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Traffic Engineering Assessment

Proposed Amendment to School

737-743 Hawthorn Road, Brighton East

Prepared for
Melbourne Montessori School

March 2026

G36255R-01C

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A	Draft	30/07/2025	[REDACTED]	[REDACTED]
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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems



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Table of Contents

- 1. Introduction..... 5**
- 2. Proposal and Background 5**
- 3. Existing Conditions 6**
 - 3.1. Subject Site..... 6
 - 3.2. Transport Network 10
 - 3.2.1. Road Network 10
 - 3.2.2. Car Parking Conditions 12
 - 3.3. Alternative Transport Modes 14
 - 3.3.1. Public Transport 14
- 4. Traffic Engineering Assessment 16**
 - 4.1. Statutory Car Parking Assessment..... 16
 - 4.2. Bicycle Parking Provisions..... 18
 - 4.3. Review of Carpark Layout and Vehicle Access Arrangements 18
 - 4.4. Land Adjacent to The Principal Road Network 23
 - 4.4.1. Decision Guidelines 24
 - 4.4.2. Assessment 24
 - 4.5. Loading and Waste Collection Arrangements 24
 - 4.5.1. Loading and Waste Collection..... 24
 - 4.5.2. Waste Collection..... 24
 - 4.6. Traffic Impact Assessment 25
- 5. Response to RFI..... 25**
- 6. Conclusions..... 27**

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List of Figures

- Figure 1: Subject Site (view south-east from Hawthorn Road) 7
- Figure 2: Locality Plan (Source: Melway) 7
- Figure 3: Aerial Photograph (Source: Nearmap) 8
- Figure 4: Land Use Zoning Map (Source: Planning Schemes Online) 9
- Figure 5: Hawthorn Road – view north 11
- Figure 6: Hawthorn Road – view south 11
- Figure 7: Rogers Avenue – view east 11
- Figure 8: Rogers Avenue – view west 11
- Figure 9: Gillard Street – view east 11

Figure 10: Gillard Street – view west	11
Figure 11: Parking Survey Inventory (Source: Melway)	12
Figure 12: Profile of On-Street Parking Demand	13
Figure 13: Public Transport Map (Source: PTV)	14
Figure 14: Principal Public Transport Network Area (Source: Vicplan)	15

List of Tables

Table 1: Subject Site Description	6
Table 2: Local Road Network	10
Table 3: Summary of Public Transport Services	15
Table 4: Statutory Car Parking Assessment – Category 2 of Clause 52.06-5	17
Table 5: Carpark Layout and Access Assessment	18
Table 6: Response to RFI	25

List of Appendices

Appendix A	Development Plans
Appendix B	Car Parking Surveys
Appendix C	Swept Path Diagrams

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1. Introduction

Traffic Group has been engaged by Melbourne Montessori School to undertake a traffic engineering assessment for a proposed amendment to school at 737-743 Hawthorn Road, Brighton East.

This report has been updated to respond to the Department of Transport and Planning Further information Request (dated 29/01/2026), with a specific response at Section 5.

2. Proposal and Background

The site has an existing permit under Permit No. 5.2014/514/5 (dated 10th December, 2020) and endorsed plans (stamped 17th December, 2019).

The permit allows for the following:

- The use of the land for a childcare centre, kindergarten, primary school and secondary school.
- A total of 193 children may be present on the site at any one time (the composition of different ages groups is not specified).
- A total of 16 staff may be present on the site at any one time.
- A total of 18 car spaces (including 1 DDA space) to be provided at the north-western corner of the site, accessed via a two-way crossover to Hawthorn Road.
- A total of 6 bicycle spaces provided on-site.

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The proposal seeks to amend the plans to provide a food technology building at the north-eastern corner of the site, with a basement carpark underneath. This basement carpark will accommodate a total of 11 spaces. Additionally, a separate at-grade vehicle crossover will be provided via a newly constructed crossover to Hawthorn Road which provides access to a DDA space.

The existing redundant crossover will be removed, ensuring that no car parking is lost post-development.

The proposal does not seek to change the maximum number of children or staff on the site however; no early learning students or teachers are now proposed at this campus.

Accordingly, when compared to the endorsed scheme, the proposal essentially reduces in car parking from 18 to 12 spaces, and the provides an additional access point to Hawthorn Road (for the DDA space). It then retains the existing staff and students numbers for primary and secondary purposes only.

Development plans for the proposal are attached at Appendix A.

It is of note that the school currently operates in line with the permit, with the exception of the staff carpark, which has not yet been constructed (i.e. no car parking is currently provided on-site).

3. Existing Conditions

3.1. Subject Site

The subject site is 737-743 Hawthorn Road, Brighton East. The table below summarises the key characteristics of the subject site.

Table 1: Subject Site Description

Characteristic	Description
Address	737-743 Hawthorn Road, Brighton East
Area	6,595m ²
Frontages	69m to Hawthorn Road
Zoning	Neighbourhood Residential Zone – Schedule 3 (NRZ3)
Current use of site	737 Hawthorn Road – Single-storey dwelling 739-741 Hawthorn Road – Melbourne Montessori School
Car parking and loading provision	737 Hawthorn Road – informal parking for 2 cars at-grade 739-741 Hawthorn Road – no formal parking
Vehicle access	737 Hawthorn Road – single width crossover 739-741 Hawthorn Road – two single width crossovers and one double width crossover
On-street parking along site frontage	7 unrestricted spaces to Hawthorn Road

A photo of the site’s frontage, locality plan, aerial photograph and land use zoning map is provided at Figure 1 to Figure 4, respectively.

Significant nearby land uses include:

- **Hurlingham Park** located 200m west of the site.
- **St Finbar’s School** located 550m south of the site.
- **Gardenvale Primary School** located 700m north of the site.

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Figure 1: Subject Site (view south-east from Hawthorn Road)

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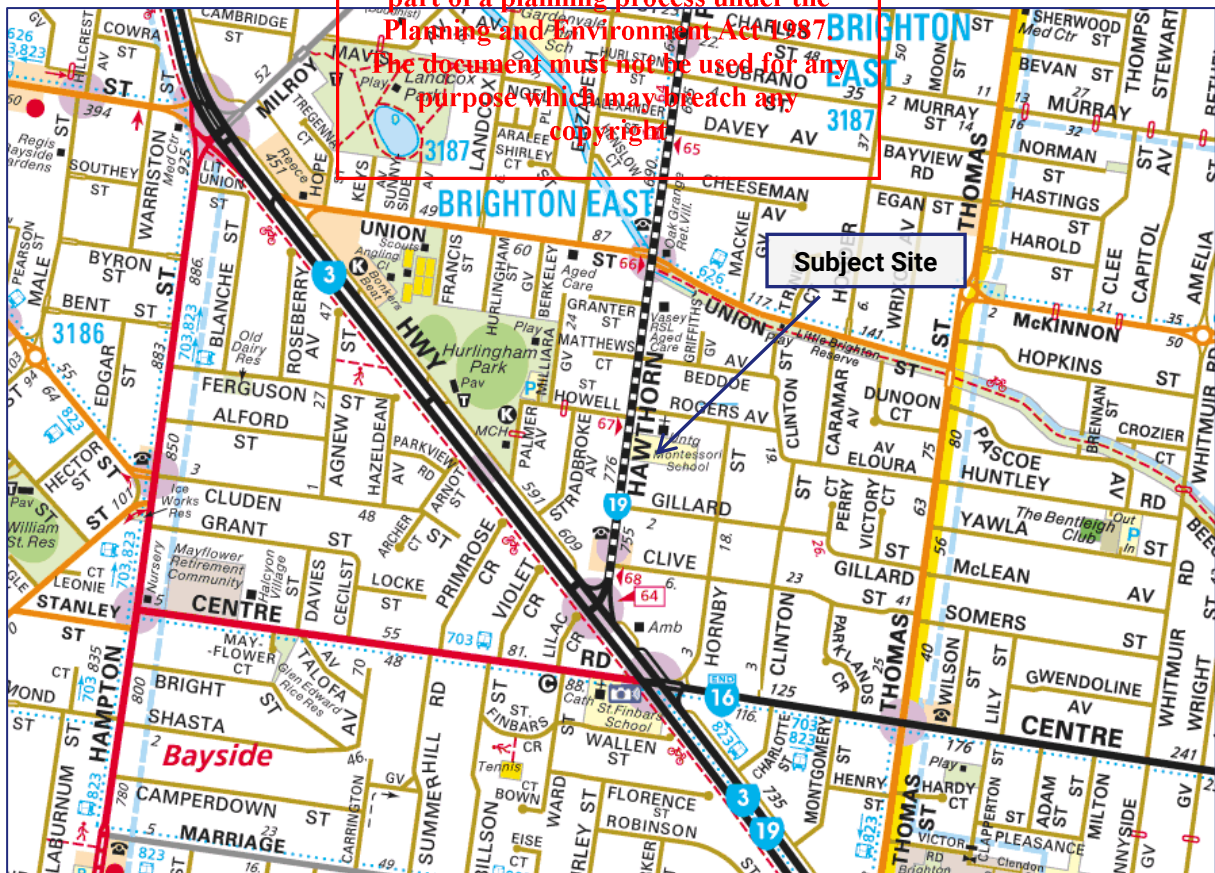


Figure 2: Locality Plan (Source: Melway)



Figure 3: Aerial Photograph (Source: Nearmap)

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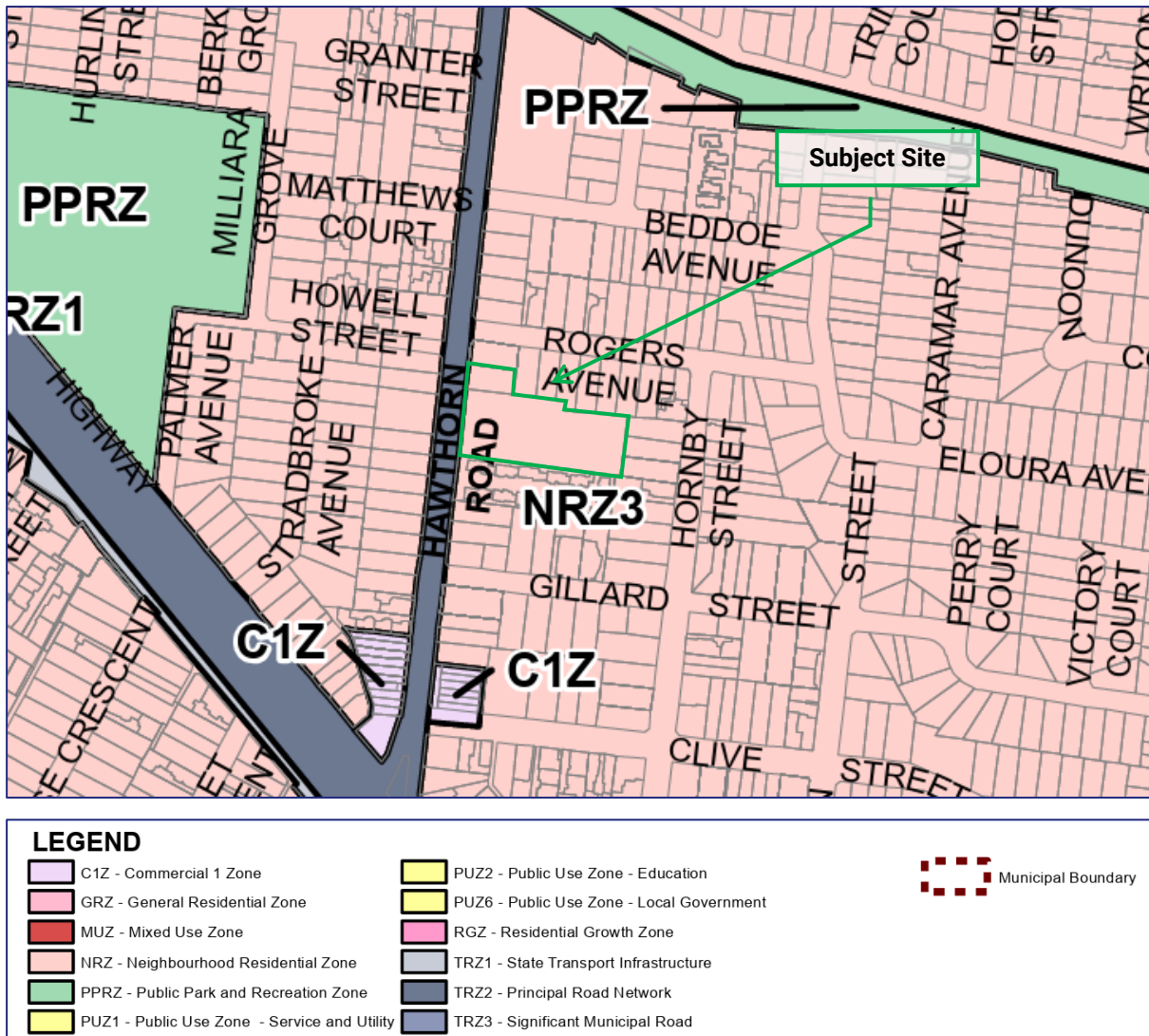


Figure 4: Land Use Zoning Map (Source: Planning Schemes Online)

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3.2. Transport Network

3.2.1. Road Network

A summary of the local road network is provided in the table below.

Photos of the surrounding road network are presented following the table.

Table 2: Local Road Network

Road Name	Agency	Classification	Transport Zone	Configuration	Speed Limit	On-Street Parking
Hawthorn Road	DTP	Arterial Road	TRZ2	Two lanes in each direction. The centre lane is shared with tram tracks.	40km/h 8-9:30am, 2:30-4pm School Days, 60km/h other times	Kerbside parking on both sides.
Rogers Avenue	Council	Local Road	No	7.0m wide carriageway	50km/h	Kerbside parking both sides ¹
Gillard Street	Council	Local Road	No	7.0m wide carriageway	50km/h	Kerbside parking both sides ¹

Notes:

1. Due to carriageway width, if parking occurs on both sides simultaneously, this leaves one lane for two-way traffic flow.

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Figure 5: Hawthorn Road – view north



Figure 6: Hawthorn Road – view south

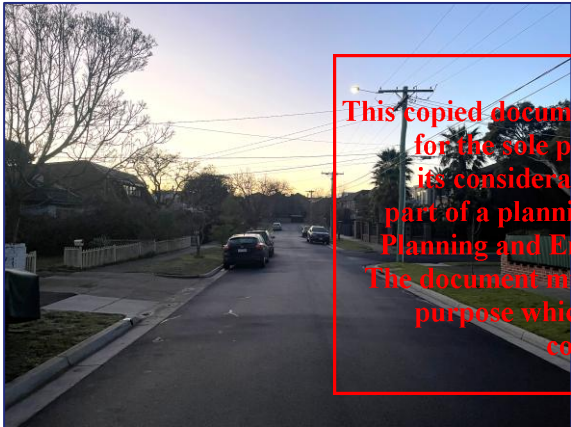


Figure 7: Rogers Avenue – view east



Figure 8: Rogers Avenue – view west



Figure 9: Gillard Street – view east



Figure 10: Gillard Street – view west

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3.2.2. Car Parking Conditions

Traffic Group has completed parking surveys of on and off-street parking in the vicinity of the subject site. The purpose of the surveys was to assess the supply, management and demand for public parking resources in the nearby area. The surveys were completed at 30 minute intervals between 7-11am and 2-5pm on Thursday 24th July, 2025.

These times correspond to the peak demand times for the Montessori School on the site and the nearby area. The Montessori School was also operational on the day of survey.

The detailed parking survey is presented at Appendix C.

The survey area is presented in the figure below, which comprises an area of approximately 200m around the subject site.



Figure 11: Parking Survey Inventory (Source: Melway)

The car parking surveys identified between 192-195 car spaces available for use by the general public in the nearby area¹.

Car parking was generally a mixture of unrestricted and short term (1/4P and 2P).

¹ Includes all car spaces available to the general public, excluding those subject to 'No Stopping' restrictions during the relevant enforcement period. Spaces subject to 1/4P were also conservatively excluded, given the short term nature of these restrictions, which may not be suitable for all personnel accessing the site.

A total of 7 unrestricted car spaces are available along the site’s frontage. It is unusual for car parking along the frontage of a school to be unrestricted, as this is the location generally utilised for drop-off and pick-up activities by parents.

Although not a part of this application, we would recommend reconsidering the parking controls along the frontage. Council should look into implementing short-term restrictions during school drop off and pick up times to ensure that these spaces turn over during these times, meaning that the most proximate parking to the site is available for parents and students.

The car parking demands over the survey period are shown below.

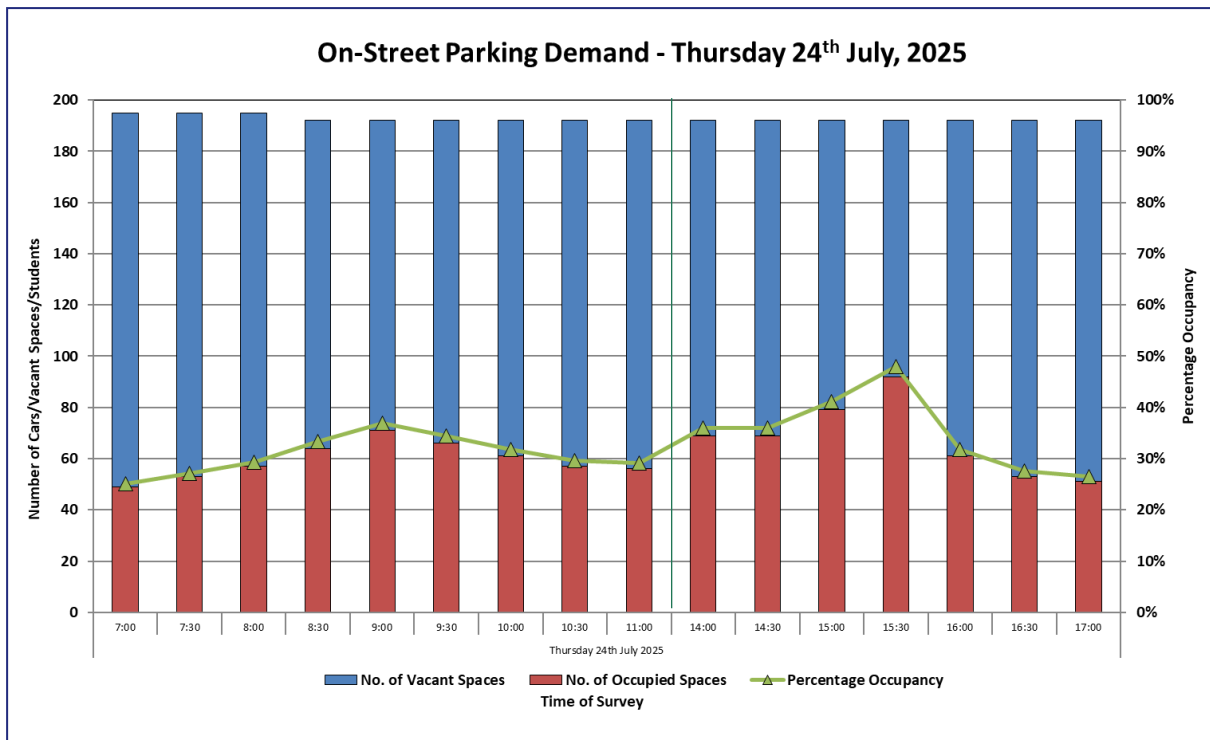


Figure 12: Profile of On-Street Parking Demand

Overall demand for on-street parking was low over the surveyed period. A minimum of 100 vacant spaces were recorded over the survey period (48% occupancy), which occurred at 3pm on Thursday 24th July, 2025.

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3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services tram and bus services available in the vicinity of the site. The site is located within the Principal Public Transport Network area (PPTN).

A map of the nearby services is provided at Figure 13 and a summary is provided at Table 3. The PPTN network map is provided at Figure 14.

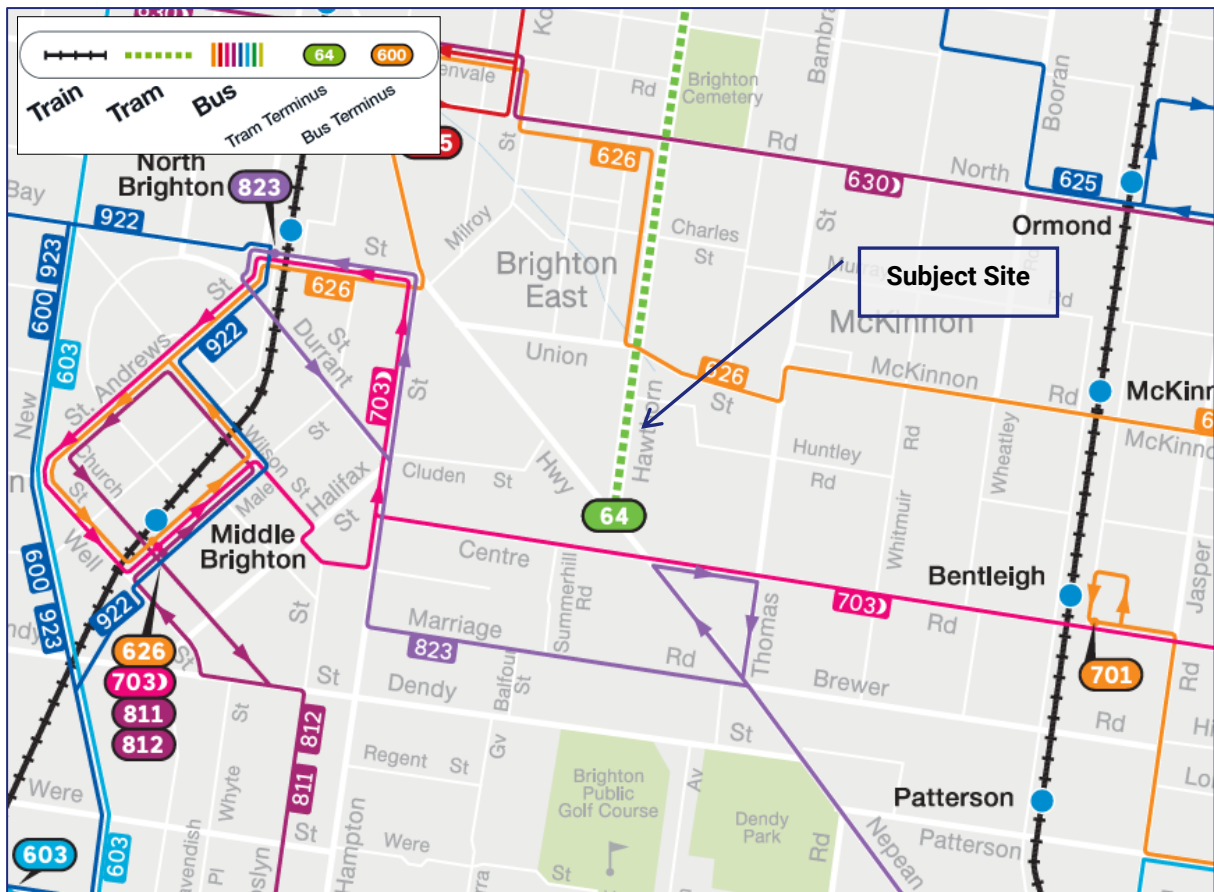


Figure 13: Public Transport Map (Source: PTV)

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Table 3: Summary of Public Transport Services

Service	Between	Via
Hawthorn Road – operates along the site’s frontage		
Tram Route 64	Melbourne University & Brighton East	Caulfield, Armadale, Prahran & CBD
Union Street – Approximately 400m walking distance north of the site		
Bus Route 626	Elsternwick & Chadstone Shopping Centre	Ormond & Oakleigh
Centre Road – Approximately 500m walking distance south of the site		
Bus Route 703	Blackburn & Middle Brighton	Sydney, Monash Uni & Bentleigh

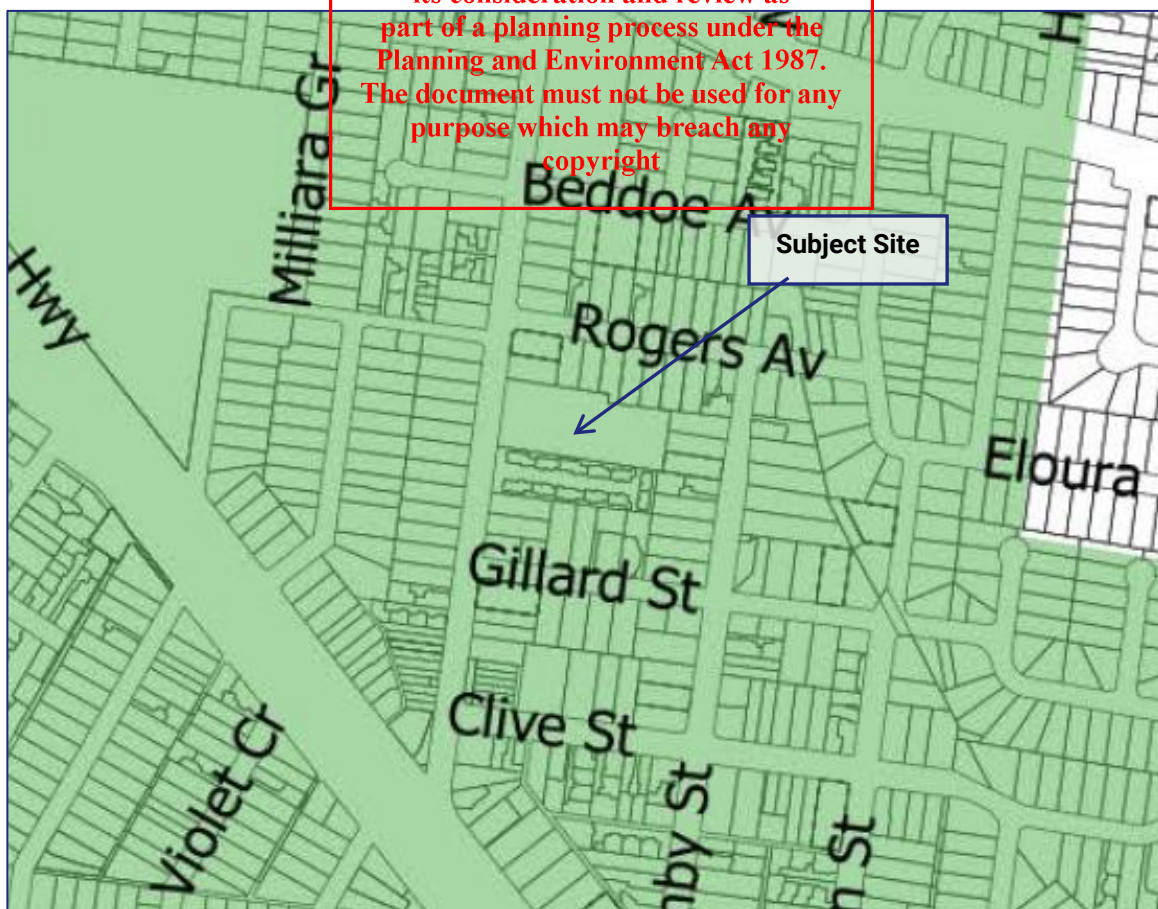


Figure 14: Principal Public Transport Network Area (Source: Vicplan)

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The school encompasses multiple land-use categories, being 'primary school' and 'secondary school' under Clause 73.03 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. 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.

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The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

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

The site is located in Category 2 of the CPR system (PTAL rating - low public transport access).

- Category 1 – poor public transport access
- Category 2 – low public transport access
- Category 3 – medium public transport access
- Category 4 – high public transport access

The statutory car parking assessment of the development is set out in Table 5 below.

For the primary school and secondary school, the measure is the number of employees. Given the statutory rate is the same for primary and secondary, we have given 8 staff to the primary and 8 to the secondary (even split for a total of 16 staff).

The statutory car parking assessment of the development is set out in Table 4 below.

Table 4: Statutory Car Parking Assessment – Category 2 of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Category 2)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
Primary School	8 (staff)	0.5 spaces to each employee	4	12	+4
Secondary School	8 (staff)	0.5 spaces to each employee	4		
TOTAL			8	12	+4

Notes:

1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

The proposed provision of 12 car spaces results in a surplus of 4 car spaces, and a reduction of car parking is therefore not required.

Disabled Parking

Clause 52.06-9 states that:

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

One DDA space is required for the site, and one is provided, fully complying with this requirement.

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4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

A total of 6 bicycle parking spaces are proposed on-site, which is consistent with the endorsed plans. Given that no additional child or staff number are proposed, there is no statutory requirement to provide further bicycle parking.

We are satisfied that the proposed bicycle parking arrangements are appropriate.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2022 – Part 6: Off-Street Car Parking for People with Disabilities.

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

Table 5: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Accessway exceeds 4.2m width at changes in direction
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	N/A	Carpark is not public.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Minimum headroom of 2.2m provided within carpark.

Requirement	Assessment	Design Response
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	All vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Passing area provided to the basement carpark. Passing area is not required for the DDA parking area, as this serves only 1 space.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	✓	Splays provided for both crossovers.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	✓	Car spaces within basement are greater than 6m from Hawthorn Road carriageway. This offset is not required for the DDA space carpark, as it serves only 1 space, but is achieved in any event.
If entry to the car space is from a road, the width of the accessway may include the road.	✓	No car spaces accessed directly from the road.

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Requirement	Assessment	Design Response																													
Clause 52.06-9 Design Standard 2 – Car Parking Spaces																															
<p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.</p> <table border="1"> <thead> <tr> <th>Angle of car spaces to accessway</th> <th>Accessway width</th> <th>Car park width</th> <th>Car park length</th> </tr> </thead> <tbody> <tr> <td>Parallel</td> <td>3.6 m</td> <td>2.3 m</td> <td>6.7 m</td> </tr> <tr> <td>45°</td> <td>3.5 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>60°</td> <td>4.9 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td rowspan="4">90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td>4.8 m</td> <td>3.2 m</td> <td>4.9 m</td> </tr> </tbody> </table> <p><i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.1-2004.</i></p>	Angle of car spaces to accessway	Accessway width	Car park width	Car park length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	<p>✓</p>	<p>Car spaces are either 2.7m wide x 4.9m long with access from a 6.0m wide accessway, or 2.6m wide x 4.9m long with access from an aisle in excess of 6.4m.</p> <p>Access to and from the critical car spaces within the carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).</p>
Angle of car spaces to accessway	Accessway width	Car park width	Car park length																												
Parallel	3.6 m	2.3 m	6.7 m																												
45°	3.5 m	2.6 m	4.9 m																												
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90°	6.4 m	2.6 m	4.9 m																												
	5.8 m	2.8 m	4.9 m																												
	5.2 m	3.0 m	4.9 m																												
	4.8 m	3.2 m	4.9 m																												
<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:</p> <ul style="list-style-type: none"> • A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. • A structure, which may project into the space if it is at least 2.1 metres above the space. 	<p>✓</p>	<p>Obstructions are placed outside of the area required for clearance under Diagram 1.</p>																													
<p>Diagram 1 Clearance to car parking spaces</p> <p>Diagram 1 shows a car space and an accessway. The car space is 1750mm long and 2000mm wide. The accessway is 1900mm wide. Dimensions are in millimeters. A legend indicates 'Clearance required' (hatched area) and 'Tree or column permitted' (solid grey area).</p>																															
<p>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</p>	<p>N/A</p>	<p>No garages proposed.</p>																													

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Requirement	Assessment	Design Response													
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	No tandem car spaces.													
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	✓	All spaces are under cover.													
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	✓	DDA space is provided in accordance with AS2890.6-2022.													
Clause 52.06-9 Design Standard 3 - Gradients															
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	<p>This copied document to be made available for the assurance of enabling sign must have regard to the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p>	Maximum grade of 1:10 provided for the first 5m from the road.													
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	✓	Maximum grade of 1:4 provided along the ramp.													
<table border="1"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)		
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	✓	Transitions comply with these requirements.													
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	✓	Complies.													

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 4 – Mechanical Parking		
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	N/A	No mechanical parking proposed.
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	N/A	
The design and operation is to the satisfaction of the responsible authority.	N/A	
Clause 52.06-9 Design Standard 5 – Urban Design		
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A	These matters are more related to urban design, rather than specifically traffic engineering.
Car parking within buildings (including disabled portions of partly submerged basements) must be screened or obscured where possible including through the use of occupied tenancies, landscaping architectural treatments and artworks.	N/A	
Design of car parks must take into account their use as entry points to the site.		
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	N/A	Carpark will be adequately lit during school operating times.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	N/A	Carpark is within a secure basement.
Pedestrian access to car parking areas from the street must be convenient.	✓	Separate pedestrian routes are provided to the carpark from the street.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	Pedestrian access points are provided at all ends of the carpark.

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Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A	These requirements are not strictly related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

4.4. Land Adjacent to the Principal Road Network

Clause 52.29 applies to land adjacent to a Transport Zone 2 or a Public Acquisition Overlay.

The purpose of this clause is to:

- To ensure appropriate access to identified roads.
- To ensure appropriate subdivision of land adjacent to identified roads.

A permit is required to:

- Create or alter access to:
 - A road in a Transport Zone 2.
 - Land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority and the acquisition is for the purpose of a road.
- Subdivide land adjacent to:
 - A road in a Transport Zone 2.
 - Land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority and the acquisition is for the purpose of a road.

Hawthorn Road a road in a Transport Zone 2, and the proposal seeks to alter access. Specifically, the following changes are proposed:

- The existing crossover to 737 Hawthorn Road will be widened to facilitate two-way access to the new basement carpark.
- A separate single width crossover will be provided to service the proposed DDA space.
- The redundant single-width crossover at the mid-point of the site will be removed.

Accordingly, a permit is required.

4.4.1. Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

4.4.2. Assessment

The site has no other road frontages, aside from Hawthorn Road for access.

Given that one crossover is added, while one is also removed, there is no net change to the number of access points provided to Hawthorn Road (noting that one crossover is also being widened to provide two-way access to the basement).

The access point accords with all design requirements of Clause 52.06 and will provide for safe and functional access.

We are satisfied that the vehicle access arrangements achieve the objectives of Clause 52.29.

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4.5. Loading and Waste Collection Arrangements

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.*

4.5.1. Loading and Waste Collection

The proposal does not include an on-site loading bay. All loading activities will occur on-street.

Emergency vehicle access and infrequent significant loading for special events can occur on-site within the gate to the school courtyard.

This is consistent with the existing arrangements that currently occur for the school.

We are satisfied that these arrangements are appropriate.

4.5.2. Waste Collection

Waste collection will be undertaken by Council's existing services along the site's frontage to Hawthorn Road.

This is a continuation of existing arrangements and is considered acceptable.

4.6. Traffic Impact Assessment

The proposal does not seek to increase the total number of children or staff on the site. The primary change when compared to the endorsed plans is that the number of car spaces provided on-site will reduce from 18 to 12.

We are satisfied that the proposed changes will not result in any material difference to the traffic generated by the school.

5. Response to RFI

The table below provides a response to each item outlined in the RFI request.

Table 6: Response to RFI

RFI Item	Response
A. Swept path analysis to all carparking spaces within the basement carpark.	Swept paths attached in Appendix C have been updated to include all parking spaces.
B. Swept path analysis to the proposed DDA carparking space(s).	Swept paths attached in Appendix C include DDA car space.
C. Swept path analysis to demonstrate that a vehicle can access the basement carparking areas in a forwards direction simultaneously with a vehicle exiting in a forward's direction.	The base of the ramp is locally reduced to 4.5m and therefore doesn't allow for simultaneous passing. This is a small staff carpark with little turnover, where staff typically arrive in the morning and leave in the afternoon. There are appropriate passing opportunities at the top of the ramp and within the carpark aisle. Therefore, we are satisfied the current carpark design is appropriate and fit for purpose.
D. Updated architectural plan extracts consistent with the above stated further information item 3.	Plan extracts have been updated.
E. An amended assessment against clause 52.06 pursuant to the requirements applicable to an application lodged after the gazette date of VC277 (18/12/2025)	See Section 4.1.
Preliminary Assessment	
School pick up/drop off arrangements:	The carpark is designed for staff access only.

RFI Item	Response
<p>The proposed new basement carpark isn't suitable for school drop off/ pick up arrangements. It is noted that no suitable response to school pick up and drop off arrangements is outlined within the proposal currently. NOTE: The original permit for the subject site issued by council had outlined that 7 spaces at ground level would be used for school pick up and drop off arrangements. It is acknowledged that this was unfortunately not acted upon/ delivered, however a suitable means to address school pick up/drop off arrangements is required given this capacity to address such matters would no longer be possible should a permit be issued..</p> <p>NOTE: H,TfV has made a note within their referral response outlining that a temporary on street carparking arrangement to the front of the school should be considered. It is noted however that given the road is a council asset, that this matter cannot be approved by DTP but rather must be considered by council.</p> <p>NOTE: Any proposed responses to school pick up/ drop off arrangements will be considered.</p>	<p>The Planning scheme does not strictly require student pickup/drop off spaces and there is little space on site to provide such.</p> <p>Car parking is in excess of the statutory requirement for car parking under Clause 52.06 of the Planning Scheme. Therefore, the amendment cannot be refused on the provision of car parking.</p> <p>We do recommend school time parking restrictions are introduced on Hawthorn Road, as it is currently unrestricted along the site's frontage. This is the responsibility of Council.</p> <p>Currently these spaces are used for all day parking and are largely unavailable to parents completing pick-up/drop-off. It is best practice when managing car parking around schools to provide drop-off/pick-up areas as close to the school as possible to maximise their efficiency and minimise walking distances by students and parents (increasing turnover).</p>
<p>Basement car parking and accessway provision concerns:</p> <p>Not all basement car parking spaces are accessible via a 6m wide accessway.</p> <p>Concerns with the ability for two or more vehicles accessing/exiting the basement carpark simultaneously in a forward's direction.</p>	<p>Car spaces are either 2.7m wide x 4.9m long with access from a 6.0m wide accessway, or 2.6m wide x 4.9m long with access from an aisle in excess of 6.4m.</p> <p>This is compliant under Clause 52.06 of the Planning Scheme.</p> <p>This is a small staff carpark with little turnover, where staff typically arrive in the morning and leave in the afternoon. There are appropriate passing opportunities at the top of the ramp and within the carpark aisle.</p>

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6. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed amendment to school at 737-743 Hawthorn Road, Brighton East, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 8 car spaces under Clause 52.06-5,
- b) the provision of 12 car spaces results in an excess of 4 car spaces,
- c) although not strictly part of this planning application, we consider that on-street parking restrictions along the site's frontage should be considered, and that the introduction of short-term parking during school drop off and pick up times would help facilitate these related activities occurring in close proximity to the site,
- d) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- e) the new vehicle access to Hawthorn Road accords with the objectives of Clause 52.29 and provides safe and functional access,
- f) the bicycle parking provision is consistent with the endorsed scheme,
- g) loading and waste collection will continue to occur in line with the current arrangements, and
- h) the amendment is not expected to have any material impact to the level of traffic generated by the site, and
- i) there are no traffic engineering reasons why the proposed amendment to school at 737-743 Hawthorn Road, Brighton East should be refused, subject to appropriate conditions.

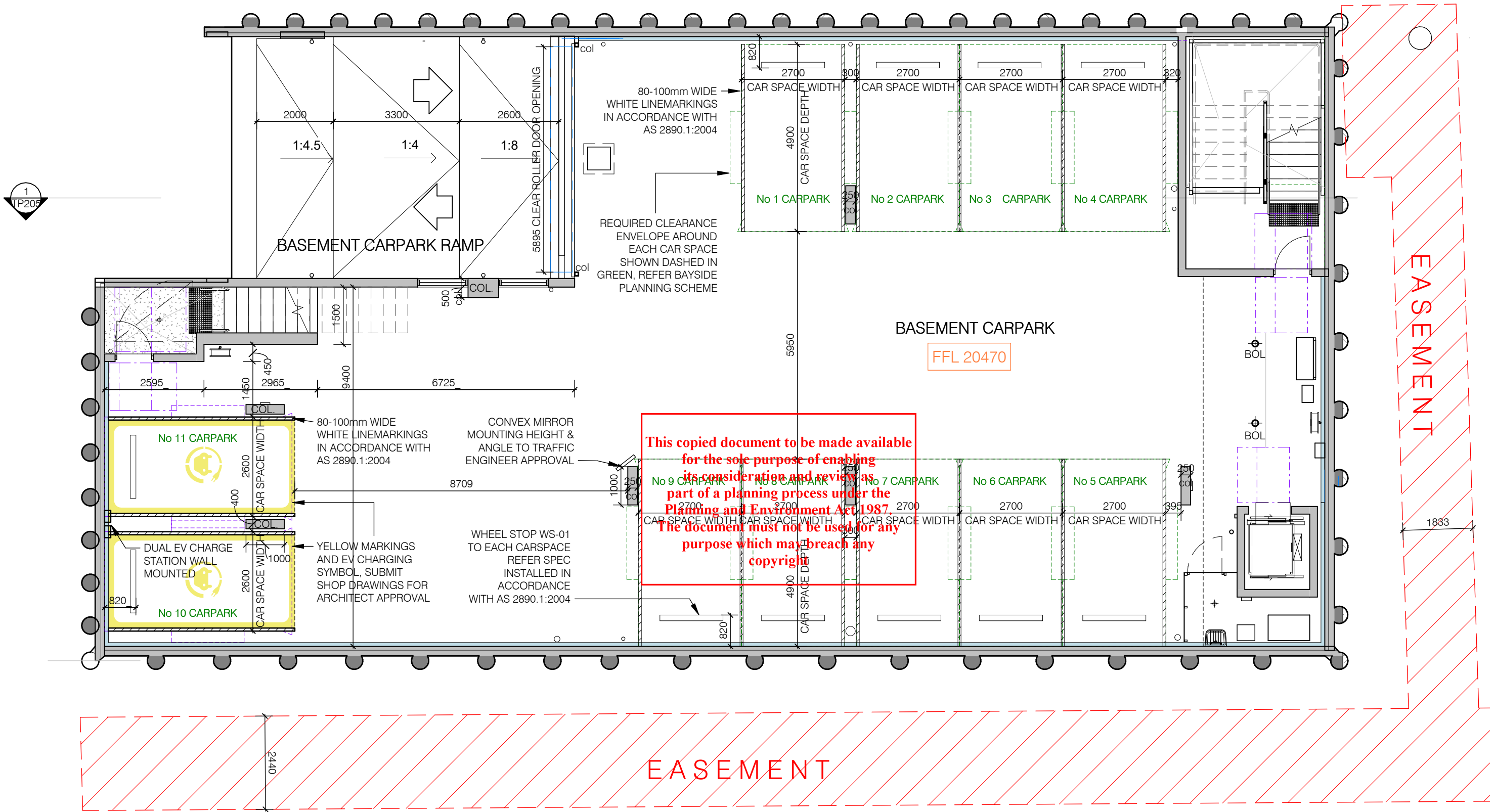
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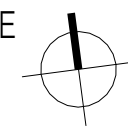
Appendix A

Development Plans

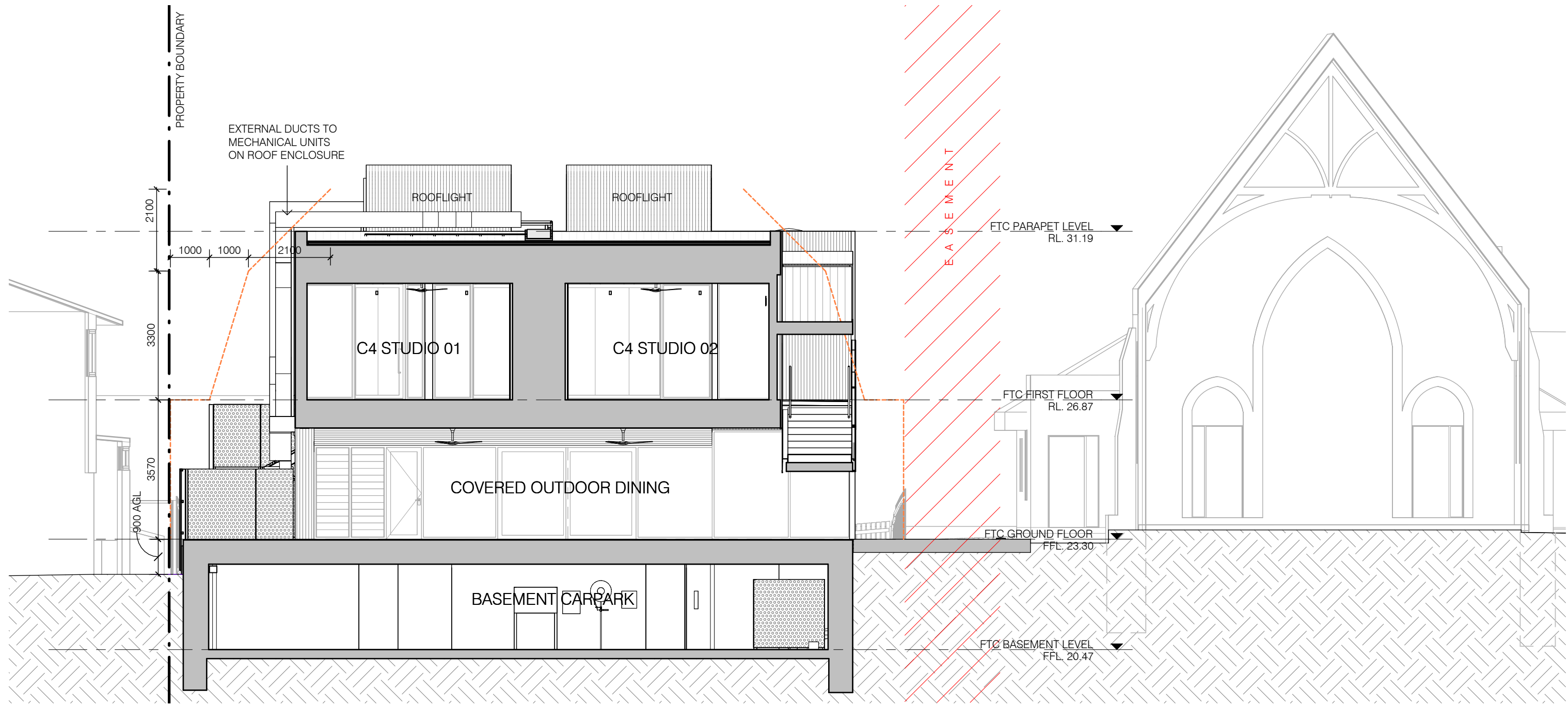
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NUMBER	REVISIONS	DATE
01	DT&P RFI	2025-03-11

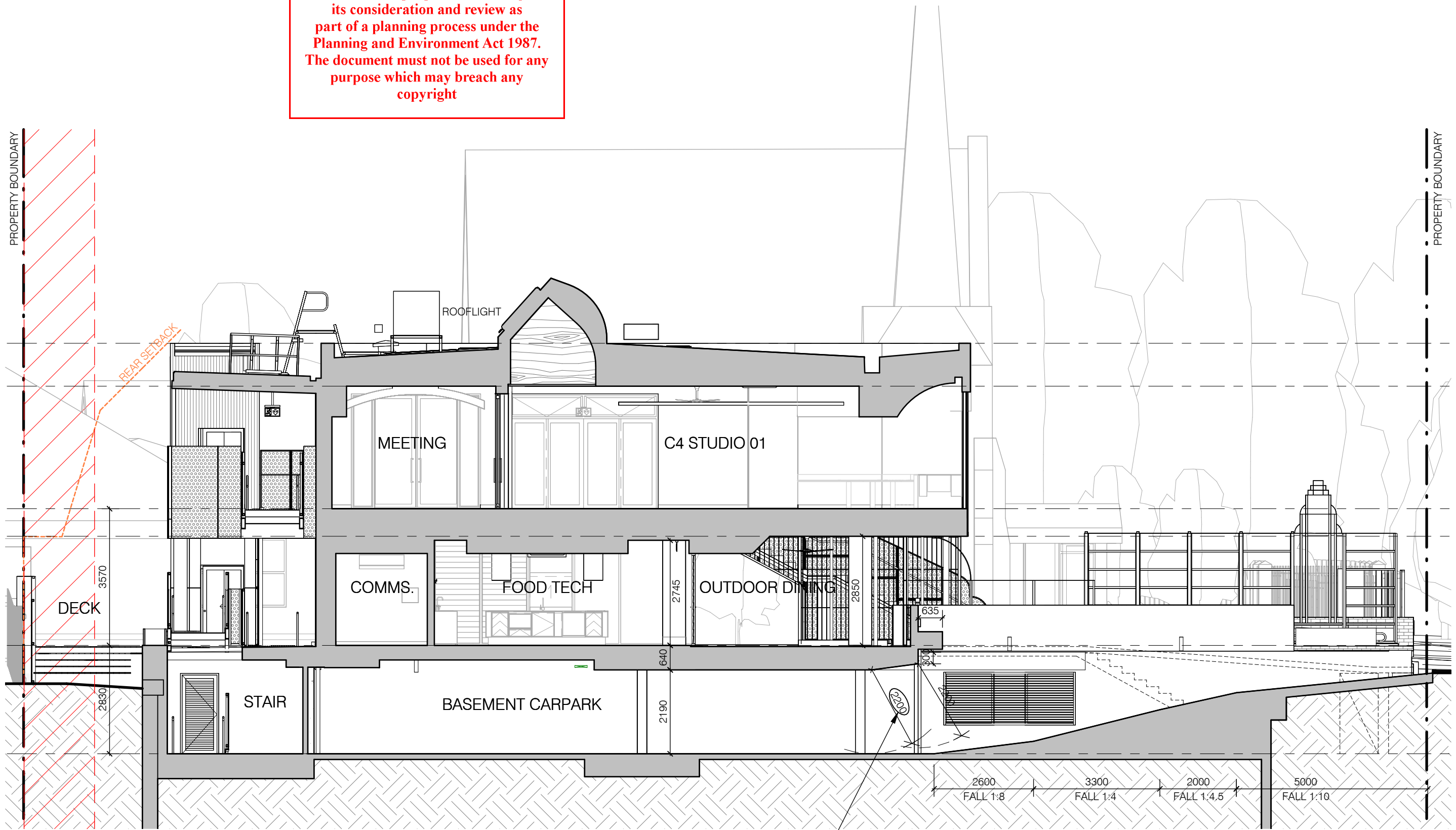


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NUMBER	REVISIONS	DATE
01	ISSUED TO TOWN PLANNER	2025-07-30
02	DT&P RFI	2026-03-11

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REQUIRED CLEARANCE AT CARPARK ENTRY REFER TRAFFIC ENGINEER REPORT

NUMBER	REVISIONS	DATE
01	ISSUED TO TOWN PLANNER	2025-07-30
02	DT&P RFI	2026-03-11



Appendix B

Car Parking Surveys

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Supervised By: Rashane Lokugalappathy
Surveyed By: Frank Feller

Survey Dates & Times: See below

Area	Location	Restriction	Capacity Min - Max	Thursday 24th July 2025															
				7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00
ON-STREET CARPARKING																			
HAWTHORN ROAD																			
East Side																			
A	Rogers Avenue to Beddoe Avenue	Unrestricted	8	1	1	1	2	1	1	2	2	2	1	1	2	3	0	0	0
B	Rogers Avenue to NB of School	Unrestricted	2	0	0	0	2	1	2	2	0	0	2	2	2	2	1	1	1
C	School frontage	Unrestricted	7	0	2	3	3	3	4	3	3	3	4	4	7	8	4	2	1
D	SB of School to Gillard Street	Unrestricted	8	4	5	6	6	6	5	5	5	5	6	6	7	5	3	3	3
E	Gillard Street to Pedestrian Signals	2P 8:30am-6:30pm	3	0	1	1	1	2	0	0	0	0	1	1	0	0	1	1	1
		2P	6	2	0	2	4	6	4	4	2	1	2	2	2	2	0	2	2
		1/4P	3	0	0	0	0	0	2	1	1	1	2	2	1	0	0	1	1
West Side																			
F	Matthews Court to Howell Street	Unrestricted	6	5	5	5	5	6	6	5	5	5	5	5	6	4	5	5	5
G	Howell Street to Opposite SB of School	Unrestricted	9	5	7	5	5	5	5	5	6	6	4	4	7	7	6	6	6
H	Opposite SB of school to Opposite Gillard Street	2P 8:30am-6:30pm	8	2	2	4	4	4	6	6	3	3	4	4	6	7	5	2	2
I	Opposite Gillard Street to pedestrian signals	2P 8:30am-6:30pm	12	4	3	3	6	8	5	3	4	3	9	9	5	6	8	7	6
		1/4P 8:30am-6:30pm	3	1	1	2	1	2	2	2	2	1	1	1	2	2	2	1	1
HAWTHORN ROAD		Capacity	69 - 72	72	72	72	69	69	69	69	69	69	69	69	69	69	69	69	69
		Total Number of Cars Parked		22	27	30	34	36	34	31	28	27	36	36	42	42	33	27	25
		Total Number of Vacant Spaces		50	45	42	35	33	35	38	41	42	33	33	27	27	36	42	44
		Percentage Occupancy		31%	38%	42%	49%	52%	49%	45%	41%	39%	52%	52%	61%	61%	48%	39%	36%
HOWELL STREET																			
North Side																			
J	Hawthorn Road to Opposite Stradbroke Avenue	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Side																			
K	Hawthorn Road to Stradbroke Avenue	Unrestricted	8	1	1	1	4	4	4	3	3	3	5	5	3	7	2	1	1
HOWELL STREET		Capacity	8 - 8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
		Total Number of Cars Parked		1	1	1	4	4	4	3	3	3	5	5	3	7	2	1	1
		Total Number of Vacant Spaces		7	7	7	4	4	4	5	5	5	3	3	5	1	6	7	7
		Percentage Occupancy		13%	13%	13%	50%	50%	50%	38%	38%	38%	63%	63%	38%	88%	25%	13%	13%
ROGERS AVENUE																			
North Side																			
L	Hawthorn Road to Hornby Street	Unrestricted	22	4	4	4	6	7	7	7	7	7	6	6	6	10	4	3	3
South Side																			
M	Hawthorn Road to Hornby Street	Unrestricted	20	4	3	3	3	4	4	4	5	5	4	4	5	8	2	3	3
ROGERS AVENUE		Capacity	42 - 42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
		Total Number of Cars Parked		8	7	7	9	11	11	11	12	12	10	10	11	18	6	6	6
		Total Number of Vacant Spaces		34	35	35	33	31	31	31	30	30	32	32	31	24	36	36	36
		Percentage Occupancy		19%	17%	17%	21%	26%	26%	26%	29%	29%	24%	24%	26%	43%	14%	14%	14%

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Supervised By: Rashane Lokugalappathy
Surveyed By: Frank Feller

Survey Dates & Times: See below

Area	Location	Restriction	Capacity Min - Max	Thursday 24th July 2025															
				7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00
HORNBY STREET																			
East Side																			
N	Rogers Avenue to Gillard Street	Unrestricted	19	2	3	2	2	3	3	3	3	3	3	3	2	2	4	5	5
West Side																			
O	Rogers Avenue to Gillard Street	Unrestricted	18	7	7	7	5	7	7	6	5	5	9	9	9	9	8	8	8
HORNBY STREET		Capacity	37 - 37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
		Total Number of Cars Parked		9	10	9	7	10	10	9	8	8	12	12	11	11	12	13	13
		Total Number of Vacant Spaces		28	27	28	30	27	27	28	29	29	25	25	26	26	25	24	24
		Percentage Occupancy		24%	27%	24%	19%	27%	27%	24%	22%	22%	32%	32%	30%	30%	32%	35%	35%
GILLARD STREET																			
North Side																			
P	Hawthorn Road to Hornby Street	Unrestricted	17	6	5	7	7	8	7	6	6	6	5	5	7	10	6	5	5
South Side																			
Q	Hawthorn Road to Hornby Street	2P 8am - 6pm (Mon-Fri)	19	3	3	3	3	2	0	1	0	0	1	1	5	4	2	1	1
GILLARD STREET		Capacity	36 - 36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
		Total Number of Cars Parked		9	8	10	10	10	7	7	6	6	6	6	12	14	8	6	6
		Total Number of Vacant Spaces		27	28	26	26	26	29	29	30	30	30	30	24	22	28	30	30
		Percentage Occupancy		25%	22%	28%	28%	28%	19%	19%	17%	17%	17%	17%	33%	39%	22%	17%	17%
SUMMARY => ON-STREET CARPARKING																			
Car Parking Supply			192 - 195	195	195	195	192	192	192	192	192	192	192	192	192	192	192	192	192
Total Number of Cars Parked				49	53	57	64	71	66	61	57	56	69	69	79	92	61	53	51
Total Number of Vacant Spaces				146	142	138	128	121	126	131	135	136	123	123	113	100	131	139	141
Percentage Occupancy				25%	27%	29%	33%	37%	34%	32%	30%	29%	36%	36%	41%	48%	32%	28%	27%

Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping' areas, 'Loading Zones' and 'No Parking' areas during the relevant enforcement periods

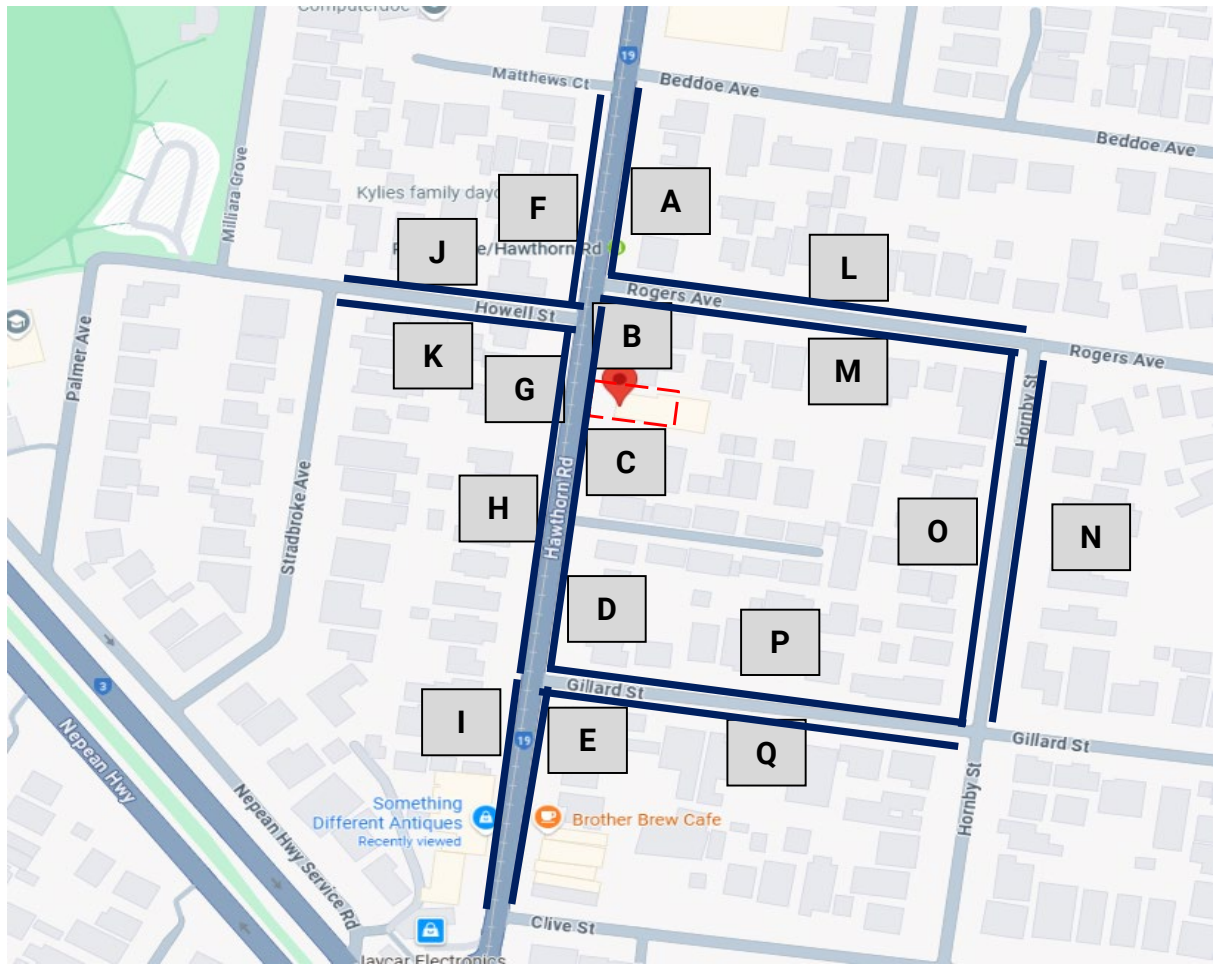
LEGEND:

Public Parking

Not available to the general public

No Stopping/Other No Parking

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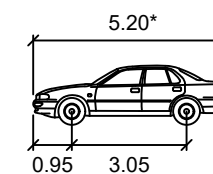


Appendix C

Swept Path Diagrams

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VEHICLE USED IN SIMULATION



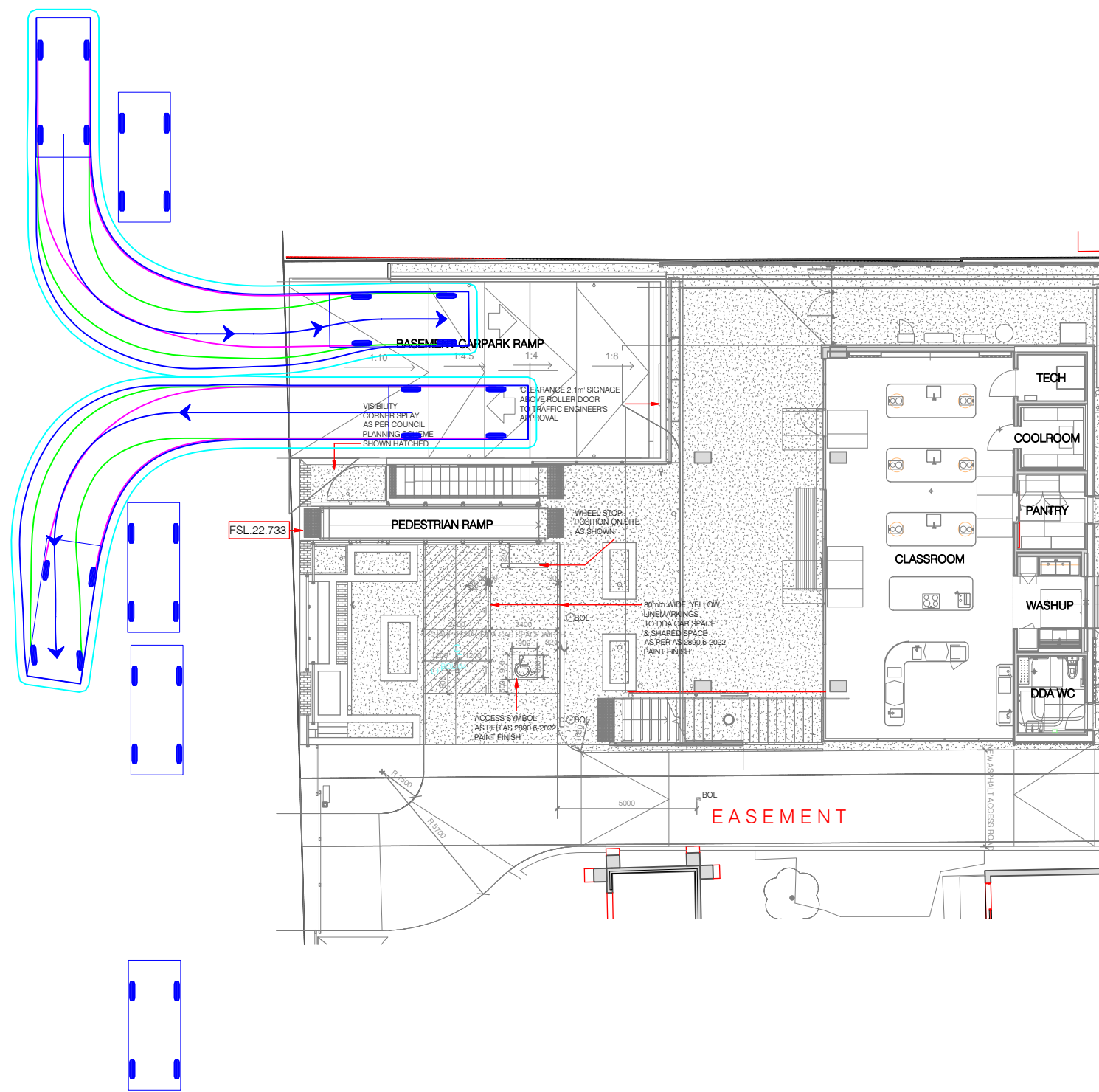
99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
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
—	VEHICLE BODY
—	FRONT WHEELS
—	BODY CLEARANCE

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REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2025	AMENDMENT	J. YOUNG	L. FURNESS
B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
BASE INFORMATION FROM: 2419_MMC-STAGE 1 - TP110 - PROPOSED FLOOR PLAN - BASEMENT.dwg
DRAWINGS BY: Kneeler Design Architects

FILE NAME: G36255-01
SHEET NO.: 01



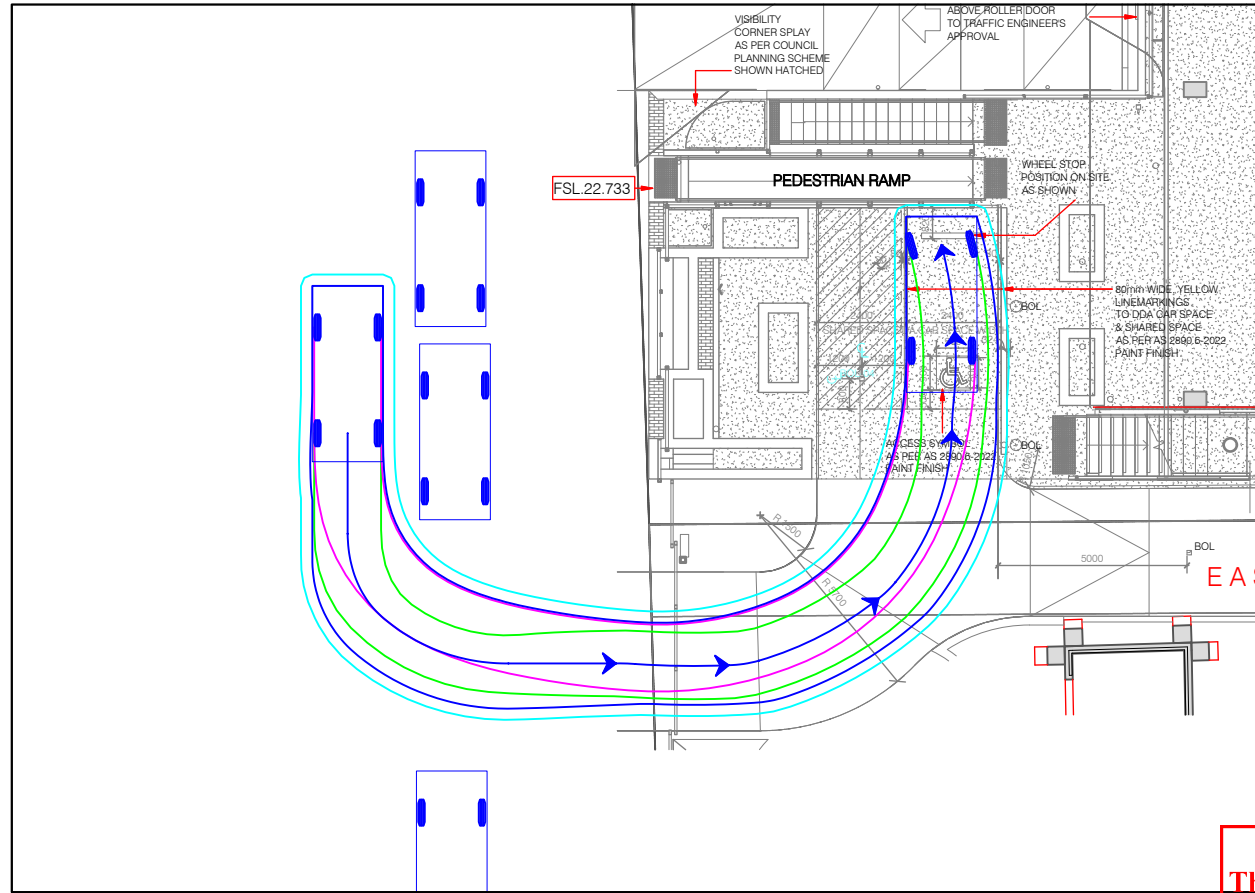
SCALE: 1:200 (A3)

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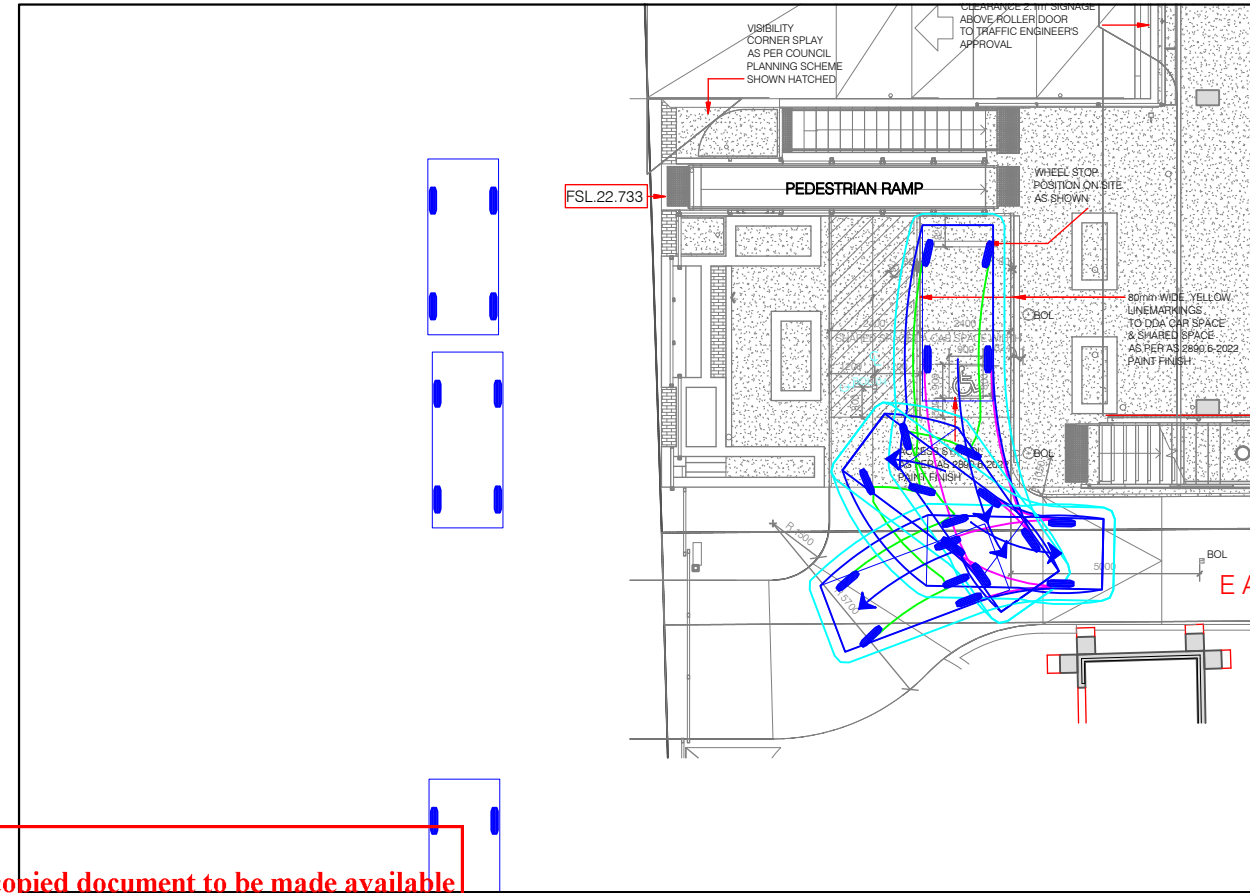


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DDA SPACE - INGRESS

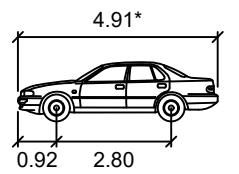


DDA SPACE - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

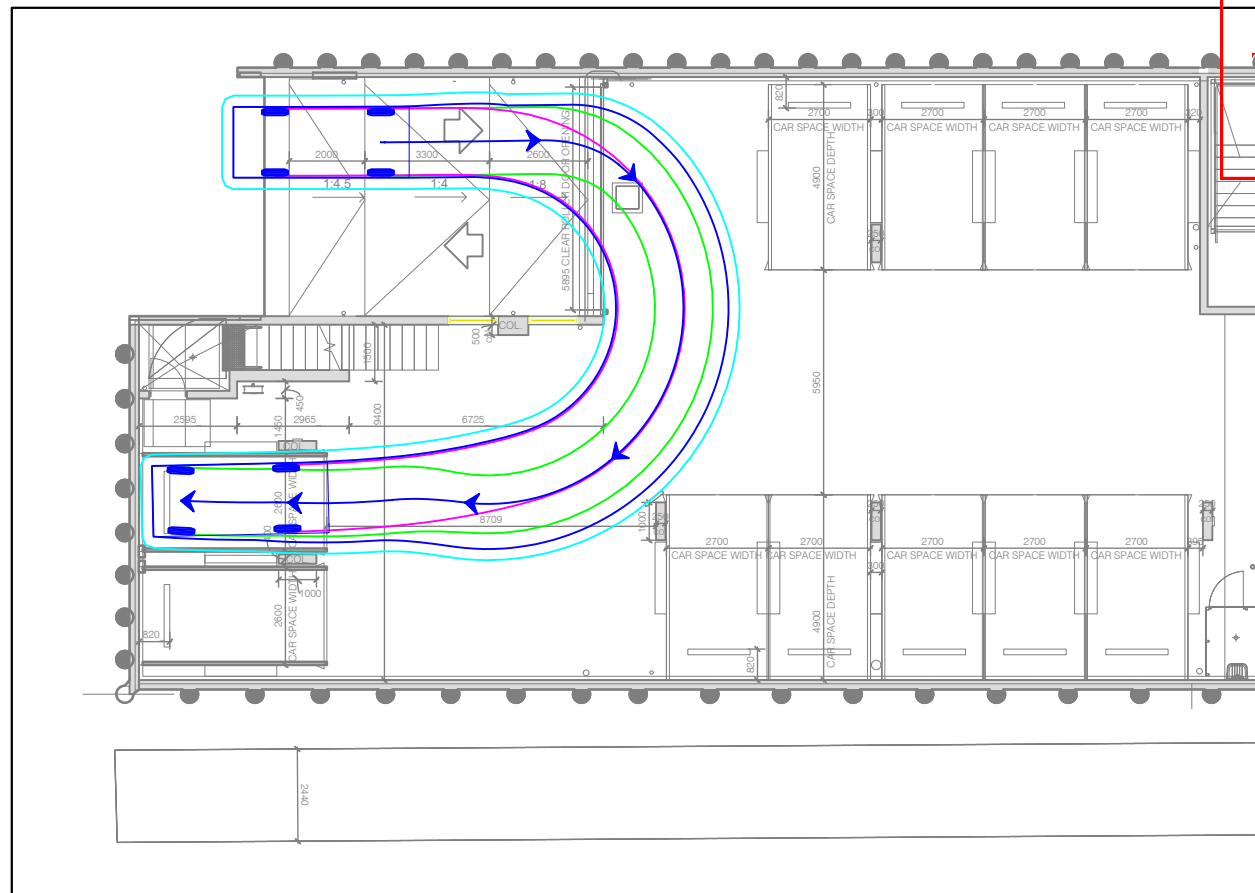
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

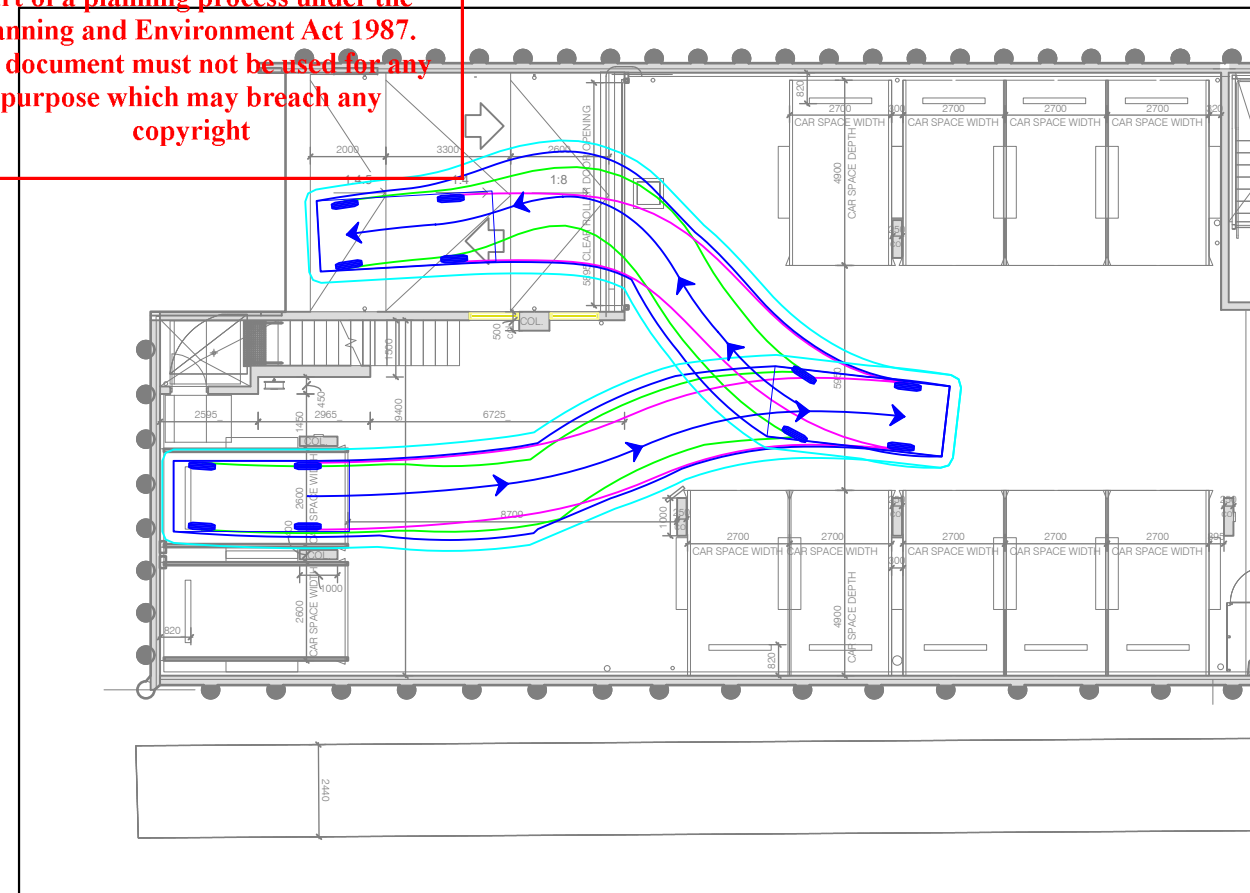
LEGEND

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

BASEMENT SPACE 1 - INGRESS



BASEMENT SPACE 1 - EGRESS



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REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	31/07/2025	AMENDMENT	J. YOUNG	L. FURNESS
B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
BASE INFORMATION FROM: 2419_MMC-STAGE 1 - TP110 - PROPOSED FLOOR PLAN - BASEMENT.dwg
DRAWINGS BY: Kneeler Design Architects

FILE NAME: G36255-01
SHEET NO.: 02

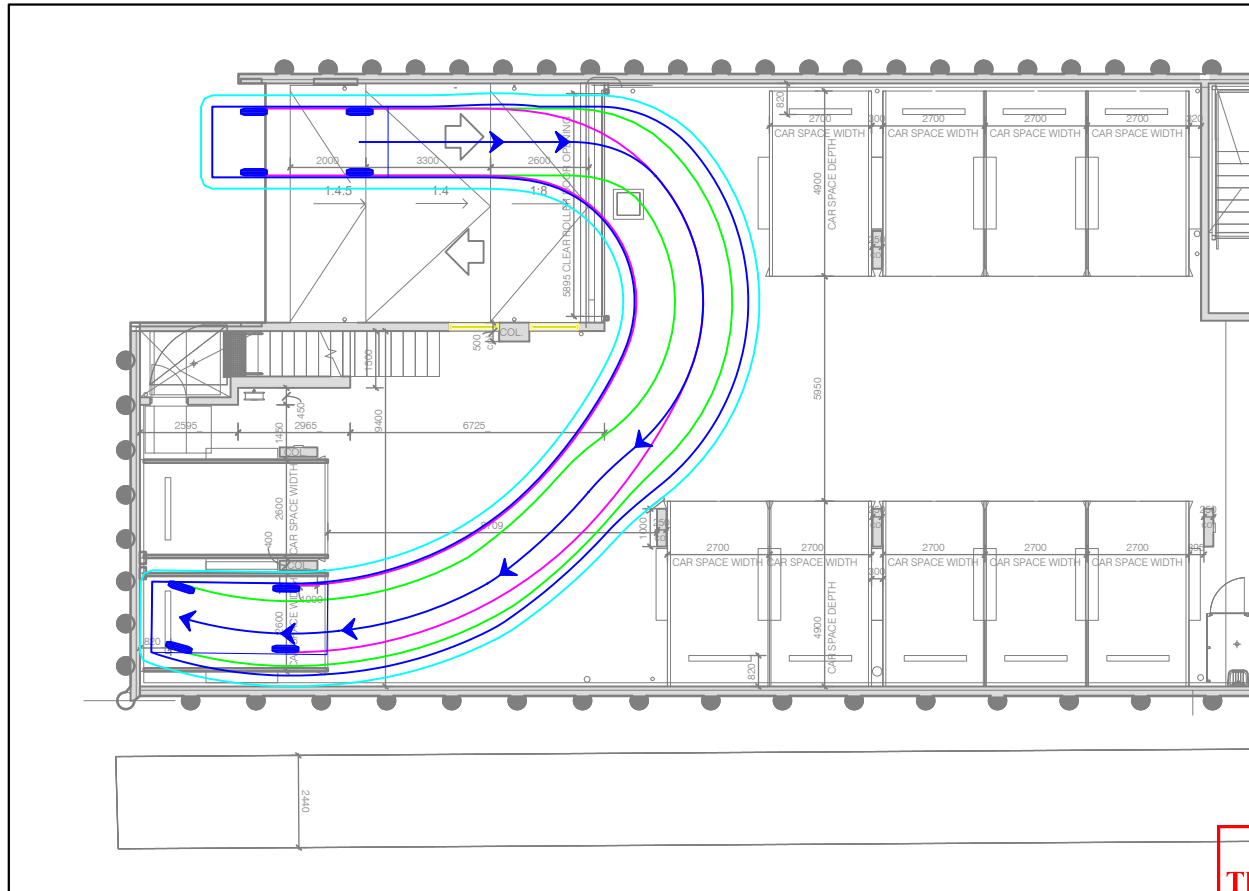


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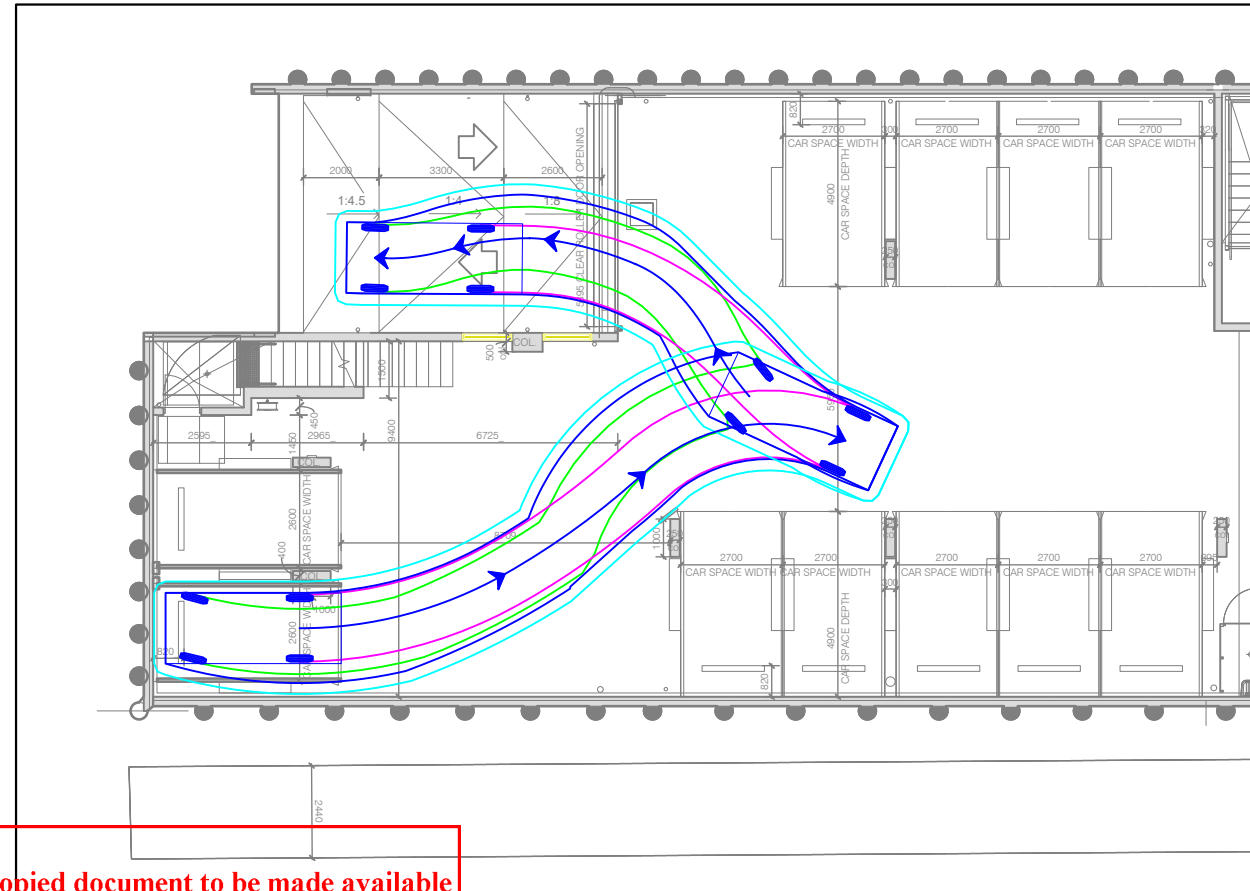
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BASEMENT SPACE 2 - INGRESS

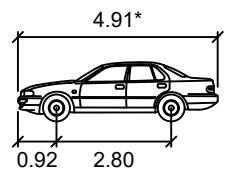


BASEMENT SPACE 2 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

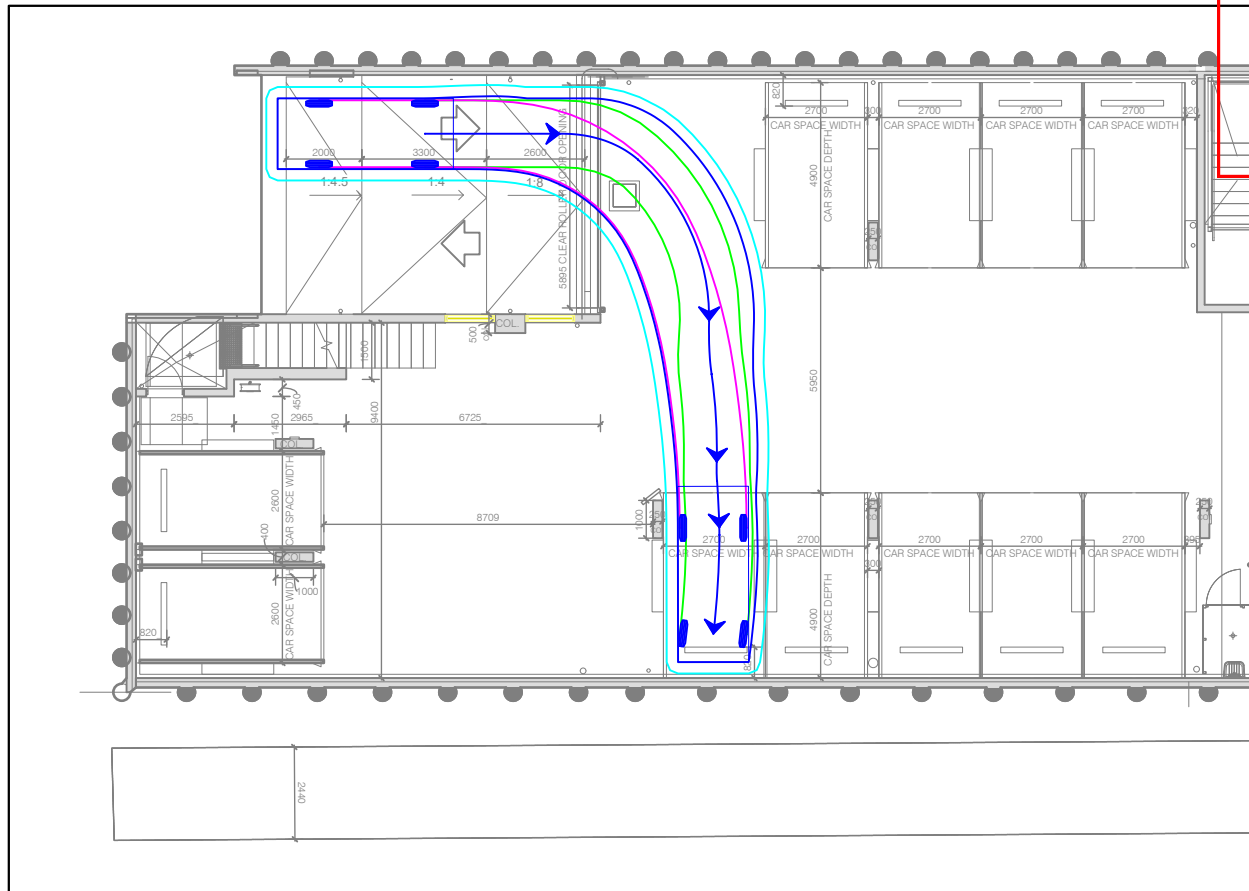
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

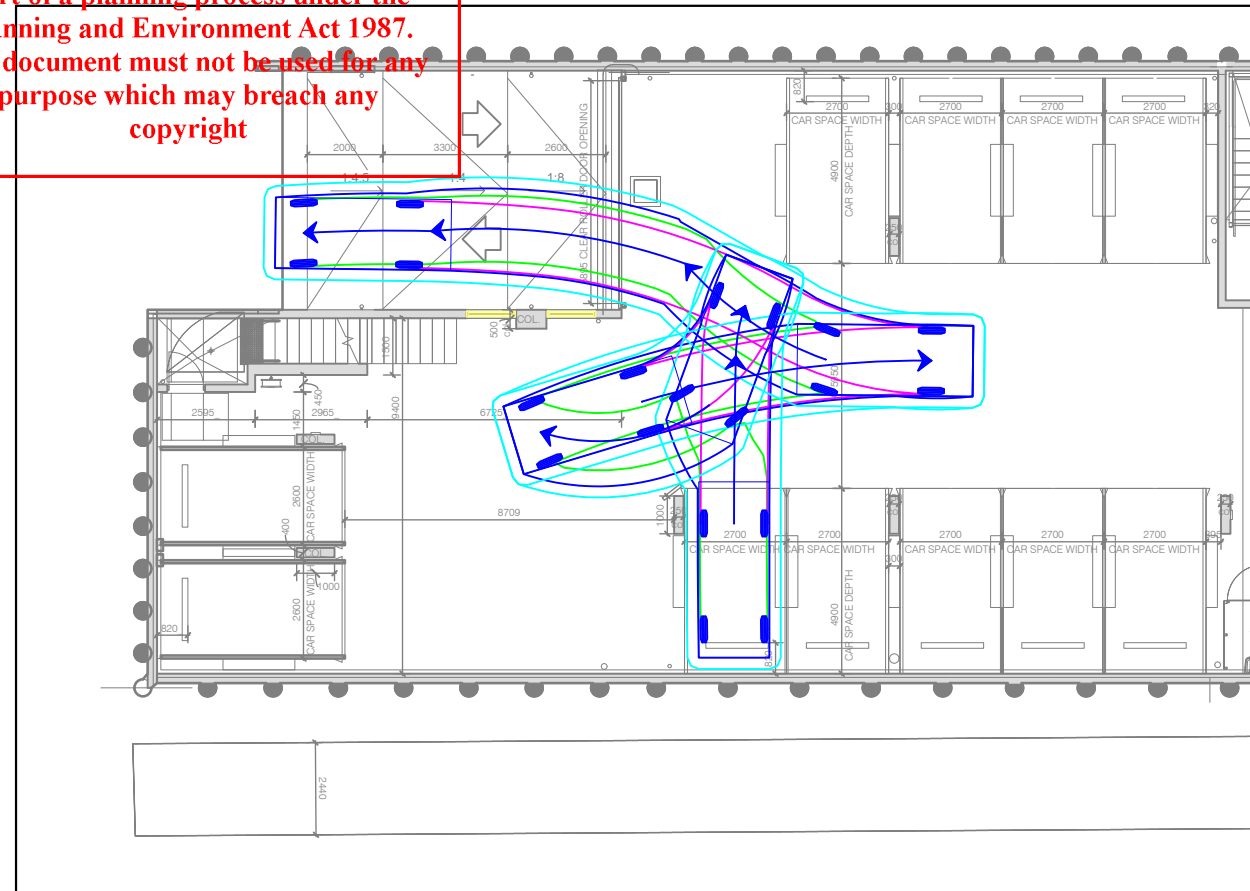
LEGEND

- REAR WHEELS (pink line)
- FRONT WHEELS (green line)
- VEHICLE BODY (blue line)
- BODY CLEARANCE (cyan line)

BASEMENT SPACE 3 - INGRESS



BASEMENT SPACE 3 - EGRESS



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A	31/07/2025	AMENDMENT	J. YOUNG	L. FURNESS
B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
BASE INFORMATION FROM: 2419_MMC-STAGE 1 - TP110 - PROPOSED FLOOR PLAN - BASEMENT.dwg
DRAWINGS BY: Kneeler Design Architects

FILE NAME: G36255-01
SHEET NO.: 03



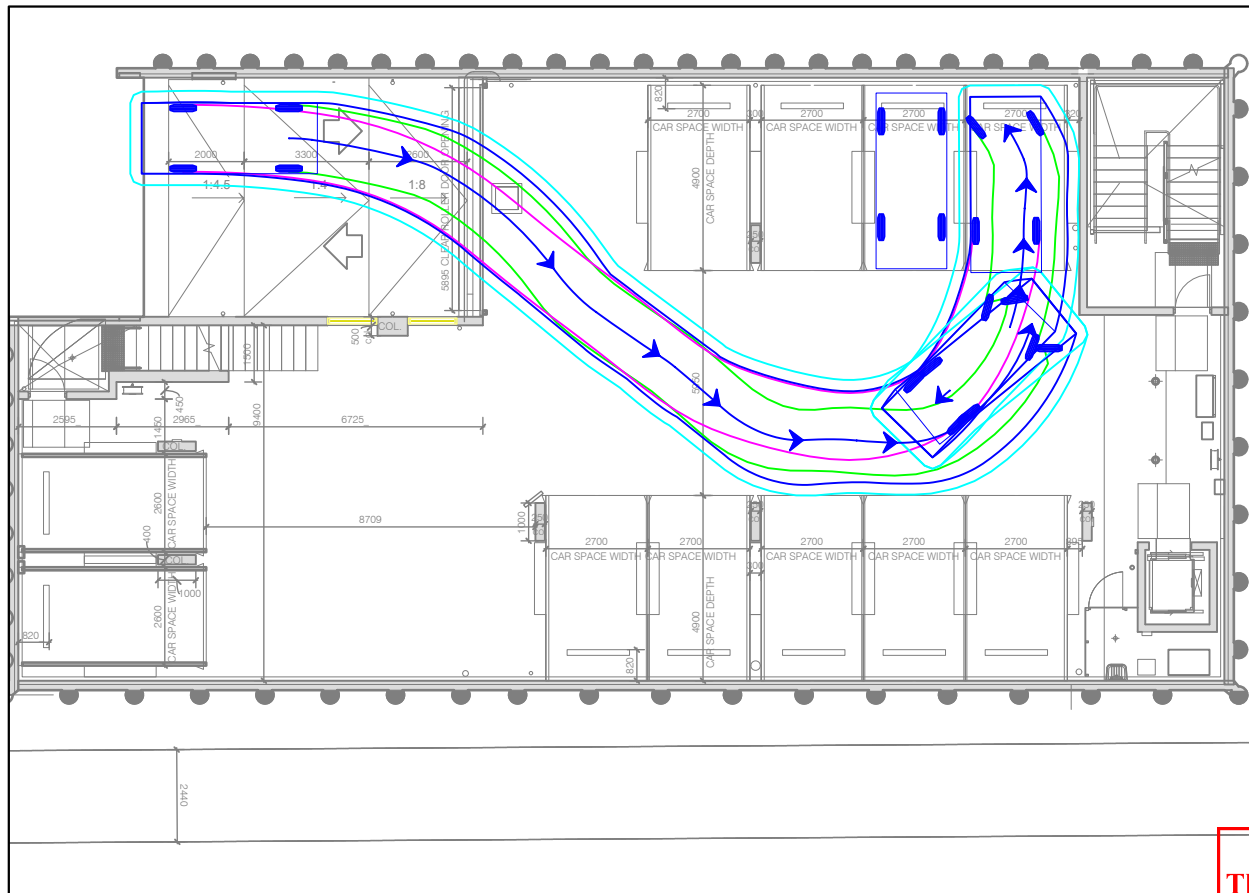
SCALE: 1:200 (A3)

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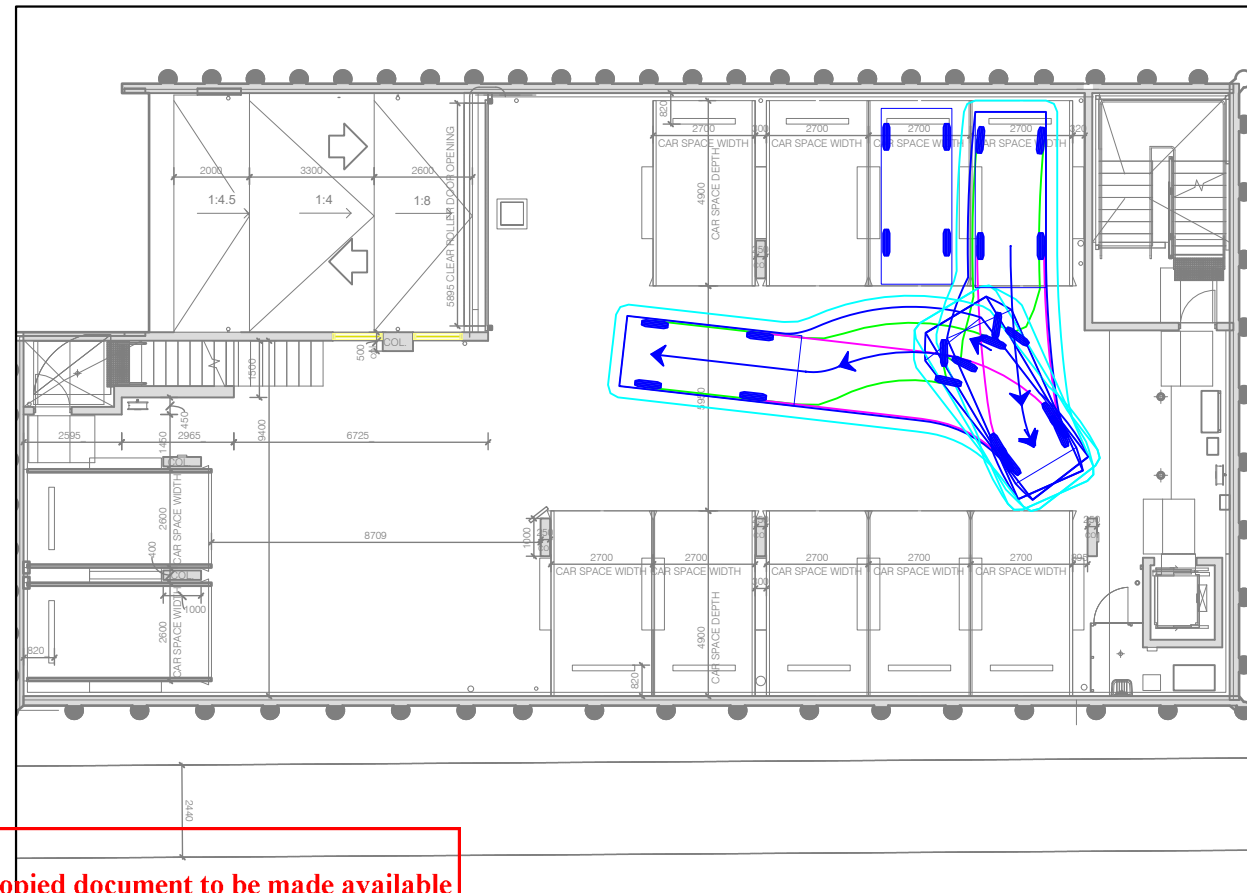
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BASEMENT SPACE 4 - INGRESS

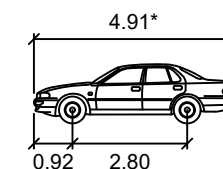


BASEMENT SPACE 4 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

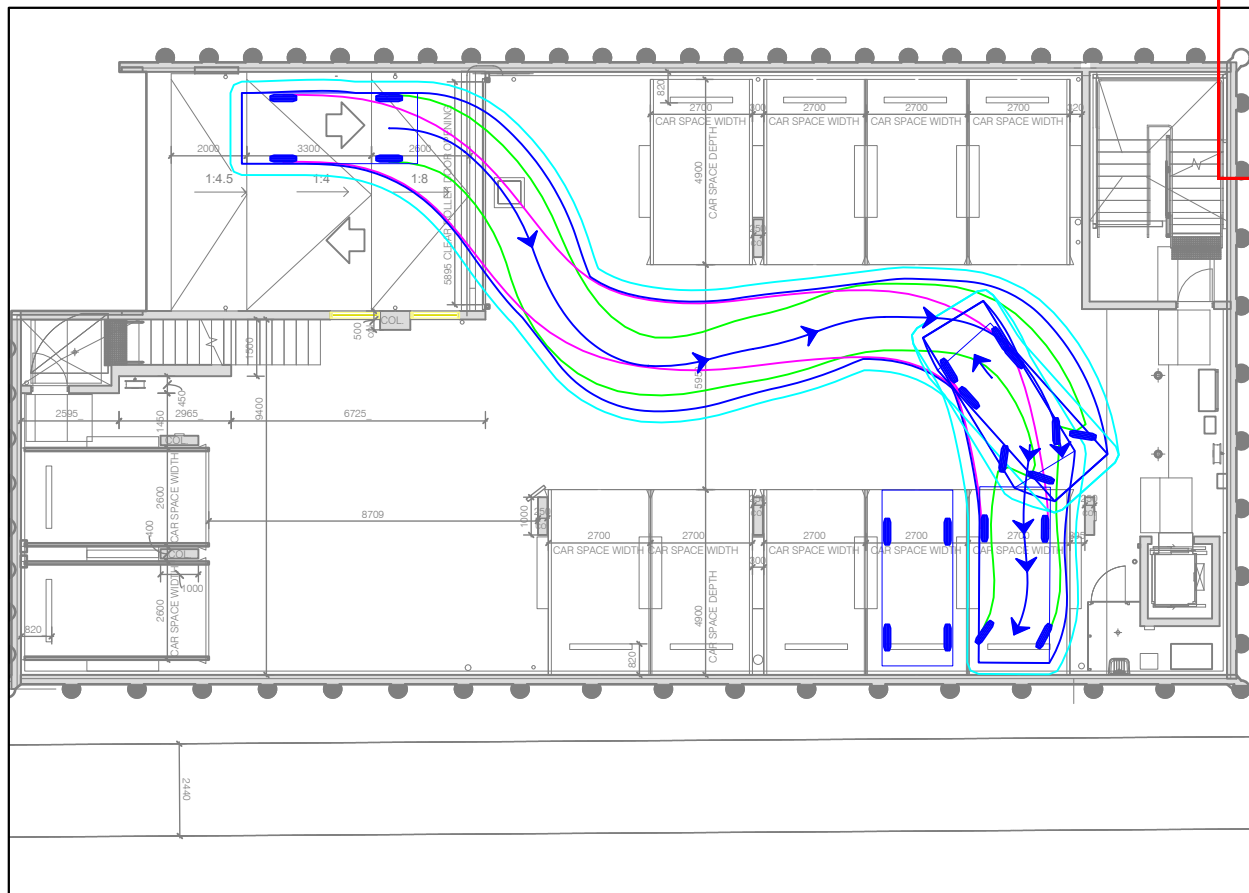
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Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

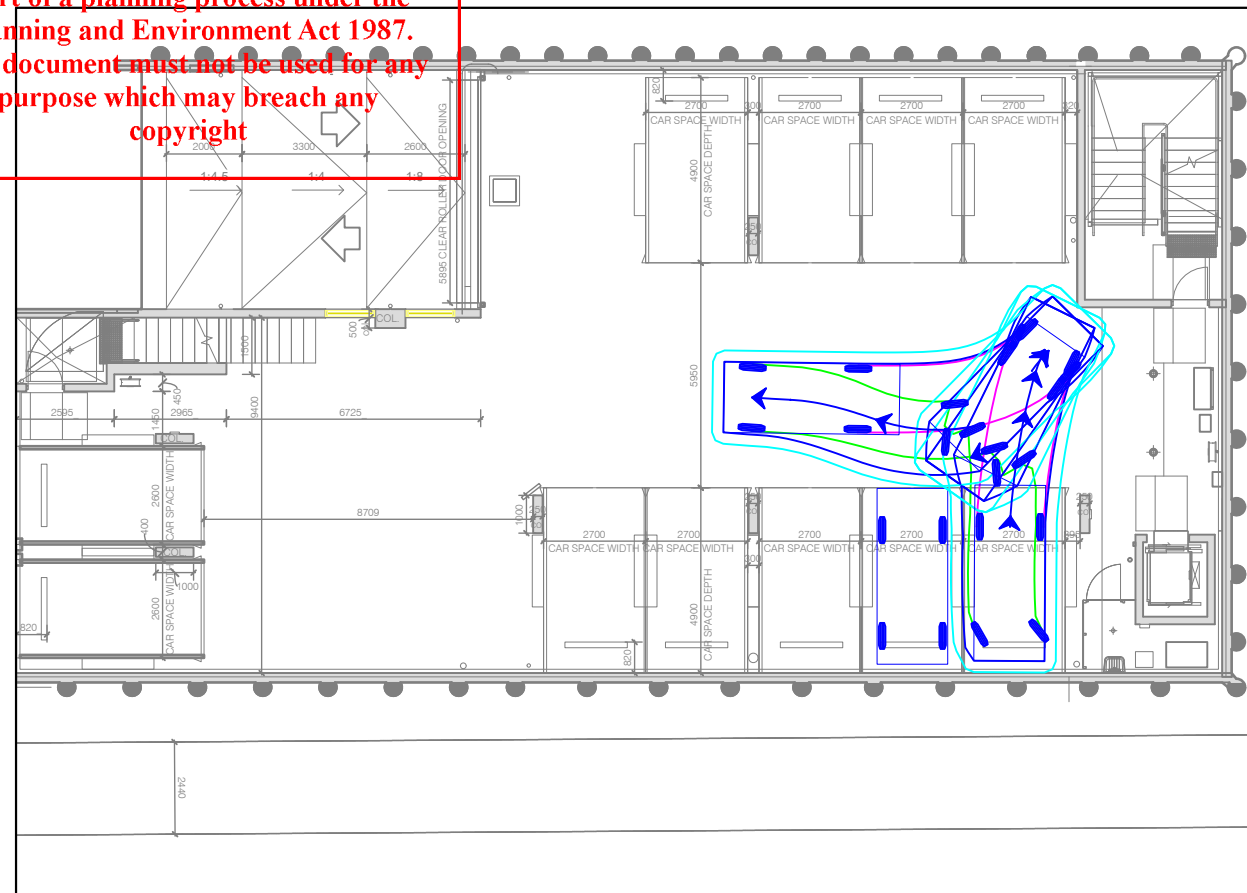
LEGEND

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

BASEMENT SPACE 5 - INGRESS



BASEMENT SPACE 5 - EGRESS



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B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
BASE INFORMATION FROM: 2419_MMC-STAGE 1 - TP110 - PROPOSED FLOOR PLAN - BASEMENT.dwg
DRAWINGS BY: Kneeler Design Architects

FILE NAME: G36255-01
SHEET NO.: 04



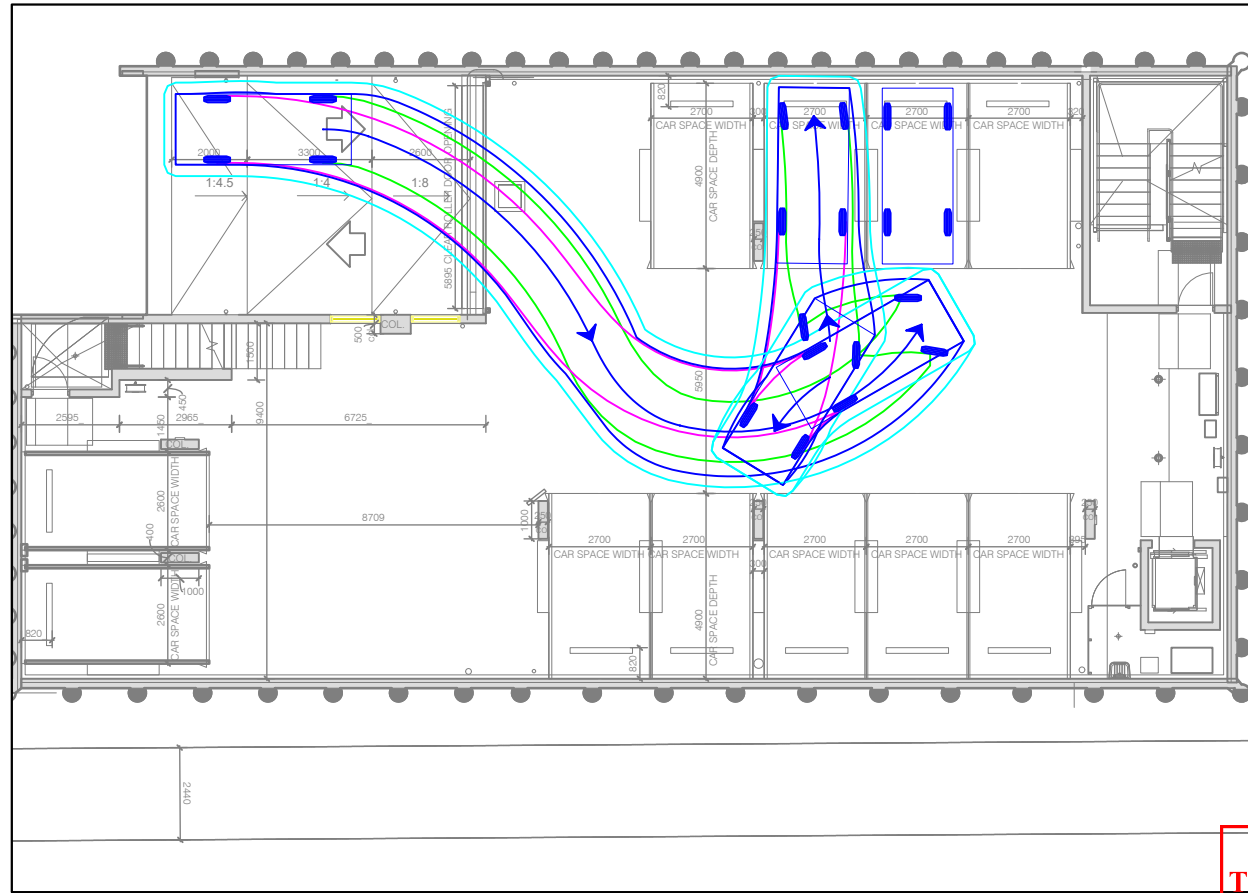
SCALE: 1:200 (A3)

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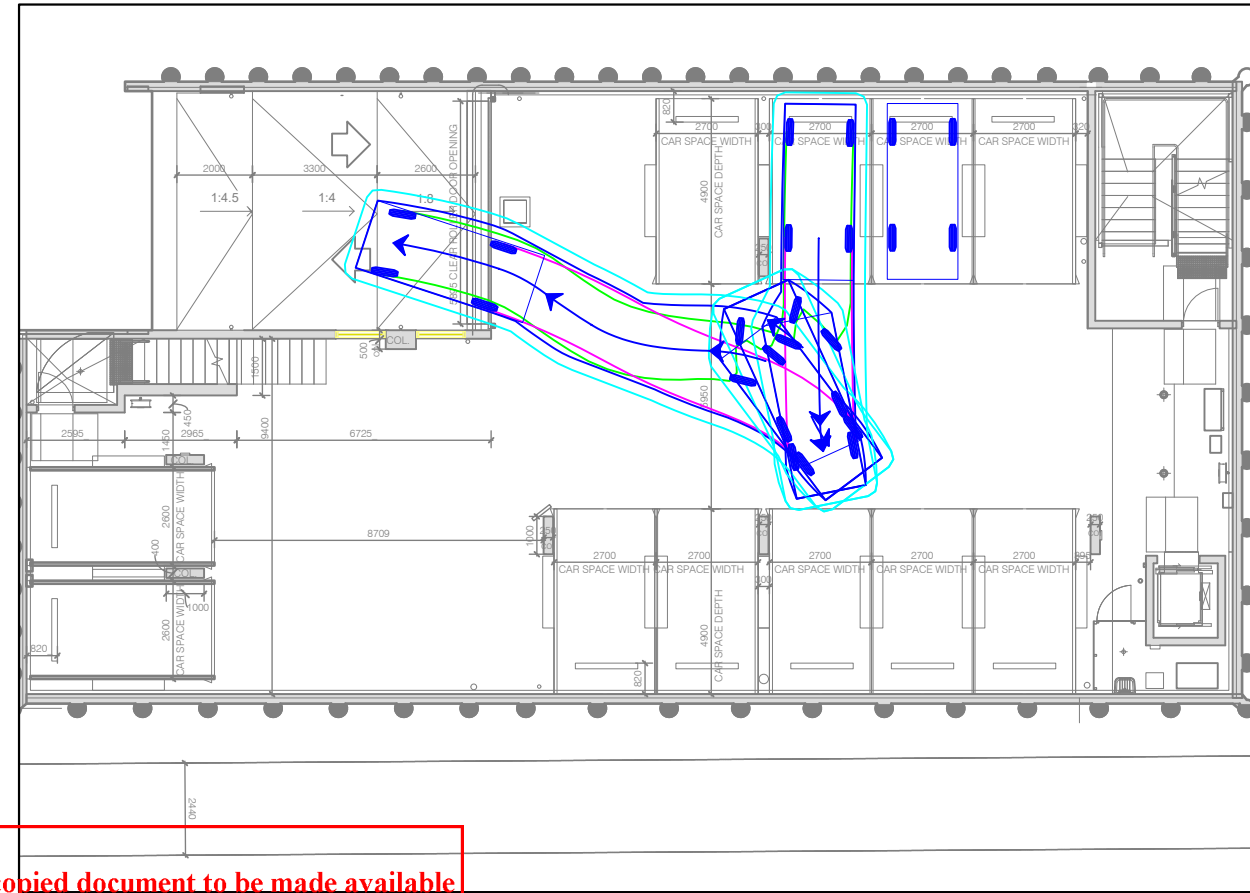


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BASEMENT SPACE 6 - INGRESS

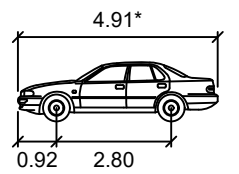


BASEMENT SPACE 6 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

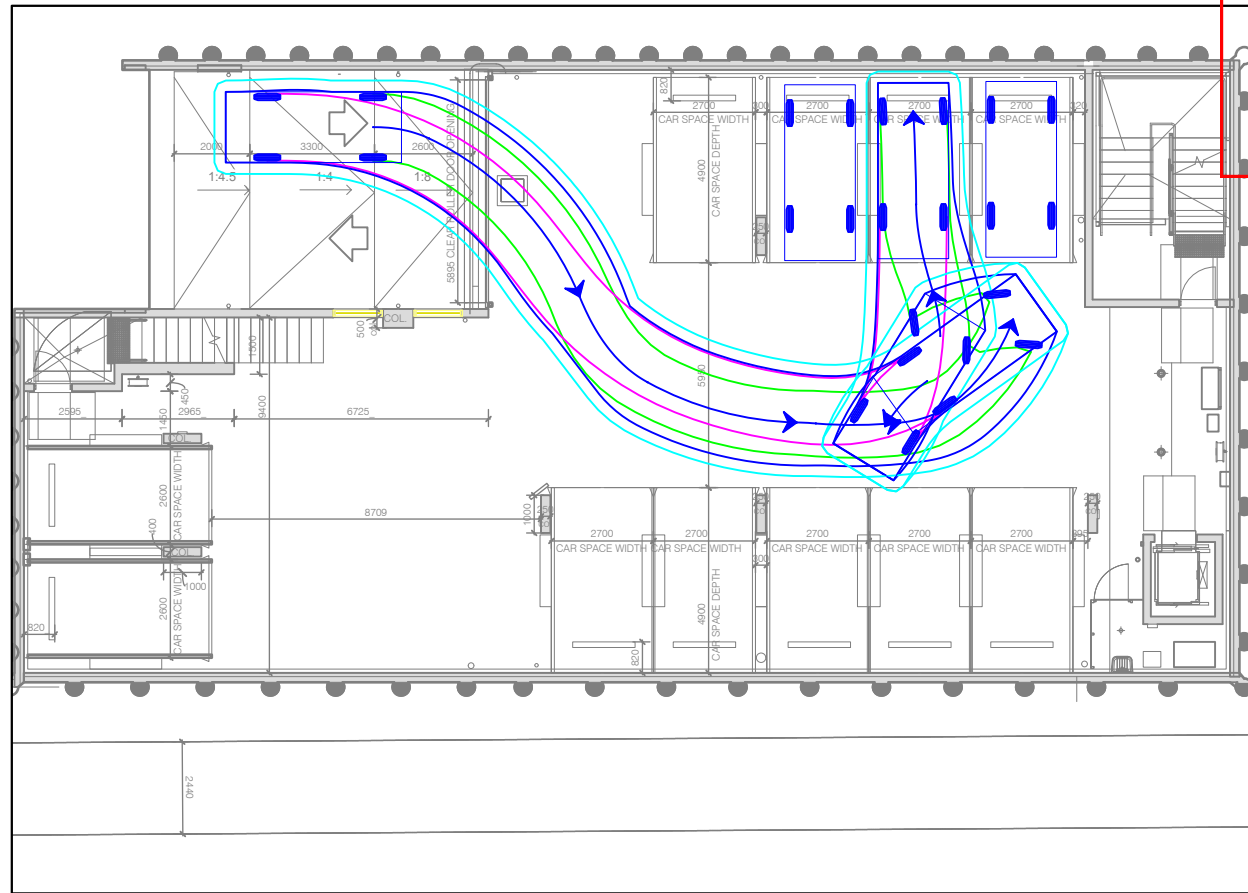
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Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

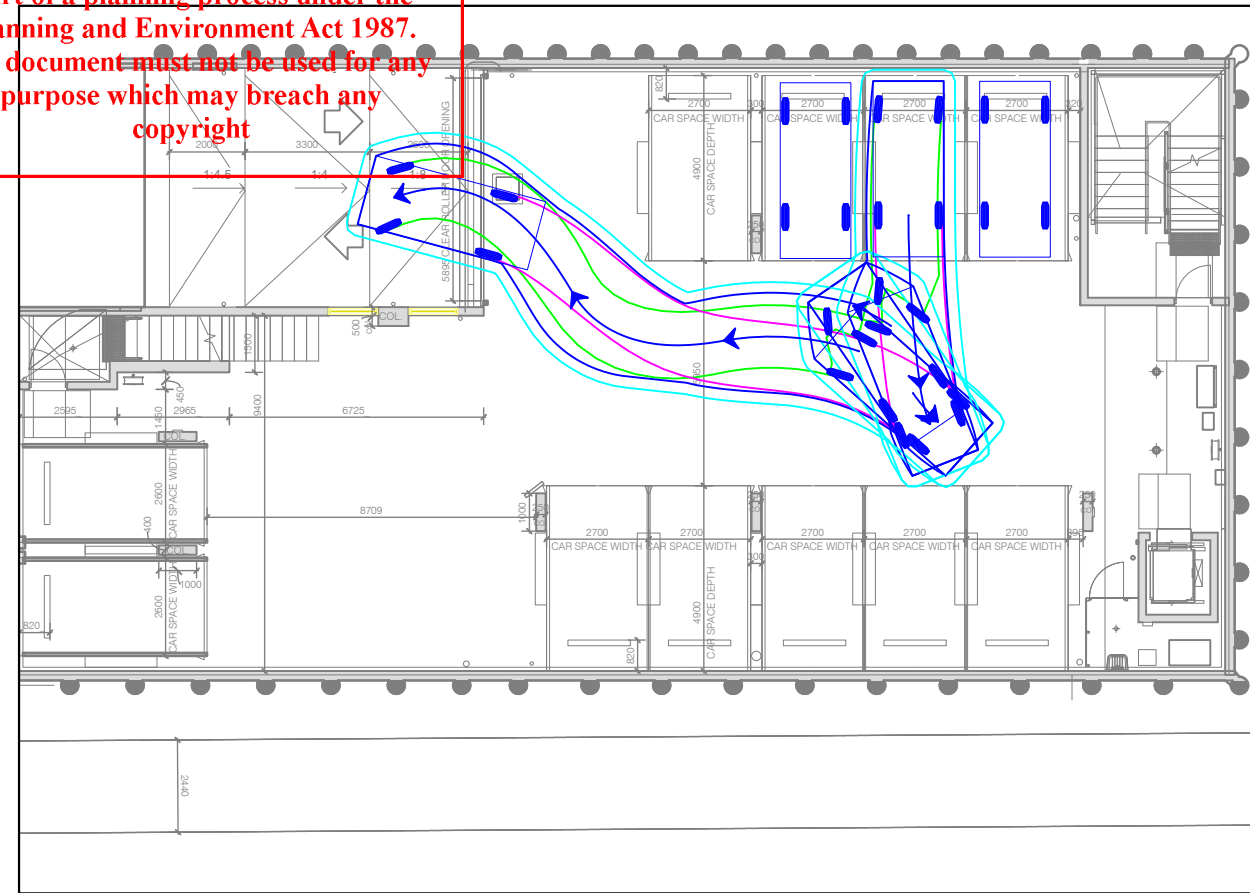
LEGEND

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

BASEMENT SPACE 7 - INGRESS



BASEMENT SPACE 7 - EGRESS



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737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
BASE INFORMATION FROM: 2419 MMC-STAGE 1 - TP110 - PROPOSED FLOOR PLAN - BASEMENT.dwg
DRAWINGS BY: Kneeler Design Architects

FILE NAME: G36255-01
SHEET NO.: 05

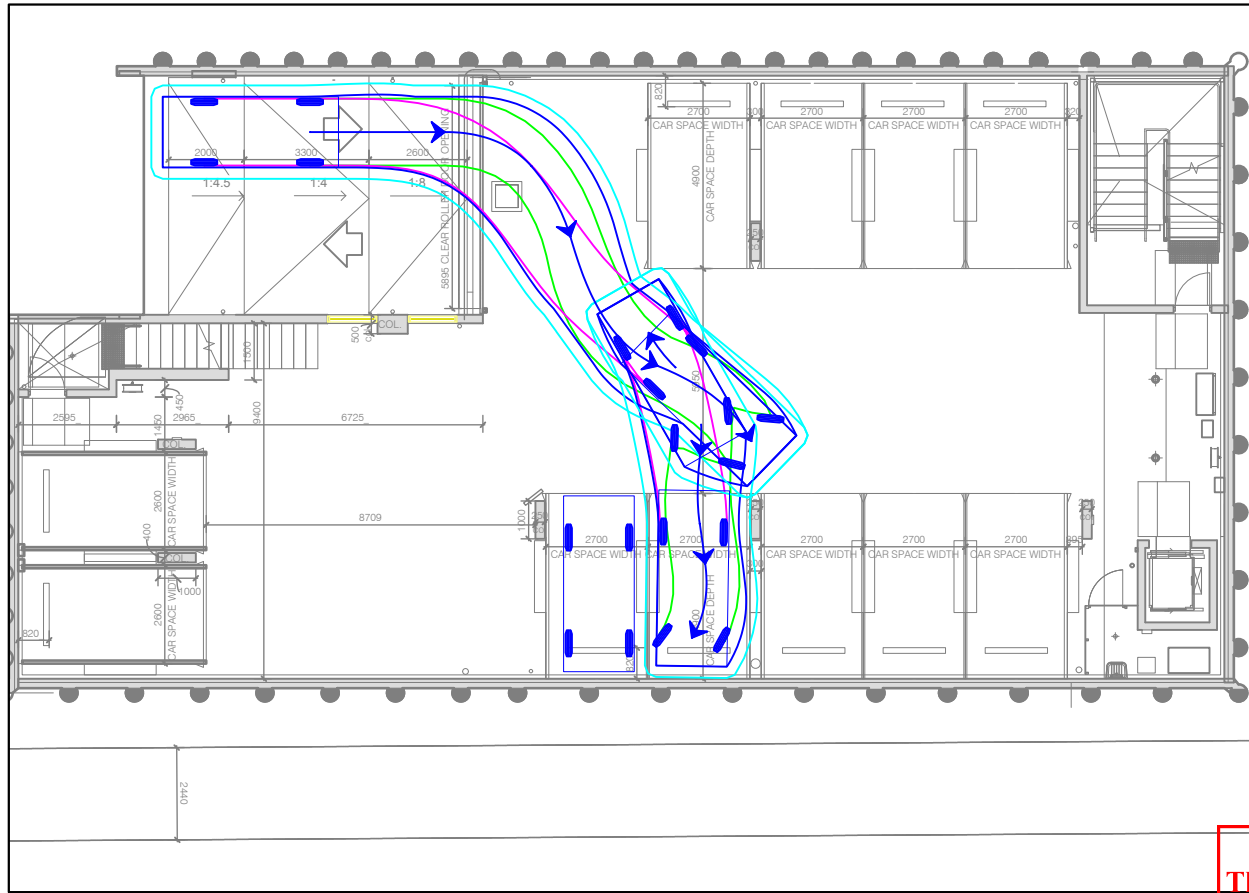


SCALE: 1:200 (A3)

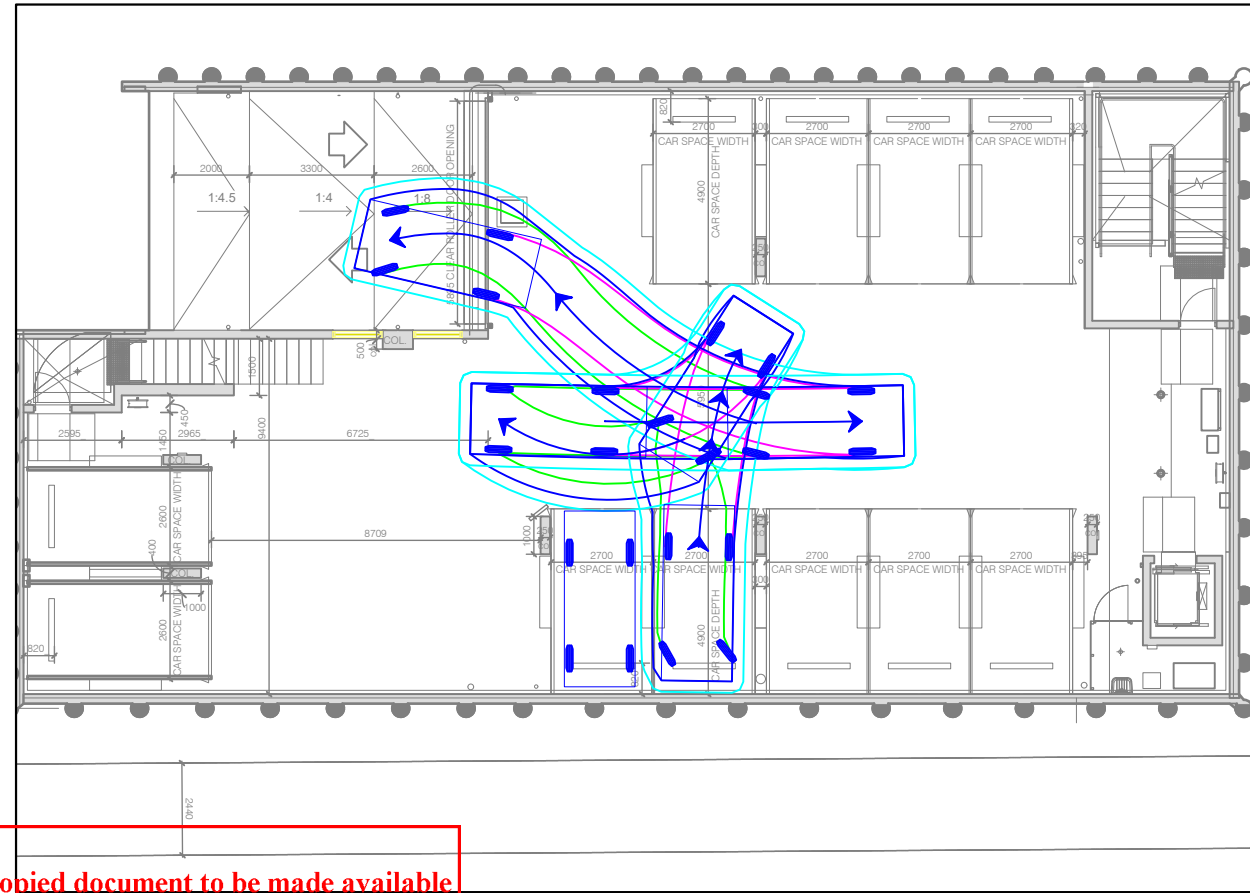
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BASEMENT SPACE 8 - INGRESS

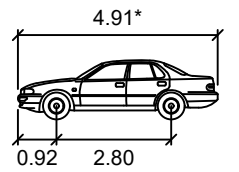


BASEMENT SPACE 8 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

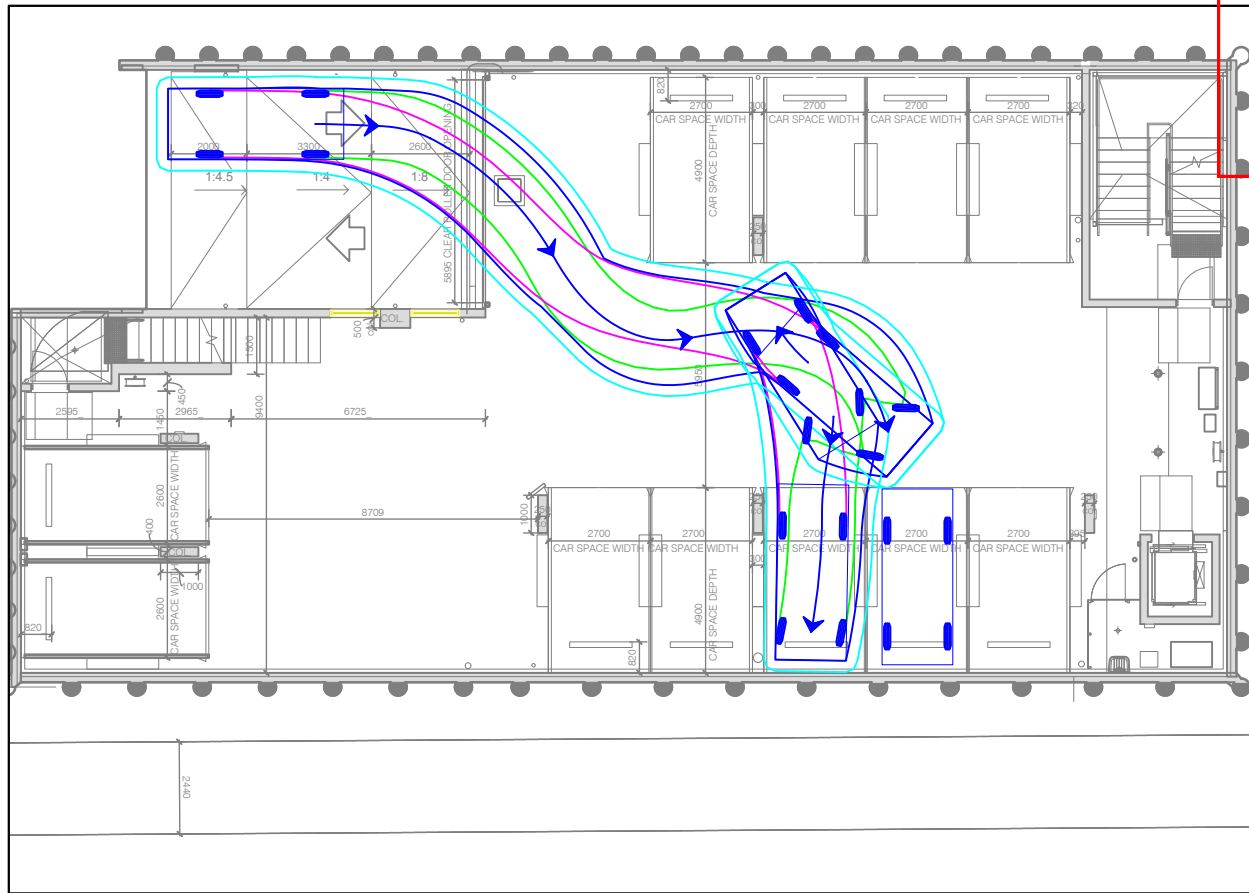
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

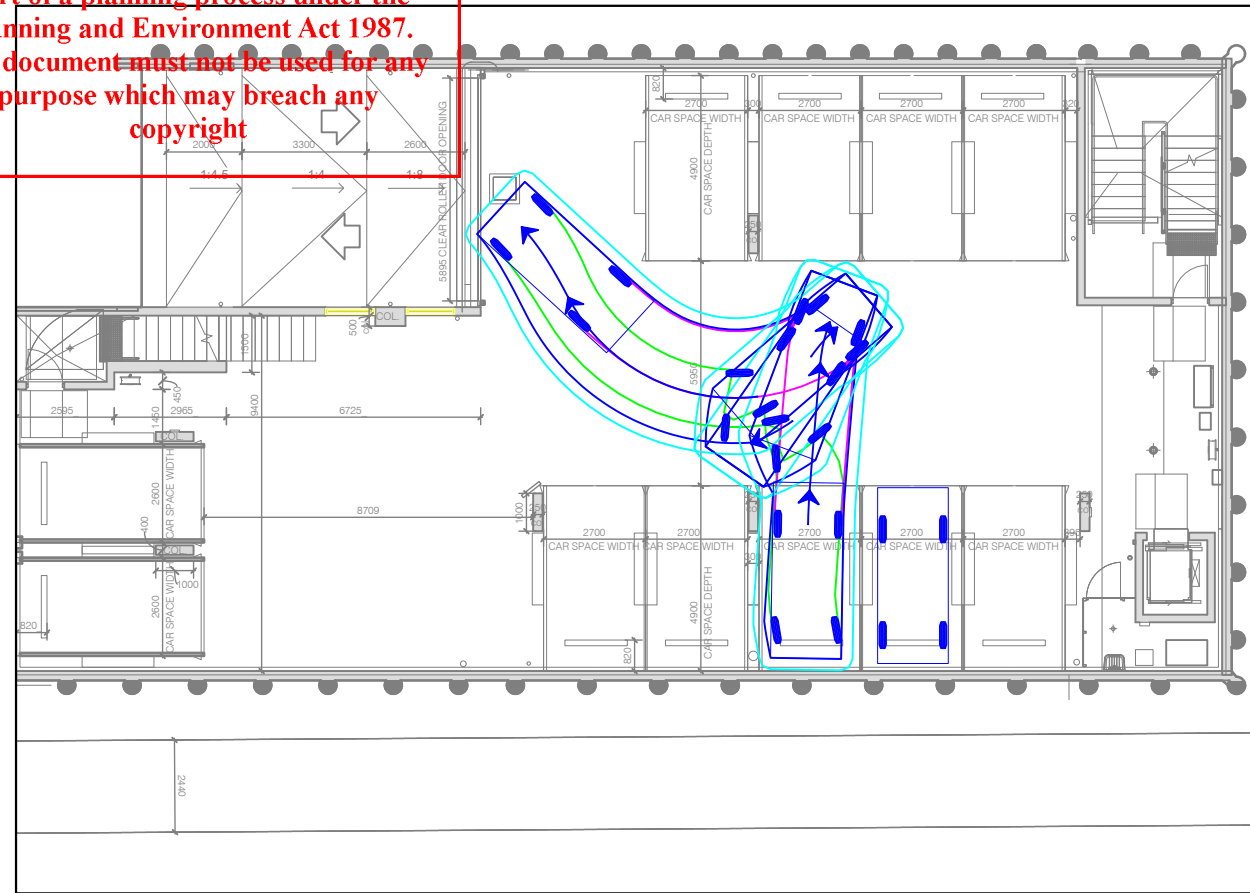
LEGEND

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

BASEMENT SPACE 9 - INGRESS



BASEMENT SPACE 9 - EGRESS



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B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
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DRAWINGS BY: Kneeler Design Architects

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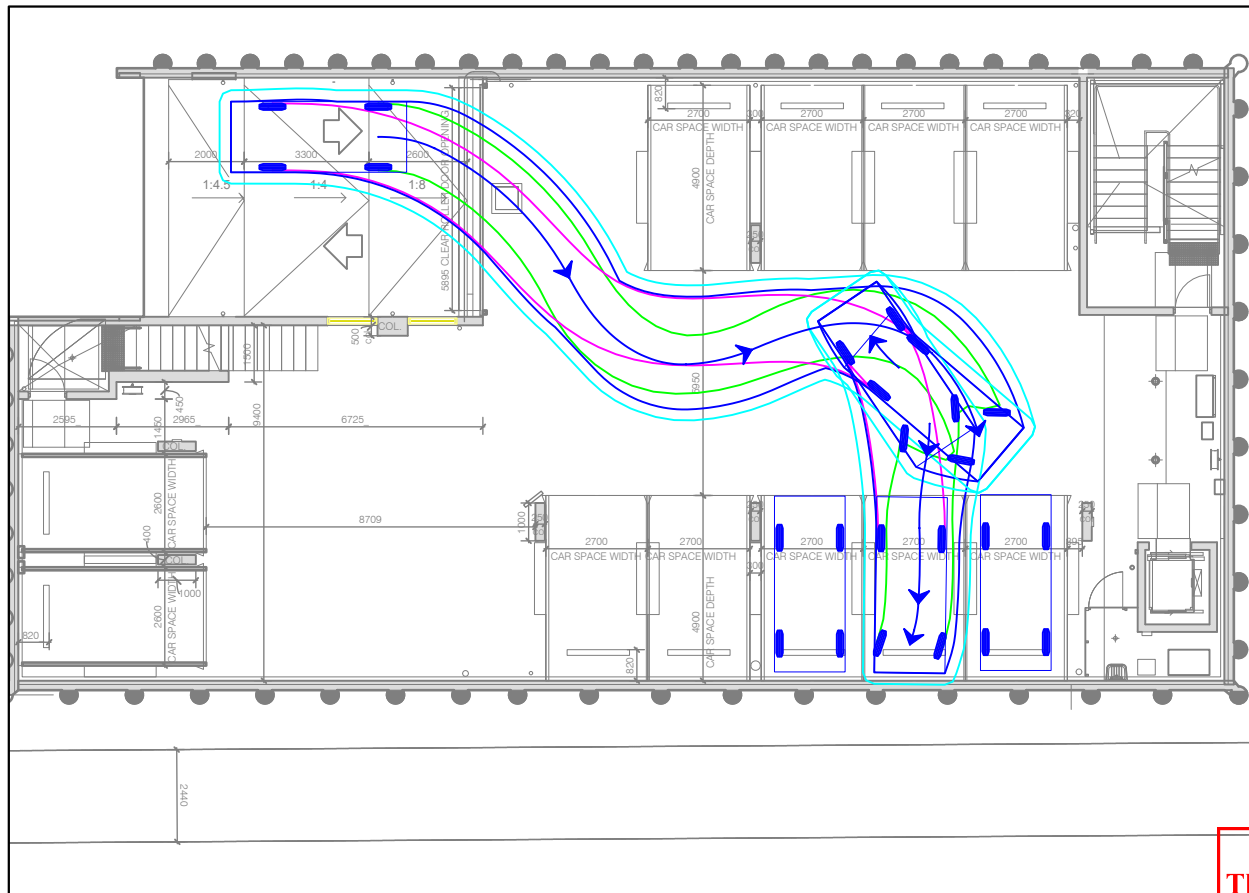
SCALE: 1:200 (A3)

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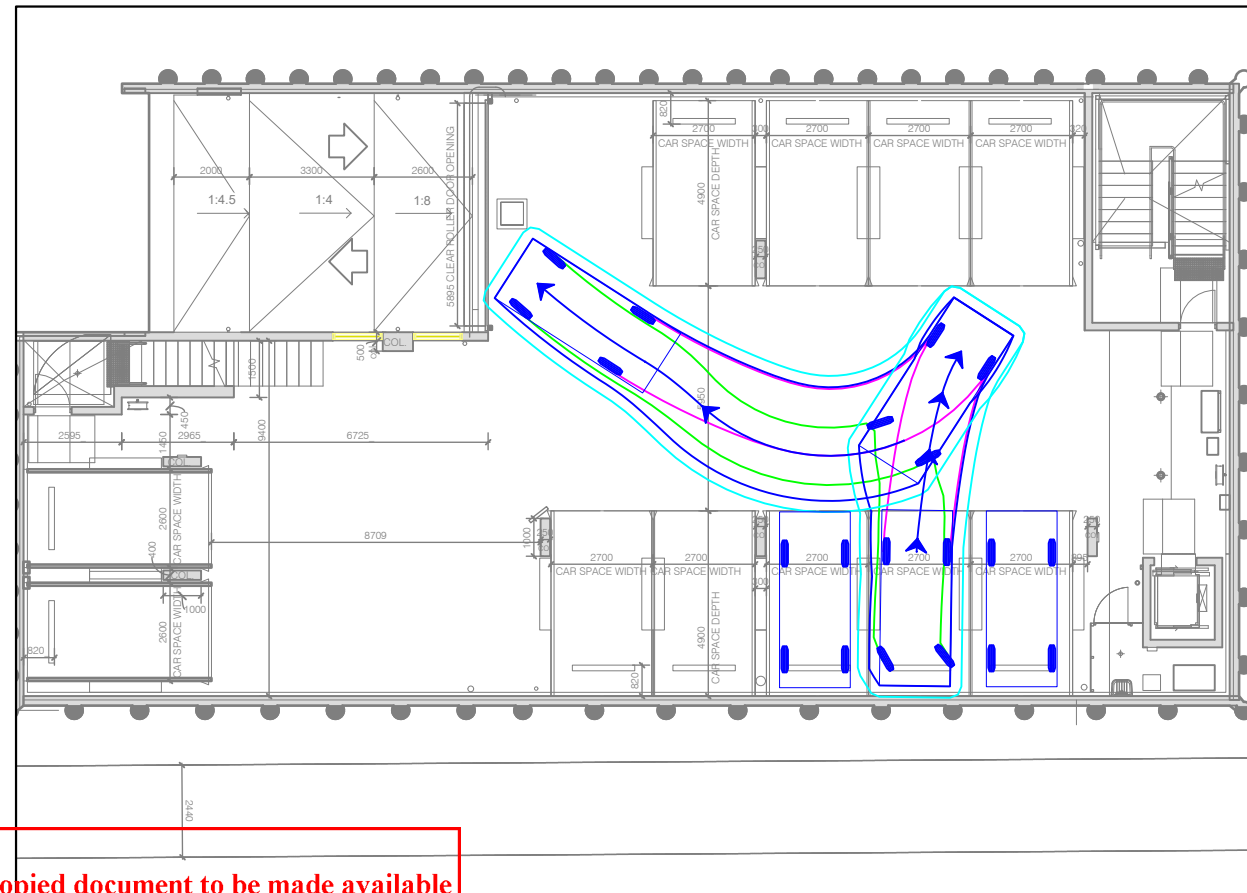


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BASEMENT SPACE 10 - INGRESS

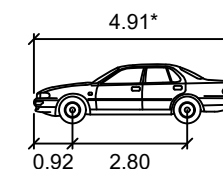


BASEMENT SPACE 10 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

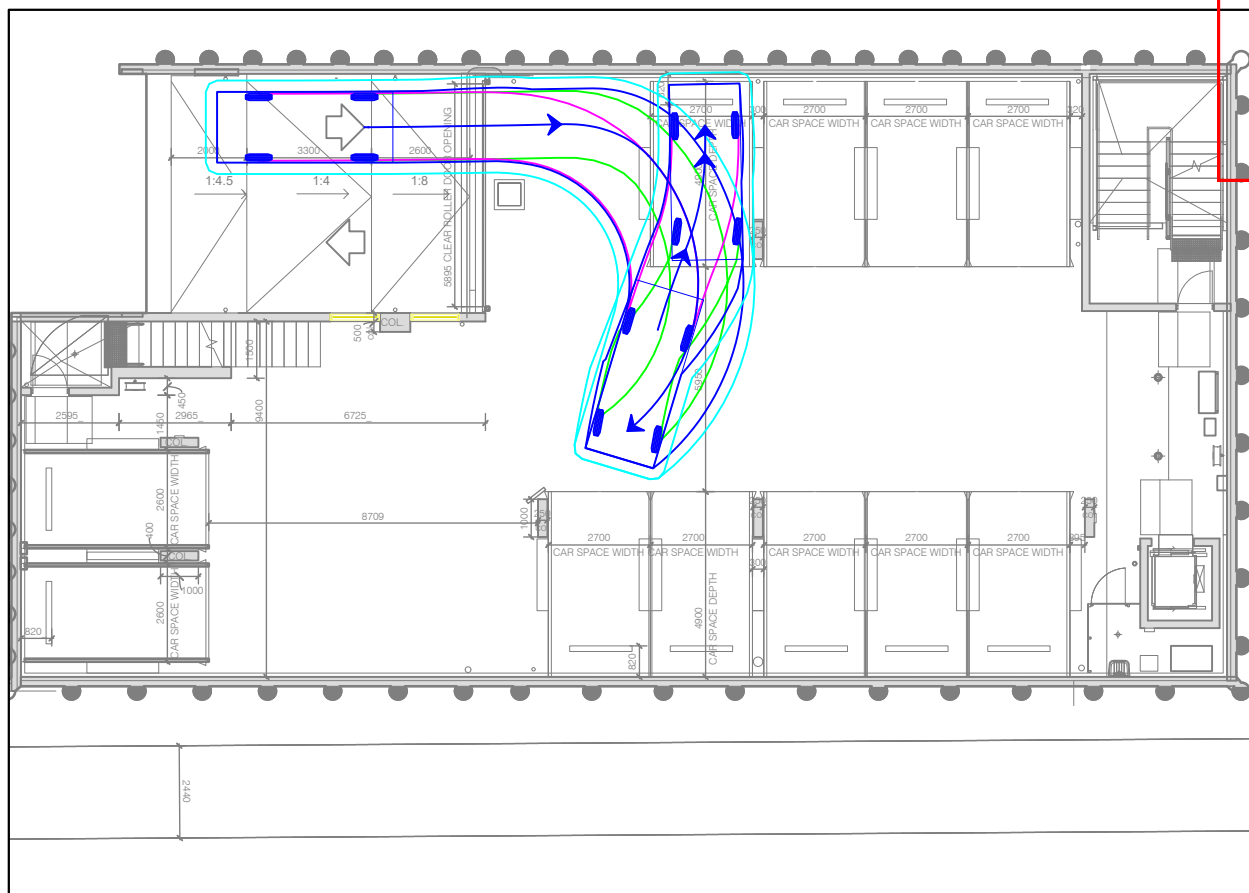
Width : 1.87m
Track : 1.77m
Kerb to Kerb Radius : 11.5m

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

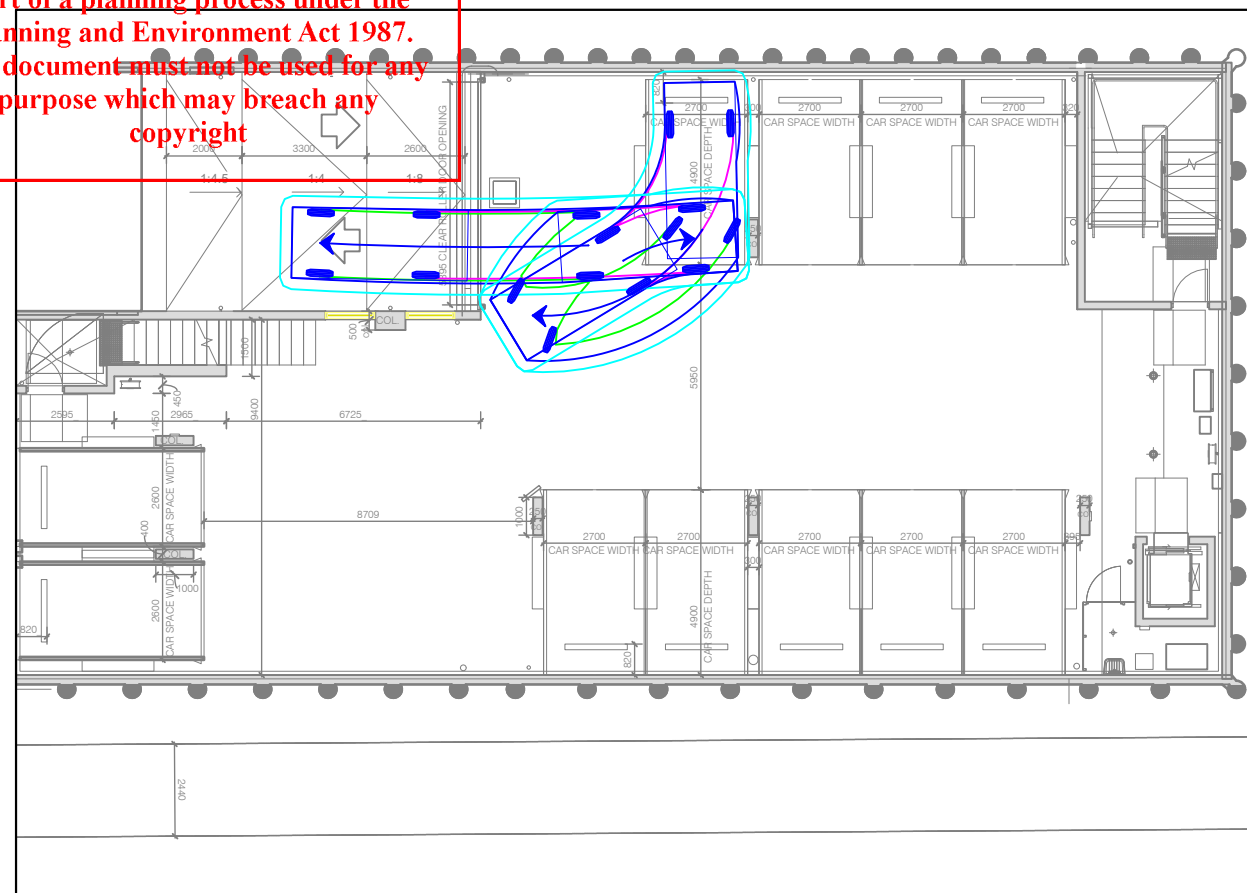
LEGEND

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

BASEMENT SPACE 11 - INGRESS



BASEMENT SPACE 11 - EGRESS



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B	12/03/2026	RFI	L. GREEN	L. FURNESS

737-743 HAWTHORN ROAD, BRIGHTON EAST
PROPOSED AMENDMENT

GENERAL NOTES:
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FILE NAME: G36255-01
SHEET NO.: 07



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