix B: Existing Traffic Management Conditions

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade



Legend – Existing Conditions

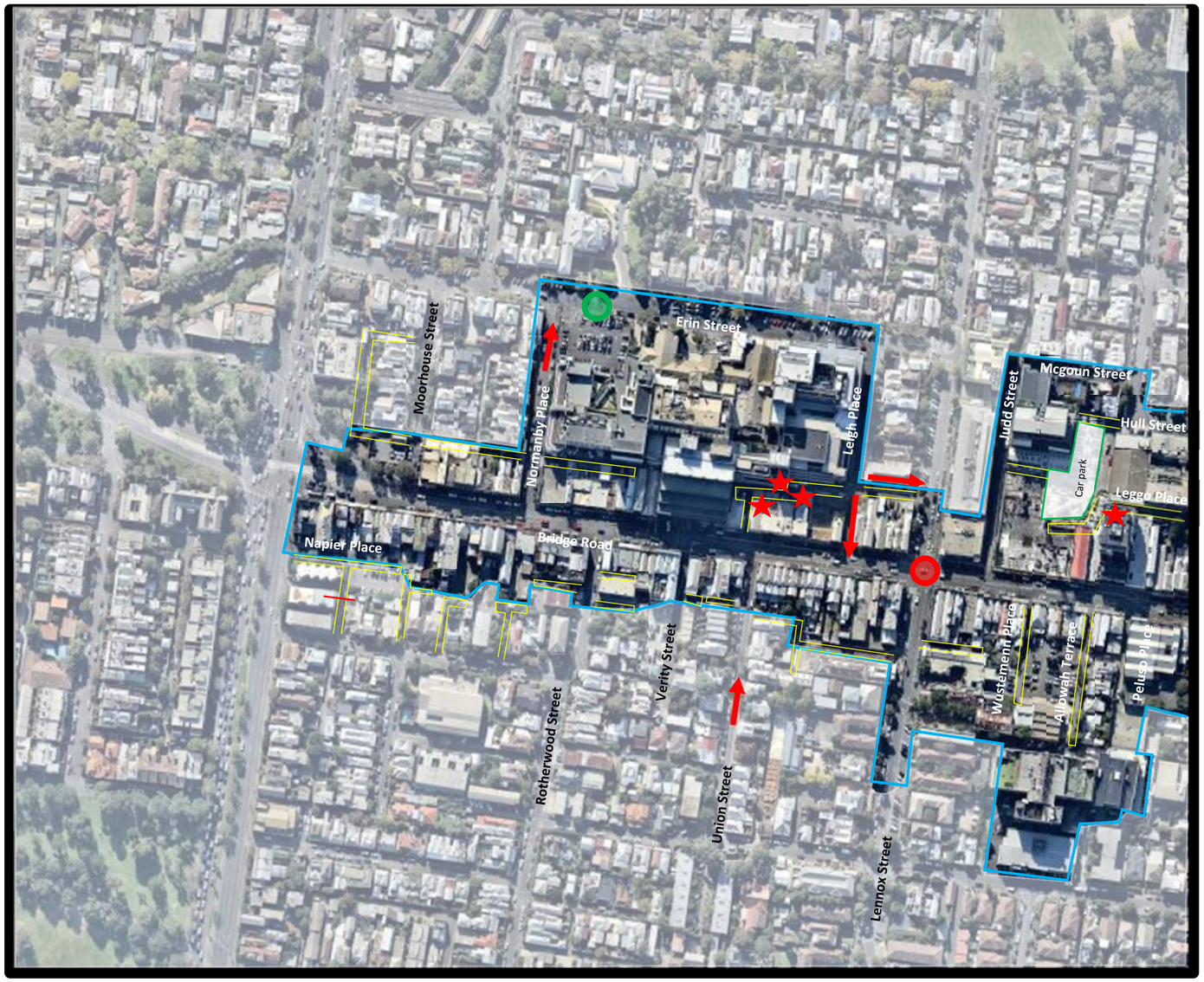
- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade

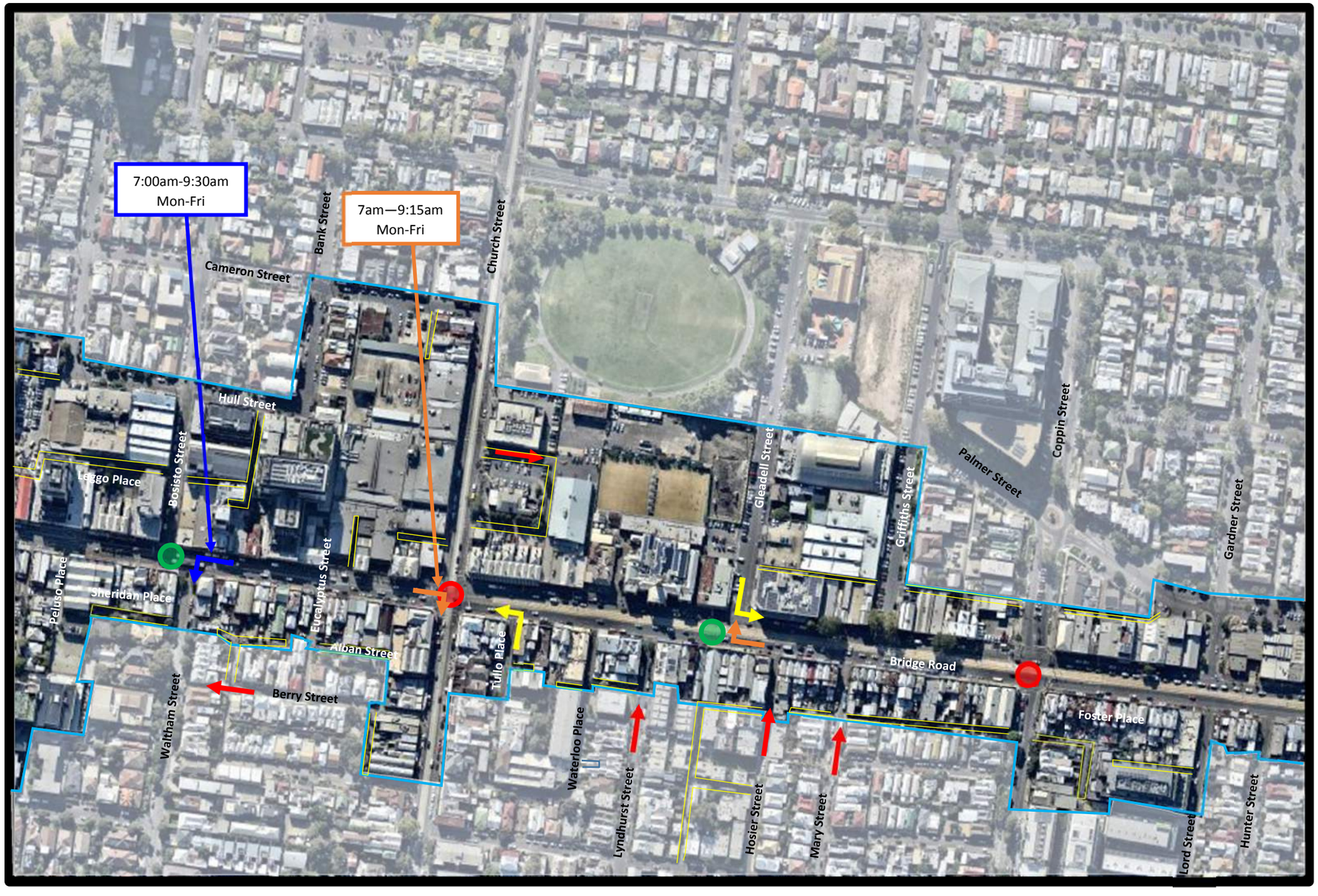
Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- No Through Road Blockade



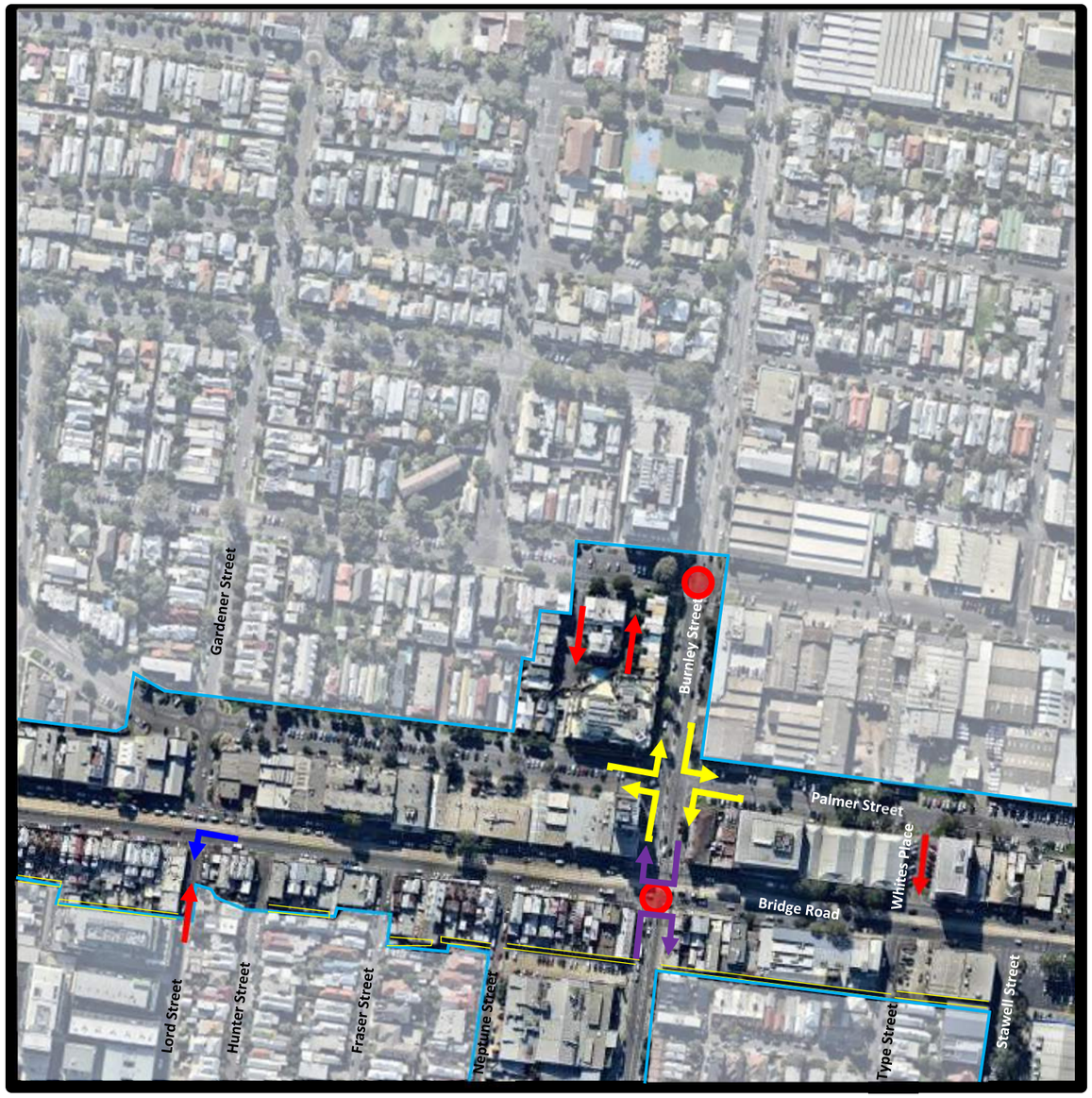
Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- Left Turn Ban
- U-Turn Ban



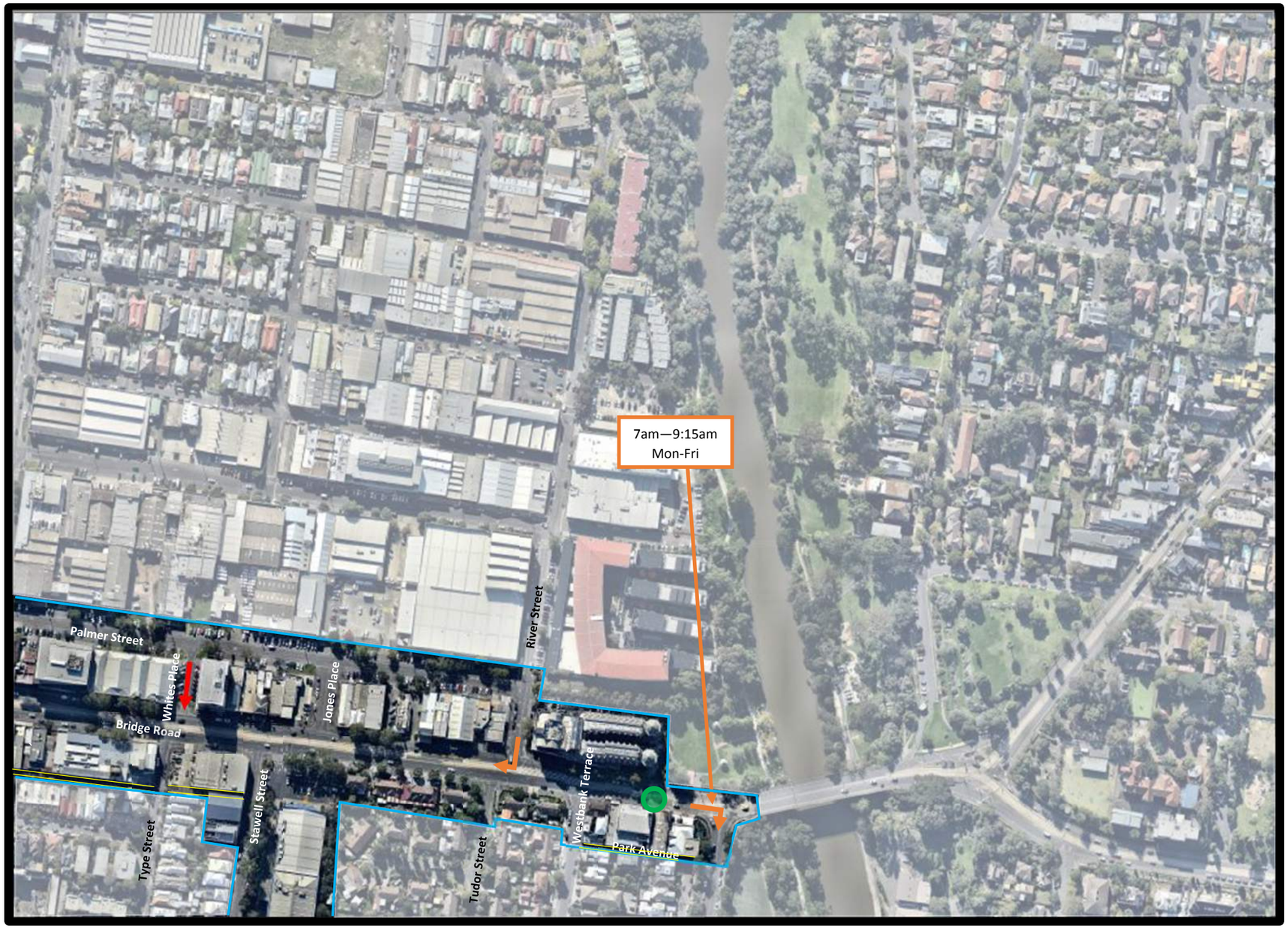
Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- Left Turn Ban
- U-Turn Ban



Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- Left Turn Ban
- U-Turn Ban



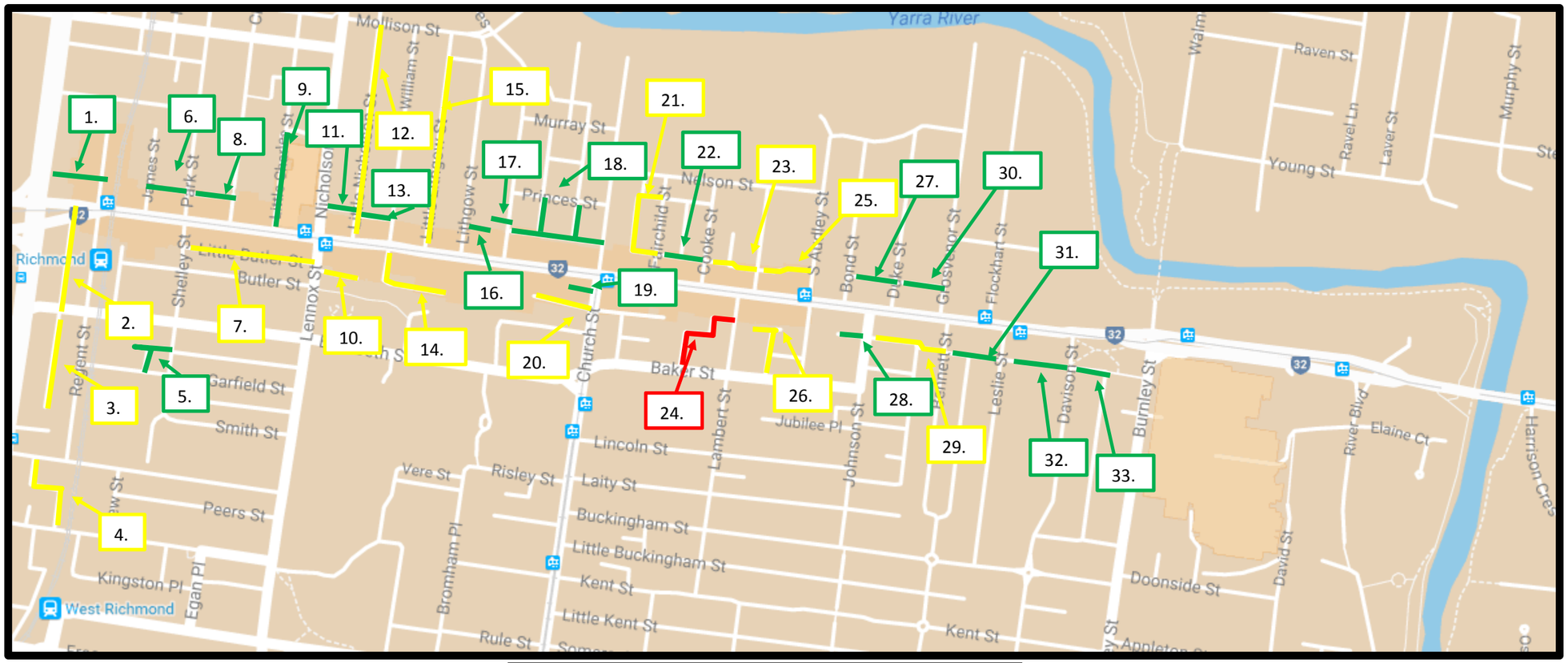
Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- Left Turn Ban
- U-Turn Ban

Legend

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- Left-turn Only
- One-way
- Left Turn Ban
- U-Turn Ban

Appendix C:
Existing Laneway Conditions



Legend

- Unconstrained Laneway
- Partially Constrained/Minor Improvement Required
- Highly Constrained/Challenging to Remedy

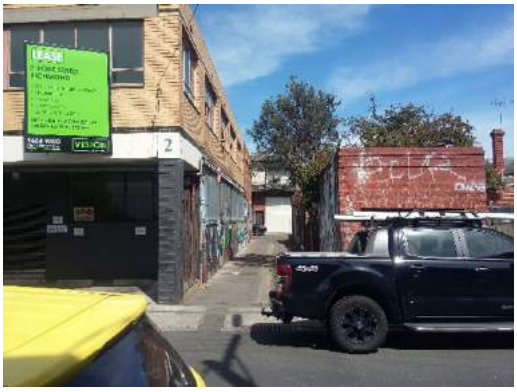
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
1: ROW (from Hoddle Street to Ferguson Street)	**Existing Conditions:** • Carriageway width – 2.85m-3.6m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout Features – continuous, generally straight **Constraints: Unconstrained laneway** • Short, straight and connected at both ends.	
2: Little Hoddle Street (from Elizabeth Street to Victoria Street)	**Existing Conditions:** • Carriageway width – 4.6m • Road reservation – 5.95m • Traffic management – Two-way • Parking – No parking • Footpaths – Narrow kerbside/footpath on both sides • Material – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Single lane for two-way traffic • Long length, some development potential • Could be made two-way by creating a shared zone and removing the footpaths	
3: Little Hoddle Street (from Elizabeth Street to END)	**Existing Conditions:** • Carriageway width – 3.7m-4.8m • Road Reserve – 4.85m-6m • Traffic management – Two-way • Parking – Parking along sections of the east side of the laneway • Footpaths – Narrow kerbing/path • Material – Asphalt • Layout features – dead end, straight, narrows down towards the south **Constraints: Partially Constrained** • Long • Narrower than 6m without road reserve • Parking Arrangements limit two-way flow	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
4: Wrede Place (from York Street to Egan Street)	**Existing Conditions:** • Carriageway width – 3.4m-3.85m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone in sections and asphalt in sections • Layout features – continuous, s-shaped, no splays **Constraints: Partially Constrained** • Lack of splays makes navigating corners difficult	
5: ROW (from Shelley Street to Garfield Street)	**Existing Conditions:** • Carriageway width – 3.2m-3.95m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Asphalt • Layout features – continuous with a 90 degree bend and extending dead end section to the west, splays on south-east corner **Constraints: Unconstrained laneway** Short and connected at both ends.	
6: ROW (from James Street to Park Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must turn right at Park Street • Parking – Shared off-street car park on south side of ROW • Footpaths – No footpaths • Material – Asphalt with bluestone kerbing • Layout features – continuous, straight **Constraints: Unconstrained laneway** Short, straight and connected at both ends.	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
7: Little Butler Street (from Shelly Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – continuous, straight **Constraints: Partially constrained** • Long length • Inability to easily widen for 2-way traffic flow • Could be made one-way	
8: ROW (from Park to Charles)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way • Parking – Shared off-street car park on south side and west end of ROW • Footpath – No footpath • Material – Concrete • Layout features – continuous, straight **Constraints: Unconstrained laneway** • Unconstrained due to short length	
9: Little Charles Street (from Victoria Street to Little Charles Close)	**Existing Conditions:** • Carriageway width – 3.5m • Road reservation – 5.15m • Traffic management – One-way (southbound) • Parking – No parking • Footpath – Narrow path on east side, with traversal onto road required at power poles • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to one-way nature	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
10: ROW (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – Car Park at east end • Footpath – No footpaths • Material – Concrete • Layout features – slight bend to the south **Constraints: Partially Constrained** • Constrained due to dead end	
11: ROW (from Nicholson Street to Little Nicholson Street)	**Existing Conditions:** • Carriageway width – 4.55m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	
12: Little Nicholson Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 4.9m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – loading activity occurs frequently, blocking traversal of ROW **Constraints: Partially constrained** • Long length • Insufficient for 2-way flow • Could be made one-way	

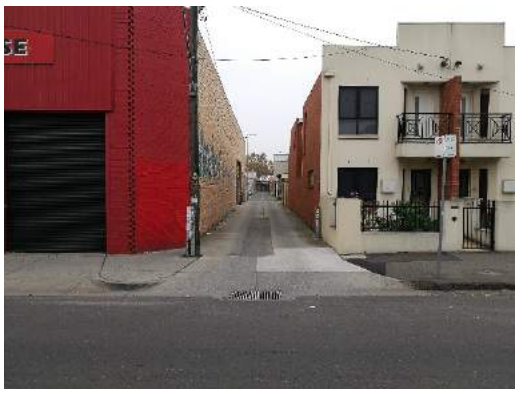
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
13: ROW (from Little Nicholson Street to William Street)	**Existing Conditions:** • Carriageway width – 2.95m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – narrow **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
14: ROW (from Victoria Street to END, opposite William Street)	**Existing Conditions:** • Carriageway width – 4.75m for north-south section and 3m for east-west section • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout Features – Splay provided at bend, over land of 176 Victoria Street **Constraints: Partially constrained** • Single Lane • Length • 90 degree bend • Some development potential • Would require widening for two-way traffic, particularly north-south leg	
15: Little Lithgow Street (from Victoria Street to Mollison Street)	**Existing Conditions:** • Carriageway width – 5.1m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Partially Constrained** • Slightly too narrow for two-way traffic flow	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
16: ROW (from Lithgow Street to END)	**Existing Conditions:** • Carriageway width – 5.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic flow	
17: ROW (from Albert Street to END)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – concrete **Constraints: Unconstrained laneway** • Unconstrained due to short length	
18: ROW (from Albert Street to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way, right turn only at Fairchild Street • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Concrete • Layout features – there is are two connecting north-south ROWs extending northerly **Constraints: Unconstrained laneway** • Unconstrained due to being continuous, could be one-way	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
19: ROW (from Church Street to End)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length	
20: Victoria Place (from Church Street to END)	**Existing Conditions:** • Carriageway width – 4.75m, 5.7m aisle for western car park • Traffic management – Two-way • Parking – Parking provided in car park at western end • Footpath – No footpath • Material – Concrete **Constraints: (Partially constrained)** • Dead end • Some development potential	
21: ROW (from Fairchild Street to Fairchild Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must enter via right turn from Fairchild, exit via left turn to Fairchild • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – connects to ROW extending north-south that loops back to Fairchild Street **Constraints: Partially constrained** • No splay • Low development potential • Single lane • Length • Bends	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
22: ROW (from Fairchild to Cooke Street)	**Existing Conditions:** • Carriageway width – 2.9m • Traffic management – Two-way, must travel south on Fairchild Street, and north on Cooke Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – there is a ROW that extends northerly, where there are no splays, making it difficult to traverse due to the narrow width **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
23: ROW (from Cooke Street to Thompson Street)	**Existing Conditions:** • Carriageway width – 3.1m-3.8m • Road Reservation – 3.1m-4.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – there is a kink in the ROW at the midpoint, which is also where a northerly ROW also connects, the 4.2m width of the connecting ROW provides space to navigate this kink **Constraints: Partially constrained** • An improved splay would assist with the kink in the ROW, especially for service vehicles	

Street Name	Description	Photo
24: ROW (from Lambert Street to END)	**Existing Conditions:** • Carriageway width – 2.8m-4m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There are a number of bends in the ROW. Splays are provided in the narrower sections, but not for bends connecting to the 4m width section. The ROW also connects to Baker Street in the south **Constraints: Highly constrained** • Length, number of properties • Narrow • Bends with without splays • Properties at corners are outside of the study boundary	
25: ROW (from Thompson Street to South Audley Street)	**Existing Conditions:** • Carriageway width – 3.6m-3.7m • Traffic management – Two-way • Parking – Car park on the north side of the ROW, behind 2 Thompson Street • Footpath – No footpath • Material – Asphalt • Layout features – There is a kink in the middle of the ROW, where there is another northerly connected ROW. Potentially challenging to navigate the kink **Constraints: Partially constrained** • Kink • Lack of Splays	

Appendix C

ROW Existing Conditions

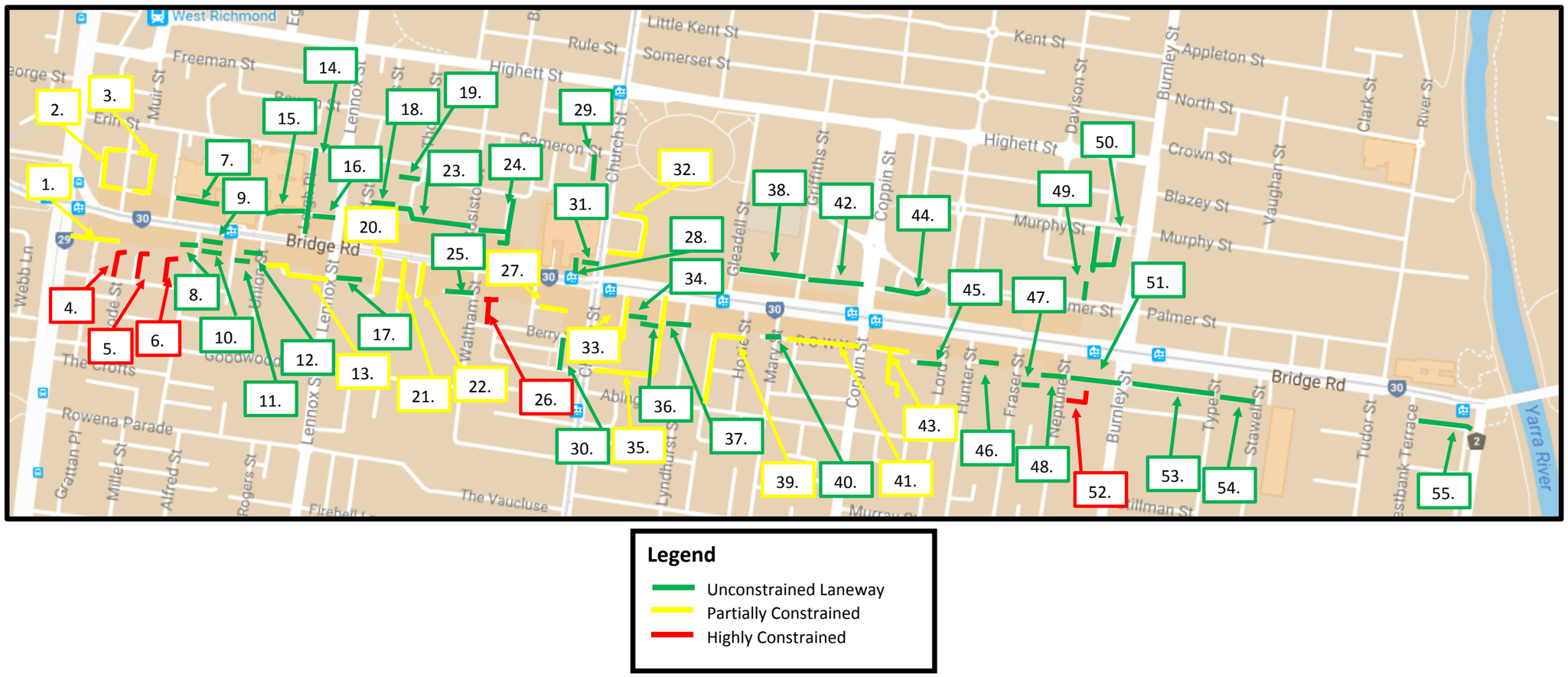
Street Name	Description	Photo
26: ROW (East-west ROW connected to Wells Street)	**Existing Conditions:** • Carriageway width – 4.7m-4.85m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout Features – connects to the northern end of Wells Street. No splays are provided at the intersection **Constraints: Partially constrained** • 90 degree bends • Lack of splays	
27: ROW (from Bond Street to Duke Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way, Bond Street is one-way northerly and Duke Street is one-way southerly • Parking – No Parking • Footpath – No Footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
28: ROW (from Johnson Street to END, on west side of Johnson Street)	**Existing Conditions:** • Carriageway width – 4.55m-6.35m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Unconstrained due to short length	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
29: ROW (from Johnson Street to Bennett Street)	**Existing Conditions:** • Carriageway width – 2.95m-3.7m • Traffic management – Two-way • Parking – No Parking • Footpath – No Footpath • Material – Asphalt • Layout features – There is a kink in the ROW, which also connects to a southerly ROW. There is a splay on the south-west side of the intersection **Constraints: Partially constrained** • Kink	
30: ROW (from Duke Street to Grosvenor Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
31: Coles Terrace (from Bennett Street to Leslie Street)	**Existing Conditions:** • Carriageway width – 2.7m-2.9m • Traffic management – Two-way • Parking – No parking • Footpath – No parking • Material – Bluestone • Layout features – There is a connecting southerly ROW of 3.05m width with a splay on the south-west corner of the intersection **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	

Street Name	Description	Photo
32: Coles Terrace (from Leslie Street to Davidson Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpaths • Material – Bluestone • Layout features - There is a connecting southerly ROW of 2.85m width with a slight splay on each corner. Corner is still quite difficult to traverse due to narrow width, and shallow depth of splay **Constraints: Unconstrained laneway** • Unconstrained due to short length, continuous	
33: Coles Terrace (from Davidson Street to Burnley Street)	**Existing Conditions:** • Carriageway width – 3.6m-4.6m • Traffic management – Bollards prevent vehicles from entering/exiting ROW at Burnley Street • Parking – No parking • Footpath – No footpaths • Material – Asphalt • Layout features - There is a connecting southerly ROW of 3.05m width with no splays. Low vegetation and kerbing on the northern side of the ROW allow for the vehicle body to overhang. **Constraints: Unconstrained laneway** Unconstrained due to short length, low development potential	



Legend

- Unconstrained Laneway
- Partially Constrained
- Highly Constrained

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
1: Napier Lane (from Hoddle Street to END)	**Existing Conditions:** • Carriageway width – 3.85m • Trafficable width – 4.3m • Traffic management – Two-way • Parking – Car park attached to eastern end of lane • Footpaths – No footpaths • Material – Bluestone • Layout features – There is a connecting ROW to the south which connects to Sherwood Street, however bollards block access. **Constraints: Partially Constrained** • Limited Carriageway	
2: ROW (from west side Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout features –there is a connecting northbound ROW which loops back to Moorhouse Street, with splays at the corners **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	
3: ROW (from east end of Moorhouse Street to END)	**Existing Conditions:** • Carriageway width – 3.2-3.25m • Traffic Management – Two-way • Parking – Car park at east end of ROW • Footpaths – No footpaths • Material – Bluestone • Layout features – connecting ROW to the north which loops back to Moorhouse Street, with splays on each corner **Constraints: Partially Constrained** • Lack of passing opportunities • Lack of sight distance around bends.	

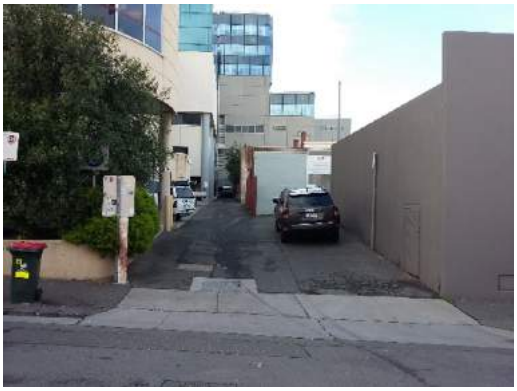
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
4: ROW (East-West section of westernmost ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 2.7m-3m • Road reservation – 3.95m-4.75m • Traffic management – Two-way • Parking – kerbside parallel both sides • Footpaths – No footpaths • Materials – Asphalt • Layout features – connected to ROW at the south, of width 3.6m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	
5: ROW (East-West section of middle ROW from Sherwood Street)	**Existing Conditions:** • Carriageway width – 4.6m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpath • Material – Asphalt • Layout features – connected to ROW at the south, of width 3.5m, with no splays provided. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	
6: ROW (easternmost ROW from Sherwood Street to END)	**Existing Conditions:** • Carriageway width – 2.75m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Narrow width and bend at north end. Setback property on western side. **Constraints: Highly Constrained** • Single lane • No Splays at T-intersection • Limited potential to widen critical north-south link	

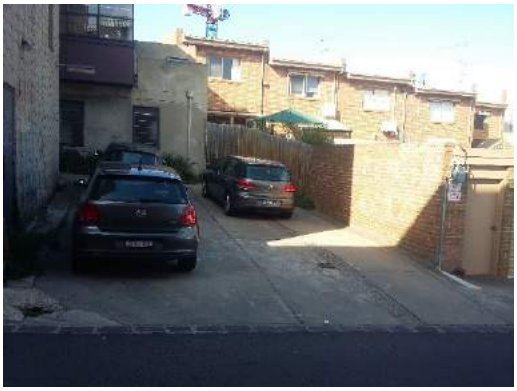
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
7: ROW (from Normanby Place to END)	**Existing Conditions:** • Carriageway width – 3.3m, widens at intersection with Normanby Place • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Asphalt • Layout features – Hospital uses this ROW **Constraints: Unconstrained laneway** • Passing area at entrance to laneway	
8: ROW (from west side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 5.3m • Traffic management – Two-way • Parking – No Parking • Footpath – No footpaths • Material – Bluestone **Constraints: Unconstrained laneway** • Wide enough for two-way traffic flow • Short length	
9: ROW (from from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.05m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – short and narrow **Constraints: Unconstrained laneway** • Short • Limited development potential	
10: ROW (from east side of Rotherwood Street to END)	**Existing Conditions:** • Carriageway width – 3.8m • Traffic management – Two-way • Parking – Car park on south side • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short • Limited development potential	

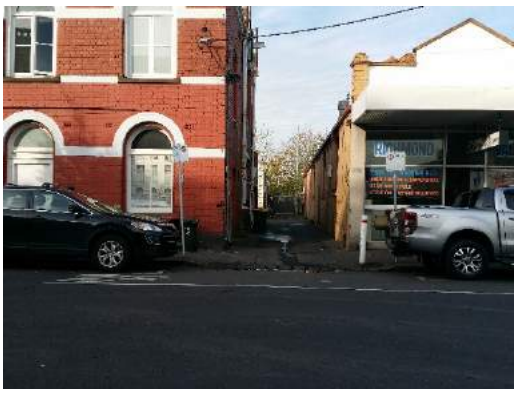
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
11: ROW (from Verity Street to END)	**Existing Conditions:** • Carriageway width – 6.05m • Traffic management – Two-way • Parking – Open tandem parking for adjacent properties • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short Limited development potential	
12: ROW (West side of Union Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Bluestone **Constraints: Unconstrained laneway** • Short • Limited development potential	
13: ROW (East side of Union Street to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.7m-3.75m • Traffic management – Two-way, No Entry to Union Street from Bridge Road • Parking – No parking • Footpath – No footpath • Material – Asphalt and Bluestone • Layout features – there is a kink involving two 90 degree bends. A splay is provided on one side of the northern bend **Constraints: Partially Constrained** • Non-functional kink breaks laneway into two parts	
14: Leigh Place (from Bridge Road to Erin Street)	**Existing Conditions:** • Carriageway width – 5.7m • Road reserve – 9m • Traffic management – Two-way for northern section, One-way for southern section connecting to Bridge Road • Parking – No parking • Footpath – Footpath on west side • Material – Asphalt **Constraints: Unconstrained laneway** • One-way	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
15: ROW (from Leigh Place to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Slight kink at the middle, still easily traversable **Constraints: Unconstrained laneway** • Short	
16: Corns Place (from Leigh Place to Lennox Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must turn left at Leigh Place • Parking – Car park at midpoint of ROW • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained** • Short • Continuous • Could be made one-way	
17: ROW (from Lennox Street to END)	**Existing Conditions:** • Carriageway width – 3.5m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short • Low development potential	
18: ROW (from Judd Street to Carpark)	**Existing Conditions:** • Carriageway width – 6m (including mountable kerbing) • Traffic management – Two-way • Parking – No parking • Footpath – Mountable footpath on south side • Material – Asphalt **Constraints: (Unconstrained laneway)** • Short Mountable kerbing allows for two-way passing	

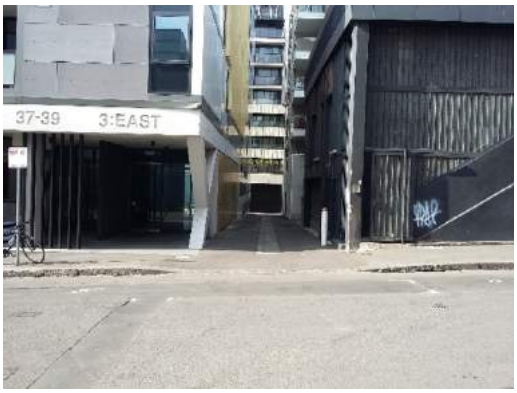
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
19: ROW (from Hull Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Small number of adjacent properties	
20: Wustemenn Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.65m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt • Layout Features – Narrow width, shares car park with Allowah Terrace **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Allowah Terrace	
21: Allowah Terrace (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 2.6m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Bluestone • Layout features – Narrow width, shares car park with Wustemenn Place **Constraints: Partially constrained** • Lack of passing area • Dead end • Could be connected to Wustemenn Place	
22: Peluso Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 4.1m-4.85m • Traffic management – Two-way • Parking – Parking provided in car park at southern end • Footpath – No footpath • Material – Asphalt **Constraints: Partially constrained** • Lack of passing area • Dead end	

Appendix C

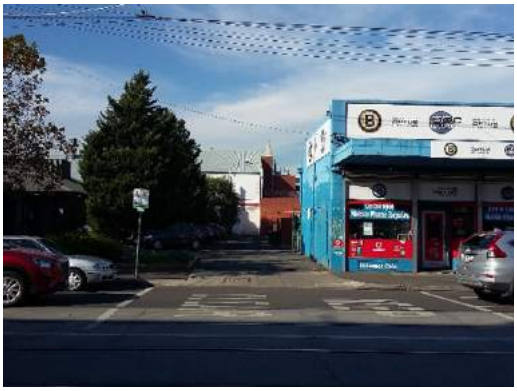
ROW Existing Conditions

Street Name	Description	Photo
23: Leggo Place (from Bosisto Street to END)	**Existing Conditions:** • Carriageway width – 7.6m • Traffic management – Two-way • Parking – Large Car park at western end • Footpath – No footpath • Material – Asphalt • Layout Features – Has a kink at the end, and connects to a large car park **Constraints: Unconstrained laneway** • Sufficient width for two-way traffic	
24: ROW (from Bosisto Street to Hull Street)	**Existing Conditions:** • Carriageway width – 3.5m-4.3m • Traffic management – Two-way • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – Already 'built out' to a large degree **Constraints: Unconstrained Laneway** • Properties already developed	
25: Sheridan Place (from Waltham Street to END)	**Existing Conditions:** • Carriageway width – 3.55m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	
26: ROW (from Berry Street to END)	**Existing Conditions:** • Carriageway width – 3.05m-3.3mm • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout Features – has a T-intersection at the northern end, with splays on both corners. **Constraints: Highly constrained** • Length • T-shape	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
27: Alban Street (from Eucalyptus Street to END)	**Existing Conditions:** • Carriageway width – 5.8m • Traffic management – Two-way • Parking – Parking along the north side of Alban Street • Footpath – No Footpath • Material – Asphalt **Constraints: Partially constrained** • Wide enough for two-way traffic • Parking arrangements make two-way traffic flow unachievable	
28: ROW (from Bridge Road to END, opposite Eucalyptus Street)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
29: Henry Street (from Cameron Street to END)	**Existing Conditions:** • Carriageway width – 3.9m • Traffic management – Two-way, speed humps • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short	

Street Name	Description	Photo
30: ROW (from Berry Street to Hodgson Terrace)	**Existing Conditions:** • Carriageway width – 4.15m • Traffic management – Two-way, Berry Street is one-way (westbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – Berry Street is a narrow street (3.5m road), and a splay is provided on the southeast corner of the intersection with the ROW to assist movement. **Constraints: Unconstrained laneway** • Short • Low development potential	
31: ROW (from Church Street to END)	**Existing Conditions:** • Carriageway width – 3.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** Short	
32: ROW (from Church Street to Church Street)	**Existing Conditions:** • Carriageway width – 4m-4.7m • Traffic management – ROW is entry only for the northern section, however, an exit lane is provided via adjacent McDonalds car park, so is considered two-way for all practical purposes. • Parking –No parking • Footpath – No footpath • Material – Asphalt • Layout features – There are two 90 degree turns which loop the ROW back to Church Street. Splays are provided at each bend, and the ROW has enough width to allow for unimpeded turning. **Constraints: Partially constrained** • Narrow • U-shaped • Lack of passing without 'McDonalds' site, however surrounding McDonalds site means that access issues could be easily resolved with re-development	

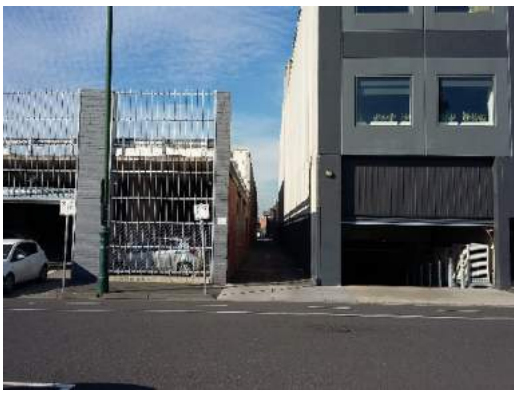
Appendix C

ROW Existing Conditions

Street Name	Description	Photo
33: Tullo Place (from Bridge Road to END)	**Existing Conditions:** • Carriageway width – 3.95m-4.55m • Road reserve – 6.2m-6.8m • Traffic management – Two-way, no right turn at Bridge Road • Parking – No Parking • Footpath – Footpath on west side • Material – Asphalt • Layout features – There is a connecting ROW on the east side of the road, with no splays provided **Constraints: Partially Constrained** • Lack of passing area • Could be converted shared zone for two-way traffic (footpath removed)	
34: ROW (from Tullo Place to END)	**Existing Conditions:** • Carriageway width – 3.3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Connected to Tullo Place, with no splays provided **Constraints: Unconstrained laneway** • Short • Low development potential	
35: Waterloo Place (from Bridge Road to Church Street)	**Existing Conditions:** • Carriageway width – 4.4m • Road reserve – 6.2m • Traffic management – Two-way • Parking – No parking • Footpath – Narrow footpaths on both sides • Material – Asphalt • Layout features – Waterloo Place has a 90 degree bend connecting it from Bridge Road to Church Street. A splay is provided at the bend on the northwest corner. There are also two ROWs connected to Waterloo Place **Constraints: Partially Constrained** • Lack of two-way passing opportunities • Length • Could be made one-way	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
36: ROW (from Waterloo Place to END)	**Existing Conditions:** • Carriageway width – 3.5m (with additional property boundary setback of 2.55m) • Traffic management – Two-way • Parking – Private parking on south side within property setback • Footpath – No footpath • Material – Bluestone • Layout features – A property boundary setback allows for turning into ROW from Waterloo Place **Constraints: Unconstrained laneway** • Short	
37: ROW (from Waterloo Place to Lyndhurst Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Lyndhurst Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Bluestone • Layout features – A splay on the southeast corner of Waterloo Place and the ROW is provided to assist turning. **Constraints: Unconstrained laneway** • Short • Continuous	
38: ROW (from Gleadell Street to Griffiths Street)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	

Street Name	Description	Photo
39: Spencer Place (from Hosie Street to Abinger Street)	**Existing Conditions:** • Carriageway width – 3.45m-3.8m • Traffic management – Two-way, Hosie Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt and bluestone • Layout features – There is a 90 degree bend in Spencer Place, with a splay provided on the southeast corner. There is another connecting ROW, which connects back to Hosie Street, with a splay also provided. **Constraints: Partially Constrained** • Long • Lack passing opportunities	
40: Pandoleon Lane (from Mary Street to END)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way, Mary street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
41: ROW (from Mary Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.2m • Traffic management – Two-way, Mary Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – Straight, limited splays on intersecting ROWs. **Constraints: Partially Constrained** • Length • No passing area • Continuous, could be one-way	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
42: ROW (from Griffiths Street to Coppin Street)	**Existing Conditions:** • Carriageway width – 3.1m • Traffic management – Two-way, must enter and exit via left on Coppin Street • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with splays provided on both corners of the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
43: Foster Place (from Coppin Street to END)	Existing Conditions: • Carriageway width – 3.15m-3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW of 4m width to the south, with no splays provided. Constraints: Partially Constrained • Lack of passing area on east-west link • T intersection	
44: ROW (from Coppin Street to Palmer Street)	**Existing Conditions:** • Carriageway width – 3.7m-5.7m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the north, with no splays provided at the intersection, however, properties on the south are set back. **Constraints: Unconstrained laneway** • Continuous • Short	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
45: ROW (from Lord Street to END)	**Existing Conditions:** • Carriageway width – 3.55m, widened by adjacent development • Traffic management – Two-way, Lord Street is one-way (northbound) • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Provides two-way traffic	
46: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	
47: ROW (from Hunter Street to END)	**Existing Conditions:** • Carriageway width – 4.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete • Layout features – appears to have been consumed as private property **Constraints: Unconstrained laneway** • Short Low development potential	
48: ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Short • Low development potential	

Appendix C

ROW Existing Conditions

Street Name	Description	Photo
49: ROW (from Palmer Street to END)	**Existing Conditions:** • Carriageway width – 3.45m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Concrete **Constraints: Unconstrained laneway** • Short Low development potential	
50: Birch Square (from Murphy Street to Murphy Street)	**Existing Conditions:** • Carriageway width – 6.1m-9m • Traffic management – One-way in an anticlockwise direction • Parking – Parking on north side of east-west section • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** Already one-way to minimise vehicle conflict	
51: ROW (from Neptune Street to Burnley Street)	**Existing Conditions:** • Carriageway width – 3m • Traffic management – Two-way, must exit/enter left at Burnley • Parking – No parking • Footpath – No footpath • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
52: ROW (from Neptune Street to END)	**Existing Conditions:** • Carriageway width – 3.15m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – ROW bends 90 to the north with no spays provided. North-south section is not trafficable and requires splays **Constraints: Highly Constrained** Requires splays on the corners	

Appendix C

ROW Existing Conditions

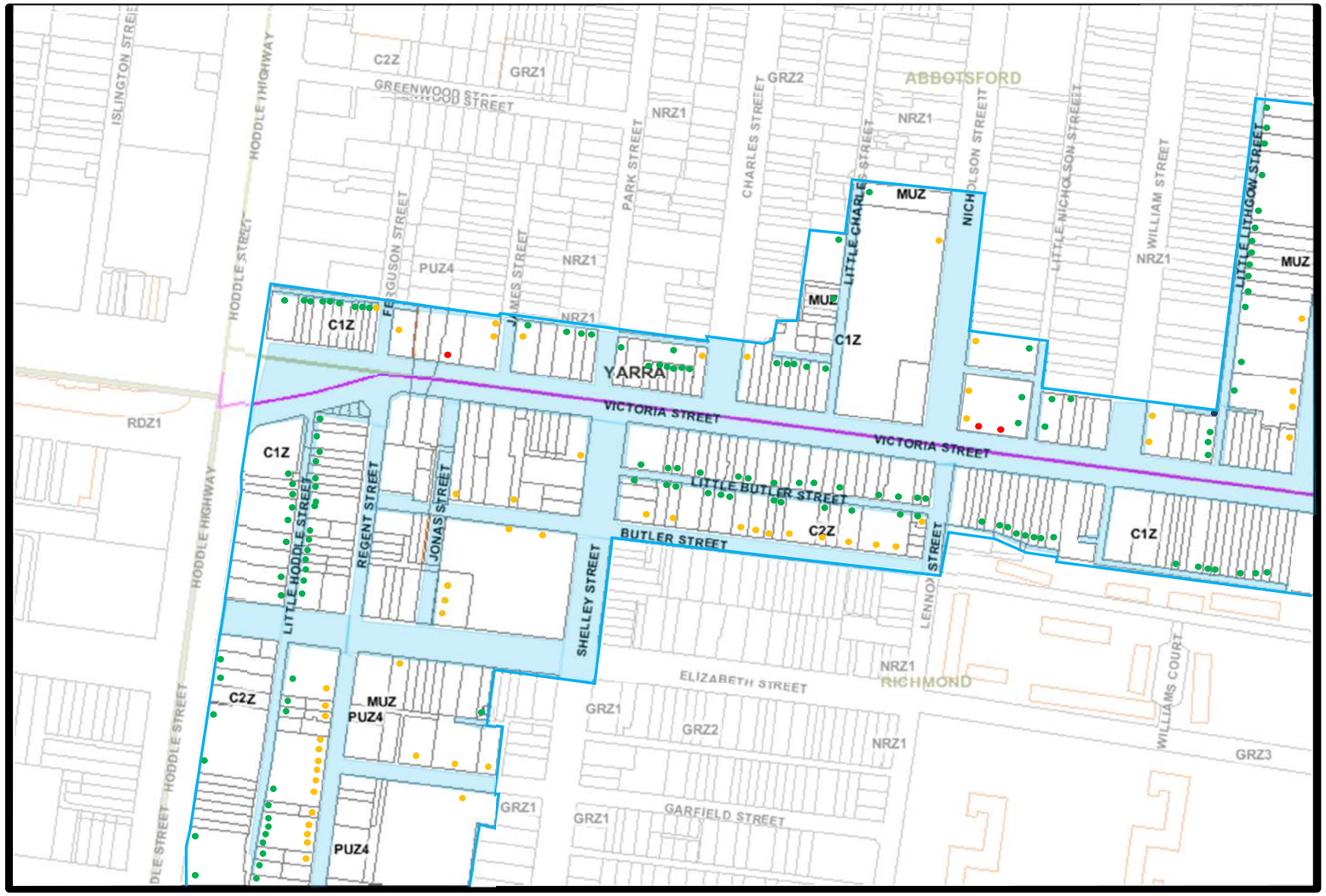
Street Name	Description	Photo
53: ROW (from Burnley Street to Type Street)	**Existing Conditions:** • Carriageway width – 3.4m • Traffic management – Two-way • Parking – No parking • Footpath – No footpath • Material – Asphalt • Layout features – There is a connecting ROW to the south, with no splays provided at the intersection. **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
54: ROW (from Type Street END)	**Existing Conditions:** • Carriageway width – 5m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight • Could be one-way	
55: Park Avenue (east-west section abutting Bridge Road properties from Westbank Terrace to bend)	**Existing Conditions:** • Carriageway width – 3.65m • Traffic management – Two-way • Parking – No parking • Footpath – Footpath on south side • Material – Asphalt **Constraints: Unconstrained laneway** • Continuous • Straight Could be one-way	

Appendix C

ROW Existing Conditions

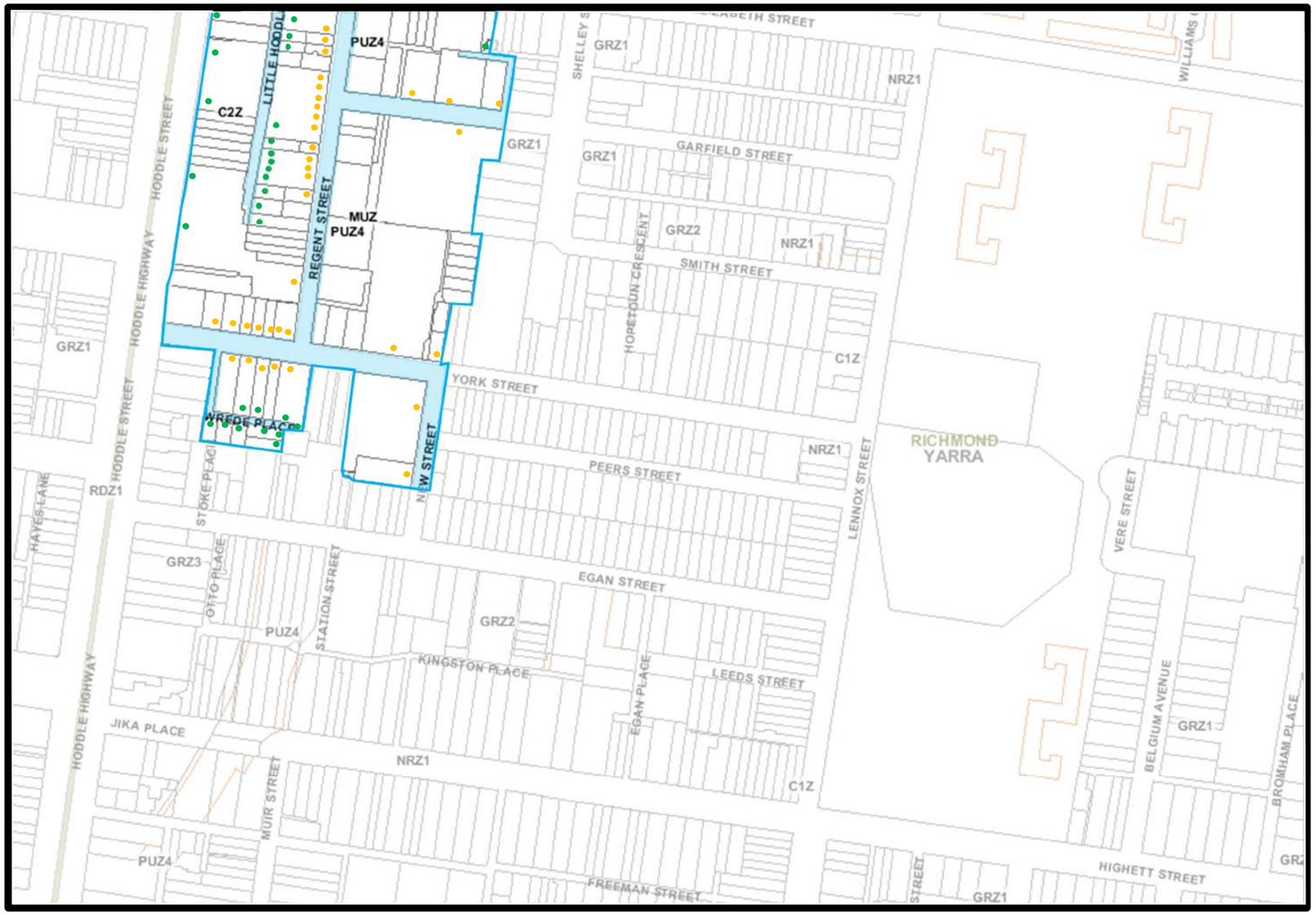
Street Name	Description	Photo
Eucalyptus Street	**Existing Conditions:** • Carriageway width – 3.45m-5.95m • Road Reserve – 5.95m • Traffic management – Two-way • Parking – No Parking • Footpaths – Narrow footpath on both sides • Material – Asphalt Layout features – Road provides passing area at intersection with Bridge Road, however road narrows soon after, providing no other opportunities for passing.	
Neptune Street	**Existing Conditions:** • Carriageway width – 7.1m • Road Reserve – 9.8m • Traffic management – Two-way • Parking – Parallel parking on both sides • Footpaths – Narrow footpath on both sides • Material – Asphalt Layout features – Parking on each side of the road only allows for one-way traffic flow.	

Appendix D: Existing Vehicle Access Arrangements



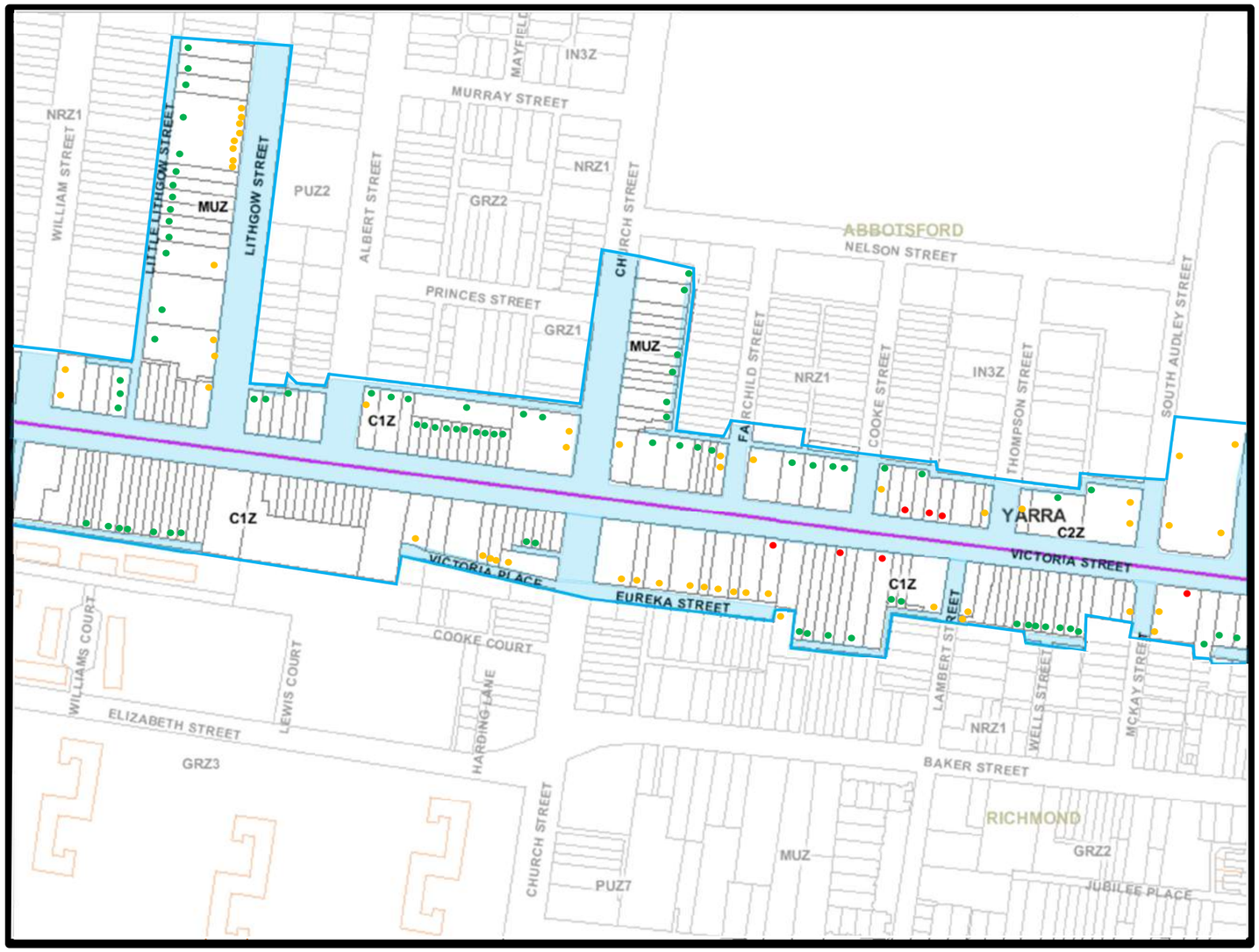
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW



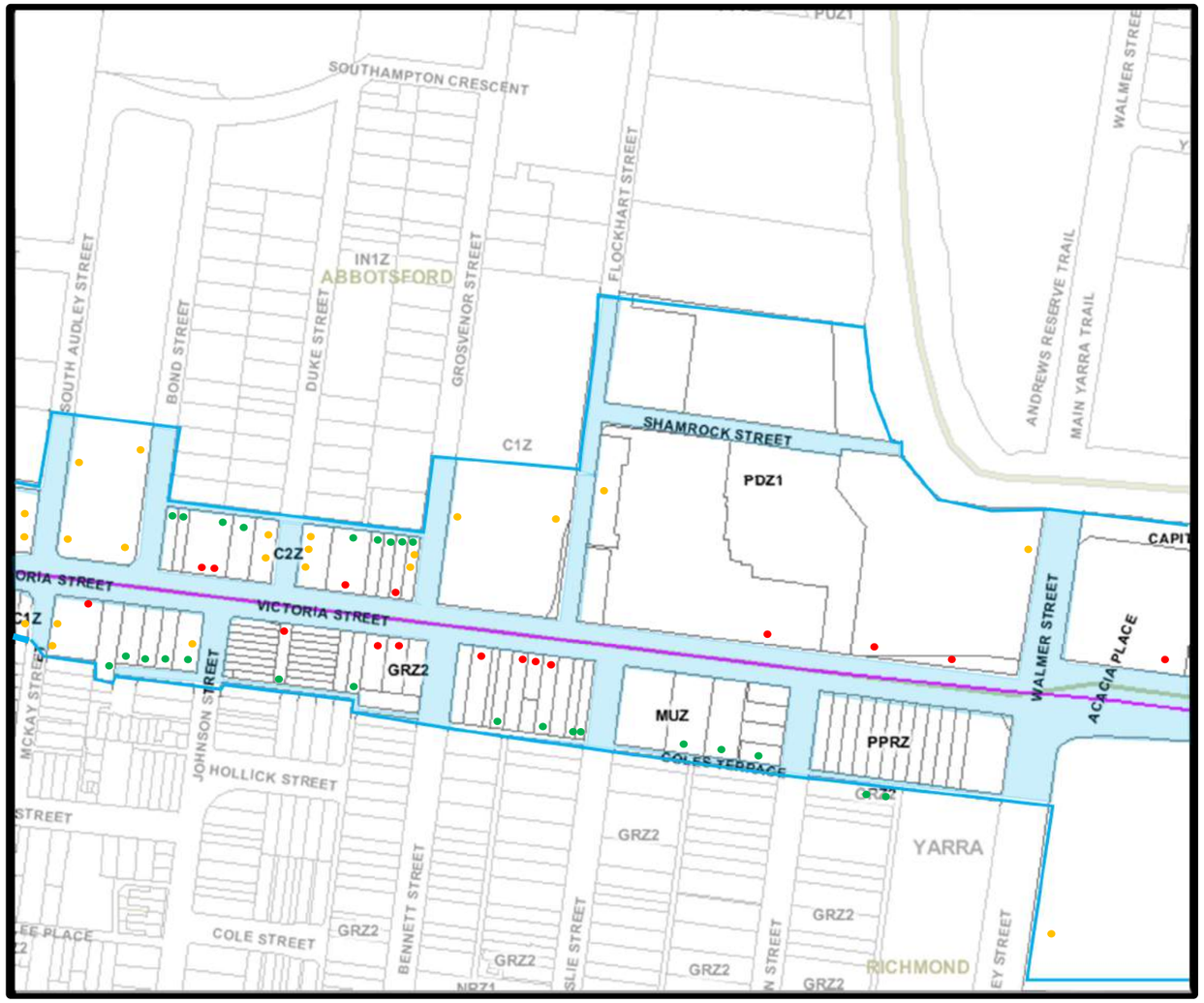
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW



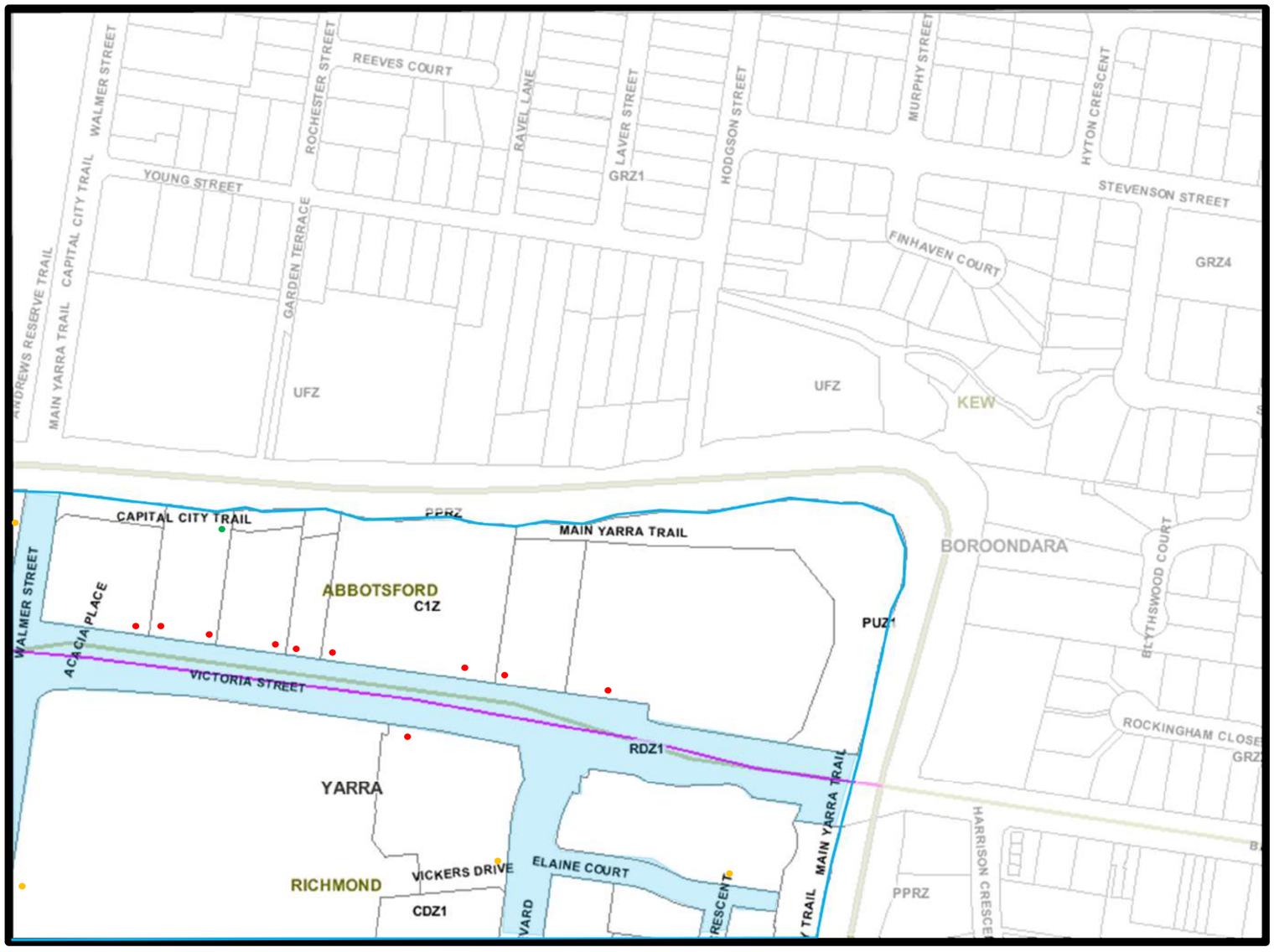
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW



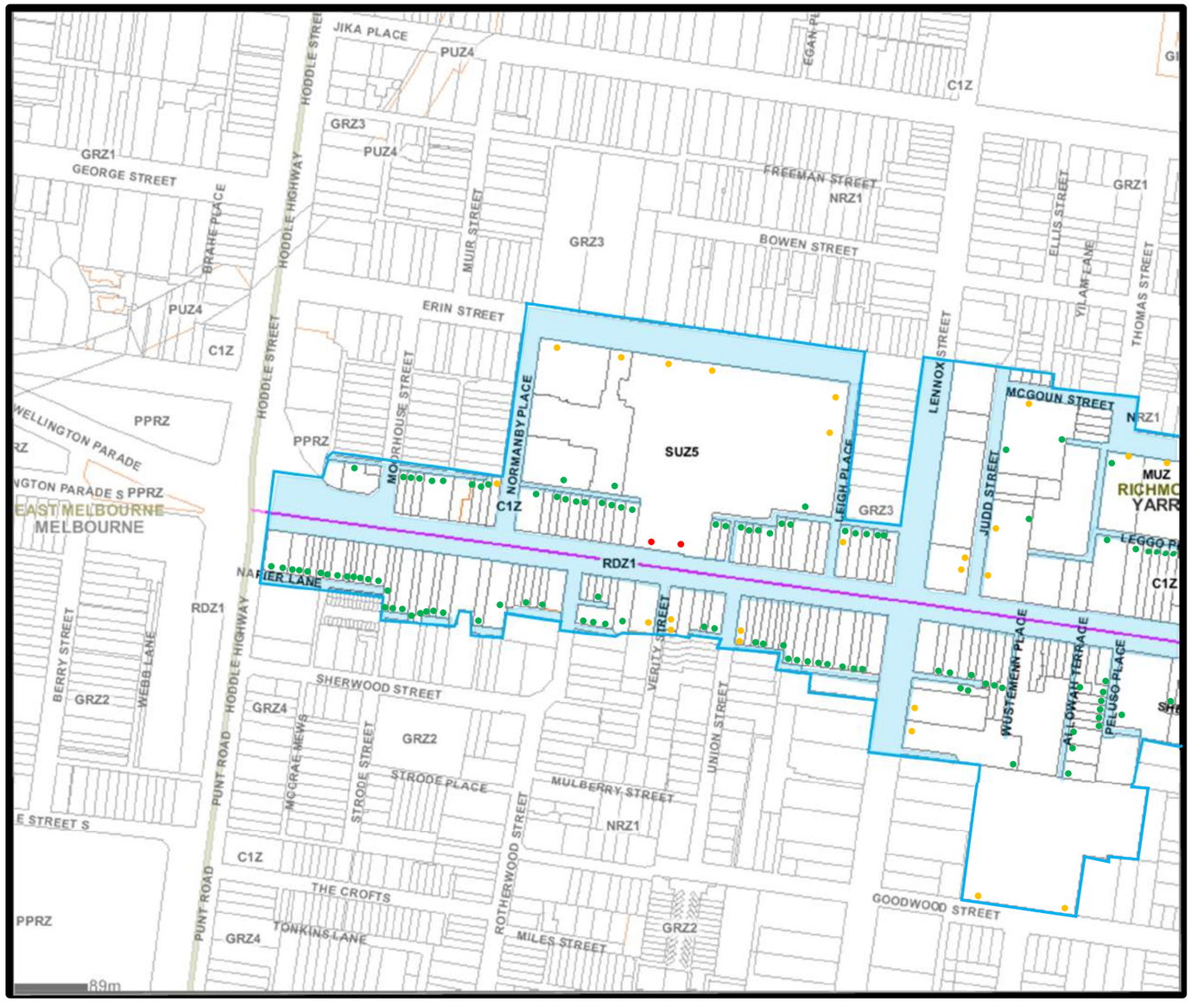
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW



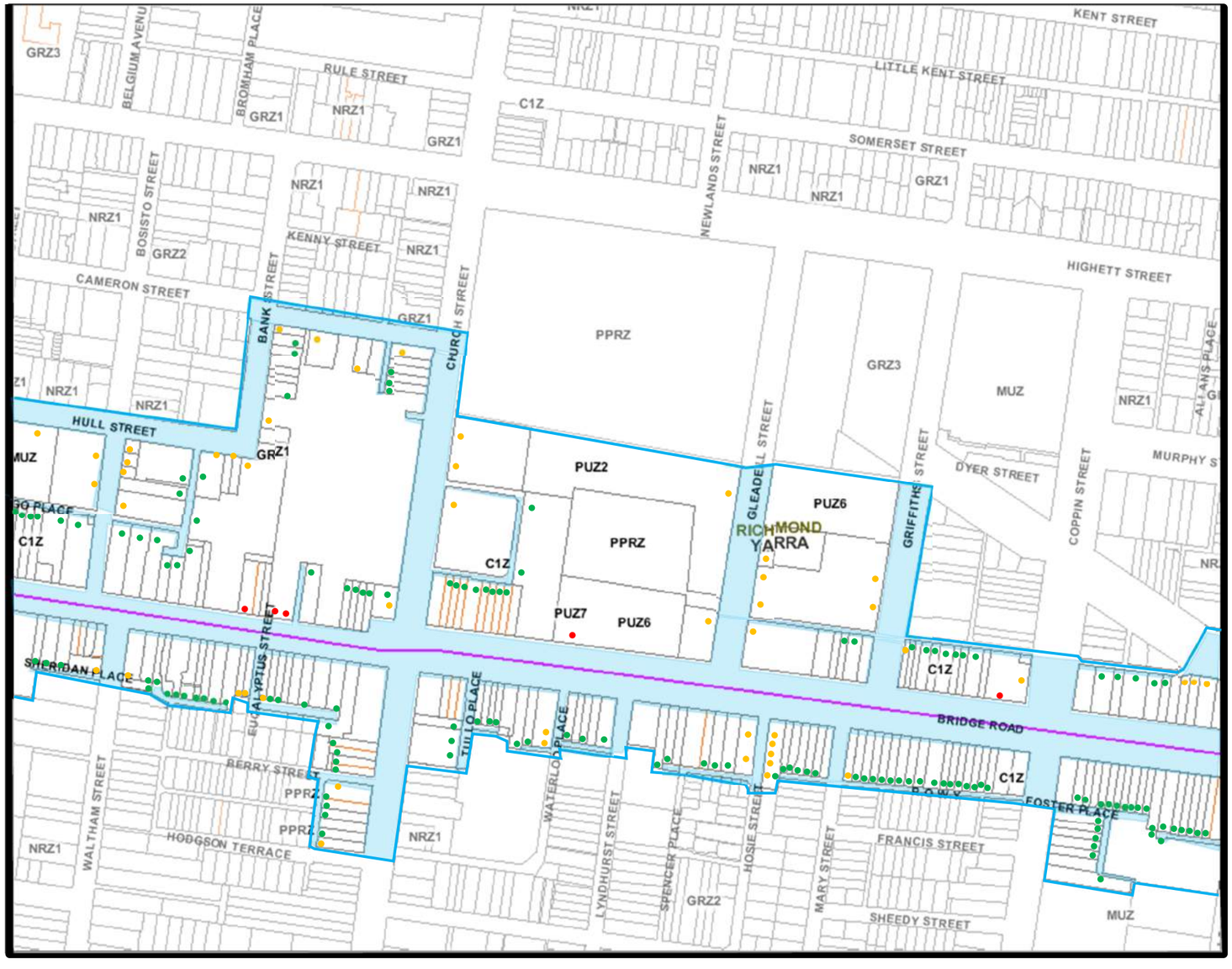
Legend

- Study Area Boundary
- Access to Victoria Street
- Access to side street
- Access to RoW



Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW

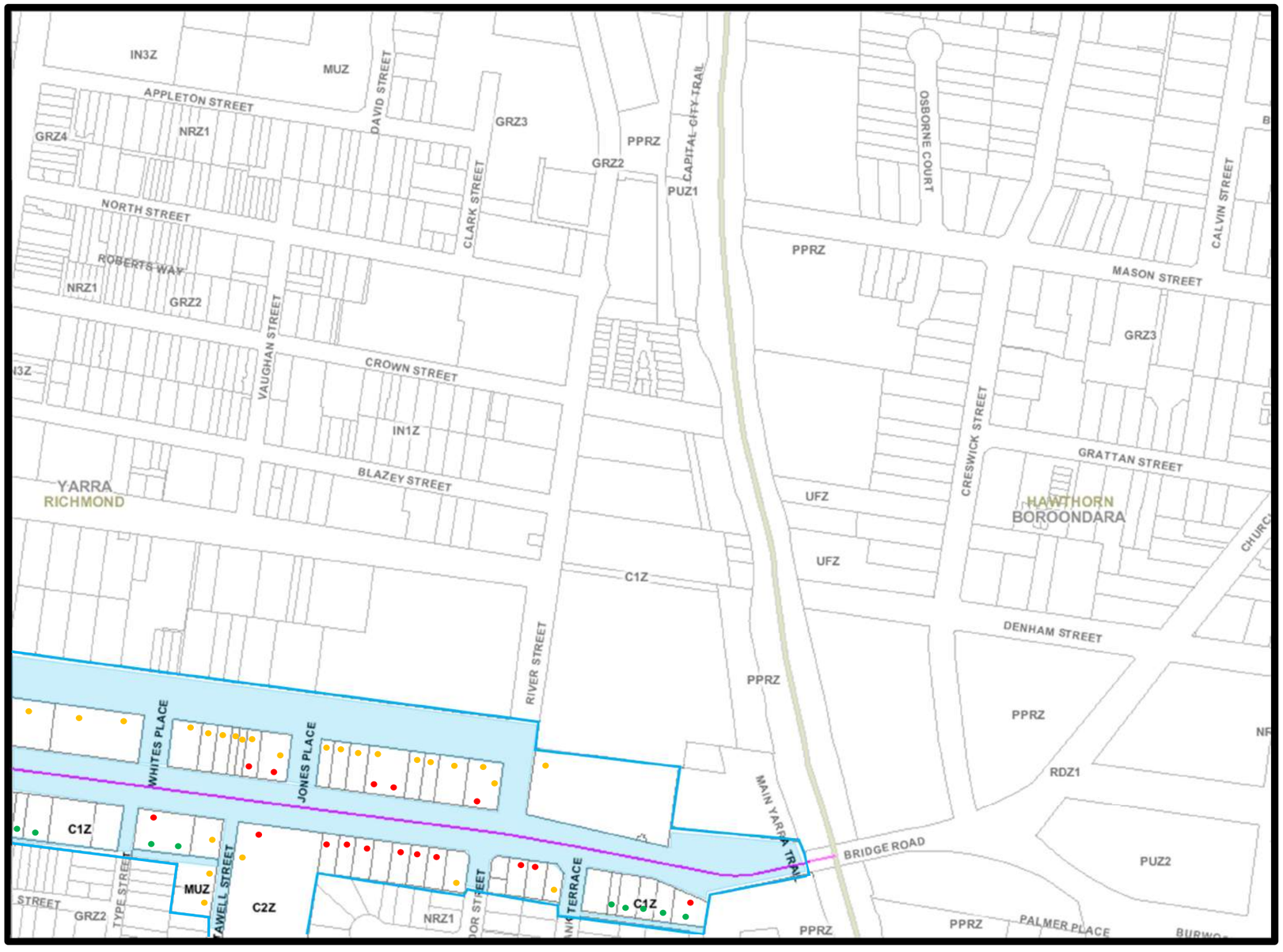


Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW

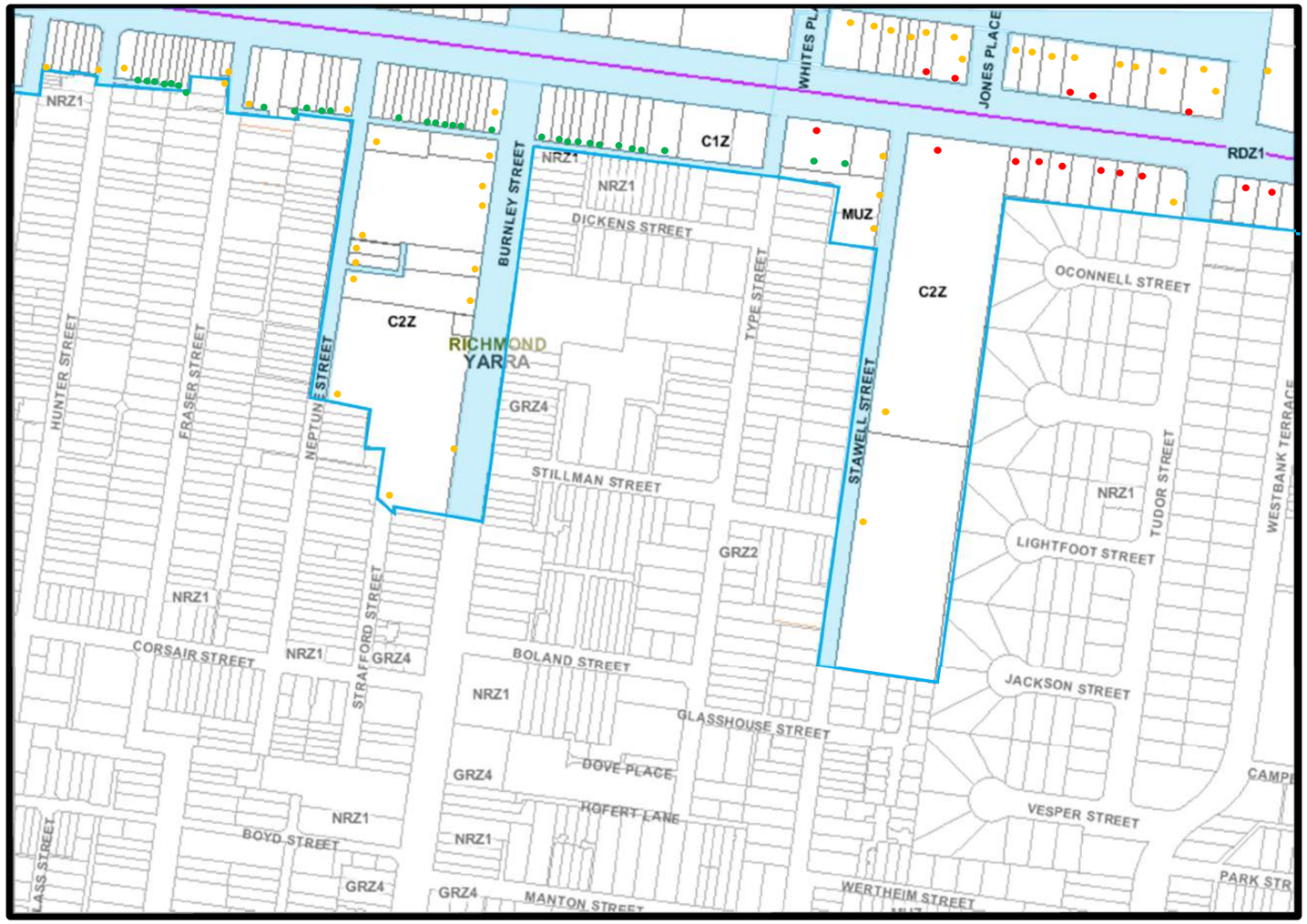
Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW



Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW



Legend

- Study Area Boundary
- Access to Bridge Road
- Access to side street
- Access to RoW