Traffix Group

Traffic Engineering Assessment

Proposed Childcare Centre Development

277-279 Scenic Road, Highton

Prepared for
Allaf Property Management Pty Ltd

June 2026

G36342R-01B

Level 28, 459 Collins St
Melbourne Victoria 3000

T: 03 9822 2888
admin@traffixgroup.com.au

Traffix Group Pty Ltd
ABN: 32 100 481 570

traffixgroup.com.au

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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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1. Introduction

Traffix Group has been engaged by Allaf Property Management Pty Ltd to undertake a Traffic Engineering Assessment for a proposed childcare centre development at 277-279 Scenic Road, Highton.

The Department of Transport and Planning has reviewed the proposal in terms of its vehicle access location to Scenic Road and traffic impacts via Memorandum (G36342M-01A, dated 1st May 2026) and does not object to the proposal in-principle (email dated 20th May 2026), subject to receiving the full application. The email from DTP is attached at Appendix F.

2. Proposal

The proposal is for a 90-place childcare centre on the site.

A new vehicle access to the site is proposed via a double width crossover to Scenic Road, located along the site's eastern boundary. The new vehicle crossover will replace the existing single width crossover currently located in the same place.

The development provides a total of 19 car spaces, including 1 disabled car space within a ground level carpark. A turning bay is provided adjacent to the refuse area. A total of 22 staff are proposed.

A total of 6 pairs of car spaces are provided in a tandem arrangement, with the rear spaces specifically allocated to staff. The remaining car spaces are unallocated to maximise the efficiency of the carpark between parents and staff. The exact allocations and signage can be detailed with a Car Parking Management Plan as a condition of any permit granted.

A dedicated pedestrian path is provided near the midpoint of the site via Scenic Road.

Waste will be collected from within the site by a private contractor. Waste is expected to be collected outside of operating hours, or at off-peak times. The 6.4m long, 2.08m high waste truck is able to navigate within the site and turn around as required.

Post-development, a total of 8 on-street car spaces will be available along the site's combined frontages (no net change), split between the following:

- 5 x unrestricted spaces along the site's frontage to Scenic Road, and
- 3 x unrestricted spaces along the site's frontage to Willowfield Court.

The proposed operating hours of the childcare centre are 6:30am to 6:30pm, Monday to Friday.

The proposal also includes the construction of a pedestrian footpath along the site's frontage to Scenic Road, which will also extend to the south (to the midway point along the frontage of #275 Scenic Road), to provide a connection to the existing bus stop at that location.

A copy of the development plans prepared by The ELLIS Group Architects is attached at Appendix A to this report.

3. Existing Conditions

3.1. Subject Site

The subject site is 277-279 Scenic Road, Highton. The table below summarises the key characteristics of the subject site.

Table 1: Subject Site Description

Characteristic	Description
Address	277-279 Scenic Road, Highton
Area	1,716m^2
Frontages	23m to Scenic Road 27m to Willowfield Court
Zoning	General Residential Zone – Schedule 1 (GRZ1)
Current use of site	Two dwellings
Car parking and loading provision	Double garage for #277 and carport for #279
Vehicle access	3 x crossovers to Scenic Road
On-street parking along site frontage	A total of 8 on-street car spaces are provided along the site's combined frontages, split between the following: • 5 x unrestricted spaces along the site's frontage to Scenic Road, and • 3 x unrestricted spaces along the site's frontage to Willowfield Court.

A locality plan, aerial photograph, photograph of the site's frontages and land use zoning map are provided at Figure 1 to Figure 5, respectively.

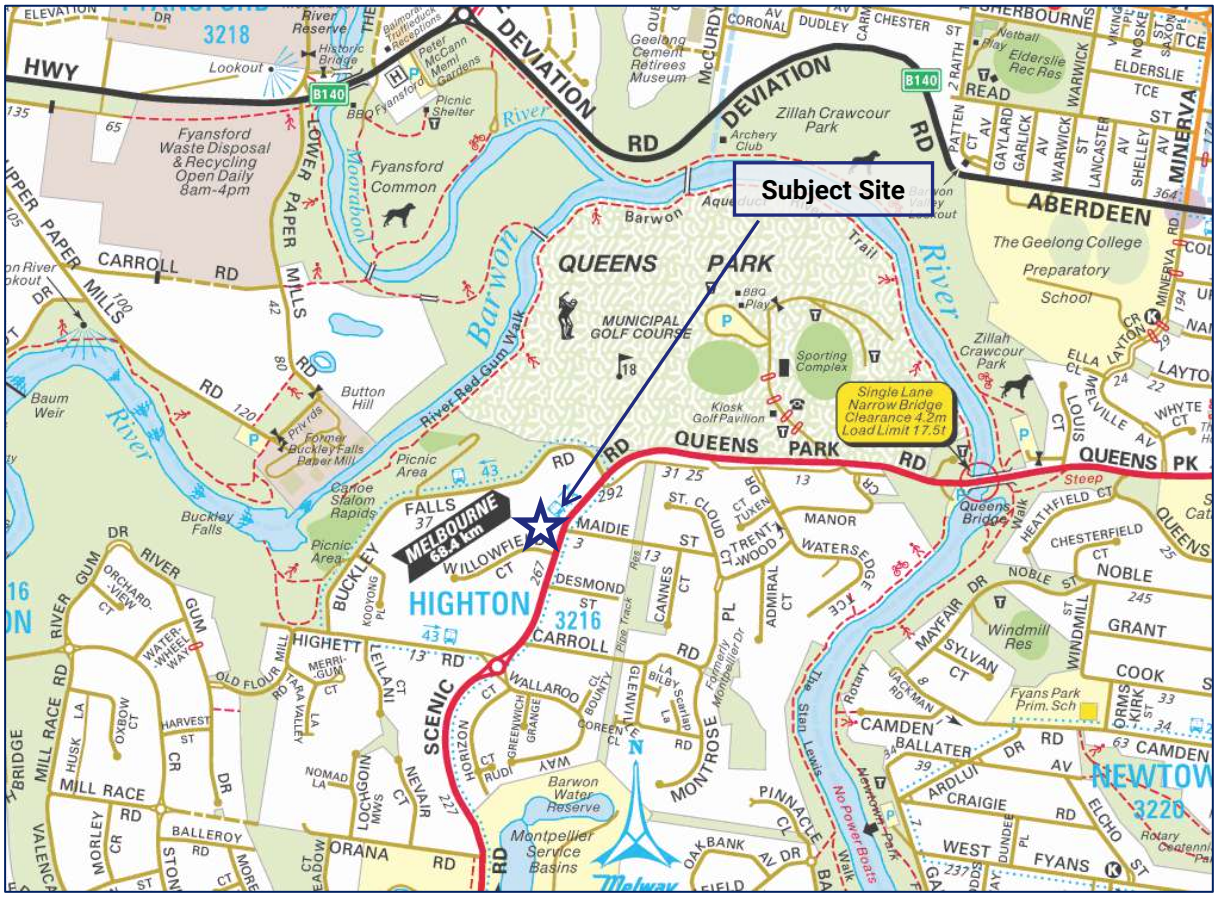


Figure 1: Locality Plan (Source: Melway)

Figure 2: Aerial photograph (Source: Nearmap)

Figure 3: Subject Site (view west from Scenic Road)

Figure 4: Subject Site (view north from Willowfield Court)

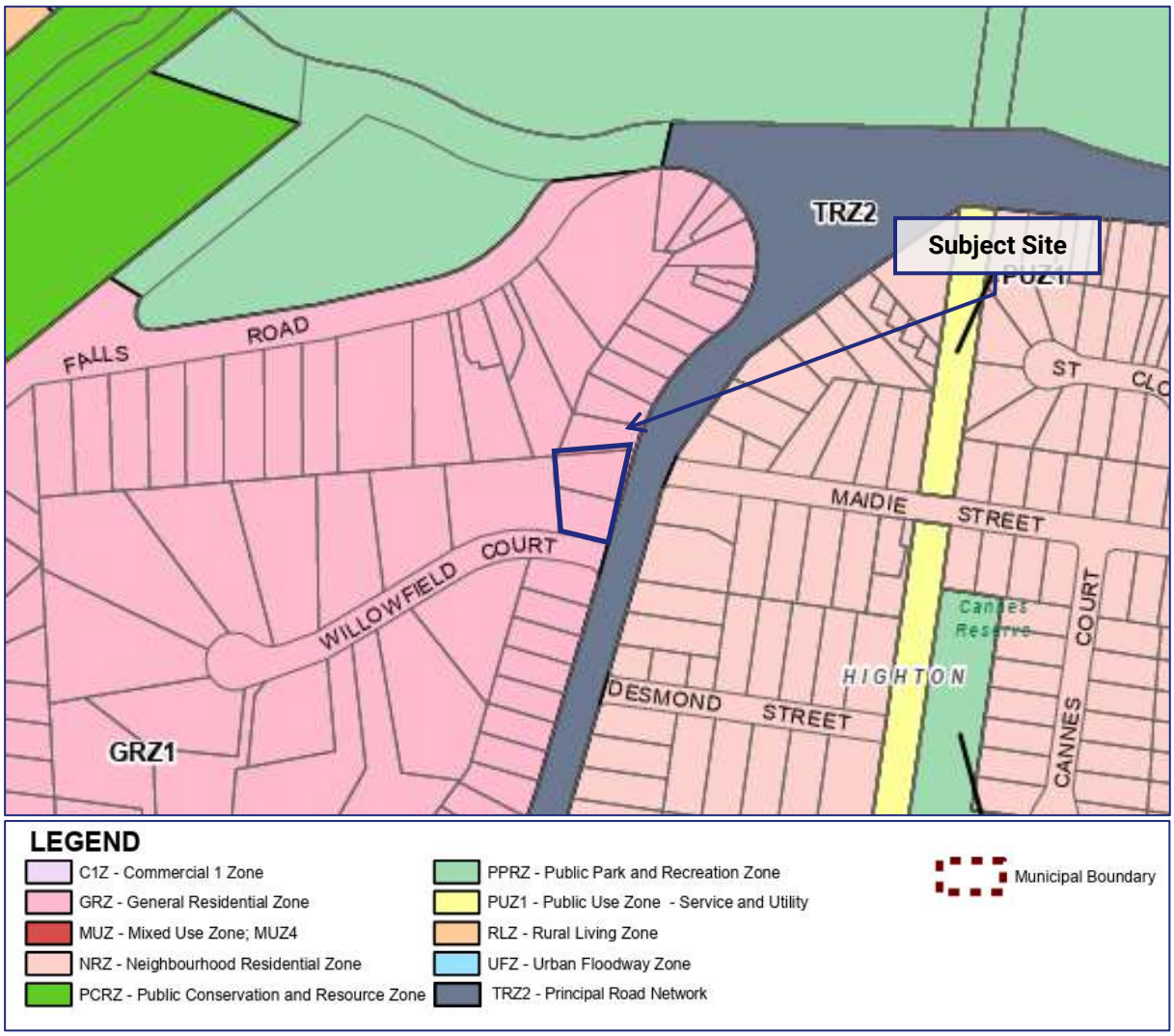


Figure 5: Land use zoning map (Source: Planning Schemes Online)

3.2. Road Network

Scenic Road is a Department of Transport and Planning (DTP) managed Arterial Road and Transport Zone 2, which provides one lane of vehicle traffic in each direction and includes a combined bicycle/parking lane on each side of the carriageway.

Scenic Road, adjacent to the site, is aligned in the north-south direction and has a carriageway width of approximately 11.2m. There is unrestricted kerbside parking on each side of the road.

Scenic Road has a posted speed limit of 60km/h. No public footpaths are provided on either side of the road.

Willowfield Court is a local road managed by Council ending in a court bowl treatment. Willowfield Court is aligned in an east-west direction and has a two-way carriageway that is approximately 7.4m wide adjacent to the site. The carriageway width narrows to the west.

Willowfield Court has a default speed limit of 50km/h. There is unrestricted parking on each side of the road. Where the width of the road narrows, parking is only permitted on one side at any one time in order to maintain a 3m wide traffic lane.

No footpaths are provided on either side of the road.

Maidie Street is a local road managed by Council, connecting to Scenic Road and St Cloud Court. Maidie Street is aligned in an east-west direction and has a two-way carriageway that is approximately 7.2m wide and includes unrestricted kerbside parking on each side.

Maidie Street has a default speed limit of 50km/h.

Photographs of the surrounding road network are presented in the figures below.

Figure 6: Scenic Road – view north

Figure 7: Scenic Road – view south

Figure 8: Willowfield Court – view west

Figure 9: Willowfield Court – view east

3.3. Existing Car Parking Conditions

Traffix Group completed an inventory of on-street parking during the site inspection on Monday 26th April, 2026 at 2pm.

The purpose of the inventory was to ascertain the supply and management of car parking in the area. However, as set out at Section 4.2, the development satisfies the statutory car parking requirements of Clause 52.06. Accordingly, the demand for on-street car parking is not a strong consideration for this proposal.

The detailed parking inventory is presented at Appendix B. The parking inventory area is presented in the figure below.

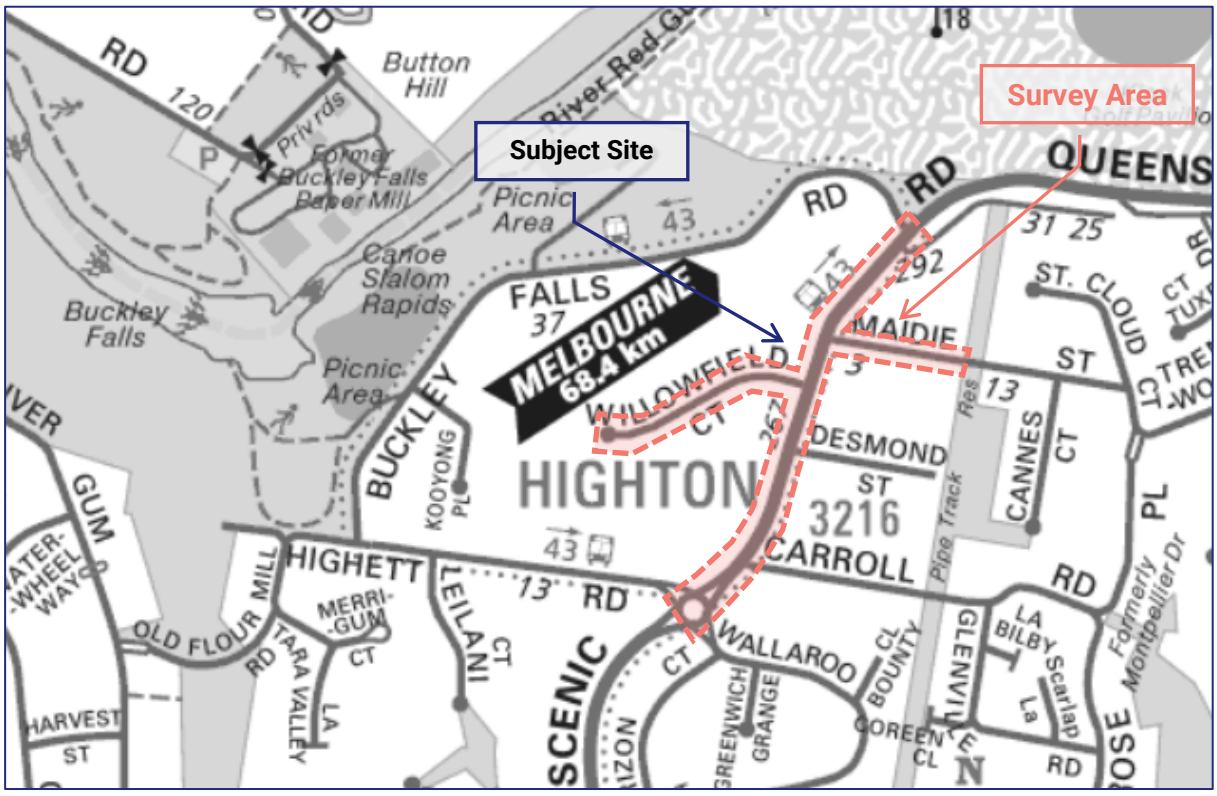


Figure 10: Parking inventory area

The key findings of the inventory were:

- There were 105 publicly available on-street car spaces within approximately 200m walking distance of the site during the site inspection.
- The demand for on-street parking during the site inspection was low, with 8 spaces recorded as occupied (8% occupancy).
- On-street parking is all unrestricted within the vicinity of the site.
- A total of 8 on-street car spaces are provided along the site's combined frontages, split between the following:
  - 5 x unrestricted spaces along the site's frontage to Scenic Road, and
  - 3 x unrestricted spaces along the site's frontage to Willowfield Court.

3.4. Existing Traffic Conditions

Traffix Group commissioned Trans Traffic Survey Pty Ltd to undertake AM and PM peak period traffic counts at the Scenic Road / Willowfield Court intersection on Wednesday, 22nd April 2026, between the hours of 7:30am-9:30am and 3pm-6:30pm. The figure below presents the recorded AM and PM peak hour volumes.

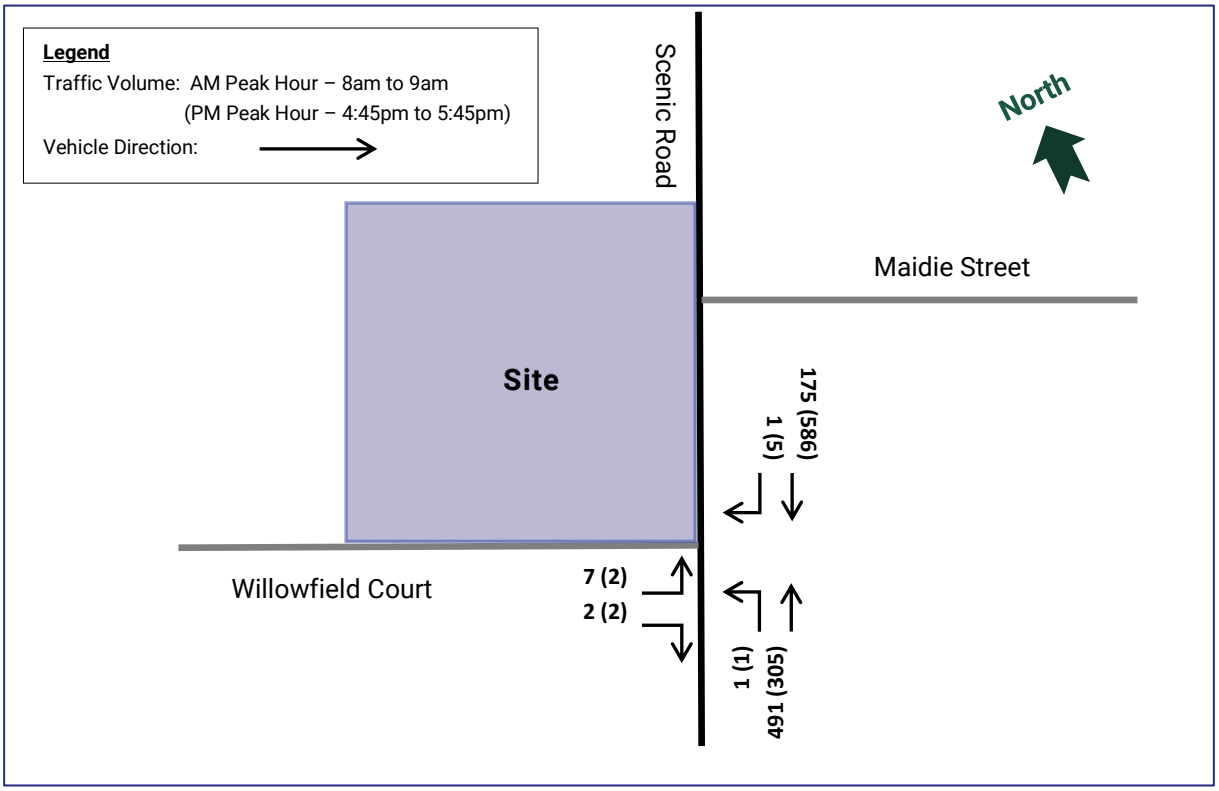


Figure 11: Existing AM & PM Peak Hour Traffic at Willowfield Court / Scenic Road, Wednesday, April 22nd, 2026

3.5. Road Safety Review

A review of the State Road Accident Records (Crashstats) has been undertaken in the vicinity of the site for the past 5 years of available data (01/10/2020 to 30/09/2025)[1]. The review area is shown in Figure 12.

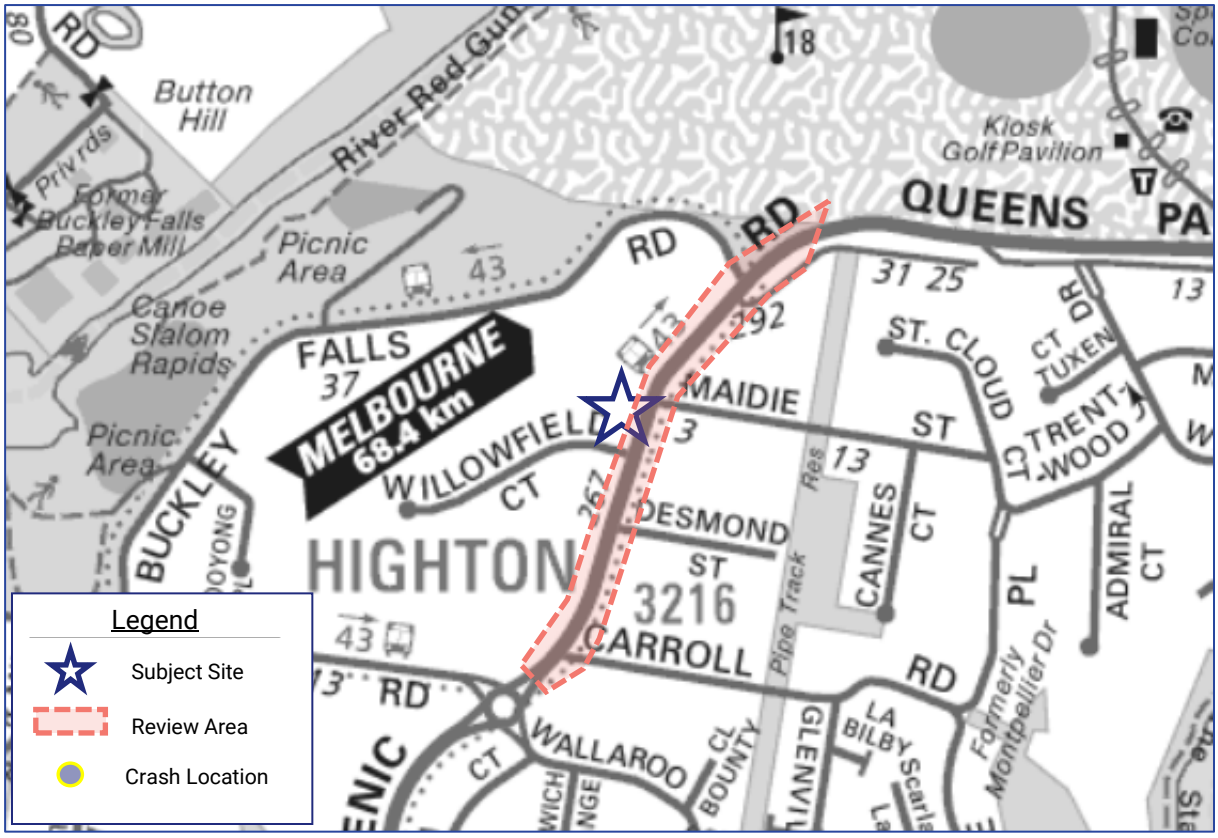


Figure 12: Crash History Investigation Area (Source: Melway Publishing)

No casualty crashes were recorded within the review area for the past 5 years of recorded data.

Accordingly, we are satisfied that there is no discernible crash pattern in the area surrounding the site of relevance to this application.

[1] Casualty crash data is contained in the VicRoads' *Crashstats Internet Database* and includes all reported casualty crashes (i.e. injury crashes), which are classified into Fatal Injury, Serious Injury and Other Injury (i.e. minor injury) crashes. Property damage only or non-injury crashes are not included in the database.

3.6. Public Transport

The site is served by public transport services, with a bus stop being located approximately 50m south of the site on Scenic Road. This bus stop services Bus Route 43, which operates between Geelong Station and Deakin University, via Highton.

A map of the public transport services surrounding the site is shown at Figure 13.

The site is located outside the Principal Public Transport Network Area (PPTN).

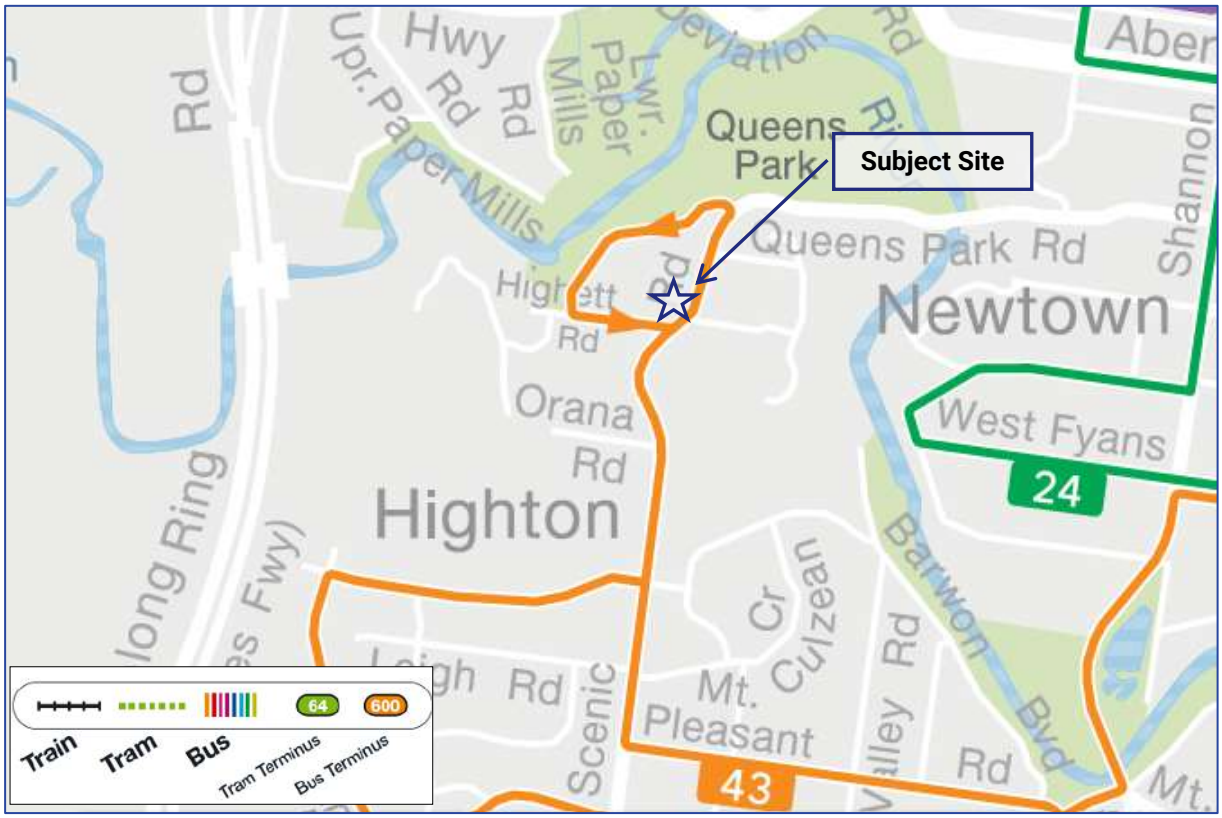


Figure 13: Public Transport Map (Source: PTV)

4. Traffic Engineering Assessment

4.1. Transitional provisions

Amendment VC277 commenced on 18th December, 2025 and implemented substantial changes to the car parking requirements at Clause 52.06-5.

A six-month transition period applies to these changes (for applications lodged by 16th June, 2026). This proposal has been assessed having regard to the transitional provisions of Clause 52.06 (Car Parking) of the Victoria Planning Provisions. The following transitional provisions apply[2]:

Transitional Provision A

Minimum car parking requirements - the lower of the former or the new car parking requirement applies to:

- *an application or parking plan submitted before or within 6 months after the commencement of Amendment VC277; or*
- *a use or development started within 6 months of the commencement of Amendment VC277 (if a permit or car parking is not required).*

Accordingly, the application seeks to apply the previous car parking requirements set out in Table 1 of Clause 52.06-5, which applied prior to VC277.

4.2. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'childcare centre' 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.*

[2] As described in the Car Parking Reforms FAQ – December 2025

As discussed in Section 4.1, in this instance, the application seeks to apply the car parking rates set out in Table 1 of Clause 52.06-5 prior to Amendment VC277. This applies a rate based on the number of child places, rather than staff numbers.

Under the previous Table 1 requirements, the Column A rates of Table 1 applied unless the site was in the PPTN (under which case, the Column B rates would apply). The site is located outside of the PPTN, and accordingly, the Column A rates apply. In any event, both the Column A and Column B rates are the same for a childcare centre.

The statutory car parking assessment of the development is set out in Table 2 below.

Table 2: Statutory Car Parking Assessment – Column A of Clause 52.06-5 (Transitional Provisions)

Use	Size / No.	Statutory Parking Rate (Column A)	Parking Requirement(1)	Parking Provision	Shortfall / Surplus
Childcare Centre	90 place	0.22 spaces per child place	19	19	0

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 development has a statutory requirement under Clause 52.06-5 to provide 19 car spaces, which is provided on-site.

Accordingly, a car parking reduction is not required under the decision guidelines of Clause 52.06-7.

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 AS2890.6-2022 (disabled) and the Building Code of Australia.*

One disabled car space is required under the NCC for the childcare centre, and one has been provided on the site in accordance with AS2890.6-2022.

4.3. Bicycle Parking Provision

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

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

No bicycle parking is required for the land use of a childcare centre under Clause 52.34, and none is provided.

Accordingly, we are satisfied that the non-provision of bicycle parking is appropriate in this instance.

4.4. 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.

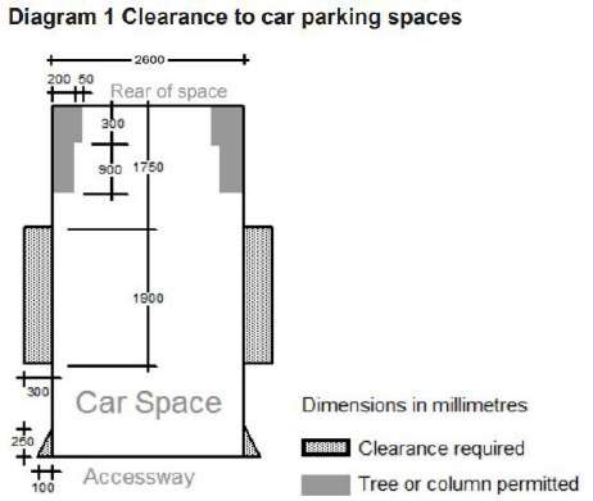
Table 3: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Complies.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Complies, all accessways exceed 4.2m width.
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.	✓	Complies.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies.
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.	✓	Complies, all cars 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.	✓	Complies.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td>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.</td><td>✓</td><td>A pedestrian sight triangle is shown on the exit (north) side of the accessway to Scenic Road. A pedestrian sight triangle is not required on the southern side of the accessway, given that sight lines are achieved within the accessway.</td></tr>
<tr><td>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.</td><td>✓</td><td>Car spaces are set back at least 6m from the Scenic Road carriageway.</td></tr>
<tr><td>If entry to the car space is from a road, the width of the accessway may include the road.</td><td>N/A</td><td>N/A</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 2 – Car Parking Spaces</td></tr>
<tr><td>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.
<table>
<tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr>
<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>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr>
<tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr>
</table>
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 AS2890.6-2009 (disabled).</td><td>✓</td><td>All car spaces are provided in accordance with Clause 52.06-9.

Access to critical car spaces within the carpark has been checked for the B85 design vehicle, with swept path diagrams provided at Appendix C.

We are satisfied that access to all car spaces can be achieved and is satisfactory.</td></tr>
</table>

Requirement	Assessment	Design Response
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: • 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. **Diagram 1 Clearance to car parking spaces**  	✓	Complies.
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.	N/A	No garages proposed.
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	✓	Complies.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A	Not residential use.
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.	✓	The disabled car parking space is provided in accordance with AS2890.6-2022.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 3 - Gradients</td></tr>
<tr><td>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.</td><td>✓</td><td>The grades over the first 5m into the site do not exceed 1:10 (10%).

Complies.</td></tr>
<tr><td>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.
<table>
<tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr>
<tr><td>Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr>
<tr><td></td><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr>
<tr><td>Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr>
<tr><td></td><td>longer than 20 metres</td><td>1:5 (20%)</td></tr>
</table></td><td>✓</td><td>Complies.</td></tr>
<tr><td>Where the difference in grade between two sections of ramp or floor is greater that 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.</td><td>✓</td><td>Complies.</td></tr>
<tr><td>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</td><td>✓</td><td>Complies.</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 4 – Mechanical Parking</td></tr>
<tr><td>At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.</td><td>N/A</td><td rowspan="3">No mechanical car parking.</td></tr>
<tr><td>Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.</td><td>N/A</td></tr>
<tr><td>The design and operation is to the satisfaction of the responsible authority.</td><td>N/A</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 5 – Urban Design</td></tr>
<tr><td>Ground level car parking, garage doors and accessways must not visually dominate public space.</td><td>N/A</td><td>These matters are more related to urban design,</td></tr>
</table>

Requirement	Assessment	Design Response
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		rather than specifically traffic engineering.
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.	✓	Lighting of the carpark can be addressed as part of the detailed design stage.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	✓	We are satisfied that the common accessway naturally provides good sightlines.
Pedestrian access to car parking areas from the street must be convenient.	✓	A separate pedestrian access is provided to the site via Scenic Road.
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.	✓	A pedestrian pathway connects the carpark to the childcare centre building as required.
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 specifically 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.		

Based on the above, we are satisfied that the layout of the proposed carpark and vehicle access arrangements as detailed in the plans at Appendix A are satisfactory and that the access arrangements for the development will provide for safe and efficient movements to and from the development.

4.4.1. Location of Vehicle Access

We consider the proposed vehicle access on Scenic Road to be acceptable as it:

- balances a practical outcome for the site due to the level variation across the frontages,
- consolidates 3 existing vehicle access points on Scenic Road into 1 post-development,
- protects residential amenity within Willowfield Court as per local policies,
- provides well within acceptable traffic movement outcomes post-development per SIDRA analysis detailed below in this memorandum,
- provides for two-way movements at the site entrance/exit,
- does not conflict with turn movements at Maidie Street,
- complies by remaining outside of the prohibited access locations (highlighted in red in the below figure) as required by Figure 3.1 of AS2890.1:2004 - Australian Standard.

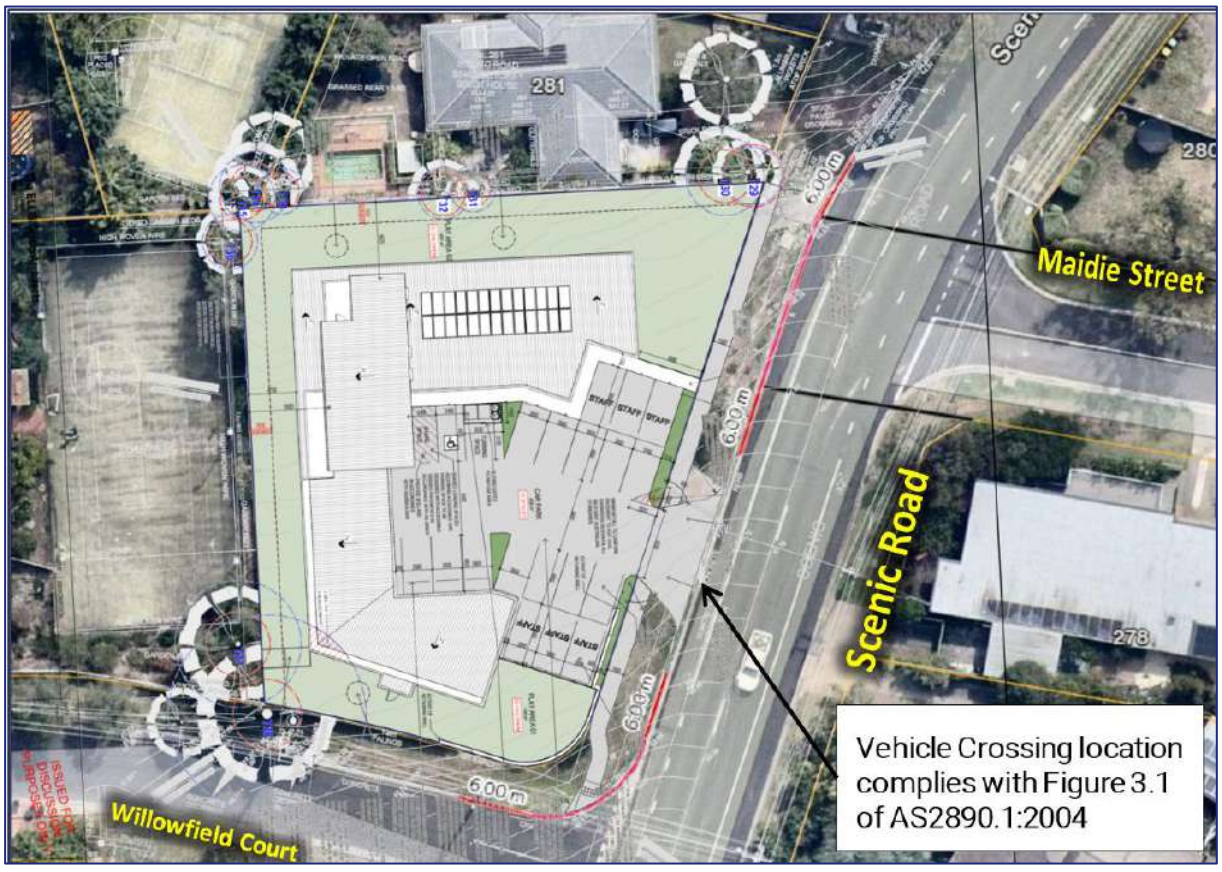


Figure 14: Vehicle Crossing Location Check per Figure 3.1 of AS2890.1:2004

Importantly, the Department of Transport and Planning has reviewed the proposal in terms of its vehicle access location to Scenic Road and traffic impacts via Memorandum (G36342M-01A, dated 1st May 2026) and does not object to the proposal in-principle (email dated 20th May 2026), subject to receiving the full application. The email from DTP is attached at Appendix F.

4.4.2. Pedestrian Access

The development plan includes an internal pedestrian access connection from the Scenic Road frontage to the childcare building entrance which is appropriate from a traffic engineering perspective.

External works are also proposed that provide an on-street footpath along the site's Scenic Road frontage and connecting the site to the nearest bus stop, approximately 10m south of Willowfield Court, as marked in red in the figure below.

Figure 15: Potential Footpath on Scenic Road (connecting Site to Existing Bus Stop)

These arrangements have been formalised in a Concept Plan, which is attached at Appendix D.

4.5. Loading and Waste Collection Arrangements

Loading

Clause 65.01 of the Planning Scheme specifies the following in respect to loading considerations:

> *Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*
>
> – *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

In practice, loading activities associated with the proposed development will be infrequent and undertaken by smaller type vehicles, such as vans, which can be accommodated within the on-site carpark during off-peak times when parent demand is low, as required.

We are satisfied that a childcare centre does not warrant the inclusion of a dedicated on-site loading bay.

Based on the above, we are satisfied with the loading arrangements for the proposed development.

Waste Collection

A Waste Management Plan has been prepared by our office, detailing the waste collection arrangements for the proposed development.

Waste bins for the childcare centre will be stored in a bin refuse area towards the end of the proposed carpark.

Waste will be collected from within the site by a private contractor. Waste is expected to be collected outside of operating hours, or at off-peak times, from within the site carpark. The waste vehicle is able to navigate within the site and turnaround as required.

Swept path diagrams demonstrating the 6.4m long, 2.08m high waste collection vehicle undertaking entry and exit movements within the carpark are attached at Appendix C.

Based on the above, we are satisfied the loading and waste collection arrangements are acceptable from a traffic engineering perspective.

4.6. Traffic Impact Assessment

4.6.1. Traffic Generation Rates

Traffix Group has undertaken extensive studies of existing childcare centres to produce empirical data for peak traffic generation rates and to better understand how they operate. Childcare centres typically generate peak hour traffic in the order of 0.5 to 0.8 vehicle trip ends per child during the commuter peak hours.

Childcare centres operate differently compared to primary schools and kindergartens. Staff members arrive initially before the childcare centre opens, with staff numbers increasing slowly as child attendance increases throughout the day.

As childcare centres do not have set start or finish times (only operating hours), parents do not drop off or pick up children at the same time. Rather, the manner in which children are dropped off and picked up is spread throughout the morning and evening periods. Parents will often drop kids off or pick them up on the way to dropping/collecting other children from nearby schools, on the way to work (which can have varying start times) and on the way home from work (which can also have varying finish times). This is in sharp contrast to primary schools or kindergartens where set start and finish times result in a high level of traffic generated within a relatively short timeframe.

Conservatively adopting the higher rate of 0.8 vehicle trips per childcare place, the proposed 90 place childcare centre is expected to generate 72 vehicle trip ends during the commuter peak hours. This equates to approximately 36 vehicle entry and 36 exit manoeuvres in the peak hour. Reduced traffic generation occurs during the school PM peak (3-4pm), in the order of 50% of peak hour volumes.

The traffic impacts associated with the proposed development will be primarily limited to Scenic Road before dispersing through the road network.

For the daily traffic generation rate, the NSW Guide to Transport Impact Assessment (2024) provides a rate of 3 movements per childcare place. Accordingly, a total of 270 movements will be generated per day for the 90 place childcare centre.

Summary

For the purpose of the following traffic analysis, a total of 72 vehicle trip ends (36 entry movements, 36 exit movements) are expected in each the AM and PM commuter peak hours.

A total daily traffic volume of approximately 270 vehicle trip ends is expected.

4.6.2. Traffic Distribution

We consider the peak hour development traffic would be expected to arrive and depart as follows:

- AM Peak Hour
  - 30% arriving from the north, 70% arriving from the south.
  - 30% departing to the south, 70% departing to the north.
- PM Peak Hour
  - 50% arriving from the north, 50% arriving from the south.
  - 65% departing to the south, 35% departing to the north.

The above distributions consider the surrounding arterial road connections, travel patterns relating to 'arriving from the home' to drop children off, commuter trips to/from work and 'departing back to the home' after picking up children.

Figure 16 outlines the expected future traffic volumes for each movement to and from the site, based on the above splits.

The predicted traffic volumes have been superimposed onto the existing traffic volumes for the key movements as described above (as detailed at Section 3.3). This is provided at Figure 17.

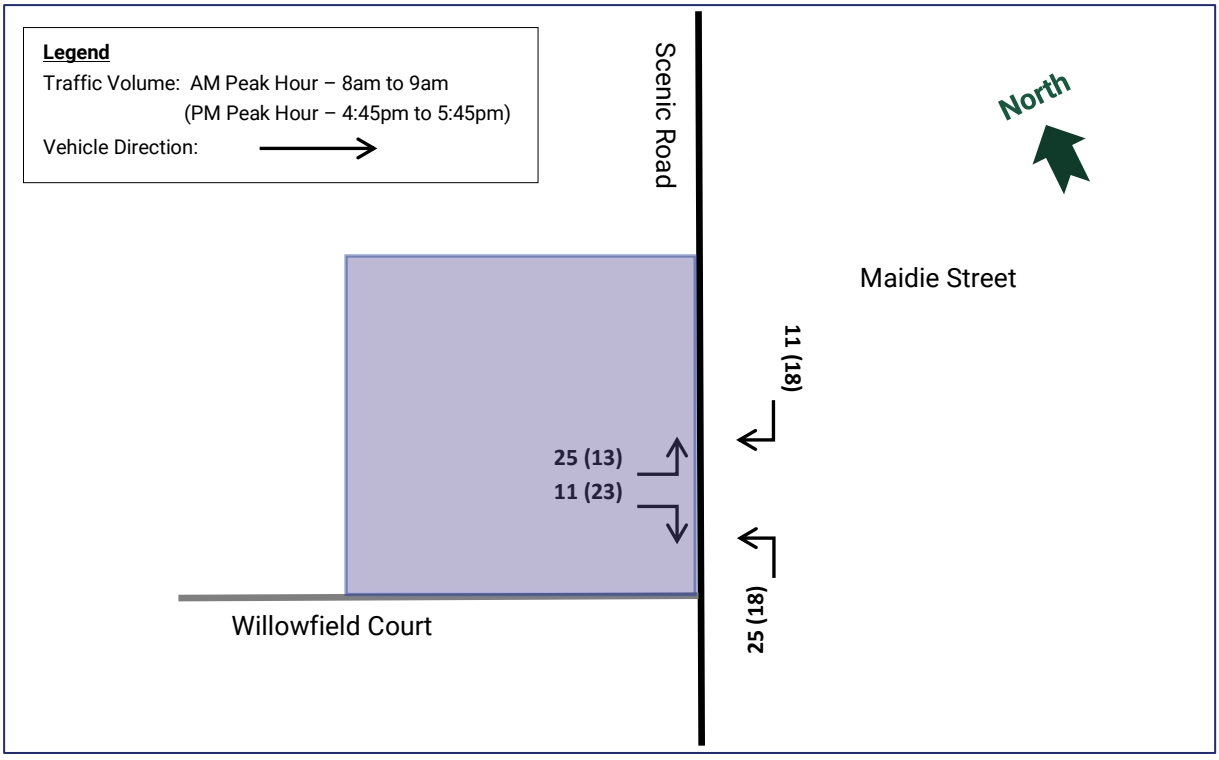


Figure 16: AM & PM Peak Hour Development Traffic Distribution

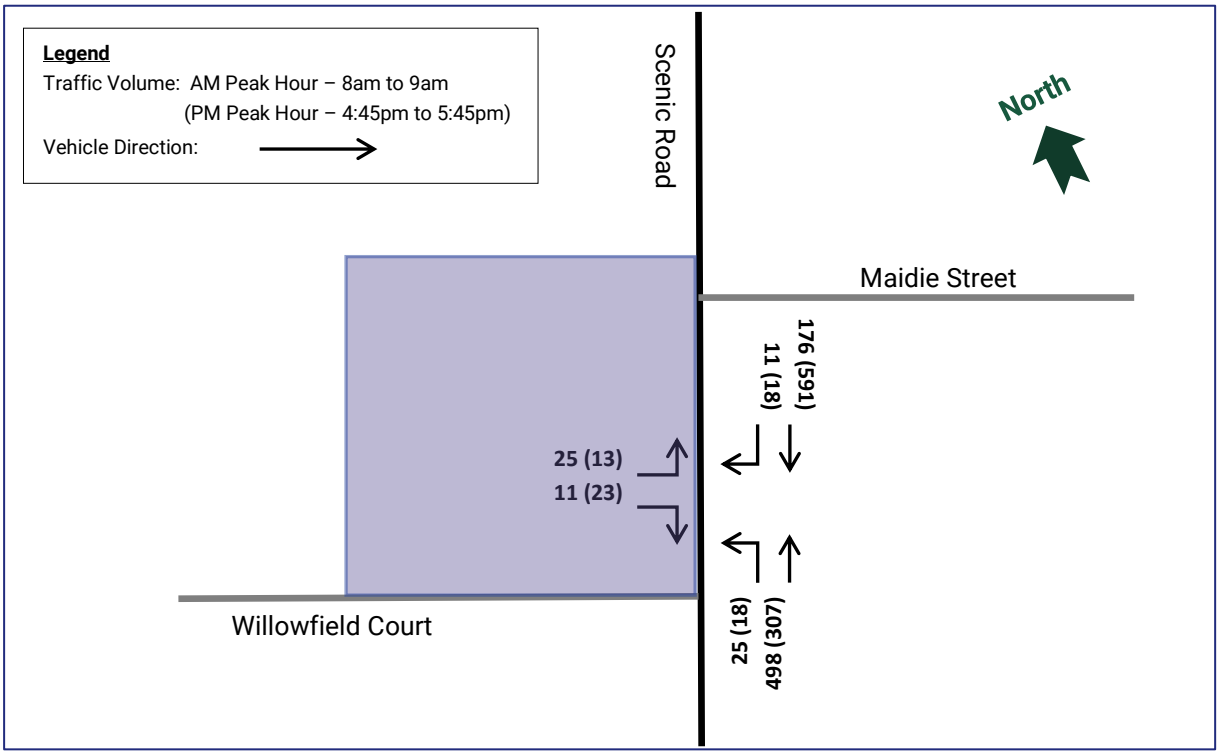


Figure 17: Post-Development AM & PM Peak Hour Traffic - Scenic Road and Site Access Intersection

4.6.3. Traffic Modelling

SIDRA Intersection 10 has been used to assess the performance of the Scenic Road/proposed site access, based on the traffic volumes presented at Figure 17.

The intersection capacity analysis allows estimation of key operating parameters such as intersection Degree of Saturation (DoS), Level of Service (LoS) and 95th percentile queue, which are described below:

- **Degree of Saturation (DoS)** – measure of intersection performance expressed as a ratio of demand/capacity. A DOS greater than 0.95 is generally regarded as unsatisfactory for a signalised intersection, while a DOS greater than 0.90 is generally regarded as unsatisfactory for an unsignalised intersection. This is shown in the table below.
- **Delay** – the additional (excess) travel time experienced by a vehicle relative to a base travel time, e.g. the free-flow travel time.
- **Level of Service (LoS)** – the level of service is based on the delay in this analysis.

Table 4: Description of Intersection Performance Levels

Level of Service		Measure of Performance	
		Degree of Saturation	**Average Delay (sec)**
A	Excellent	<= 0.60	**<= 10**
B	Very Good	0.60 – 0.70	**10 – 15**
C	Good	0.70 – 0.80	**15 – 25**
D	Acceptable	0.80 – 0.90	**25 – 35**
E	Poor	0.90 – 1.00	**35 – 50**
F	Very Poor	>= 1.0	**> 50**

- **95th Percentile Queue** – this is the length of queue in vehicles or meters which is exceed only 5% of the time over the analysis period (i.e. a peak hour).

The SIDRA intersection diagram is presented in the figure below. It is a diagrammatic model and not to scale.

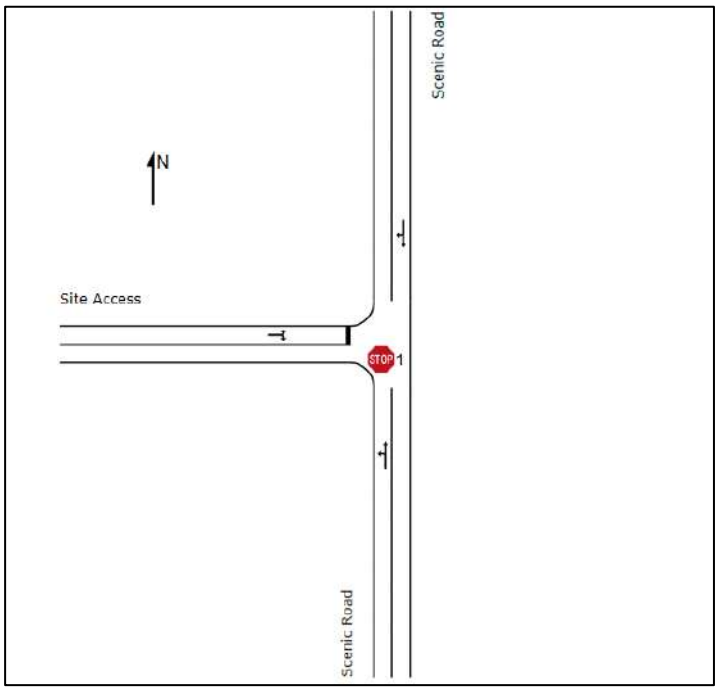


Figure 18: SIDRA Model – Scenic Road & Proposed Site Access

All gap acceptable parameters adopted are the SIDRA default values, which is a conservative approach. A heavy vehicle percentage has been calculated for each relevant leg based on the traffic surveys.

The detailed SIDRA outputs are presented at Appendix E. A summary of the Level of Service (LOS) for each of the approaches (i.e. for the two peak hours) is shown in Figure 19 below. It is noted that the figure 'averages' the individual turning movement performance for any one leg.

The average delay of vehicles exiting the site is 10.8 seconds and 13.3 seconds during the AM and PM peak hours, respectively. This level of delay is low and is considered acceptable.

The analysis indicates that the access point will operate at an LOS of B (Very Good) for each movement during the peak hours. Scenic Road will also operate at an LOS of A (Excellent) during both peak hour periods.

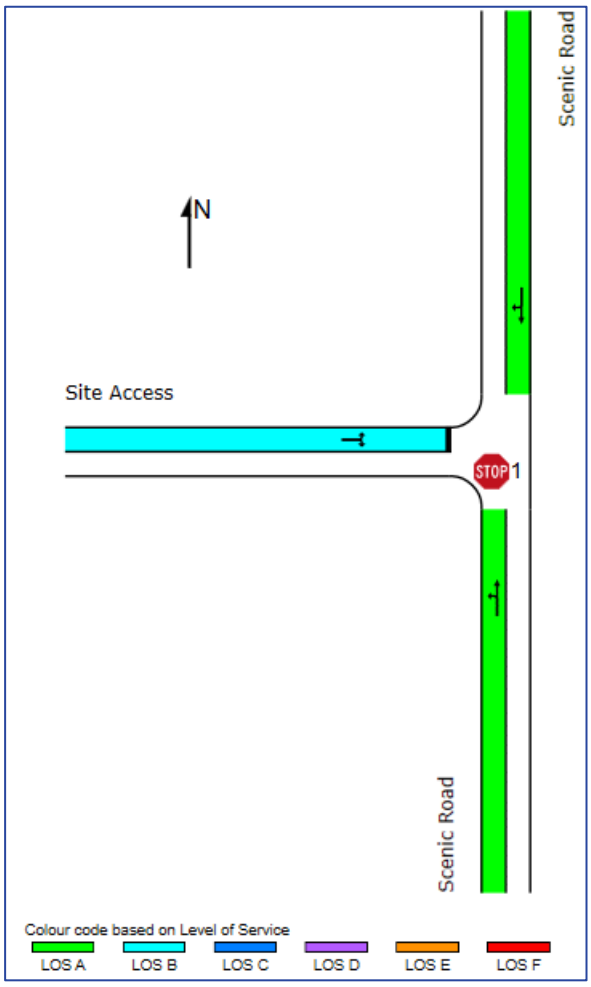


Figure 19: AM Peak hour Level of Service diagram

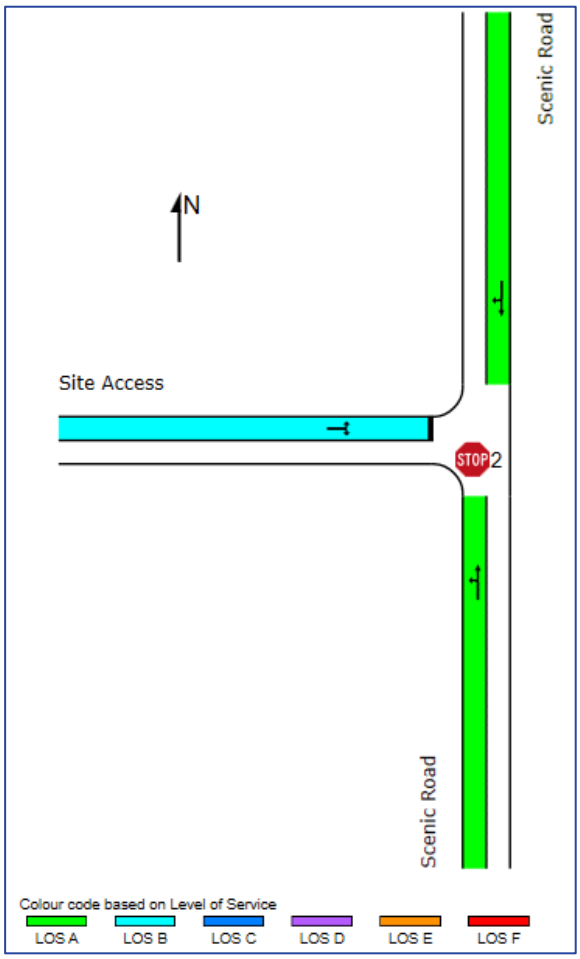


Figure 20: PM Peak hour Level of Service diagram

Overall, we are satisfied that the level of development is modest in the context of the arterial road and can be accommodated by Scenic Road and the surrounding road network.

Importantly, the Department of Transport and Planning has reviewed the proposal in terms of its vehicle access location to Scenic Road and traffic impacts via Memorandum (G36342M-01A, dated 1st May 2026) and does not object to the proposal in-principle (email dated 20th May 2026), subject to receiving the full application. The email from DTP is attached at Appendix F.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed childcare centre at 277-279 Scenic Road, Highton, we are of the opinion that:

a) the proposed childcare centre has a minimum statutory car parking requirement under Clause 52.06-5 of 19 car spaces,

b) the provision of 19 car spaces meets the statutory requirements of Clause 52.06-5, and a car parking reduction is not required,

c) bicycle parking is not required for a childcare centre under Clause 52.34,

d) vehicle access to the site is provided by a wide two-way crossover which can accommodate two-way traffic movements and the vehicle access is located outside of the prohibited zone of AS2890.1-2004,

e) the location of the vehicle access has been reviewed by the Department of Transport and Planning and is acceptable in-principle,

f) the layout of the on-site parking areas is acceptable and accords with the relevant requirements of Clause 52.06-9, AS2890.1-2004 (where relevant) and AS2890.6-2022 (where relevant),

g) loading activities associated with the proposed development can be accommodated within the on-site carpark during off-peak times when parent demand is low,

h) waste collection is outlined within the Waste Management Plan, will occur on-site outside of operating hours and does not pose any significant traffic engineering issues,

i) traffic associated with the development will be modest, spread across the peak periods and will be accommodated by the surrounding road network including Scenic Road, and

j) there are no traffic engineering reasons why a planning permit for the proposed childcare centre development at 277-279 Scenic Road, Highton, should be refused.

Appendix A

Development Plans

AREA ANALYSIS
CHILD CARE FACILITY

TOTAL SITE AREA:	1,716m²
SITE COVERAGE:	35.19%
SITE PERMEABILITY:	38.40%
CAR PARK AREA:	428m²
GROUND FLOOR AREA:	555m²
FIRST FLOOR AREA:	90m²
TOTAL BUILDING AREA:	645m²
TOTAL CHILDREN SPACES:	90
OUTDOOR PLAY AREA - REQUIRED:	630m²
OUTDOOR PLAY AREA - PROVIDED:	631m²
TOTAL CAR PARKING REQUIRED:	19
TOTAL CAR PARKING PROVIDED:	19

ROOM No	AREA	CHILDREN
NURSERY 1	29.07m²	8
NURSERY 2	40.00m²	12
TODDLER 1	53.00m²	16
TODDLER 2	53.00m²	16
TODDLER 3	53.00m²	16
KINDER 1	72.50m²	22
TOTAL	300.57m²	90

REDUNDANT CROSSOVER WILL BE REINSTATED TO THE KERB AND CHANNEL AND NATURE STRIP AS REQUIRED BY THE RESPONSIBLE AUTHORITY

SAFE PEDESTRIAN ACCESS TO SITE WITH DISABLED ACCESS.

AREA TO BE AT LEAST 50% CLEAR OF VISUAL OBSTRUCTIONS OR WITH LANDSCAPING AT LESS THAN 900mm IN HEIGHT

EXISTING POWER POLE TO BE RELOCATED

NEW 6.1m WIDE CONCRETE CROSSING FOR TWO WAY TRAFFIC IN ACCORDANCE WITH RESPONSIBLE AUTHORITY'S DETAILS & REQUIREMENTS.

POLE MOUNTED CONVEX MIRROR

MINIMUM 400m³ OF CAR PARK AREA TO BE DIVERTED TO 6 X ENVISS PITS. FINAL LOCATION TBC BY CIVIL ENGINEER.

19 No. CAR PARKING SPACES WITHIN SITE BOUNDARY. CONCRETE PAVEMENT WITH PAINTED LINE MARKING FOR CAR PARKING Min. 2.6m WIDE x Min. 4.9m & 5.4m LONG WITH AISLES 6.4m. GRADED FALLS TO DRAINS.

MINIMUM FALL TO CARPARK PAVEMENT TO SUIT CIVIL ENGINEERS DESIGNS & ALL RELEVANT AUSTRALIAN STANDARDS.

EXTENT OF RETAINING WALL

GRADIENTS WITHIN THE CAR PARKING AREAS TO COMPLY WITH CLAUSE 52.06-9, AS2890.1-2004 AND AS2890.6-2022 (WHERE RELEVANT). CROSSOVER GRADIENT TO BE REVIEWED DURING DETAILED DESIGN

CAR PARK
428 m²
19 SPACES

PLAY AREA 01
140 m²
20 CHILDREN

PLAY AREA 02
491 m²
70 CHILDREN

NEW 2.0m HIGH ACOUSTIC TIMBER PALING FENCE. REFER TO ACOUSTIC REPORT FOR DETAILS

INDICATIVE LOCATION OF 5,000L UNDERGROUND RAINWATER TANK CONNECTED TO TOILETS FOR FLUSHING

2.0m HIGH ACOUSTIC TIMBER PALING FENCE

SLIDING GATES TO REFUSE AREA

TURNING SPACE

1 x 1,100L BIN FOR GARBAGE
1 x 1,100L BIN FOR RECYCLING
1 x 240L BIN FOR FOGO
1 x 240L BIN FOR PAPER & CARDBOARD
PROVIDE TAP & DRAIN TO REFUSE AREA. REFER TO WMP FOR FURTHER DETAILS

SHARED LOADING SPACED ADJOINING ACCESSIBLE CAR PARKING SPACE TO BE DESIGNED WITH ACCESSIBLE GRADED PAVEMENTS IN ACCORDANCE WITH AS-2890.6.

SHARE SPACE

PROVIDE BOLLARD IN ACCORDANCE WITH AS2890.6-2009

2.0m HIGH CHILDPROOF POWDER COATED FLAT BAR TYPE FENCING. ANY GATES ARE TO MATCH FENCE. ENSURE ALL DOOR HARDWARE IS COMPLIANT WITH AS1926.1.

EXTENT OF RETAINING WALL

PROVIDE 90mm HIGH WHEELSTOPS TO CAR PARKING SPACES ADJOINING PATHS AND FENCING. TO BE LOCATED 620mm OR 820mm FROM REAR OF CAR SPACES. WHEEL STOPS TO COMPLY WITH AS2890.1:2004 (CLAUSE 2.4.5.4).

INDICATIVE LOCATION OF 5,000L UNDERGROUND RAINWATER TANK CONNECTED TO TOILETS FOR FLUSHING

THE LOCATION AND TYPE OF ALL EXTERNAL LIGHTING MUST BE DESIGNED TO ENSURE THAT THEY WILL NOT IMPACT SURROUNDING LAND BY THE EMISSION OF LIGHT

REDUNDANT CROSSOVER WILL BE REINSTATED TO THE KERB AND CHANNEL AND NATURE STRIP AS REQUIRED BY THE RESPONSIBLE AUTHORITY

EXTERNAL STORAGE SHEDS TO FORM PART OF EXTERNAL PLAY AREA LANDSCAPE PACKAGE

2.68% TPZ ENCROACHMENT

NEW 2.0m HIGH ACOUSTIC TIMBER PALING FENCE. REFER TO ACOUSTIC REPORT FOR DETAILS

T29 T30 T31 T32 T33 T34 T35 T36 T37 T38

The ELLIS Group Architects
A.C.N. 123 449 838
9 Howard Street,
West Melbourne, Victoria. 3003
Telephone - Line 1: (03) 9329 0806 Line 2: (03) 9329 8386
Email: mail@ellisgroup.com.au

ISSUE	DESCRIPTION	DATE
A	ISSUED FOR TOWN PLANNING	15.06.26

ISSUED FOR DISCUSSION PURPOSES ONLY

PROPOSED CHILDCARE DEVELOPMENT
277-279 SCENIC ROAD,
HIGHTON, VIC 3216

PROPOSED SITE LAYOUT PLAN

Date. 15.06.26 Drawn. TM
Job No. 3327 Scale@A1 1 : 150

C:\Users\Hui\Documents\3327 Central TP_onghuiyang.rvt

TP 100 A

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NEW 2.0m HIGH ACOUSTIC TIMBER PALING FENCE. REFER TO ACOUSTIC REPORT FOR DETAILS

2.0m HIGH ACOUSTIC TIMBER PALING FENCE

KINDER 01 72.50 (22 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

TODDLER 03 53.00 (16 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

TODDLER 02 53.00 (16 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

TODDLER 01 53.00 (16 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

NURSERY 01 29.07 (8 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

NURSERY 02 40.00 (12 CHILDREN) MIN 3.25m² UNENCUMBERED SPACE PER CHILD

CAR PARK 428 m² 19 SPACES

PLAY AREA 01 140 m² 20 CHILDREN

PLAY AREA 02 491 m² 70 CHILDREN

CHILD WC 13 m² · CHILD WC 13 m² · CHILD WC 11 m² · ACC WC 6 m² · WC 4 m² · COT ROOM 13 m² · COT ROOM 12 m² · PREP/STORE 8 m² · KITCHEN 19 m² · RECEPTION 7 m² · OFFICE 9 m² · LIFT 3 m² · ENTRY 25 m² · LIBRARY · COFFEE · SERVERY · TURNING SPACE · SHARED SPACE · CAPTURE RL: 47.135 · STORE 3 m² · STORE 3 m² · HIL LOCKERS

T29 T30 T31 T32 T33 T34 T35 T36 T37 T38

The ELLIS Group Architects
A.C.N. 123 449 838
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Email: mail@ellisgroup.com.au

ISSUE	DESCRIPTION	DATE
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ISSUED FOR DISCUSSION PURPOSES ONLY

PROPOSED CHILDCARE DEVELOPMENT
277-279 SCENIC ROAD,
HIGHTON, VIC 3216

PROPOSED GROUND FLOOR PLAN

Date. 15.06.26 Drawn. TM
Job No. 3327 Scale@A1 1 : 100

C:\Users\Hui\Documents\3327 Central TP_onghuiyang.rvt

TP 101 A

Appendix B

Parking Inventory Results

277-279 Scenic Road, Highton
Parking Surveys

Traffix Group

Surveyed By: Kaitlyn Oldaker

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Monday 26th April 2026 2pm
ON-STREET CARPARKING				
Map Ref.	**WILLOWFIELD COURT**			
	South Side			
A	Scenic Road - End of Court	No Stopping (10m)	-	0
		Unrestricted Parking	15	0
		Unrestricted Parking	11	0
	North Side			
B	End of Court - Subject Site	Unrestricted Parking	24	0
	Subject Site - Scenic Road	Unrestricted Parking	3	0
		No Stopping (10m)	-	0
WILLOWFIELD COURT		**Capacity**	**27 - 27**	**27**
		Total Number of Cars Parked		**0**
		Total Number of Vacant Spaces		**27**
		Percentage Occupancy		**0%**
Capacity of Willowfield Court assessed as only parking on 1 side due to narrower width of carriageway pavement west of the site				
Map Ref.	**SCENIC ROAD**			
	West Side			
C	Highett Road - Willowfield Court	No Stopping (10m)	-	0
		Unrestricted Parking	21	4
		No Stopping (Bus Zone)	-	0
D	Willowfield Court - Subject Site	No Stopping (10m)	-	0
		Unrestricted Parking	5	0
SS	Subject Site - Opposite Queens Park Road (Service Road)	Unrestricted Parking	5	0
	East Side			
E	Queens Park Road (Service Road) - Maidie Street	No Stopping (10m)	-	0
		Unrestricted Parking	9	0
		No Stopping (10m)	-	0
F	Maidie Street - Desmond Street	No Stopping (10m)	-	0
		Unrestricted Parking	2	0
		Mail Zone?	1	0
		Unrestricted Parking	5	0
		No Stopping (10m)	-	0
G	Desmond Street - Carroll Street	No Stopping (10m)	-	0
		Unrestricted Parking	7	0
		No Stopping (10m)	-	0
H	Carroll Street - Highett Road	No Stopping (10m)	-	0
		Unrestricted Parking	1	0
		No Stopping (10m)	-	0
SCENIC ROAD		**Capacity**	**55 - 55**	**55**
		Total Number of Cars Parked		**4**
		Total Number of Vacant Spaces		**51**
		Percentage Occupancy		**7%**

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

277-279 Scenic Road, Highton
Parking Surveys

Traffix Group

Surveyed By: **Kaitlyn Oldaker**

Survey Dates & Times: See below

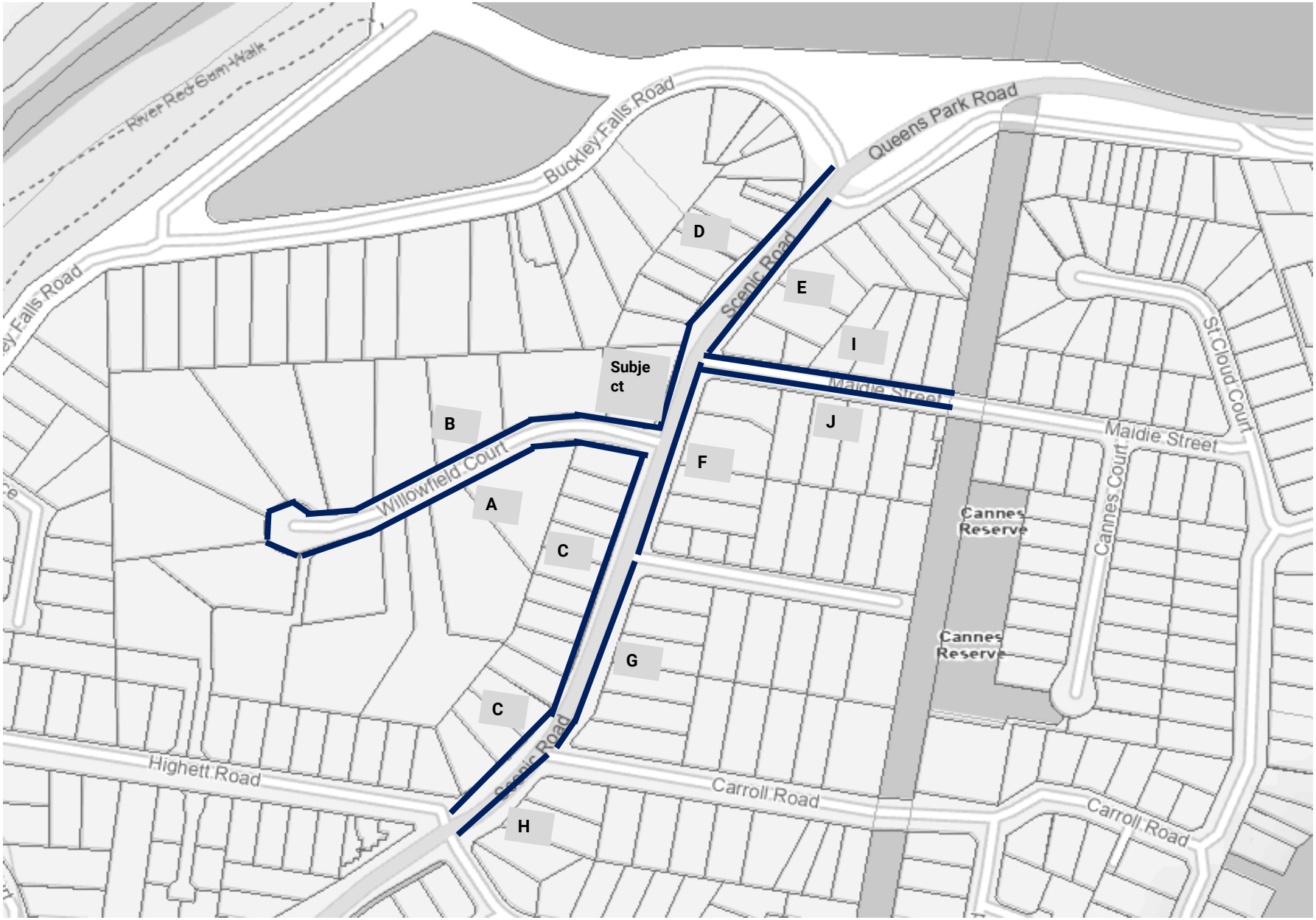
Location		Restriction	Capacity Min - Max	Monday 26th April 2026
				2pm
Map Ref.	**MAIDIE STREET**			
	South Side			
I	Pipeline Reserve - Scenic Road	Unrestricted Parking	12	4
		No Stopping (10m)	-	0
	North Side			
J	Scenic Road - Pipeline Reserve	No Stopping (10m)	-	0
		Unrestricted Parking	11	0
MAIDIE STREET		**Capacity**	**23 - 23**	**23**
		Total Number of Cars Parked		**4**
		Total Number of Vacant Spaces		**19**
		Percentage Occupancy		**17%**
SUMMARY => ON-STREET CARPARKING				
Car Parking Supply			**105 - 105**	**105**
Total Number of Cars Parked				**8**
Total Number of Vacant Spaces				**97**
Percentage Occupancy				**8%**

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

LEGEND: Public Parking	
Not available to the general public	
Not Available, illegally parked cars included in analysis	
No Stopping/ Other No Parking	

Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

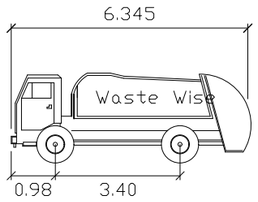


Appendix C

Swept Path Diagrams

VEHICLE PROFILE

VEHICLE USED IN SIMULATION



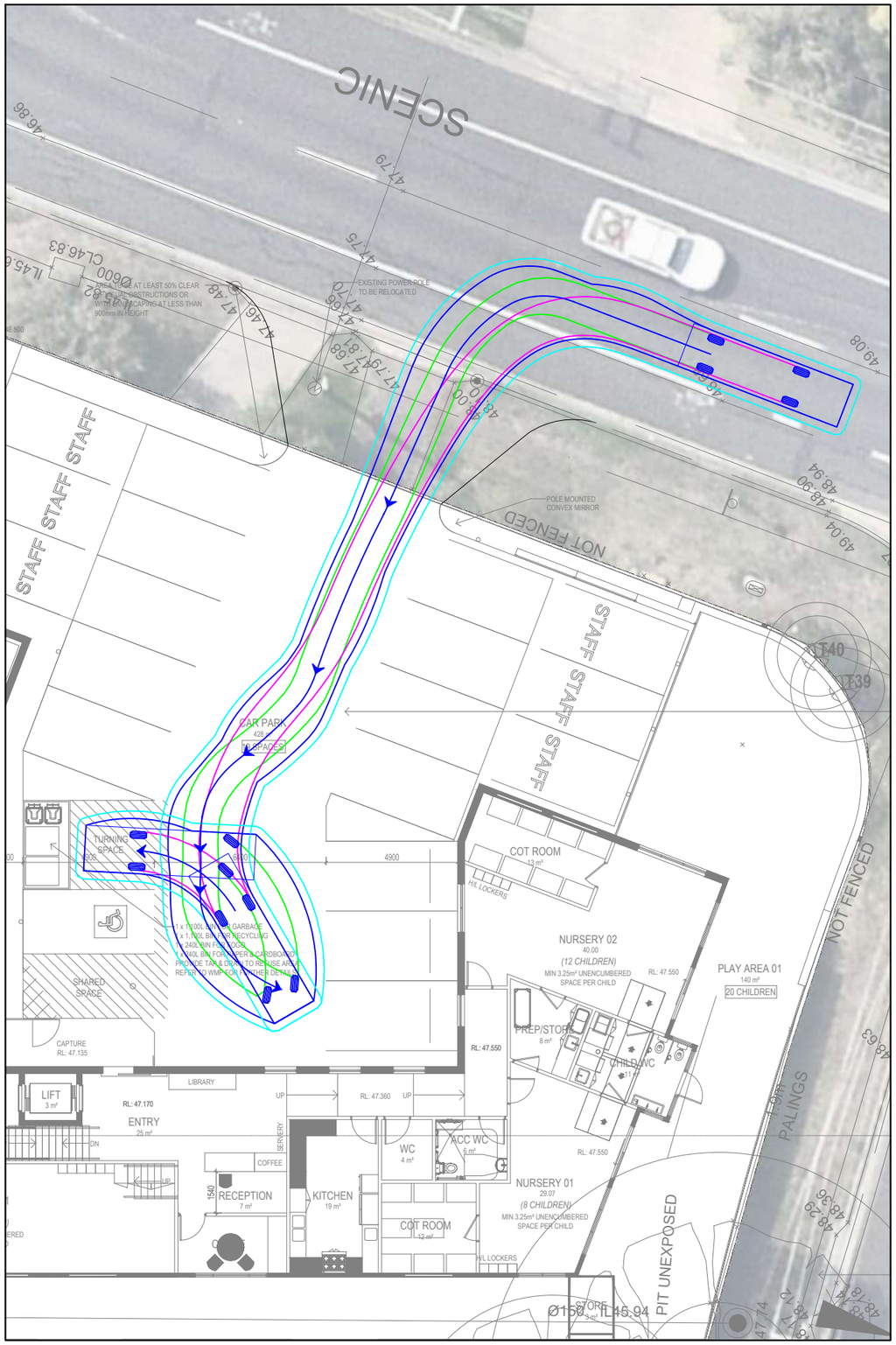
Waste Wise Mini (Hino 300)

Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	12.4m

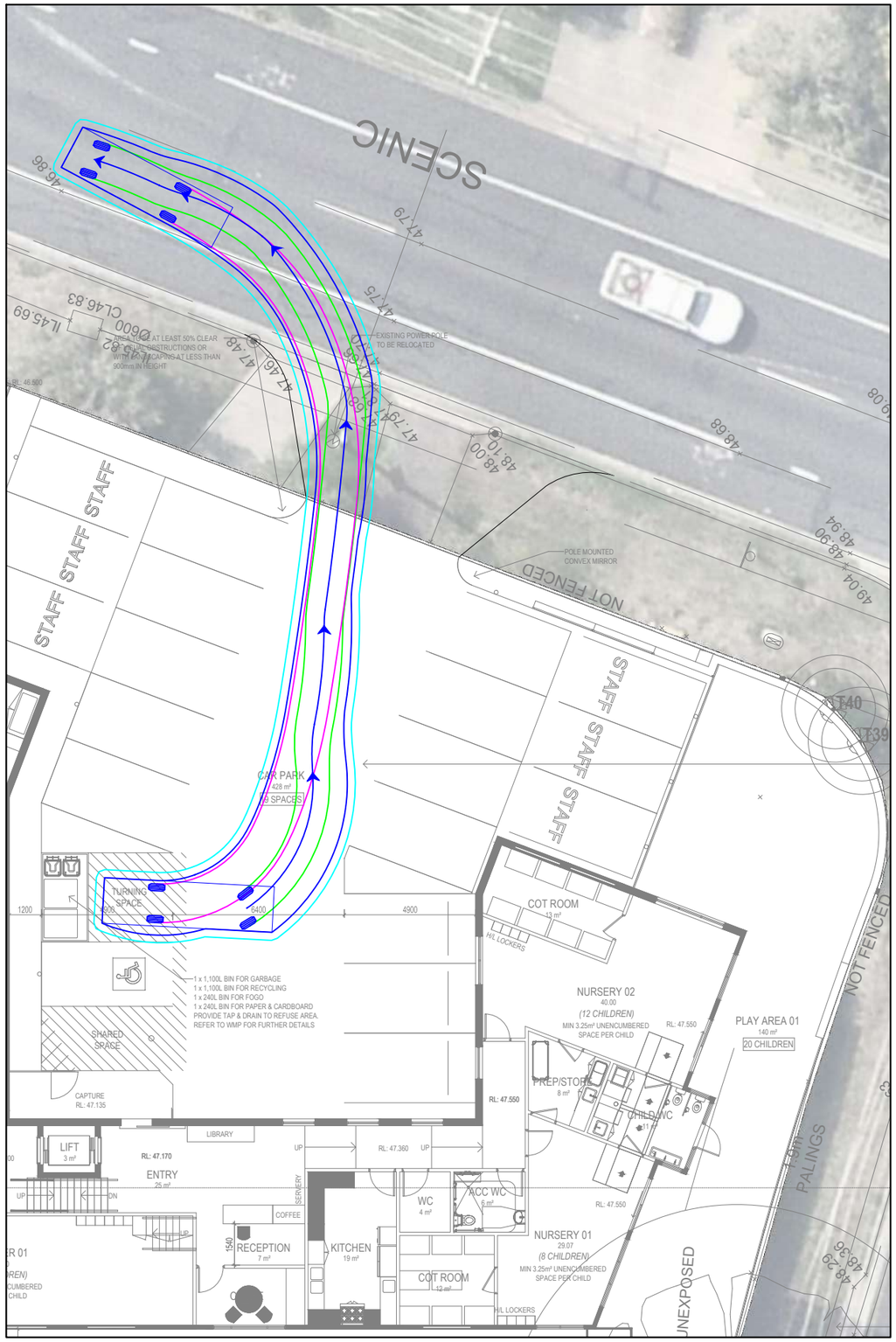
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

6.4m WASTE TRUCK - INGRESS



6.4m WASTE TRUCK - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	01/06/2026	Town Planning	D. ECONOMOU	J. STONE

277-279 SCENIC ROAD, HIGHTON
PROPOSED CHILDCARE CENTRE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 3327 PROPOSED SITE LAYOUT TP 260529.dwg
DRAWINGS BY: The ELLIS Group Architects - dated 25th May, 2026

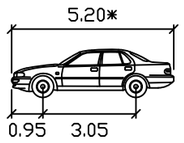
FILE NAME: G36342-01A
SHEET NO.: 01

SCALE: 1:200 (A3)
0 2 4

Traffix Group
Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

VEHICLE PROFILE

VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

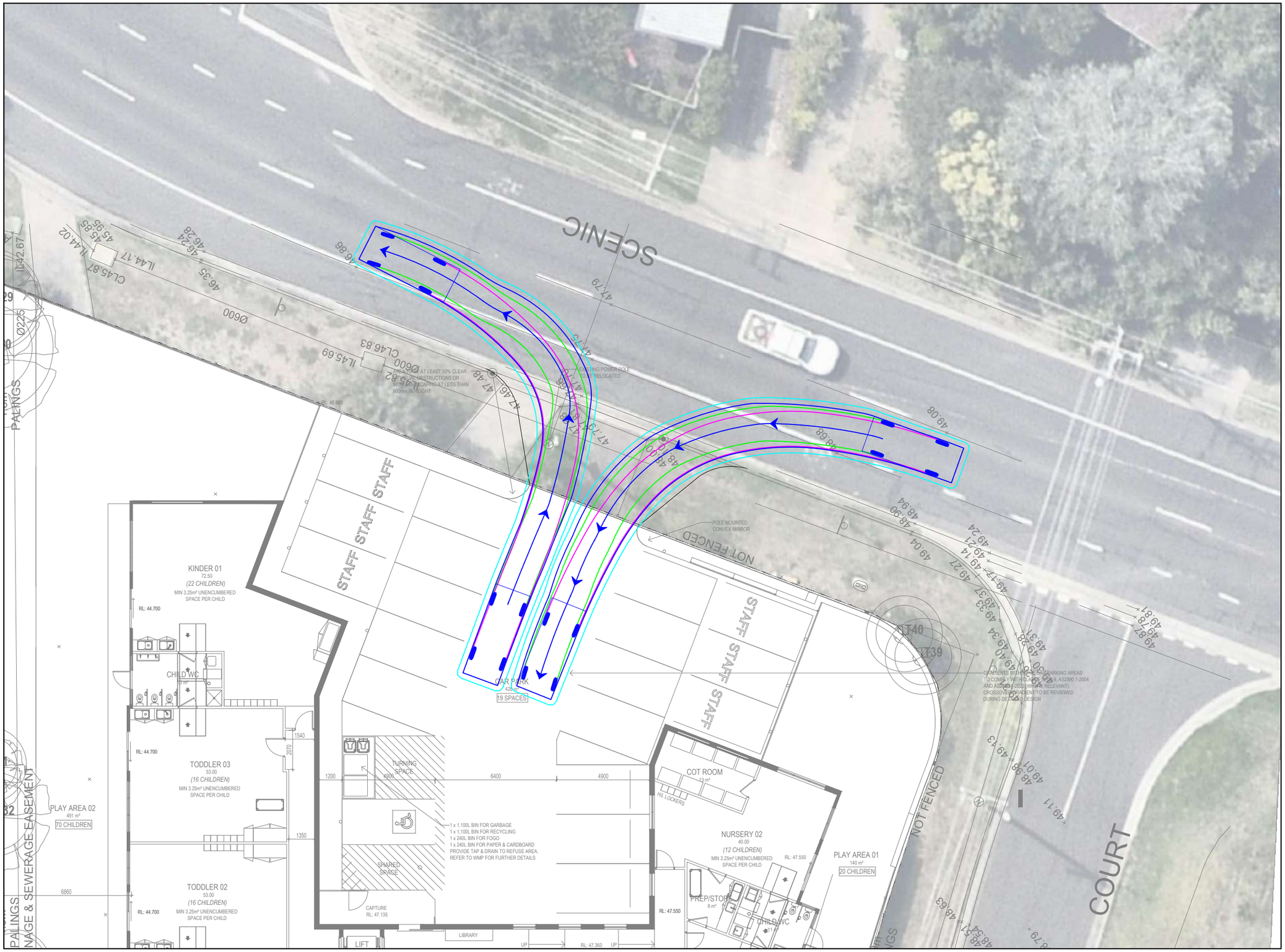
Width	: 1.94
Track	: 1.84
Kerb to Kerb Radius	: 12.5m

* 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

B99 VEHICLES PASSING AT SITE ACCESS VIA SCENIC ROAD



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	01/06/2026	Town Planning	D. ECONOMOU	J. STONE

277-279 SCENIC ROAD, HIGHTON

PROPOSED CHILDCARE CENTRE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 3327 PROPOSED SITE LAYOUT TP 260529.dwg
DRAWINGS BY: The ELLIS Group Architects - dated 25th May, 2026

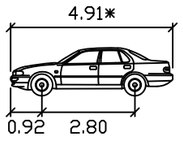
FILE NAME: G36342-01A
SHEET NO.: 02

SCALE: 1:200 (A3) 0 2 4

Traffix Group
Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

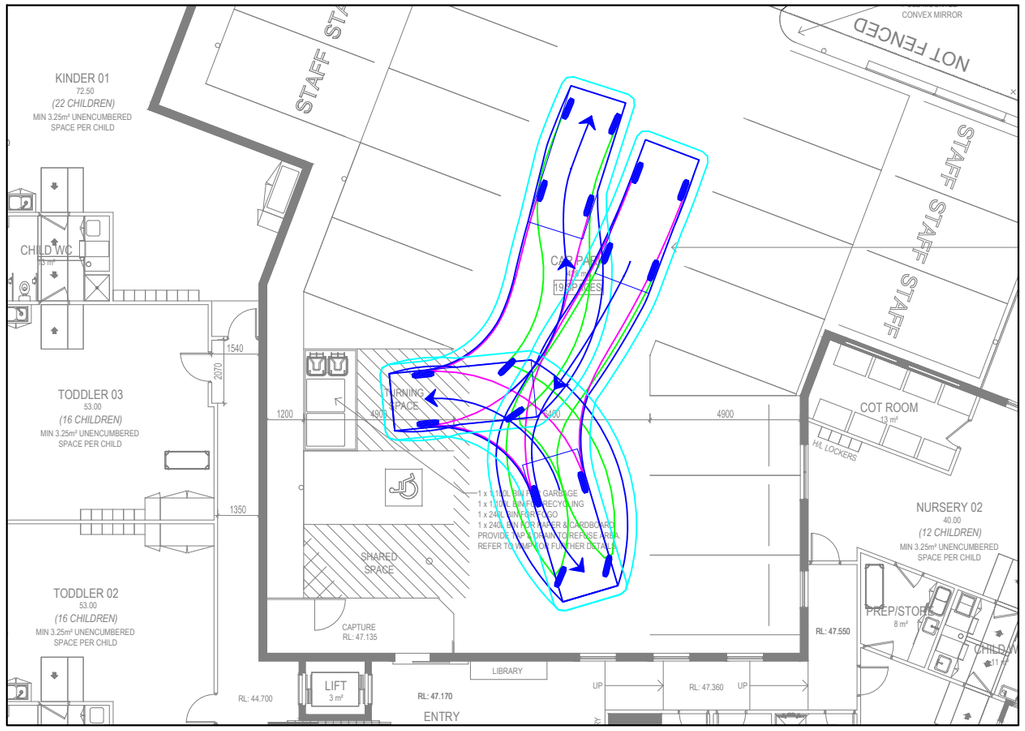
Width	: 1.87m
Track	: 1.77m
Kerb to Kerb Radius	: 11.5m

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

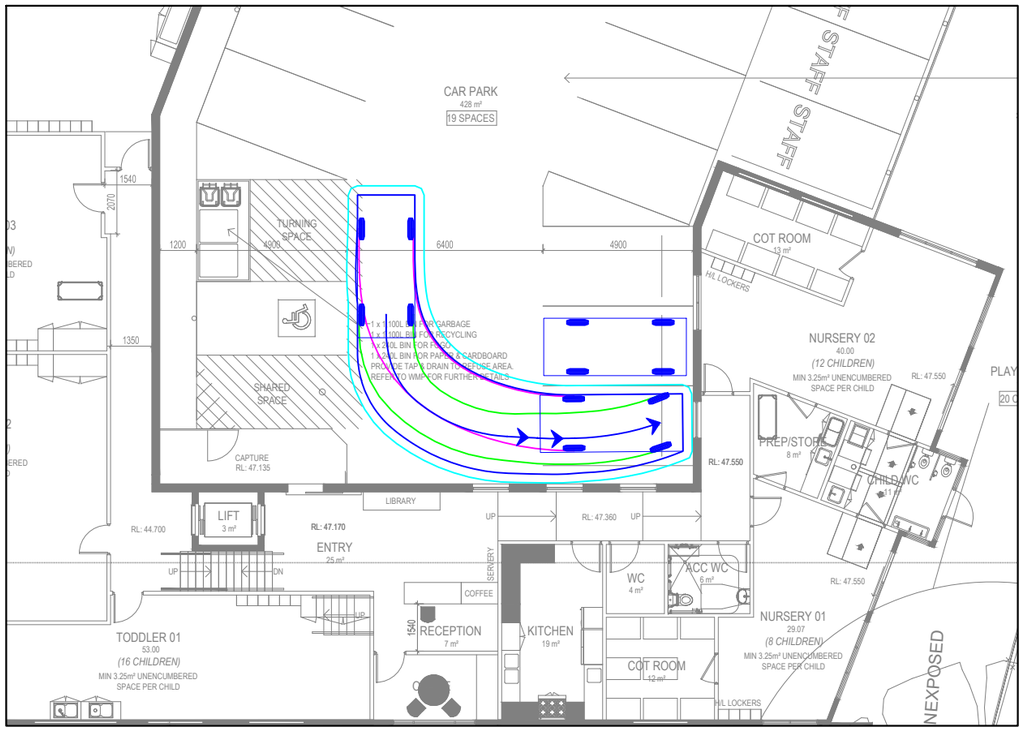
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

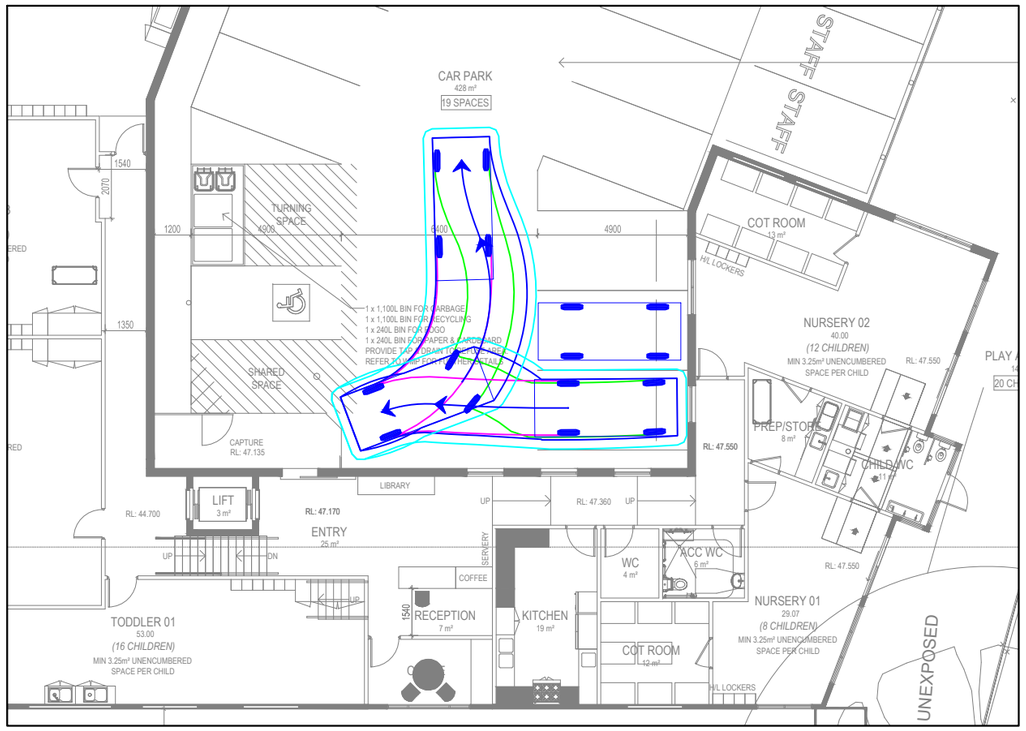
B85 VEHICLE - TURNAROUND SPACE



END CAR SPACE - INGRESS



END CAR SPACE - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	01/06/2026	Town Planning	D. ECONOMOU	J. STONE

277-279 SCENIC ROAD, HIGHTON
PROPOSED CHILDCARE CENTRE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 3327 PROPOSED SITE LAYOUT TP 260529.dwg
DRAWINGS BY: The ELLIS Group Architects - dated 25th May, 2026

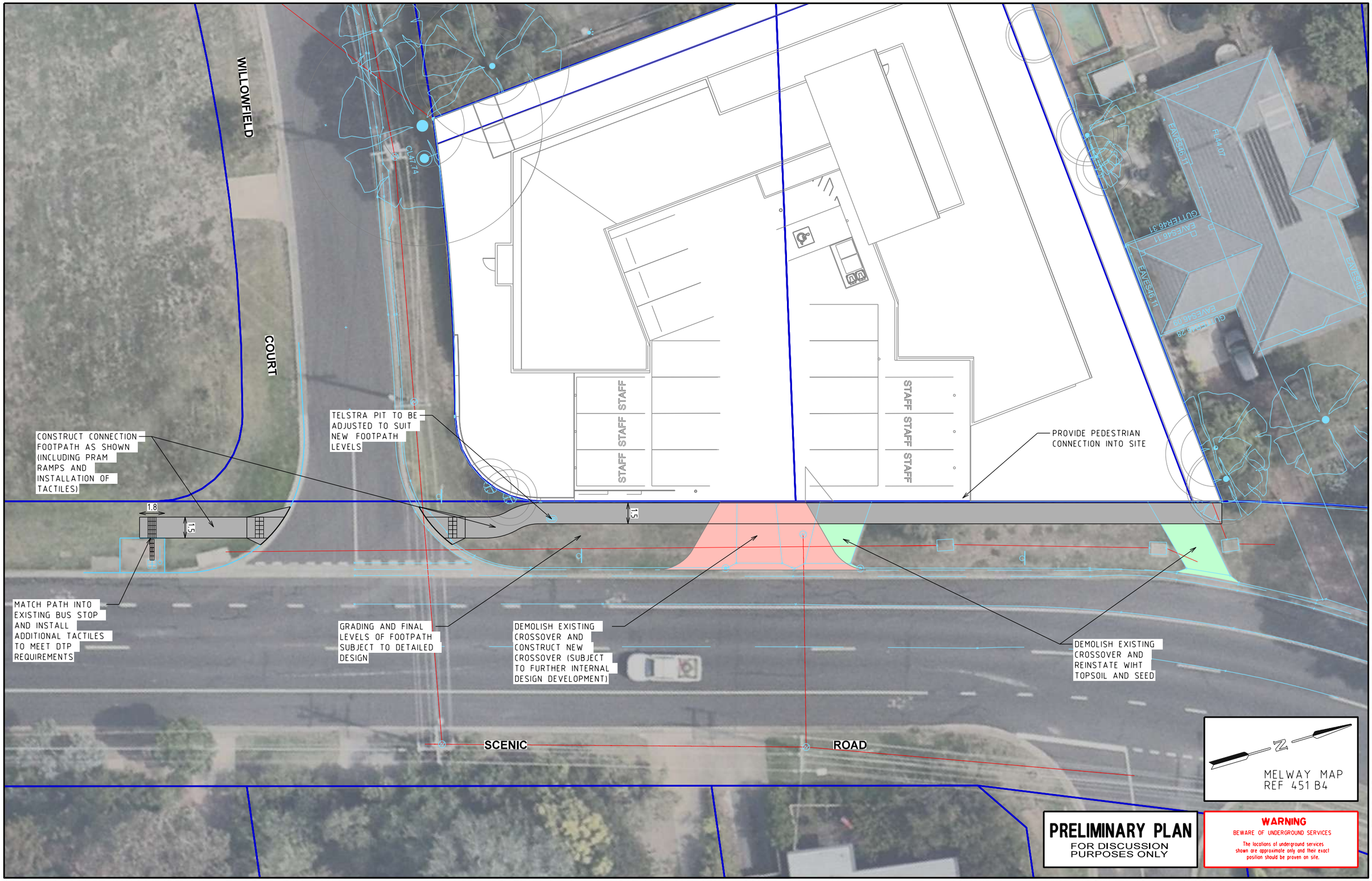
FILE NAME: G36342-01A
SHEET NO.: 03

SCALE: 1:200 (A3) 0 2 4

Traffix Group
Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.traffixgroup.com.au

Appendix D

Concept Footpath Plan



ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	SOK	JS(RPE8161)	04 JUN 2026

GENERAL NOTES

1 BASE INFORMATION FROM BASE FILE (3327 PROPOSED SITE LAYOUT TP 260529.DWG) / AERIAL PHOTOGRAPH (SOURCE: NEARMAP MAR 2026)
2 ALL DIMENSIONS ARE TO LINE OF KERB (REFER TO DTP STANDARD DRAWING SD2001)
3 MAIN ROAD - SCENIC ROAD (SPEED ZONE 60km/h)
4 ALL PROPOSED FOOTPATHS AND PRAM CROSSINGS ARE TO BE CONSTRUCTED WITH TACTILE GROUND SURFACE INDICATORS TO DDA COMPLIANCE GUIDELINES REFER TO AS 1428.4:2009

DESIGNED: S. O'KEEFE
CHECKED/APPROVED: J. STONE
FILE NAME: G36342-01-00.dgn

Traffix Group
Level 28, 459 Collins Street
Melbourne, Victoria 3000
+61 3 9822 2888
www.traffixgroup.com.au

277-279 SCENIC ROAD
HIGHTON
CITY OF GREATER GEELONG
CONCEPT PLAN

SCALE 1:250 (A3) 0 1.25 2.5 3.75 5
SHEET No. 1/1
DWG No. G36342-01-01

DATE: 4/06/2026
MODEL: G36342-01-01
FILE: \\tfasrv02\group\Synergy\Projects\GRP3\GRP36342\03-Drawings\G36342-01-00.dgn

Appendix E

Post-Development – SIDRA Results

MOVEMENT SUMMARY

Site: [1] AM PDV - Site Access / Scenic Road (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Scenic Road															
1	L2	All MCs	26	0.0	26	0.0	0.286	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.1
2	T1	All MCs	524	1.8	524	1.8	0.286	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach			551	1.7	551	1.7	0.286	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
North: Scenic Road															
8	T1	All MCs	185	0.6	185	0.6	0.110	0.2	LOS A	0.1	0.9	0.08	0.10	0.08	59.3
9	R2	All MCs	12	0.0	12	0.0	0.110	7.9	LOS A	0.1	0.9	0.08	0.10	0.08	52.3
Approach			197	0.5	197	0.5	0.110	0.7	NA	0.1	0.9	0.08	0.10	0.08	58.9
West: Site Access															
10	L2	All MCs	26	0.0	26	0.0	0.057	10.2	LOS B	0.2	1.4	0.53	0.94	0.53	46.0
12	R2	All MCs	12	0.0	12	0.0	0.057	12.1	LOS B	0.2	1.4	0.53	0.94	0.53	45.8
Approach			38	0.0	38	0.0	0.057	10.8	LOS B	0.2	1.4	0.53	0.94	0.53	45.9
All Vehicles			785	1.3	785	1.3	0.286	0.9	NA	0.2	1.4	0.05	0.09	0.05	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [2] PM PDV - Site Access / Scenic Road (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Scenic Road															
1	L2	All MCs	19	0.0	19	0.0	0.177	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.1
2	T1	All MCs	323	1.0	323	1.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach			342	0.9	342	0.9	0.177	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.5
North: Scenic Road															
8	T1	All MCs	622	0.2	622	0.2	0.343	0.1	LOS A	0.2	1.3	0.04	0.04	0.04	59.7
9	R2	All MCs	19	0.0	19	0.0	0.343	7.1	LOS A	0.2	1.3	0.04	0.04	0.04	52.6
Approach			641	0.2	641	0.2	0.343	0.3	NA	0.2	1.3	0.04	0.04	0.04	59.4
West: Site Access															
10	L2	All MCs	14	0.0	14	0.0	0.085	8.8	LOS A	0.3	1.9	0.60	0.95	0.60	44.6
12	R2	All MCs	24	0.0	24	0.0	0.085	15.8	LOS C	0.3	1.9	0.60	0.95	0.60	44.4
Approach			38	0.0	38	0.0	0.085	13.3	LOS B	0.3	1.9	0.60	0.95	0.60	44.5
All Vehicles			1021	0.4	1021	0.4	0.343	0.8	NA	0.3	1.9	0.04	0.07	0.04	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix F

Email from DTP – Pre-Application Advice

Jason Stone

From: Greg Hayes (DTP) <Greg.Hayes@transport.vic.gov.au>
Sent: Wednesday, 20 May 2026 4:45 PM
To: Jason Stone
Subject: FW: [SEC=OFFICIAL] RE: 277-279 Scenic Road, Highton - DTP Pre-Application Enquiry [36342]
Attachments: G36342M-01A(For Discussion Purposes).pdf

Thanks Jason for this.
The new site access is something we can support in principle and subject to the full application being referred to us.
Many thanks,
Greg

Greg Hayes
Team Leader Statutory Planning
Barwon South West & Grampians
Regional Operations
Department of Transport and Planning

180 Fyans Street
South Geelong VIC 3220
M: 0407 928 054
greg.hayes@transport.vic.gov.au
dtp.vic.gov.au

VICTORIA State Government | Department of Transport and Planning

We/ I acknowledge Victorian Traditional Owners and their Elders past and present, we recognise their continued connection to Victoria's land and waters which our Transport and Planning

---

From: Jason Stone <JStone@traffixgroup.com.au>
Sent: Monday, 4 May 2026 4:44 PM
To: Greg Hayes (DTP) <Greg.Hayes@transport.vic.gov.au>; BSWG Statutory Planning <BSWG.Statutory.Planning@transport.vic.gov.au>
Cc: Debbie Jiang <debbie@allafproperty.com.au>; Matthew Simmons <matthew@allafproperty.com.au>; Patrick McArdle <pmcardle@traffixgroup.com.au>
Subject: [EXTERNAL] RE: [SEC=OFFICIAL] RE: 277-279 Scenic Road, Highton - DTP Pre-Application Enquiry [36342]

Hi Greg,

Thank you for the discussion last week.

Please find attached our Memorandum regarding vehicle access via Scenic Road for this project.

If you would like, we welcome a meeting to discuss.

Thank you kindly.