

# Traffix Group

## Traffic and Car Parking Management Plan

Mixed Use Development

Neerim Road, Murrumbeena (Allotment 2012  
East of Elsternwick, Parish of Prahran)

Prepared for  
HHP MAKE NRM 1 PTY LTD

February 2026

G28549CPMP-01B

**ADVERTISED  
PLAN**

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# Document Control

**Our Reference: G28549CPMP-01B**

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	07/11/25	D. Durairaj	B. Chisholm (RPE 7582)
B	Final	11/02/26	D. Durairaj & J. Amling	B. Chisholm (RPE 7582)

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# Table of Contents

- 1. Introduction..... 4**
- 2. Proposal..... 5**
  - 2.1. *The Development..... 5*
  - 2.2. *Car Parking & Access ..... 5*
- 3. Car Parking Management Plan ..... 7**
  - 3.1. *Proposed Car Parking Allocation ..... 7*
  - 3.2. *Bicycle Parking ..... 8*
  - 3.3. *Proposed Vehicle Access and Management ..... 11*
    - 3.3.1. *Access Control and Parking Restrictions ..... 11*
    - 3.3.2. *Access Arrangements & Operation ..... 11*
    - 3.3.3. *Traffic Signal Operation ..... 11*
    - 3.3.4. *Management of Different Users and Allocated Parking..... 13*
  - 3.4. *Electric Vehicle Infrastructure ..... 14*
  - 3.5. *Loading Dock - Pedestrian Considerations ..... 14*

# List of Figures

- Figure 1: Bicycle Parking within Basement Level 02 9
- Figure 2: Bicycle Parking within Ground Floor 10
- Figure 3: Ground Floor - Bike Parking Wayfinding 10
- Figure 4: Basement 02 - Bike Parking Signage 11
- Figure 5: Ground Floor - Traffic Signal Operation 12
- Figure 6: Basement - Traffic Signal Operation 13

# List of Tables

- Table 1: Development Summary 5

# List of Appendices

- Appendix A** Signs and Linemarking Plan
- Appendix B** Car Parking Allocation

## 1. Introduction

Traffix Group has been engaged by HHP MAKE NRM 1 PTY LTD HHP MAKE NRM 1 PTY LTD to prepare a Traffic and Car Parking Management Plan for the Mixed Use Development at Neerim Road, Murrumbreena (Allotment 2012 East of Elsterwick, Parish of Prahran).

This document has been prepared based on the plans prepared by Fieldwork, dated 05/02/2026.

Condition 18 of the Planning Permit (No. PA2403365) requires the preparation of a Traffic and Car Parking Management Plan as follows:

*18) Concurrent with the endorsement of plans, a traffic and parking management plan must be approved and endorsed by the responsible authority in consultation with Glen Eira City Council. The traffic and parking management plan must be prepared to the satisfaction of the responsible authority, be generally in accordance with the Traffic Engineering Assessment prepared by Traffix Group, dated December 2024, and include the following details:*

- a) The means by which the on-site car parking will be allocated and managed.*
- b) The location of all areas on-site to be used for resident, and staff parking.*
- c) The means by which the direction of traffic, bicycle and pedestrian flows to and from car parking areas will be controlled both on-site and off-site.*
- d) Measures to preclude staff parking in designated resident car parking areas.*
- e) Details of the electric charging infrastructure consistent with the endorsed Sustainability Management Plan*

## 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 residential apartments above.

A schedule of the proposed development is summarised at Table 1.

*Table 1: Development Summary*

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

### 2.2. Car Parking & Access

A total of 87 on-site car spaces are to be provided within a two-level basement car park. Furthermore, a total of 5 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.

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.

## **3. Car Parking Management Plan**

### **3.1. Proposed Car Parking Allocation**

A total of 87 on-site car spaces are provided within a two-level basement car park. Furthermore, a total of 5 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.

There will be no on-site car parking for visitors or customers of the development.

Plans showing car parking allocations are provided at Appendix B.

Appropriate signage and/or linemarking will be installed for each type of restricted car parking to designate their use, as shown in the Signage and Linemarking Plan attached at Appendix A.

Signage is provided at the bottom of basement level 1 ramp to inform staff to continue circulating and park in basement level 2. Staff will not be permitted to park their vehicle within basement level 1.

Within basement level 2, each car space is to be individually linemarked as "RESIDENT" or "STAFF" to ensure staff do not park in residential parking bays.

### 3.2. Bicycle 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.

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, horizontal and two-tier 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.

Figure 1 and Figure 2 show the locations of the abovementioned bicycle parking provisions and facilities throughout the development.

We note that appropriate signage is proposed to direct cyclists to bicycle parking as shown in Figure 3 and Figure 4.

# Traffic and Car Parking Management Plan

Neerim Road, Murrumbena (Allotment 2012 East of Elsterwick, Parish of Prahra)

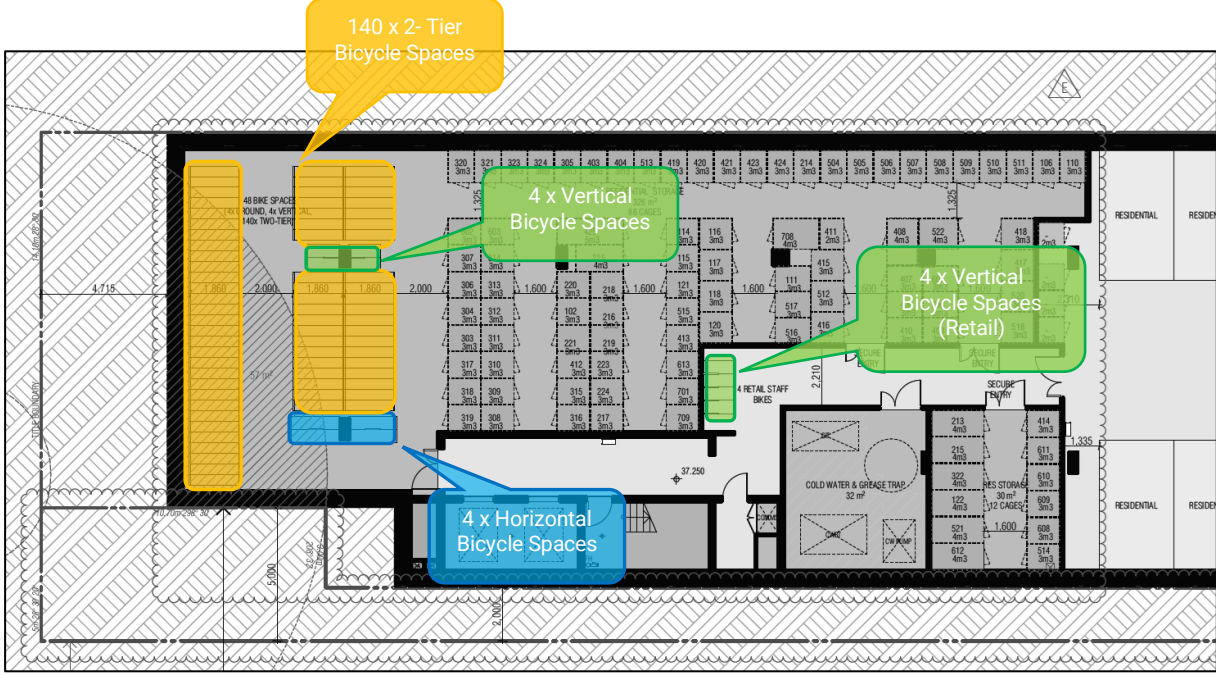


Figure 1: Bicycle Parking within Basement Level 02

# Traffic and Car Parking Management Plan

Neerim Road, Murrumbena (Allotment 2012 East of Elsterwick, Parish of Prahran)

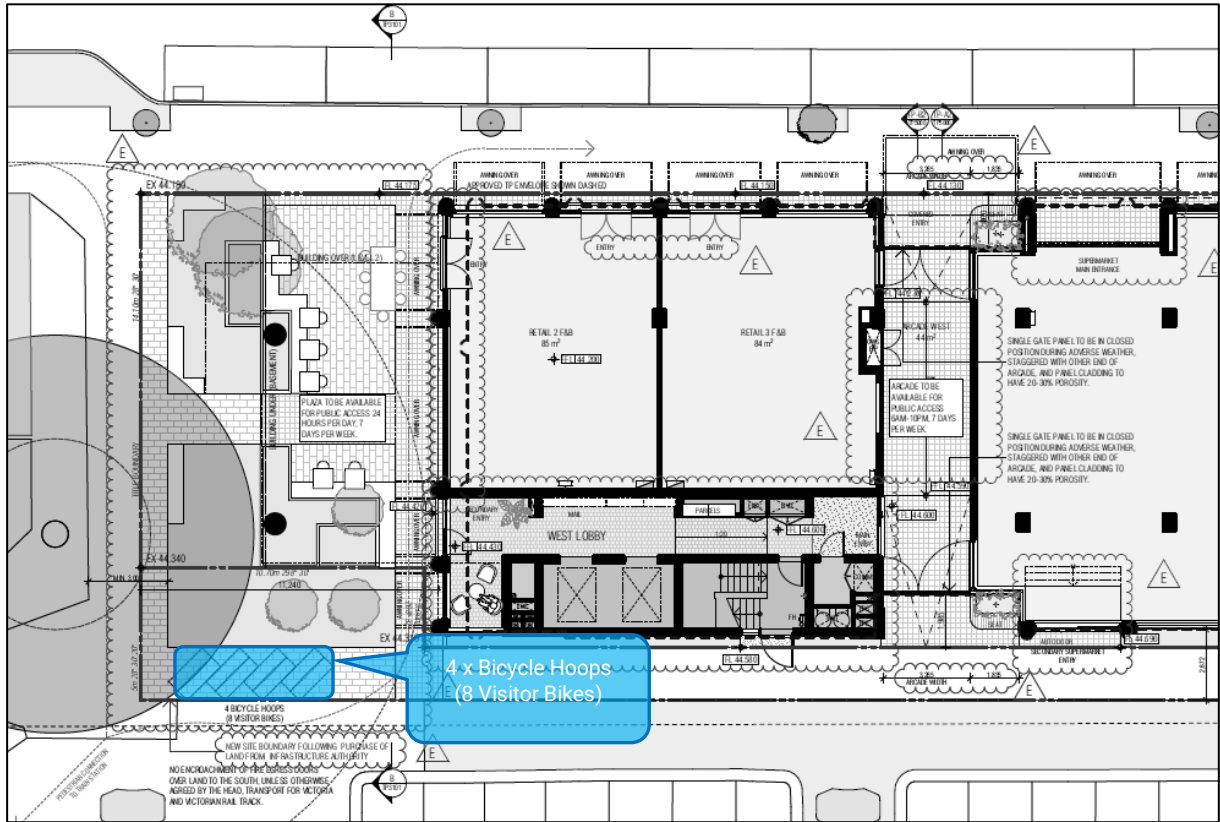


Figure 2: Bicycle Parking within Ground Floor

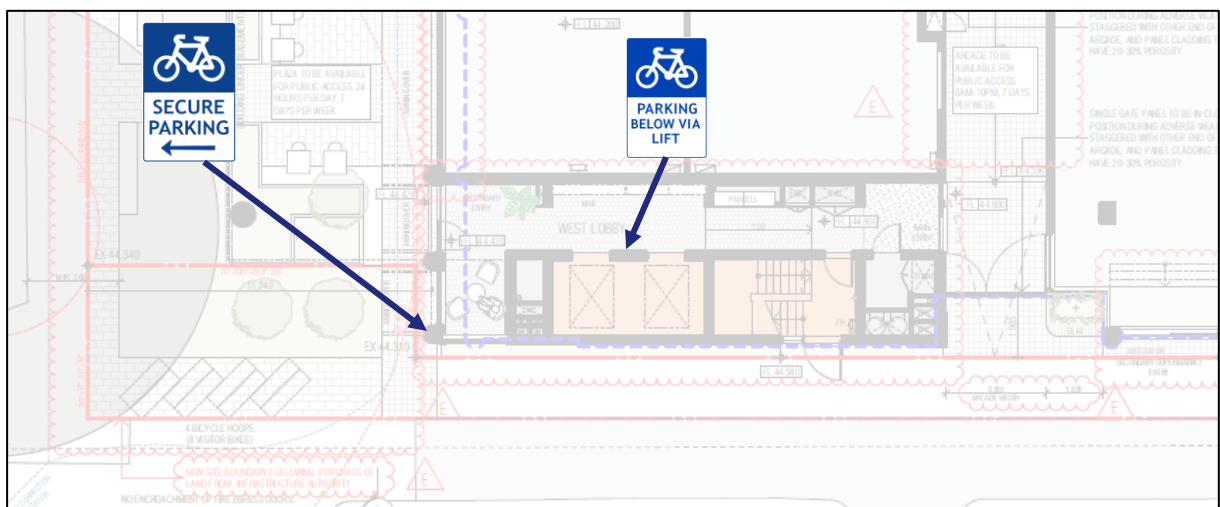
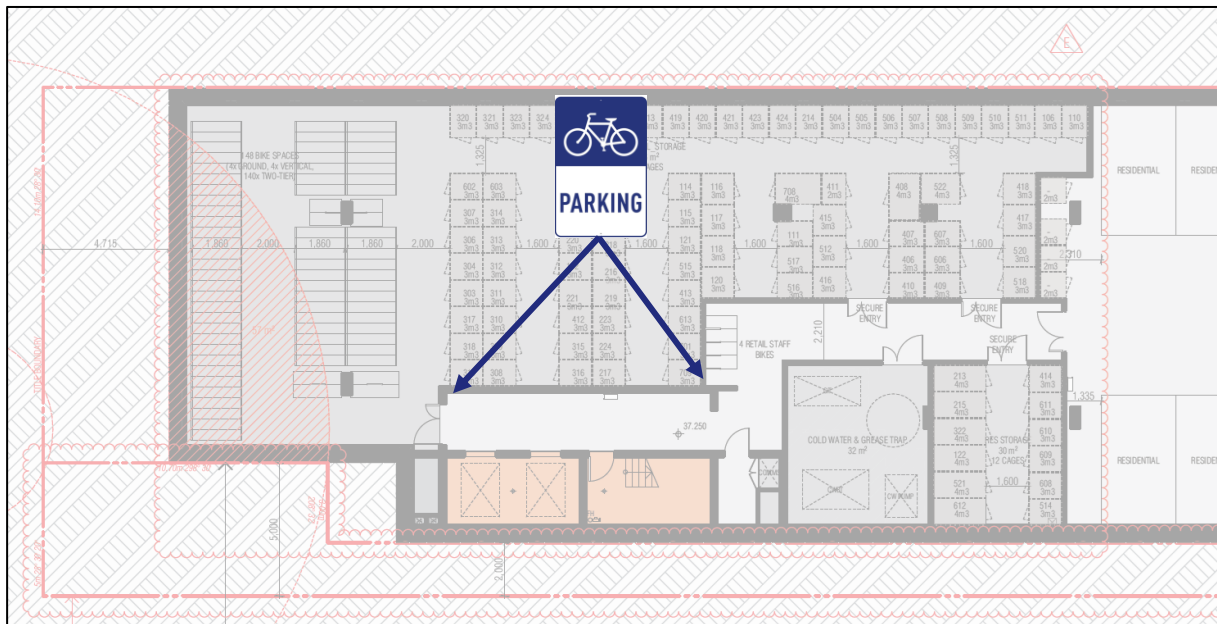


Figure 3: Ground Floor - Bike Parking Wayfinding



## 3.3. Proposed Vehicle Access and Management

### 3.3.1. Access Control and Parking Restrictions

A Signage and Linemarking plan prepared by Traffix Group is attached at Appendix A. This plan includes all directional signage and linemarking that is to be implemented to appropriately manage vehicle movements throughout the car park.

Access to/from the car park is to be controlled by a security door.

To prevent access by tall vehicles, a vehicle height bar of 2.2 metres is to be provided at the main access to the basement car park.

### 3.3.2. Access Arrangements & Operation

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.

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

### 3.3.3. Traffic Signal Operation

The traffic signal on ground floor will show a default green light for vehicles to enter the site. When the light is red, it means a vehicle is exiting from the basement, and the vehicle is expected to wait behind hold line until the signal is green.

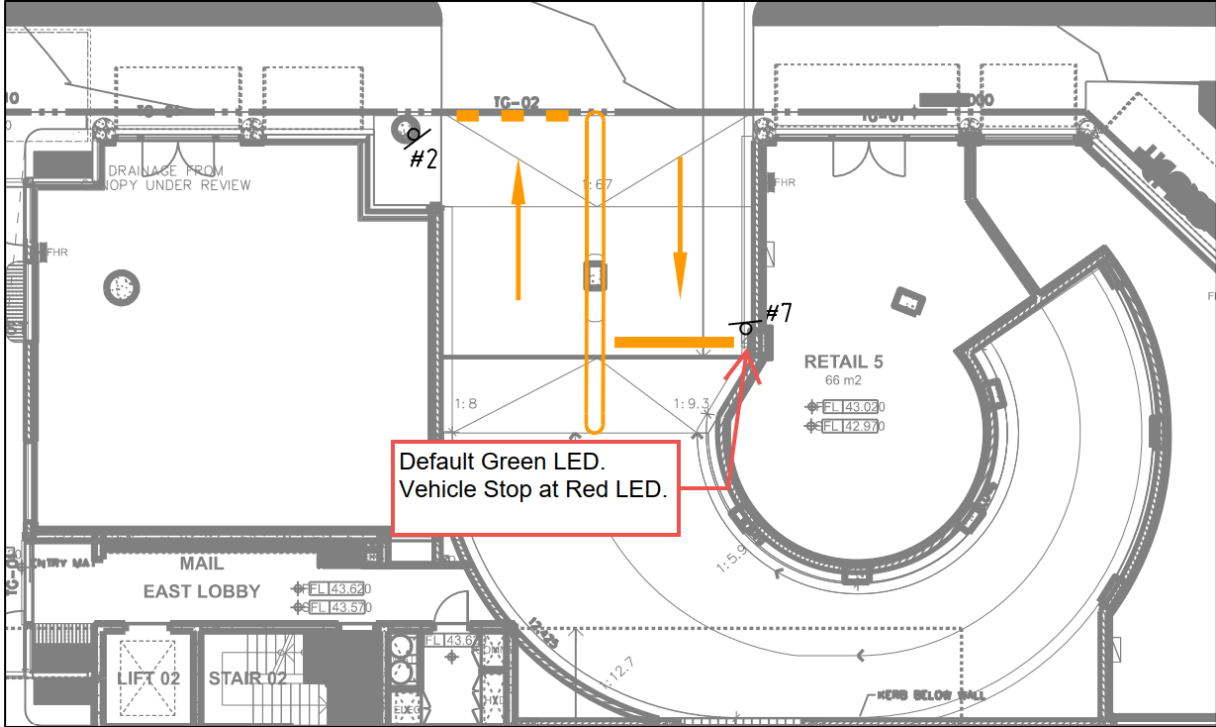


Figure 5: Ground Floor - Traffic Signal Operation

Within basement levels 01 and 02, a default red signal will be shown and vehicles departing the site are expected to wait at the designated “hold point” to activate the detection device to trigger the signal on ground floor to turn red then trigger the signal to turn green within the same basement level to ensure no vehicle is coming down the ramp while a vehicle exits the site. The signal system should be programmed to include an all-red phase of appropriate length to ensure the ramp is cleared of traffic before the new green phases commences.

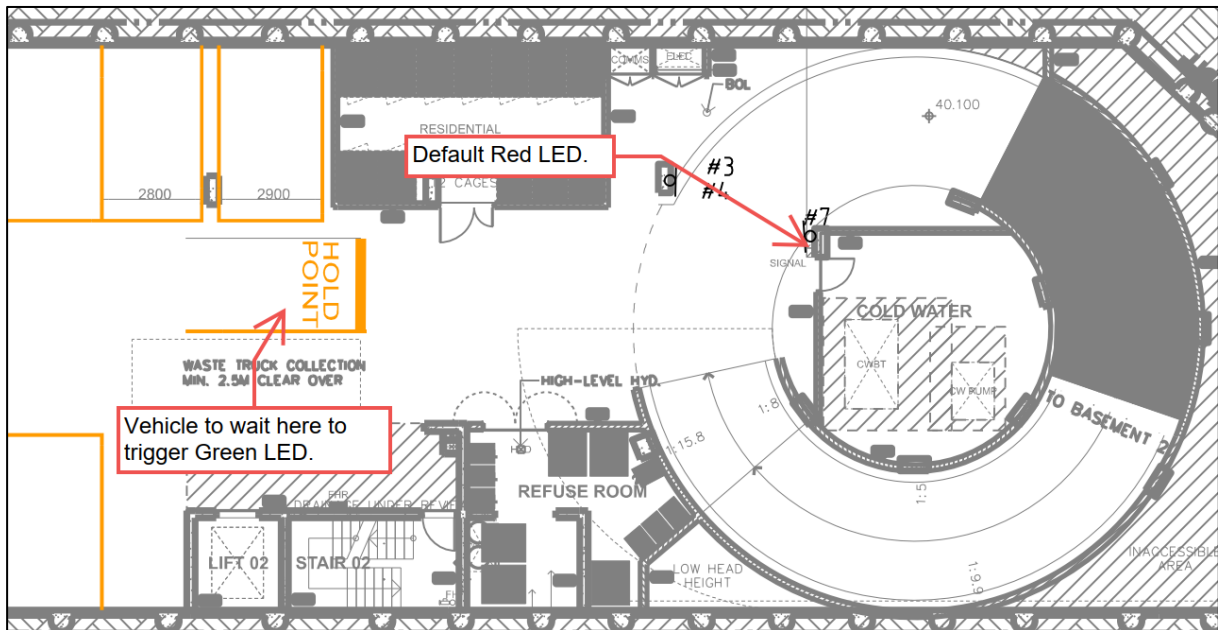


Figure 6: Basement - Traffic Signal Operation

### 3.3.4. Management of Different Users and Allocated Parking

The car park is to provide specific users with allocated parking areas. These areas are highlighted in Appendix B.

The car park will incorporate the following user specific components/allocations:

#### Staff Parking

- Staff will to be allocated 13 car spaces within basement level 2 car park. These car spaces are to be linemarked 'STAFF' to inform users that these spaces are for staff only.
- In basement level 1, signage is to be installed at entrance at the bottom of basement level 1 ramp to inform staff to continue circulating and park in basement level 2. Staff will not be permitted to park their vehicle within basement level 1.

#### Resident

- Residents will be allocated car spaces within the basement 2 carpark and all of basement 1. The car spaces in basement level 2 are to be individually line marked as 'RESIDENT' to inform users that these spaces are for residents only. As discussed previously, only residents will access basement level 1 as informed by signage and therefore it is not necessary to individually mark spaces on this level.

### 3.4. Electric Vehicle Infrastructure

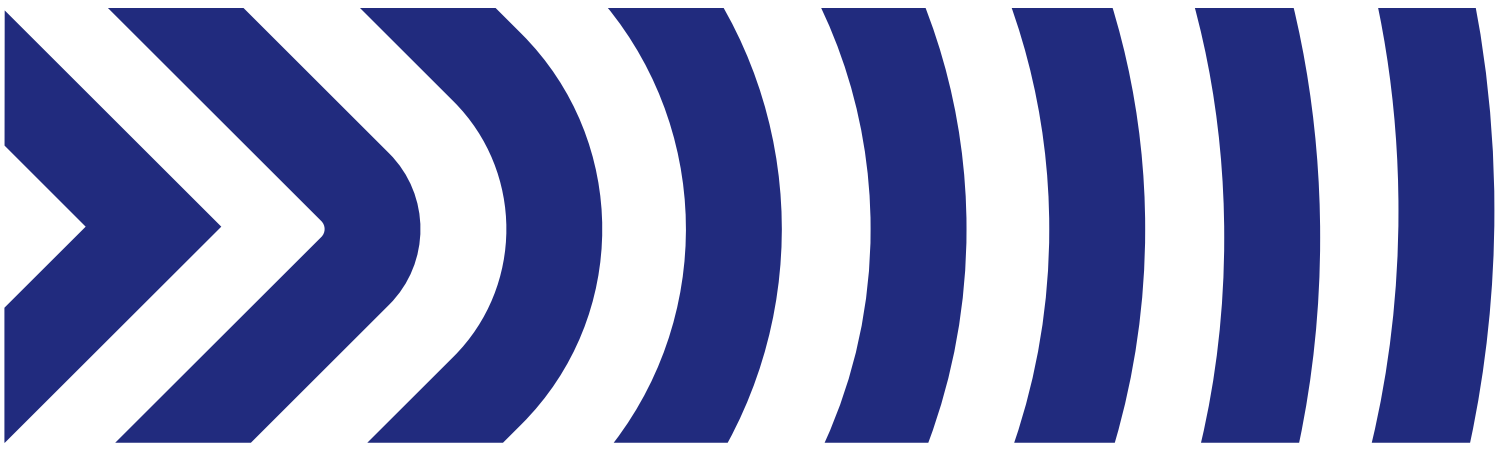
As outlined in the Sustainability Management Plan prepared by Frater Consulting Services, the development is to provide electrical infrastructure to support the future installation of electric vehicle charging devices for at least 25% of car parking spaces.

### 3.5. Loading Dock - Pedestrian Considerations

Warning signs and associated flashing lights are to be installed on both sides of the loading bay roller door that will indicate when a loading vehicle is entering or exiting the loading dock, to warn traversing pedestrians along the footpath.

Given the opening width of the loading dock vehicle access (approx. 5.5 metres), exiting trucks will have satisfactory access of the footpath in both directions and therefore convex mirrors are not necessary.

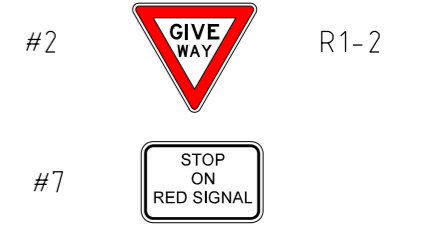
Further details on loading dock arrangements will be outlined in a Loading Management Plan as required at Condition 51 of the Planning Permit.



# Appendix A

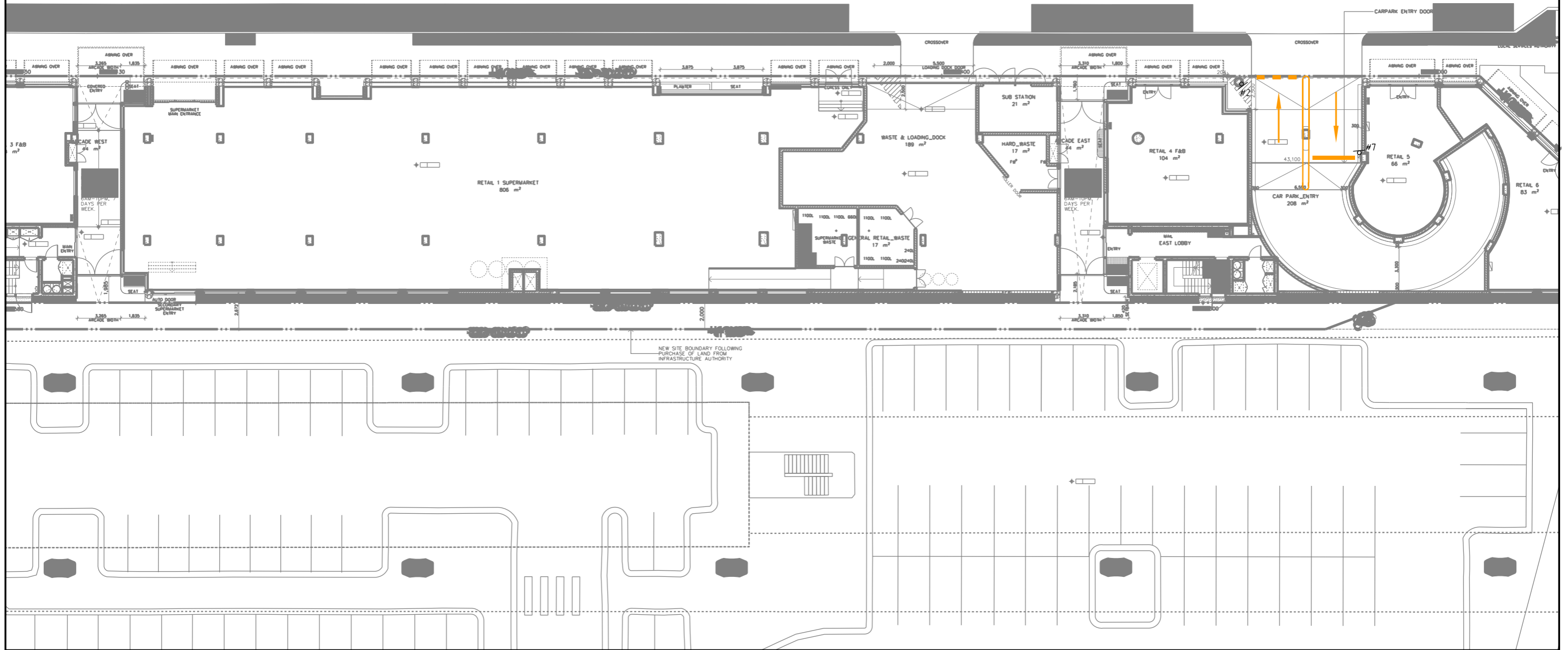
## Signs and Linemarking Plan

**SIGN SCHEDULE**



**GROUND**

NEERIM ROAD



DATE: 11/02/2026  
 MODEL: G28549-01-01  
 FILE: \\ussrv02\Group\Synergy\Projects\GRP2\GRP28549\03-Drawings\G28549-01-00.dgn

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	TOWN PLANNING	D. D	B. C(RPE7582)	6/11/2025
B	TOWN PLANNING V2	D. D	B. C(RPE7582)	11/02/2026

**GENERAL NOTES**

1 BASED ON ARCHITECTURAL PLANS RECEIVED IN FEBRUARY 2026 PREPARED BY FIELDWORK

DESIGNED  
D. DURAIRAJ

CHECKED/APPROVED  
B. CHISHOLM

FILE NAME  
G28549-01-00.dgn

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**467- 473 NEERIM ROAD  
MURRUMBEENA  
GLEN EIRA  
SIGNAGE & LINEMARKING PLAN**

SCALE 1:300(A3) 0 15 3 4.5 6

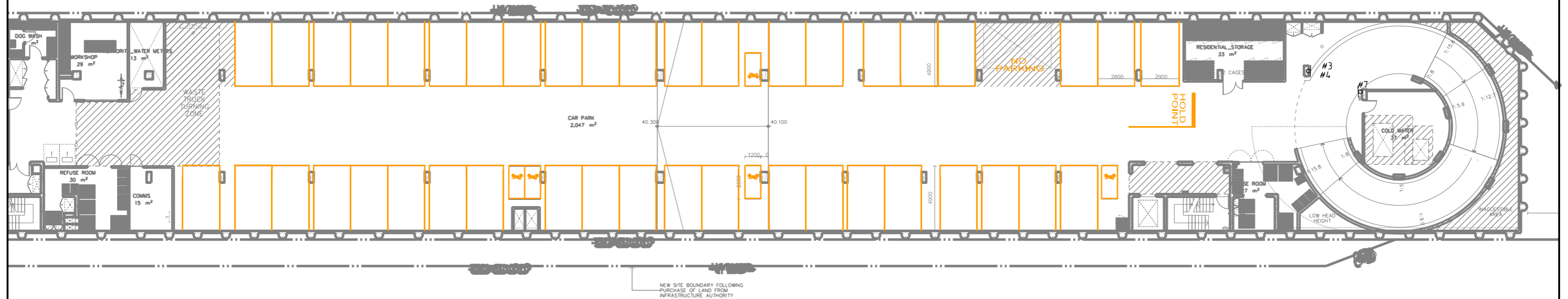
SHEET No. 1/3

DWG No. G28549-01-01

# BASEMENT 01

## SIGN SCHEDULE

- #3
- #4
- #7



DATE: 11/02/2026  
 MODEL: G28549-01-02  
 FILE: \\nsrv02\Group\Synergy\Projects\GRP2\GRP2\26549\03-Drawings\G28549-01-00.dgn

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE	GENERAL NOTES
A	TOWN PLANNING	D. D	B. C(RPE7582)	6/11/2025	1 BASED ON ARCHITECTURAL PLANS RECEIVED IN FEBRUARY 2026 PREPARED BY FIELDWORK
B	TOWN PLANNING V2	D. D	B. C(RPE7582)	11/02/2026	

DESIGNED D. DURAIRAJ
CHECKED/ APPROVED B. CHISHOLM
FILE NAME G28549-01-00.dgn

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 MURRUMBEENA  
 GLEN EIRA  
 SIGNAGE & LINEMARKING PLAN**

SCALE 1:300(A3) SHEET No. 2/3 DWG No. G28549-01-02

SIGN SCHEDULE

#7

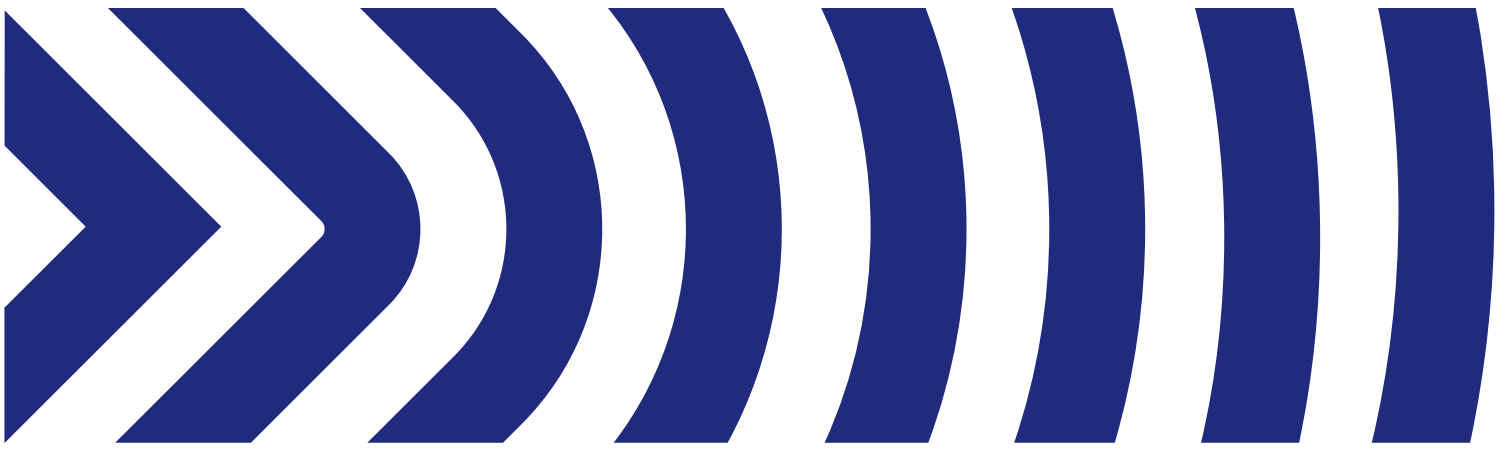


BASEMENT 02



DATE: 11/02/2026  
MODEL: G28549-01-03  
FILE: \\msrv02\group\Synergy\Projects\GRP2\GRP28549\03-Drawings\G28549-01-00.dgn


ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE	GENERAL NOTES	DESIGNED	<b>Traffix Group</b> Level 28, 459 Collins Street Melbourne, Victoria 3000 +61 3 9822 2888 www.traffixgroup.com.au	467- 473 NEERIM ROAD MURRUMBEENA GLEN EIRA SIGNAGE & LINEMARKING PLAN		
A	TOWN PLANNING	D. D	B. C(RPE7582)	6/11/2025	1 BASED ON ARCHITECTURAL PLANS RECEIVED IN FEBRUARY 2026 PREPARED BY FIELDWORK	D. DURAIRAJ		SCALE 1:300(A3)	0 15 3 4.5 6	SHEET No. 3/3
B	TOWN PLANNING V2	D. D	B. C(RPE7582)	11/02/2026		CHECKED/APPROVED B. CHISHOLM		DWG No. G28549-01-03		
						FILE NAME G28549-01-00.dgn				

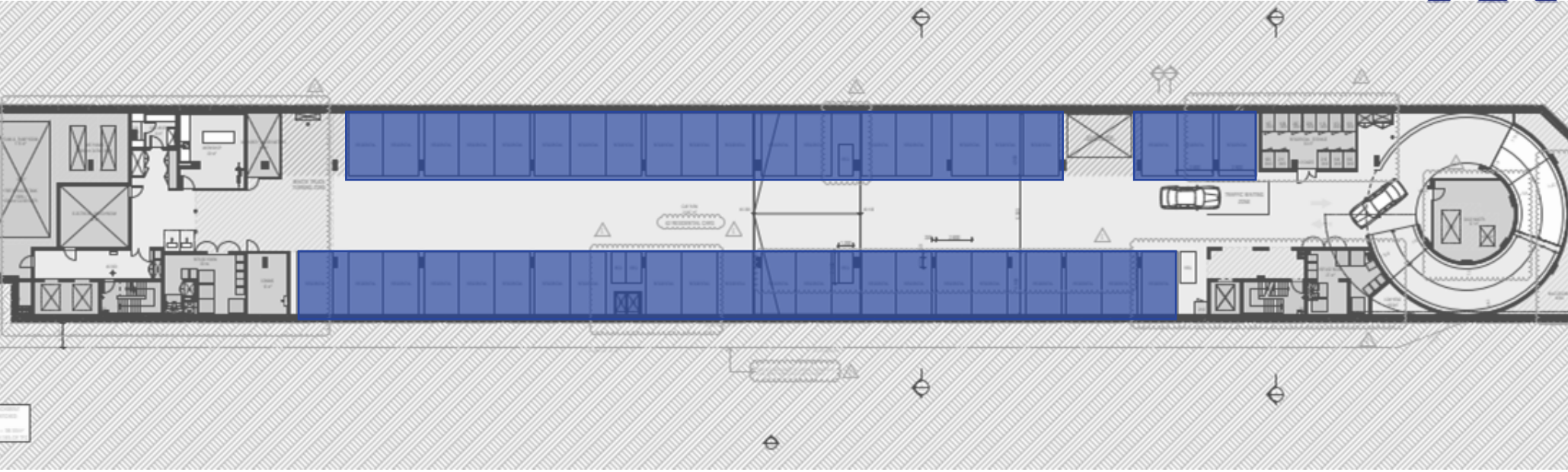


# **Appendix B**

## **Car Parking Allocation**

# Basement 01 Car Park Allocation

**Allocation:**  
Resident Dwellings 



# Basement 02 Car Park Allocation

**Allocation:**

Retail	
Resident Dwellings	

