

Our Reference: G36809L-02A

5 June 2025

Murrindindi Shire Council
PO Box 138
ALEXANDRA VIC 3714

Attention: Andrew Bohn

Dear Andrew,

10 Eighth 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 10 Eighth Street, Eildon.

Our assessment is set out below.

Proposal

The proposal is to subdivide the 0.4 hectare site located at 10 Eighth 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 eight dwelling lots ranging in size from 311m² to 623m², as well as a common property area providing for access, circulation, visitor parking and open space.

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

It is proposed that all lots will be access internally from within the common property driveway, which will include a new vehicle crossover to Seventh Street.

A pedestrian walkway will extend through the site to Eighth Street, allowing for waste collection to occur on both street frontages.

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

Existing Conditions

The subject site is located on the north-east side of Eighth Street, extending through to the southwest side of Seventh Street in Eildon.

The site is currently known as the Eighth Street Reserve and is occupied by open space and a small playground. There is an existing crossover to the site from Eighth Street close to the boundary with 12 Eighth Street.

Eighth Street is classified as an Access Road under Council's Register of Public Roads. It extends approximately 240m in a northwest direction from High Street, terminating at a dead-end, and is configured with a 6.7m (approx.) carriageway within a 15.3m road reservation.

Seventh Street is classified as an Access Road under Council’s Register of Public Roads. It extends approximately 220m in a northwest direction from High Street, terminating at a dead-end, and is configured with a 6.0m (approx.) carriageway within a 15.3m road reservation.



Figure 1: Subject Site Viewed from Seventh 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 areas allocated for vehicular access on Common Property No.1 are 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.	No	The 90-degree bends within Common Property No.1 have a 1.5m radius. It is recommended that the corners be splayed to provide a suitable turning radius for a B99 vehicle.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	NA	The proposal is not a public carpark.
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	No	The accessway will serve more than four car spaces.



Requirement	Complies?	Comment
accessway must be designed so that cars can exit the site in a forward direction.		The area allocated as Common Property No.1 is intended to allow for all vehicles to exit the site to Seventh Street in a forwards direction. It is noted that minor amendments to the subdivision plan are required to provide adequate manoeuvring space as shown on the attached AutoTURN swept path diagrams.
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.	No	The Common Property Accessway will serve more than ten car parking spaces and is more than 50 metres long. Accordingly, a passing area is required at the entrance to allow for simultaneous entry and egress movements.
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 can be achieved subject to any fencing, mailboxes or landscaping located within the 2m x 2.5m triangular splay area on the "Lot 2" side of the accessway being 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	Seventh Street is not within a Transport Zone 2 or Transport Zone 3.

Table 1 indicates that minor changes are required to meet the Clause 52.06-9 Design Standard 1 requirements set out in the Planning Scheme. Swept path diagrams and indicative mark-up attached at Appendix B show:

- Widening of the access driveway across the frontage of Lot 2 to ensure that a passing area at least 6.1m wide and 7m long is achieved. Notably, this has been extended to provide sufficient space for vehicles to manoeuvre in and out of visitor parking spaces.



- A B99 car entering the site from Seventh Street and turning at each of the proposed internal 90-degree bends. Notably, the minor changes required to the corner splays to accommodate the B99 swept paths can be minimised by providing a curved boundary to the lots rather than a chord segment layout.
- Indicative individual site access driveway locations and indicative visitor parking spaces.
- An 85th percentile design vehicle (B85) entering and exiting each of the individual lots.

Vehicles exiting Lot 7 can reverse and turn around in the pedestrian walkway area adjacent to Lot 8. It is recommended that bollards be included as shown in Figure 2 below to prevent vehicles parking in the area allocated for Lot 7 turnaround and also to prevent vehicles driving along the pedestrian walkway and exiting to Eighth Street.

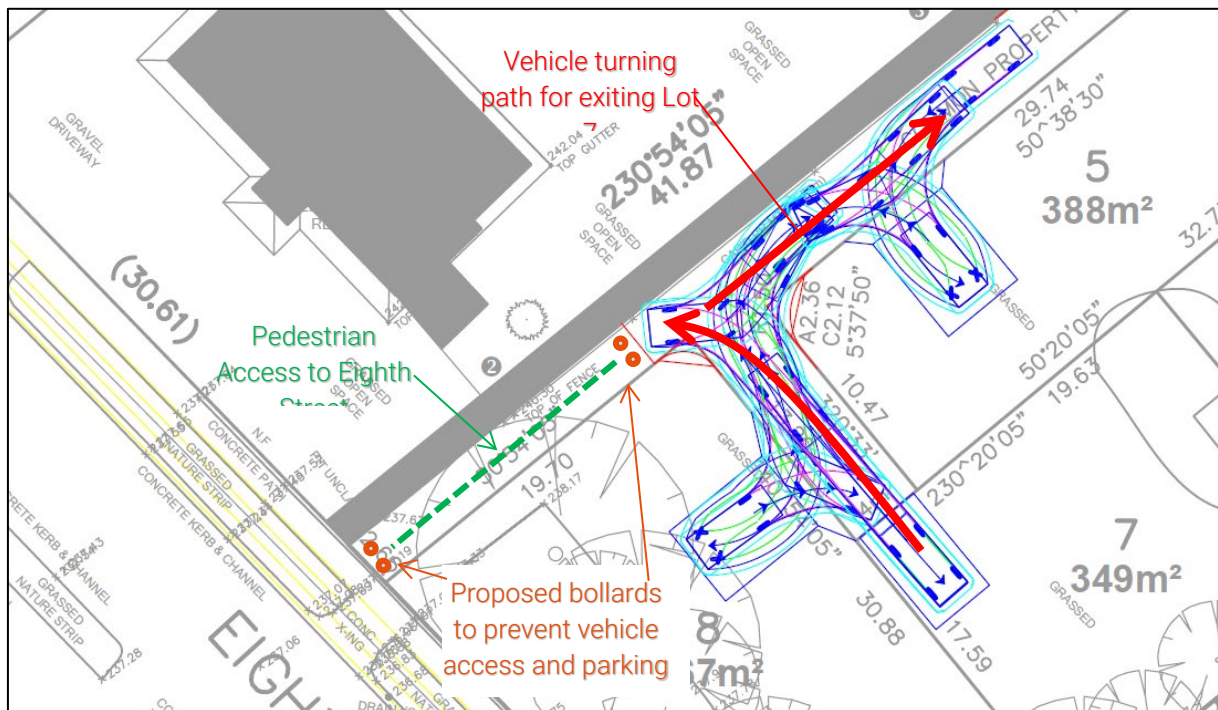


Figure 2: Egress for Lot 7

Swept path diagrams indicate that the lot boundaries for Lots 4 and 6 will need to be set back to provide a "courtbow" type arrangement to allow for vehicles to exit each of these lots without encroaching onto another lot and exit the site in a forwards direction as required by Design Standard 1 of Clause 52.06-9.

The mark-up at Figure 3 below shows the area required to be allocated as part of Common Property 1 to provide adequate manoeuvring space for Lots 4 and 6.



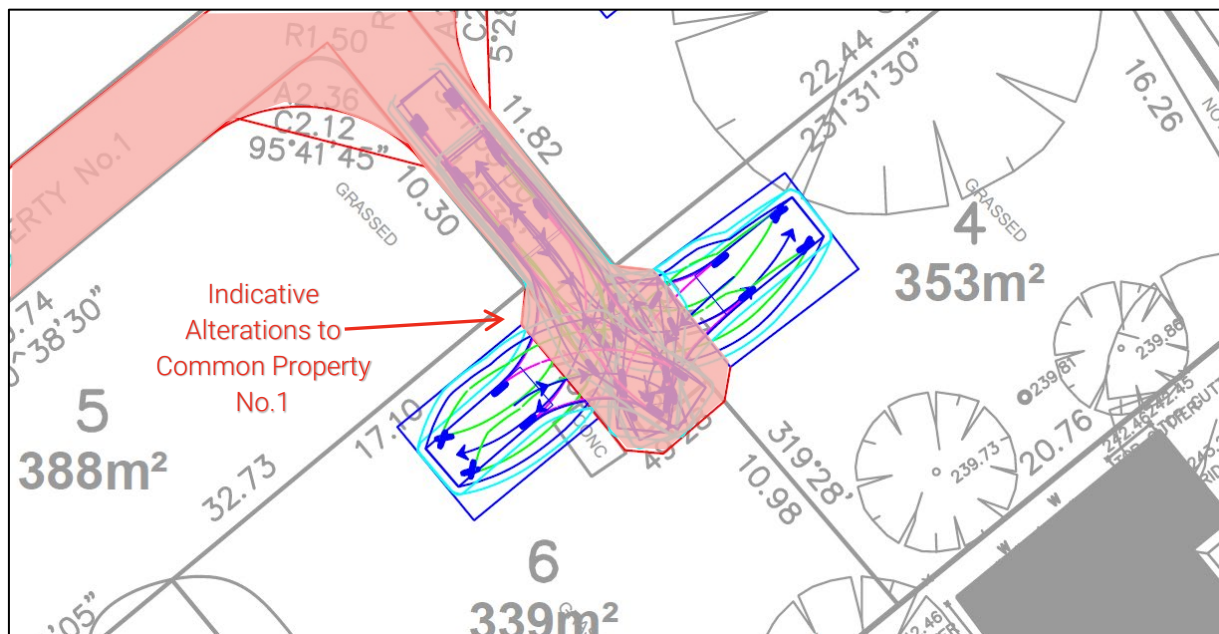


Figure 3: Indicative Common Property Area to Provide Access to Lots 4 and 6

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.

Additionally, Clause 52.06-5 states that ... *"if in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number"*.

Accordingly, the statutory visitor parking requirement for an eight-lot residential development is one space.

The subdivision plan shows an indicative 5.4m x 15m area in front of Lot 1 set aside for the purpose of visitor parking. It is noted that while this area could provide for visitor parking, the



width of the common property access aisle does not comply with the minimum access aisle requirements for 90-degree visitor parking.

The indicative mark-up attached at Appendix B shows how two visitor parking spaces could be provided closer to the site entrance, making use of the wider two-way access aisle section. In that case, the 15m x 5.4m section in front of Lot 1 could be incorporated into Lot 1.

For a 6.1m access aisle, Design Standard 2 of Clause 52.06-9 requires that visitor spaces be 4.9m long and 2.8m wide, as shown on the attached mark-up.

Crossover Requirements

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

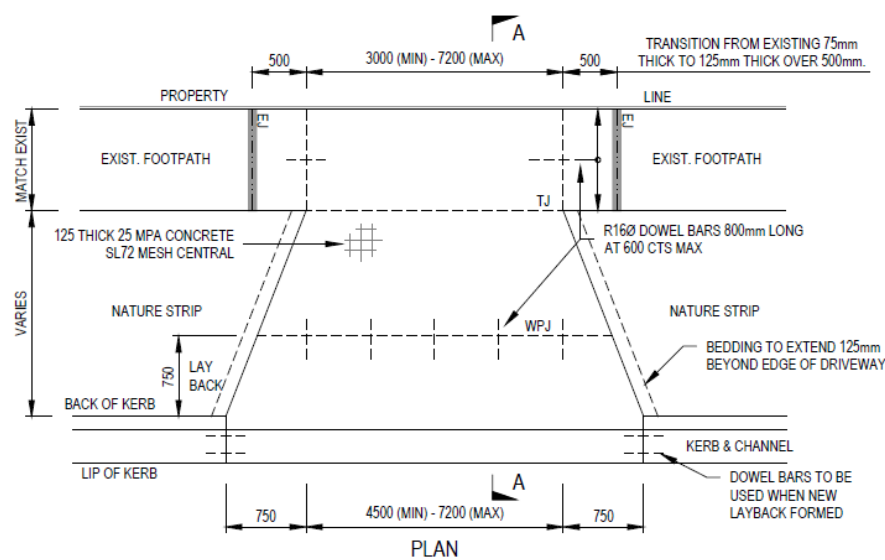


Figure 4: Crossover Requirements – IDM Standard Drawing SD 235

Conclusions

Having undertaken a traffic engineering assessment of the proposed residential subdivision located at 10 Eighth Street, Eildon, we are of the opinion that:

- there is sufficient space provided on each lot to meet the statutory car parking requirements,
- the proposed subdivision layout will allow 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 subject to the following minor changes:
 - provision of a 6.1m wide passing area at the entrance to allow for simultaneous entry and egress,
 - an increase to the radius of splays at the 90-degree bends to adequately provide for the turning requirements of a B99 car, and
 - modifications to Common Property No.1 to provide sufficient space for vehicles to enter and exit Lots 4 and 6 without encroaching onto other lots,



- c) visitor parking could be moved to be accessed via the wider two-way access aisle to ensure that visitor space and access aisle requirements are compliant with Design Standard 2 of Clause 52.06-9, and
- d) subject to the minor changes recommended in b) and c) above, there are no traffic engineering reasons why a planning permit for the proposed residential subdivision at 10 Eighth 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

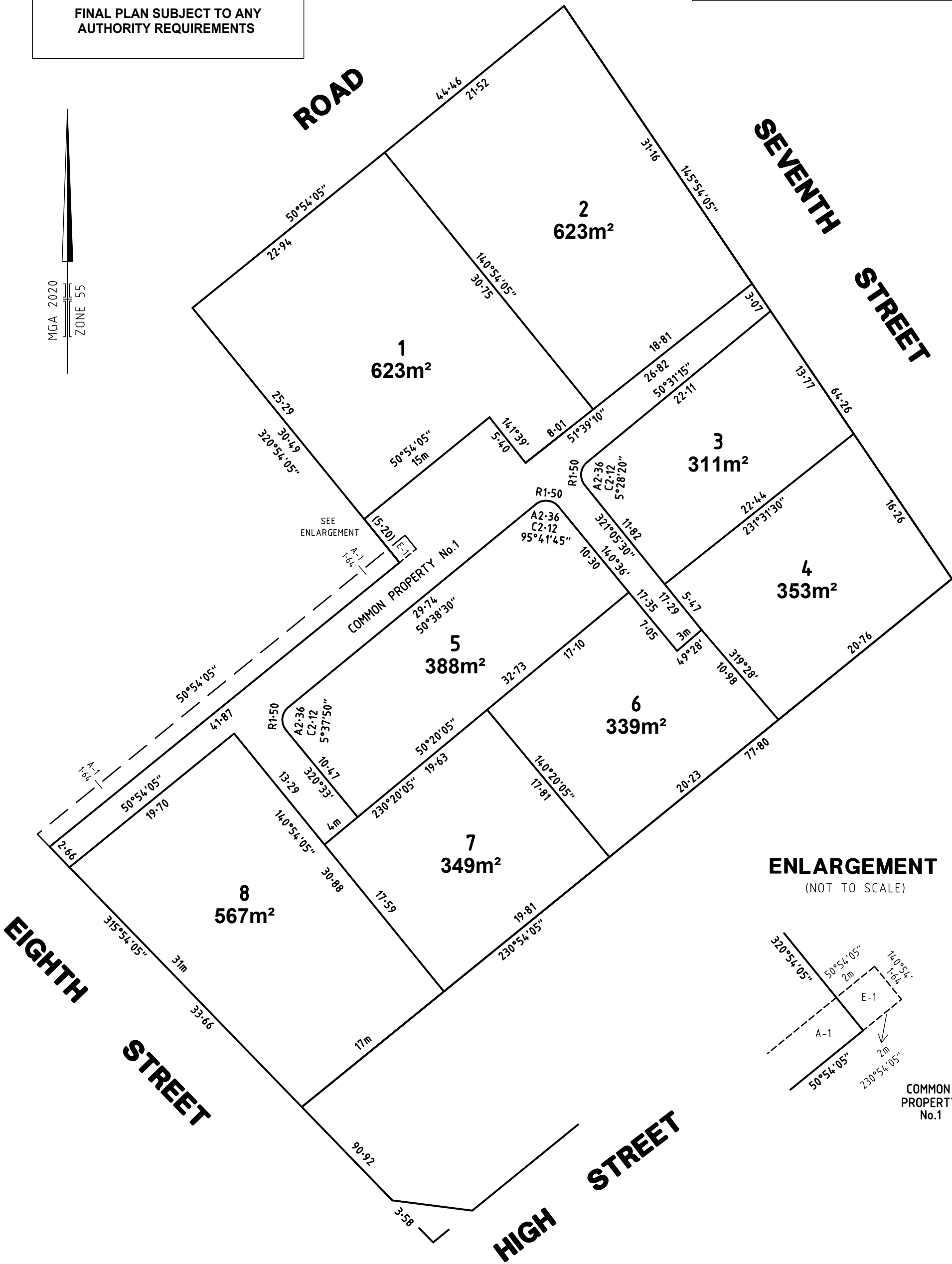
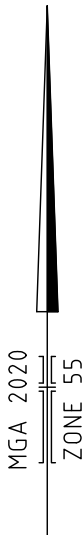


Appendix 1

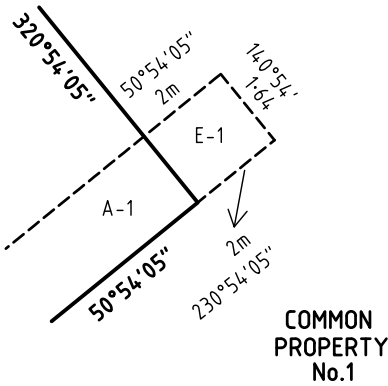
Subdivision Plans

PRELIMINARY

FINAL PLAN SUBJECT TO ANY
AUTHORITY REQUIREMENTS

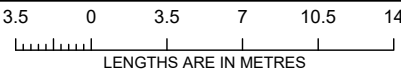


ENLARGEMENT
(NOT TO SCALE)



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SCALE
1:350



ORIGINAL SHEET
SIZE: A3

SHEET 2

SURVEYORS FILE REF: L.3316 SUB
SAMUEL J. BREWIN / VERSION NO. 02

Appendix 2

AutoTURN Swept Path Diagrams

