

2 December 2024

**Traffic Impact Assessment (TIA)
Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing**

1 Introduction

We have been engaged by the permit applicant to undertake a Traffic Impact Assessment (TIA) for the proposed service station redevelopment on the subject site at 176-178 Morris Road, Hoppers Crossing. Accordingly, we report as follows.

2 The Proposal

It is proposed to demolish the existing service station on the subject site at 176-178 Morris Road, Hoppers Crossing and construct a new service station development. More specifically, the development will comprise the following:

- A new service station and ancillary convenience shop comprising the following facilities:
 - 4 x double-sided fuel pumps.
 - A 448sqm ancillary convenience shop associated with the sale of food and goods.
- The provision of 10 formal car parking spaces on top of the parking provided at the fuel bowers. This includes an accessible parking space and adjacent shared zone.
- Vehicle access to the proposed development is provided as follows:
 - Via the existing vehicle crossover connecting to/from Reserve Road;
 - Via the northernmost existing vehicle crossover connecting to/from Morris Road. This crossover will be reconstructed and repositioned slightly to facilitate vehicle movements to/from the new service station.
 - The southernmost existing vehicle crossover connecting to/from Morris Road will be removed with kerb, channel and nature-strip reinstated to the satisfaction of the Responsible Authority.
- An on-site loading bay is located in the south-east corner of the subject site and is proposed to accommodate the loading and unloading activities associated with the convenience shop. The loading bay has been designed to accommodate vehicles up to the 8.8 metre long Medium Rigid Vehicle (MRV).
- Waste collection is proposed to occur from within the on-site loading bay. Waste is to be collected by a private waste contractor by vehicles up to the 8.8 metre long MRV.

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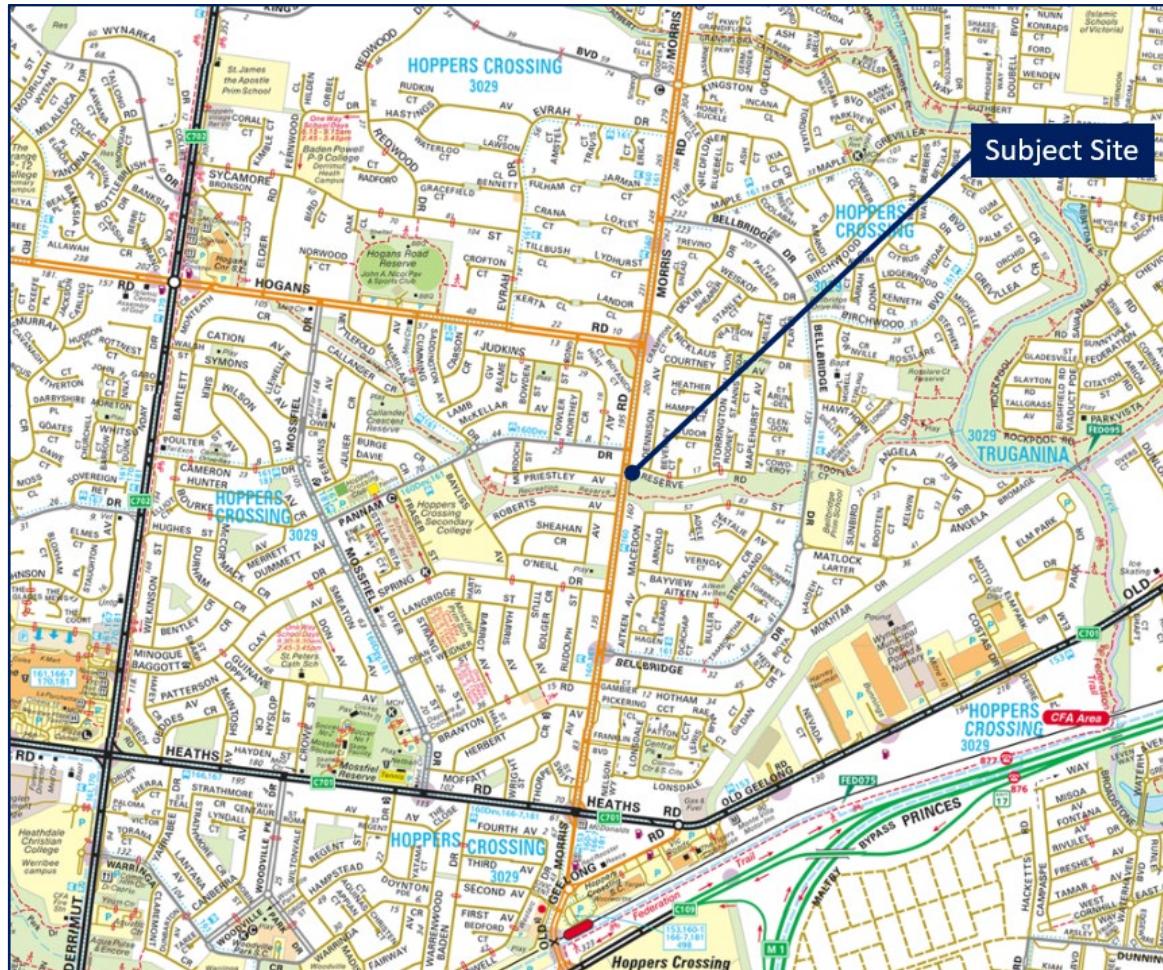
3 Existing Conditions

3.1 Location & Environment

Date Plans Provided: 8/04/2025

The site of the proposal is addressed as 176-178 Morris Road, Hoppers Crossing. The site is located to the south-east of the intersection of Morris Road and Reserve Road. The site's location relative to the surrounding road network is shown in Figure 3.1.

Figure 3.1: Site Locality



The site is essentially rectangular in shape with a frontage to Morris Road of approximately 41.2 metres, a frontage to Reserve Road of approximately 29.6 metres and a site area of approximately 1,550sqm. The site is currently occupied by a service station comprising three double-sided bowsers and an ancillary convenience shop. The site also currently comprises 11 formal car parking spaces. Vehicle access to the site is currently provided as follows:

- A concrete crossover to the north of the site connecting to/from Reserve Road which comprises a width of approximately 9 metres.
- A concrete crossover to the west of the site connecting to/from Morris Road comprising a width of approximately 7 metres.
- A concrete crossover to the south-west of the site connecting to/from Morris Road comprising a width of approximately 10.5 metres.

The site is located within the General Residential Zone – Schedule 1 (GRZ 1) and is not subject to any planning scheme overlays. The site is not located within the Principal Public Transport Network (PPTN).

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Surrounding land use in the vicinity of the subject site is predominately residential. Figure 3.2 shows an aerial image of the subject site relative to its surroundings.

Figure 3.2: Aerial Photography

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3.2 Road Network

Morris Road

Morris Road is classified as a Major Road under the care and management of Council which runs in a north to south alignment between Leakes Road in the north and Old Geelong Road in the south. Morris Road is also classified as a Transport Zone 3 (TRZ3) under the Wyndham Planning Scheme. In the vicinity of the site, Morris Road is a divided road with a landscaped median which comprises two through traffic lanes on the western side of the road (northbound traffic) and one through traffic lane on the eastern side of the road (southbound traffic). An on-road bicycle lane is also provided on both sides of the road. Morris Road has a posted speed limit of 60km per hour in proximity of the site and concrete footpaths are provided on both sides of the road.

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Reserve Road

Reserve Road is classified as a Local Road under the care and management of Council which runs in an east to west alignment between Morris Road in the west and Maplehurst Avenue in the east. In the vicinity of the site, Reserve Road comprises a typical carriageway width of approximately 7.5 metres and accommodates two-way vehicular and unrestricted kerbside parallel parking on both sides of the road. Reserve Road has a default speed limit applicable to a built-up area of 50km per hour and concrete footpaths are provided on both sides of the road.

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There is also a 'No Right-Turn' sign located along Reserve Road adjacent to the existing vehicle crossover of the subject site that prevents vehicles from turning right into the site from Reserve Road between the hours of 7:00am and 9:00am and 4:00pm and 6:00pm, Monday to Friday.

4 Car Parking Assessment

4.1 Statutory Car Parking Requirements

Car parking requirements for new use developments are set out under Clause 52.06 of the Wyndham Planning Scheme. The purpose of Clause 52.06, amongst other things, 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.

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme; or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

The site is not subject to a Parking Overlay and car parking requirements are not specified under another provision of the Wyndham Planning Scheme. Therefore, the rates specified under Table 1 of Clause 52.06-5 apply to the proposed development. Table 1 includes two sets of parking rates, listed as Column A and Column B. Column A rates apply unless one of the following conditions for Column B rates are met:

- Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018); or
- A schedule to the Parking Overlay on another provision of the planning scheme specifies that Column B applies.

The subject site falls outside of the Principal Public Transport Network (PPTN). Therefore, the relevant rates under Column A to Table 1 to Clause 52.06 are applicable to the proposal.

Notably, 'service station' land use is not specifically listed under Table 1 of Clause 52.06-5 of the Wyndham Planning Scheme. Therefore, car parking for the service station must be provided to the satisfaction of the Responsible Authority, as per Clause 52.06-6 of the Wyndham Planning Scheme.

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4.2 Car Parking Assessment

The convenience shop is an ancillary use of the service station, as was determined within the VCAT decision (Azzure Investment Group Pty Ltd v Mornington Peninsula SC [2010] VCAT 860 (13 May 2010)). Accordingly, the convenience shop has been assessed as part of the service station use. Date Plans Provided: 8/04/2025

Generally, when using a service station, drivers will choose to leave their vehicles at the fuel bowsers while paying for fuel and shopping for goods within the ancillary convenience shop. This is generally encouraged by service station operators for security reasons relating to fuel theft. In effect, there are eight car parking spaces at the bowsers for these vehicles (four double sided bowsers). It is proposed to provide 10 formal car parking spaces on top of the parking provided at the bowsers. This is considered to be a generous provision for a service station and will cater for the staff parking demand and any customers that visit the ancillary convenience shop but do not purchase fuel.

Whilst not strictly applicable (as per the above discussion), it is noted that the standalone requirement for a convenience shop under Column A of Table 1 to Clause 52.06 of the Wyndham Planning Scheme is 10 spaces. The provision of 10 car parking spaces also aligns with this, which further justifies the adequacy of the proposed car parking provision.

In summary, it is considered that there is sufficient car parking provided to cater for the parking demand generated by the proposed service station and ancillary convenience shop.

5 Car Parking Layout & Vehicular Access Arrangements

Clause 52.06-9 of the Wyndham Planning Scheme outlines design standards for car parking. An assessment against the relevant design standards has been undertaken below.

5.1 Design Standard 1 – Accessways

Vehicle access to the proposed service station development is provided as follows:

- Via the existing vehicle crossover connecting to/from Reserve Road which comprises a width of approximately 9 metres. The existing 'No Right-Turn' sign which prevents vehicles from turning right into the site between the hours of 7:00am and 9:00am and 4:00pm and 6:00pm, Monday to Friday will remain.
- Via the northernmost existing vehicle crossover connecting to/from Morris Road. This crossover will be reconstructed and shifted slightly to the south to facilitate vehicle movements to/from the new service station. The crossover will retain a width of approximately 7 metres (consistent with the width of the existing crossover) and the crossover splay on the southern side of this crossover has been designed to allow fuel tanker vehicles to depart the site.
- The southernmost existing vehicle crossover connecting to/from Morris Road will be removed with kerb, channel and nature-strip reinstated to the satisfaction of the Responsible Authority.

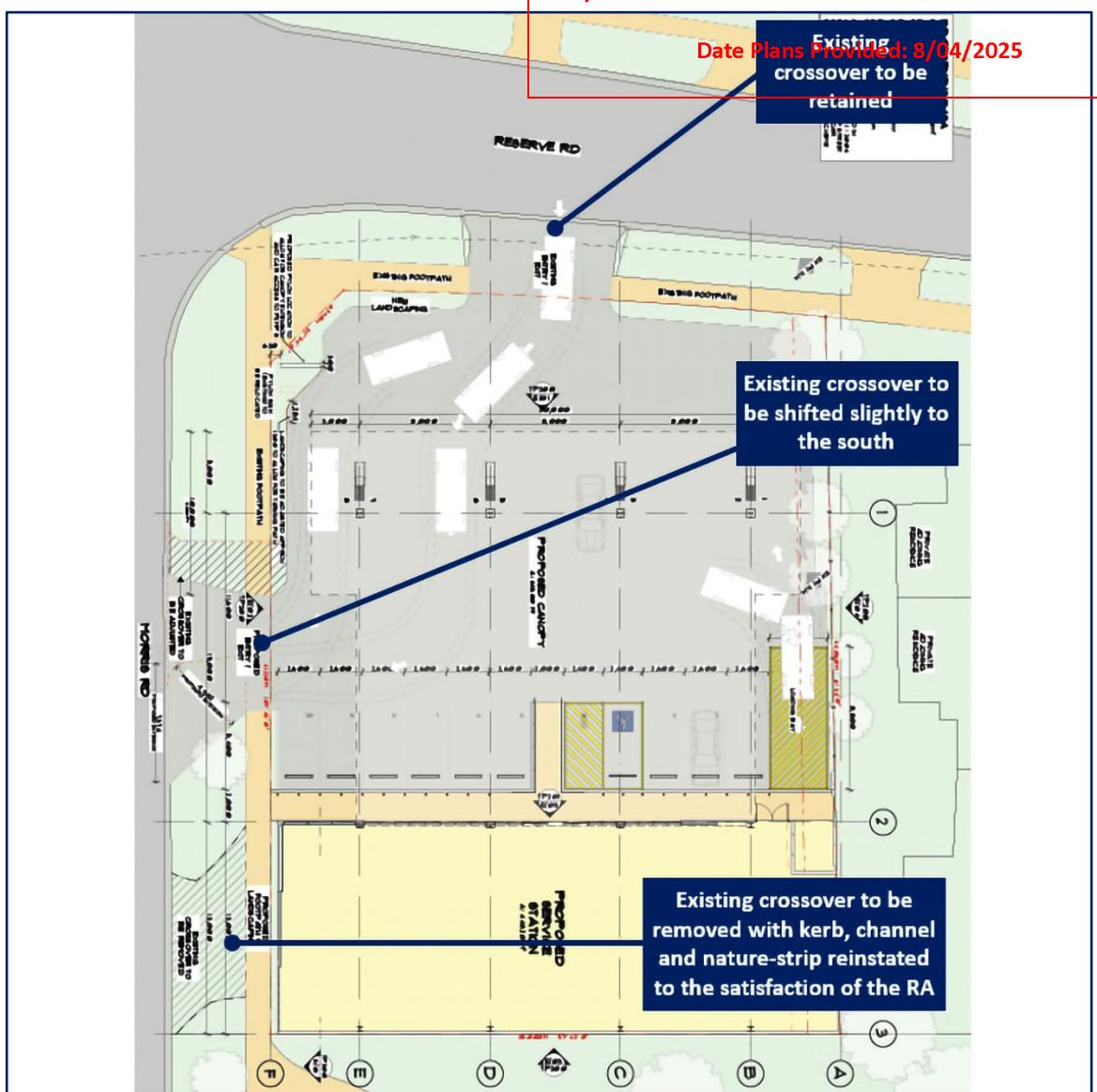
The proposed vehicular access arrangements are illustrated in Figure 5.1.

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Figure 5.1: Proposed Vehicular Access Arrangements



Design Standard 1 to Clause 52.06-9 of the Wyndham Planning Scheme outlines requirements for the design of accessways. An assessment of the relevant standards has been undertaken in Table 5.1.

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Table 5.1: Design Standard 1 to Clause 52.06-9 Assessment

Design Standard	Compliance Date Plans Provided: 8/04/2025
Accessways must be at least 3 metres wide	Complies: The accessway has a minimum width in excess of 3 metres complying with this standard.
Accessways must have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Complies: The accessway has a minimum width in excess of 4.2 metres ensuring compliance with this standard.
Accessways must 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	Complies: All vehicles can depart the car park in a forward direction with one manoeuvre.
Accessways must provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metre	Complies: The accessway provides a headroom clearance in excess of 2.1 metres. The canopy above the fuel bowsers comprises a headroom clearance of 4.5 metres.
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 vehicles can depart the site in a forward direction.
Accessways must provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Complies: The accessways comprise a width in excess of 6.1 metres for at least 7 metres at both site access points which ensures compliance with this standard. Furthermore, the swept path assessment (refer to Appendix A) demonstrates the ability for passing to occur at both the site access points.
Accessways must have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height	Complies: Sufficient space has been provided adjacent to the egress lanes at the site access points to ensure compliant corner splays can be provided. Any landscaping or fencing within these corner splays is to remain below 900mm in height.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway	Complies: Morris Road is classified as a Transport Zone 3 (TRZ3). Access to the first car spaces from Morris Road is approximately 7 metres from the road carriageway which ensures compliance with this standard.

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Not applicable. Entry to the car parking spaces is not directly from a road.
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5.2 Design Standard 2 – Car Parking Layout

It is proposed to provide 10 x 90-degree angled car parking spaces on top of the parking spaces provided at the fuel bowsers. This includes an accessible parking space and adjacent shared zone.

Design Standard 2 to Clause 52.06-9 of the Wyndham Planning Scheme outlines requirements for the design of car parking spaces. An assessment of the relevant standards has been undertaken in Table 5.2.

Table 5.2: Design Standard 2 to Clause 52.06-9 Assessment

Design Standard	Compliance
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.	Complies: The car parking spaces have dimensions of 2.6 metres in width by 4.9 metres in length accessed via an aisle in excess of 6.4 metres. These dimensions exceed the minimum requirements outlined within Table 2 to Clause 52.06 of the Wyndham Planning Scheme.
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).	Complies: The car parking spaces are designed with respect to Table 2 of Clause 52.06 of the Planning Scheme not the AS2890 series.
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.	Complies: Clearance has been provided in accordance 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 car parking is provided within garages or carports.
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 car parking is provided in a tandem arrangement.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Not Applicable: Car parking is not provided for a dwelling.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2022 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	Complies: A disabled car parking space has been provided adjacent to the entrance to the convenience shop. The disabled space has been designed in accordance with AS2890.6-2022 and has dimensions of 2.4 metres in width by 5.4 metres in length with an adjacent shared zone comprising the same dimensions. A bollard is located within the shared zone and a height

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Clearance in excess of 2.9 metres is provided for these spaces.
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5.3 Design Standard 3 – Gradients

The accessway is essentially flat ensuring compliance with the standards of Design Standard 3 to Clause 52.06 of the Wyndham Planning Scheme.

5.4 Swept Path Assessment

Passenger Vehicles

An assessment (refer to Appendix A) of the accessibility to/from the site using the 'Autodesk Vehicle Tracking' software has been conducted. The B99 (99.8th percentile car) was used in the assessment and it was found that this vehicle could access the site and critical fuel bowsers in a suitable manner. Further, all vehicles will be able to enter / exit the site in a forward direction.

An assessment of the accessibility to/from the critical parking spaces was also undertaken using the B85 (85th percentile car) and it was found that each of the critical car parking spaces could be accessed (ingress and egress) in a satisfactory manner.

Fuel Tanker Access

The service station fill point is located centrally within the site, adjacent to Fuel Bowser 6. A swept path assessment has been conducted of the service station fill point access using the 'Autodesk Vehicle Tracking' software. Based on information provided by the service station operator, the 19.98 metre long Tri Tandem B-Double is understood to be the largest vehicle that will access the service station fill point and was accordingly used in the assessment of the fuel delivery vehicle movements. The assessment demonstrates that this vehicle will be able to access the fuel point via the Reserve Road crossover, access the fill point to deliver fuel and then circulate through the site to egress back to the Morris Road crossover in a suitable manner. It is noted that this vehicular circulation pattern is generally consistent with the existing use of the site and considered to be an acceptable arrangement.

Summary

The swept path assessment indicates that the vehicular access arrangements and car parking layout have been designed appropriately and in accordance with the requirements of the Wyndham Planning Scheme and/or AS/NZS 2890.1:2004, where appropriate.

5.5 Clause 52.12 – Service Station Requirements

Following Planning Scheme Amendment VC148 (incorporated into the Wyndham Planning Scheme on 31 July 2018), this Clause has been removed from the Victorian Planning Provisions.

5.6 Fuel Pump Queueing Considerations

Behind each fuel bowser there is adequate queueing space for at least one vehicle. This totals to queueing space for at least eight vehicles. Based on empirical data collected from other traffic engineering consultancies, it is considered that this level of queueing space is sufficient to accommodate the peak queueing demand of a service station development. On the basis of the above, the fuel pump queueing considerations of the proposal are considered to be acceptable.

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6 Bicycle Parking Assessment

6.1 Statutory Bicycle Parking Requirements

The number of bicycle parking spaces required for the specified uses is listed under Table 1 to Clause 52.34-5 of the Wyndham Planning Scheme. Notably, no bicycle parking requirements are specified for service station use under Table 1 to Clause 52.34 and therefore the use does not incur a statutory bicycle parking requirement. It is not proposed to provide any dedicated bicycle parking and it is not expected that a service station would generate any notable level of bicycle parking demand.

7 Loading and Waste Considerations

7.1 Loading and unloading activities

Based on information provided by the applicant, it is understood that all loading (other than the delivery of fuel) will be undertaken by vehicles up to and including the 8.8 metre long Medium Rigid Vehicle (MRV as defined by AS2890.2:2018).

The on-site loading bay is proposed to be located in the south-east corner of the subject site (adjacent to the convenience shop). The loading bay has been designed with a width of 3.6 metres and a length of 8.8 metres which is sufficient to accommodate vehicles up to the MRV as specified by AS2890.2:2018. The swept path assessment undertaken in Appendix A demonstrates the ability for the MRV to access the loading bay in a suitable manner.

In summary, loading and unloading activities associated with the proposed development can suitably be undertaken on-site and will not adversely impact parking or traffic in the proximity of the site.

7.2 Waste Collection Considerations

It is understood that waste is proposed to be collected from within the on-site loading bay by a private waste contractor. The nominated waste collection vehicle will be up to 8.8 metres in length (i.e. consistent with the MRV). It is considered that the waste collection arrangement is acceptable from a traffic engineering perspective. It is recommended that waste collection occur outside of peak operating hours of the service station.

8 Traffic Assessment

8.1 Traffic Generation

Empirical data from other traffic engineering companies demonstrates that service stations throughout Victoria typically generate peak hour traffic in the range of **50-150** vehicle movements per hour.

8.2 Traffic Impact

Traffic accessing service stations generally comprises a combination of passing trips and unique / diverted trips to the site, attracted specifically for the purposes of purchasing fuel or convenience items. The subject site has a high level of exposure to passing traffic along Morris Road and accordingly it is considered that a considerable portion of customers of the service station will be passing trade already on the road network, taking advantage of the facilities offered as part of a broader trip purpose.

It is also importantly noted that the site already currently comprises a service station with three double sided fuel bowsers and an ancillary convenience store. Accordingly, a significant portion of the traffic generated by the proposal is already being accommodated by the surrounding road network. Any additional traffic generated by the proposal will likely to be minor and a result of vehicles accessing the additional bowsers (four double-sided bowsers proposed compared to the three existing double-sided bowsers).

Overall, it is considered that the traffic generated by the proposed development can be accommodated by the surrounding road network for the following reasons:

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- The site already comprises a service station and ancillary convenience store and, therefore, a significant portion of the traffic generated by the proposal is already being accommodated by the surrounding road network.
- A considerable portion of the traffic generated by the service station will be associated with passing trips that are already on the road network.
- It is proposed to utilise two of the existing vehicle access points (subject to some minor modifications to facilitate vehicle access) which currently enable vehicle access to the existing service station and ancillary convenience.
- The Morris Road vehicle crossover is restricted to left-in, left-out vehicle movements only due to the central median along Morris Road. This will facilitate the ability for vehicles to access the site (ingress and egress) even during peak hour traffic periods.
- The existing 'No Right-Turn' sign which prevents vehicles from turning right into the site from Reserve Road between the hours of 7:00am and 9:00am and 4:00pm and 6:00pm, Monday to Friday will remain. This will maintain traffic conditions along Reserve Road during weekday commuter peak hours. Any traffic seeking to access the site during weekday commuter peak hours will use Morris Road.

9 Conclusions

It is proposed to demolish the existing service station development and construct a new service station and a 448sqm ancillary convenience shop on the subject site at 176-178 Morris Road, Hoppers Crossing. Based on the above assessment, it is concluded that:

- Service station use is not listed under Table 1 of Clause 52.06-5 of the Wyndham Planning Scheme and therefore car parking for the service station must be provided to the satisfaction of the Responsible Authority.
- The proposed provision of 10 car parking spaces (in addition to the parking at the fuel bowsers) is expected to meet the demands of the development and is therefore considered acceptable.
- The proposed car parking layout and vehicle access arrangements have been suitably designed and in accordance with the relevant sections of Clause 52.06 of the Wyndham Planning Scheme and/or AS/NZS2890.1.
- The swept path assessment undertaken demonstrates access to/from the site and car parking spaces in accordance with AS/NZS2890.1 for the relevant design vehicles.
- No bicycle parking is required for the service station under Clause 52.34 of the Wyndham Planning Scheme, and none is proposed. This is considered to be an acceptable arrangement given the nature and location of the proposed development.
- Loading and unloading can suitably be undertaken within the on-site loading bay. The largest vehicle anticipated to access the site can manoeuvre and access the on-site loading bay in a suitable manner. This is considered to be an acceptable arrangement for a traffic engineering perspective.
- Waste collection is proposed to be undertaken on-site by a private contractor from within the on-site loading bay. This is considered to be an acceptable arrangement for a traffic engineering perspective.
- The level of additional traffic generated by the proposed new service station development is expected to be minimal noting that the site already comprises a service station and ancillary convenience store. A significant portion of the traffic generated by the proposed new service station will be pass-by trade already on the road network, and the Morris Road vehicle crossover is restricted to left-in, left-out vehicle movements. Accordingly, it is considered that the traffic generated by the proposed development can be accommodated by Morris Road, Reserve Road and the surrounding road network.

In summary, the proposed service station development is not expected to create adverse traffic or parking impacts in the precinct.

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Please contact the undersigned if you have any questions.

Yours sincerely,

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Traverse Transport

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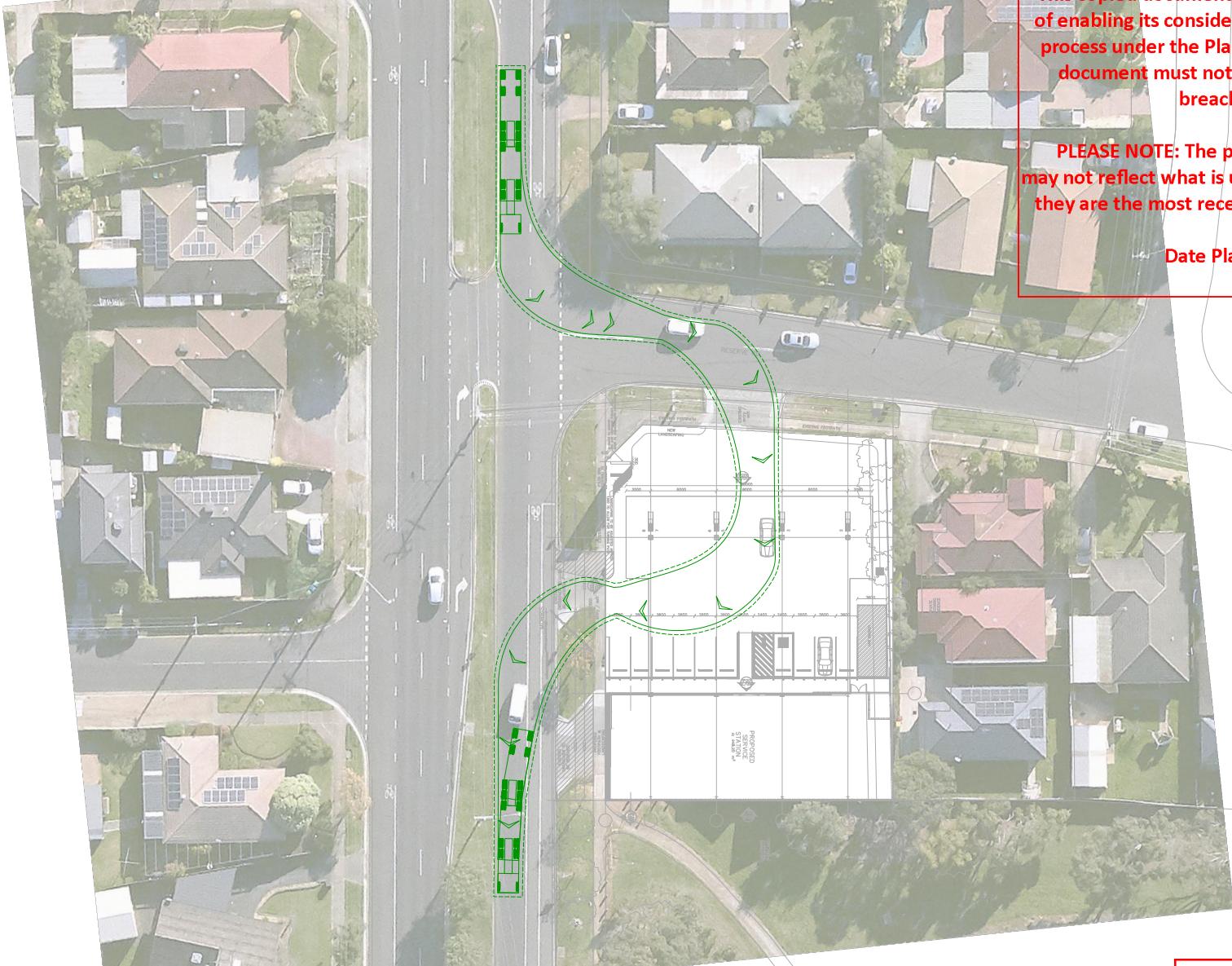
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Appendix A: Swept Path Assessment

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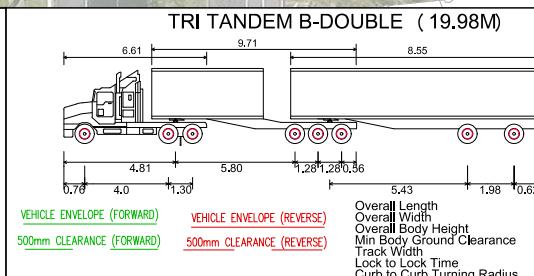
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TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778



Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

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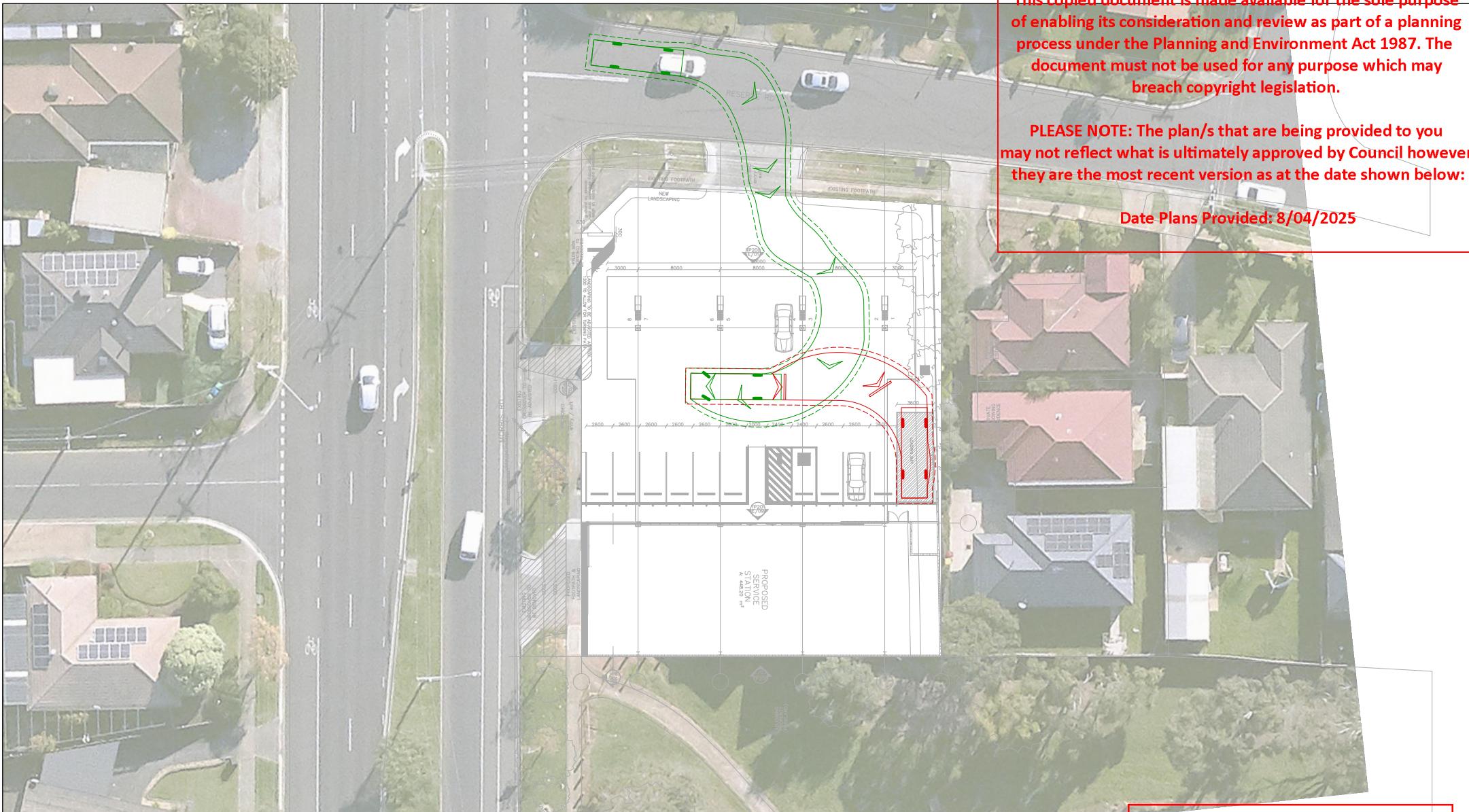
TRAVERSE REFERENCE: 166T-SK02/JM
SHEET NO: 1 of 7

SCALE: 1:750 @ A4
DATE: 24/11/2024
Plan: 14 of 20

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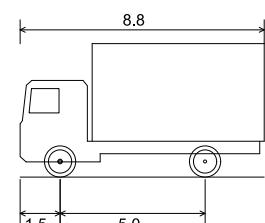
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TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778

MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length
Overall Width
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

TRAVERSE REFERENCE
166T-SK02/JM

SHEET NO
2 of 7

SCALE: 1:500@A4
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24/11/2024

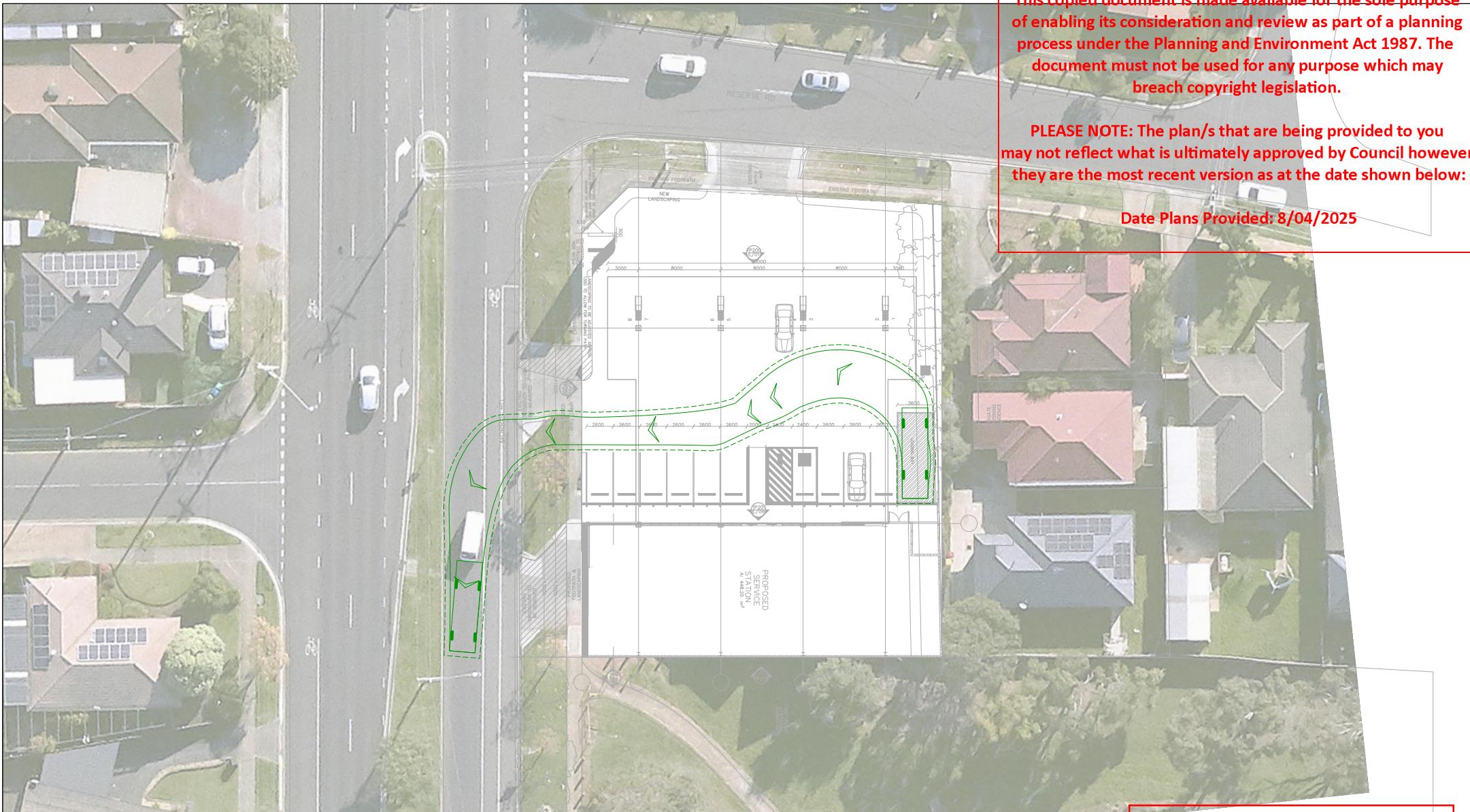
WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

1) Base Plan Supplied by
Bespoke Architects 0402 112 222
2) Maximum Design Speed 10km/h

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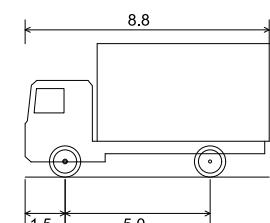
Date Plans Provided: 8/04/2025



traverse

TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778

MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length
Overall Width
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

TRAVERSE REFERENCE
166T-SK02/JM

SHEET NO
3 of 7

WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

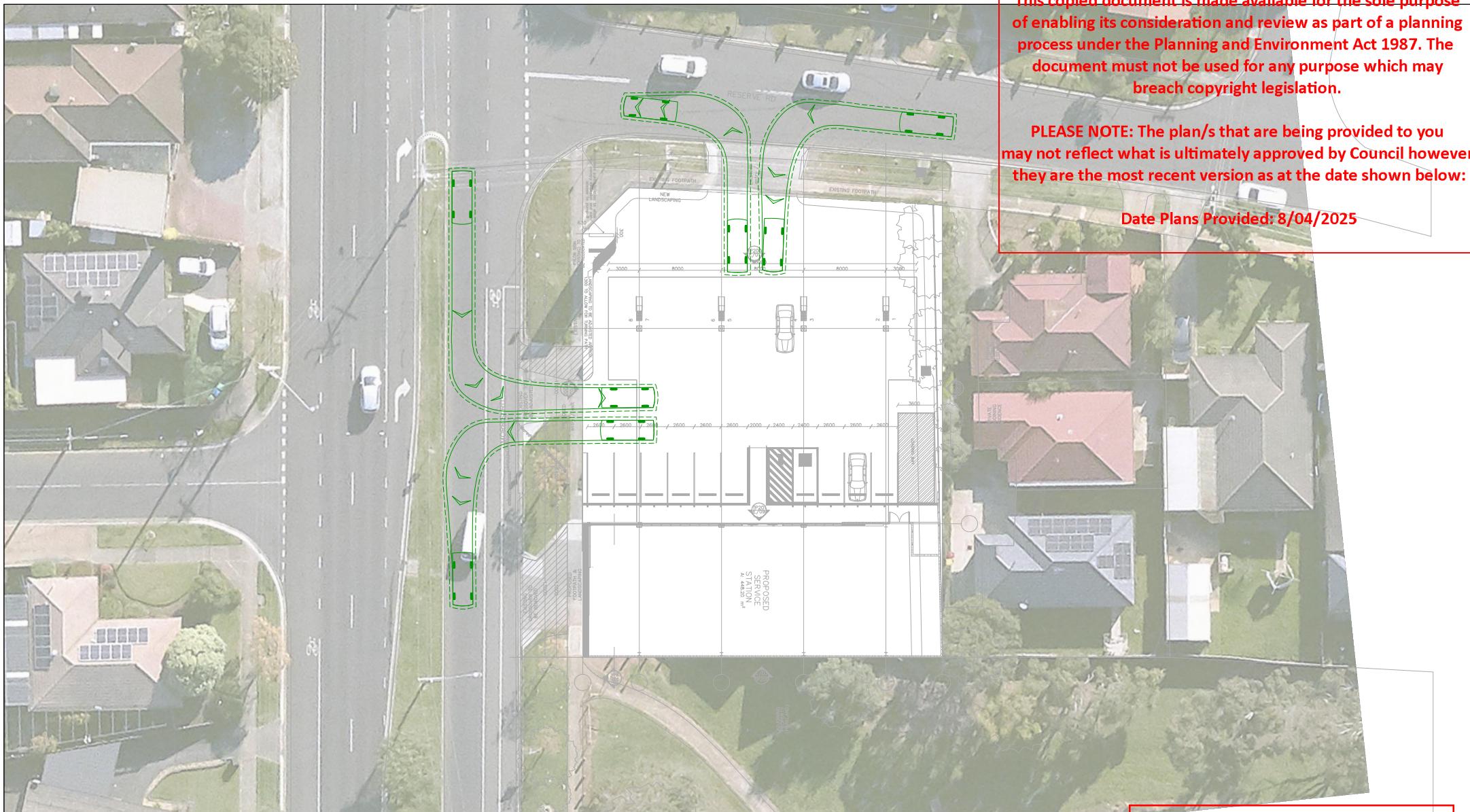
1) Base Plan Supplied by
Bespoke Architects 0402 112 222
2) Maximum Design Speed 10km/h

SCALE: 1:500 @ A4
Plan: 16 of 20 DATE
24/11/2024

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Date Plans Provided: 8/04/2025



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ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

TRAVERSE REFERENCE: 166T-SK02/JM
SHEET NO: 4 of 7

WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

1) Base Plan Supplied by
Bespoke Architects 02 122

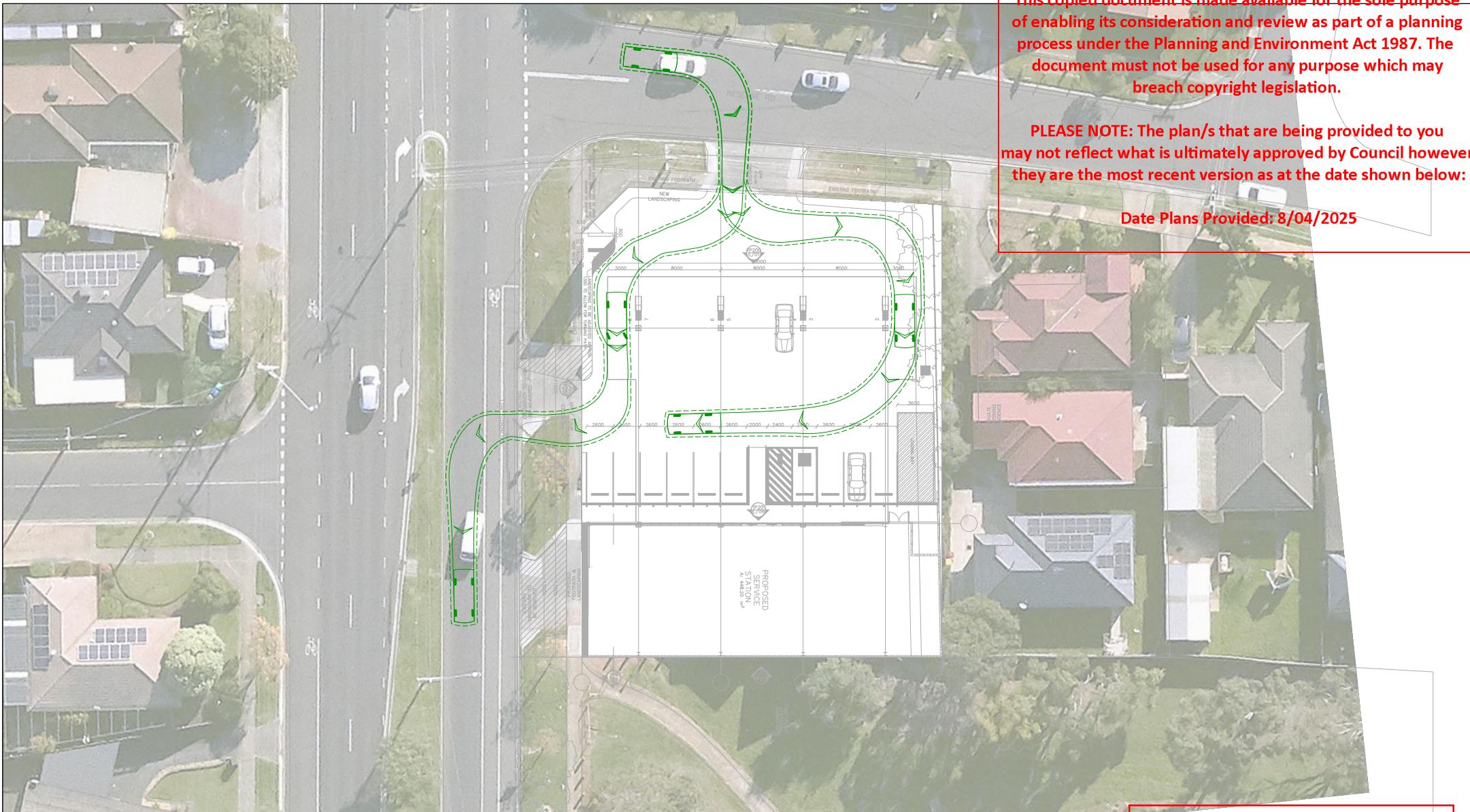
2) Maximum Design Speed 10km/h

SCALE: 1:500 @ A4
DATE: 24/11/2024
Plan: 17 of 20

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Date Plans Provided: 8/04/2025



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TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

TRAVERSE REFERENCE
166T-SK02/JM

SHEET NO
5 of 7

SCALE: 1:500@A4
DATE
24/11/2024

WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

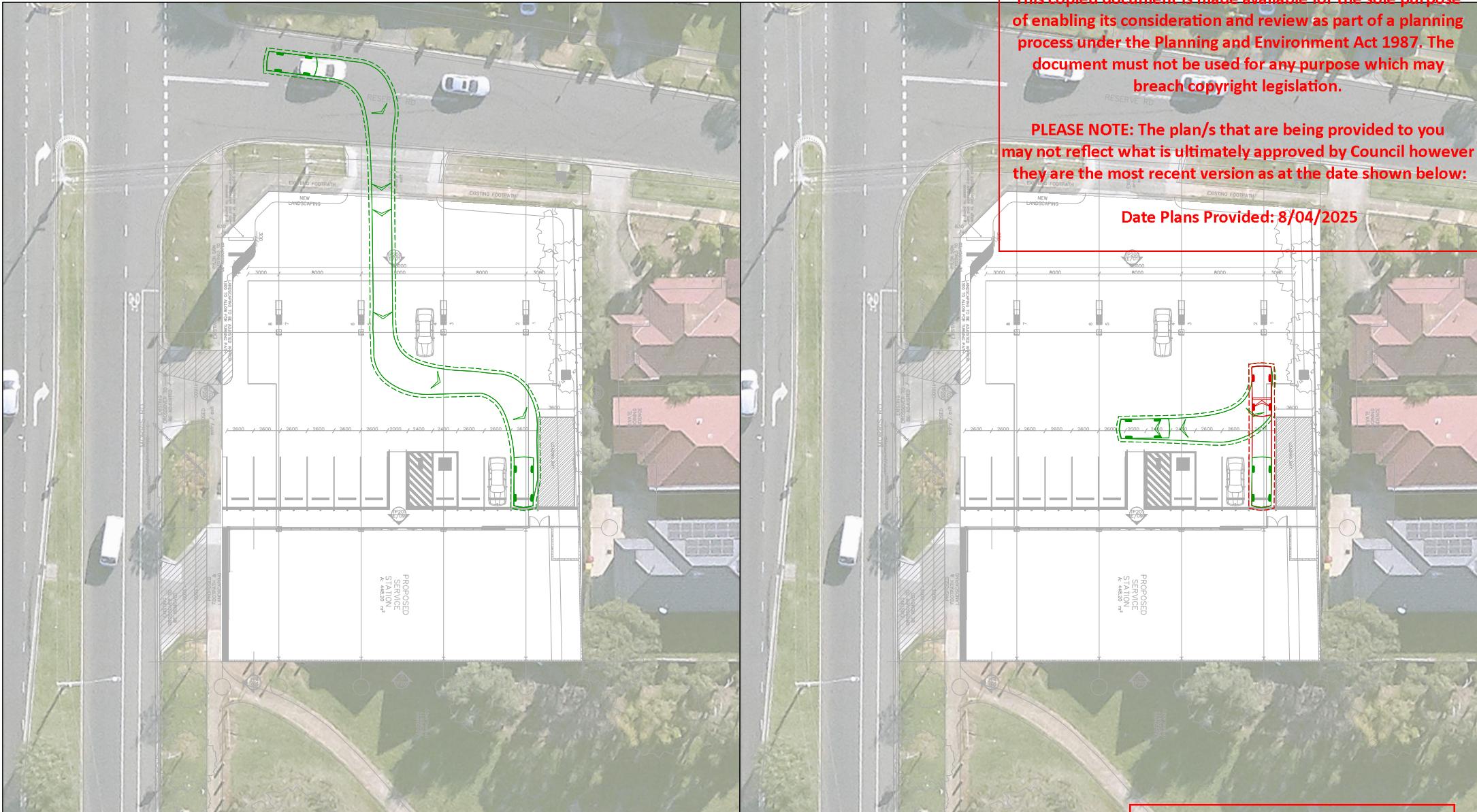
1) Base Plan Supplied by
Bespoke Architects 0402 112 122

2) Maximum Design Speed 10km/h

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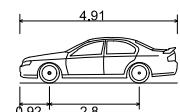
Date Plans Provided: 8/04/2025



traverse

TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.159m
1.770m
4.00 sec
5.80m

Proposed Service Station Redevelopment
176-178 Morris Road, Hoppers Crossing
Swept Path Assessment

TRAVERSE REFERENCE
166T-SK02/JM

SHEET NO
6 of 7

SCALE: 1:500@A4
DATE
24/11/2024

WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

1) Base Plan Supplied by
Bespoke Architects 01/02/2022

2) Maximum Design Speed 10km/h

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Date Plans Provided: 8/04/2025

WYNDHAM CITY COUNCIL

Planning Services

Town Planning

Advertised Documents



Proposed Service Station Redevelopment 176-178 Morris Road, Hoppers Crossing Swept Path Assessment

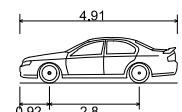
TRAVERSE REFERENCE 166T-SK02/JM	SHEET NO 7 of 7
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SCALE DATE
Plan: 20 of 20
1.500@A4 24/11/2023

traverse

TRAVERSE TRANSPORT PTY LTD
ABN 43 671 343 365
222 HODDLE STREET
COLLINGWOOD, VICTORIA 3067
TELEPHONE +61435 267 778

B85 Vehicle (AS/NZS2890 1:2004)



VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius