

Our Reference: G36809L-01A

5 June 2025

Murrindindi Shire Council
PO Box 138
ALEXANDRA VIC 3714

Attention: Andrew Bohn

Dear Andrew,

18 Twenty First Street, Eildon – Proposed Key Worker Housing Subdivision Traffic Engineering Assessment

We have been engaged to undertake a traffic engineering assessment of the proposed residential subdivision (key worker housing) located at 18 Twenty First Street, Eildon.

Our assessment is set out below.

Proposal

The proposal is to subdivide the 3,562m² site located at 18 Twenty First Street, Eildon, to provide for key worker housing. The land will be retained by Council and leased to residents/workers.

The proposed subdivision will comprise six dwelling lots ranging in size from 344m² to 612m², as well as a common property area providing for access, circulation and open space.

It is proposed that modular housing will be constructed on each lot.

A copy of the proposed subdivision plan is attached at Appendix A.

Existing Conditions

The subject site is located on the north-east corner of the Twenty First Street/Skyline Road intersection in Eildon.

The site is currently known as Twenty First Street Reserve and is occupied by open space and a small playground. There is no existing vehicle access crossover to the site.

Twenty First Street is classified as an Access Road under Council's Register of Public Roads. It extends approximately 280m in an east-west direction between Park Avenue and Skyline Road and is configured with a 7m (approx.) carriageway within a 20m road reservation.

Twenty First Street operates two-way, however a traffic island and "No Entry" signage prevent access to Twenty First Street from Skyline Road, as shown in Figure 1. Accordingly, all access to the subject site is via Park Avenue to the east.



Figure 1: Subject Site Viewed from Skyline Drive Looking Towards Twenty First Street

Access Requirements

Murrindindi Planning Scheme Clause 52.06-9 Design Standard 1 sets out requirements for accessways. The relevant requirements are addressed in Table 1 below.

Table 1: Design Standard 1 - Accessways

Requirement	Complies?	Comment
Accessways must be at least 3 metres wide.	Yes	The area allocated as Common Property No.1 is sufficient to provide an accessway which is at least 3 metres wide.
Accessways must have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Yes	The area allocated as Common Property No.1 is sufficient to provide an accessway which provides a suitable turning radius for a B99 vehicle.
Allow vehicles parked in the last space of a dead-end accessway in public carparks to exit in a forward direction with one manoeuvre.	NA	The proposal is not a public carpark and will not create any dead-end accessways on the common property.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	NA	The proposed subdivision does not include any overhead obstructions. Any carport or garage structure within the subdivided lots will require a minimum 2.1m headroom clearance.
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.	Yes	The accessway will serve more than four car spaces. The area allocated as Common Property No.1 is sufficient to provide an accessway which allows for cars to exit the site to Twenty First Street in a forward direction.



Requirement	Complies?	Comment
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	NA	It is proposed to construct a one-way circular driveway arrangement with all vehicles entering via the eastern crossover and exiting to the western crossover. Accordingly, there will not be any requirement for passing at the entrance. It is recommended that "entry" and "exit only" signage be installed at the eastern and western site crossovers respectively.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres 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.	Yes	This requirement only applies to the western (exit) crossover. While there is no existing footpath on the site frontage, it is recommended that any landscaping located within the 2m x 2.5m triangular splay area either side of the egress crossover be kept clear of visual obstructions. Any vegetation or mailboxes within this area should be less than 900mm in height.
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 6 metres from the road carriageway.	NA	Twenty First Street is not within a Transport Zone 2 or Transport Zone 3.

Swept path diagrams attached at Appendix B show:

- A B99 car entering the site near Lot 6, circulating anti-clockwise and exiting to Twenty First Street near Lot 1.
- Indicative individual site access driveway locations.
- An 85th percentile design vehicle (B85) entering and exiting each of the individual lots.



Carpark Design

The following requirements apply in relation to carpark design within individual lots:

- Driveways should be at least 3 metres wide and will need to accommodate the turning requirements of the B85 as shown on the attached swept path diagrams.
- One and two bedroom dwellings require a single car space, which can be either covered or uncovered.
- Three or more bedroom dwellings require two car spaces. At least one space is required to be covered as set out in Design Standard 2 of Clause 52.06-9.
- A single garage or carport is required to be 6 metres long and 3.5m wide.
- Where it is proposed to accommodate a tandem parking space within the driveway, the garage or carport should be set back at least 5.4 metres from the lot boundary.

Visitor Parking Requirements

Clause 52.06-5 requires that visitor car parking be provided at a rate of one visitor space to every five dwellings for developments of five or more dwellings.

There is ample opportunity for visitor parking to occur on Twenty First Street on the frontage of the proposed Common Property No.1.

Alternatively, a single visitor parking space could be provided as a parallel parking space within Common Property No.1 opposite Lot 3 or Lot 4.

A parallel parking space is required to be 2.3m wide and 6.7m long in accordance with Design Standard 2 of Clause 52.06-9.

Crossover Requirements

Crossover requirements are set out in the Infrastructure Design Manual Standard Drawing SD 235 as shown in Figure 2 below.

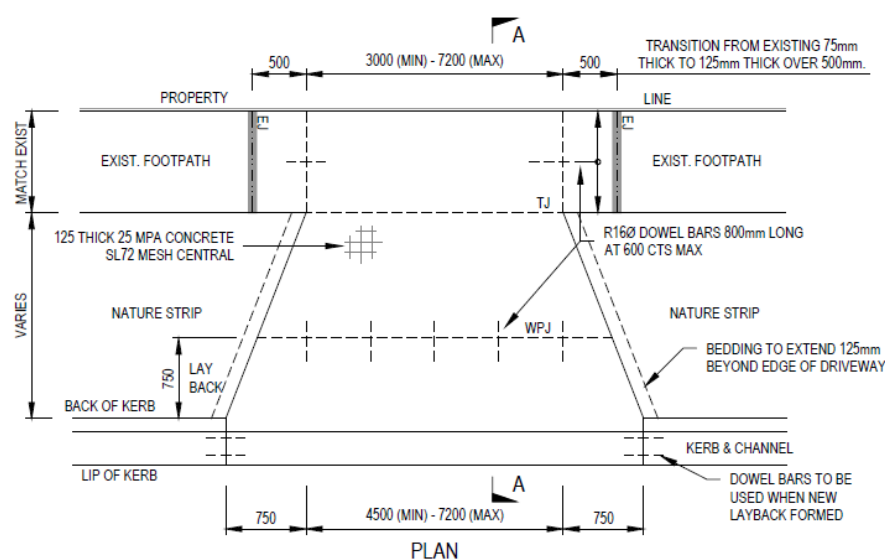


Figure 2: Crossover Requirements – IDM Standard Drawing SD 235



Conclusions

Having undertaken a traffic engineering assessment of the proposed residential subdivision located at 18 Twenty First Street, Eildon, we are of the opinion that:

- a) there is sufficient space provided on each lot to meet the statutory car parking requirements,
- b) the proposed subdivision layout allows sufficient space for the provision of vehicle access, circulation and car parking to be provided in accordance with the relevant requirements of Clause 52.06 of the Planning Scheme, and
- c) there are no traffic engineering reasons why a planning permit for the proposed residential subdivision at 18 Twenty First Street, Eildon, should not be granted.

We trust this is sufficient for now. Should you have any questions regarding the above assessments, please don't hesitate to contact Jodie Place on 9822 2888.

Yours faithfully,

TRAFFIX GROUP PTY LTD



JODIE PLACE
SENIOR ASSOCIATE
Registered Professional Engineer No. 0007856

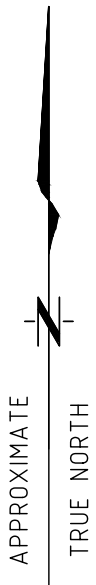
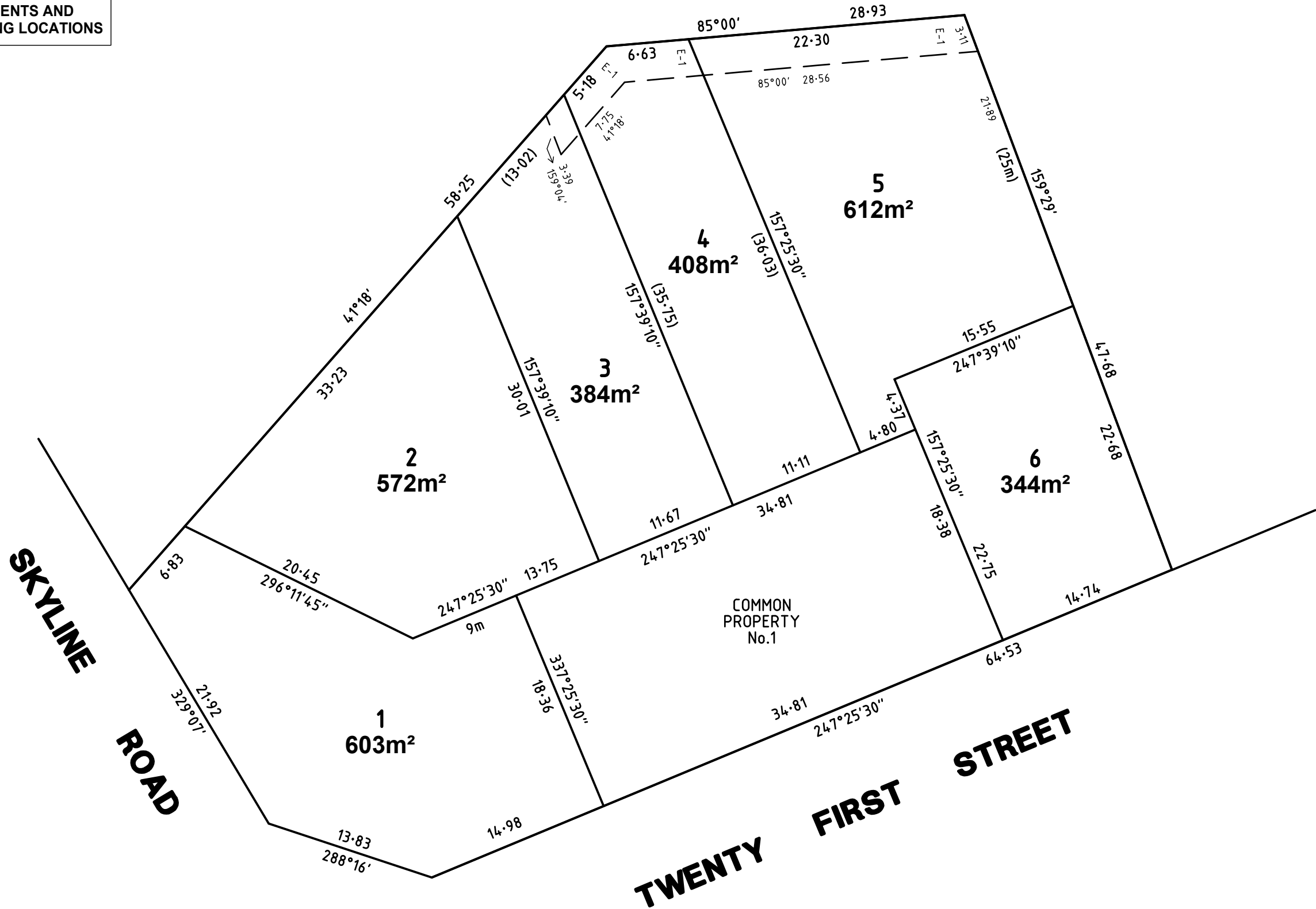


Appendix 1

Subdivision Plans

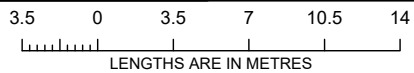
PRELIMINARY

FINAL PLAN SUBJECT TO ANY
AUTHORITY REQUIREMENTS AND
AS-CONSTRUCTED BUILDING LOCATIONS



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SCALE
1:350



ORIGINAL SHEET
SIZE: A3

SHEET 2

SURVEYORS FILE REF: L.3115 SUB
SAMUEL J. BREWIN / VERSION NO. 02

Appendix 2

AutoTURN Swept Path Diagrams

