City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

Traffic Impact Assessment Report

95 Murradoc Road, Drysdale

Proposed Mixed Use Development

7/10/2026

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Executive Summary

This report assesses the Proposed Mixed Use Development at 95 Murradoc Road, Drysdale. The following provides an executive summary of the report.

Proposed Development

The proposal is for a mixed use development incorporating convenience restaurant, shop, office, warehouse and store units at 95 Murradoc Road. The proposal includes 65 on-site car parking spaces, 5with access to Murradoc Road at the western boundary of the site.

Car Parking

The statutory car parking requirement as specified under Clause 52.06-5 of the Greater Geelong Planning Scheme is 57 spaces.

The provision of 65 on-site car parking spaces satisfies the statutory car parking requirement.

The car parking design and vehicle access arrangements are satisfactory and generally in accordance with Clause 52.06-9/AS2890.1:2004.

Two accessible car spaces are provided for the development as required by the NCC.

Bicycle Parking

The proposed development generates a bicycle parking requirement for 8 staff spaces and 2 visitor spaces under Clause 52.34 of the Planning Scheme. Two visitor bicycle parking spaces are proposed with the application seeking a waiver of the staff bicycle parking and shower/change room requirements given the isolated nature of the site and the low likelihood of staff travel by bicycle.

Vehicle Access

The proposed development is assessed as generating approximately 54 vehicle movements during the AM peak and 85 vehicle movements during the PM peak.

An assessment of the external vehicle access to Murradoc Road has identified the following:

a) The proposal requires a permit under Clause 52.29 given the proposal to create a new access to a road in Transport Zone 2 (Murradoc Road).
b) Turn Treatments: The proposed access warrants BAL and CHR(s)/AUR turn treatments under the Austroads GTM Part 6. The existing configuration of Murradoc Road incorporates a right turn treatment with the south kerbside lane subject to full time No Stopping restrictions, which can incorporate the AUR requirements. A BAL treatment is proposed as part of the layout design.
c) Design: The proposed access has been designed with a mountable central island to allow simultaneous access of a 12.5m HRV and a B99 design vehicle.
d) Capacity: Modelling utilising SIDRA intersection indicates that the proposed vehicle access will operate under excellent conditions during both the AM and PM commuter peak periods.

Service Vehicles

Loading is expected to occur as follows:

a) Convenience Restaurant: Loading bay adjacent to drive through facility to cater for up to 12.5m HRV.

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b) Warehouse, Office, Store & Retail: Internal loading bays catering for 6.4m SRV

Summary of Opinions

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Mixed Use Development at 95 Murradoc Road, Drysdale, we are satisfied that the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

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1 Introduction

The following Traffic Impact Assessment Report reviews the critical matters pertaining to traffic engineering associated with the Proposed Mixed Use Development at 95 Murradoc Road, Drysdale.

1.1 TIA Revision F Summary

This revision of the report (Rev F) seeks to address Councils RFI comments provided in relation to the initial application. Table 1 below provides a summary of our responses and identifies the relevant sections of this document which address each of the provided comments.

***Table 1:* Council RFI Comments – Reference Summary**

	Council RFI Comment	Summary / Reference
1	*The application has been referred to the Head, Transport for Victoria and they are the Determining authority for the proposed alteration of access to Murradoc Road. Council has not received a response from them at this time. Further changes may be required depending on the response from Transport Victoria.*	DTP has provided a referral indicating no objections subject to the preparation of a Functional Layout Plan incorporating BAL / AUR turn treatments and widen of the left turn exit splay to Murradoc Road. Section 9 of this report has been updated to reflect the DTP turn lane requirements, whilst the concept plan in Appendix B has been updated to reflect DTPs requests.
2	*An amended layout showing the access and loading bay for Unit 3 to be relocated clear of the turning area and pedestrian path. The swept path assessment for Unit 3 does not appear consistent with the proposed layout of the site*	The proposed loading bay for Unit 3 shares usage of the 'turning bay' located at the southern end of the access aisle. This approach is adopted to maximise the provision of on-site car parking. There are not inherent traffic engineering reasons why the turn around bay couldn't be used to access the loading bay for Unit 3, given turn around movements only represent a transitionary movement and the loading vehicle would not block access to the turn around area (they would be housed inside the internal loading bay). The turning bay area has been enlarged to better align with the roller door of the proposed loading bay. The updated swept path diagram for Unit 3 has been included in Appendix D.
5	*The swept path diagrams show the 12.5 m HRV tracking over the proposed central mountable island when entering/exiting the site. This needs to be amended to demonstrate that the access can safely accommodate the nominated design vehicles. The intended function of the island is to be clarified and is subject to approval by Transport for Victoria.*	The purpose of the mountable traffic island is to facilitate access for the 12.5m HRV vehicle. The island ensures that standard passenger vehicles entering / exit the site are positioned in locations which allow for simultaneous access of the 12.5m HRV (as demonstrated by the swept path diagrams). This approach is commonplace in commercial developments, including other locations along Murradoc Road (i.e. KFC development at 57-59 Murradoc Road). Ultimately, DTP have indicated that they have no objects to the proposed vehicle access arrangements subject to

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Council RFI Comment		Summary / Reference
		incorporating BAL / AUR turn treatments and widen of the left turn exit splay to Murradoc Road. These changes have been included on the updated plan in Appendix B.
6	*The Waste Management Plan is to include details for waste collection vehicles that are consistent with what is shown in the swept path diagrams. Alternatively, the swept path diagrams are to be updated to be consistent with what is detailed in the WMP.*	*Council have confirmed via email (14/9/26) the following: "The WMP nominates the 8.8m MRV as the waste collection vehicle and shows the swept paths for the 8.8m MRV, it doesn't appear that further information is required in relation to this item. The reviewing engineer has indicated that this item/request can be removed."*
7	*The proposed location of the illuminated sign is to be shown consistently across all plans and must not obstruct driver sight lines at the Murradoc Road access.*	Safe Intersection Sight Distance (SISD) has been assessed at the Murradoc Road access and the proposed arrangement achieves the Austroads requirements for 60km/h speed zone (the proposed signage does not impact the vehicle sight lines). A summary of the SISD assessment is shown in Appendix E.
8	*The swept path diagram for Unit 2 is labelled as Unit 3. This is to be corrected to refer to the appropriate unit.*	This label has been corrected in the swept path diagrams in Appendix D.

2 Proposal

The proposal is for a mixed use development including a convenience restaurant, shop, office, warehouse and store at 95 Murradoc Road, Drysdale. The proposed convenience restaurant will be located on the southern portion of the site, whilst the other land uses will be located on the northern portion of the site.

Table 2 outlines the key attributes of the development from a traffic engineering perspective.

Table 2: Proposed Development Summary

Attribute	Proposal
Use	
Convenience Restaurant	280m^2 floor area / 40 seats Dual lane drive though facility
Warehouse	4 units, 737.6m^2 NFA
Shop	2 units, 508.8m^2 NFA
Store	4 units, 400m^2
Office	1 unit, 254.4m^2 NFA
Car Parking Provision	
On-Site Provision	Conventional Spaces - 51 spaces
	Spaces In front of Loading Bays – 12 spaces
	Accessible Spaces – 2 spaces
	Total – 65 spaces

Internal vehicle access is proposed via a shared internal accessway extending along the western boundary of the subject site.

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External vehicle access is proposed via a new access to Murradoc Road, facilitating two-way access.

Loading and waste collection for the convenience restaurant is proposed to occur via a dedicated loading bay with access via the shared accessway. Loading for the other land uses is proposed to occur via individual internal loading bays, with waste collection to occur via two communal bin storage locations.

Development application plans are attached at Appendix A.

3 Existing Conditions

3.1 Subject Site

The proposed development site is located at 95 Murradoc Road, Drysdale, on the north side of the road between Sproat Street and Drysdale Bypass.

Table 3 outlines the key existing features of the development site.

Table 3: Existing Features of Subject Site

Site Feature	Detail
Municipality	
Municipality	City of Greater Geelong
Zoning & Overlays	
Zoning	Commercial Zone (C2Z)
Overlays	Design and Development Overlay (DDO32)
Critical Dimensions	
Total Site Area	6,044m^2
Site Frontage (approx.)	Murradoc Road – 34.24m
Existing Use	
95 Murradoc Road	Residential Dwelling
Vehicle Access	
95 Murradoc Road	2.7m access located centrally on the site frontage
On-Street Car Parking	
Murradoc Road	No on-street parking ('No Stopping' on south side and no provision on north side).

An aerial photograph and location map are provided in Figure 1 and Figure 2.

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Figure 1: Aerial Photograph (source: www.nearmap.com)

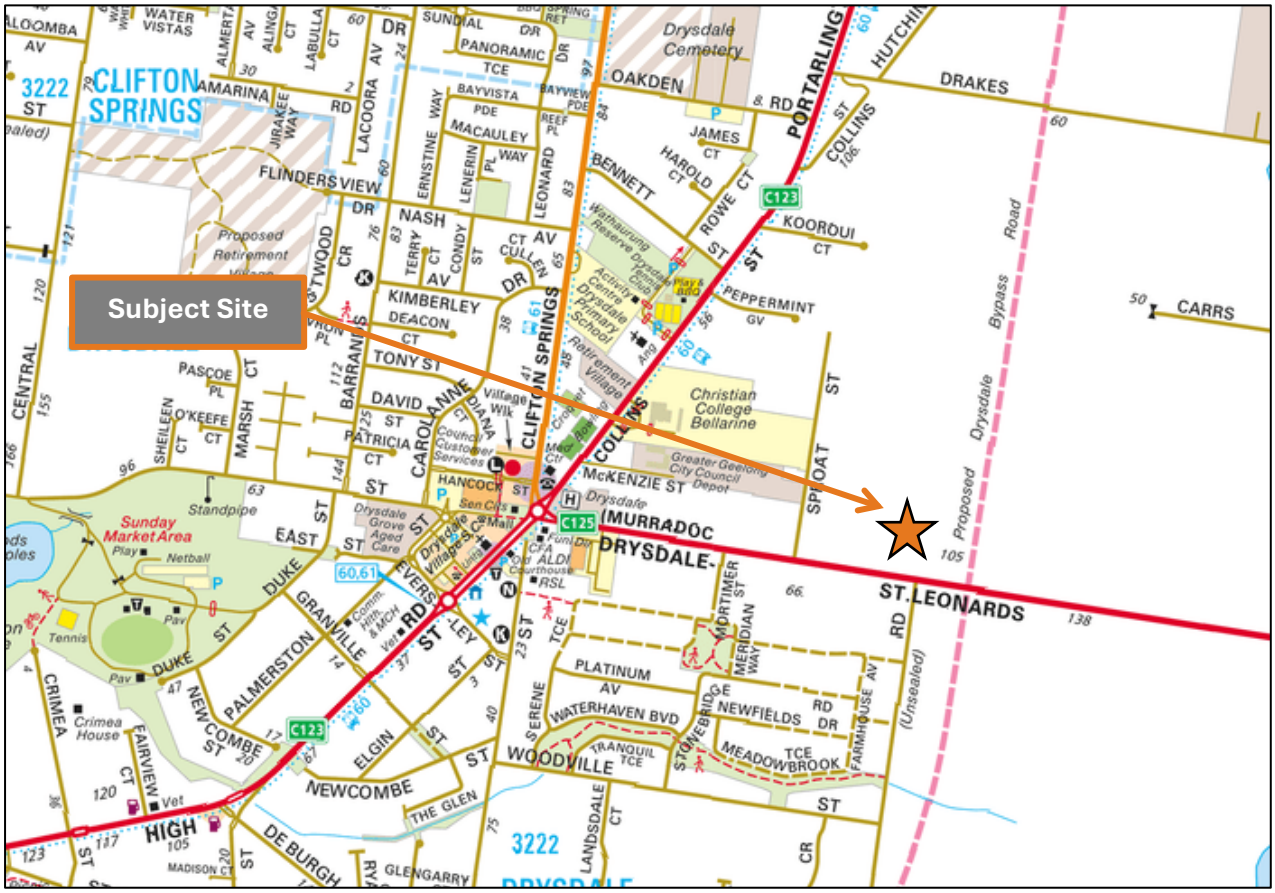


Figure 2: Location Map (Source: www.melway.com.au)

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3.2 Road Network

Murradoc Road

Murradoc Road is an arterial road managed by the Department of Transport and Planning (DTP) extending from Clifton Springs Road in the west and The Esplanade, St Leonards in the east.

In the vicinity of the subject site, Murradoc Road includes a single traffic lane with asphalt shoulder on the north side of the road and a traffic lane and separate passing lane with kerb on the south side of the road.

Murradoc Road has historically allowed for potential road widening / service road provision in the future, with developments on the north side of the road set-back 12m from the existing property boundary (as outlined in Design and Development Overlay – Schedule 32).

In the vicinity of the subject site, Murradoc Road is subject to a 60km/h posted speed limit.

Photographs of Murradoc Road in the vicinity of the subject site are shown in Figure 3 and Figure 4 below.



Figure 3: ***Murradoc Road (view west)***



Figure 4: ***Murradoc Road (view east)***

3.3 Public Transport

The subject site has limited access to existing public transport services, with the closest services operating along Portarlington Road approximately 920m west of the subject site.

Two public bus routes operate along Portarlington Road as follows:

- Route 60 – Geelong Station to St Leonards via Portarlington.
- Route 61 – Geelong Station to Drysdale via Clifton Springs.

A map outlining the nearby public transport services is provided in Figure 5 below.

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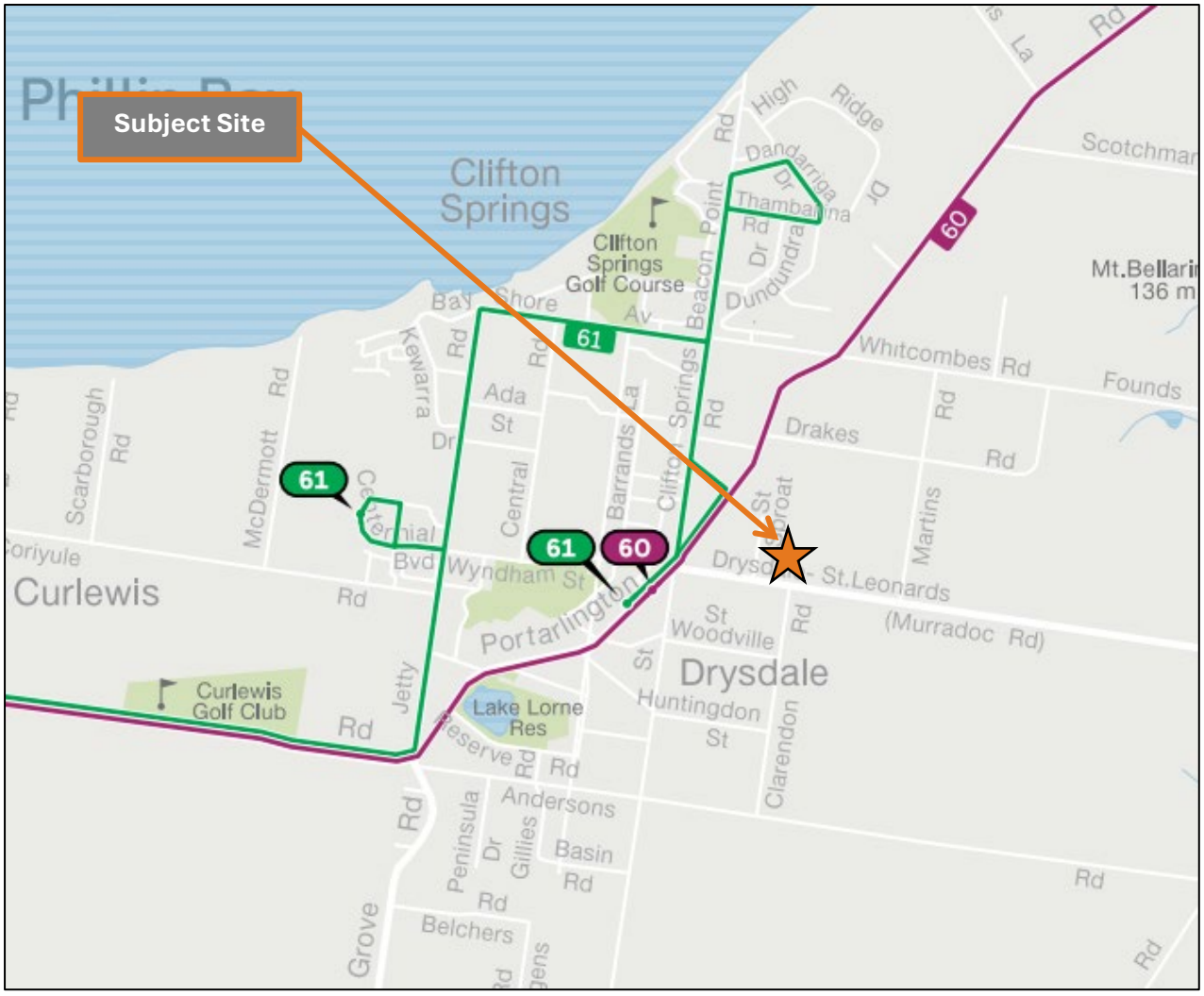


Figure 5: ***Public Transport Map (Source: PTV)***

3.4 Existing Traffic Volumes

Department of Transport and Planning (DTP) publishes traffic volumes for the arterial road network through the Victorian Government Open Data Portal. The following daily traffic volumes are published for Murradoc Road:

- Murradoc Road (Btw Clarendon Road and Collins Street)
  - Westbound - 5,092 AADT
  - Eastbound - 5,162 AADT

In view of the above, Murradoc Road carries in the order of 10,000 vehicles per day in the section adjacent to the subject site.

Peak hour traffic volumes have been estimated as 10% of the daily traffic volume, resulting in approximately 509 vehicles/hour in the westbound direction and 516 vehicles/hour in the eastbound direction.

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4 Car Parking Assessment

4.1 Statutory Car Parking

Clause 52.06-5 of the Planning Scheme prescribes the number of car spaces to be provided for new developments and changes of use. Under Clause 74 the proposed land uses are best defined as 'Convenience Restaurant', 'Shop, 'Office, 'Warehouse' and 'Store'.

The subject site is located within the 'Category 1' area of the Car Parking Requirements Map.

The parking requirement for the 'store' use applies as a rate of 'site area'. Given that the proposed store units only occupy a small portion of the site, the statutory parking requirement has been applied to the portion of the site occupied by the store units and adjacent car parking spaces / aisle (approximately 800m^2).

Table 3 assesses the car parking provision against the statutory requirement prescribed under Clause 52.06-5 of the Planning Scheme.

***Table 4:** Statutory Car Parking Assessment*

Use	Size/No.	Statutory Car Parking Rate	Requirement (1)	Provision	Surplus / Shortfall
Convenience Restaurant	40 patrons	0.3 spaces to each patron permitted	12 spaces	20 spaces	+8 spaces
Warehouse	737.6m^2 NFA	2 spaces / 100m^2	14 spaces	45 spaces	-
Shop	508.8m^2 NFA	4 spaces / 100m^2	20 spaces		
Office	254.4m^2 NFA	3.5 spaces / 100m^2	8 spaces		
Store	800m^{2*}	10% of site area	80m^2 (3 spaces)		
TOTAL	-	-	**57 spaces**	**65 spaces**	**+8 spaces**

*Note: 800m^2 represents the approximate area occupied by the store units and adjacent parking spaces/aisle.

Based on the above, the statutory requirement for the proposed development is 57 car parking spaces (adopting 30m^2 per car parking space for the store component). As 65 spaces are proposed on-site, the proposal satisfies the statutory car parking requirement for both Lot 1 and Lot 2.

4.2 Accessible Car Parking

Accessible car parking requirements are assessed under the National Construction Code (NCC). The NCC requires the following level of car parking:

- Convenience Restaurant & Shop (Class 6) - 1 space to every 50 parking spaces or part thereof
- Warehouse & Store (Class 7b) - 1 space to every 100 parking spaces or part thereof
- Office (Class 5) - 1 space to every 100 parking spaces or part thereof

In view of the above, we have conservatively applied the Class 6 rate of 1 spaces to every 50 parking spaces or part thereof, which results in a requirement for 2 accessible spaces.

The provision of 2 accessible parking spaces on-site satisfies the NCC requirements.

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5 Bicycle Facilities Assessment

5.1 Bicycle Parking

Clause 52.34 prescribes the number of bicycle parking spaces required for the proposed development.

The land use terms 'warehouse' and 'store' are not listed in Table 1 of Clause 52.34 and therefore there is no statutory requirement for the warehouse and store components.

The land use 'Convenience Restaurant' is assessed based on 'floor area available to the public'. We have estimated the floor area available to the public as 70% of the total floor area (i.e. 70% of 280m^2 = 196m^2).

The land use terms 'shop' and 'office' do not require bicycle parking for floor areas less than 1,000m^2. Given the proposed shop has a net floor area of 508.8m^2 and the proposed office has a net floor area of 254.4m^2, there is no statutory bicycle parking requirement for these components.

An assessment of the statutory bicycle parking requirements is provided in Table 5 below.

Table 5: ***Statutory Bicycle Parking Assessment***

Use	Size/No.	Statutory Bicycle Parking Rate	Requirement
Long Term Bicycle Parking (Staff)			
Convenience Restaurant	196m^2 Floor Area available to the public	1 to each 25m^2 of floor area available to the public	8 spaces
Shop	508.8m^2 NFA	No requirement for under 1,000m^2	-
Office	254.4m^2 NFA	No requirement for under 1,000m^2	-
Warehouse & Store	-	No Statutory Requirement – Land Uses Not Listed	-
TOTAL			**8 spaces**
Short Term Bicycle Parking (Customers)			
Convenience Restaurant	196m^2 Floor Area available to the public	2 spaces	2 spaces
Shop	508.8m^2 NFA	No requirement for under 1,000m^2	-
Office	254.4m^2 NFA	No requirement for under 1,000m^2	-
Warehouse & Store	-	No Statutory Requirement – Land Uses Not Listed	-
TOTAL			**2 spaces**

In view of the above, the statutory bicycle parking requirement is 8 long term spaces for staff and 2 short term spaces for customers.

The proposed design includes 2 visitor bicycle parking spaces on the south side of the convenience restaurant building to satisfy the visitor bicycle parking requirement.

The application is seeking a waiver of the staff bicycle parking requirement, given the isolated location of the subject site and likely low level of bicycle activity. We are satisfied that any staff bicycle parking demands could be accommodated informally.

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5.2 End of Trip Facilities

Clause 52.34-5 requires the following end-of-trip facilities for any use listed in Table 1:

- **Showers** – *"If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter"*
- **Change Rooms** – *"1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room."*

In view of the above, the proposed development generates the requirement for 1 shower and change rooms under Clause 52.34-5.

Given that the application is seeking a waiver of the staff bicycle parking, the application is also seeking a waiver of the staff end of trip facility requirements.

6 Internal Car Parking Layout & Access Arrangements

The following table reviews the proposal against the design standards as specified under Clause 52.06-9 of the Greater Geelong Planning Scheme.

***Table 6:* Review of Proposal Against Clause 52.06-9**

Design Standard	Compliant	Comments
Design Standard 1 - Accessways		
Be at least 3 metres wide	Compliant	The accessway is a minimum of 6.4m wide in all locations.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Compliant	All changes of direction occur with access aisle widths of greater than 4.2m wide.
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	Compliant	The proposed car parking spaces at the end of dead-end accessway include compliant dimensions with Table 1 of Clause 52.06 and a minimum blind aisle extension of 1m.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Not applicable	Open air car park – no overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or 3, the accessway must be designed so that cars can exit the site in a forward direction	Compliant	All cars can enter and exit the site in a forward direction. The blind aisles include turnaround bays to facilitate forward entry and exit.
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 3.	Compliant	The proposed accessway is wider than 6.1m at the property boundary, comfortably providing for a 6.1m wide x 7m long passing area.

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Design Standard	Compliant	Comments
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.	Not Applicable	There is no existing footpath along Murradoc Road and therefore the sight line triangle requirement does not apply. In any event, the proposed design does not include any pedestrian sight line triangle obstructions in the vicinity of the property boundary.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or 3, the access to the car spaces must be at least 6 metres from the road carriageway	Compliant	The proposed car parking spaces are setback greater than 6m from the Murradoc Road carriageway.
If entry to the car space is from a road, the width of the accessway may include the road	Not Applicable	All car spaces are accessed internally.
Design Standard 2 – Car Parking Spaces		
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.	Compliant	All car spaces are provided with dimensions in accordance with Table 1. Specifically, the conventional car parking spaces are proposed at 2.6m wide x 4.9m long with a minimum aisle width of 6.4m. A single parallel space is proposed at 6.7m long, 2.3m wide with a substantial access aisle.
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.*	Compliant	The proposed car parking spaces are clear of adjacent obstructions in accordance with Diagram 1 of Clause 52.06-9. It is noted that the proposed bin enclosures are off-set 300mm from the adjacent spaces, consistent with Diagram 1.
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	Not Applicable	No garages are proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space	Not Applicable	No tandem spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover	Not Applicable	Commercial spaces not resident spaces.
Disabled car parking spaces must be designed in accordance with Australian	Compliant	The proposed layout includes a two disabled car parking space with dimensions of 2.4m wide x

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Design Standard	Compliant	Comments
Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm		4.9m long and an adjacent shared area at 2.4m wide x 4.9m long. This configuration accords with Clause 52.06 Design Standard 2, which allows 500mm intrusion into the access aisle for accessible spaces.
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.	Compliant	Minor grades for drainage only.
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.	Compliant	Minor grades for drainage only.
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.	Compliant	Minor grades for drainage only.
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.	Compliant	The proposed grades are satisfactory.

Based on the above, the proposed layout of the on-site car parking areas and the vehicle access arrangements from Murradoc Road are satisfactory.

6.1 Parking Spaces In front of Loading Bays

The proposed design includes the provision of car parking bays in front of the loading bay facilities for the proposed rear tenancies.

This approach maximises the car parking provision, whilst still providing the potential for loading movements as required.

These spaces will be allocated to the tenancy, allowing staff to temporarily move their vehicle if usage of the loading bay is required. This approach would operate in a similar manner to tandem parking spaces, whereby the front spaces move to allow access to the rear spaces.

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7 Traffic Volumes

7.1 Traffic Generation

7.1.1 Convenience Restaurant

The RMS *Guide to Transport Impact Assessment* (2024) provides extensive empirical traffic generation rates for convenience restaurants, including the following specific rates for 'Hungry Jacks' in regional locations.

***Table 7:* Traffic Generation – RMS Guide to Transport Impact Assessment: Regional Hungry Jacks**

Measure	Hungry Jacks Regional Location - Total Trips
Site Peak	
AM Site Peak	66 trips/outlet
PM Site Peak	113 trips/outlet
Weekend Site Peak	110 trips/outlet
Road Network Peak	
AM Road Network Peak	45 trips/outlet
PM Road Network Peak	63 trips/outlet

For the purposes of this assessment, we have adopted the road network peak traffic generation rates for analysis, given that capacity assessments consider the critical AM and PM commuter peak periods.

In view of the above, the proposed convenience restaurant is expected to generate 45 trips in the AM road network peak period and 63 trips in the PM road network period. In addition, the RMS *Guide to Transport Impact Assessment* indicates that 54% of trips are likely to be 'pass-by' trips, whereby vehicles already travelling past the site divert their existing trips to the outlet.

7.1.2 Warehouse

The RMS *Guide to Transport Impact Assessment* (2024) provides empirical traffic generation rates for warehouses, based on gross floor area ranges. For $0m^2$-$10,000m^2$ GFA, the following rates are specified:

- AM Peak Hour - 0.5 trips/$100m^2$ GFA
- Daily – 4 trips/$100m^2$ GFA

For the purposes of this assessment, we have adopted the AM peak hour rate for the PM peak hour.

The directional split of vehicles is nominated as 70% entry/30% exit during the AM road network peak hour and 34% entry and 66% exit during the PM road network peak hour.

Based on the proposed $840m^2$ GFA of warehouse floor area, the following traffic generation is expected:

- AM Peak Hour – 4 vehicles/hour (3 'In' / 1 'Out')
- PM Peak Hour – 4 vehicles/hour (1 'In' / 3 'Out')

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7.1.3 Store

There are limited empirical traffic generation rates for store uses. However, given the nature of the use, traffic generation is expected to be limited particularly during commuter peak periods.

For the purposes of this assessment, we have adopted the 'warehouse' rates outlined in Section 7.1.2 to assess traffic generation for the 400m^2 of store use. A summary of the predicted traffic generation for the proposed store units is as follows:

- AM Peak Hour – 2 vehicles/hour (1 'In' / 1 'Out')
- PM Peak Hour – 2 vehicles/hour (1 'In' / 1 'Out')

7.1.4 Shop

The RTA *Guide to Traffic Generating Developments* (2002) provides empirical traffic generation rates for speciality shops as follows:

- PM Peak Hour - 4.6 trips/100m^2 GFA

Shop uses typically see significantly reduced traffic generation in the AM peak hour and for the purposes of this assessment we have adopted 30% of the PM peak hour volumes in the AM peak hour.

An even directional split of vehicles has been adopted in both peak hours.

Based on the proposed 560m^2 GFA of warehouse floor area, the following traffic generation is expected:

- AM Peak Hour – 8 vehicles/hour (4 'In' / 4 'Out')
- PM Peak Hour – 26 vehicles/hour (13 'In' / 13 'Out')

7.1.5 Office

The RMS *Guide to Transport Impact Assessment* (2024) provides empirical traffic generation rates for office, with the 'regional' rates adopted for the proposed development as follows:

- AM Peak Hour - 0.99 trips/100m^2 GFA
- PM Peak Hour - 0.96 trips/100m^2 GFA
- Daily – 9.87 trips/100m^2 GFA

The directional split of vehicles is predominately 'in' during the AM peak and 'out' during the PM peak hour. For the purposes of this assessment, we have adopted 90% of trips occurring in the peak direction.

Based on the proposed 280m^2 GFA of office floor area, the following traffic generation is expected:

- AM Peak Hour – 3 vehicles/hour (3 'In' / 0 'Out')
- PM Peak Hour – 3 vehicles/hour (0 'In' / 3 'Out')

7.1.6 Multi-Purpose Trip Discount

Given the mixed use nature of the proposed development, a portion of trips generated by the subject site will be associated with people accessing more than one of the proposed uses. For example, a patron of the shop units may also access the convivence restaurant as part of their trip to the site.

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To account for the likely multi-purpose nature of some trips, we have conservatively applied a 15% discount to the overall traffic generation for the shop and convenience restaurant uses. This discount is outlined in the RTA *Guide to Traffic Generating Developments* for shopping centres as follows:

> *"The incidence of linked and multi-purpose trips can reduce overall trip generation rates. A linked trip is a trip taken as a side-track from another trip, for example, a person calling in to the centre on the way home from work. A multi-purpose trip is where more than one shop or facility is visited. Any trip discounts would apply differently in new free-standing centres and for new shops within existing centres. Discounts in the former case vary depending on the nature of the adjacent road network. With the latter case, an average discount of about 20% is suggested, with this figure reducing with increasing centre size, with rates of 25% (less than 10,000m^2 GLFA), 20% (10,000-30,000m^2 GLFA) and 15% (over 30,000m^2 GLFA) indicative. Note that these discounts apply to trip generation but not to parking demand. Discounts of this nature should not apply without adequate substantiation."*

7.1.7 Summary

Table 8 below outlines the anticipated peak hour traffic generation of the overall proposed development.

Table 8: Traffic Generation Summary

Use	Component	IN	OUT	TOTAL
AM Road Network Peak Hour				
Convenience Restaurant	Pass-by Trips (54%)	10	10	20[1]
	New Trips (46%)	9	9	18[1]
Warehouse		3	1	4
Store		1	1	2
Shop		3	4	7[1]
Office		3	0	3
TOTAL		**29**	**25**	**54**
PM Road Network Peak Hour				
Convenience Restaurant	Pass-by Trips (54%)	14	15	29[1]
	New Trips (46%)	12	13	25[1]
Warehouse		1	3	4
Store		1	1	2
Shop		11	11	22[1]
Office		0	3	3
TOTAL		**39**	**46**	**85**

Note 1: Includes 15% discount for multi-purpose trips

Based on the above, the proposed development is likely to generate approximately 54 trips in the AM peak hour and 85 trips in the PM peak hour.

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7.2 Traffic Distribution

The subject site is located between the main Drysdale township and the Drysdale bypass. On this basis, we would expect a relatively even distribution of trips to the east and west. A summary of the adopted traffic distribution is shown in Figure 6 below.

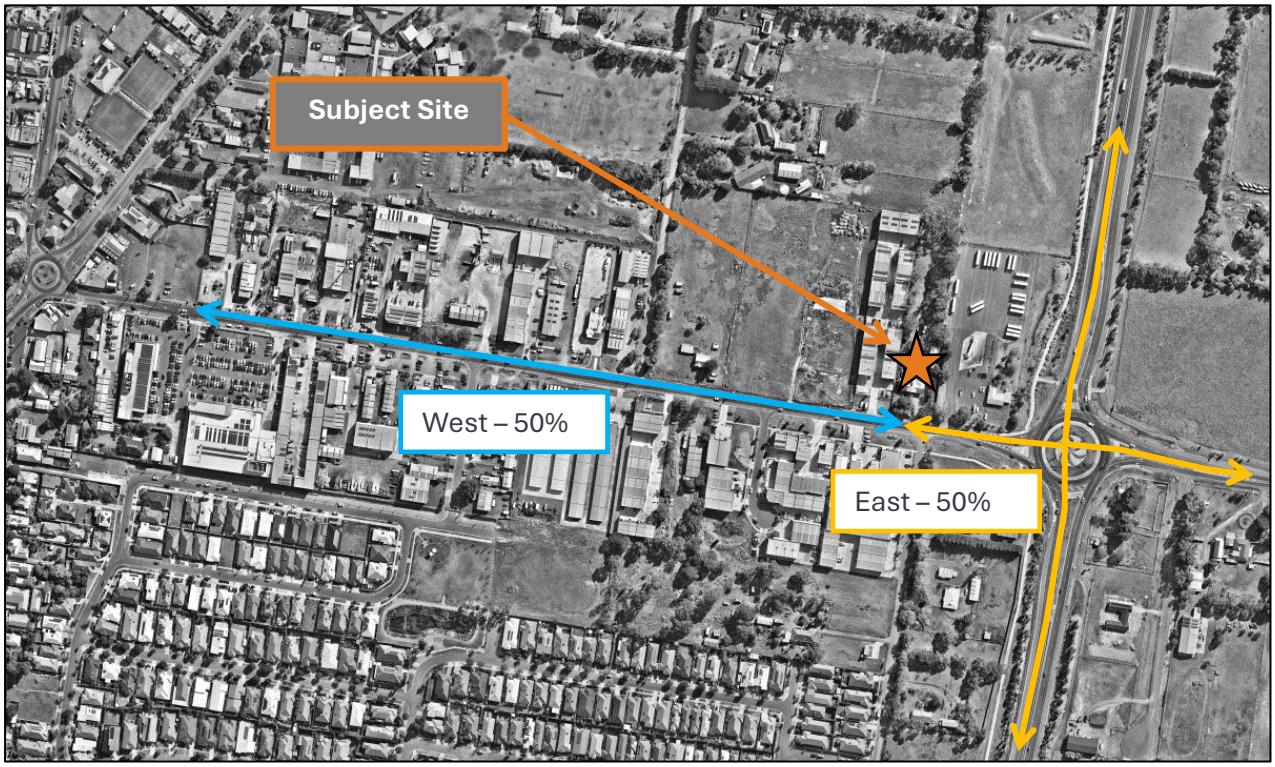


***Figure 6:** Adopted Traffic Distribution (Source: Nearmap)*

7.3 Peak Hour Traffic Volumes

A summary of the predicted peak hour traffic volumes are presented in Figure 7 and Figure 8 below.

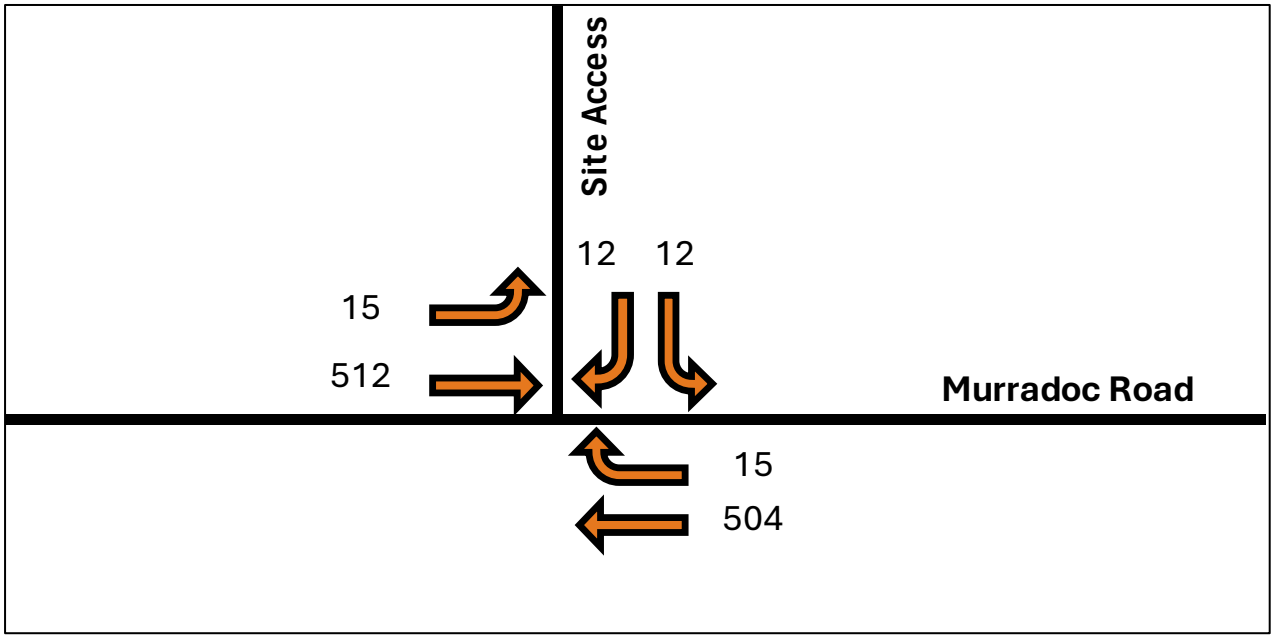


***Figure 7:** AM Peak Hour Traffic Volumes*

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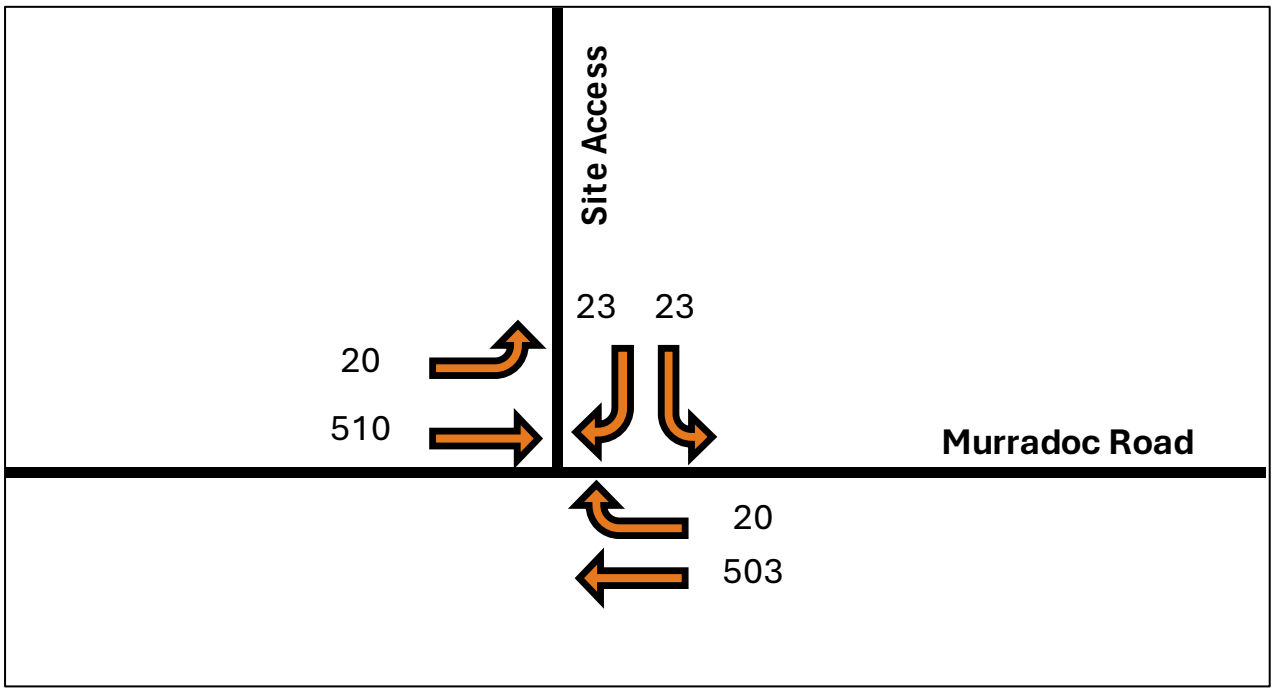


Figure 8: ***PM Peak Hour Traffic Volumes***

8 Convenience Restaurant – Queueing

RMS NSW commissioned extensive empirical surveys of existing fast food outlets in 2016, which are summarised in a report titled *"Trip Generation and Parking Demand Surveys of Fast Food Outlets – Analysis Report"*.

The surveys were undertaken for a total of 16 fast food outlets, including four (4) existing 'Hungry Jacks' outlets as follows:

- South Wentworthville (340m^2 GFA)
- Granville (350m^2 GFA)
- Tamworth (400m^2 GFA)
- Newcastle (340m^2 GFA)

The surveys recorded a range of factors including traffic generation, car parking demand and maximum queue lengths.

The report reviewed the survey data outputs to determine if operational factors could be predicted by a range potential variables. This analysis indicates that a predictive model for maximum queue length could not be determined. The report noted that there was correlation with drive through service time and maximum queue lengths, however, drive through service time for fast food outlets was not constant as additional staff could be brought in to cater for additional demand during peak periods in the drive through.

On this basis, the best predictor of potential queue lengths for the proposed development is to review the maximum queue lengths observed from the operation of the existing outlets. Figure 9 below shows the maximum queue length recorded on each day of the survey data collection, across the 4 'Hungry Jacks' outlets.

City of Greater Geelong, Statut... Data Received 09/10/2026

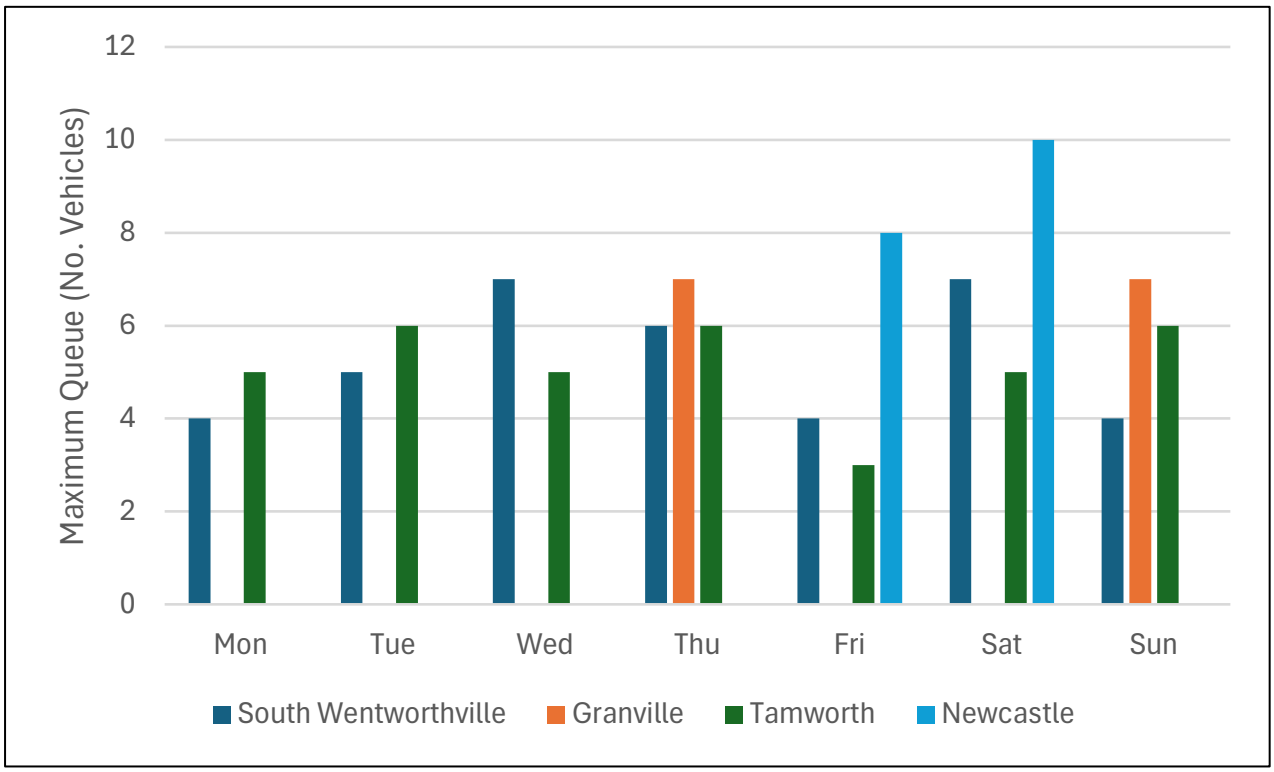


Figure 9: ***RMS NSW Fast Food Outlet Empirical Data – Hungry Jacks Maximum Queue Length***

Overall, the maximum queue length observed was as follows:

- Average - maximum queue length: 6 vehicles
- 85th percentile - maximum queue length: 7 vehicles
- Maximum - maximum queue length: 10 vehicles

The proposed design includes a total queue storage capacity of 10 vehicles, as outlined in Figure 10 below. On this basis, the proposed design can accommodate the predicted maximum queues.

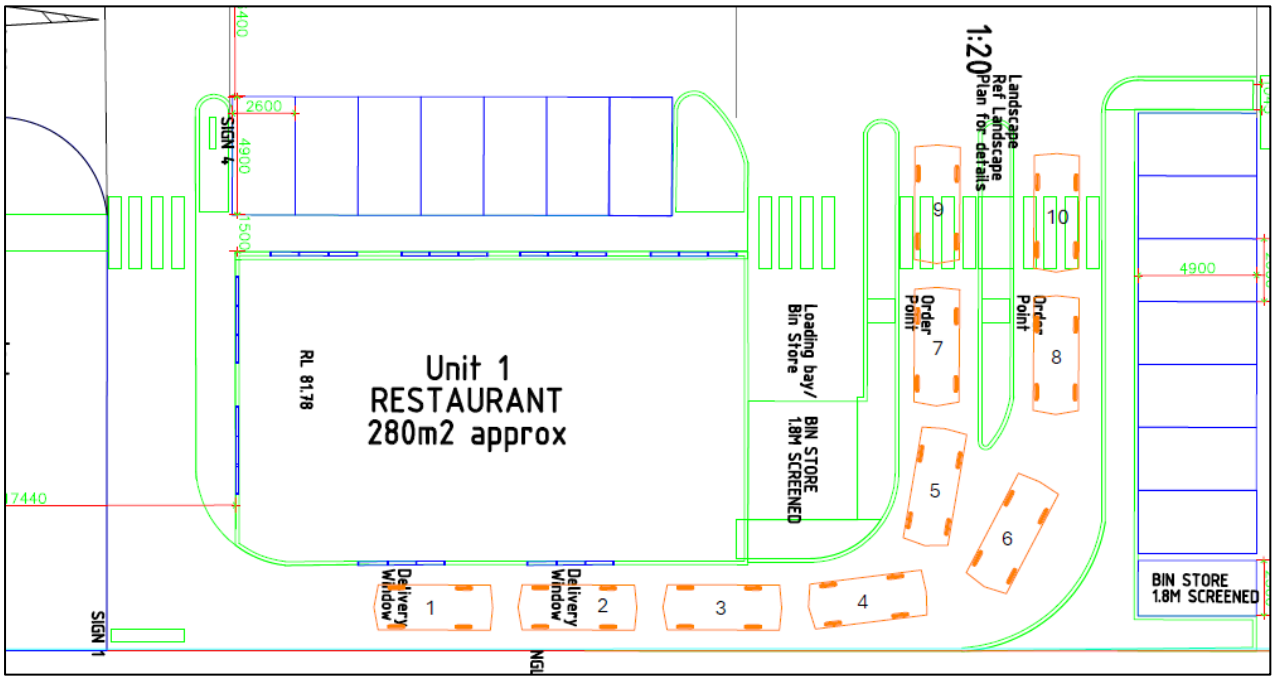


Figure 10: ***Proposed Convenience Restaurant – Queue Storage***

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9 External Access Arrangements

9.1 Clause 52.29 – Land Adjacent to Principal Road Network

The subject site is located adjacent to the principal road network, with Murradoc Road zoned as Transport Zone 2. On this basis a permit is required under Clause 52.29-2 as follows:

- *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.*

The following sections outline the development of the proposed vehicle access to Murradoc Road.

9.2 Access Location

AS2890.1:2004 provides guidance in relation to the location of the property access points in the vicinity of the unsignalised road intersections, with prohibited locations shown in the heavy lines in Figure 11 below.

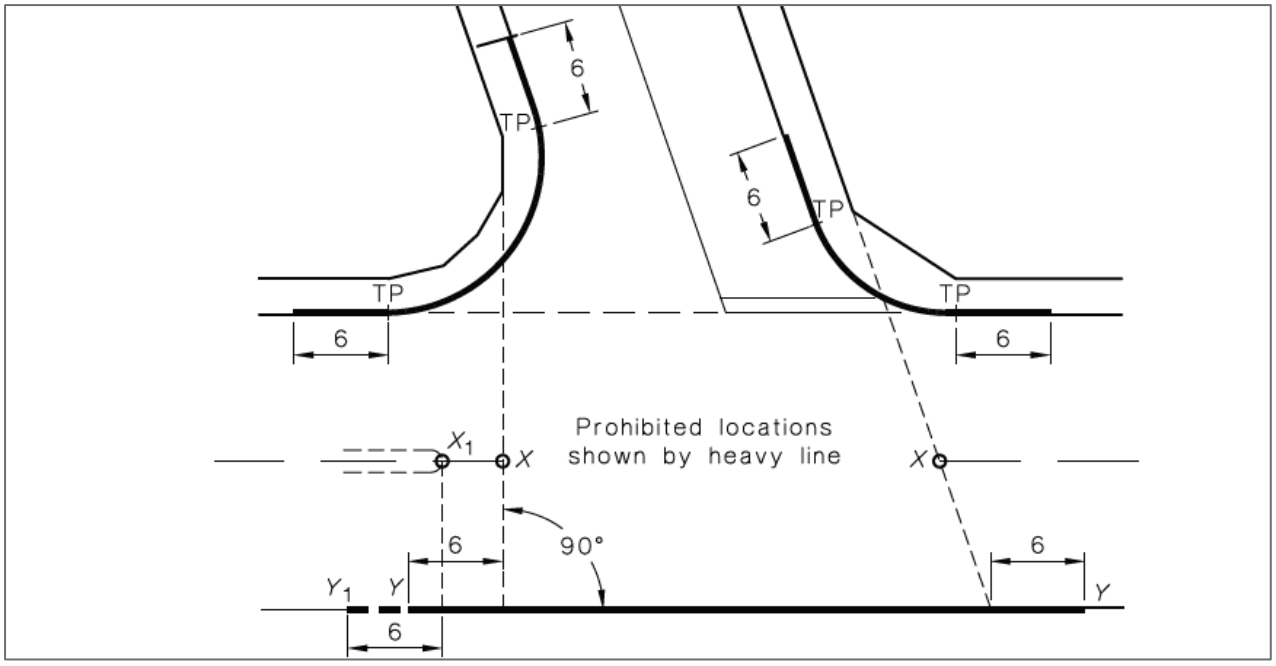


***Figure 11:* AS2890.1:2004 – Prohibited Locations of Access Driveways**

The subject site is located opposite the intersection of Murradoc Road / Clarendon Road, which limits vehicle access to the subject site to the western side of the site as shown in Figure 12 below.

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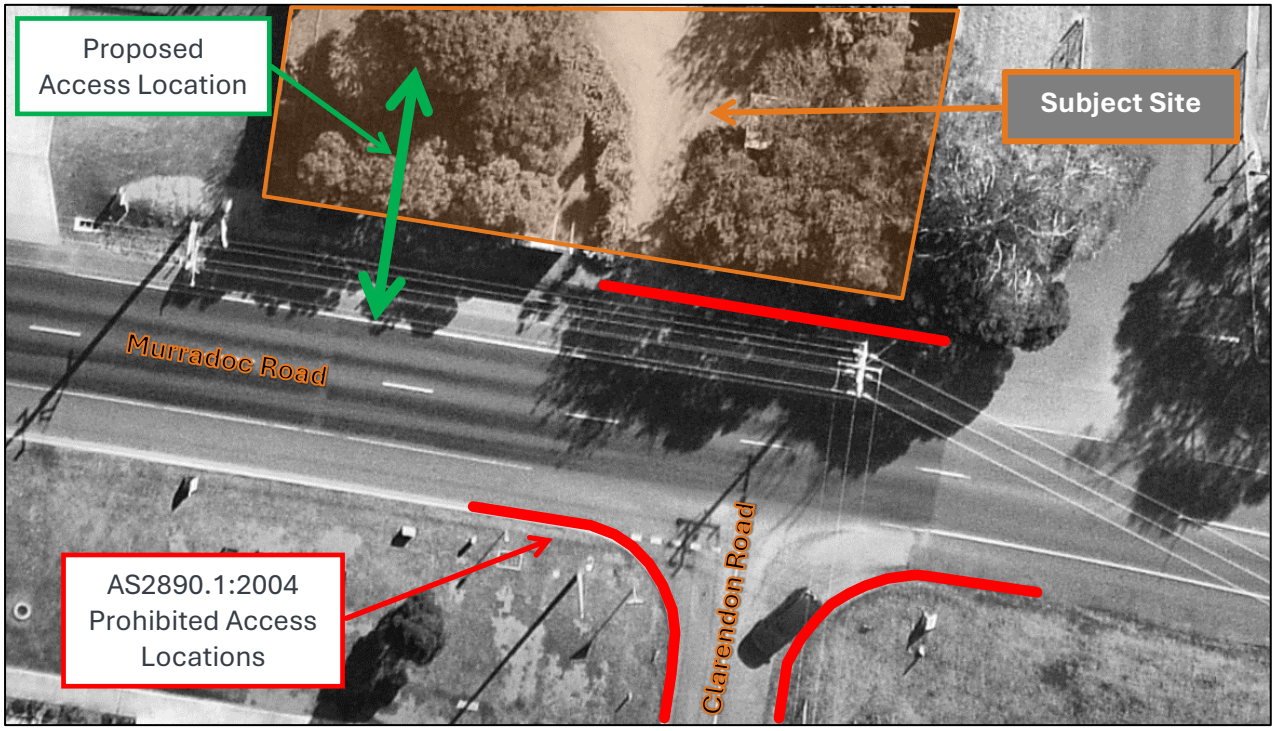


Figure 12: ***Subject Site – Access Location***

9.3 Sight Lines

The horizontal alignment of Murradoc Road is generally straight and the vertical alignment is generally flat, with minimal grades/fall in the vicinity of the subject site. Additionally, no significant vegetation is located in the vicinity of the subject site which results in no visual obstructions to sight lines.

The Austroads Guide to Road Design Part 4A indicates that sight lines for property access points should desirably achieve the sight distance requirements for intersections including approach sight distance (ASD), safe intersection sight distance (SISD) and minimum gap sight distance (MGSD). A summary of the sight distance thresholds for the existing 60km/h speed zoning on Murradoc Road are as follows:

- ASD – 73m
- SISD – 123m
- MGSD – 83m

Sight line assessments have been undertaken for the proposed access point to Murradoc Road. These assessments confirm that all of the above sight lines are achieved in both directions.

Photographs of the general sight lines available along the Murradoc Road frontage are provided in Figure 13 and Figure 14 below. A copy of the SISD assessment is provided in Appendix E.

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Figure 13: ***Proposed Site Access – Sight Line West***



Figure 14: ***Proposed Site Access – Sight Line East***

9.4 Turn Treatments

An assessment of the proposed access point to Murradoc Road has been undertaken with regard for the turn treatment warrants outlined in the Austroads Guide to Traffic Management Part 6.

The traffic volumes utilised are the post development volumes outlined previously in Section 7.3.

The assessment for the left turn is provided in Figure 15 below, whilst the assessment for the right turn is presented in Figure 16 below.

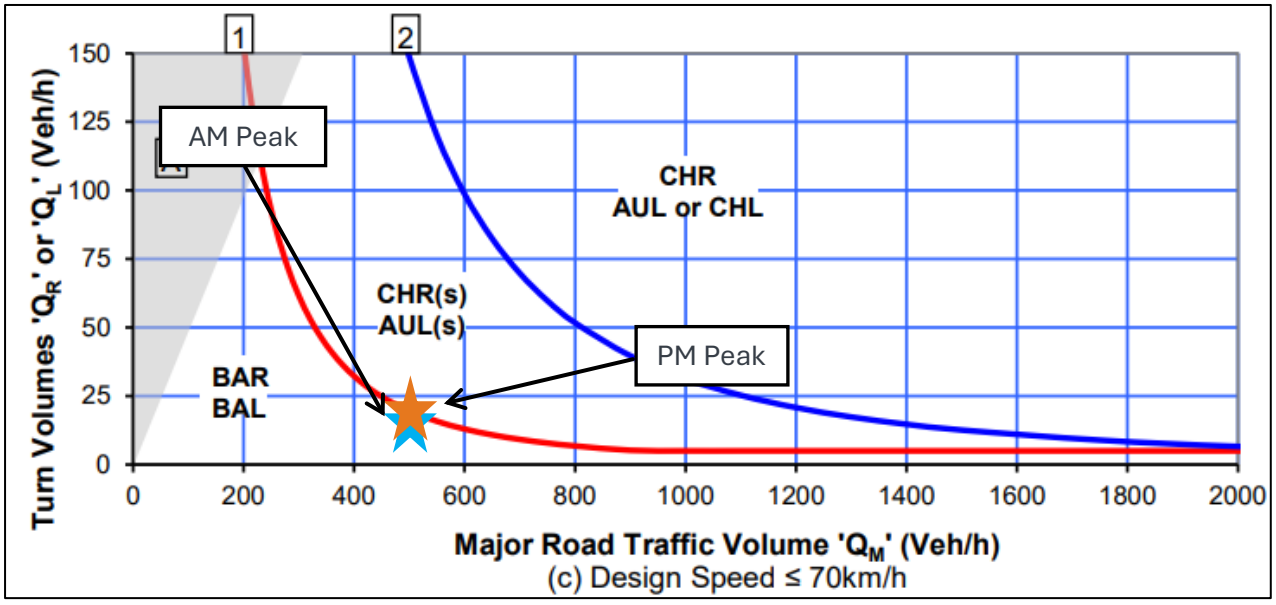


Figure 15: ***AGTM Part 6 – Turn Treatment Assessment – Left Turn***

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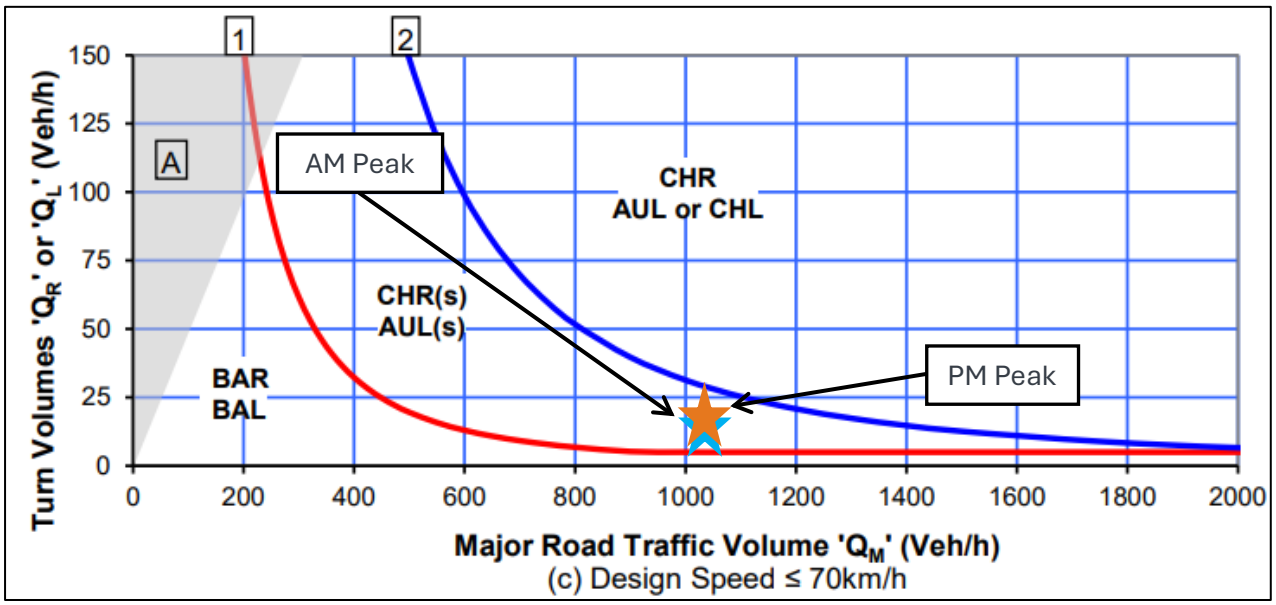


Figure 16: ***AGTM Part 6 – Turn Treatment Assessment – Right Turn***

The above assessment indicates that the left turn warrants a basic turn treatment, whilst the right turn warrants a short channelised treatment.

The existing layout of Murradoc Road in the vicinity of the subject site includes a through traffic lane, with a separate kerbside lane subject to full time 'No Stopping' restrictions. This configuration allows for through vehicles to comfortably pass stationary vehicles waiting to turn right from the inner lane.

9.5 Layout / Design

The maximum vehicle size expected on-site is the 12.5m HRV, which will provide loading for the convenience restaurant component. Based on AS2890.2:2018, the vehicle access points would fall under the classification of 'Regular Service' for truck activity.

AS2890.2:2018 defines roads into two categories as follows:

- Minor Road – *"Cul-de-sac or road carrying local traffic"*
- Major Road – *"Road carrying predominantly through traffic, generally either a two-way roadway of generally more than 12m between kerbs, or a divided road"*

Based on the above, Murradoc Road would be best classified as a 'Major Road' given its arterial classification and role in carrying through traffic.

The design of vehicle access points for 'Regular Service' truck access to a 'Major Road' has the following guidance under AS2890.2:2018:

- *"Both entry and exit at the property boundary shall be in the forwards direction"*
- *"On a major public road, the design shall not force turning vehicles to cross the centre-line or median of the public roadway to the extent that there is any interaction with the opposing direction of travel"*

The proposed crossover design has been developed to accommodate the 12.5m HRV, in accordance with the above guidance from AS2890.2:2018. The design includes separate entry and exit lanes, separated by a mountable traffic island to facilitate the swept paths for the 12.5m HRV.

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Swept path diagrams have been prepared for simultaneous movements of a 12.5m HRV and B99 vehicle, demonstrating compliance with the AS2890.2:2018 requirements.

A copy of the proposed crossover design to Murradoc Road including swept path diagrams is provided in Appendix B.

9.6 Capacity Analysis

A SIDRA capacity model has been prepared to review the capacity impacts of the proposed vehicle access to Murradoc Road.

SIDRA presents output results based on the following key metrics:

- **Degree of Saturation** – A ratio of demand (volume) on capacity.
- **Average Delay** – The average delay of all vehicles for a particular movement or lane.
- **95th Percentile Queue Length** – The length the 95% of queues are at or below for a particular movement or lane.
- **Level of Service (LOS)** – Measured LOS A through LOS E a 'rating' of the operation based on average delay.

For unsignalised intersections, the threshold for acceptable operation is typically a DOS of less than 0.8-0.85 and LOS D or better.

A summary of the SIDRA results for the Murradoc Road intersection are provided in Table 9 below.

***Table 9:* Post Development SIDRA Summary – Murradoc Road Access**

Peak Hour	AM Peak Hour			PM Peak Hour		
	DOS	Delay (LOS)	95th %ile Queue	DOS	Delay (LOS)	95th %ile Queue
Murradoc Road Access						
E: Murradoc Road	0.15	8s (A)	1m	0.15	8s (A)	2m
N: Site Access	0.07	21s (C)	2m	0.13	21s (C)	3m
W: Murradoc Road	0.29	6s (A)	0m	0.30	6s (A)	0m
Total	0.29	**21s (C)**	-	0.30	**21s (C)**	-

The above modelling results indicate the proposed site access will operate well in the post development conditions with spare capacity, low delays and queue lengths.

Detailed SIDRA outputs are provided in Appendix C.

10 Service Vehicles

10.1 Loading

Loading facilities are proposed to be provided for the proposed land uses as follows:

- Convenience Restaurant: Loading bay adjacent to drive through facility to cater for up to 12.5m HRV
- Warehouse, Office, Store and Retail: Internal loading bays facilitating 6.4m SRV vehicles.

Swept path diagrams are provided in Appendix D, demonstrating access to the proposed loading facilities with a conventional reverse movement and forwards exit.

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10.2 Waste Collection

The proposed waste collection arrangements are summarised in the Waste Management Plan (WMP), with 8.8m MRV collection proposed as follows:

- Convenience Restaurant: Loading bay adjacent to drive through
- Warehouse, Office, Store and Retail: 2 x bin storage locations, adjacent to Unit 3 and adjacent to Unit 7.

Swept path diagrams of the waste collection vehicle are provided in Appendix D.

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11 Conclusions

Having visited the site and undertaken a detailed traffic engineering assessment the following conclusions are reached in relation to the proposed mixed use development at 95 Murradoc Road, Drysdale:

1. The statutory car parking requirement as specified under Clause 52.06-5 of the Greater Geelong Planning Scheme is 57 spaces.
2. The provision of 65 on-site car parking spaces satisfies the statutory car parking requirement.
3. The car parking design and vehicle access arrangements are satisfactory and generally in accordance with Clause 52.06-9/AS2890.1:2004.
4. Two accessible car spaces are provided for the development as required by the NCC.
5. The proposed development generates a bicycle parking requirement for 8 staff spaces and 2 visitor spaces under Clause 52.34 of the Planning Scheme. Two visitor bicycle parking spaces are proposed with the application seeking a waiver of the staff bicycle parking and shower/change room requirements given the isolated nature of the site and the low likelihood of staff travel by bicycle.
6. The proposed development is assessed as generating approximately 54 vehicle movements during the AM peak and 85 vehicle movements during the PM peak.
7. An assessment of the external vehicle access to Murradoc Road has identified the following:
   a) The proposal requires a permit under Clause 52.29 given the proposal to create a new access to a road in Transport Zone 2 (Murradoc Road).
   e) Turn Treatments: The proposed access warrants BAL and CHR(s)/AUR turn treatments under the Austroads GTM Part 6. The existing configuration of Murradoc Road incorporates a right turn treatment with the south kerbside lane subject to full time No Stopping restrictions, which can incorporate the AUR requirements. A BAL treatment is proposed as part of the layout design.
   b) Design: The proposed access has been designed with a mountable central island to allow simultaneous access of a 12.5m HRV and a B99 design vehicle.
   c) Capacity: Modelling utilising SIDRA intersection indicates that the proposed vehicle access will operate under excellent conditions during both the AM and PM commuter peak periods.
8. Loading is expected to occur as follows:
   a) Convenience Restaurant: Loading bay adjacent to drive through facility to cater for up to 12.5m HRV.
   b) Warehouse, Office, Store & Retail: Internal loading bays facilitating 6.4m SRV vehicles.

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Mixed Use Development at 95 Murradoc Road, Drysdale, the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

City of Greater Geelong, Sta

Appendix A

Development Plans

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026



Proposed Areas:	
Site Area:	6164m2
Site Coverage:	(40%) 2466m2

TP07

Town Planning Set

95 Murradoc Rd - Drysdale

Ground Floor

22.06.2026

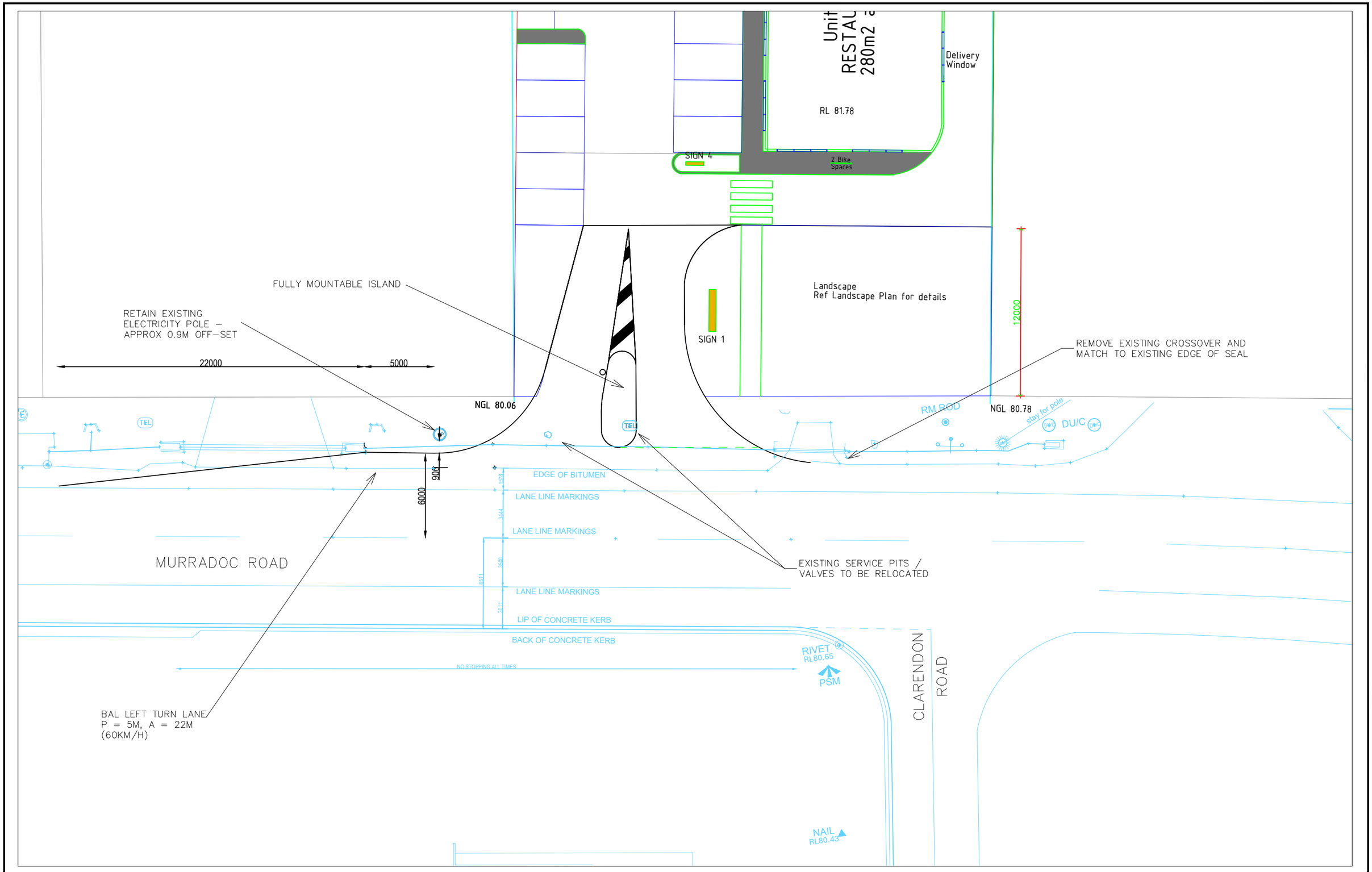
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City of Greater Geelong, Sta 2026

Appendix B

Murradoc Road Access – Concept Plan

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Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

External Access Concept Plan

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	BAL ADDED

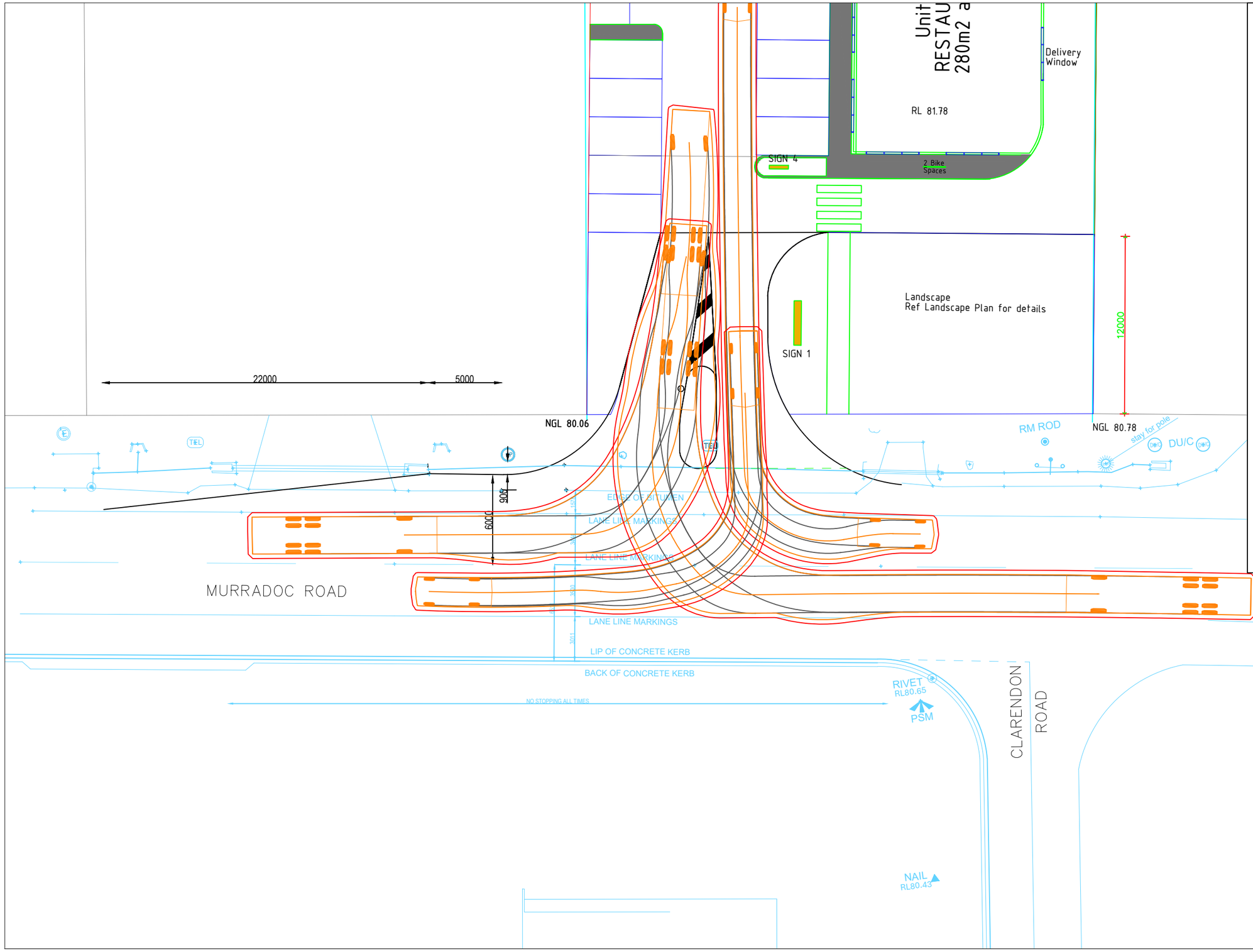
NOTES:
- BASE PLANS PREPARED BY VANTAGE ARCHITECTS
- MURRADOC ROAD - 60KM/H

N

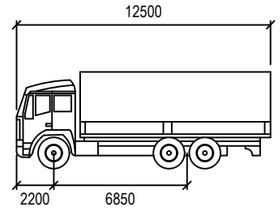
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City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

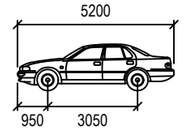


SIMULATION VEHICLES



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

VEHICLE BODY

WHEEL PATHS

CLEARANCE LINES (300MM)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

External Access Swept Paths

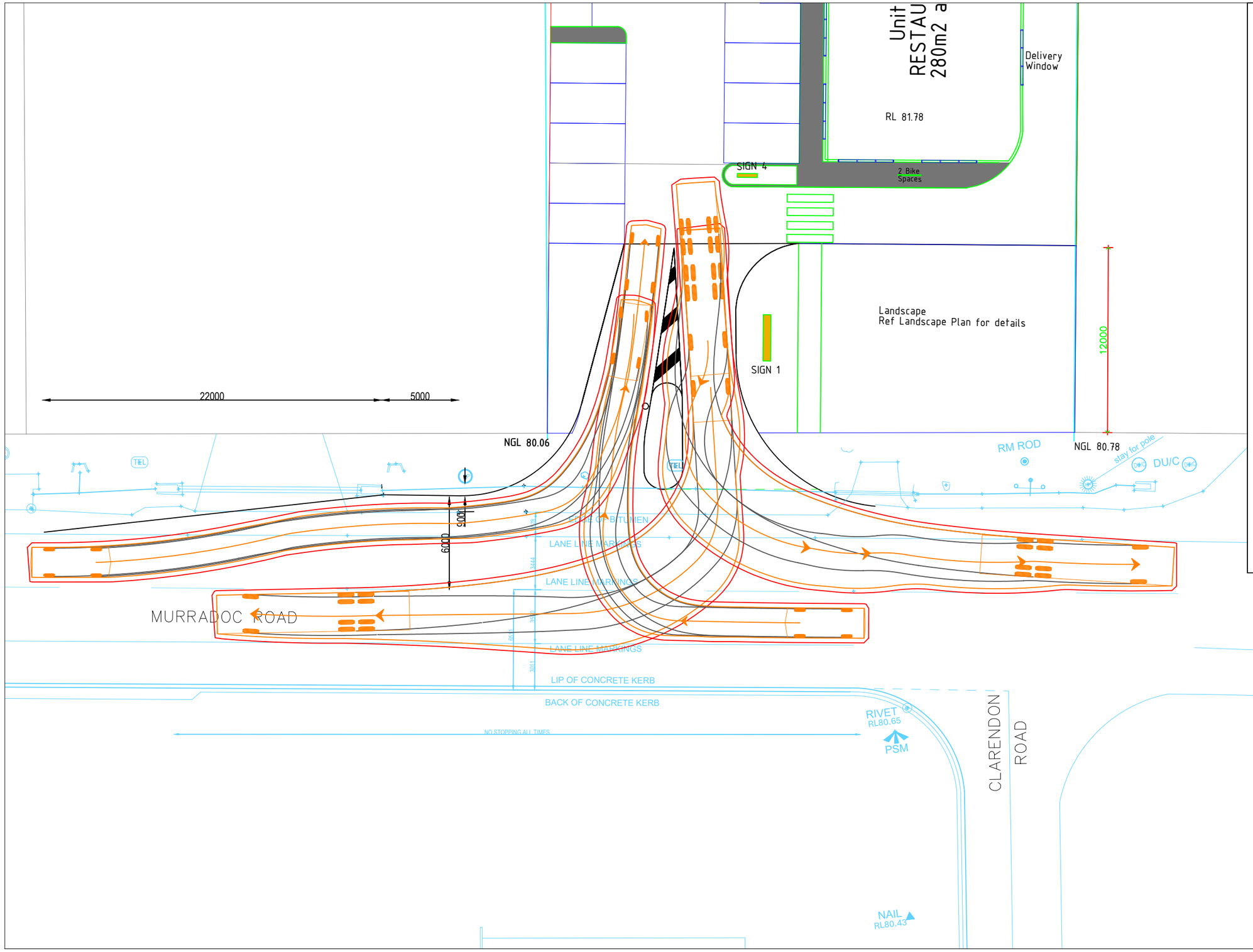
REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	BAL ADDED

NOTES:
- BASE PLANS PREPARED BY VANTAGE ARCHITECTS
- MURRADOC ROAD - 60KM/H

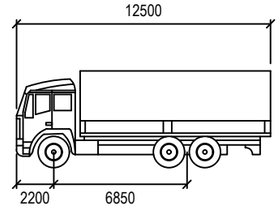
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City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

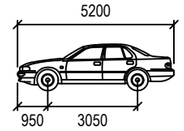


SIMULATION VEHICLES



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

VEHICLE BODY

WHEEL PATHS

CLEARANCE LINES (300MM)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

External Access Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	BAL ADDED

NOTES:
- BASE PLANS PREPARED BY VANTAGE ARCHITECTS
- MURRADOC ROAD - 60KM/H

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REFERENCE	REVISION		SCALE
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Appendix C

SIDRA Summary

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MOVEMENT SUMMARY

Site: [1] AM Peak (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Give-Way (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
East: Murradoc Road															
5	T1	All MCs	531	5.0	531	5.0	0.149	0.2	LOS A	0.2	1.4	0.04	0.05	0.04	59.6
6	R2	All MCs	16	5.0	16	5.0	0.149	8.3	LOS A	0.2	1.4	0.09	0.11	0.09	56.2
Approach			546	5.0	546	5.0	0.149	0.4	NA	0.2	1.4	0.04	0.06	0.04	59.5
North: Site Access															
7	L2	All MCs	13	5.0	13	5.0	0.069	8.0	LOS A	0.2	1.6	0.68	0.85	0.68	46.8
9	R2	All MCs	13	5.0	13	5.0	0.069	20.5	LOS C	0.2	1.6	0.68	0.85	0.68	46.6
Approach			25	5.0	25	5.0	0.069	14.2	LOS B	0.2	1.6	0.68	0.85	0.68	46.7
West: Murradoc Road															
10	L2	All MCs	16	5.0	16	5.0	0.294	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.0
11	T1	All MCs	539	5.0	539	5.0	0.294	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			555	5.0	555	5.0	0.294	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
All Vehicles			1126	5.0	1126	5.0	0.294	0.6	NA	0.2	1.6	0.04	0.05	0.04	59.2

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.

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

MOVEMENT SUMMARY

Site: [1 (2)] PM Peak (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Give-Way (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
East: Murradoc Road															
5	T1	All MCs	529	5.0	529	5.0	0.152	0.2	LOS A	0.3	1.8	0.06	0.07	0.06	59.5
6	R2	All MCs	21	5.0	21	5.0	0.152	8.3	LOS A	0.3	1.8	0.12	0.15	0.12	56.0
Approach			551	5.0	551	5.0	0.152	0.5	NA	0.3	1.8	0.06	0.07	0.06	59.3
North: Site Access															
7	L2	All MCs	24	5.0	24	5.0	0.133	8.1	LOS A	0.4	3.2	0.70	0.88	0.70	46.6
9	R2	All MCs	24	5.0	24	5.0	0.133	21.2	LOS C	0.4	3.2	0.70	0.88	0.70	46.4
Approach			48	5.0	48	5.0	0.133	14.6	LOS B	0.4	3.2	0.70	0.88	0.70	46.5
West: Murradoc Road															
10	L2	All MCs	21	5.0	21	5.0	0.296	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	56.9
11	T1	All MCs	537	5.0	537	5.0	0.296	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			558	5.0	558	5.0	0.296	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			1157	5.0	1157	5.0	0.296	1.0	NA	0.4	3.2	0.06	0.08	0.06	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.

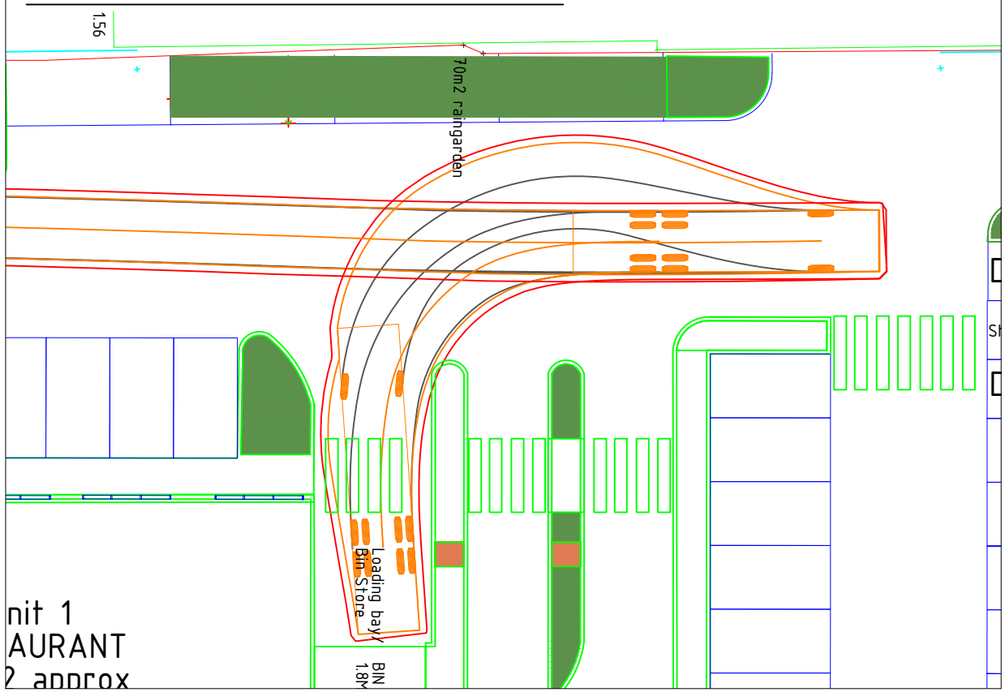
City of Greater Geelong, Sta /2026

Appendix D

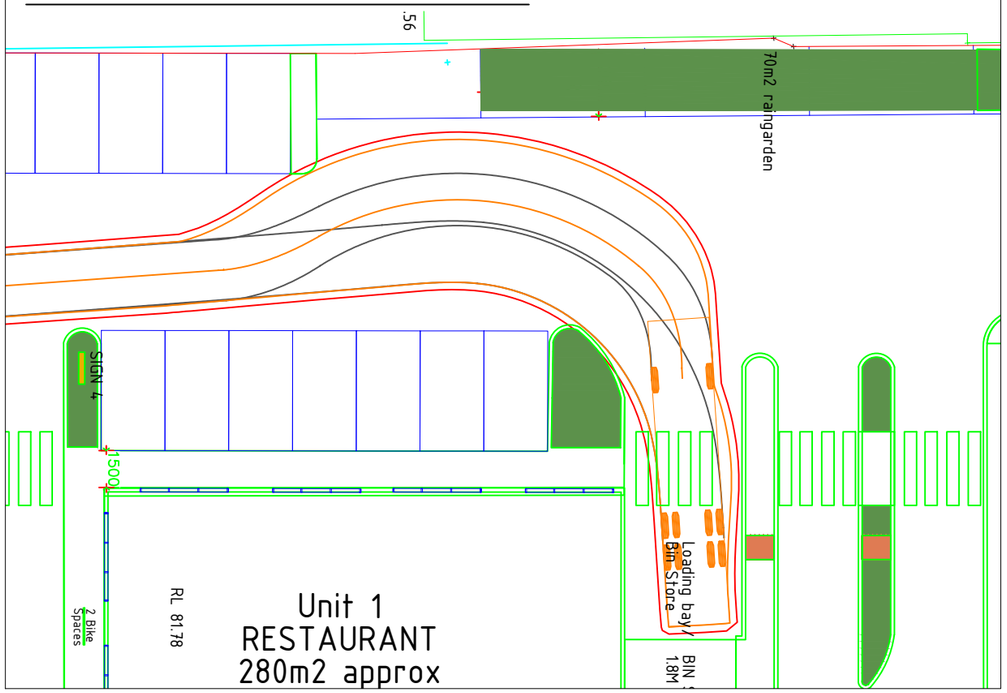
Loading – Swept Path Diagrams

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

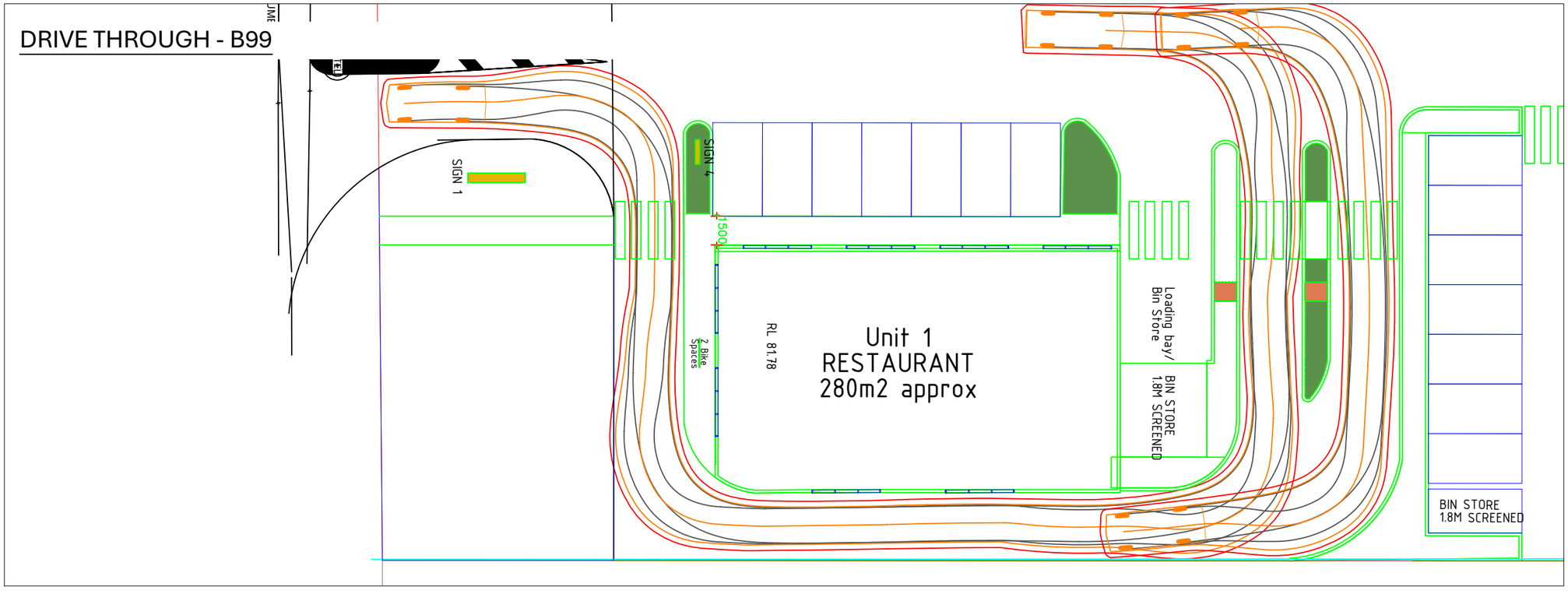
CONVENIENCE RESTAURANT - ENTRY



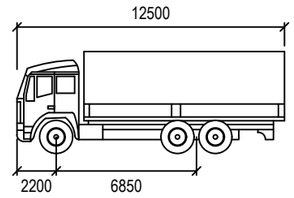
CONVENIENCE RESTAURANT - EXIT



DRIVE THROUGH - B99



DESIGN VEHICLE USED IN SIMULATION

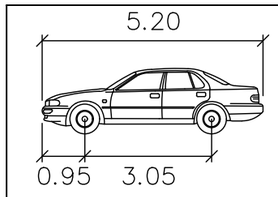


HRV (AS2890.2:2018)

Width	:	2500mm
Track	:	2500mm
Lock to Lock Time	:	6.0s
Steering Angle	:	36.7degrees

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)



B99 Design Car - AS2890.1:2004

Width	:	1940 mm
Track	:	1840 mm
Lock to Lock Time	:	6.0 sec
Steering Angle	:	33.9 degrees
Speed	:	5 km/h

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

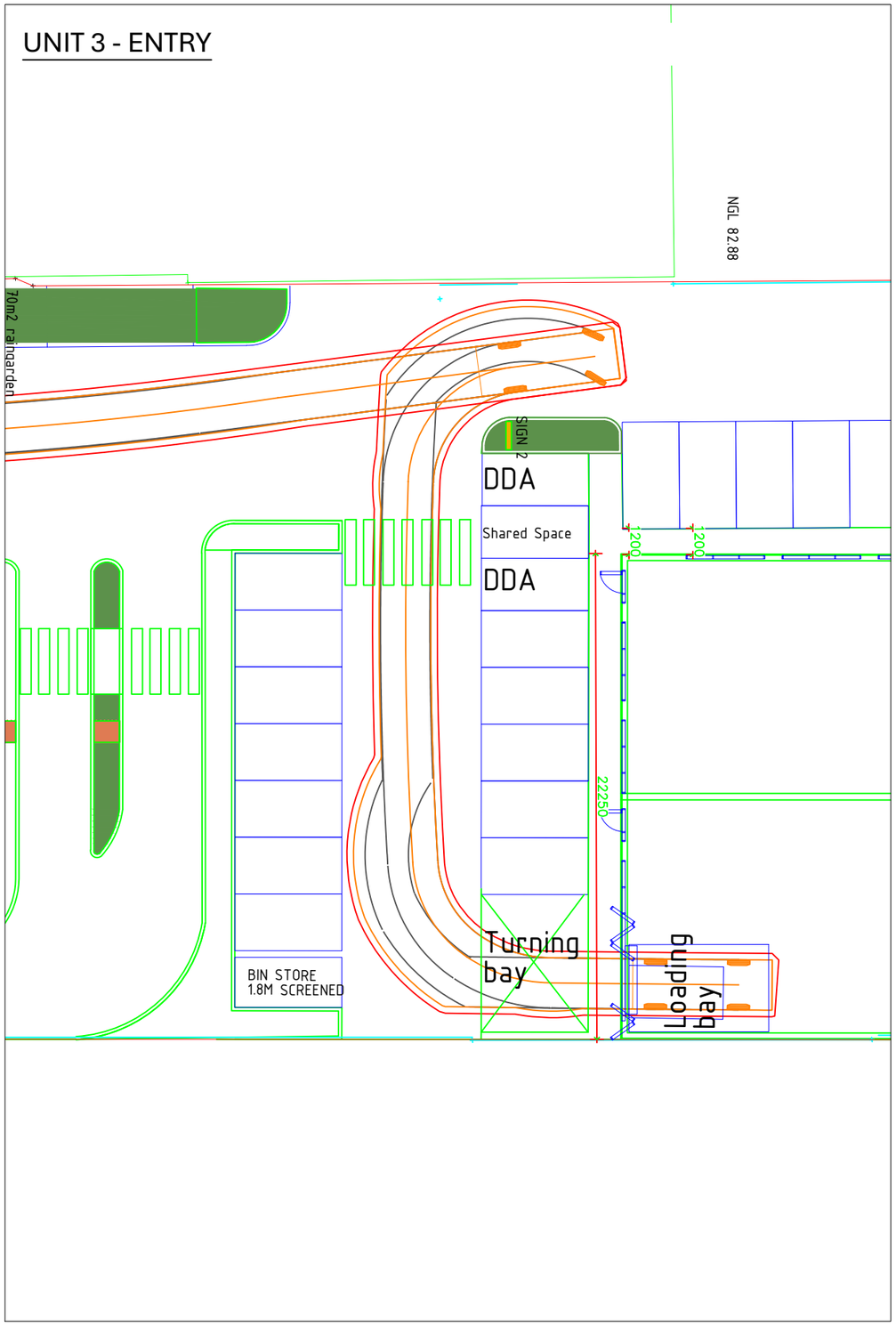
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION		SCALE
25-0274	C		1:250 @ A3

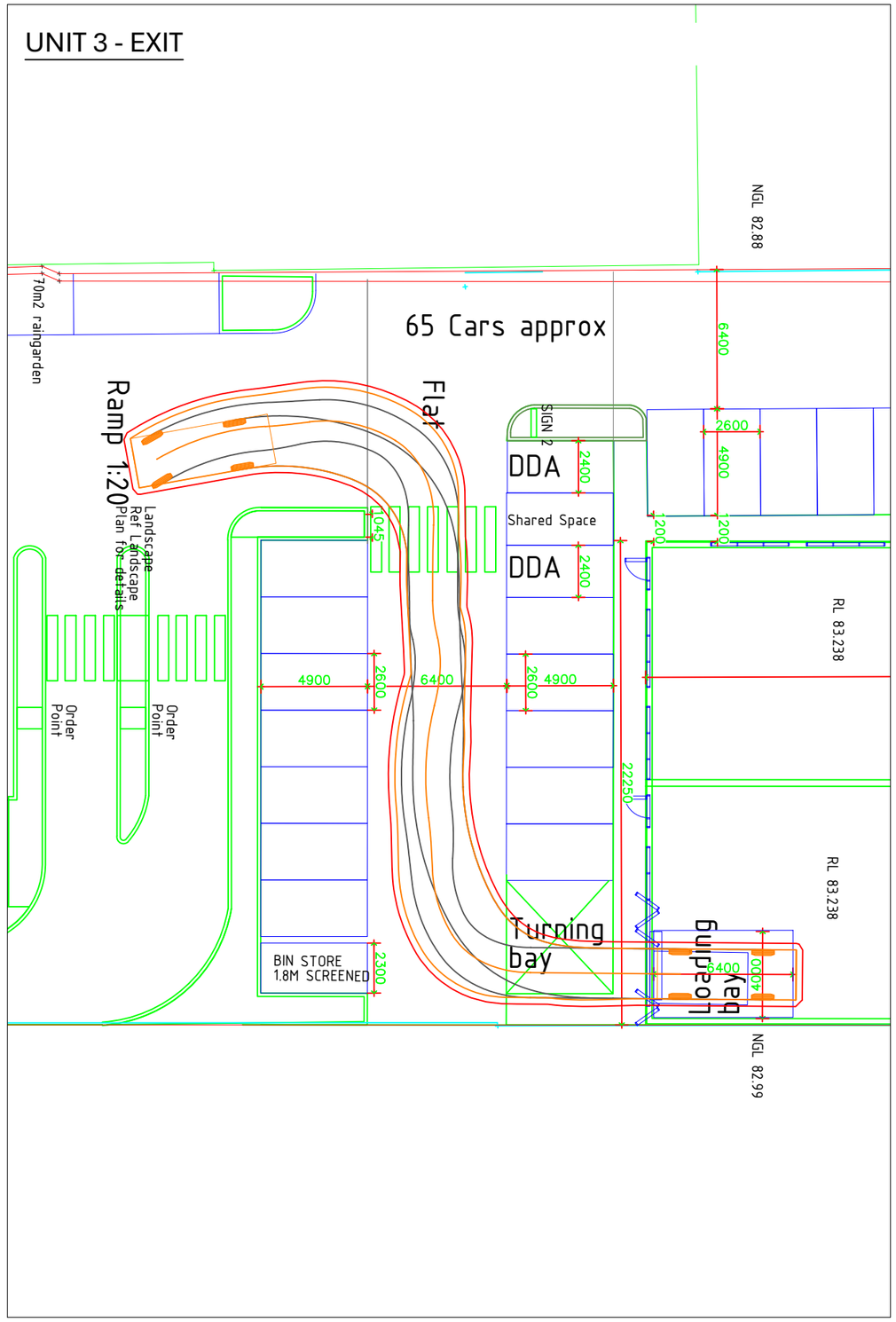
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City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

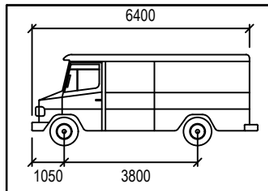
UNIT 3 - ENTRY



UNIT 3 - EXIT



DESIGN VEHICLE USED IN SIMULATION



Small Rigid Vehicle 6.4m - AS2890

	mm
Width	: 2300 mm
Track	: 2300 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 38.0 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

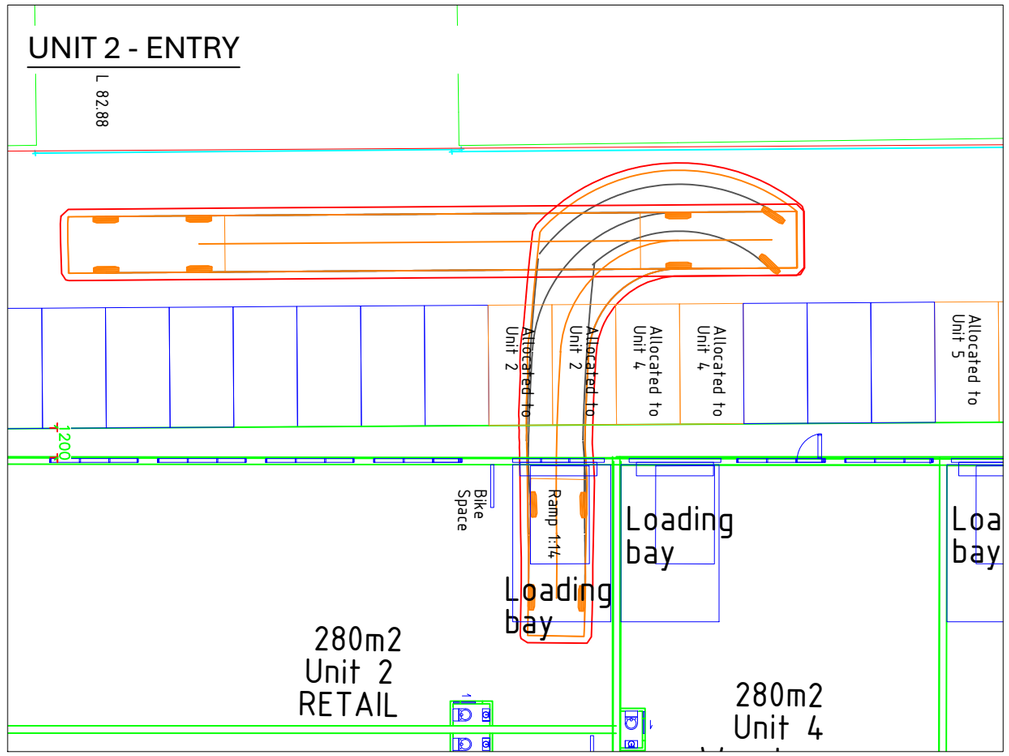
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION		SCALE
25-0274	C		1:250 @ A3

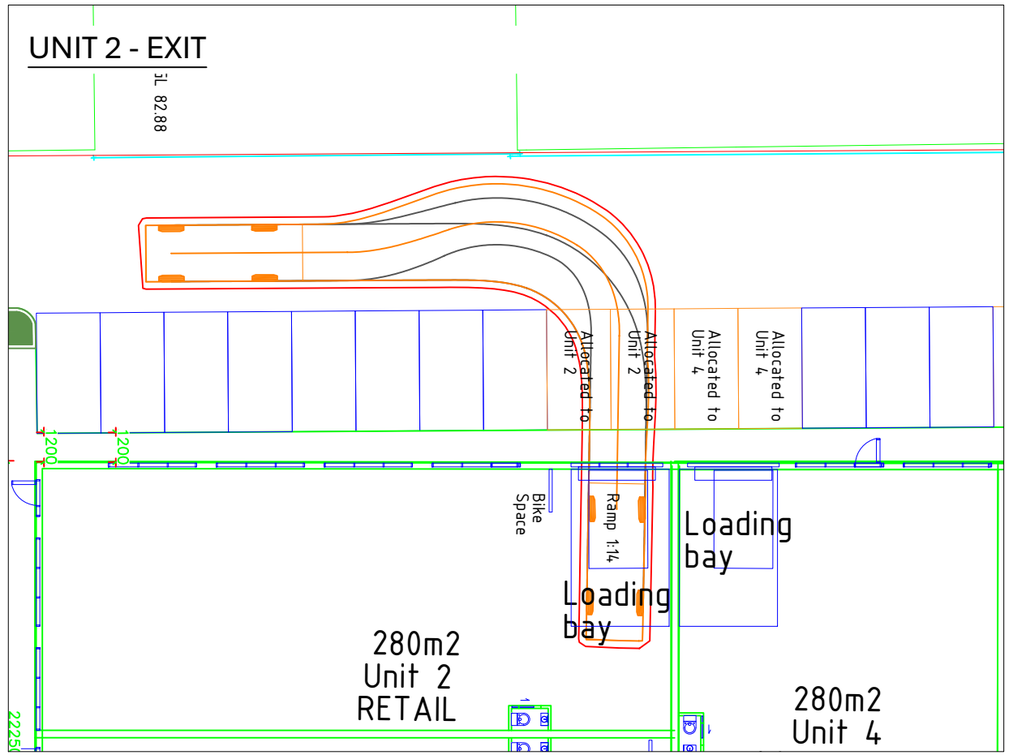
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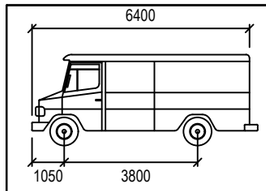
UNIT 2 - ENTRY



UNIT 2 - EXIT



DESIGN VEHICLE USED IN SIMULATION



Small Rigid Vehicle 6.4m - AS2890

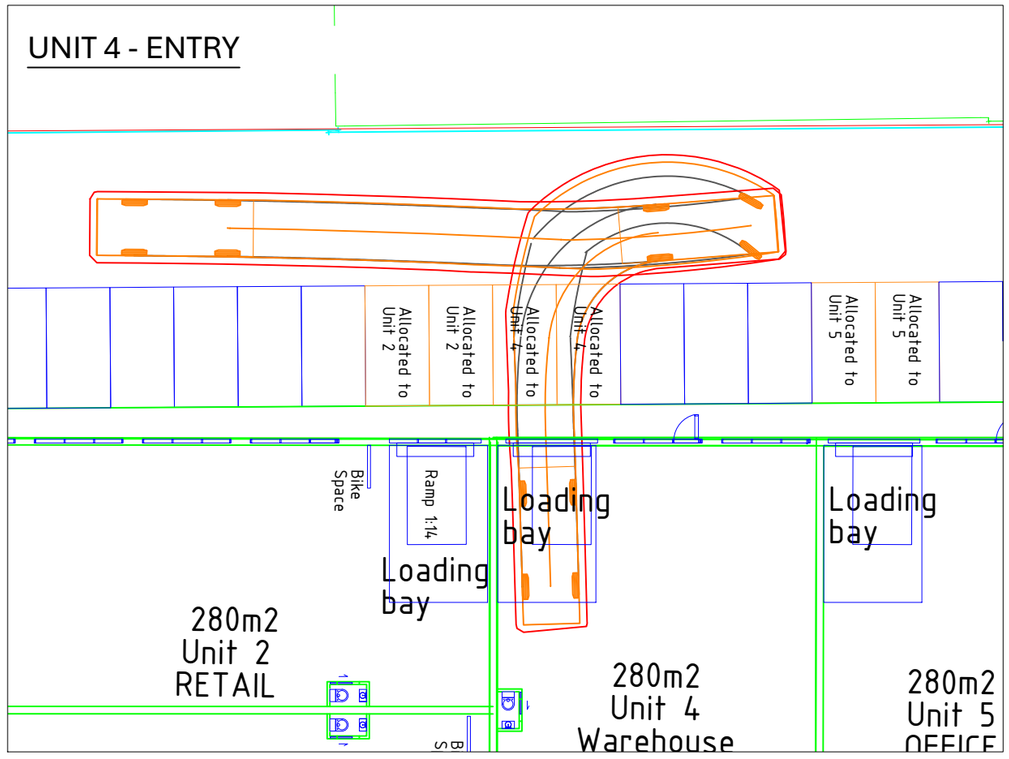
mm

Width	:	2300 mm
Track	:	2300 mm
Lock to Lock Time	:	6.0 sec
Steering Angle	:	38.0 degrees
Speed	:	5 km/h

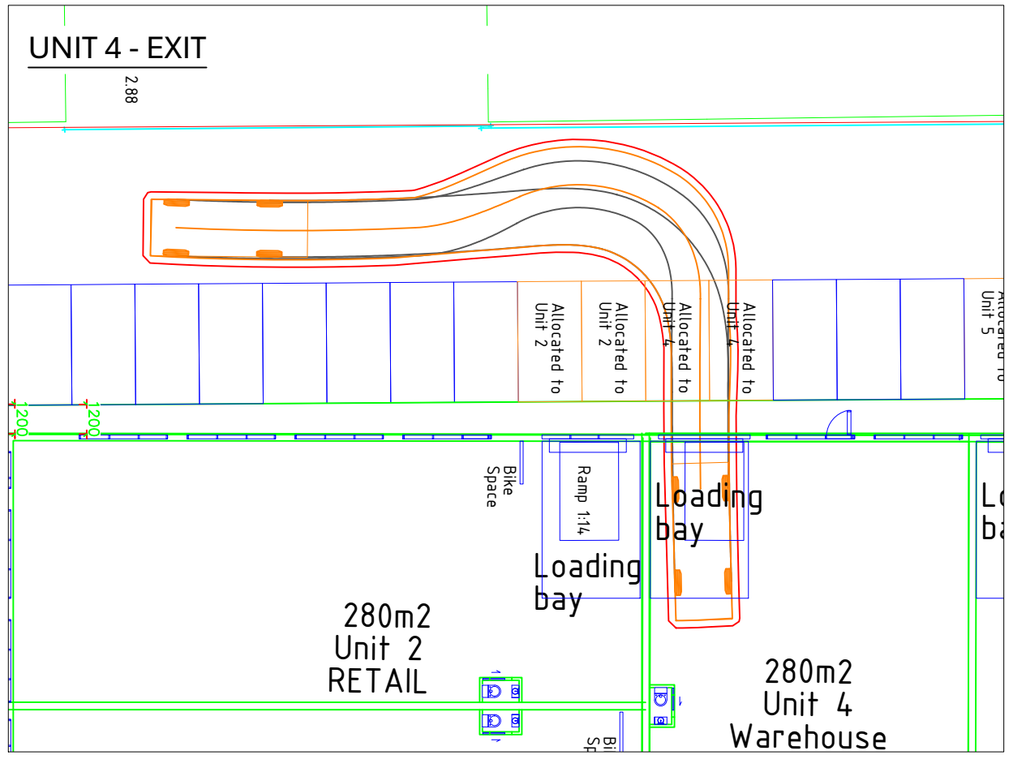
LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

UNIT 4 - ENTRY



UNIT 4 - EXIT



Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

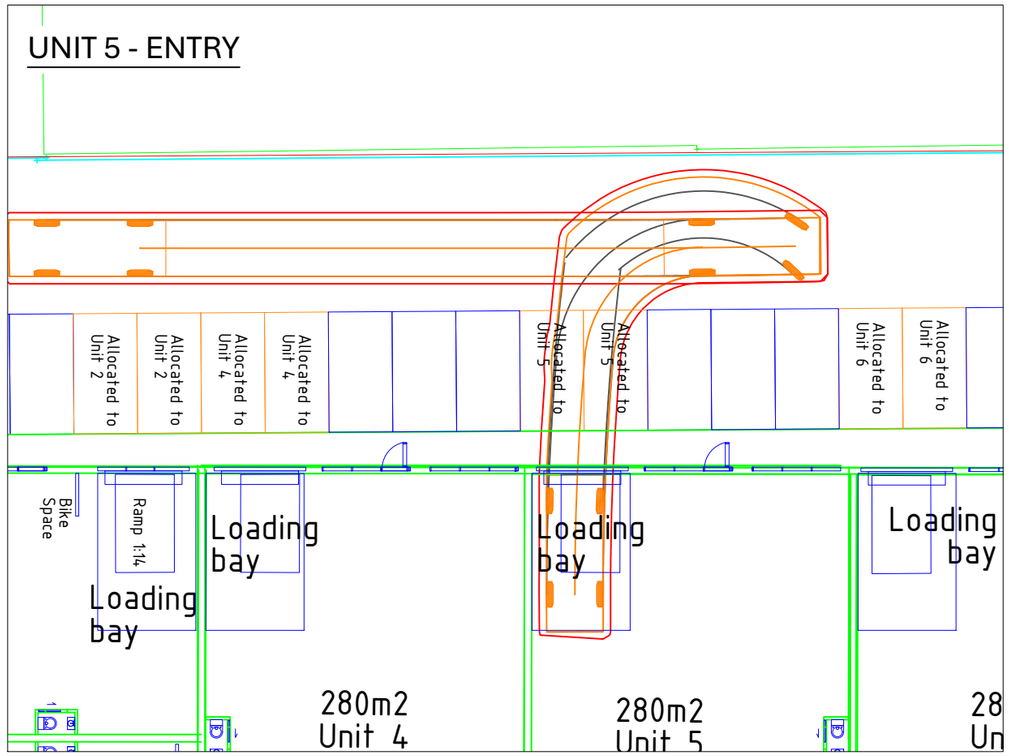
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION		SCALE
25-0274	C		1:250 @ A3

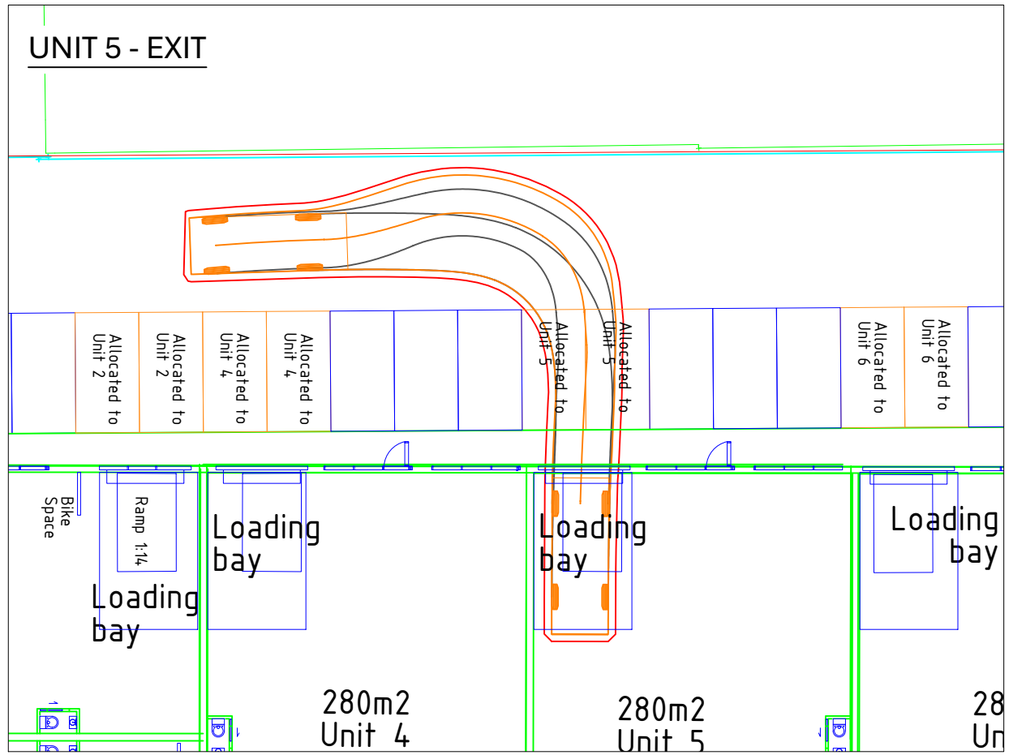
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City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

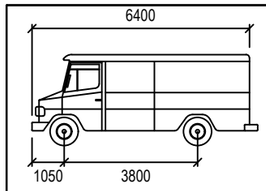
UNIT 5 - ENTRY



UNIT 5 - EXIT



DESIGN VEHICLE USED IN SIMULATION



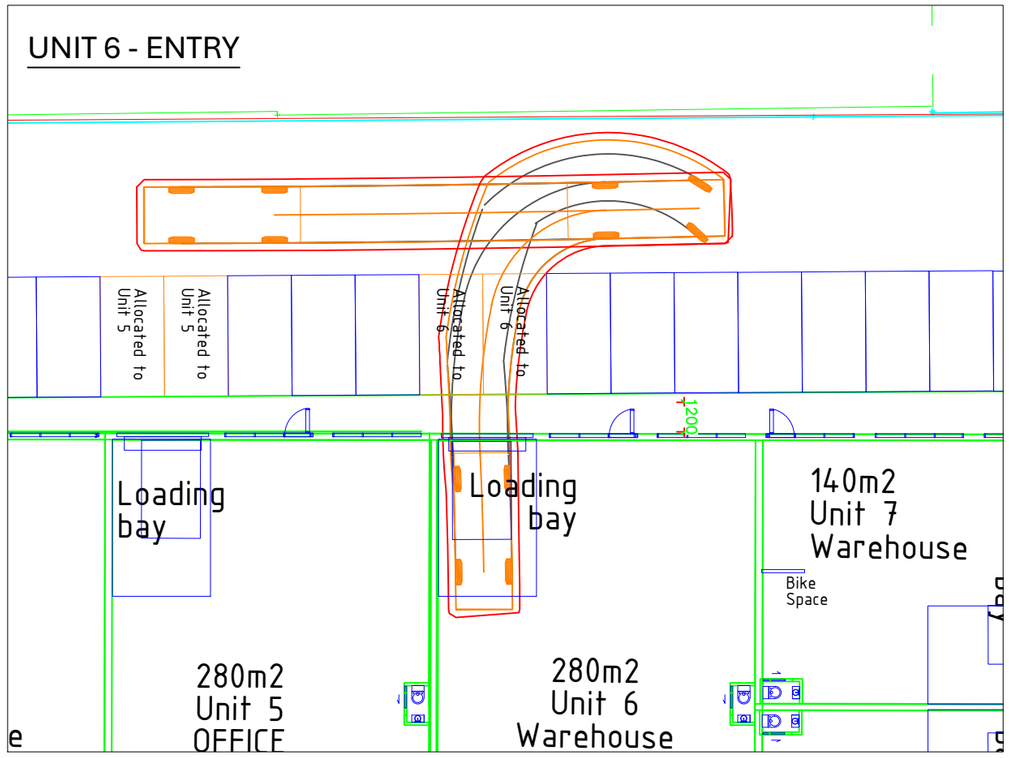
Small Rigid Vehicle 6.4m - AS2890

		mm
Width	:	2300 mm
Track	:	2300 mm
Lock to Lock Time	:	6.0 sec
Steering Angle	:	38.0 degrees
Speed	:	5 km/h

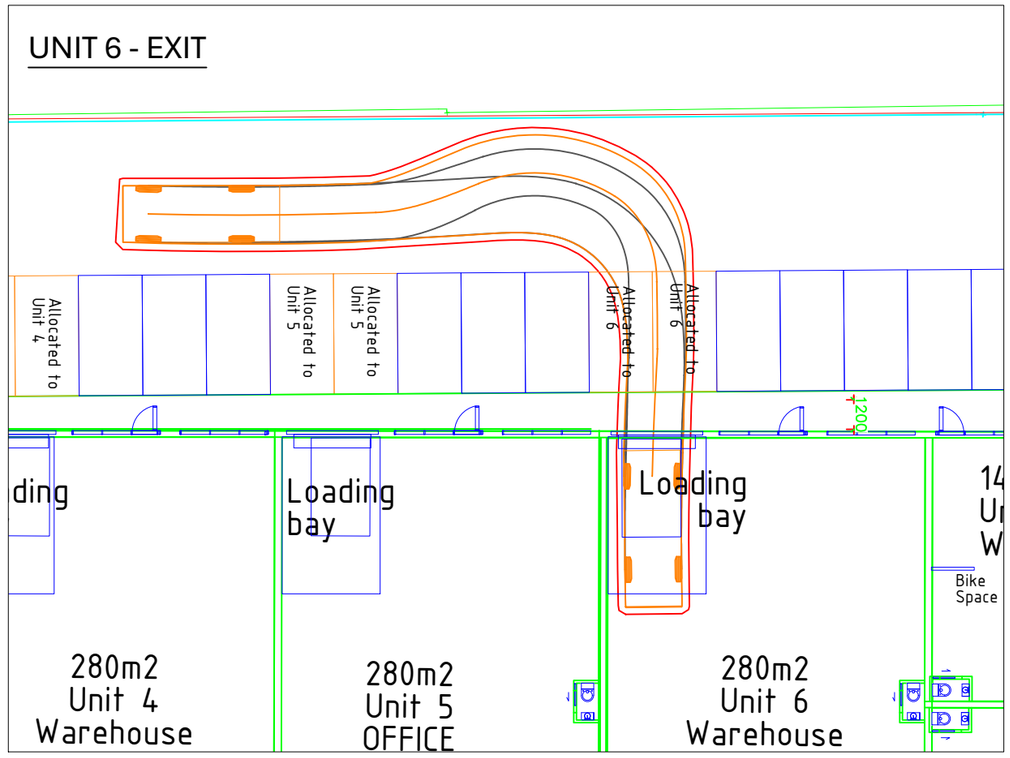
LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

UNIT 6 - ENTRY



UNIT 6 - EXIT



Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

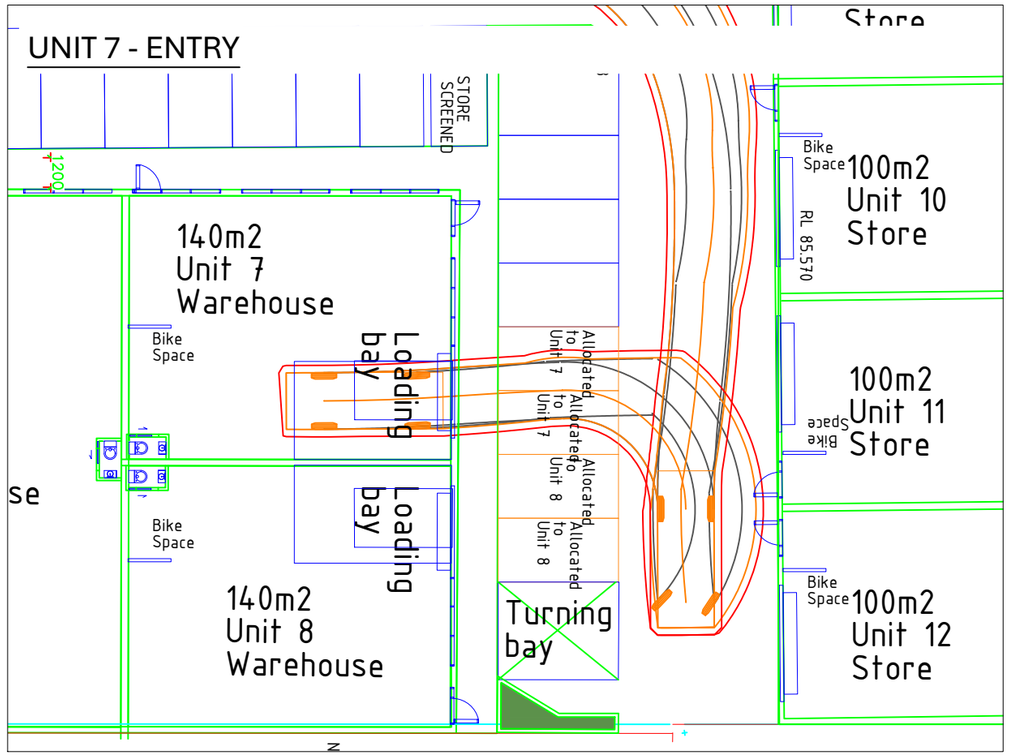
REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

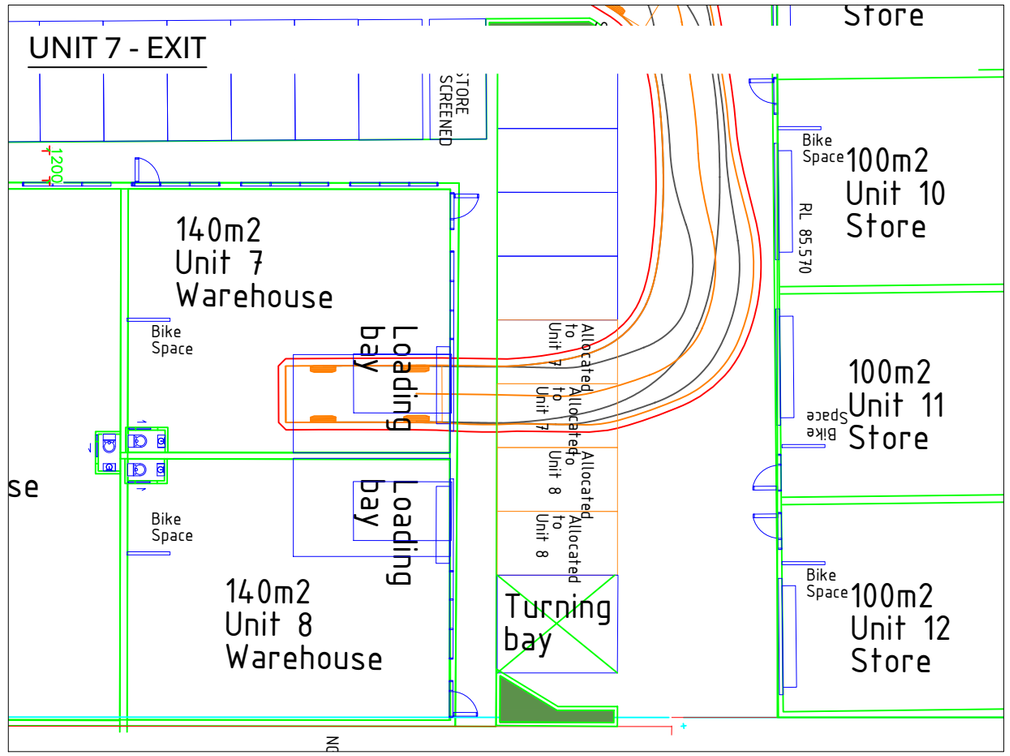
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

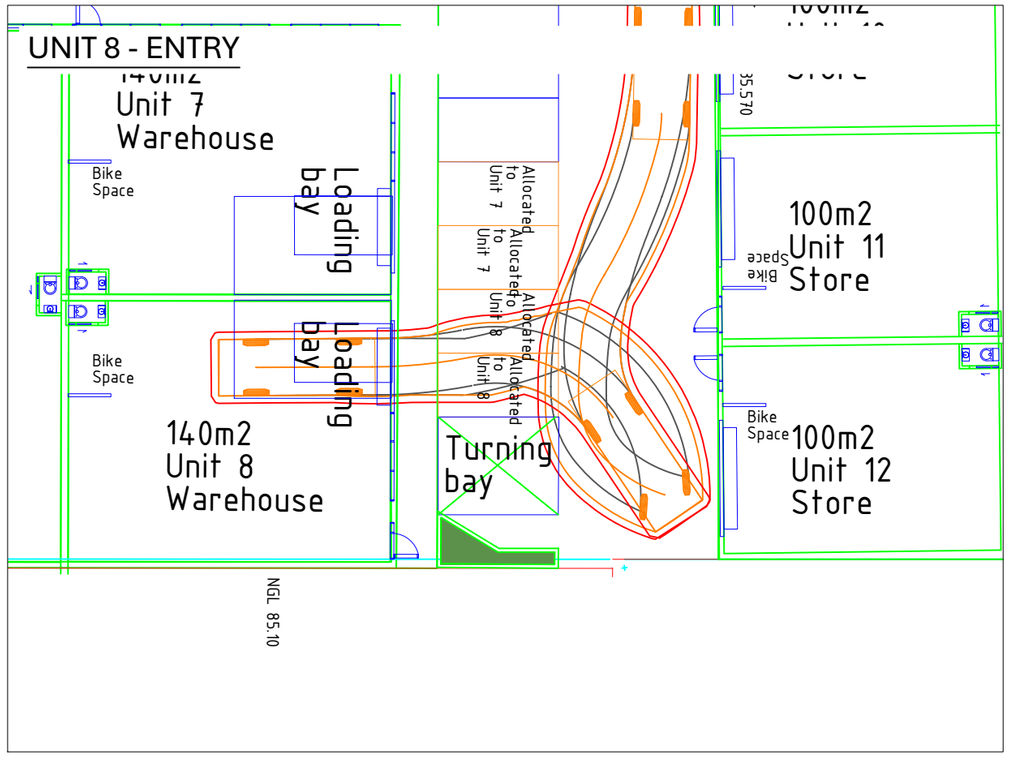
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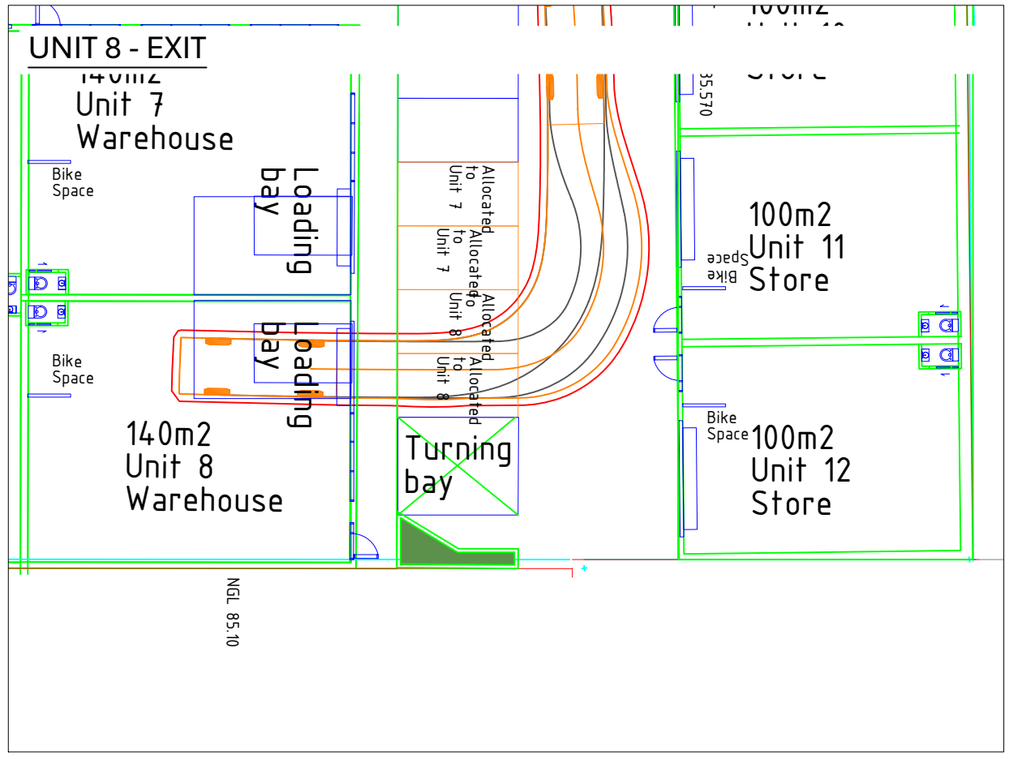
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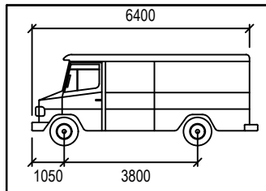








DESIGN VEHICLE USED IN SIMULATION



Small Rigid Vehicle 6.4m - AS2890

	mm
Width	: 2300 mm
Track	: 2300 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 38.0 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

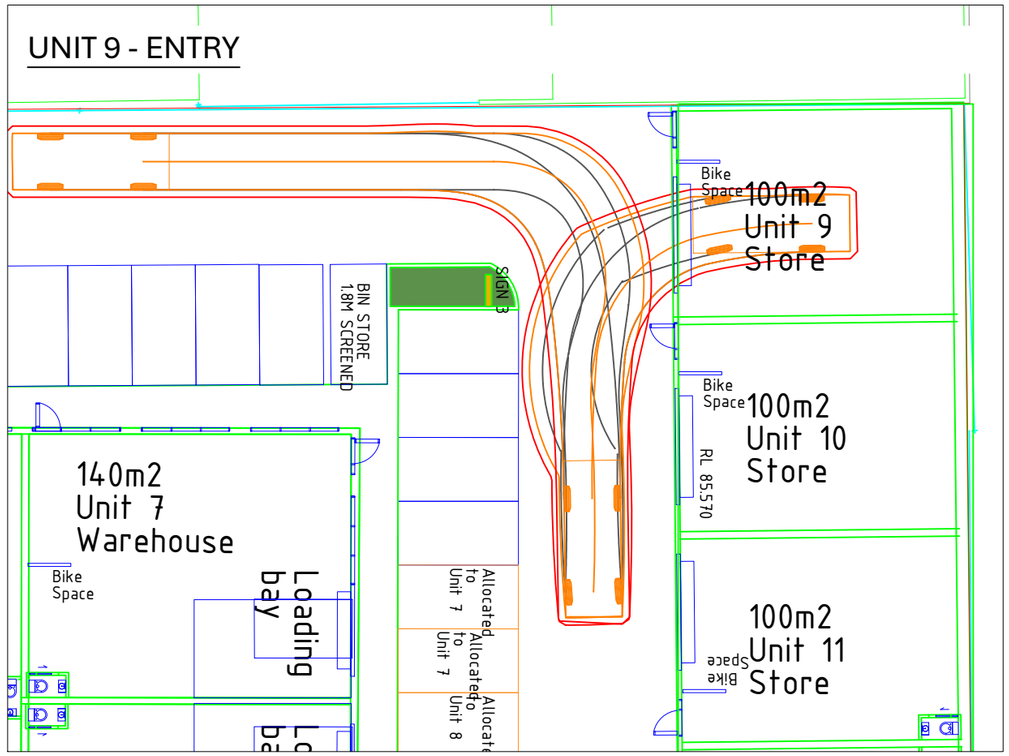
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION	SCALE
25-0274	C	1:250 @ A3

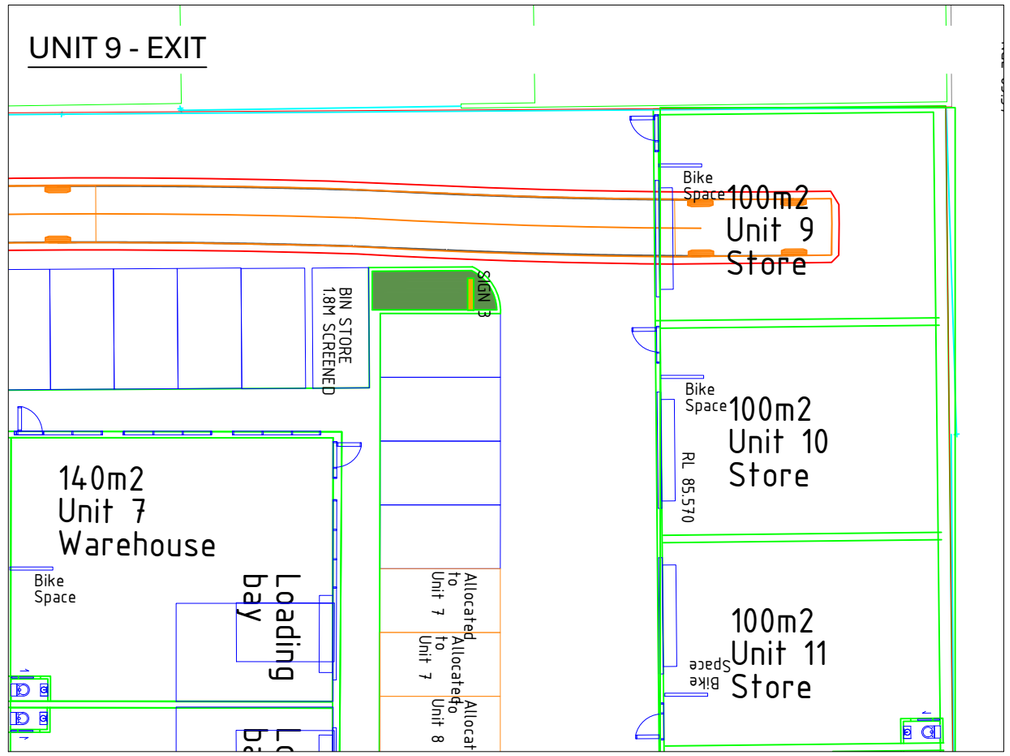
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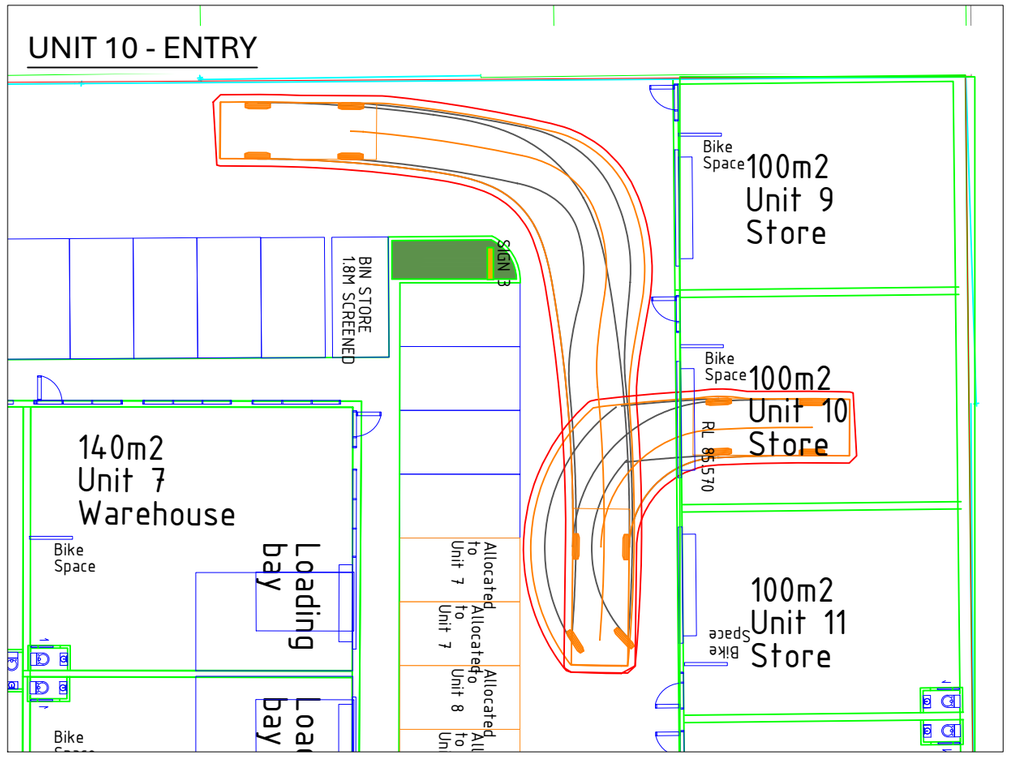
UNIT 9 - ENTRY



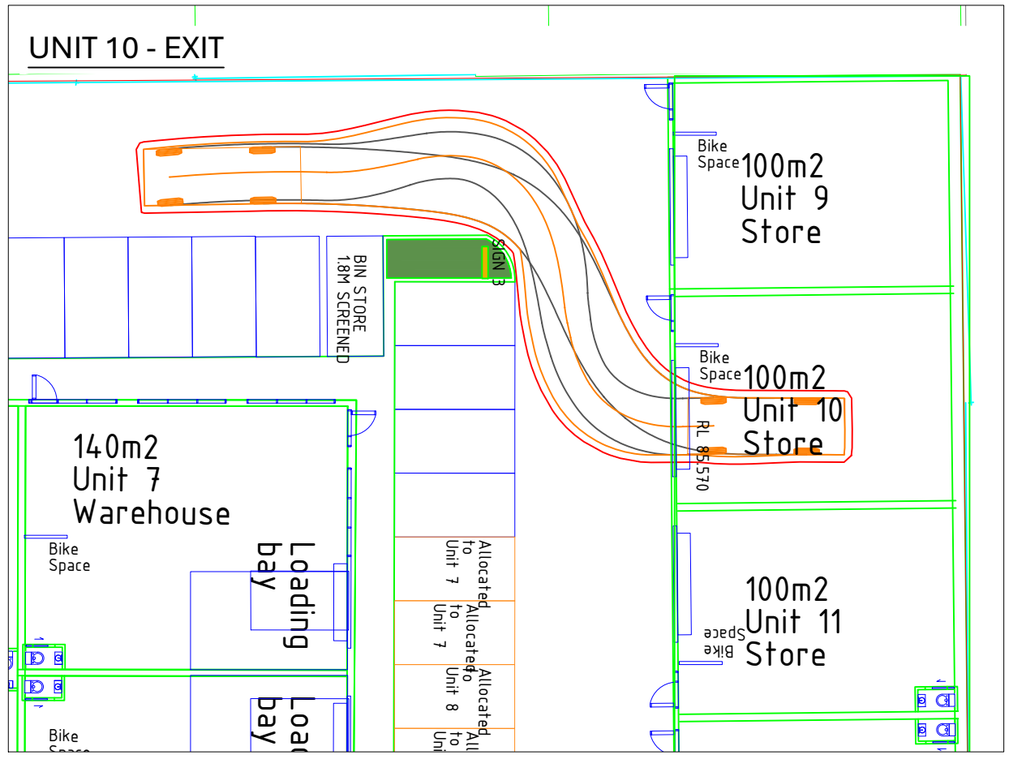
UNIT 9 - EXIT



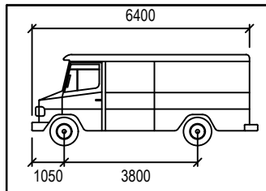
UNIT 10 - ENTRY



UNIT 10 - EXIT



DESIGN VEHICLE USED IN SIMULATION



Small Rigid Vehicle 6.4m - AS2890

	mm
Width	: 2300 mm
Track	: 2300 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 38.0 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

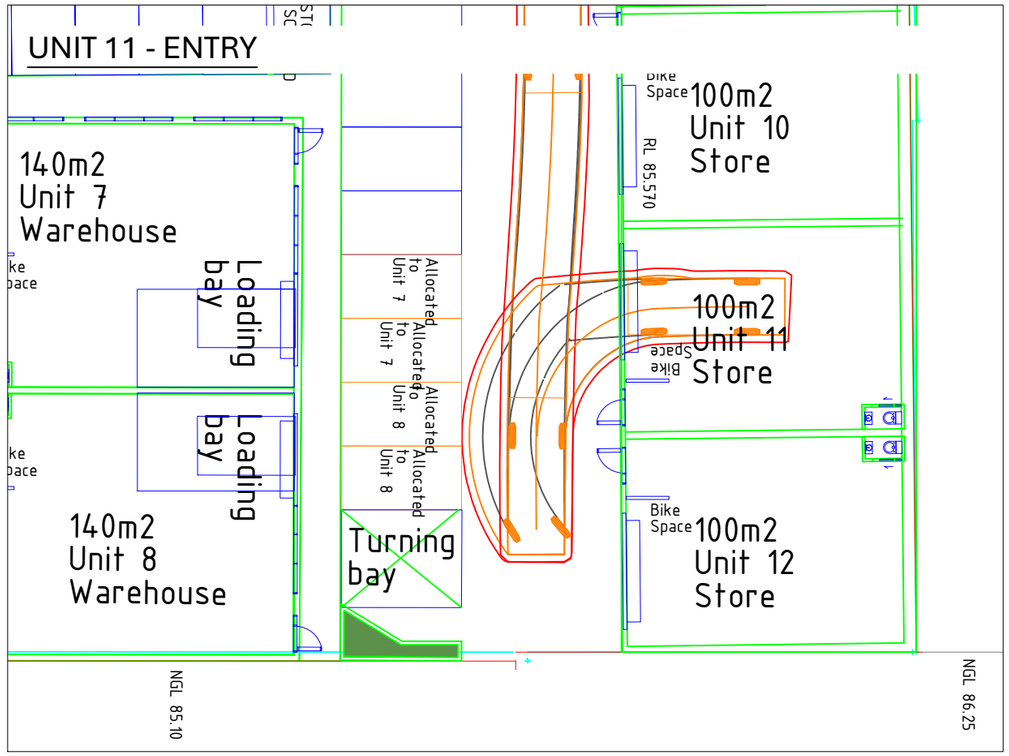
REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

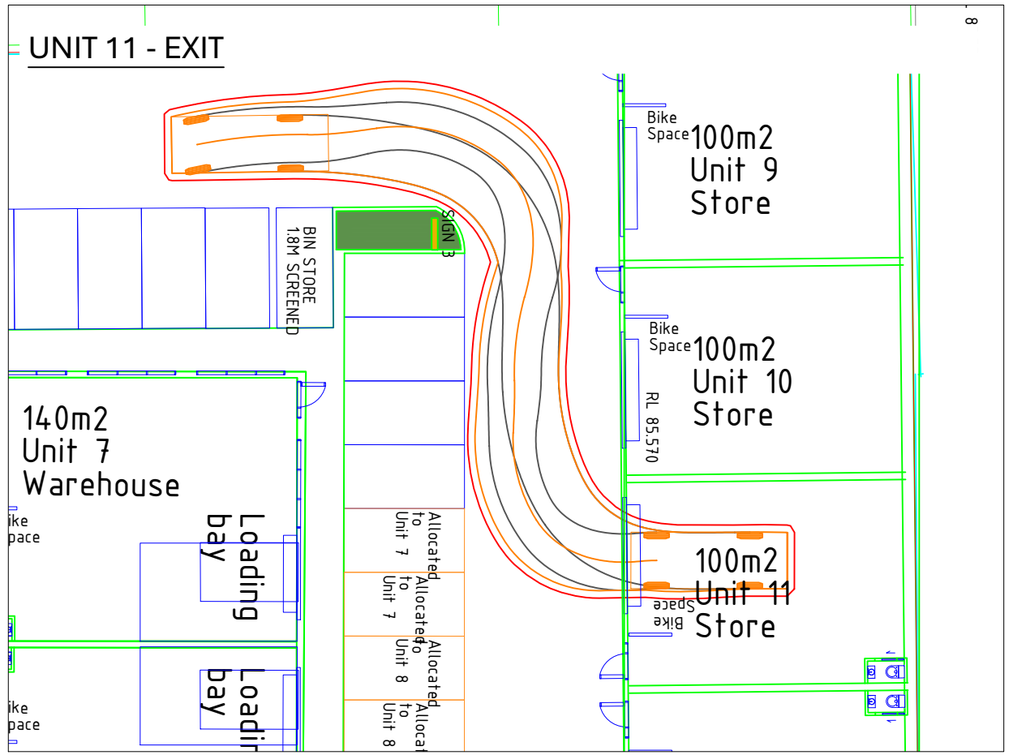
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

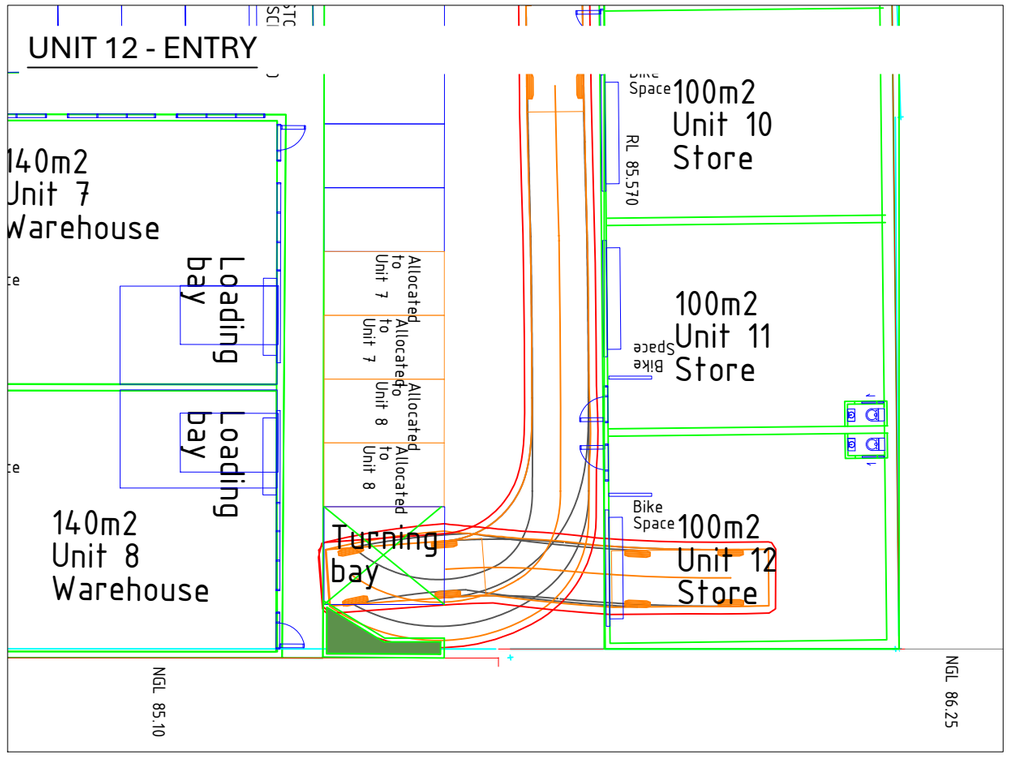
REFERENCE	REVISION	SCALE
25-0274	C	1:250 @ A3

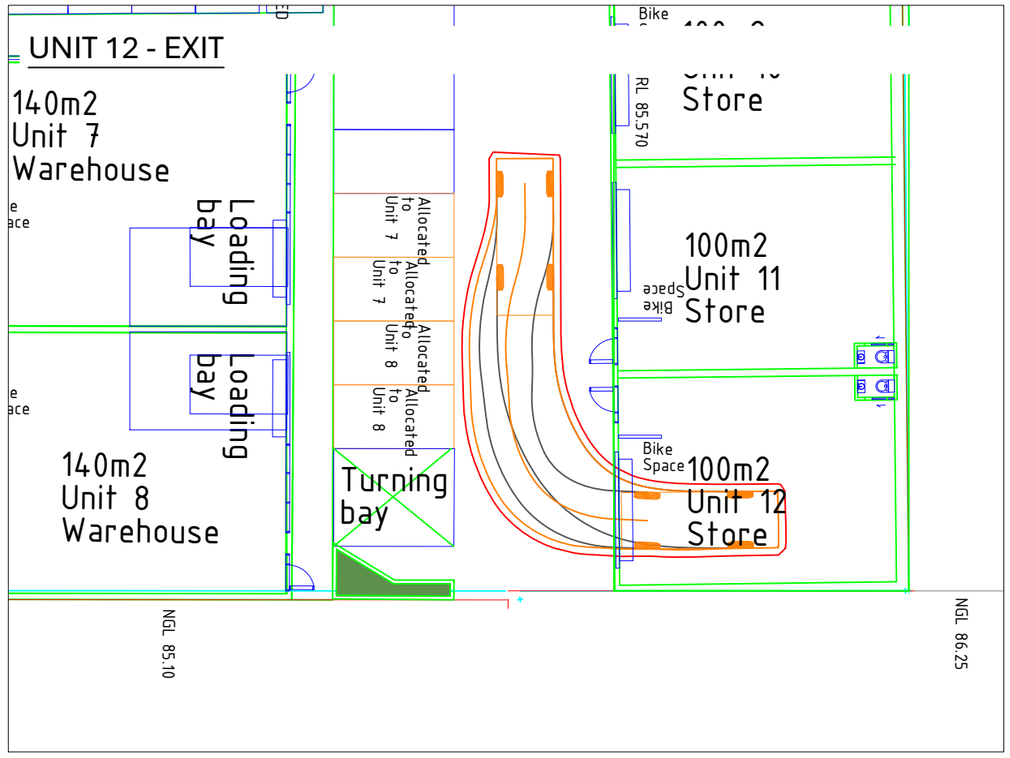
0 1 2 3 4 5

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

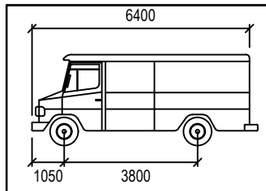








DESIGN VEHICLE USED IN SIMULATION



Small Rigid Vehicle 6.4m - AS2890

	mm
Width	: 2300 mm
Track	: 2300 mm
Lock to Lock Time	: 6.0 sec
Steering Angle	: 38.0 degrees
Speed	: 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

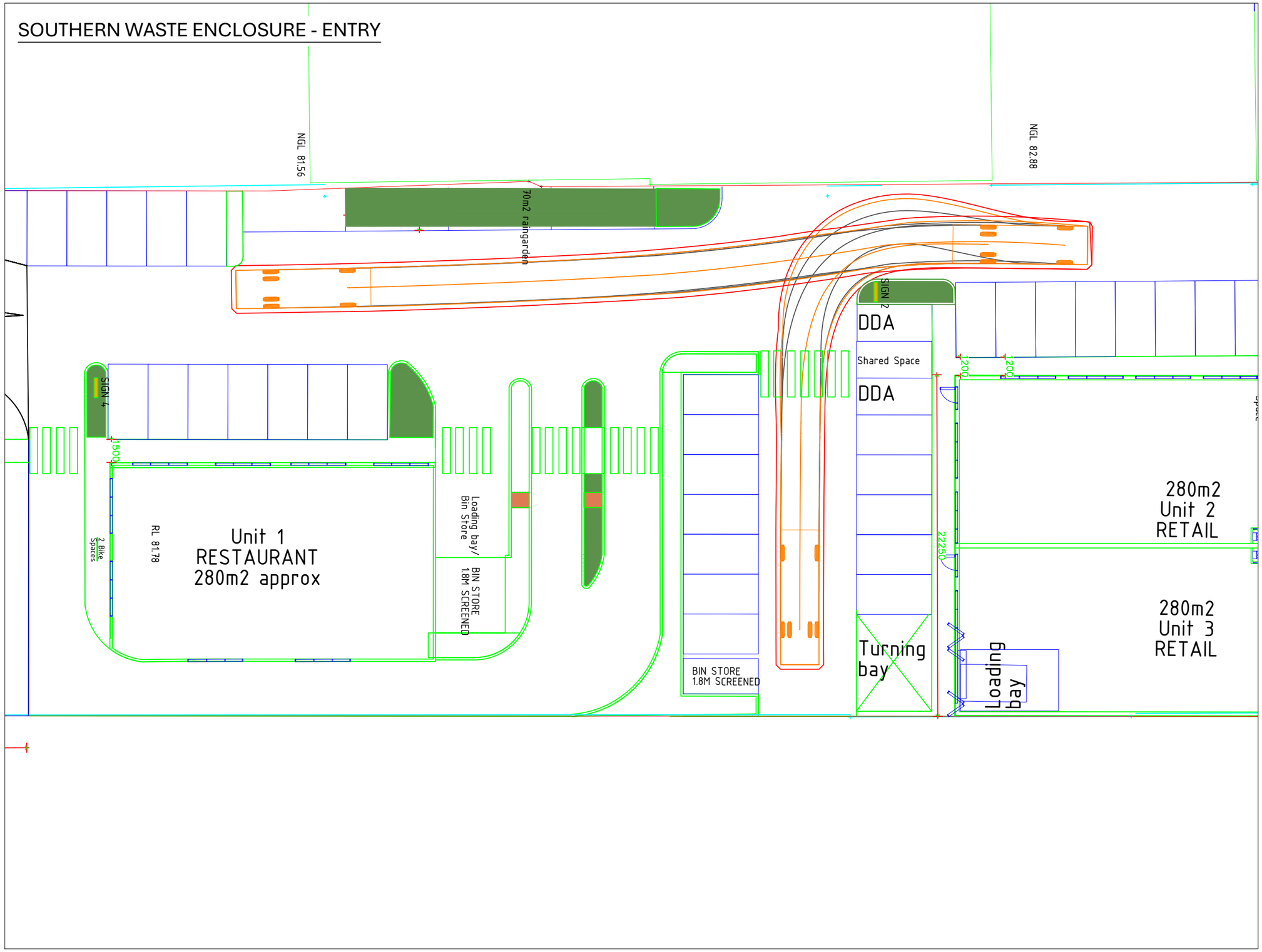
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION		SCALE
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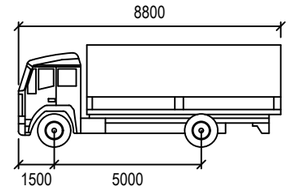
0 1 2 3 4 5

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

SOUTHERN WASTE ENCLOSURE - ENTRY



DESIGN VEHICLE USED IN SIMULATION



MRV (AS2890.2:2018)

Width	:	2500mm
Track	:	2500mm
Lock to Lock Time	:	6.0sec
Steering Angle	:	34.0degrees
Design Speed	:	5km/h

LEGEND

Vehicle Body

Wheel Tracks

Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

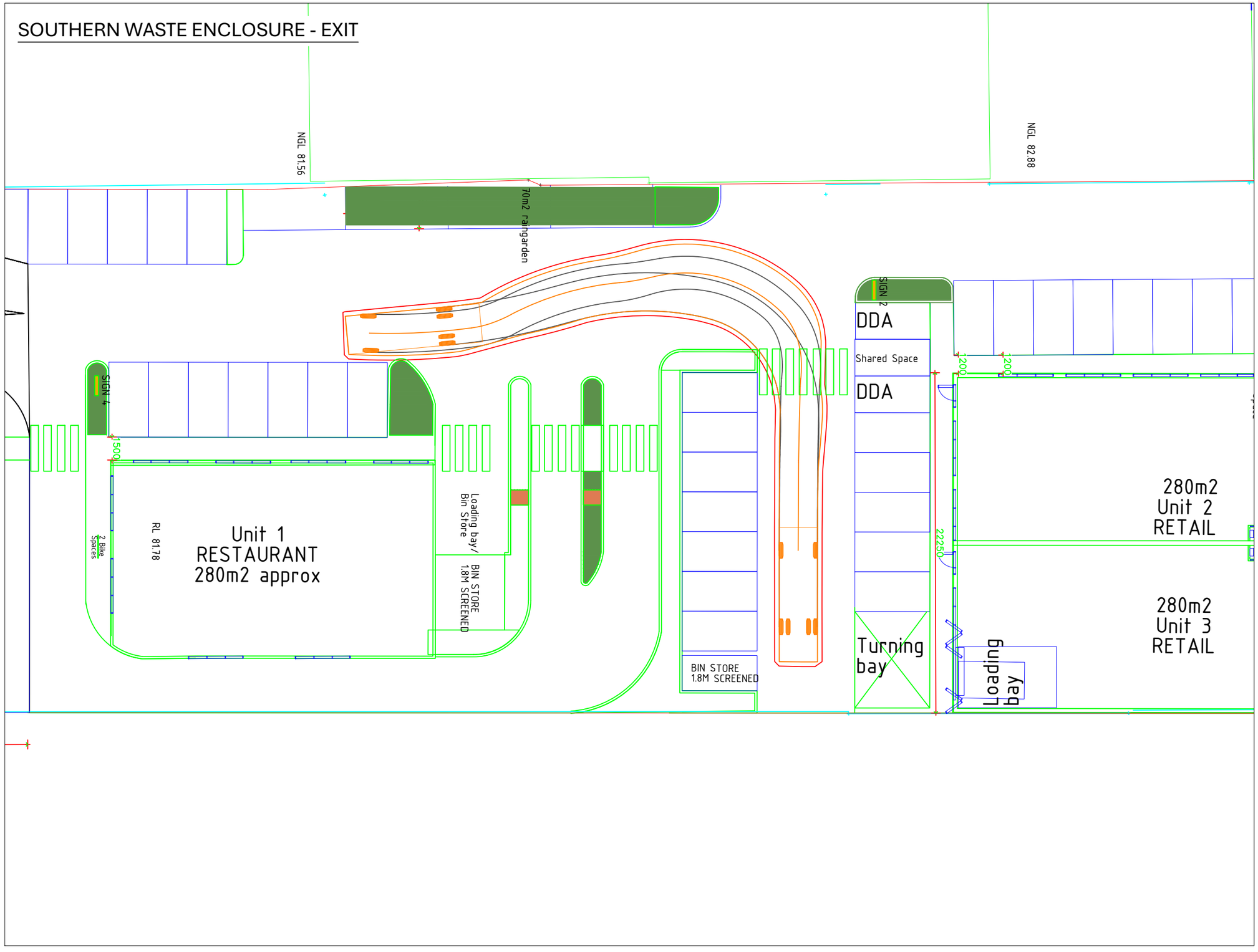
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION		SCALE
25-0274	C		1:250 @ A3

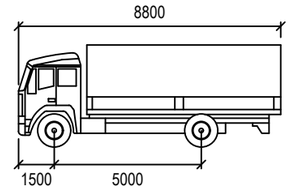
0 1 2 3 4 5

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

SOUTHERN WASTE ENCLOSURE - EXIT



DESIGN VEHICLE USED IN SIMULATION



MRV (AS2890.2:2018)

Width	:	2500mm
Track	:	2500mm
Lock to Lock Time	:	6.0sec
Steering Angle	:	34.0degrees
Design Speed	:	5km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

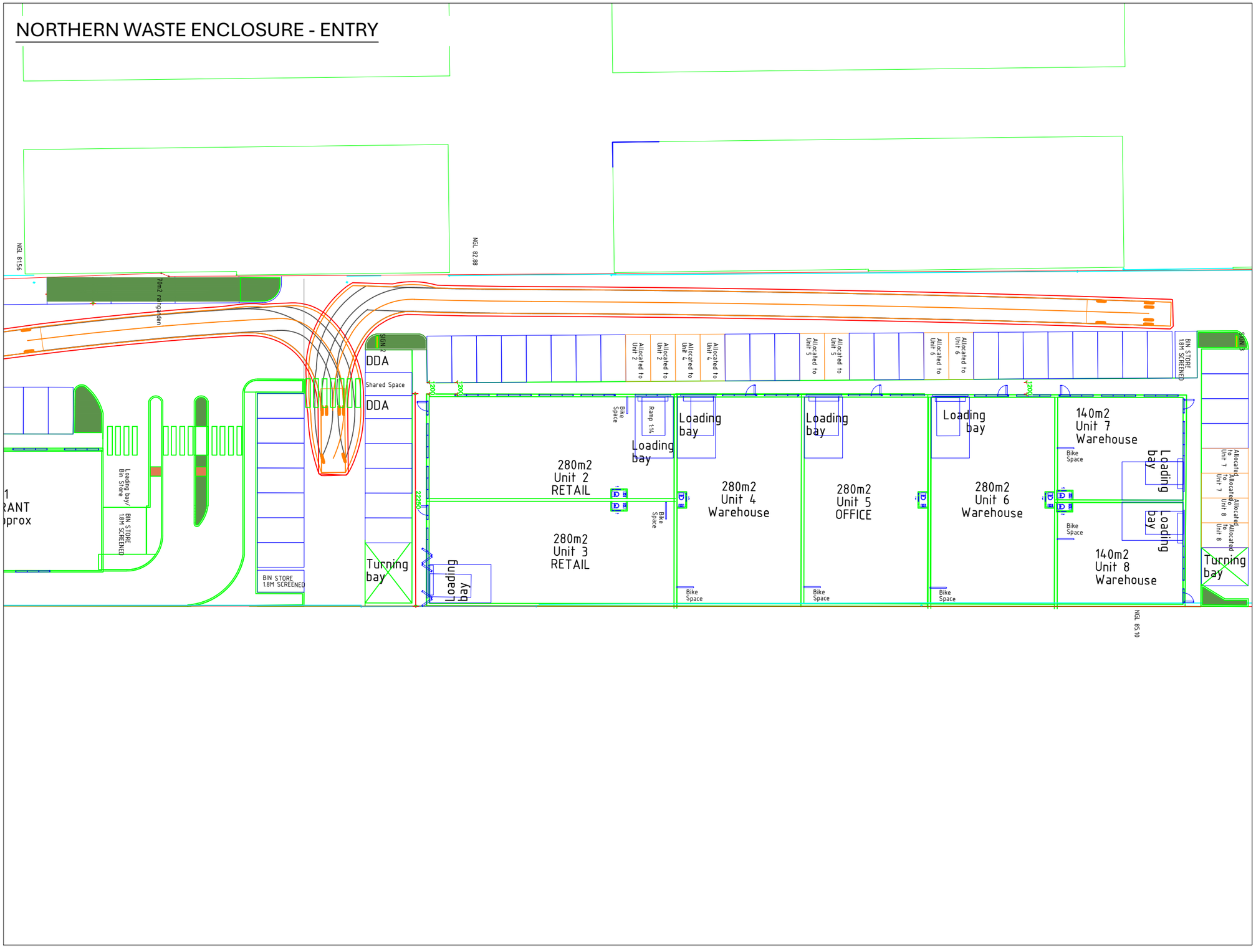
NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION	SCALE
25-0274	C	1:250 @ A3

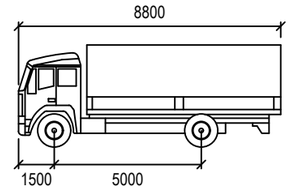
0 1 2 3 4 5

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

NORTHERN WASTE ENCLOSURE - ENTRY



DESIGN VEHICLE USED IN SIMULATION



MRV (AS2890.2:2018)

Width	:	2500mm
Track	:	2500mm
Lock to Lock Time	:	6.0sec
Steering Angle	:	34.0degrees
Design Speed	:	5km/h

LEGEND

Vehicle Body

Wheel Tracks

Clearance Lines (300mm)

Address: 95 Murradoc Road, Drysdale
Development Type: Mixed Use
Assessment: Traffic Impact Assessment

Critial Swept Paths

REVISION	DATE	DESCRIPTION
A	24/06/26	INITIAL ISSUE
B	20/07/26	AMENDED FOR FINAL SET
C	07/10/26	UNIT 3 LOADING MODIFIED

NOTES:
- BASE PLANS PREPARED BY
- SIMULATION SOFTWARE - AUTOTURN

REFERENCE	REVISION	SCALE
25-0274	C	1:400 @ A3

0 2 4 6 8

City of Greater Geelong, St 10/2026

Appendix E

SISD Assessment

City of Greater Geelong, Statutory Planning - Date Received 08/10/2026

