

Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development
467-473 Neerim Rd, Murrumbena

Prepared for
Make Ventures

August 2026

G28549R-04G

**ADVERTISED
PLAN**

Document Control

Our Reference: G28549R-04G

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	26/07/24	T. Amanatidis (RPE 11292)	B. Chisholm (RPE 7582)
B	Final	30/07/24	T. Amanatidis (RPE 11292)	B. Chisholm (RPE 7582)
C	Updated Final	04/09/24	T. Amanatidis (RPE 11292)	B. Chisholm (RPE 7582)
D	Updated – RFI Response	20/12/24	T. Amanatidis (RPE 11292)	B. Chisholm (RPE 7582)
E	Amended Scheme - Draft	25/09/25	D. Durairaj	B. Chisholm (RPE 7582)
F	Amended Scheme - Final	03/10/25	D. Durairaj	B. Chisholm (RPE 7582)
G	Updated Car Parking Demand Assessment	03/08/26	B. Chisholm (RPE 7582)	B. Chisholm (RPE 7582)

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1. Introduction

Traffix Group has been engaged by Make Ventures to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 467-473 Neerim Rd, Murrumbena.

This site (467-473 Neerim Rd, Murrumbena) proposes a mixed use development comprising a small-scale supermarket, retail/food & beverage tenancies, and residential apartments.

This report provides a traffic engineering assessment of the parking and traffic issues associated with the amended scheme.

In the course of undertaking this assessment, we inspected the subject site, reviewed amended development plans and background material, and assessed the car parking and traffic impacts of the proposal.

Traffix Group previously prepared a Traffic Engineering Assessment (Ref:G28549R-04D, dated December 2024) which accompanied the original planning application that was issued a Permit on 23rd May 2025 (Permit No. PA2403365).

This report has been updated to address the latest transitional provisions for car parking requirements under the Parking Overlay, introduced through Amendment VC311 which was gazetted on 9 June 2026.

Our assessment is as follows.

2. Proposal

2.1. The Development

The development is for a multi-storey mixed use building, comprising a ground level small-scale supermarket, retail/food & beverage tenancies and apartments above.

A schedule of the proposed development, based on amended plans prepared by Fieldwork (Rev. C04, dated 12 June 2026), is provided in Table 1.

Table 1: Proposed Development Schedule

Use		Proposed Scheme
		No./Floor Area
Residential	Studio apartment	29 dwellings
	1-bedroom apartment	88 dwellings
	2-bedroom apartment	27 dwellings
	Total	144 dwellings
Commercial/Retail	Supermarket (Tenancy 1)	806 m ²
	Retail/Food & Beverage (Tenancies 2-4)	273 m ²
	Retail (Tenancies 5-6)	149 m ²
	Total	1,228 m²

2.2. Parking Provisions and Allocations

2.2.1. Car Parking

The amended plans propose a total of 87 on-site car spaces within a two-level basement car park. Furthermore, a total of two (2) motorbike spaces are proposed in basement level 1.

The 87 on-site car spaces will be allocated as follows:

- 74 resident spaces (42 at basement level 1 and 32 at basement level 2), and
- 13 supermarket/retail/food & beverage spaces for staff (basement level 2).

The allocated supermarket/retail/food & beverage staff spaces include one (1) disabled space with an adjacent shared area in basement level 2.

2.2.2. Bike Parking

Bicycle parking for residents and staff is to be provided within basement level 2. Cyclists will travel to/from the bicycle storage area via the western lifts.

A total of 148 resident bicycle spaces are nominated in the secure bike store in basement level 2. In addition, there are four (4) staff bicycle spaces in a separate area at basement level 2.

Furthermore, 8 customer/visitor bicycle parking spaces (i.e. 4 double-sided rails) are to be provided externally within the western part of the site, in accordance with Condition 3c) of the Planning Permit.

2.2.3. Access

Vehicle access to the on-site car park is proposed via a two-way connection with Neerim Road near the site's eastern boundary. Access to/from the basement levels is to be managed by a ramp traffic signal system, with priority given to arrival vehicle movements.

A second separate vehicle access point is proposed for the on-site loading dock.

Pedestrians will have access to the site via the pedestrian footpath along Neerim Road or via the off-title path along the southern boundary. Furthermore, the pocket plaza at the western end of the site will provide access to the adjoining retail/food & beverage tenancy. Similarly, the shared path along the site's eastern boundary will provide access to the eastern retail tenancy.

Bicycle access to the on-site bicycle storage facilities will occur via the western lift, with cyclists dismounting to wheel bicycles to/from the lift.

2.2.4. On-Street Parking Changes

The development proposes changes to the existing crossovers with Neerim Road for car park and loading access including two (2) proposed new crossovers. Furthermore, the three (3) existing crossovers with Neerim Road will be removed and replaced with nature strip, kerb and channel.

Under existing conditions there are approximately 13 car spaces along the site's Neerim Road frontage (excludes parking across the three existing redundant crossovers). It is estimated that post-development there will be approximately 17 spaces along the site's Neerim Road frontage, resulting in a net gain of 4 car spaces.

2.3. Loading

A loading bay is to be provided at ground level with vehicle access via a separate crossover with Neerim Road. The loading bay will also be used for all supermarket/retail/food & beverage waste collection, and also hard waste collection for residents.

The loading has been designed to accommodate an 8.8m medium rigid vehicle (MRV). Typical residential waste collection is to occur in basement level 1 using a mini rear-loader waste truck.

3. Existing Conditions

3.1. Subject Site

The subject land, addressed as 467-473 Neerim Rd, Murrumbena is located on the south side of Neerim Road between Murrumbena Road (to the west) and Hobart Road (to the east).

It is bound on the southern side by an elevated railway line and Murrumbena Station to the south-west.

A locality plan and aerial image are provided at Figure 1 and Figure 2, respectively.

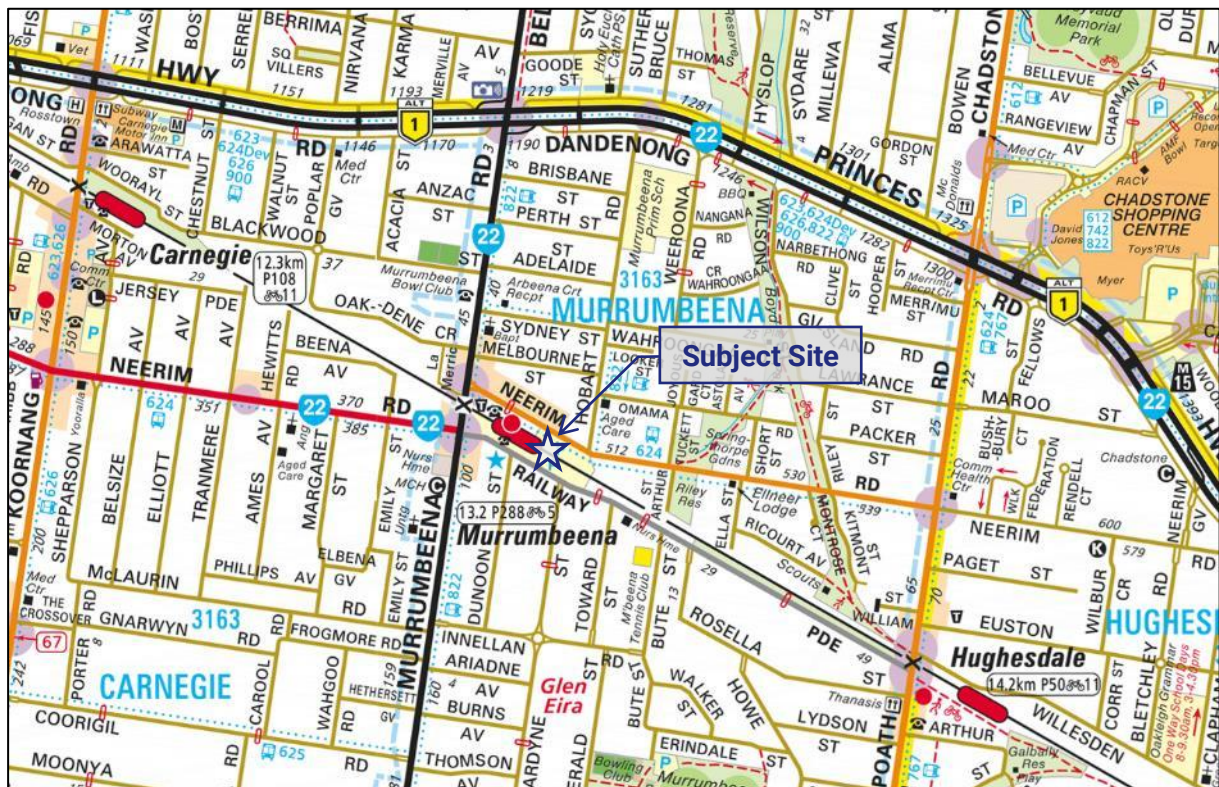


Figure 1: Locality Map

Source: Melway Publishing Pty Ltd



Figure 2: Aerial View

Source: Metro Map (dated 14/05/2023)

3.2. Existing Use and Access

The subject site is irregular in shape and has a frontage to Neerim Road of approximately 134 metres. Murrumbena Railway Station, which is part of an elevated section of the Cranbourne-Pakenham railway line, is located adjacent to the site's southern boundary. A railway station commuter car park is located directly to the east and south of the site.

The western half of the subject site is currently vacant land that was historically occupied by a motor repairs facility prior to the construction of the elevated railway line adjacent to the site.

The eastern half of the site is a commuter car park with approximately 45 car spaces.

The site has three (3) existing crossovers with Neerim Road including two (2) crossovers to with the vacant land and one (1) crossover for the commuter car park. We note that the eastern crossover adjoining the vacant land is redundant and it was observed that on-street parking currently occurs across it.

3.3. Planning Scheme Zones & Surrounding Uses

The subject site is partly zoned 'Commercial 1 Zone (C1Z)' under the Glen Eira Planning Scheme. A planning zone map is provided at Figure 3.

Land zoning in the immediate vicinity of the subject is generally commercial or transport zone (i.e., the railway reserve).

Notable nearby land uses include:

- Murrumbreena Railway Station, located directly southwest of the site,
- Murrumbreena Neighbourhood Activity Centre, which the site is located within, and
- Murrumbreena Primary School, located approximately 500 metres northeast of the site.

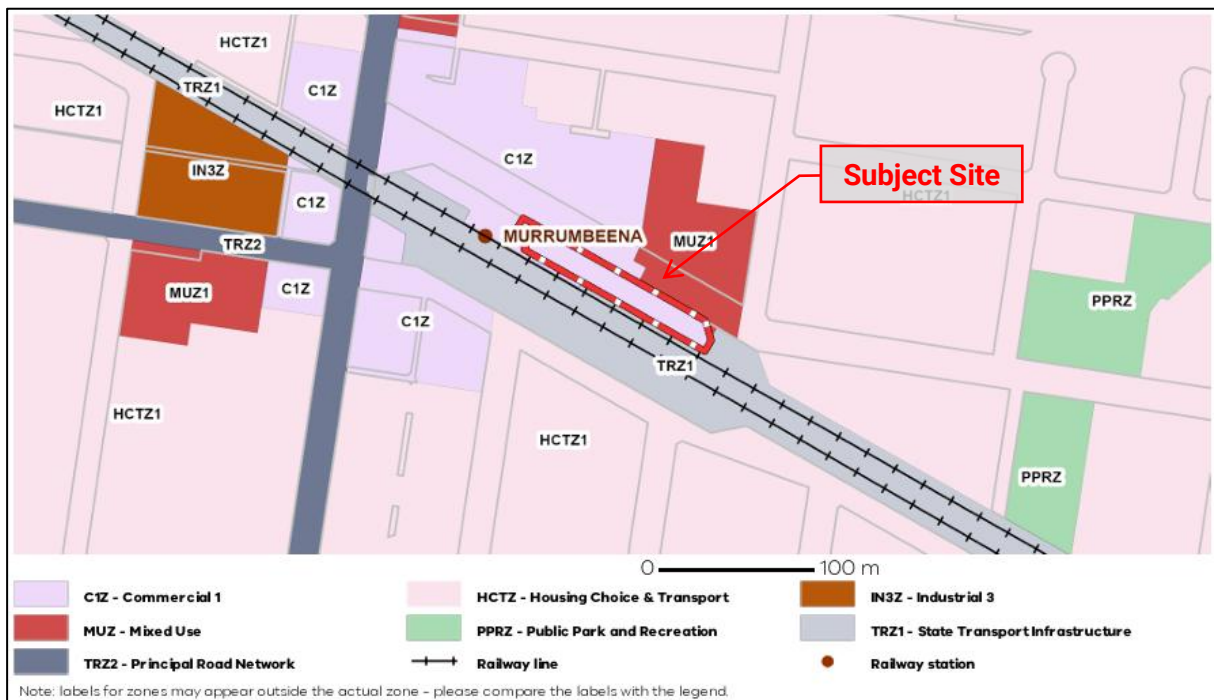


Figure 3: Planning Zone Map - Glen Eira

3.4. Road Network

Neerim Road, in the vicinity of the site, is a collector road under the management of Council. Neerim Road is aligned in a general east-west direction along the site's northern boundary.

In the vicinity of the site, Neerim Road accommodates a single traffic lane and bicycle lane in each direction with kerbside parking lanes on both sides.

Parking along Neerim Road is generally subject to short-term time-based restrictions including '2P 8am-6pm' spaces adjacent to the site and '1P 8am-6pm' spaces opposite the site. Neerim Road also has several 1/4P spaces.

There is a raised pedestrian crossings located near both the site's east and west boundaries on Neerim Road. The crossing to the west is a flashing 'pelican' crossing.

Murrumbreena Road is an arterial road under the management of the Department of Transport and Planning (DTP) and is zoned 'Transport Zone 2' under the Glen Eira Planning Scheme. Murrumbreena Road is aligned in a north-south direction between Princes Highway to the north where it continues as Belgrave Road, and North Road to the south where it continues as East Boundary Road.

Figure 4 to Figure 7 provide views of the road network in the vicinity of the site.



Figure 4: Neerim Road - View East



Figure 5: Neerim Road - View West



Figure 6: Murrumbreena Road - View North



Figure 7: Murrumbreena Road - View South

4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

The car parking requirements are outlined under Clause 52.06 of the Glen Eira Planning Scheme. The purpose of Clause 52.06 is:

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

This site is located within a Parking Overlay area as shown at Figure 8.

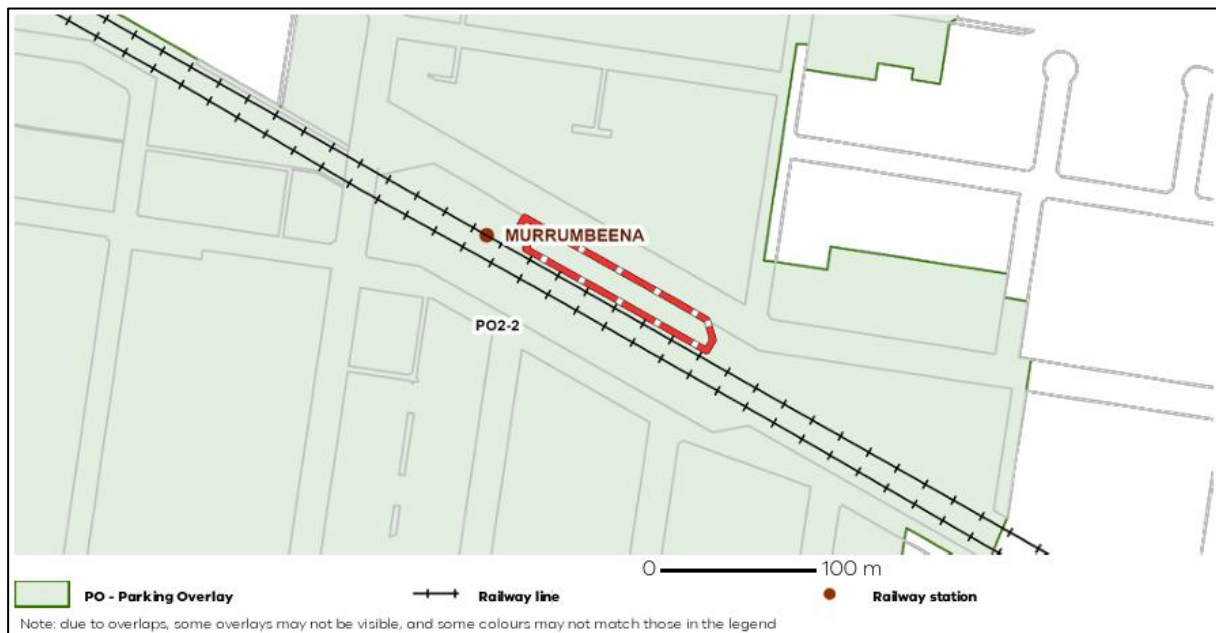


Figure 8: Parking Overlay Map

Schedule 2 to the Parking Overlay (PO2) applies to the site and specifies car parking rates for student housing only. For all other uses, PO2 includes the following general statement that refers to Column B rates under Clause 52.06-5 for all other land uses:

For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.

Clause 52.06 (Car Parking) was updated in December 2025 under Amendment VC277. The amendment replaced the Column A and Column B car parking rates with four levels of car parking requirements based on public transport accessibility level (PTAL) methodology, as shown in the Car Parking Requirement (CPR) maps. It is noted that the site is located within 'Category 3' under the CPR maps which has minimum and maximum car parking requirements under the updated Clause 52.06. This includes zero minimum parking requirements for dwelling, supermarket and shop uses.

More recently in June 2026, Amendment VC311 updated Clause 45.09 (Parking Overlay) to align with the changes made to Clause 52.06 (Car parking) by Amendment VC277 in December 2025. Clause 45.09 now states that for any schedule to this overlay introduced after the commencement of Amendment VC311, it must specify car parking requirements based on the CPR map categories. However, for any schedule to the parking overlay that was already in place before Amendment VC311 such the one that applies to this site, it may continue to apply the former Column B rates under Clause 52.06-5.

In our view, PO2 is outdated due to its reference to 'Column B' rates as for uses other than student housing. Nevertheless, in the interim the 'Column B' rates under the former Clause 52.06 technically still apply to the site. Accordingly, the statutory car parking assessment of the proposed development undertaken below has been undertaken based on the 'Column B' rates in the former Clause 52.06 (i.e. prior to Amendment VC277). This is consistent with the statutory car parking assessment that undertaken in our previous report that accompanied and supported the planning approval.

For the purposes of our statutory car assessment, the statutory 'shop' and 'food and drink premises' rate of 3.5 spaces to each 100m² will be applied to the retail/food & beverage tenancies.

The largest retail tenancy is intended to be a small-scale supermarket and we have therefore we have conservatively applied the 'supermarket' rate.

Table 2: Statutory Car Parking Requirements

Use	Type	Size / No.	Statutory Rate (Column B under former Clause 52.06)	Requirement
Dwelling	Studio	29 dwellings	1 car space to each dwelling	29 spaces
	1-bedroom	88 dwellings	1 car space to each dwelling	88 spaces
	2-bedroom	27 dwellings	1 car space to each dwelling	27 spaces
Supermarket		806 m ²	5 spaces to each 100 m ² LFA	40 spaces
Retail/Food & Beverage (Shop/Food and Drink Premises)		422 m ²	3.5 spaces to each 100 m ² LFA	14 spaces
Total				198 spaces

Based on the table above, the development has a statutory requirement to provide 198 car spaces, including 144 resident spaces, 40 supermarket spaces and 14 retail/food & beverage spaces.

In this regard, the proposal seeks an overall reduction in the statutory car parking requirement for 111 car spaces.

The 87 on-site car spaces will be allocated as follows:

- 74 resident spaces (42 at basement level 1 and 32 at basement level 2), and
- 13 supermarket/retail/food & beverage spaces for staff (basement level 2).

The amended scheme proposes car parking at the following rates, which are consistent with the previous approval¹, except for 2-bedroom apartments which is now provided at a higher rate and therefore considered appropriate:

- 0.45 spaces per 1-bedroom & studio apartments (53 spaces)
- 0.78 spaces per 2-bedroom apartments (21 spaces)
- 1 staff space per approximately 100m² for the supermarket (8 spaces)
- 1 space to each retail/food & beverage tenancy (5 spaces)

Clause 52.06-7 sets out that an application to reduce (including to zero) the number of car parking spaces required must be accompanied by a Car Parking Demand Assessment which assesses the likely car parking demand to be generated by the proposed uses.

An assessment of the likely car parking demand and appropriateness of reducing the car parking provision below the statutory requirement is set out in the following section of the report.

Planning Practice Note (June 2015) specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

¹ We note that previously there no studio apartments and we have conservatively adopted the previously approved parking rate for the one-bedroom apartments. Furthermore, the proposed 2-bedroom parking of 0.78 is higher than the previously approved rate of 0.7.

4.2. Car Parking Allocation

Our suggested car parking allocation outlined in Table 3.

Table 3: Proposed Car Parking Allocation

Type	Area / No.	Car Spaces Allocated	Proposed Rate	Statutory Requirement	Shortfall
Studio Apartment	29 dwellings	13	0.45 spaces per dwelling	29	-16
1-bedroom dwelling	88 dwellings	40	0.45 spaces per dwelling	88	-48
2-bedroom dwelling	27 dwellings	21	0.78 spaces per dwelling	27	-6
Supermarket	806 m ²	8	1 space per 100m ²	40	-32
Retail/ Food & Beverage	422 m ²	5	1 space per tenancy	14	-9
TOTAL		85		198	-111

4.3. Car Parking Demand Assessment & Appropriateness of Provisions

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

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

When considering if appropriate to provide fewer car parking spaces on-site than the estimated demand, the responsible authority must consider a number of factors as appropriate. The relevant items are noted below:

- *The Car Parking Demand Assessment*
- *The availability of alternative car parking in the locality of the land.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *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 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.*
- *Any other relevant consideration.*

A discussion of the relevant items is provided as follows.

4.3.1. Access to Sustainable Transport Modes

The site has excellent access to sustainable transport modes and is well located with regard to retail and essential services given its location within the Murrumbeena Neighbourhood Activity Centre as detailed below. This is reflected by its designation as 'Category 3' under the public transport accessibility level (PTAL) methodology.

Walking

The site is extremely well located to promote walking to everyday services.

This site is located within the Murrumbeena Neighbourhood Activity Centre and immediately adjacent to Murrumbeena Railway Station.

This activity centre provides access to a wide range of everyday services including a bank, a pharmacy, cafes, restaurants, and specialty shops.

Bicycle Accessibility

The development is to provide a total of 148 on-site staff/resident bicycle spaces which will actively encourage staff/residents to cycle to/from the site.

The City of Glen Eira is well serviced by the Principal Bicycle Network (PBN), with on-road and off-road bicycle paths directly linking with surrounding municipalities. The subject site has convenient access to the 'Djerring Trail' which is an off-road shared path along the railway line reserve. Furthermore, there are on-road bicycle lanes in the nearby area including along Neerim Road and Murrumbeena Road.

Public Transport

The site is excellently serviced by public transport with Murrumbeena Railway Station located immediately southwest of the site. There are three (3) bus routes accessible within approximately 150 metres walking distance of the site.

Table 4 summarises the nearby public transport services, whilst Figure 9 illustrates the nearby routes.

Table 4: Nearby Public Transport Services

Service	Route	Distance to Node
Train Services		
Murrumbeena Railway Station	Cranbourne/Pakenham – City	Directly southwest of the site
Bus Services		
Route 624	Kew – Oakleigh via Caulfield, Carnegie, Darling & Chadstone Shopping Centre	~50m northwest on Neerim Road
Route 627	Moorabbin Station – Chadstone Shopping Centre via Bentleigh	~150m west on Murrumbeena Road
Route 822	Chadstone Shopping Centre – Sandringham via Murrumbeena & Southland Shopping Centre	~150m west on Murrumbeena Road

Traffic Engineering Assessment

467-473 Neerim Rd, Murrumbena

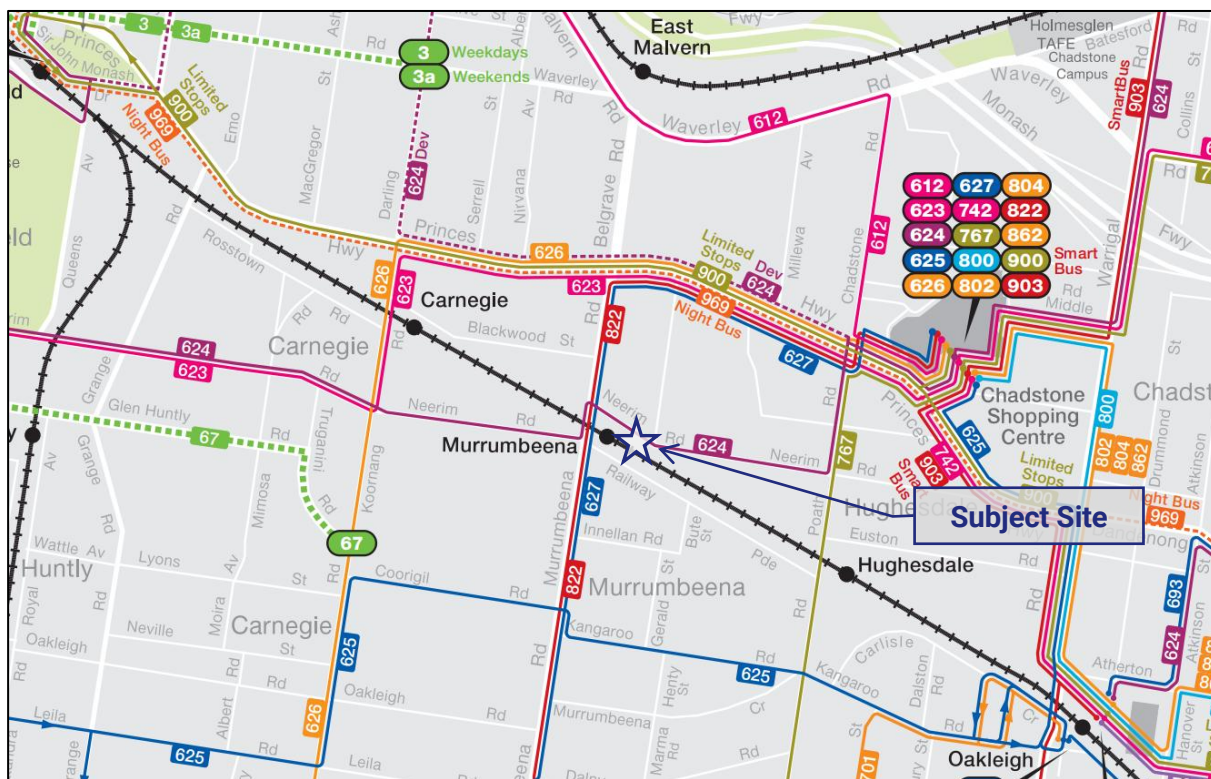


Figure 9: PTV Public Transport Map – Glen Eira

Source: Public Transport Victoria

4.3.2. Existing Residential Parking Demands

ABS Car Ownership Data

To understand existing car ownership proximate to the site, we have sourced the 2021 Australian Bureau of Statistics (ABS) Census data for 'flats, units or apartments' within the suburb of Murrumbeena and Glen Eira LGA. The data is summarised in Table 5.

Table 5: 2021 ABS Census Data - Murrumbeena Suburb and Glen Eira LGA

	Murrumbeena		Glen Eira LGA	
	Average Ownership (Cars per dwelling)	% of Dwellings with Zero Vehicles	Average Ownership (Cars per dwelling)	% of Dwellings with Zero Vehicles
Studio Apartment	NA ²	NA ²	0.4	62%
1-bed	0.9	24%	0.8	26%
2-bed	1.1	12%	1.1	14%

This data shows that car ownership for 'flats, units or apartments' in Murrumbeena and the City of Glen Eira is lower than the minimum statutory rates under the Planning Scheme for studio and one-bedroom dwellings.

This is reflective of how accessible the site is and demonstrates suitability for strategic developments that seek to further reduce the reliance on private motor vehicles. It should be noted that existing average ABS Data and average car ownership rates are only a snapshot in time, based on existing rates and trends. We expect that future car ownership trends will continue to reduce over time and into the future.

Furthermore, the site is located directly adjacent to the Murrumbeena Railway Station and therefore has a better level of access to public transport than a vast majority of dwellings in the suburb of Murrumbeena. Accordingly, the proposed development is expected to generate a demand for car parking at a much lower rate than the suburb average.

Whilst the ABS car ownership rate for studio/bedsit apartments in Glen Eira is at a rate of 0.4 spaces per dwelling, we have conservatively applied the previously approved 1-bedroom parking rate of 0.45 spaces per dwelling to the studio apartments.

If preferred by the developer, it would be considered appropriate for the studio apartments to be provided at a lower rate of 0.4 car spaces per dwelling, with the surplus car space(s) instead allocated to the 1 or 2-bedroom dwellings.

Accordingly, the following proposed car parking rates for the residential apartments are considered appropriate in this location as shown at Table 6.

² ABS Car Ownership data for studio apartments in Murrumbeena is not useable due to limited sample size, with only three data points available.

Table 6: Proposed Resident Car Parking Rates

	Number	Proposed Rate (Space Per Dwelling)	Car Spaces Provided
Studio	29	0.45	13
1-bedroom	88	0.45	40
2-bedroom	27	0.8	21
Total			74

4.3.3. ABS Journey to Work Data

The subject site falls within the Glen Eira – Murrumbreena SA2 statistical area. A review of the ABS 'Journey to Work' data for the 2016 census identifies the mode of travel for existing employees and residents.

It is noted that due to the COVID-19 pandemic and subsequent lockdowns, the 2021 'Journey to Work' data has not been considered.

A comparison of Journey to Work data is provided at Table 7 for Murrumbreena (SA2), Glen Eira (LGA) and Greater Melbourne.

Table 7: Journey to Work Data – 2016 Census, ABS

% Mode of Travel for 'Journey to Work' trip	Work within the Area (Place of Employment)			Live within the Area (Place of Residence)		
	Murrumbreena SA2	Glen Eira LGA	Greater Melb.	Murrumbreena SA2	Glen Eira LGA	Greater Melb.
Car as driver	58%	62%	60%	53%	56%	60%
Public Transport	8%	9%	16%	25%	22%	15%
Walking	4%	4%	3%	2%	2%	3%
Cycling	1%	1%	1%	2%	2%	1%
Worked from Home	14%	9%	4%	4%	5%	4%
Other Mode of Travel ¹	15%	15%	16%	14%	13%	17%

Note 1: Includes car as passenger, taxi, motorcycle, and additional data categories of 'did not go to work' and 'method of travel not stated'.

Residents (Place of Residence)

The Journey to Work data presented in Table 7 shows a comparison of mode of travel for residents of Murrumbeena, Glen Eira and Greater Melbourne.

The 2016 data shows that 25% of residents within the Murrumbeena SA2 utilises public transport to get to work which this is higher than public transport usage in the broader Glen Eira LGA and Greater Melbourne average.

In Murrumbeena SA2, 'Car as driver' as a mode of transport is lower than the greater Glen Eira LGA (56%) and even lower than Greater Melbourne (60%), at 53%.

Based on the preceding, it is likely that many future residents will utilise public transport over private car usage to get to work.

Staff (Place of Employment)

The data provided in Table 7 also shows that compared to the broader Glen Eira LGA and Greater Melbourne average, people travelling to Murrumbeena for work are less likely to use a private vehicle (i.e. car as driver).

Future staff of the development without access to a car space are likely to take public transport or use other sustainable transport modes to travel to/from work.

Retail/Food & Beverage/Supermarket Parking Demands

The retail/food & beverage tenancies are expected to mostly operate as service retail for the local community including commuters accessing the train station, rather than a destination in their own right. Similarly, the proposed supermarket, which is to be much smaller than a typical full-line supermarket (only 806m²), is expected to operate more akin to a convenience store and primarily service commuters and customers already in the activity centre.

In this regard, the statutory car parking rates for each of the supermarket/retail/food & beverage uses are considered to be too high, with much smaller car parking demands anticipated.

A total of 13 allocated staff spaces are proposed for the supermarket/retail/food & beverage uses in basement level 1. As outlined previously, we suggest this is allocated as 8 supermarket spaces (1 staff space per 100m²) and 5 retail/food & beverage staff spaces (1 to each tenancy).

In our experience, a car parking rate in the order of 1 staff space per 100m² is commonly provided for small retail tenancies in activity centres in metropolitan Melbourne and has been supported by VCAT.

In this instance, the site is located in the Murrumbeena Activity Centre and on-street parking is largely subject to short-term restrictions. Accordingly, it is expected that staff without an allocated on-site car space will travel via the excellent public transport options or other alternative transport modes including cycling or walking.

Regarding customers, it is likely that customers will visit the precinct as part of a multi-purpose trip and rely on existing on-street parking or will be 'passing by' as part of a commuting trip at Murrumbeena Railway Station. Accordingly, the proposed

supermarket/retail/food & beverage tenancies are only expected to generate a limited specific additional car parking in the nearby area associated with customers.

Based on above, we are satisfied the proposed car parking provision for the supermarket/retail/food & beverage uses is appropriate.

4.3.4. Sustainable Transport Opportunities

The applicant is committed to establishing sustainable transport trends for future residents, staff and visitors/customers from the outset of the development.

This includes, but is not limited to, initiatives as outlined below:

Green Travel Plan

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

The requirement and development of a Green Travel Plan can be incorporated into any planning permit should one issue.

Generous Bicycle Parking

The development is to provide generous bicycle parking provisions for residents and staff, with high quality and secure bicycle parking arrangements and convenient access.

Bicycle parking rates for this site will exceed the minimum requirements under Clause 52.34 of the Glen Eira Planning Scheme.

4.3.5. On-Street Parking

On-street parking in the surrounding area is predominately short-term parking given the activity centre and Murrumbena Railway Station, which has dedicated off-street all-day car parking for commuters.

A parking inventory of on-street parking was collected, and a spot survey undertaken at 9:30am on Thursday 13th July 2023 along Neerim Road and Railway Parade within an approximate 120 metre radius from the site.

The survey area is shown at Figure 10 and the results presented at Table 8.



Figure 10: Parking Inventory Area

Table 8: Parking Inventory Summary – Thursday 13th July 2023

Parking Restriction	Capacity	9:30am (13/07/23)	% Occupancy
2P 8am – 6pm	31	20	65%
1P 8am – 6pm (inc. 1 DDA)	11	5	45%
1/4P	10	6	60%
Total	52	31	60%

There was a recorded short-term parking supply (1/4P, 1P and 2P) of 52 spaces within the parking inventory area.

Whilst on-street parking will be appropriate for customers and visitors of the proposed development, it will not be practical for future residents or staff to maintain a vehicle on-street. To this end, we are of the view that the parking supply will dictate the demand for staff and resident car parking.

It should be noted that future residents will not have access to residential parking permits.

4.3.6. Relevant Policy

Glen Eira City Council adopted the *Integrated Transport Strategy 2018-2031* in June 2018. This strategy outlines actions for Council to reduce the need for car travel by encouraging more sustainable transport, such as walking, cycling and public transport.

This strategy includes consideration of a reduction in the statutory parking requirements for retail uses as is proposed for this development.

4.3.7. Suppression of Parking Demands

This site is extremely well serviced by public transport including proximate train and bus routes, as well as access to everyday services within a walkable distance. The location of the site offers a significant opportunity to be less reliant on car parking.

A reduced and financially managed supply of parking which is supported by a generous bicycle parking provisions and commitment to the development of a Green Travel Plan will encourage residents to become carless and to seek alternate modes of transport.

It is noted that a number of municipalities are implementing strategic policies that encourage active transport modes by reducing parking requirements for new developments in areas close to public transport and in or around activity centres.

In areas such as the Melbourne CBD, Fisherman's Bend and Footscray Metropolitan Activity Centre; the City of Port Phillip, City of Melbourne and City of Maribyrnong have introduced maximum parking rates to actively suppress parking demands by limiting the supply.

The City of Whitehorse has implemented a Parking Overlay within the Box Hill Metropolitan Activity Centre that also supports significantly reduced car parking requirements for residents, which are similarly serviced as residents will be at this site.

This approach acknowledges that simply adopting existing trends and rates for parking demands as the benchmark will not contribute to a significant shift in travel demands and the reliance on cars. Rather, setting strategically low rates will force a shift in travel behaviours and trends.

The applicant is, in effect, seeking to suppress parking demands for future residents and staff by limiting the supply. That is, by not providing parking, residents and staff will need to seek alternative sustainable travel modes. We are of the view that this is appropriate for this application.

4.4. Car Parking Layout & Access Arrangements

The car parking layout and access arrangements have been developed with design advice provided to the project architect (Fieldwork) and have been reviewed against the relevant requirements of Clause 52.06 of the Glen Eira Planning Scheme, and the Australian Standard for Off-Street Car Parking (AS 2890.1:2004), where applicable. A review of the car park layout reveals:

General Car Park Layout

- Car spaces are to be provided with minimum dimensions of 2.8 metres width and 4.9 metres length, accessible from 6.0 metre wide aisles, and where the aisle width is reduced to 5.65 metres, the parking spaces have been widened to 2.9 metres, in excess of requirements of Clause 52.06-9 (Design Standard 2).
- The disabled parking bay and shared area is to be provided at a width of 2.4 metres and length of 5.4 metres in accordance with the Australian Standard for disabled parking facilities (AS2890.6:2022). The effective adjacent access aisle width is 6.0m when considering that Clause 52.06-9 (Design Standard 2) of the Planning Scheme allows for disabled car spaces to encroach into an adjacent accessway width by 500mm.
- Car spaces adjacent to walls and structures have been provided with appropriate clearances of at least 300mm to allow for satisfactory car door opening and in accordance with the clearance envelope at Diagram 1 of Clause 52.06-9 (Design Standard 2).
- Columns adjacent to car spaces are located within 0.25-1.25 metres from the aisle end of car spaces in accordance with the car parking envelope of Clause 52.06-9 (Design Standard 2).
- The column within the shared area of the disabled space is positioned in accordance with AS2890.6:2022.
- Sufficient headroom clearance is to be provided to, from and throughout the basement car park including along the ramp. In particular, a minimum headroom clearance of at least 2.2 metres will be provided in excess of the statutory requirement under Clause 52.06-9 of the Planning Scheme (Design Standard 2) and in accordance with the relevant Australian Standard (AS2890.1:2004). A minimum headroom clearance of at least 2.5m is to be provided above the disabled space and shared area in accordance with AS2890.6:2022.

Access and Ramps

- A dual-width crossover is to be provided with Neerim Road, connecting to a passing area at the top of ramp which allows for two-way vehicle passing within the site at the entry. This which is considered appropriate, in accordance with the requirements of Clause 52.06-9 (Design Standard 1) and AS 2890.1-2004.
- The single width basement ramp is to operate as a two-way arrangement with a ramp traffic signal system to manage entry and exit vehicle movements. Further details on the proposed single width ramp and associated queuing probability analysis is provided later in this report.
- Vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9 (Design Standard 1).

- A grade no steeper than 1 in 10 for the first 5 metres is to be provided from the property boundary, satisfying the requirements of the Planning Scheme (Design Standard 3).
- The ramp is designed with a maximum grade of 1 in 5 and transitions of 1 in 8, satisfying the requirements of the Clause 52.06-9 (Design Standard 3). Ramp grades along both the inner and outer edges of the curved ramps comply with these requirements.
- A maximum grade of 1 in 20 is proposed within the car parking bays and aisle in accordance with the relevant Australian Standard (AS 2890.1:2004).
- The basement ramp has been reviewed with swept paths using the 99th percentile design vehicle and a Hino mini rear-loader waste truck (nominal 6.4m length) which found that appropriate vehicle circulation is to be provided along the ramp and throughout the carpark. Swept path diagrams are attached at Appendix A.
- The existing crossovers that are no longer to be used are to be removed and reinstated as kerb and channel.
- Corner visibility splays that are 2 metres along the frontage by 2.5 metres along the exit lane is to be provided on the egress (western) side of both access connections with Neerim Road, in accordance with the requirements of Clause 52.06-9 (Design Standard 1). Any landscaping in these areas is to be less than 900mm high. Given that both access connections are two-lane width, a corner visibility splay is not required on the ingress (eastern) side.

Based on the foregoing, the car park layout and access arrangements are considered satisfactory and accord with the requirements of Clause 52.06-9 of the Planning Scheme and the relevant Australian Standards.

5. Traffic Considerations

5.1. Existing Traffic

The existing commuter car park on the site with approximately 45 car spaces would currently generate primarily arrival vehicle movements during the AM peak period and departure movements during the PM peak period. If we consider that approximately 50% of the existing spaces generate a vehicle movement during each peak hour, it equates to an approximate 23 vehicle movements.

5.2. Future Traffic Generation

Residential

Traffic generation rates of residential dwellings vary dependent on the size of the dwelling and proximity to everyday services and the location of nearby public and alternative transport modes. In consideration of the location of the site and size of the dwellings, a daily traffic generation rate of 3 vehicle movements per dwelling with an allocated car space, inclusive of 0.3 movements per dwelling in peak hours is considered appropriate for the dwellings.

For the apartments, a total of 74 resident car spaces are to be provided. Applying the peak hour rate of 0.3 movements per car space equates to 22 vehicle movements during each of the AM and PM peak hours.

Supermarket/Retail

For the supermarket/retail/food & beverage component, there will be a total of 13 staff car spaces allocated. For the purposes of our assessment, we will simply consider that 50% of car spaces generate a vehicle movement (either arrival or departure) during each of the AM and PM peak hours which equates to approximately 7 vehicle movements.

Overall

Based on the above, the proposed development is projected to generate approximately 29 vehicle movements during the AM and PM peak hours. This level of additional traffic generation is low in traffic engineering terms, equal to an average of just below one (1) vehicle movement being generated each 2 minutes in the peak hours.

Accordingly, the overall traffic generation by the proposed development is expected to only be slightly higher than the existing traffic generation by the on-site car park with an increase of in the order of 6 vehicle movements per hour, acknowledging that the proportion of arrival and departure movements will change somewhat.

We are satisfied that this level of additional traffic will not have a material impact on the operation of the surrounding road network and intersections.

5.3. Queuing Probability Assessment

We have undertaken a queuing probability assessment of the proposed single-width ramp which is to accommodate entry and exit movements (one direction at a time), managed by a ramp traffic signal system.

We have made the following assumptions for the proposed ramp traffic signal system operation:

- Opening of the security door at ground level – 5 seconds
- Traffic signal change (all red phase) – 5 seconds
- Travel time between ground level and each basement level (assumes average travel speed of 10km/h)
 - Ground to Basement Level 1 – 16 seconds
 - Ground to Basement Level 2 – 30 seconds

Based on the above, an average service time for the single width ramp of approximately 33 seconds is calculated. This is equivalent to a capacity of approximately 109 vehicle movements per hour.

The predicted peak hour traffic generation (29 vehicle movements) relates to a utilisation of 0.27, or 27% of the overall capacity.

Based on standard queuing probability theory, a 98th percentile queue of up to 2 vehicles is expected, noting that this includes a vehicle already traversing the ramp. Accordingly, at most there is predicted to one vehicle waiting to utilise the ramp which would be either an arrival vehicle at ground level, or a departure vehicle in one of the basements.

It is noted that a red/green display will be provided at the top of the ramp and each basement level to advise a user if the ramp is clear for use, with priority given to arrival vehicle movements.

In the scenario where an arriving vehicle must wait to access the ramp, a waiting/passing bay is proposed at the ground level ramp access allowing for a vehicle to prop fully within the site boundary and therefore have no impact the operation of Neerim Road.

In addition, holding lines are to be provided within each basement level adjacent to the ramp entry points. Egressing vehicles are to prop at the holding lines until the traffic signal changes to green before proceeding up the ramp.

Based on the above, the proposed ramp traffic signal system and associated on-site queuing provisions is considered acceptable.

6. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirements for new developments.

The relevant requirements are summarised in Table 9.

Table 9: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Dwellings	144 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	29 resident 14 visitor
Shop (Supermarket)	806 m ²	1 space per 600 square metres for staff 1 space per 500 square metres for customers	1 staff 2 customer
Retail Premises (inc. food & drink premises)	422 m ²	1 space per 300 square metres for staff 1 space per 500 square metres for customers	1 staff 1 customer
Total		Resident Staff Visitor/Customer	29 resident 2 staff 17 visitor/customer

Based on the above assessment, the development is required to provide a total of 48 bicycle spaces, comprising 29 resident spaces, 2 staff spaces, 14 visitor spaces and 3 customer spaces.

A total of 148 residential bicycle spaces are nominated in the secure bike store in basement level 2. This exceeds the statutory requirement and achieves a generous bicycle parking rate of more than 1 space per dwelling.

In addition, there are four (4) staff bicycle spaces in a separate area at basement level 2 which exceeds the staff bicycle parking requirement.

Furthermore, 8 customer/visitor bicycle parking spaces (i.e. 4 double-sided rails) are to be provided externally within the western part of the site, in accordance with Condition 3c) of the Planning Permit.

The layout of the proposed bicycle parking has been provided in accordance with the Australian Standard for Bicycle Facilities (AS2890.3-2015) with a mix of vertical and horizontal bicycle rails, as follows:

- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessed from a minimum 1.5 metre aisle.
- Double-tiered horizontal rails are provided with dimensions of 1.86 metres spaces, 0.4 metres spacings (staggered) and are accessible from a minimum aisle of 2.0 metres width. These spaces have been designed in accordance with the relevant product data specification sheet.

- Wall mounted vertical rails are dimensioned at 1.2 metres deep spaces, 0.5 metres spacings, and are accessible from an aisle 1.5 metres wide.

A minimum of 20% of bicycle parking continues to be provided as ground (floor) level horizontal rails therefore meeting the requirements of AS2890.3-2015.

Given that the requirement for staff bicycle parking is only two (2) spaces, there is no requirement for staff end-of-trip (EOT) facilities.

Based on the above, the proposed bicycle parking arrangements and facilities are appropriate.

7. Loading Considerations

7.1. Loading Facilities

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

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

Loading activities for residential dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur relatively infrequently. It is therefore considered appropriate for delivery vehicles to utilise nearby on-street parking including along Neerim Road adjacent to the site. This is consistent with the majority of residential developments of this scale.

An on-site loading bay is to be provided for the supermarket and retail uses. This loading bay has been designed to accommodate an 8.8 metre long medium rigid vehicle (MRV) with forward entry and forward exit movements to/from the site. The loading bay would also be used for waste collection activities as outlined in the following section.

Accordingly, we are of the view that appropriate loading arrangements are proposed for this development.

7.2. Waste Collection

The plans identify bin storage rooms at ground level adjacent to the loading bay including separate storage rooms for the supermarket, retail tenancies and residential hard waste.

The Waste Management Plan prepared by WSP outlines that waste collection for the supermarket and retail components will be undertaken on-site within the ground level loading bay using up to an 8.8 metre long medium rigid vehicle (MRV). This will also occur for occasional residential hard waste collection.

General residential waste bins are to be stored in two (2) separate storage rooms in basement level 1. Residential waste is to be collected within basement level 1 along the car park accessway by a Hino mini-rear loader waste collection vehicle (nominal 6.4m length, 2.1m vehicle height). The waste vehicle will use the designated turning bay at the western end of the car park to turn around and then exit the site in a forwards direction.

Based on the above, we are of the view that suitable loading and waste collection arrangements are to be accommodated.

Swept path diagrams for loading and waste collection vehicle movements are attached at Appendix A.

8. Conclusions

Having undertaken a traffic engineering assessment of the plans for the proposed mixed use development at 467-473 Neerim Rd, Murrumbena, we are of the opinion that:

- a. the proposed development has a statutory car parking requirement for 198 car spaces under Clause 52.06-5 of the Planning Scheme. The provision of 87 on-site car spaces results in an overall car parking shortfall for 111 car spaces,
- b. the required reduction in parking under Clause 52.06-6 is supported on the following grounds:
 - i) the site has excellent access to public transport services including numerous bus routes and train services at Murrumbena Railway Station, noting this is reflected by its PTAL of Category 3,
 - ii) the site has excellent access to walking and cycling facilities including the shared trail along the railway line,
 - iii) the site is in close proximity to nearby everyday facilities within walking distance within the Murrumbena Activity Centre,
 - iv) existing ABS car ownership data for the suburb of Murrumbena and Glen Eira LGA demonstrates lower car ownership rates than the statutory car parking rates under Clause 52.06 for one-bedroom apartments,
 - v) a generous provision of bicycle parking in excess of the statutory requirements and Council's Best Practice Standards,
 - vi) there is local planning strategy which encourages the use of sustainable transport modes,
 - vii) the availability of on-street parking that is suitable for customers in the Murrumbena Activity Centre and the likelihood of multi-purpose trips,
 - viii) the amended scheme provides parking at rates that are consistent with the previous approvals,
- c. the proposed parking layout, access arrangements are provided generally in accordance with the requirements of Clause 52.06-9 of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- d. traffic generated by the proposed development is expected to be satisfactorily accommodated by the surrounding road network and intersections,
- e. the proposed single width ramp is to be suitably managed by a ramp traffic signal system, with the predicted 95th percentile queues based on a queuing probability assessment to be adequately contained within the site,

- f. on-site bicycle parking provisions for residents and staff are to be provided in excess of the requirement,
- g. eight (8) customer/visitor bicycle parking spaces (i.e. 4 double-sided rails) are to be provided externally on the site at ground level in accordance with Condition 3c) of the Planning Permit,
- h. the bicycle parking layout is designed in accordance with relevant standards and product specifications,
- i. suitable loading and waste collection arrangements are proposed, and
- j. there are no traffic engineering reasons that would preclude the endorsement of plans for the proposed mixed use development at 467-473 Neerim Rd, Murrumbena.



Appendix A

Swept Paths

VEHICLE PROFILE

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

99th percentile
(AS/NZS 2890.1:2004)

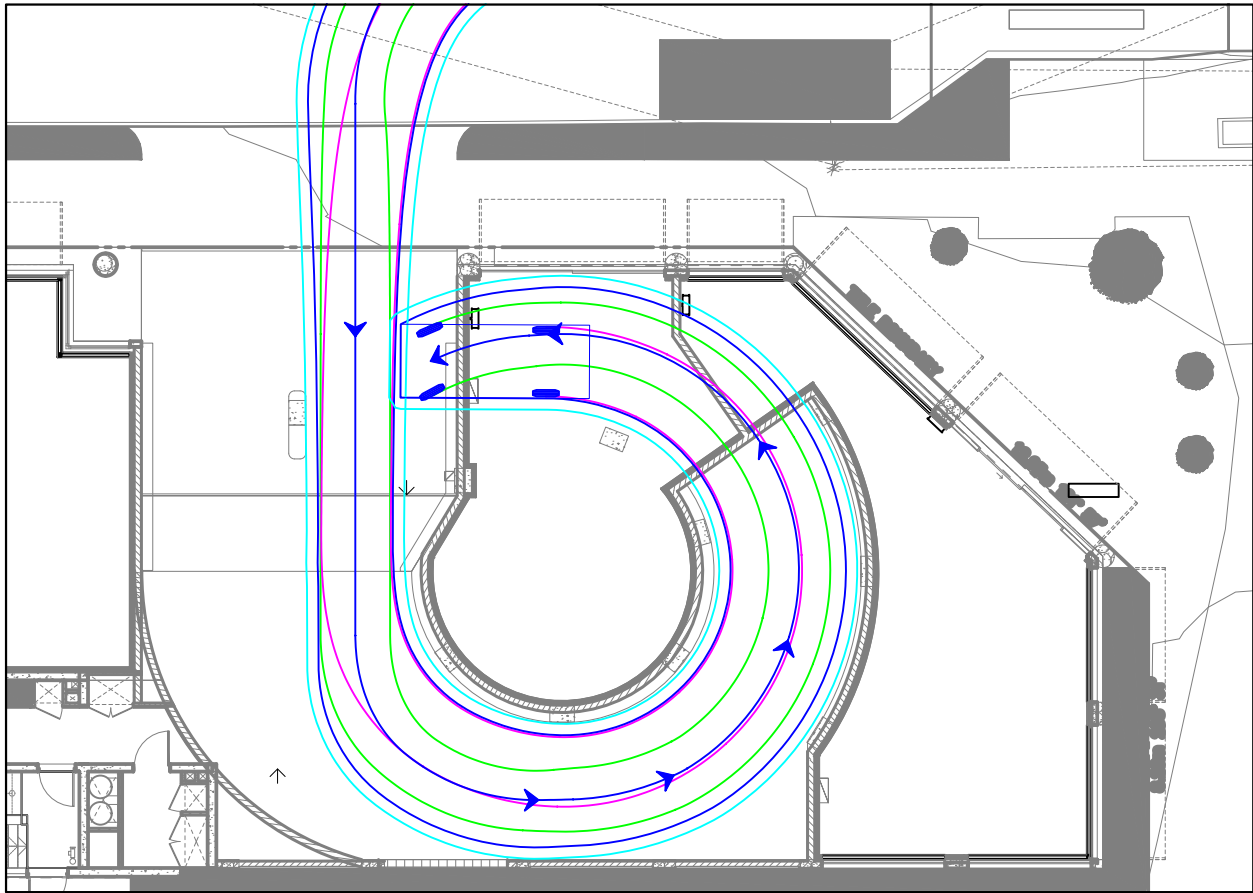
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Track : 1.84
Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

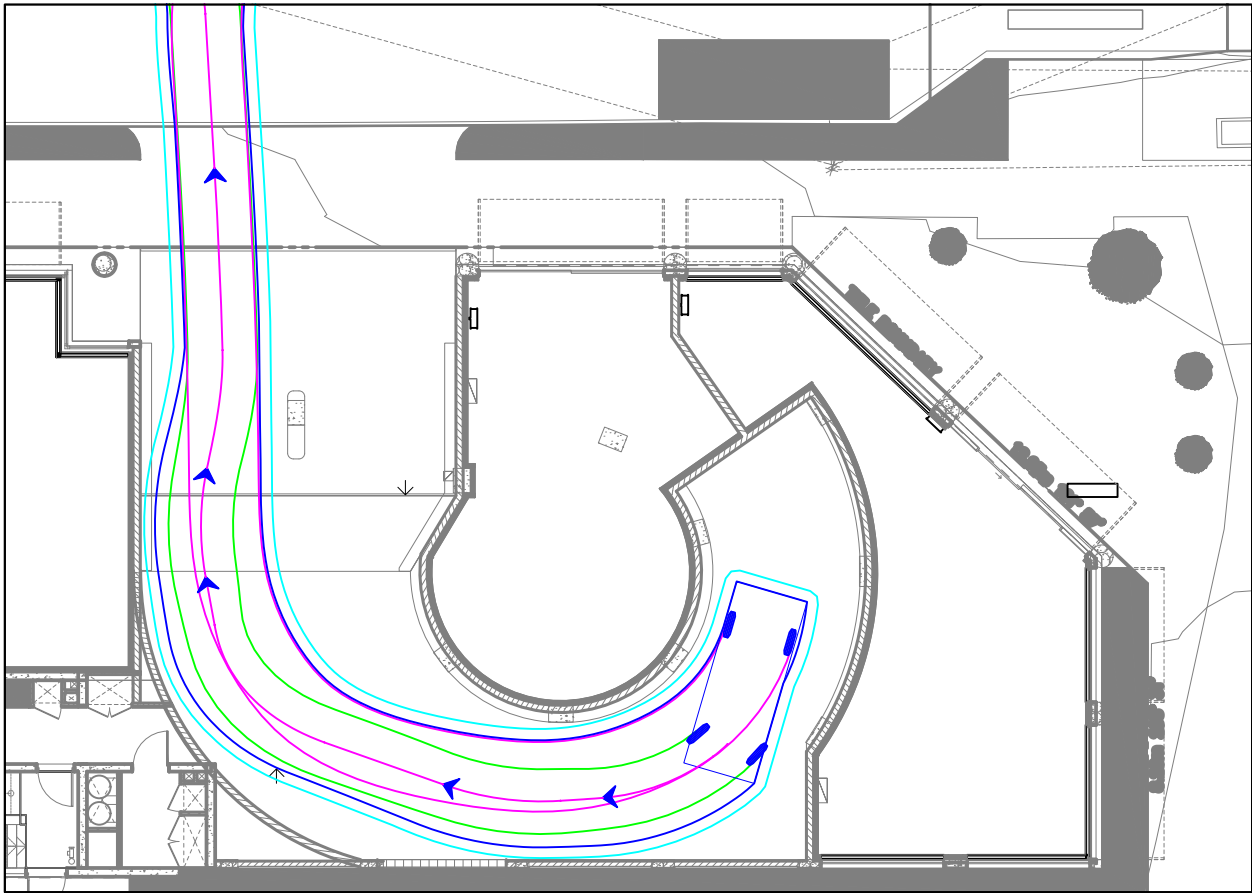
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

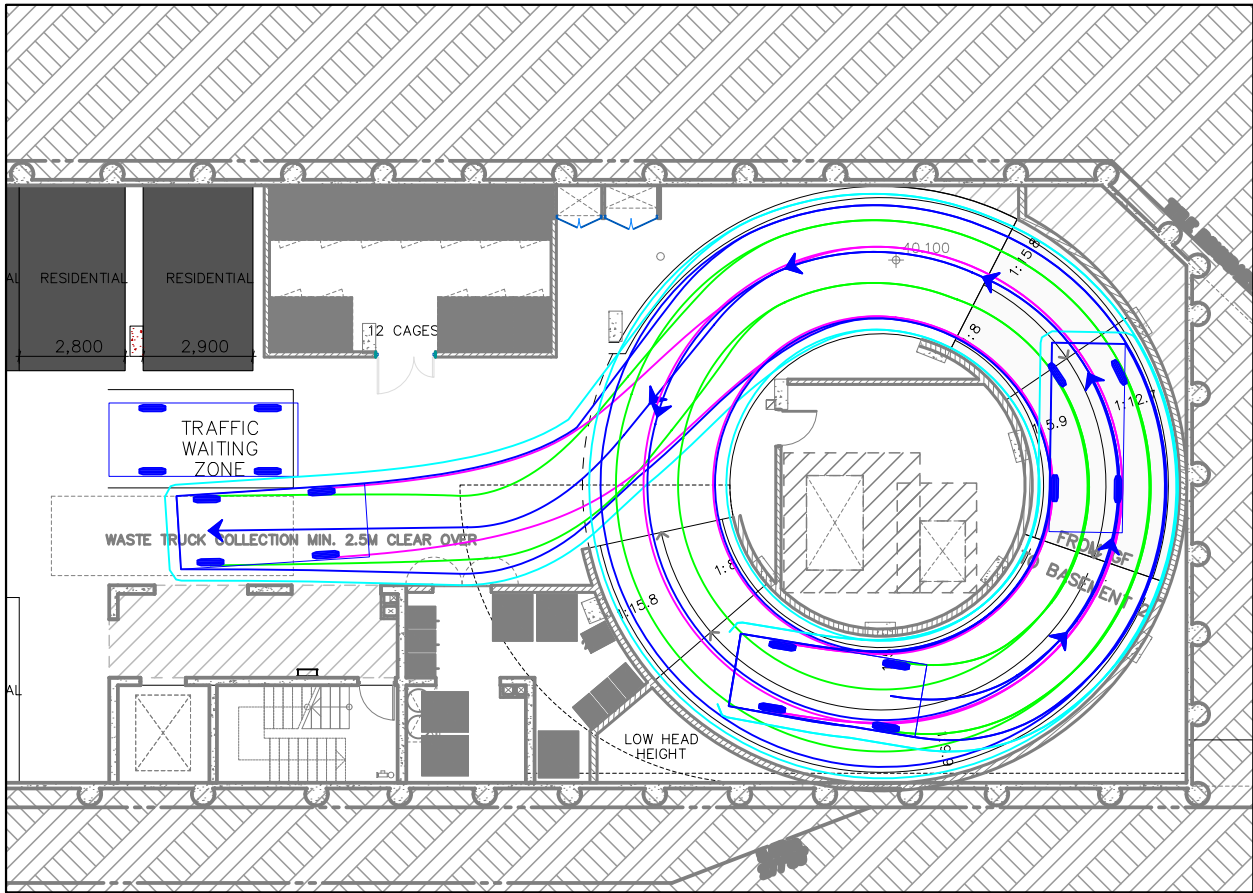
CAR PARK ACCESS - INGRESS AND CIRCULATION



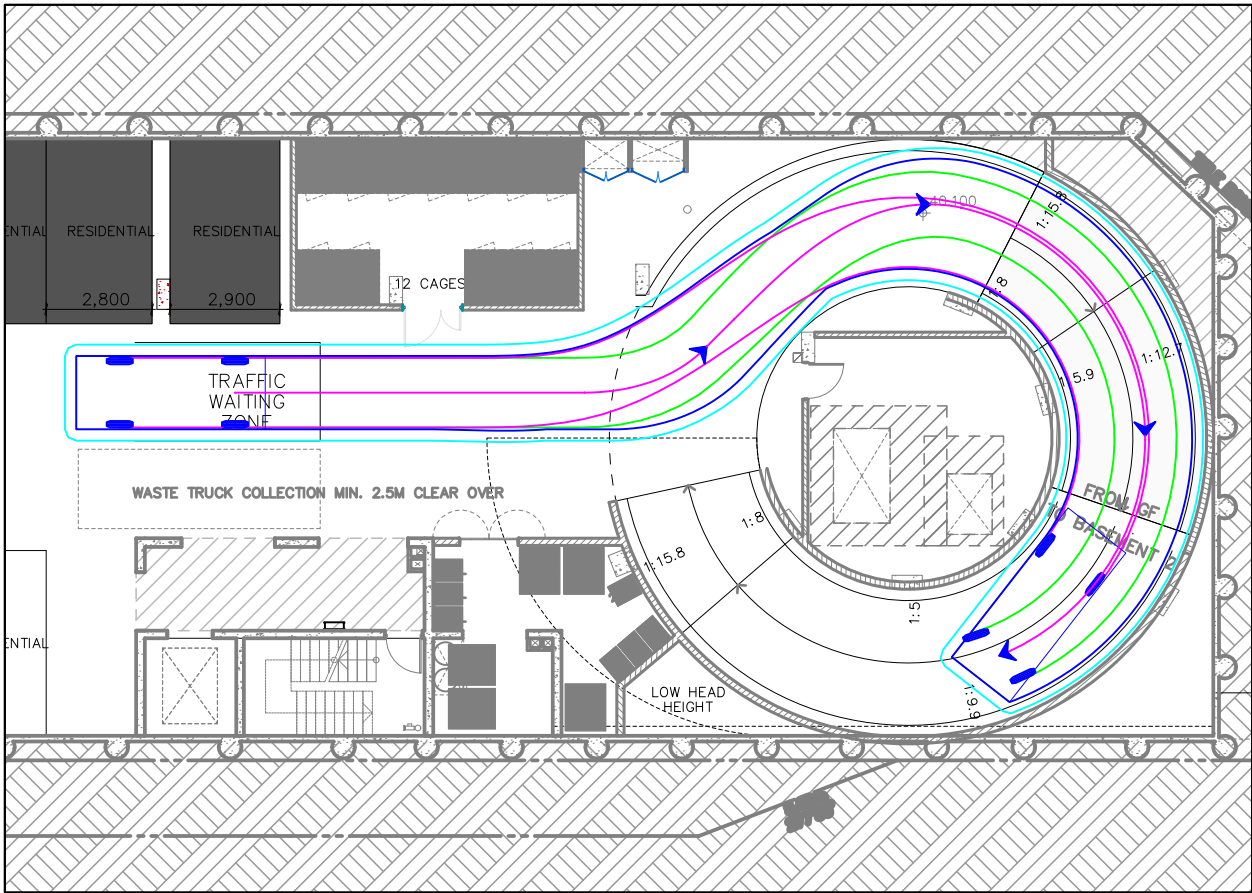
CAR PARK ACCESS - EGRESS AND CIRCULATION



CAR PARK - BASEMENT 01 CIRCULATION (INGRESS)



CAR PARK - BASEMENT 01 CIRCULATION (EGRESS)



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A	28/11/2023	TP APPLICATION	T. AMANATIDIS (RPE 11292)	B. CHISHOLM (REP 7582)
B	30/07/2024	TP APPLICATION	T. AMANATIDIS (RPE 11292)	B. CHISHOLM (REP 7582)
C	25/09/2025	TP AMENDMENT	D. DURAIRAJ	B. CHISHOLM (REP 7582)

467-476 NEERIM ROAD, MURRUMBEENA
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE PLANS BY FIELDWORK, RECEIVED
SEPTEMBER 2025.

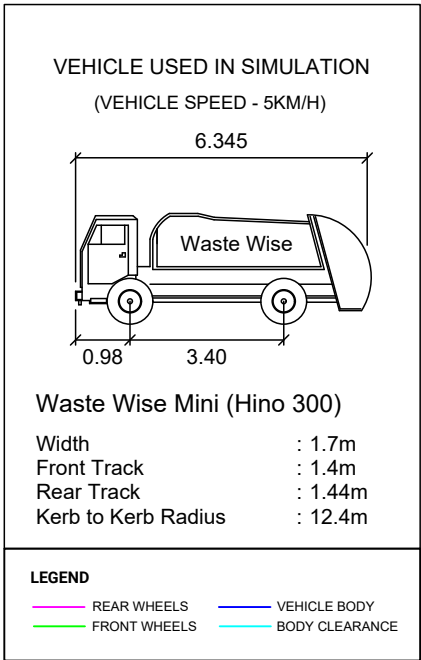
FILE NAME: G28549-02
SHEET NO.: 01



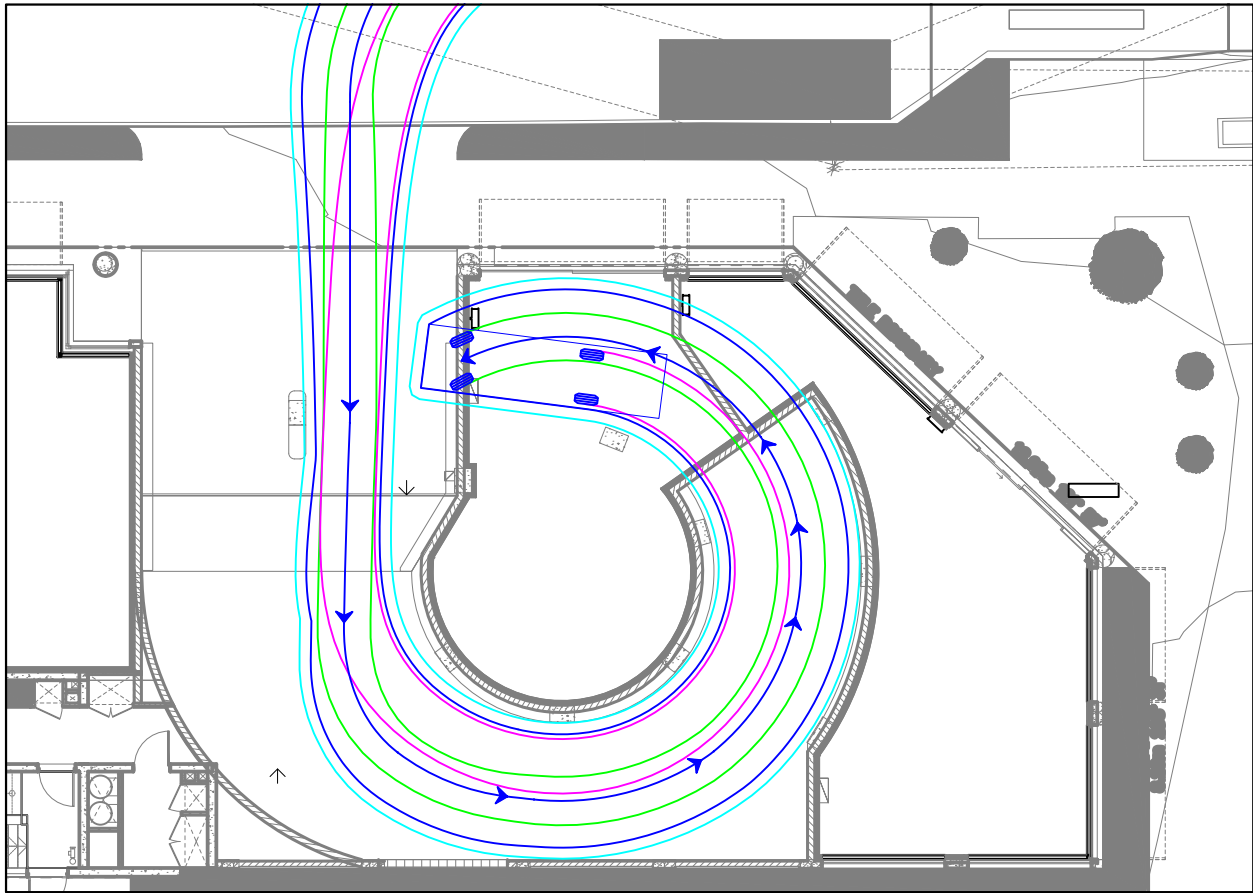
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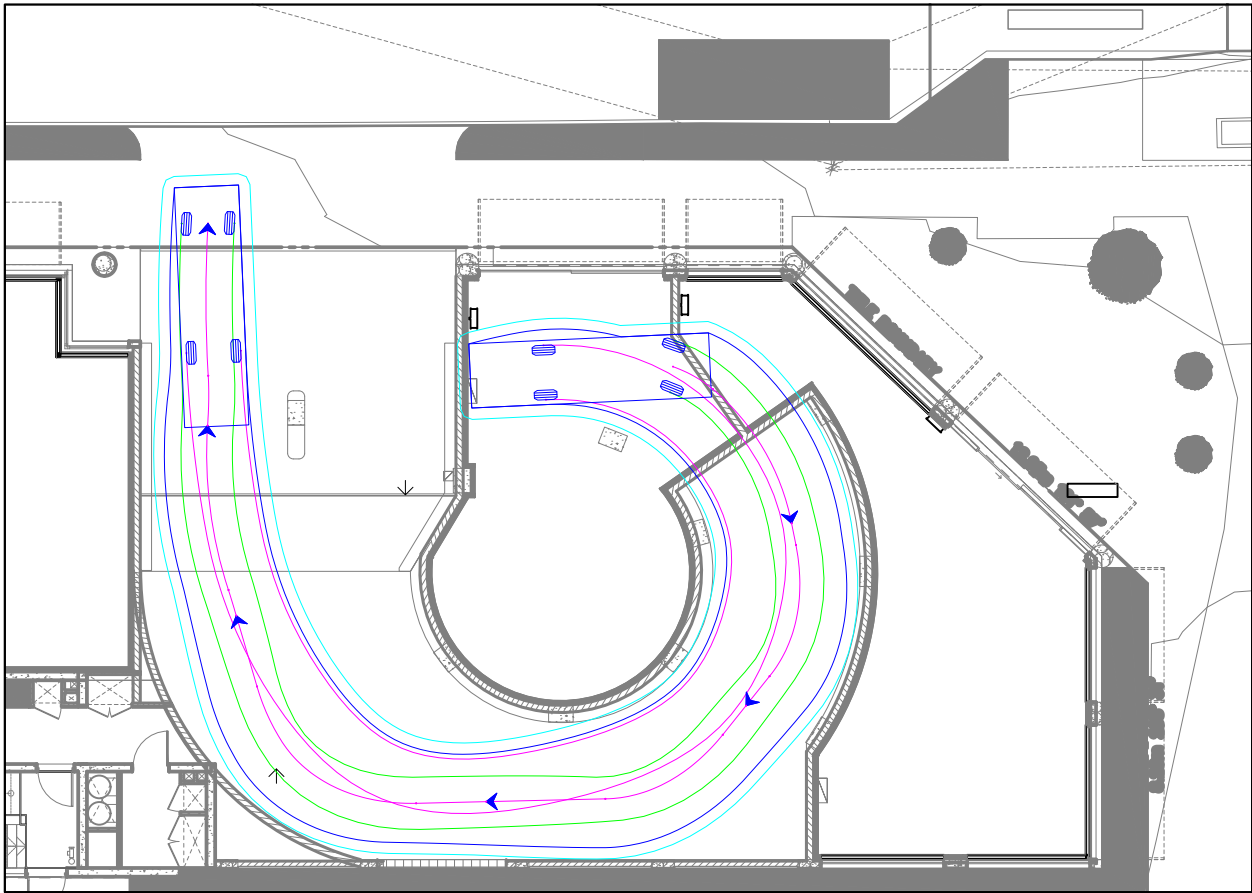
VEHICLE PROFILE



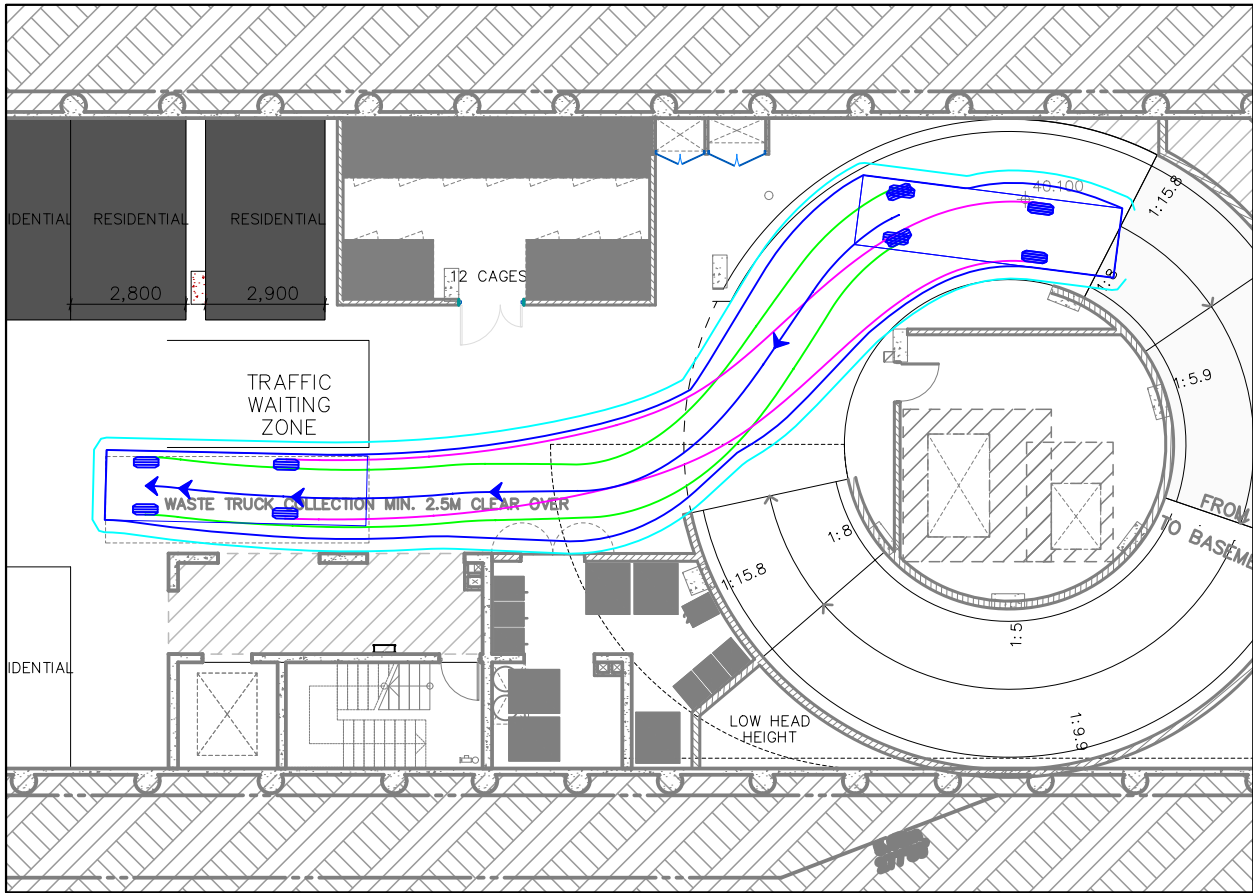
WASTE TRUCK - SITE ACCESS INGRESS



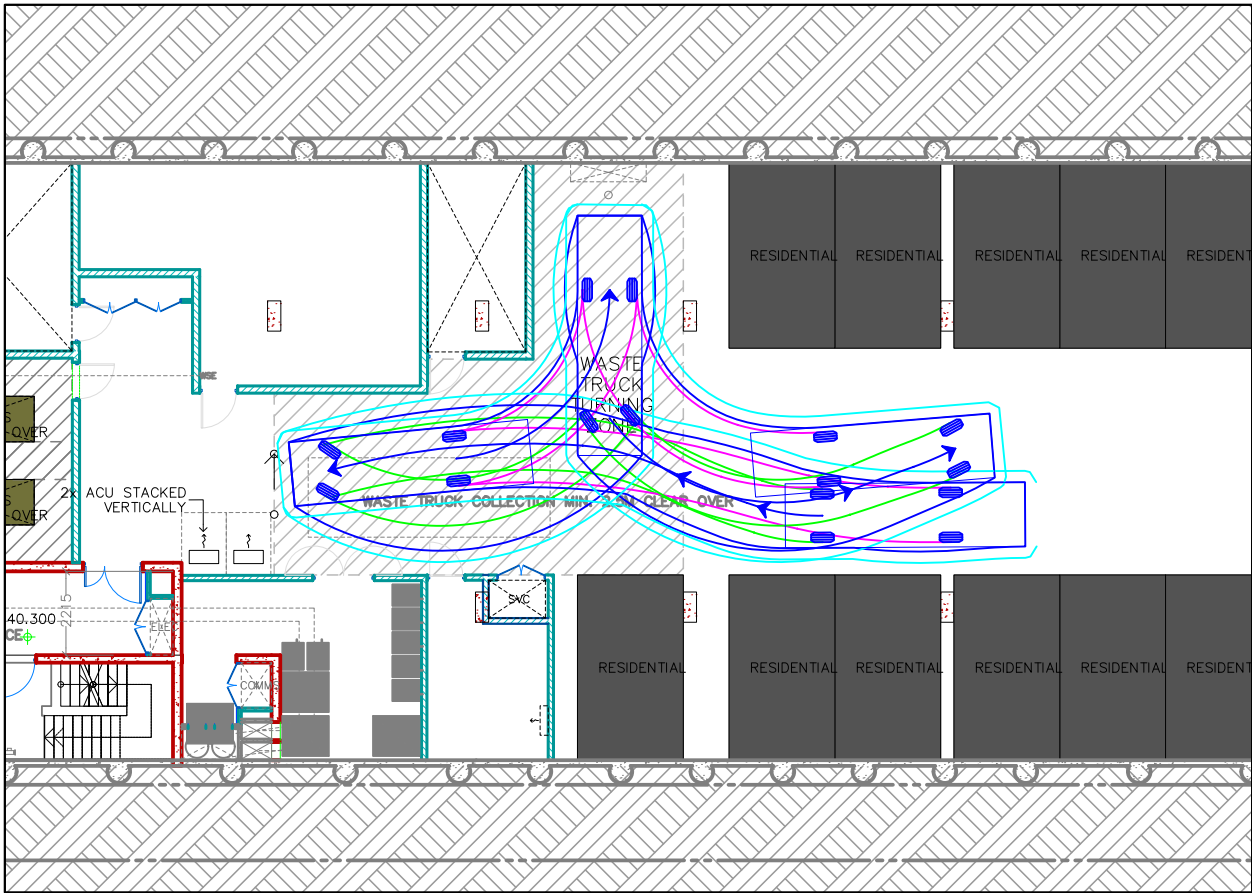
WASTE TRUCK - SITE ACCESS EGRESS



WASTE TRUCK - INTERNAL CIRCULATION - INGRESS



WASTE TRUCK - INTERNAL CIRCULATION BASEMENT 1 - TURNING ZONE



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467-476 NEERIM ROAD, MURRUMBEENA
PROPOSED MIXED USE DEVELOPMENT

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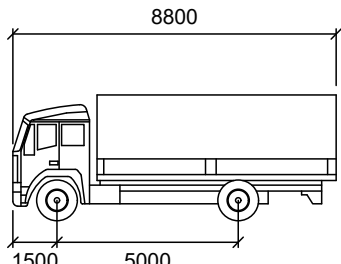
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



MRV (AS 2890.2) mm

Width : 2500

Track : 2500

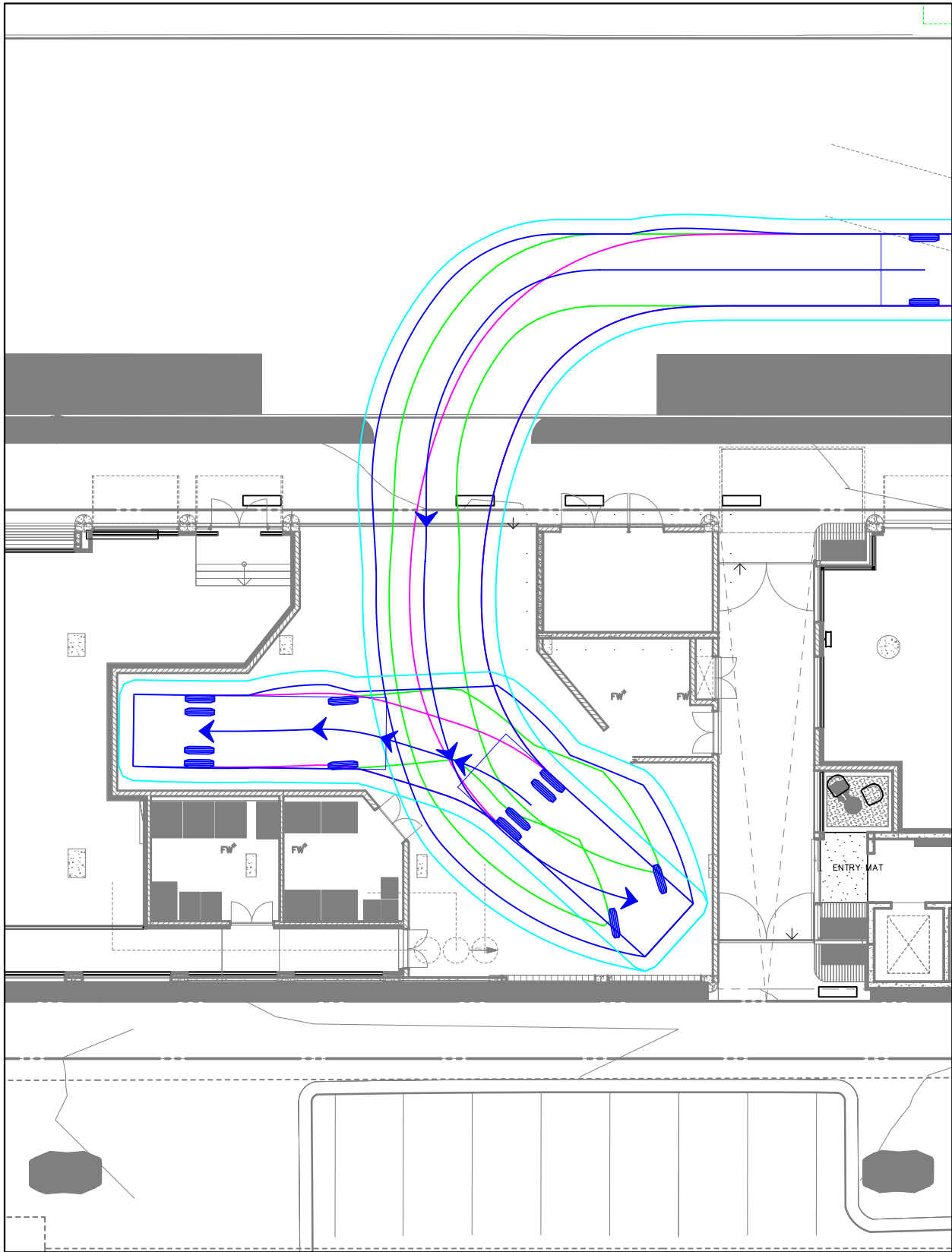
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Steering Angle : 34.0

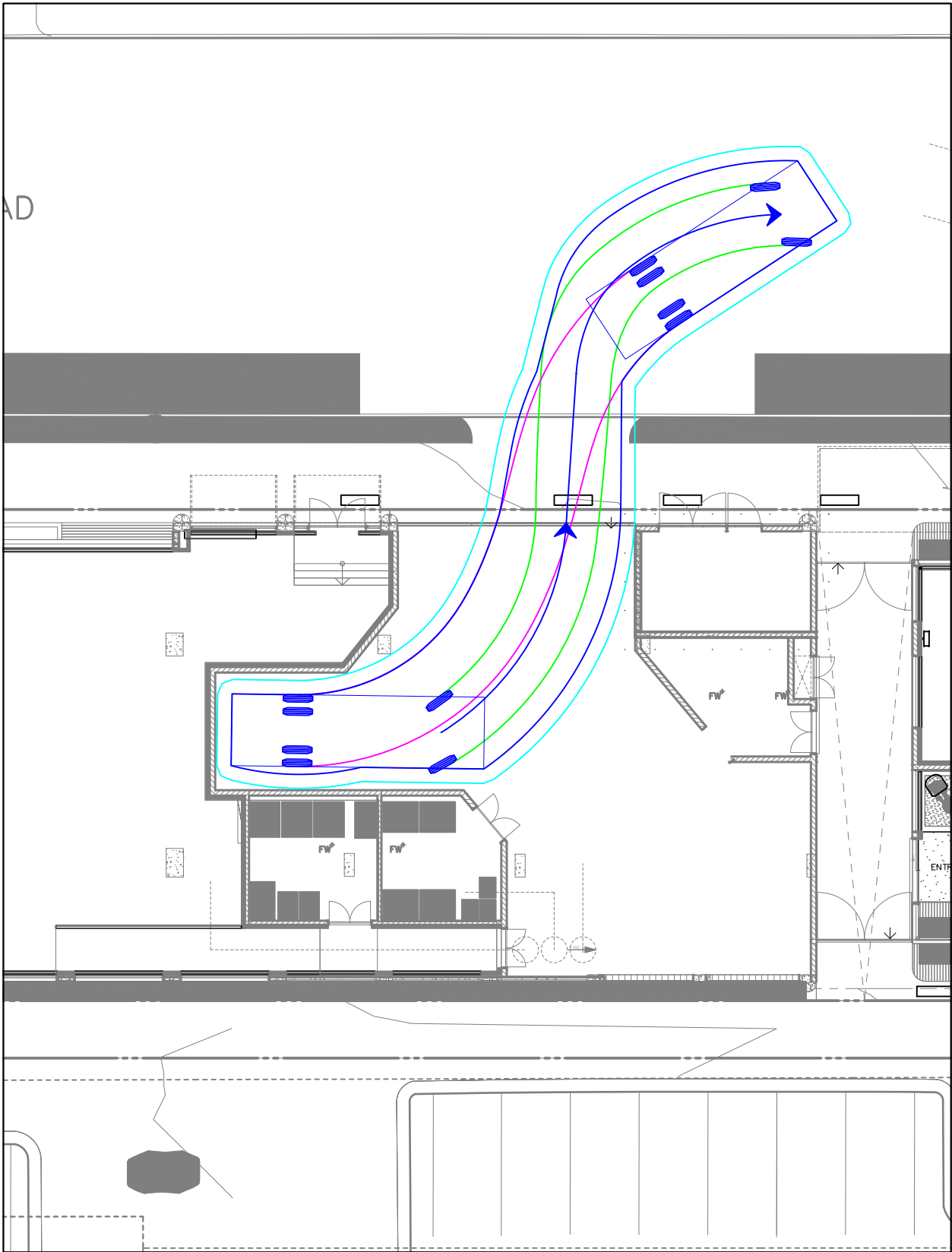
LEGEND

REAR WHEELS FRONT WHEELS VEHICLE BODY BODY CLEARANCE

LOADING TRUCK - SITE ACCESS INGRESS



LOADING TRUCK - SITE ACCESS EGRESS



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467-476 NEERIM ROAD, MURRUMBEENA
PROPOSED MIXED USE DEVELOPMENT

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VEHICLE PROFILE

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

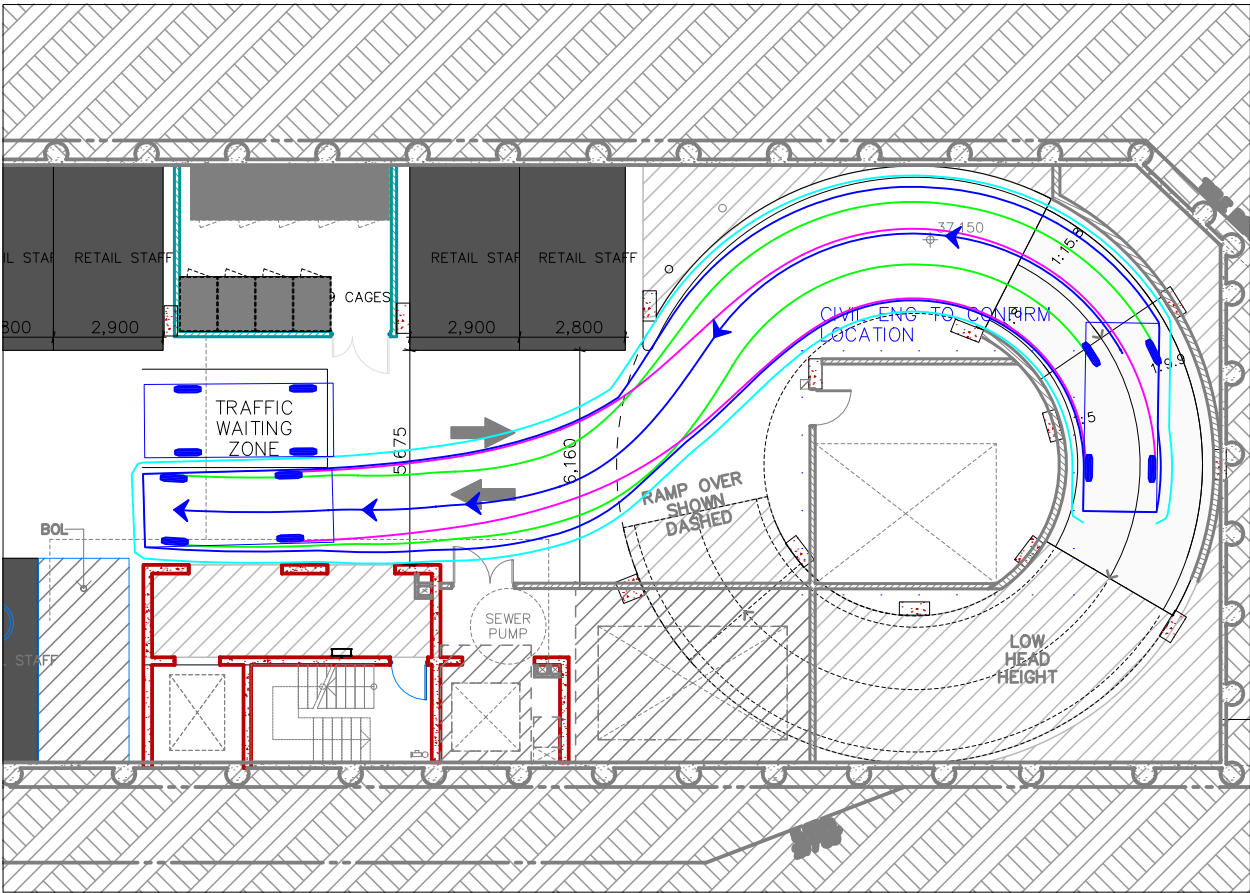
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Track : 1.84
Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

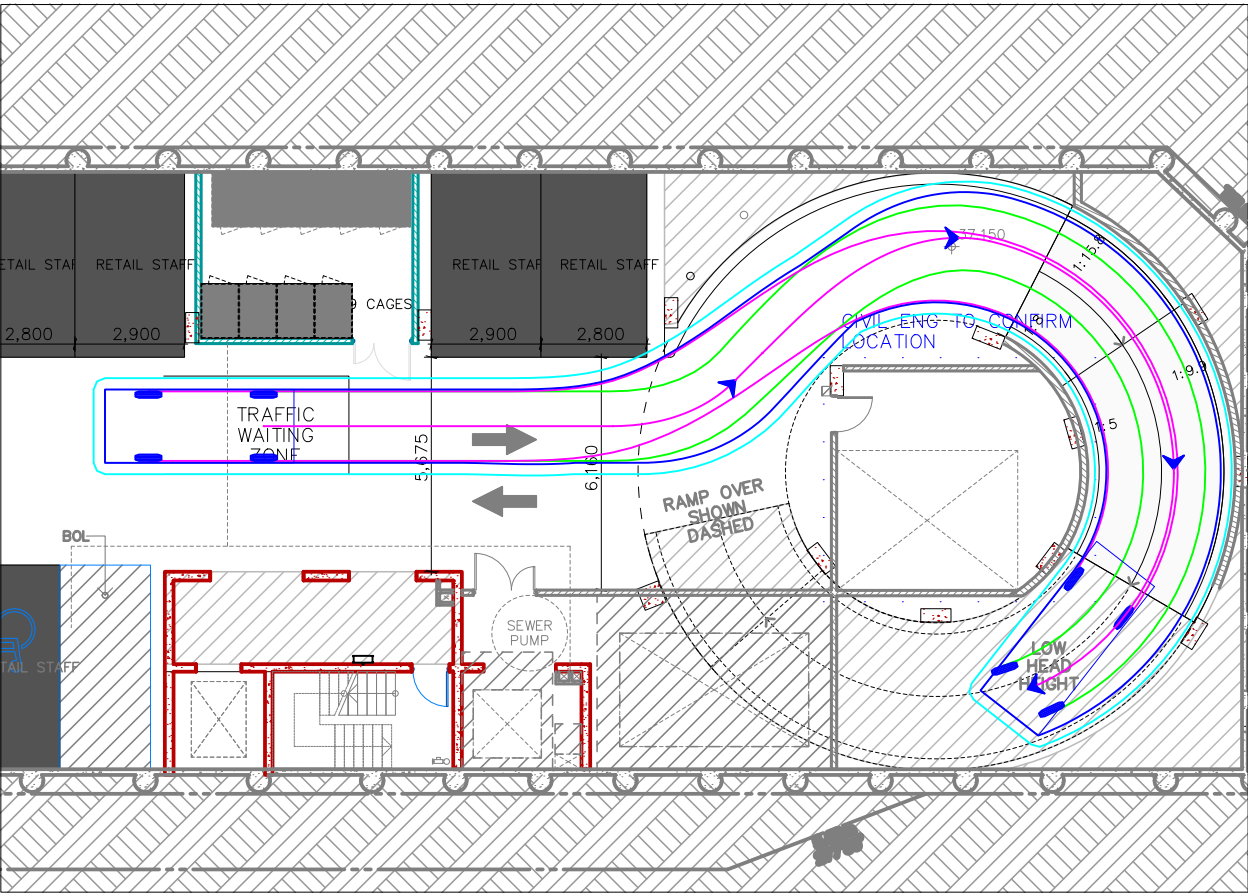
LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

CAR PARK - BASEMENT 02 CIRCULATION (INGRESS)



CAR PARK - BASEMENT 02 CIRCULATION (EGRESS)



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467-476 NEERIM ROAD, MURRUMBEENA
PROPOSED MIXED USE DEVELOPMENT

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