

C/- Planning & Property Partners Pty Ltd  
13/1 Collins Street  
Melbourne VIC 3000

Ref: 1174  
27 February 2025

Issued via email: [REDACTED]

Dear [REDACTED]

## Residential Building Development – 35 Dyer Street, Hoppers Crossing Car Parking Demand Assessment

Amber Organisation has been engaged to assess the car parking matters of a proposed residential building development located at 35 Dyer Street, Hoppers Crossing. The building is partially constructed and is proposed to operate as a rooming house with 10 bedrooms and four car spaces, including one accessible car space. The level of amenity within each bedroom classes the building as 'residential' from a planning perspective, however, we understand that not all of the requirements of a residential building can be met by the proposal and in practice the building will function as a rooming house from a car parking demand perspective.

Council have issued a Request for Further Information (RFI) for the application (ref: WYP14908/24, dated 15 January 2025), which includes a requirement for a Car Parking Demand Assessment and an assessment against the relevant requirements of Clause 52.06 of the Planning Scheme.

This report addresses the car parking matters associated with the proposal and is based on a desktop review of the site and surrounding area.

### 1. Existing Conditions

#### 1.1 Site Location

The site is located on the northeast side of Dyer Street in Hoppers Crossing. Figure 1 shows the location of the site in relation to the surrounding area and transport network.

The site and surrounding area is typically zoned as General Residential Zone – Schedule 1 (GRZ1) under the Planning Scheme. The following key destinations are located near the site:

- Mossfiel Primary School located approximately 400 metres walking distance north of the site.
- Hoppers Crossing commercial precinct located approximately 1.0 kilometre walking distance southeast of the site.
- Werribee Plaza shopping centre located approximately 1.5 kilometres walking distance west of the site.
- Hoppers Crossing Railway Station and bus interchange located approximately 0.5 kilometres walking distance south of the site.

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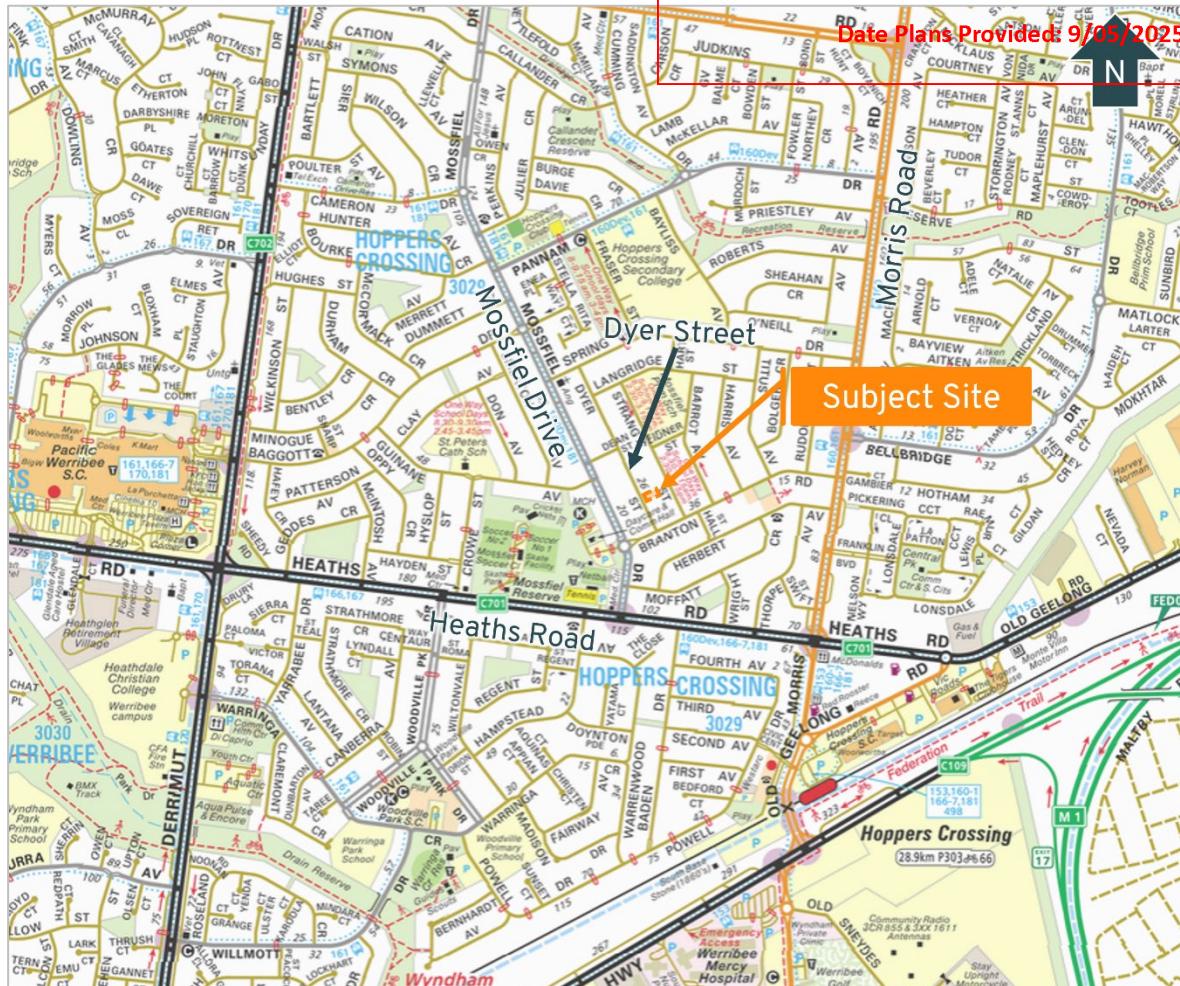
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The above destinations demonstrate that the site is walkable with many everyday services such as supermarkets, medical centres, restaurants, etc. located within convenient walking distance of the site.

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Figure 1: Site Location



Source: Melways

The site has a frontage to Dyer Street of 16.15 metres and an area of 566 sqm. Vehicle access to the site is provided via a 3.0 metre crossover at the northwestern boundary of the site which is shared with the adjacent property. There are two on-street car spaces along the site frontage to Dyer Street which are unrestricted.

Figure 2 shows an aerial photograph of the site and the surrounding area.

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Figure 2: Aerial Photograph



Source: Nearmap

## 1.2 Road Network

**Dyer Street** is classified as a 'local access' road under Council's Register of Public Roads and generally runs in a northwest-southeast alignment between Branton Road in the southeast and Spring Drive in the northwest. It has a carriageway width of approximately 6.7 metres, which accommodates simultaneous two-way vehicle movement. Unrestricted kerbside parking is provided on both sides of the road, and the default urban speed limit of 50km/hr applies. Footpaths are typically provided on the southwest side of the road only.

**Branton Road** is classified as a 'local access' road under Council's Register of Public Roads and generally runs in a northeast-southwest alignment between Mossfiel Drive in the southwest and Morris Road in the northeast. It has a carriageway width of approximately 10.2 metres, which accommodates simultaneous two-way vehicle movement and unrestricted kerbside parking on both sides of the road. The default urban speed limit of 50km/hr applies, and footpaths are provided on both sides of the road.

**Mossfiel Drive** is classified as a 'collector' road under Council's Register of Public Roads and generally runs in a north-south alignment between Heaths Road in the south and Hogans Road in the north. It has a carriageway width of approximately 18.8 metres, which accommodates one lane of vehicle traffic and bikes lanes in each direction, a central median, and unrestricted kerbside parking on both sides of the road. A posted speed limit of 50km/hr applies, and footpaths are provided on both sides of the road.

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The intersection of Dyer Street / Branton Road is priority controlled with 'Give Way' signage for vehicles exiting Dyer Street. The intersection of Branton Road / Mossfiel Drive / Branton Avenue is controlled via a roundabout with associated 'Give Way' signage and line marking on all approaches.

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### 1.3 Parking Conditions

An aerial review of on-street car parking within approximately 100 metres of the site has been completed to determine the existing parking demands. There are approximately 47 unrestricted on-street car spaces within the review area. The review indicates that the average car parking demand within the vicinity of the site is seven car spaces, which equates to an average occupancy of 15%.

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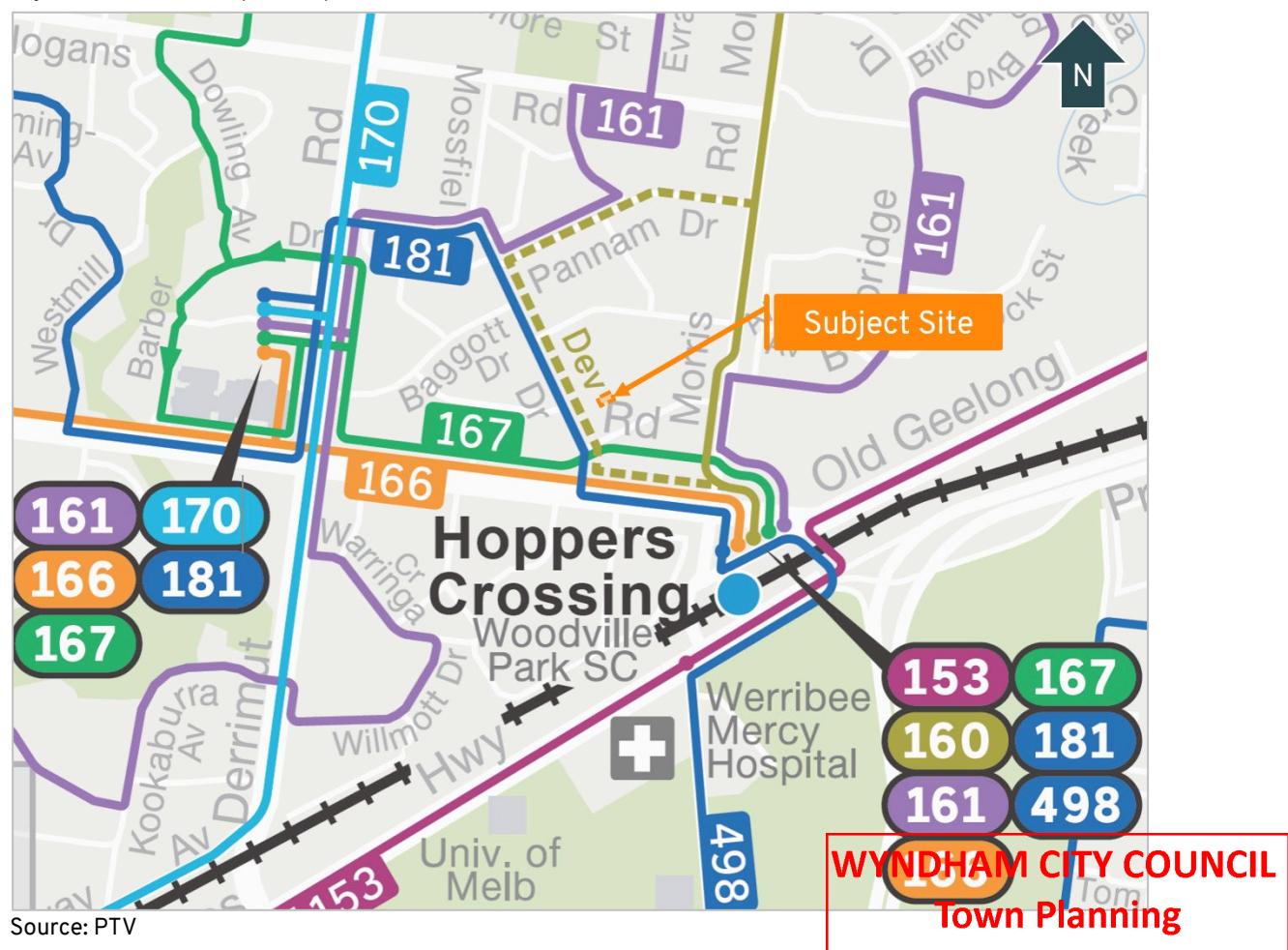
Overall, the aerial review demonstrates that the car parking demand near the site under existing conditions is low, and that there is spare capacity in the nearby area to accommodate an increase in on-street car parking demand.

### 1.4 Sustainable Transport

#### 1.4.1 Public Transport

The site has access to nearby bus and train services. Hoppers Crossing Railway Station and the bus interchange are located approximately 1.5 kilometres walking distance southeast of the site. The bus interchange services seven bus routes while the train station services the Werribee Line. The nearby public transport services are shown in Figure 3, with the approximate frequencies for bus routes operating within 500 metres walking distance of the site detailed in Table 1.

Figure 3: Public Transport Map



Source: PTV

**Table 1: Bus Routes Operating to/from Stops Nearest to Site**

Route No.	Service	Nearest Stop	PLEASE NOTE: The plan/s that are being provided to you may not reflect what is ultimately approved by Council however they are the most recent version as at the date shown below:		
			Monday-Friday	Saturday	Sunday
181	Werribee Station - Hoppers Crossing Station via Werribee Plaza SC	Located on Mossfiel Drive approximately 250 metres walking distance northwest of the site.	Every 40 mins (5:30am to 10pm)	Every 40 mins (7am to 9:30pm)	Every 40 mins (8am to 9:30pm)
166	Hoppers Crossing Station - Wyndham Vale Station via Werribee Plaza SC	Located on Heaths Road approximately 450 metres walking distance south of the site.	Every 40 mins (5:30am to 10:30pm)	Every 40 mins (7am to 10pm)	Every 40 mins (8:30am to 10pm)
167	Hoppers Crossing Station - Tarneit Station via Werribee Plaza SC		Every 40 mins (5am to 10:30pm)	Every 40 mins (7am to 10:30pm)	Every 40 mins (8:30am to 10:30pm)

#### **1.4.2 Walking and Cycling**

There are sustainable transport facilities for walking and cycling available in the area. There are bicycle lanes on Mossfiel Drive located approximately 180 metres west of the site which connect to the broader cycling network including the bicycle lanes along Heaths Road, Morris Road and the Hoppers Crossing Drain Trail. The walking and cycling network provide connections to nearby commercial areas, public transport services, and neighbouring municipalities.

## **2. The Proposal**

The proposal is for a residential building at 35 Dyer Street, Hoppers Crossing with 10 bedrooms. Vehicle access to the site is proposed by modifying the existing crossover to a width of 5 metres. There are four car spaces proposed on-site, including one accessible car space, as well as four bicycle spaces for shared use by residents and visitors.

## **3. Car Parking Assessment**

### **3.1 Planning Scheme Requirement**

The proposal seeks a planning permit for a change of use to Accommodation (Residential Building), seeking to accommodate ten (10) self-contained rooms within the building. The land use of a residential building has been adopted for the car parking assessment. In practice and with respect to the likely car parking demand on the site, it is understood that the building will function as a rooming house.

The number of car parking spaces required for various land uses is listed under Table 1 of Clause 52.06-5 of the Planning Scheme. Clause 52.06-6 states that where a use of land is not specified in Table 1, car parking is to be provided to the satisfaction of the responsible authority. As there is no rate for a residential building under Clause 52.06-5, car parking is to be provided to the satisfaction of the responsible authority.

In order to determine the expected car parking demand of the proposal and suitability of the parking provision, a Car Parking Demand Assessment has been completed in the following section.

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### 3.2 Car Parking Demand Assessment

Clause 52.06-7 sets out factors to be considered when preparing a Car Parking Demand Assessment as follows:

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

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The following provides a review of the relevant factors of Clause 52.06-7 as they relate to the proposal.

#### 3.2.1 Empirical Assessment

The proposal will function as a rooming house from a car parking demand perspective. When considering the car parking rate of a rooming house under Clause 52.06-5, the rate is 1 car space to each 4 bedrooms. Applying this rate to the proposal equates to a car parking requirement of two car spaces, which is satisfied by the provision of four spaces on-site.

We understand the Applicant operates a number of sites across Metropolitan Melbourne with similar locational attributes to the proposal. Each of the existing sites have 9-10 bedrooms and 3-4 car spaces for shared use by residents and visitors and operate in a similar manner to the proposal. This equates to a car parking rate of 0.3-0.4 car spaces per bedroom.

We have also undertaken a review of car ownership statistics from the 2021 Census provided by the Australian Bureau of Statistics (ABS). The review has been completed for occupied one-bedroom ‘Flats or Apartments within a one or two storey block’, noting that this is a very conservative approach given that the proposal will function as a rooming house. The review was completed for the Wyndham Local Government Area (LGA) and the suburb of Hoppers Crossing, which can be seen in Table 2.

Table 2: Car Ownership Data – 2021 Census

Type of Dwelling	No. of Vehicles	Suburb of Hoppers Crossing	Wyndham LGA
One-bedroom Flat or Apartment in a one or two storey block	0 vehicles	75.0%	73.2%
	1 vehicle	25.0%	26.8%
	2 or more vehicles	0.0%	0.0%

The ABS data indicates that 75.0% of one-bedroom flats or apartments within Hoppers Crossing do not own a vehicle, which is broadly consistent with the wider Wyndham LGA data.

Based on the above, it is reasonable to conservatively assess the proposal as generating a car parking demand of between 0.3-0.4 car spaces per bedroom. This equates to a demand of 3-4 car spaces for the proposal, which is satisfied by the on-site parking provision of four car spaces. Importantly, when renting a room, tenants will be aware of the on-site car parking available. Accordingly, the proposal is not anticipated to generate an off-site parking impact.

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### 3.2.2 Availability of Public Transport and Access for Pedestrians and Cyclists

As discussed at Section 1.4.1, the site has access to public transport services which can be seen in Figure 3, with Hoppers Crossing Railway Station 1.5 kilometres walking distance from the site and three bus routes operating within 500 metres walking distance of the site.

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Section 1.4.2 details the sustainable transport facilities available in the area, including the on-road bicycle lanes and Hoppers Crossing Drain Trail. Footpaths are provided on all roads near the site which provide a connection to everyday services such as Hoppers Crossing Commercial Precinct and Werribee Plaza Shopping Centre within walking distance.

It is concluded that the alternative transport modes available to the site are able to be utilised by future tenants and visitors of the site in order to reduce the reliance on private vehicle use.

### 3.2.3 Summary

The Car Parking Demand Assessment indicates that there is a demand for residential building of this nature in this locality, and the proposal is anticipated to generate a car parking demand of up to four car spaces. As there are four car spaces provided, the car parking demands of the proposal are anticipated to be accommodated on-site at all times.

## 3.3 Appropriateness of Car Parking Provision

The Car Parking Demand Assessment concludes that the car parking demands of the proposal are anticipated to be accommodated on-site at all times. Notwithstanding, the following provides a review of the proposal against the relevant decision guidelines of Clause 52.06-7 of the Planning Scheme for completeness.

### 3.3.1 Local Planning Policy

There is strong planning policy at both local and state level which supports diverse housing in well-established areas, including Clause 16.01 of the Wyndham Planning Scheme. The site has access to everyday services such as supermarkets, banks, medical centres, etc, reducing the reliance on private vehicle use.

### 3.3.2 Alternative Transport Modes

As discussed in Section 1.4, the site has access to public transport and sustainable transport facilities, including Hoppers Crossing Railway Station and bus interchange. The site is also walkable with many everyday services located within a short walk from the site. There are four bicycle spaces proposed on-site, and there are on and off-road bicycle facilities in the nearby area, including Hoppers Crossing Drain Trail. The access to sustainable transport as a mode of travel supports the car parking provision.

### 3.3.3 Practicality of Providing Car Parking On-site

To achieve additional car parking on the site, the proposed building footprint would need to reduce in size, a basement car park be introduced, or car stackers be utilised. The building is currently partially constructed and achieving additional car parking on-site is not considered practical.

### 3.3.4 Availability of Alternative Car Parking

It is anticipated that the majority of car parking demands will be accommodated on-site. Notwithstanding, an aerial review of the on-street car parking within 100 metres of the site has been completed to determine the existing parking demands at Section 1.3 of this document.

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The review concludes that the current parking demands are very low (approximately 15%), and that there is capacity to accommodate additional on-street parking demands in the unlikely event overflow parking occurs, including along the site frontage which provides one car spaces post-development.

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### 3.3.5 Local Traffic Management

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The provision of four car spaces on-site generates a lower level of traffic movements to and from the site compared to standard residential dwellings. This will result in better amenity in Dyer Street from a traffic management perspective.

### 3.3.6 Summary

It is concluded that the car parking provision is appropriate as the building functions as a rooming house from a car parking demand perspective. It is anticipated that the car parking demands will be accommodated on-site at all times. Additionally, the car parking provision is supported under the relevant factors of Clause 52.06-7, including local planning policy, access to alternative transport modes, and the practicality of providing additional parking on-site. In the unlikely event that overflow parking does occur, there is on-street parking available in the nearby area.

On the basis of the reasons discussed above, the proposed level of car parking is suitable for the nature and scale of the proposed development, and the proposal is not expected to result in unreasonable parking impacts in the surrounding area.

## 4. Car Park and Vehicle Access Design

### 4.1 Design Review

The car park layout and vehicle access arrangements have been designed in accordance with the requirements of Clause 52.06-9 of the Planning Scheme, AS/NZS 2890.1:2004, and AS/NZS 2890.6:2022. The key aspects of the design are outlined as follows:

- The accessway and crossover have a minimum width of 5 metres, which accords with the minimum 3 metre requirement as per Clause 52.06 and AS/NZS 2890.1:2004.
- The car park is 'open' and there are no overhead obstructions restricting headroom clearance.
- Vehicles are able to enter and exit the site in a forward direction.
- Pedestrian sight splays have been provided on each side of the accessway which extend 2.0m along the site frontage and 2.5m into the site. All landscaping and structures within the splays are no more than 900mm high. The splays provide a clear view between exiting vehicles and pedestrians on Dyer Street adjacent to the site.
- The 'standard' car spaces are 2.6 metres wide by 5.4 metres long and accessed by a 7.8 metre aisle, which exceeds the requirements of Clause 52.06-9.
- The western car space is shown as 2.6 metres wide by 5.4 metres long with 100mm clearance to the property boundary. If a fence is to be provided, the car space will not achieve the 300mm clearance required under Diagram 1 of Clause 52.06-9. It is noted that the dimensions of this car space effectively comply for a resident car space under AS/NZS 2890.1:2004 and Figure 5.2. That is, 2.4 metres wide with 300mm clearance to the adjacent fence, if a fence is provided. This is considered an acceptable outcome as the car space is conveniently accessible, as demonstrated in the swept path diagrams at Appendix A.
- The accessible car space is 2.4 metres wide by 5.4 metres long and is designed in accordance with AS/NZS 2890.6:2022.

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- The site is relatively flat, and all grades and grade changes do not exceed the maximums stipulated under Clause 52.06.

Overall, the car park and vehicle access arrangements have been generally designed in accordance with the requirements of Clause 52.06 of the Planning Scheme, AS/NZS 2890.1:2004, and AS/NZS 2890.6:2022.

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## 4.2 Swept Path Assessment

A swept path assessment has been prepared and is attached at Appendix A. The assessment includes a B85 vehicle (85<sup>th</sup> percentile vehicle) accessing each car space and a B99 vehicle (99.8<sup>th</sup> percentile vehicle) accessing the site to and from Dyer Street. The assessment found that each car space can be accessed (ingress and egress) in a satisfactory manner. Some corrective manoeuvres or reverse entry may be required, which is in accordance with AS/NZS 2890.1:2004, which specifies that three-point turn movements to enter and exit 90-degree parking spaces are permitted for regular users.

Accordingly, the swept path assessment indicates that satisfactory vehicle access is provided to the car park area and individual car spaces.

## 5. Bicycle Parking Assessment

The provisions set out under Clause 52.34 of the Planning Scheme does not specify bicycle parking rates for rooming houses or residential buildings of this scale. Notwithstanding, two bicycle hoops (four spaces) are provided at ground level adjacent to the bin storage area for shared use by residents and visitors. The spaces have been designed generally in accordance with AS/NZS 2890.3:2015 requirements.

## 6. Conclusions

The proposal is for a residential building at 35 Dyer Street in Hoppers Crossing with 10 bedrooms. There are four car spaces proposed on-site, including one accessible car space, as well as four bicycle spaces for shared use by residents and visitors. Based on the above assessment, the following conclusions are provided:

- There is no rate for a residential building under Clause 52.06-5 and car parking is to be provided to the satisfaction of the responsible authority.
- The Car Parking Demand Assessment indicates that the proposal will generate a car parking demand in the order of four spaces based on the following:
  - The proposal will function as a rooming house from a car parking demand perspective. Applying the rate for a rooming house equates to a car parking requirement of two car spaces under Clause 52.06-5.
  - The Applicant operates a number of similar sites across Metropolitan Melbourne with 9-10 bedrooms and 3-4 car spaces, which equates to a car parking rate of 0.3-0.4 car spaces per bedroom.
  - A review of the ABS data for occupied one-bedroom 'Flats or Apartments within a one or two storey block' indicates that 75.0% of dwellings of this type within Hoppers Crossing do not own a vehicle.
- The car parking demands of the proposal are expected to be accommodated on-site at all times. Notwithstanding, the car parking provision of four car spaces is considered appropriate as:
  - There is strong planning policy which supports diverse housing in close proximity to everyday services such as the subject site.

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- The site is in close proximity to alternative transport facilities and public transport services.
- It is not considered practical to provide parking above what is proposed given the building is already partially constructed.
- In the unlikely event that overflow parking does occur, there is ample on-street parking available in the nearby area, including along the site frontage.

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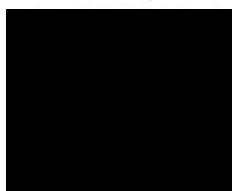
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- The car park and vehicle access arrangements have generally been designed in accordance with the requirements of Clause 52.06 of the Planning Scheme, AS/NZS 2890.1:2004, and AS/NZS 2890.6:2022.
- There is no requirement for bicycle parking under Clause 52.34 for a rooming house or residential building of this scale. Notwithstanding, two bicycle hoops (four spaces) are provided at ground level designed in accordance with AS/NZS 2890.3:2015.

Therefore, it is concluded that the traffic and car parking aspects of the proposed development are satisfactory, and the development will have a negligible impact on the surrounding parking and transport environment.

If you have any questions, please feel free to contact the undersigned.

Yours sincerely  
**Amber Organisation**



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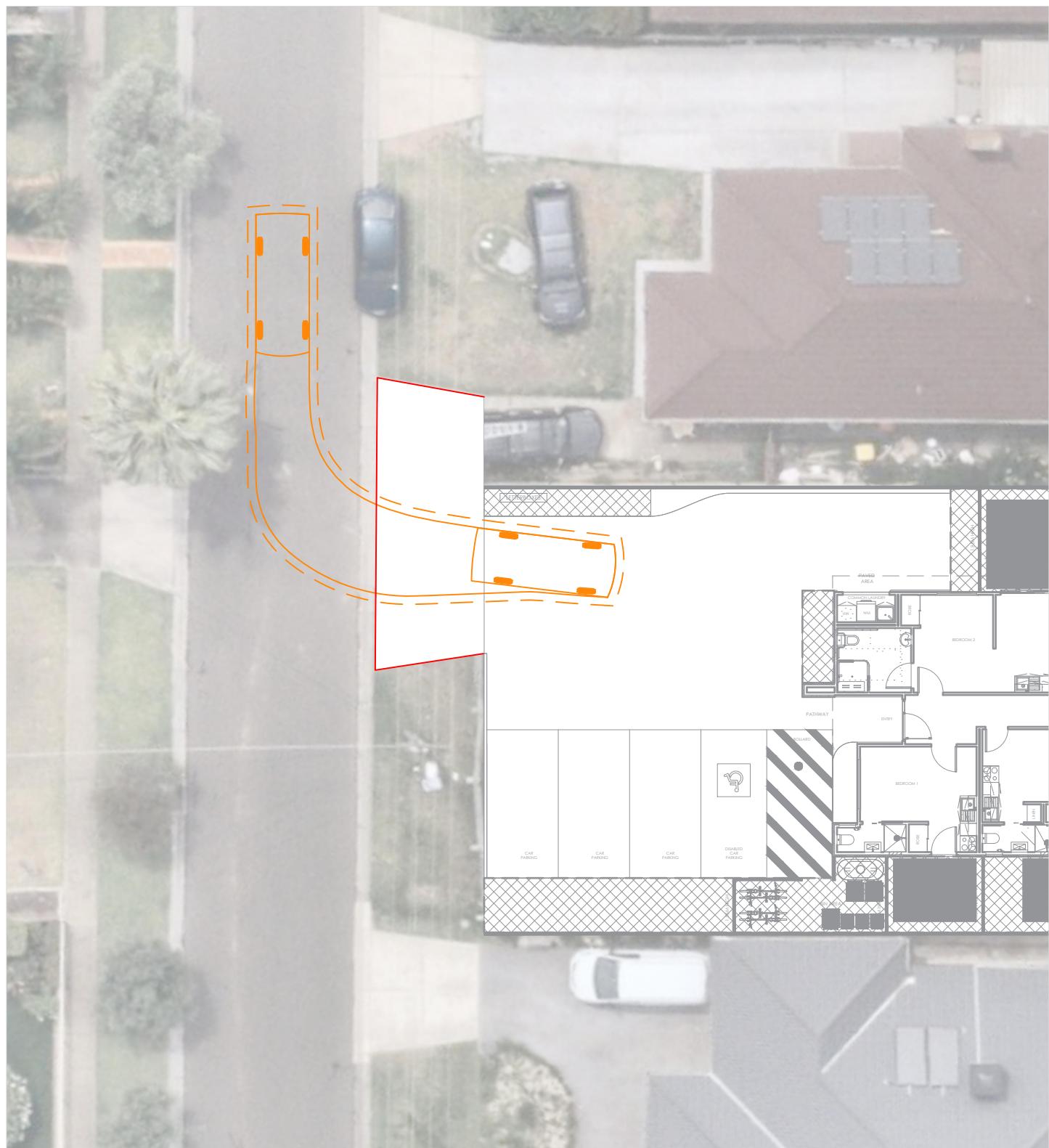
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## Appendix A

### Swept Path Assessment

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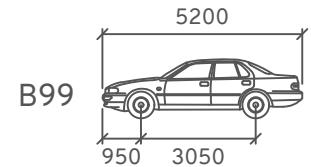
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Entry Manoeuvre

Vehicle Envelope

300mm Clearance

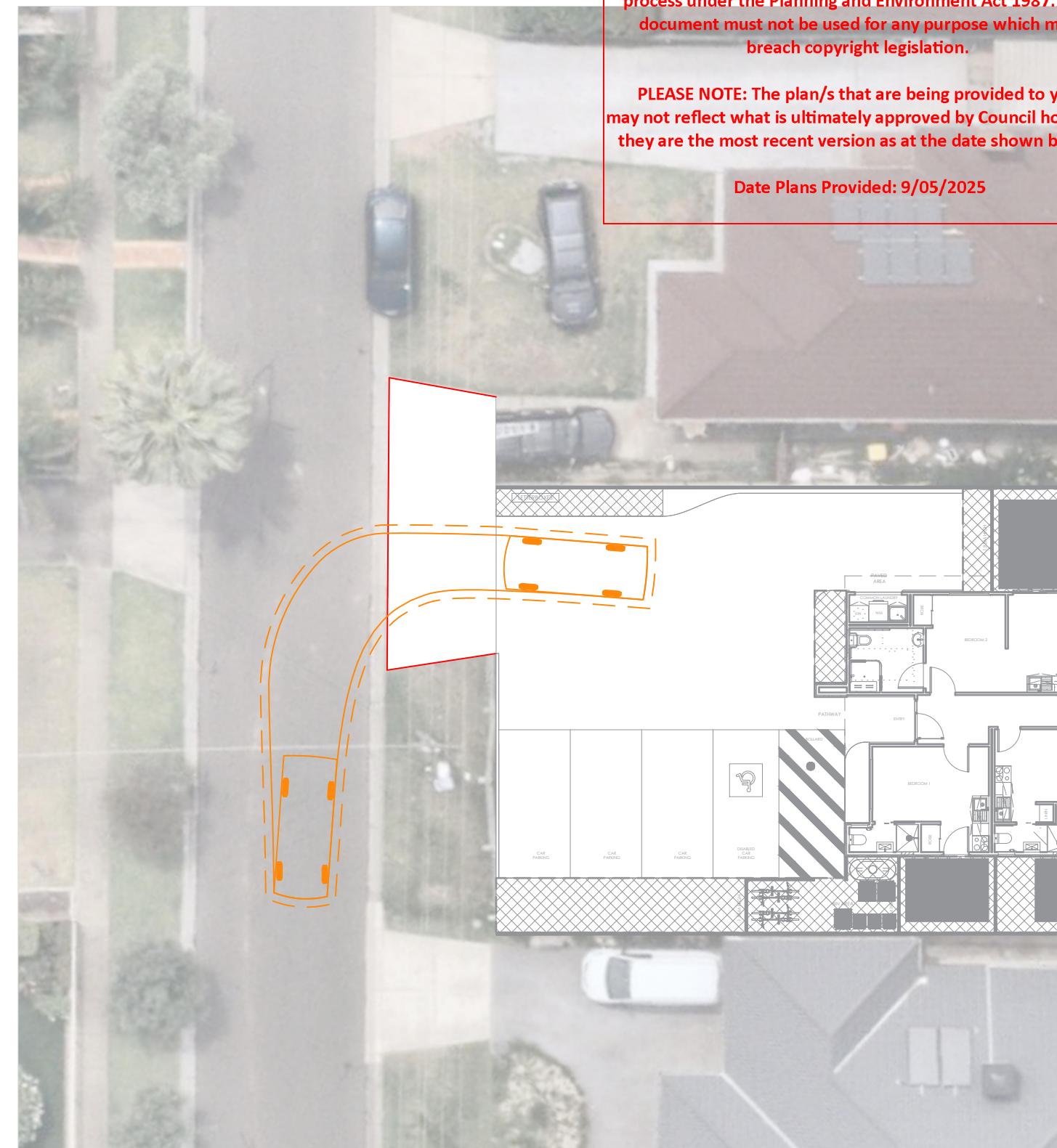


Reverse Manoeuvre

Min. Design Speed 5km/h

B99

Width	: 1940
Track	: 1840
Height	: 2200
Lock to Lock	: 6.0s
Steering Angle	: 33.9



Exit Manoeuvre

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35 Dyer Street, Hoppers Crossing

Residential Development

Swept Path Assessment



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DATE: 20/02/2025  
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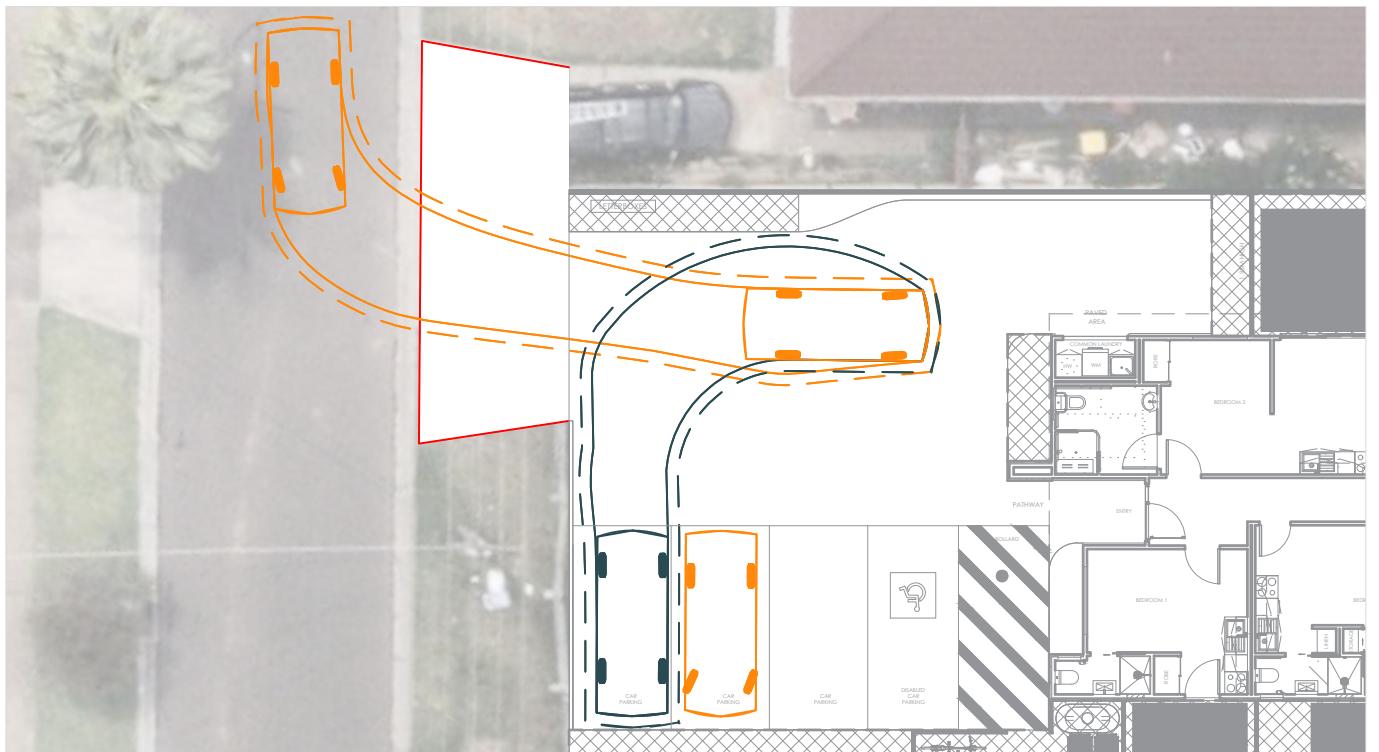
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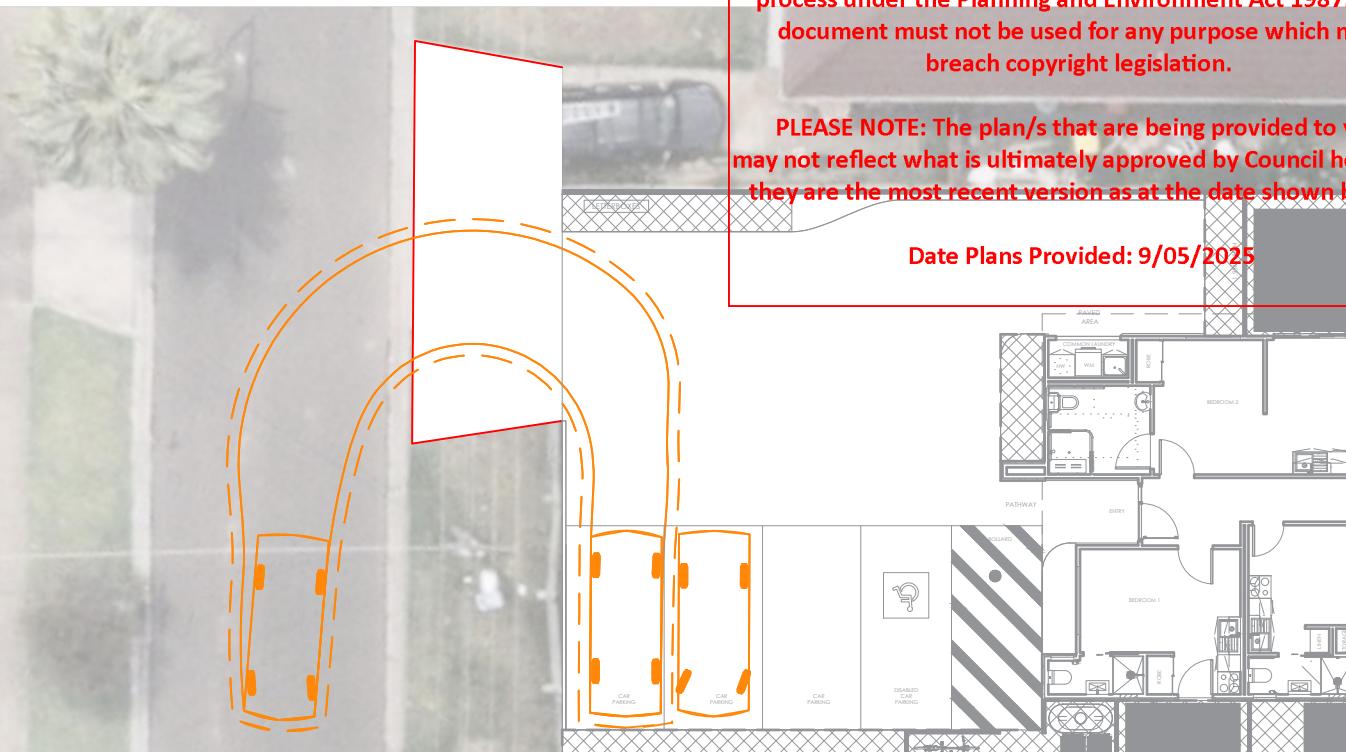
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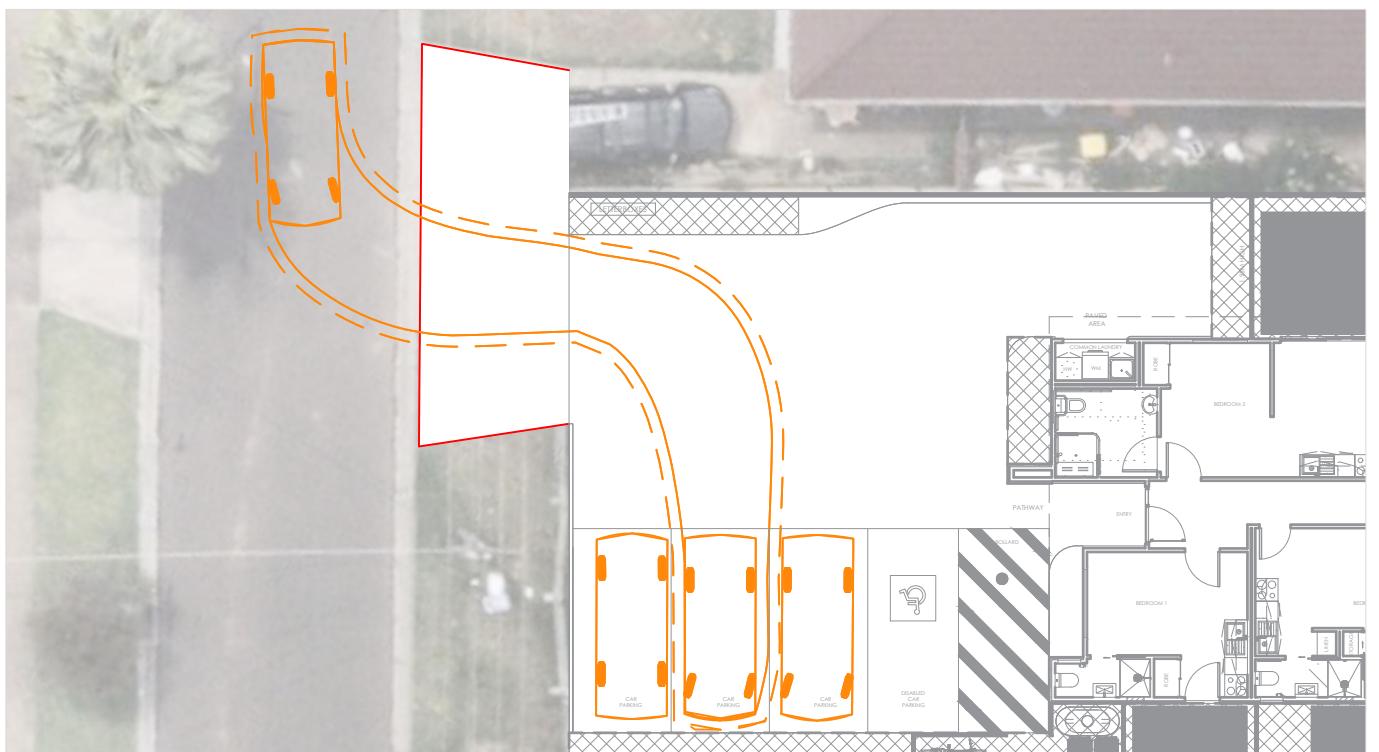
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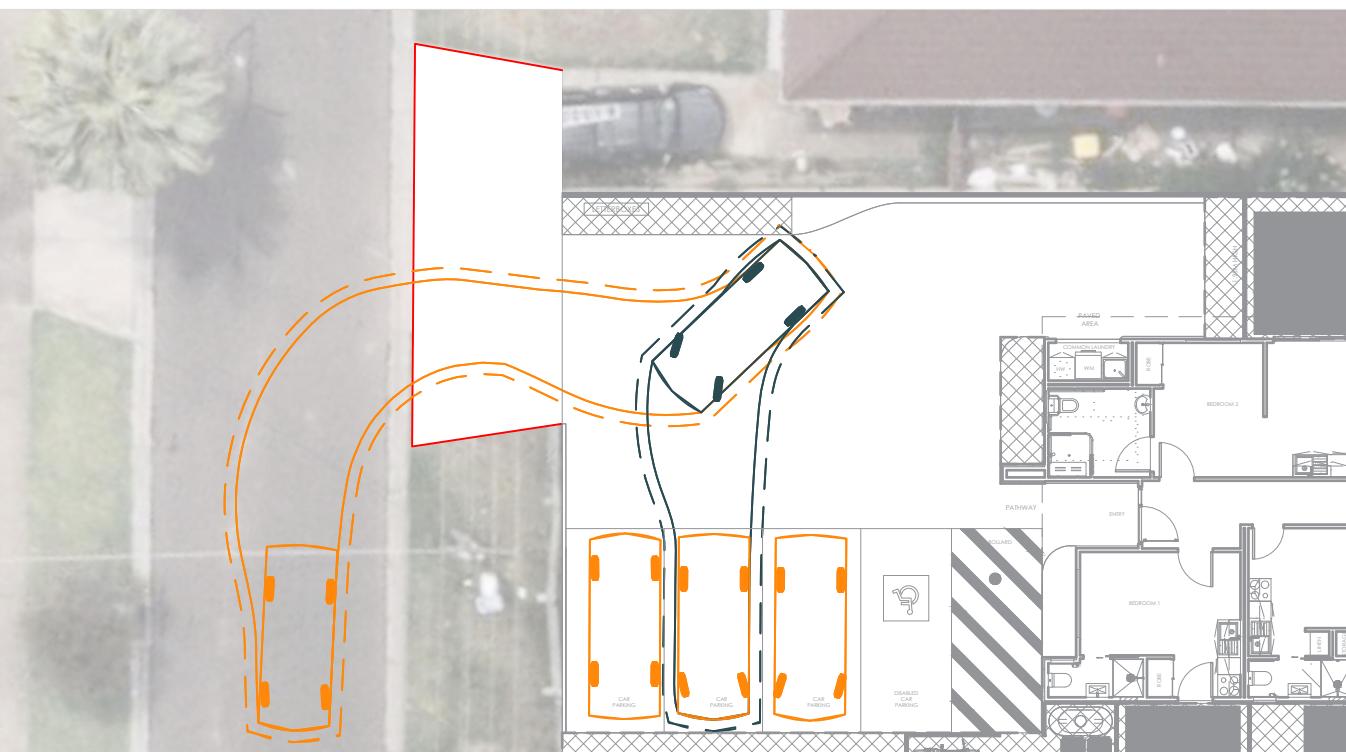
Entry Manoeuvre



Exit Manoeuvre



Entry Manoeuvre



Exit Manoeuvre



B85

Width	: 1870
Track	: 1770
Lock to Lock	: 6.0s
Steering Angle	: 34.1
Height	: 2100

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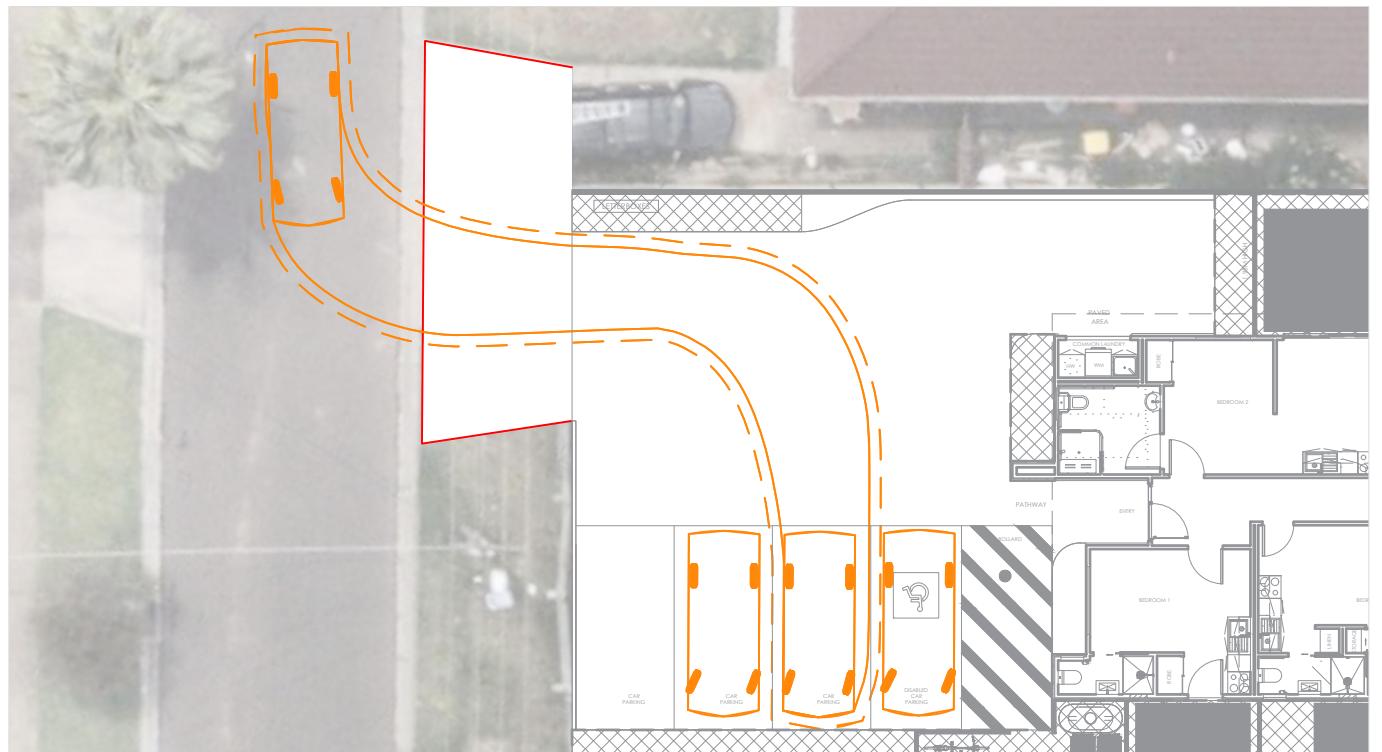
35 Dyer Street, Hoppers Crossing  
Residential Development  
Swept Path Assessment

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DATE: 20/02/2025  
DWG NO: 1174 S01B  
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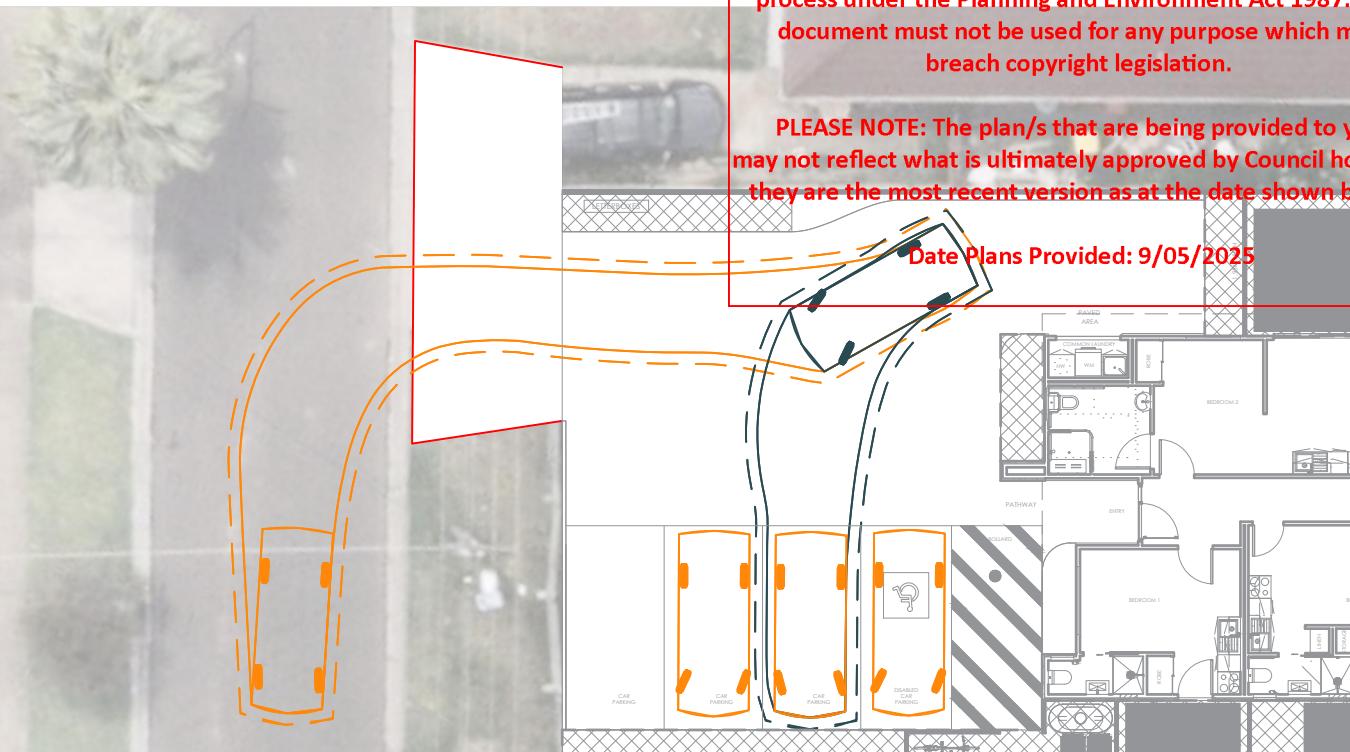
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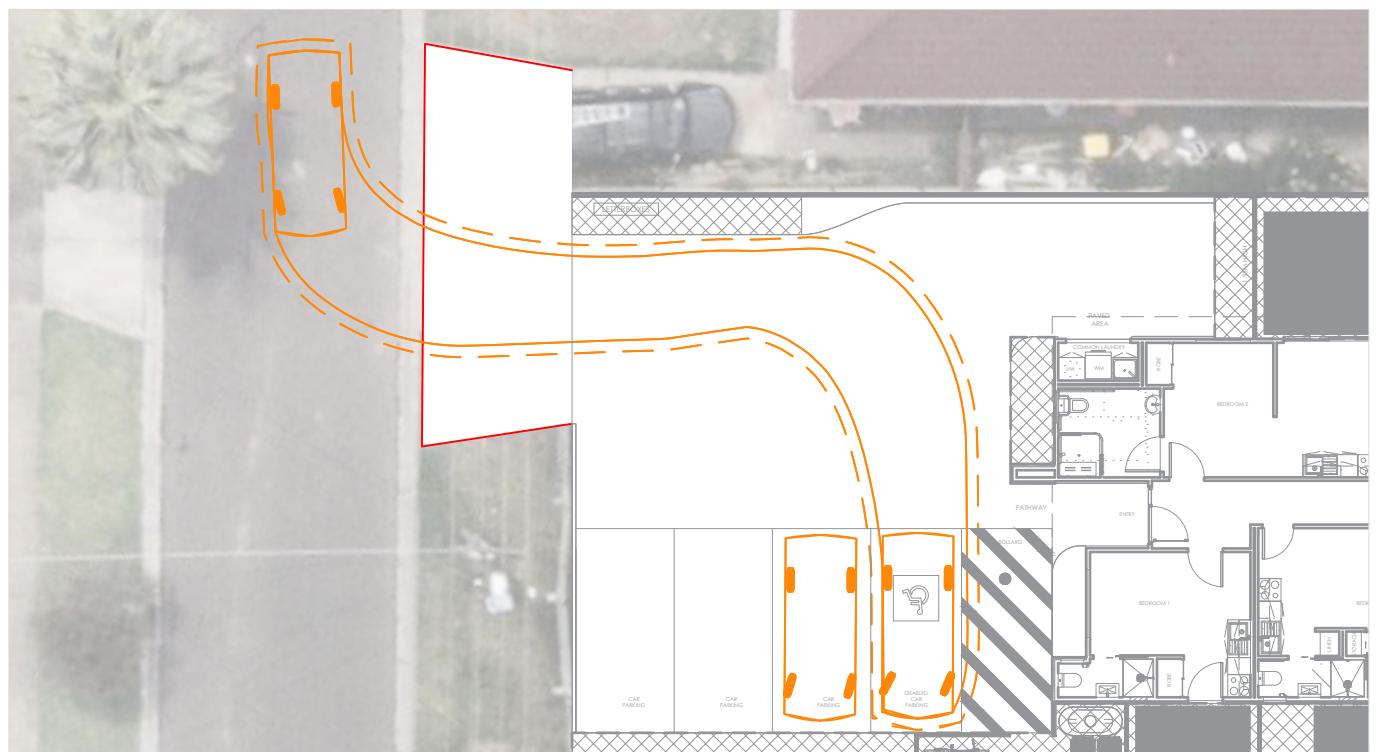
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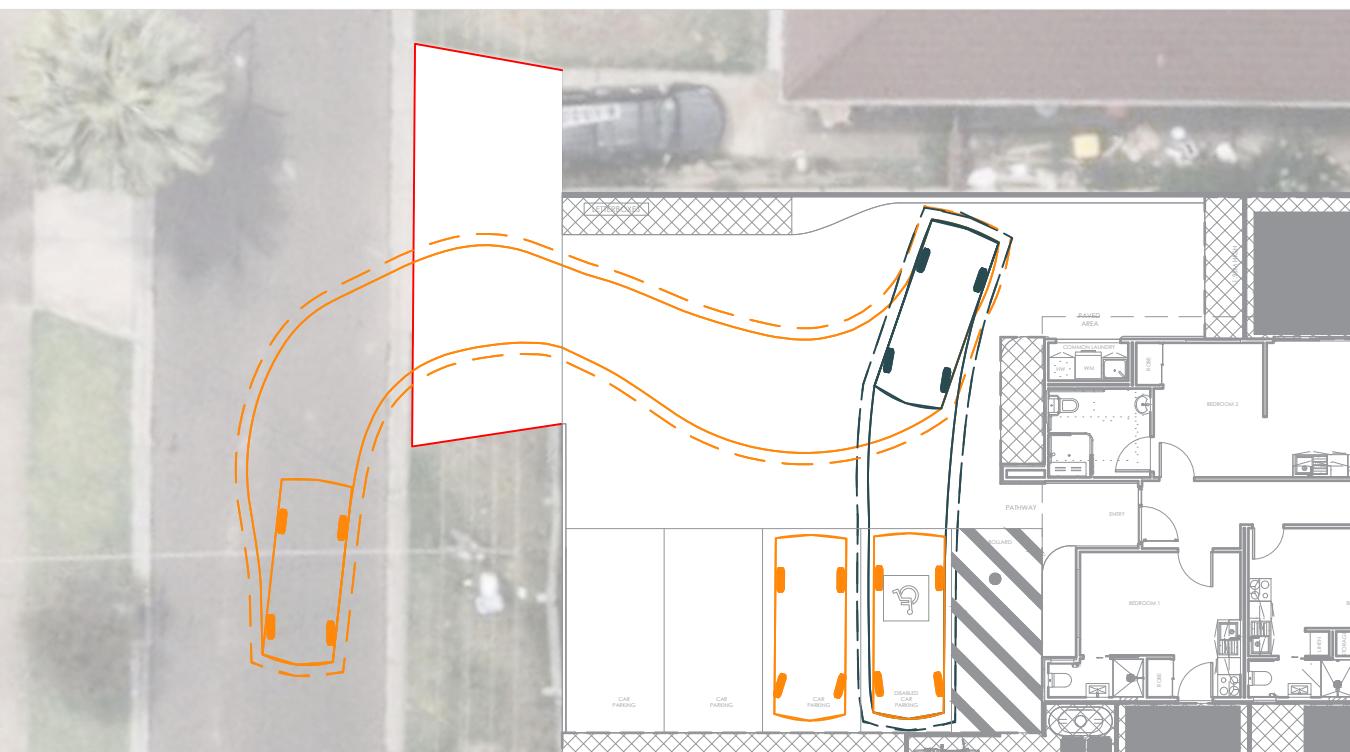
Entry Manoeuvre



Exit Manoeuvre

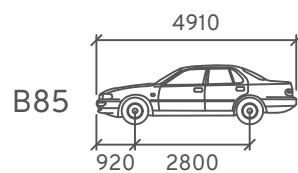


Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 300mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h



B85  
 Width  
 Track  
 Lock to Lock  
 Steering Angle  
 Height

mm  
 : 1870  
 : 1770  
 : 6.0s  
 : 34.1  
 : 2100



35 Dyer Street, Hoppers Crossing  
 Residential Development  
 Swept Path Assessment

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Date Plans Provided: 9/05/2025