

Our Reference: G30064R-09C

19 March 2026

Ryman Healthcare
Level 5, 6 Riverside Quay
SOUTHBANK VIC 3006

Attention: Luca Chiavola

Dear Luca,

62-94 Jacksons Road, Mulgrave
Monash City Council Planning Permit No. TPA/47359/D
Traffic Engineering – Amended Plans

Further to your instructions, please find following our advice in relation to the amended plans for the approved aged care and retirement village at 62-94 Jacksons Road, Mulgrave.

We understand that the amended plans seek to alter the schedule of development and layout of the main building (B01 now provided as separate buildings) and associated car parking (including removal of the basement car park), with the other stages of the development (townhouses) and other internal roads to generally remain as per the approved plans (aside from amendments to the internal roads west of the main buildings). This letter reviews the matters that are relevant to the traffic engineering aspects of the amended development.

Review of Amended Plans

The development schedule is expected to change as follows:

Component	Previously Approved	Current Proposal
Aged Care		
Care Rooms	60 rooms	40 rooms (-20 rooms)
Serviced Apartments	54 rooms	0 rooms (-54 rooms)
Retirement Village		
2 bedroom ILUs	73 ILUs	16 ILUs (-57 ILUs)
3 bedroom ILUs	32 ILUs	16 ILUs (-16 ILUs)
2 bedroom Townhouses	3 townhouses	19 townhouses (+16 townhouses)
2.5 bedroom townhouses	14 townhouses	14 townhouses (no change)
3 bedroom Townhouses	53 townhouses	47 townhouses (-6 townhouses)
Parking		
Car Parking	367 spaces	261 spaces (-106 spaces)
Bicycle Parking	12 spaces	18 spaces (+6 spaces)

Car Parking Requirements

The aged care and retirement village fall under the land use categories of 'Residential Aged Care facility' and 'Retirement Village', respectively. The statutory car parking assessment for the current proposal is as follows:

Use	Component	Size/No.	Statutory Parking Rate (Category 2)	Parking Requirement
Residential Aged Care Facility	Aged Care Beds	40	0.25 spaces to each bedroom	10
	Assisted Living Suites	0		
Retirement Village	2 bedroom apartments	16	1 space per dwelling	16
	3 bedroom apartments	16	1 space per dwelling	16
	2 bedroom townhouses	19	1 space per dwelling	19
	2.5 bedroom townhouses	14	1 space per dwelling	14
	3 bedroom townhouses	47	1 space per dwelling	47
Total				122

As per the above, the statutory car parking requirement for the current proposal is 122 spaces. The provision of 261 spaces results in a statutory surplus of 139 spaces.

We note that a permit condition for the currently endorsed scheme states that *"No less than 367 car spaces must be provided on the land to the satisfaction of the Responsible Authority prior to the occupation of the last stage of the development."* We are of the view that this condition would no longer apply due to the reduced intensity of the development, as well as changes to the statutory car parking rates which have been implemented since the permit was issued.

Furthermore, the most recently endorsed plans had a surplus of 13 spaces, and the 139 space surplus now proposed far exceeds the previous surplus based on the former statutory requirement.

Car Parking Layout and Access Arrangement

Changes to the car parking and access arrangements are principally related to the Porte Cochere area, an extra eight (8) townhouses, new apartment garages and 18 new at-grade spaces in the southeast part of the site, with the remainder of the site to remain as per the endorsed plans.

The proposed parking and access layouts have been assessed under the following guidelines:

- Clause 52.06 of the Monash Planning Scheme,



- AS2890.1-2004 'Parking Facilities, Part 1: Off-Street Parking'
- AS2890.2-2018 'Off-Street Commercial Vehicle Facilities', and
- AS2890.6-2022 'Parking Facilities: Off-Street Parking for People with Disabilities'.

The following sections detail the key components of the assessment.

Accessways

- All vehicles will be able to enter and exit the site's car parking areas and the site in a forward direction in accordance with Clause 52.06-9 (Design Standard 1).
- Six (6) villas are located along a dead-end internal road which is provided with a turning area to allow for the largest vehicles proposed to access this road, being a 6.4m long waste collection vehicle, to turn around. The dead-end road is 67m long and is not required to provide a turning area for a CFA vehicle.

Car Parking Spaces

- Car space dimensions accord with Clause 52.06-9 (Design Standard 2) with minimum dimensions provided at either 4.9m long, 2.6m wide with a 6.4m wide access aisle, or 4.9m long, 2.7m wide and a 6.1m wide access aisle, for 90-degree spaces.
- Tandem spaces are provided with an additional 500mm length which accords with Clause 52.06-9.
- The proposal includes three (3) DDA compliant car spaces which are designed in accordance with AS2890.6-2022.
- Car spaces located adjacent to the walls or other obstructions are provided with 300mm clearance in accordance with Diagram 1 of Clause 52.06-9 (Design Standard 2).
- Critical car spaces at the end of blind parking aisles are located at least 1.0m from the end of the aisle, providing sufficient space for access and egress movements and consistent with Clause 2.4.2 of AS2890.1-2004.
- Car spaces within townhouse/villa/apartment garages are at least 6m long and 3.5m wide, with tandem spaces provided as a 4.9m long space with an additional 500mm in length.
- Swept path diagrams demonstrating access to and from critical apartment garages are provided at Appendix B.

Gradients

- The driveway ramp to the double storey townhouses to the north of the main building has been assessed with a vertical ground clearance assessment using AutoTurn software for the B99 design vehicle. It was seen that this vehicle can satisfactorily access the townhouses using the driveway.

Porte Cochere (Main Building)

A porte-cochere is proposed adjacent to the main building and is accessed off the main accessway. The porte-cochere will be used for drop-off and pick-up of residents, small delivery vehicles, ambulances and village buses.



Swept path assessments have been undertaken through the porte-cochere showing the medium size village bus (the largest design vehicle for this area) accessing the drop-off area which are shown at Appendix B.

Waste Collection and Loading

Swept path diagrams showing the relevant waste collection vehicles and loading vehicles accessing the site's waste collection locations and loading areas are provided at Appendix B.

Waste collection will generally occur from the site's internal roads, alongside villas and apartment building waste storage areas, using an 8.8m long MRV waste collection vehicle. Waste collection for the main care building and six (6) villas on the dead-end internal road will be undertaken using a 6.4m long mini waste collection vehicle. Collection for the main building will occur within the loading area to the south of the building, while collection for the dead-end road will occur via kerbside collection.

We note that the proposed loading and waste collection arrangements are in accordance with Permit Conditions 22 and 47, which state:

- 22 – *All loading and unloading of vehicles must be carried out within the boundaries of the land and must be conducted in a manner that does not cause any interference with the circulation and parking of vehicles on the land.*
- 47 – *Parking, loading, unloading and load adjustment of large commercial vehicles is not permitted on the easement.*

Bicycle Parking Considerations

While the development has no statutory bicycle parking requirement, two (2) bicycle parking areas are proposed within the development. This includes 10 spaces proposed adjacent to the Porte Cochere, and eight (8) staff spaces provided within a secure location within the main building.

All bicycle parking spaces are provided at horizontal bicycle rails, within an envelope measuring 1.8m long and 0.5m wide, with an adjacent access aisle of at least 1.5m wide. This is in accordance with AS2890.3-2015.

We trust this review of the amended plans meets with your approval. Please contact Andrew Montgomerie if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Nathan Woolcock (RPE6892)

Director

www.traffixgroup.com.au





Appendix A

Development Plans



- NOTE:
- REFER TO LANDSCAPE PLANS FOR PROPOSED TREES & LANDSCAPED AREAS.
 - EXISTING TREES TO BE RETAINED SHOWN ONLY.
 - LANDSCAPING AREAS SHOWN INDICATIVELY ONLY.
- SITE BOUNDARY
- PROPOSED EASEMENT
- DRIVEWAY
- ONE-WAY LOW TRAFFIC SHARED PEDESTRIAN ZONE
- NEW SHARED FOOTPATH
- EXISTING FOOTPATH
- PROPOSED PEDESTRAIN (1.5M TYP)
- SERVICES ZONE (0.6M MIN)
- COMMUNAL LANDSCAPE
- POS TO VILLAS & APARTMENTS
- RAISED DECKING WITH ZERO THRESHOLD TO VILLAS DECKING
- SERVICE AREA TO VILLAS/SITE
- ENCROACHMENT TO TPZ WITH HARD MATERIAL
- ENCROACHMENT TO TPZ WITH POROUS MATERIAL
- PARKING
- ADDITIONAL PRIVATE VISITOR PARKING TO VILLAS
- EXISTING TREES TO BE RETAINED
- TREES REMOVED/FAILED SINCE THE ENDORSED PLANS - DATE: 12.08.2024
- TREE PROTECTION ZONE (TPZ)
- TREE NUMBER (REFER TO ARBORIST REPORT)
- PROPOSED TREES TO BE REMOVED

REV	DATE	ISSUED FOR
5	15/05/2025	FOR TOWN PLANNING

PROJECT
Mulgrave Retirement Village
62-94 Jacksons Road
Mulgrave VIC 3170
Australia
Wurundjeri Wal Wurung and Bunurong Country

DRAWING TITLE
PROPOSED SITE PLAN

SCALE 1:500 @A1		
DATE 16/05/2026	CHECKED TC	REVISION
DRAWN EF		
JOB NO. 24015	DRAWING NO. TP00-02	S



LEGEND	
● RESIDENT	173
● VISITOR	57
● STAFF	31
TOTAL	261
● ADDITIONAL (AS NEEDED)	9

REV	DATE	ISSUED FOR
5	4/02/2026	FOR COORDINATION

PROJECT
Mulgrave Retirement Village
62-94 Jacksons Road
Mulgrave VIC 3170
Australia
Wurundjeri Woi Wurrung
and Bunurong Country

DRAWING TITLE
MASTERPLAN - GROUND

SCALE 1:500 @A1		
DATE 16/05/2026		
DRAWN EF	CHECKED TC	
JOB NO. 24015	DRAWING NO. TP00-11	REVISION S

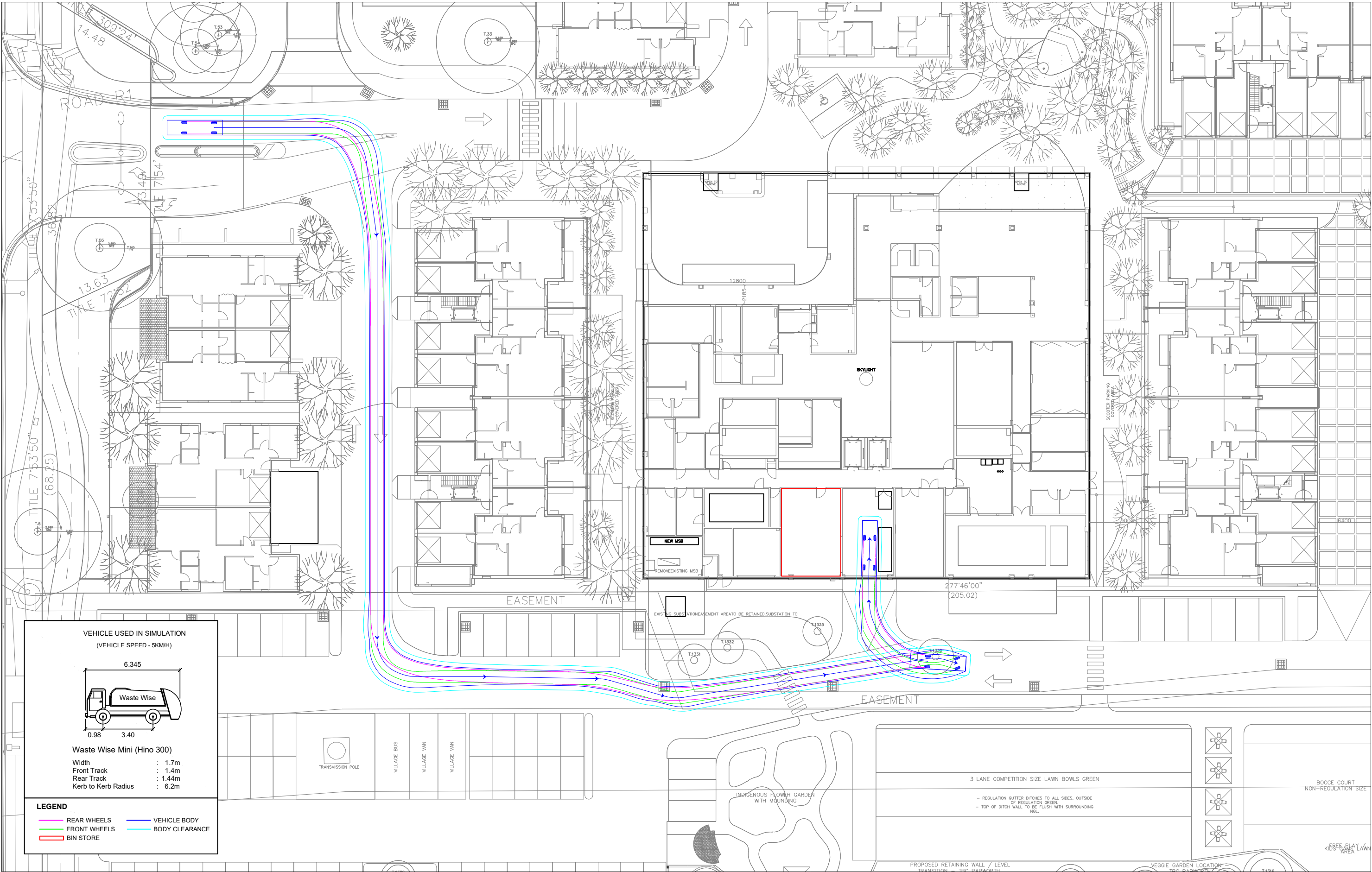




Appendix B

Swept Path Diagrams

WASTE COLLECTION - REAR MINI LOADER MOVEMENT 1



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	20/02/2026	INITIAL ISSUE	D. TORPEY	N. WOOLCOCK (RPE6892)
B	13/03/2026	UPDATED ISSUE	D. TORPEY	N. WOOLCOCK (RPE6892)

62-94 JACKSONS ROAD, MULGRAVE
AGED CARE AND RETIREMENT VILLAGE DEVELOPMENT

GENERAL NOTES:
BASE PLANS PREPARED BY TELHA CLARKE,
RECEIVED 12/03/2026

FILE NAME: G30064-27
SHEET NO.: 01



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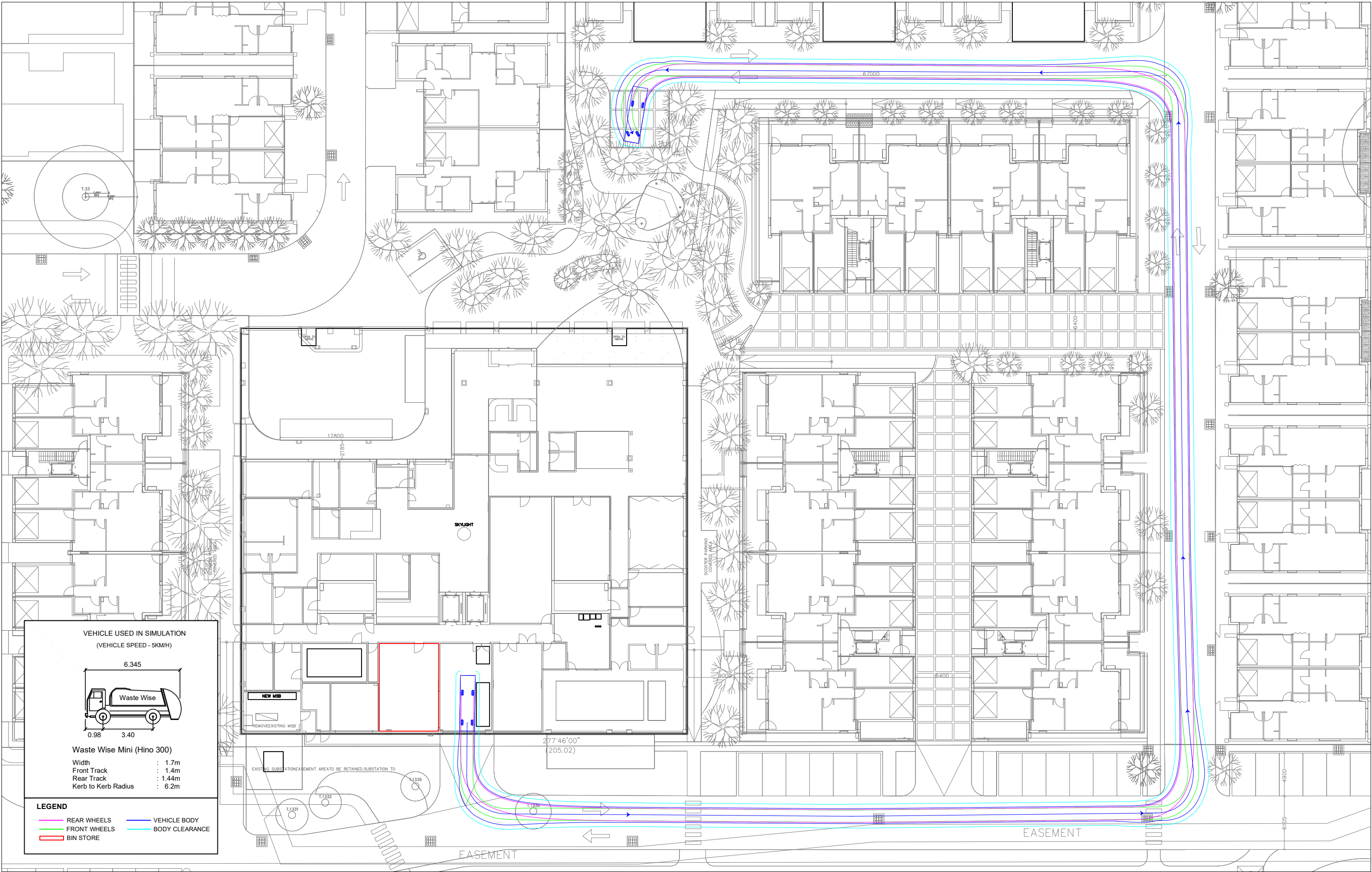
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WASTE COLLECTION - REAR MINI LOADER MOVEMENT 2



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62-94 JACKSONS ROAD, MULGRAVE
AGED CARE AND RETIREMENT VILLAGE DEVELOPMENT

GENERAL NOTES:
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VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

6.345

0.98 3.40

Waste Wise

Waste Wise Mini (Hino 300)

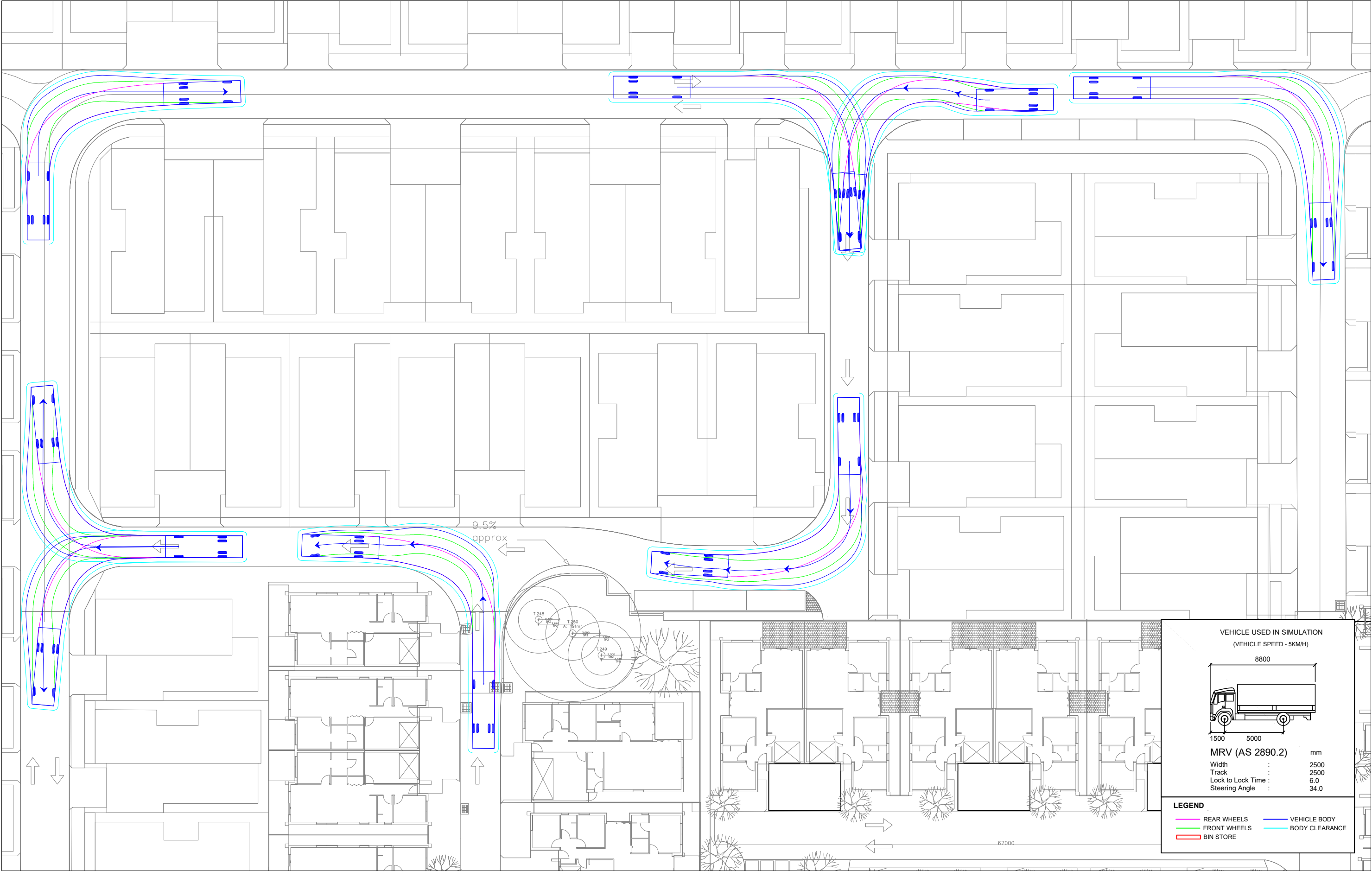
Width	: 1.7m
Front Track	: 1.4m
Rear Track	: 1.44m
Kerb to Kerb Radius	: 6.2m

LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE
BIN STORE	

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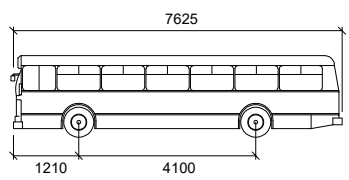
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



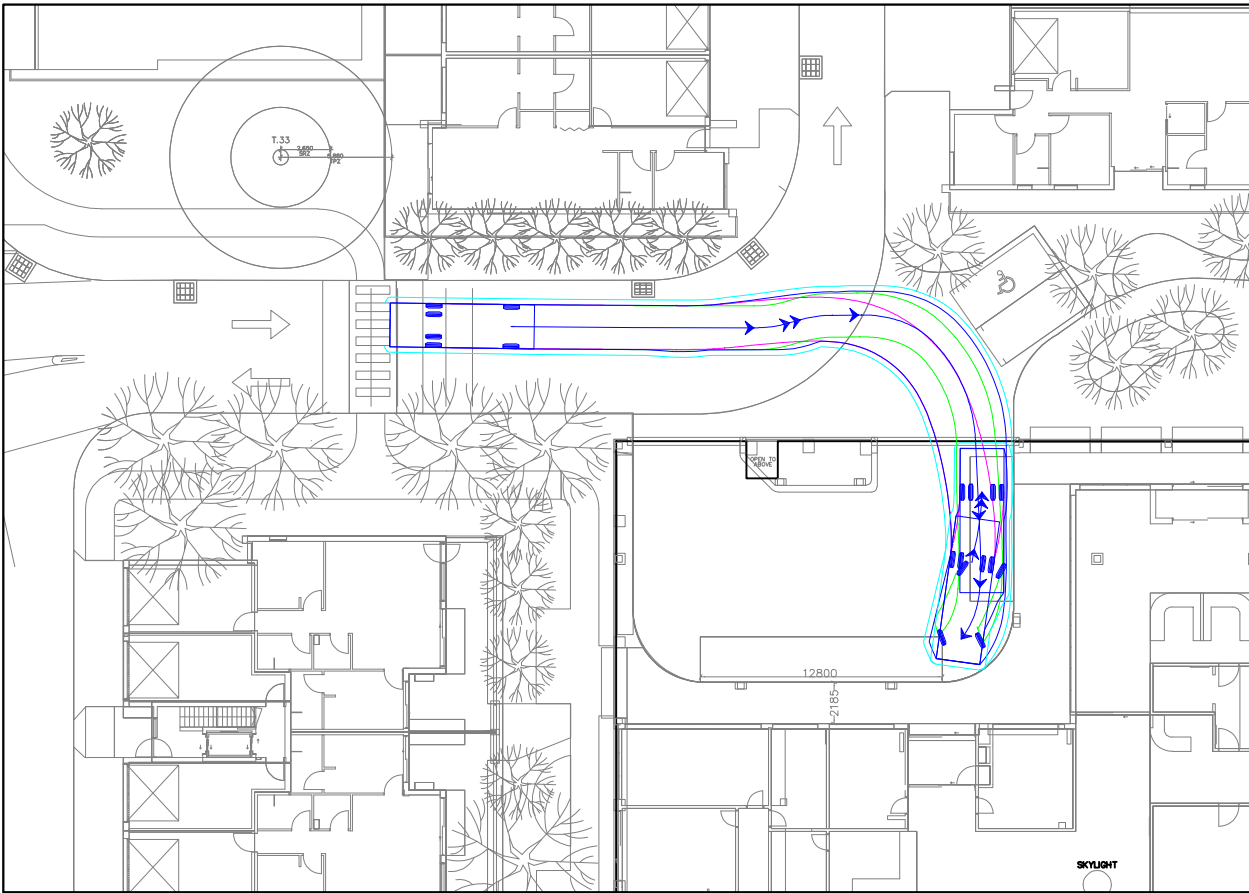
Yutong 27
mm

Width	: 2320
Track	: 2320
Lock to Lock Time	: 6.0
Steering Angle	: 30.9

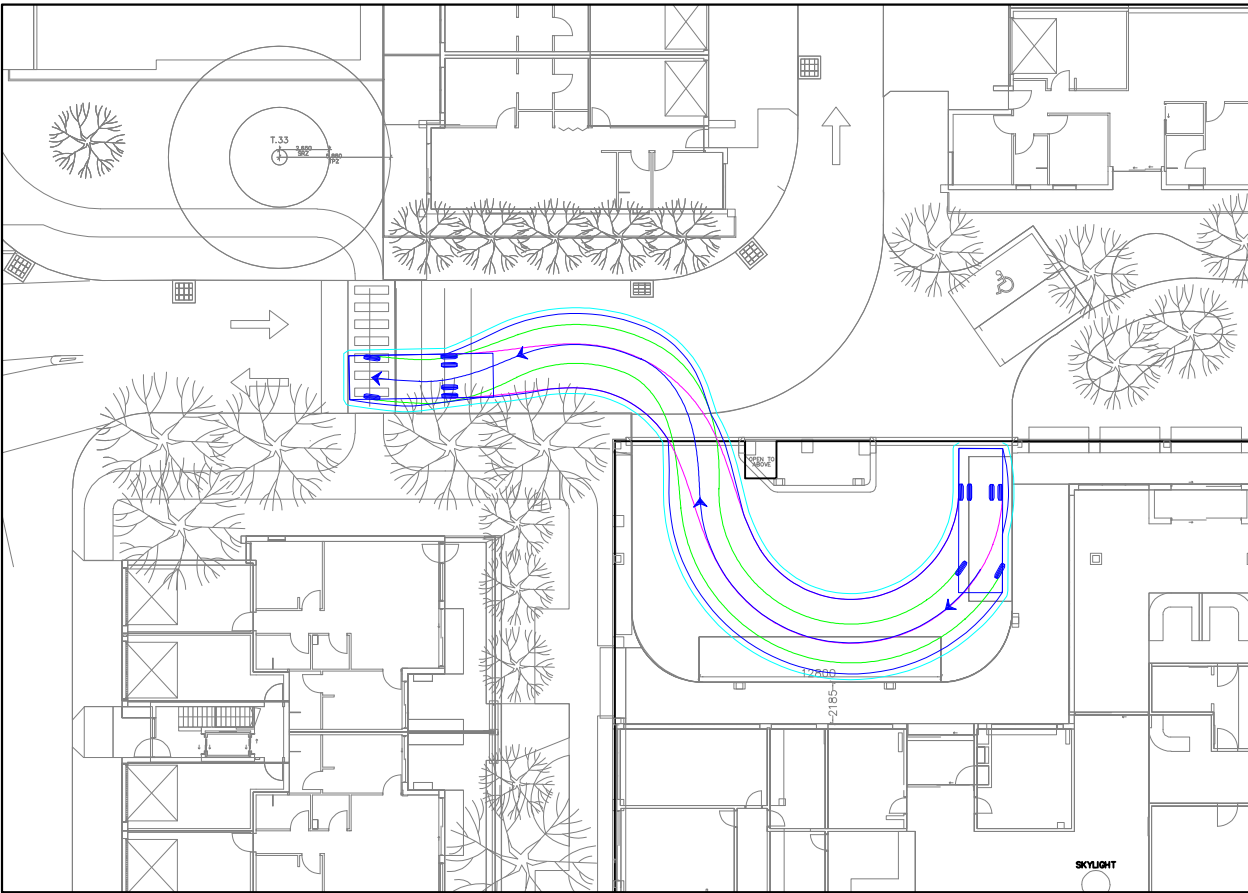
LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE

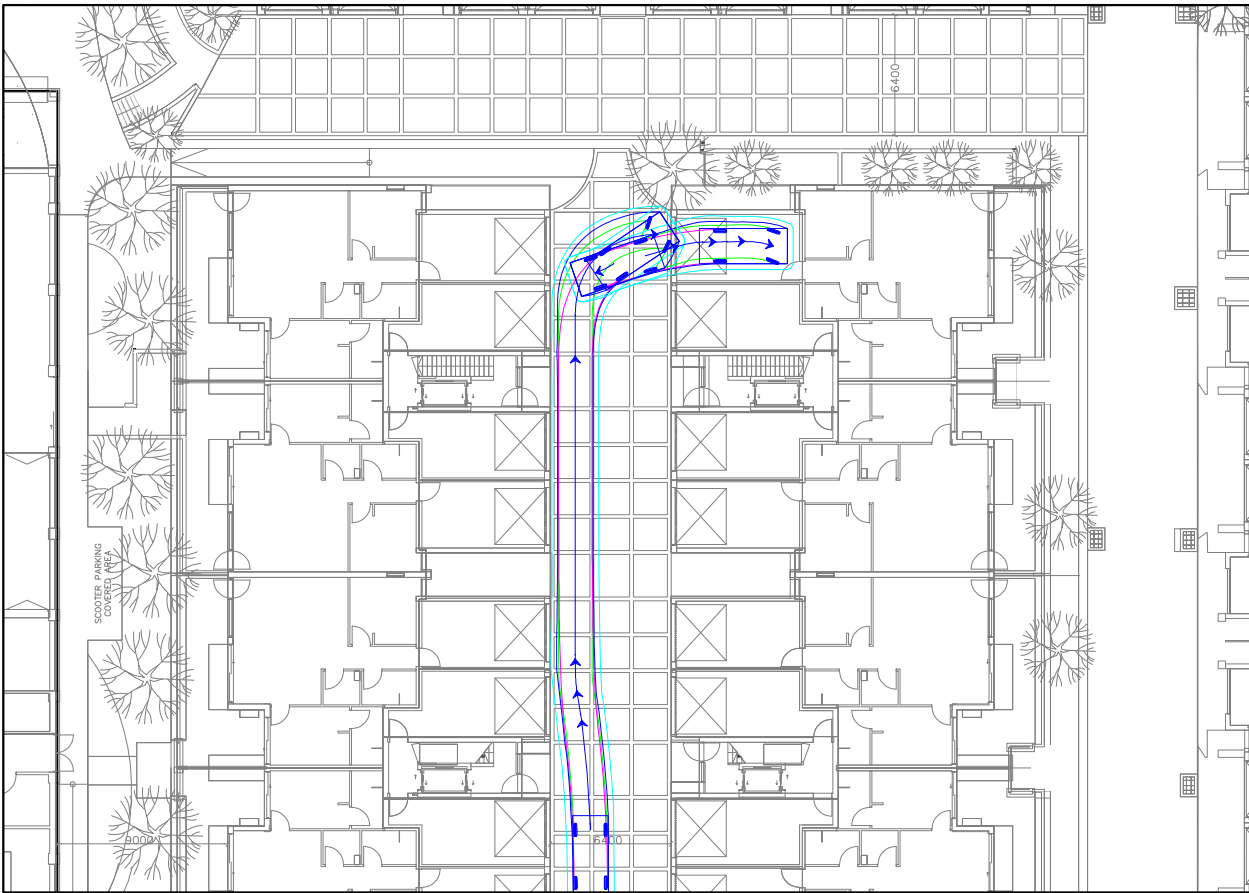
PORTE COCHERE - VILLAGE BUS INGRESS



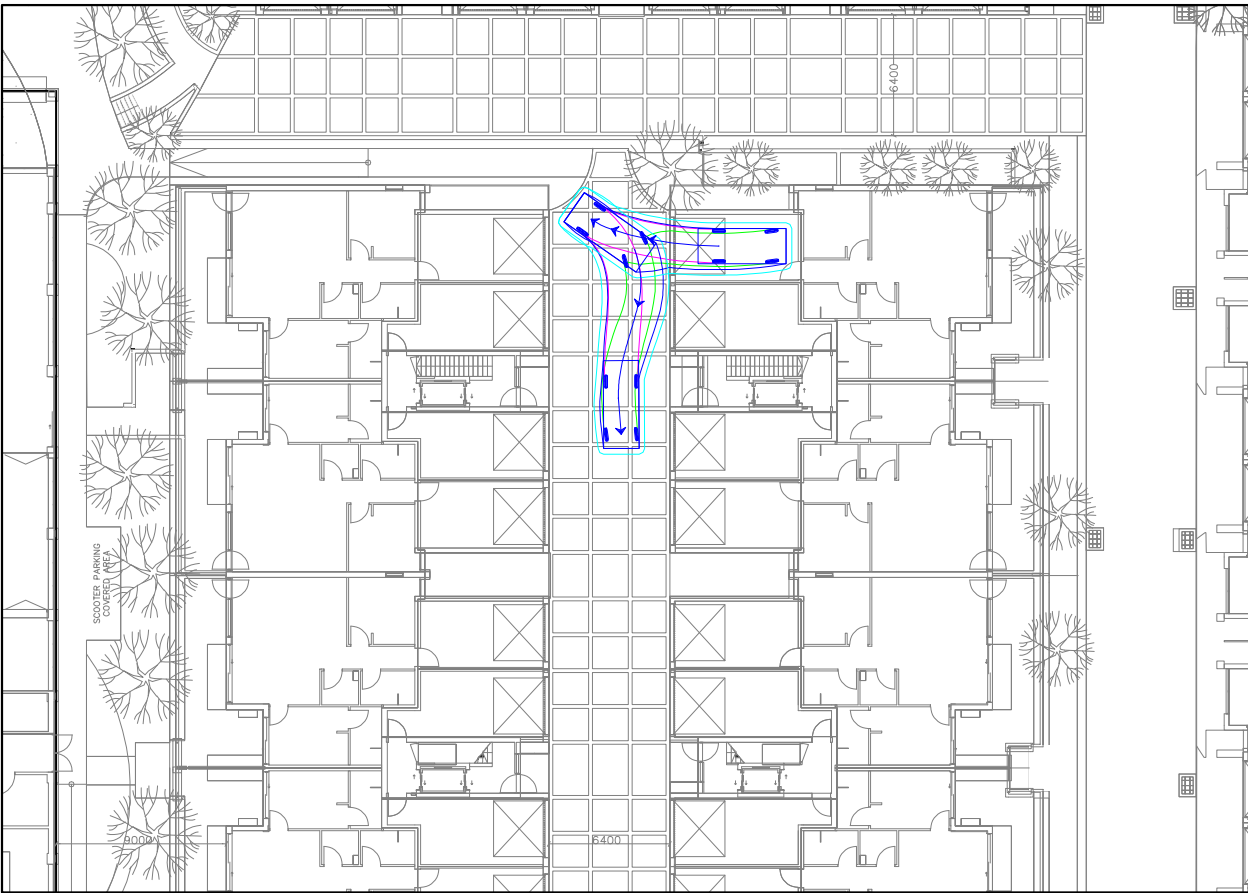
PORTE COCHERE - VILLAGE BUS EGRESS



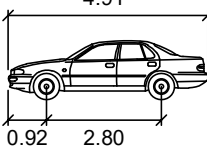
APARTMENT GARAGE - INGRESS



APARTMENT GARAGE - EGRESS



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

Width	: 1.87m
Track	: 1.77m
Kerb to Kerb Radius	: 5.8m

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

LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE

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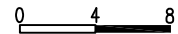
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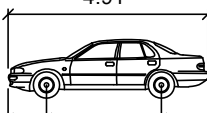
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

4.91*



0.92 2.80

85th percentile
(AS/NZS 2890.1:2004)

Width : 1.87m

Track : 1.77m

Kerb to Kerb Radius : 5.8m

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

LEGEND

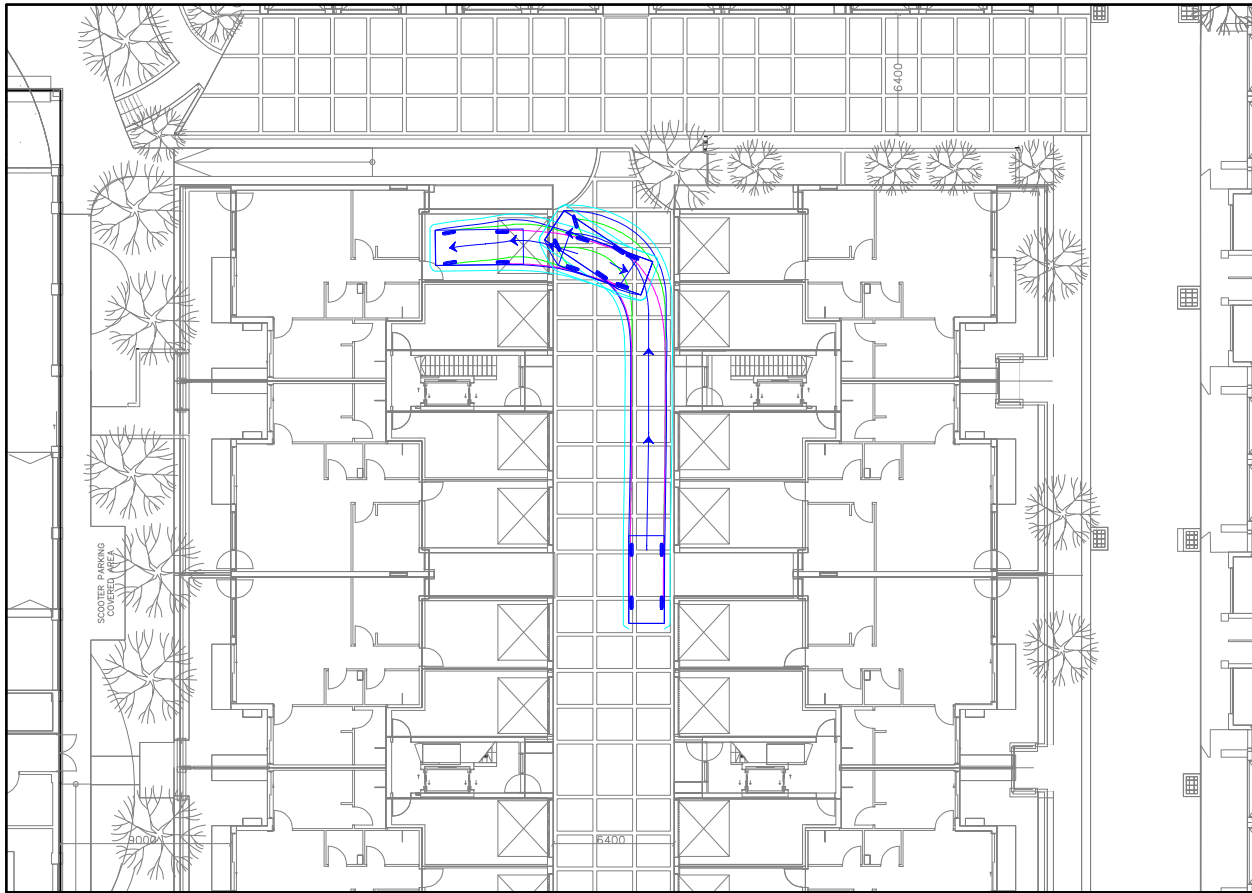
REAR WHEELS

FRONT WHEELS

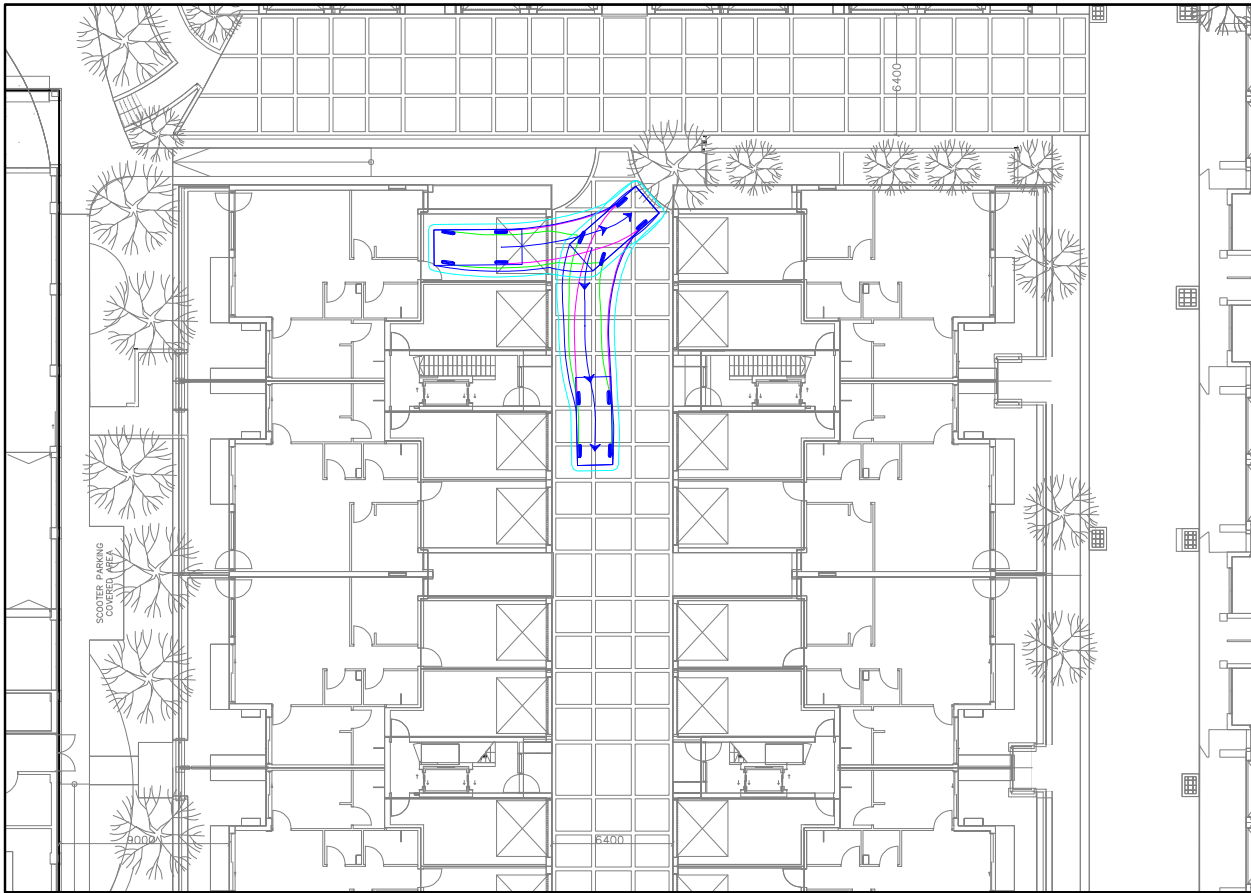
VEHICLE BODY

BODY CLEARANCE

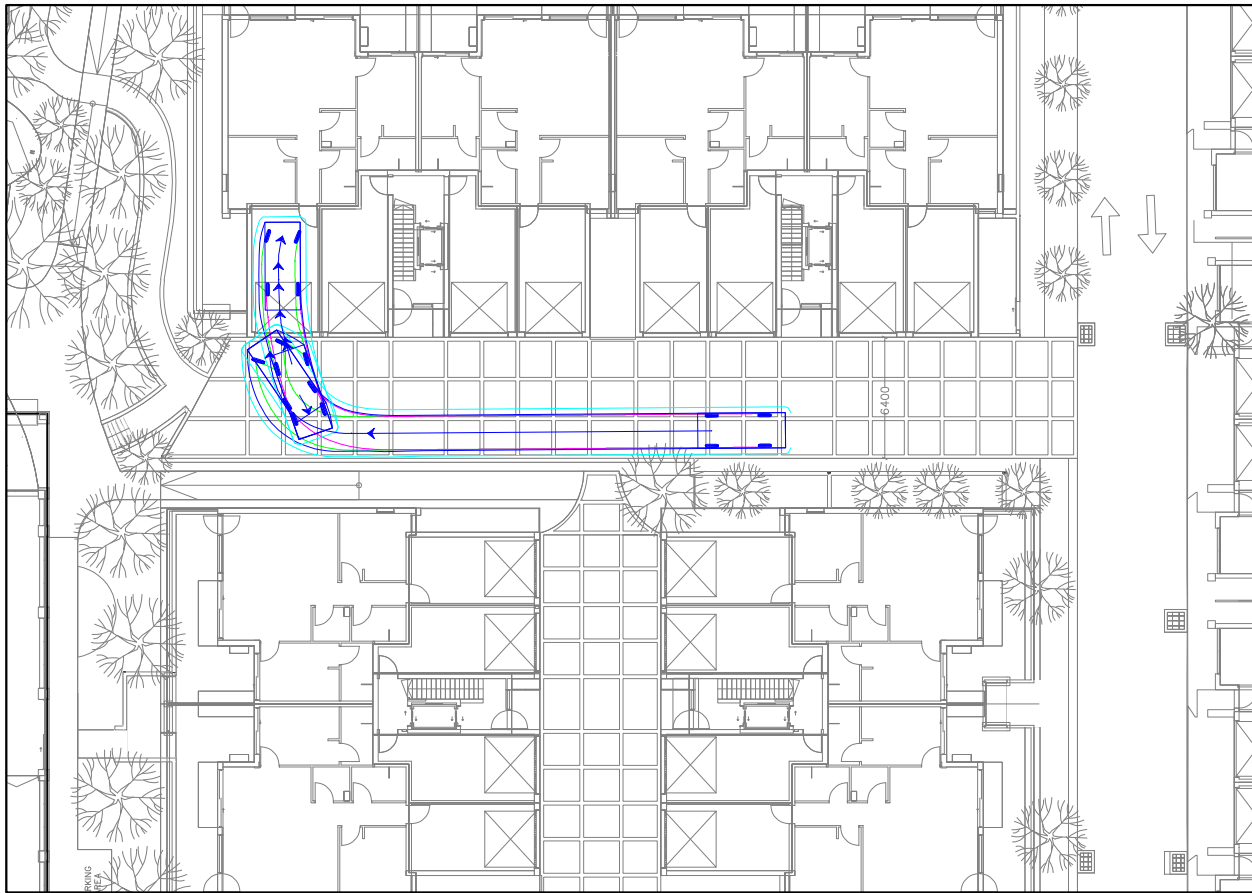
APARTMENT GARAGE - INGRESS



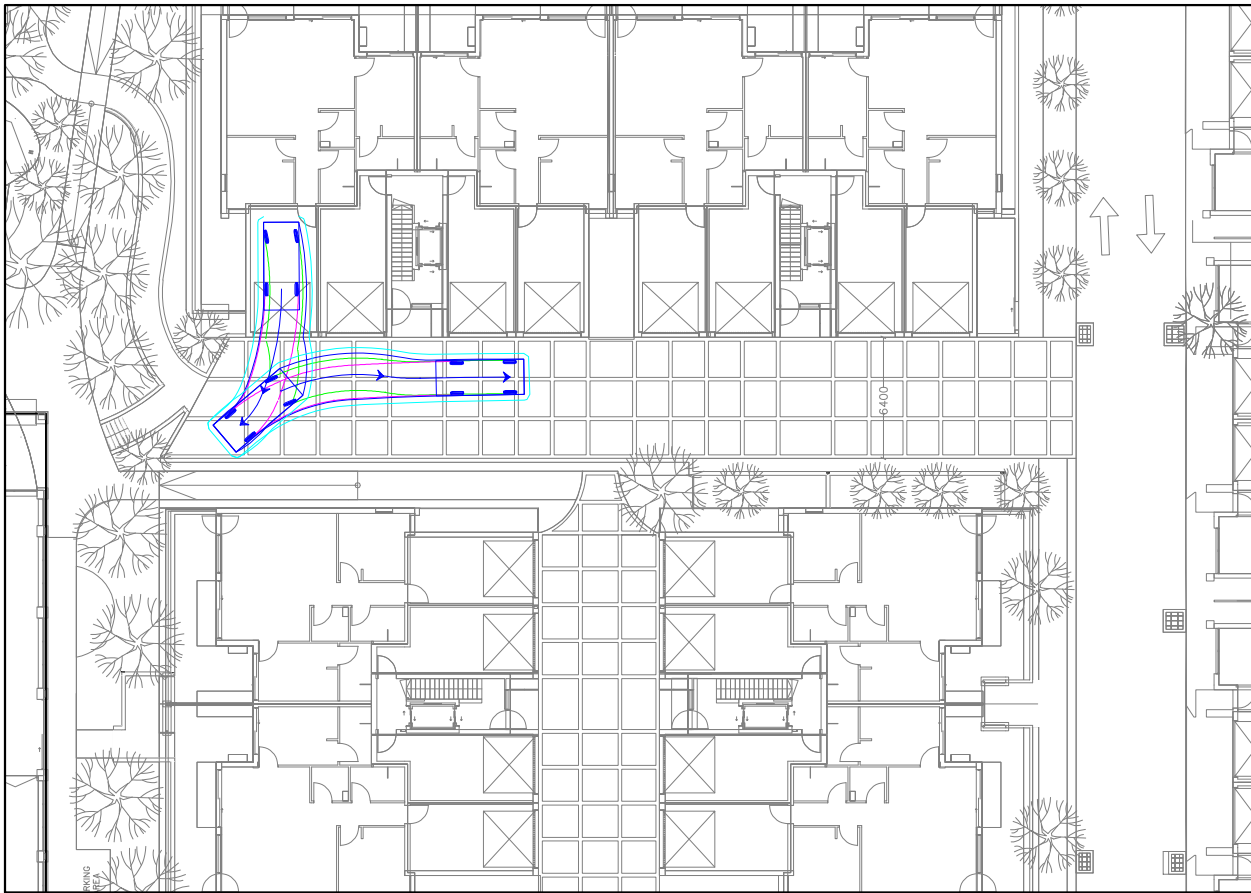
APARTMENT GARAGE - EGRESS



APARTMENT GARAGE - INGRESS



APARTMENT GARAGE - EGRESS



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