90 Willowbank Road, Gisborne

Transport Impact Assessment



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28 November 2025

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CONTENTS

1 INTRODUCTION 5
2 EXISTING CONDITIONS 6
2.1 Site Location 6
2.2 Planning Zones and Overlays 8
2.3 Road Network 9
2.3.1 Willowbank Road 9
2.3.2 Lidderdale Drive 10
2.4 Sustainable Transport 11
2.5 Gisborne Futures Structure Plan 12
2.5.1 General 12
2.5.2 Road Network, Public Transport, Active Transport 13
2.6 Gisborne Movement Network Study 16
2.7 Gisborne Development Contributions Plan (DCP) 19
3 PREAPPLICATION MEETING 20
4 DEVELOPMENT PROPOSAL 21
5 COMMON PROPERTY DRIVEWAY DESIGN 22
6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT 23
6.1 General 23
6.2 Macedon Ranges Planning Scheme – Clause 56 23
6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives 23
6.2.2 Clause 56.06-3, Public Transport Network Objectives 24
6.2.3 Clause 56.06-4, Neighbourhood Street Network Objective 24
6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives 25
6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives 26
6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective 26
6.2.7 Clause 56.06-8, Lot Access Objective 28
6.3 Infrastructure Design Manual 29
7 TRAFFIC 30
8 CONCLUSIONS 30

TABLES

Table 1 Design of Roads and Neighbourhood Streets – Table C1 27
Table 2 IDM Road Cross-Sectional Requirements – Urban Roads 29

FIGURES

Figure 1 Approved Development Plan 5
Figure 2 Site Location 6
Figure 3 Site Context (19 August 2025) 7
Figure 4 Planning Scheme Zones 8
Figure 5 Willowbank Road, looking west (left) and east (right) 9
Figure 6 Lidderdale Drive, looking west (left) and east toward the site (right) 10
Figure 7 Gisborne Bus Network 11
Figure 8 Gisborne Framework Plan 12
Figure 9 Road Network 13
Figure 10 Public Transport Network 14
Figure 11 Active Trasport Network 15
Figure 12 Recommended Road Infrastructure Upgrades 16
Figure 13 Recommended Future Road Hierarchy 17
Figure 14 Proposed Pedestrian and Cycling Network 18
Figure 15 Gisborne DCP 19
Figure 16 Adjacent Site Plan 20
Figure 17 Site Layout 21

APPENDICES

APPENDIX A CONCEPT LAYOUT PLAN
APPENDIX B SWEPT PATH DIAGRAMS

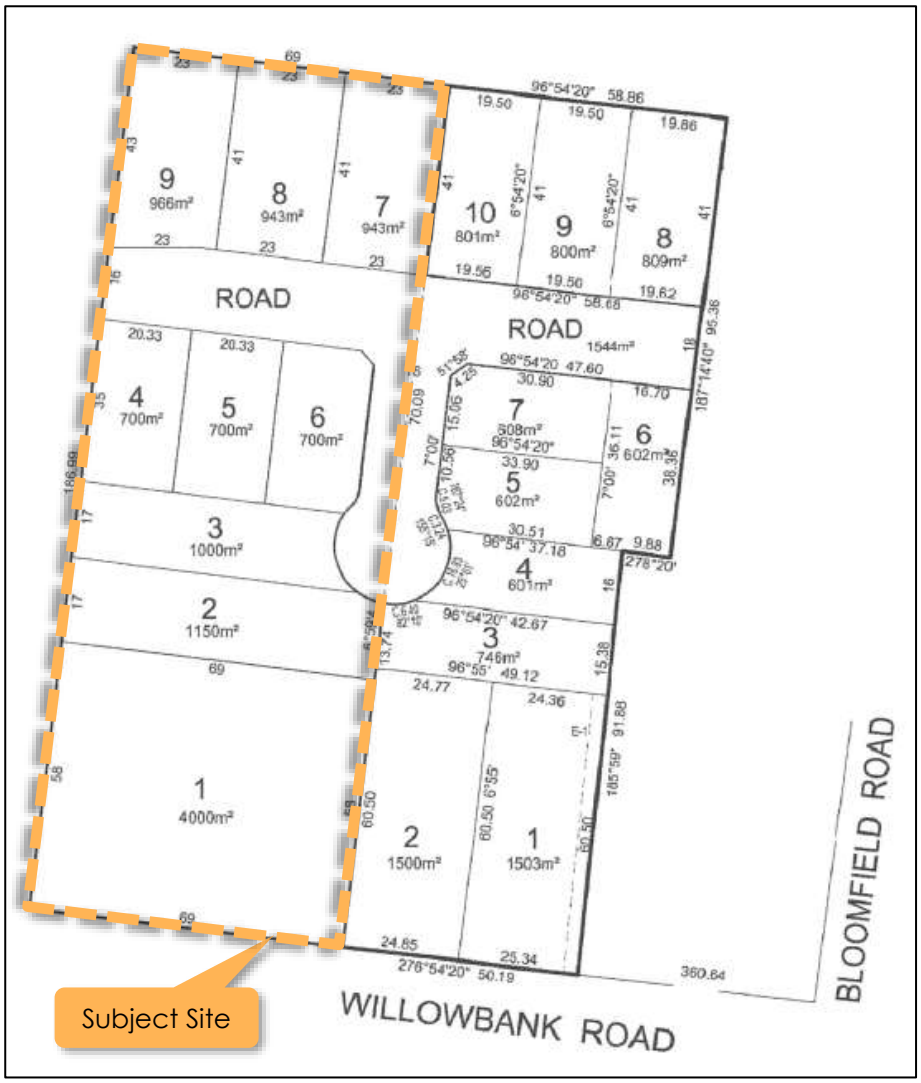
1 INTRODUCTION

onemile**grid** has been requested by Harwood Group to undertake a Transport Impact Assessment of the proposed changes to the approved development plan which applies to the subject site addressed 90 Willowbank Road, Gisborne.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, and relevant background information has been reviewed.

An existing development plan applies to the site (DP/2011/7/G) dated 21 December 2015. The plan encompasses the subject site, and the site immediately to the east, as shown in Figure 1. It is shown the subject site was approved with 9 lots, and half the land required for a court bowl to be shared with the site to the east.

Figure 1 Approved Development Plan



2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 90 Willowbank Road, Gisborne, and is located on the north side of Willowbank Road, with Lidderdale Drive terminating at the site boundary to the east and west, as shown in Figure 2.

Figure 2 Site Location



Source: OpenStreetMap

The subject site is currently occupied by a single residential lot, with a dwelling Willowbank Road provided with vehicle access via Willowbank Road at the south-west of the site.

Land use in the immediate vicinity of the site is residential in nature, and includes subdivisions which have been recently constructed, or under construction to the north-east and north-west

An aerial view of the subject site is provided in Figure 3.

Figure 3 Site Context (19 August 2025)



Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 4 that the site is located within a General Residential Zone (GRZ1). The site is also subject to a Development Plan Overlay (DDO4), and a Development Contributions Plan Overlay (DCPO2).

Figure 4 Planning Scheme Zones



2.3 Road Network

2.3.1 Willowbank Road

Willowbank Road is a local road generally aligned east-west, running from Melton Road in the west, and transitioning into Sheedy Road at a sharp bend in the road to the east adjacent the Calder Freeway.

Willowbank Road provides a typical carriageway of approximately 9.3 m. Along the frontage of the site, Willowbank Road has an unsealed shoulder to the north, and is provided with kerb and channel to the south. Immediately east and west of the site, the kerb has been constructed on both sides of the road, though more generally the upgrades are being undertaken as properties along the road are redeveloped. A shared path is generally provided along the north side of Willowbank Road in the vicinity of the site. Parking on Willowbank Road is unrestricted.

A signed 60 km/h speed limit applies to Willowbank Road in the vicinity of the site.

The cross-section of Willowbank Road at the frontage of the site is shown in Figure 5.

Figure 5 Willowbank Road, looking west (left) and east (right)



Image date: November 2025

2.3.2 Lidderdale Drive

Lidderdale Drive is a local road which runs in an L-shape from Willowbank Road in the south-east, and transitions into Thorneycroft Entrance in the north-west, with a segment yet to be constructed which is occupied by the site.

Where it terminates at the site boundaries to the east and west, Lidderdale Drive provides a carriageway of approximately 7.3 m, accommodating two-way traffic flow, or one-way traffic flow the vehicles parked on both sides of the road. Parking on Lidderdale Drive is unrestricted.

The default 50 km/h speed limit applies to Lidderdale Drive in the vicinity of the site.

The cross-section of Lidderdale Drive at the frontage of the site is shown in Figure 6.

Figure 6 Lidderdale Drive, looking west (left) and east toward the site (right)



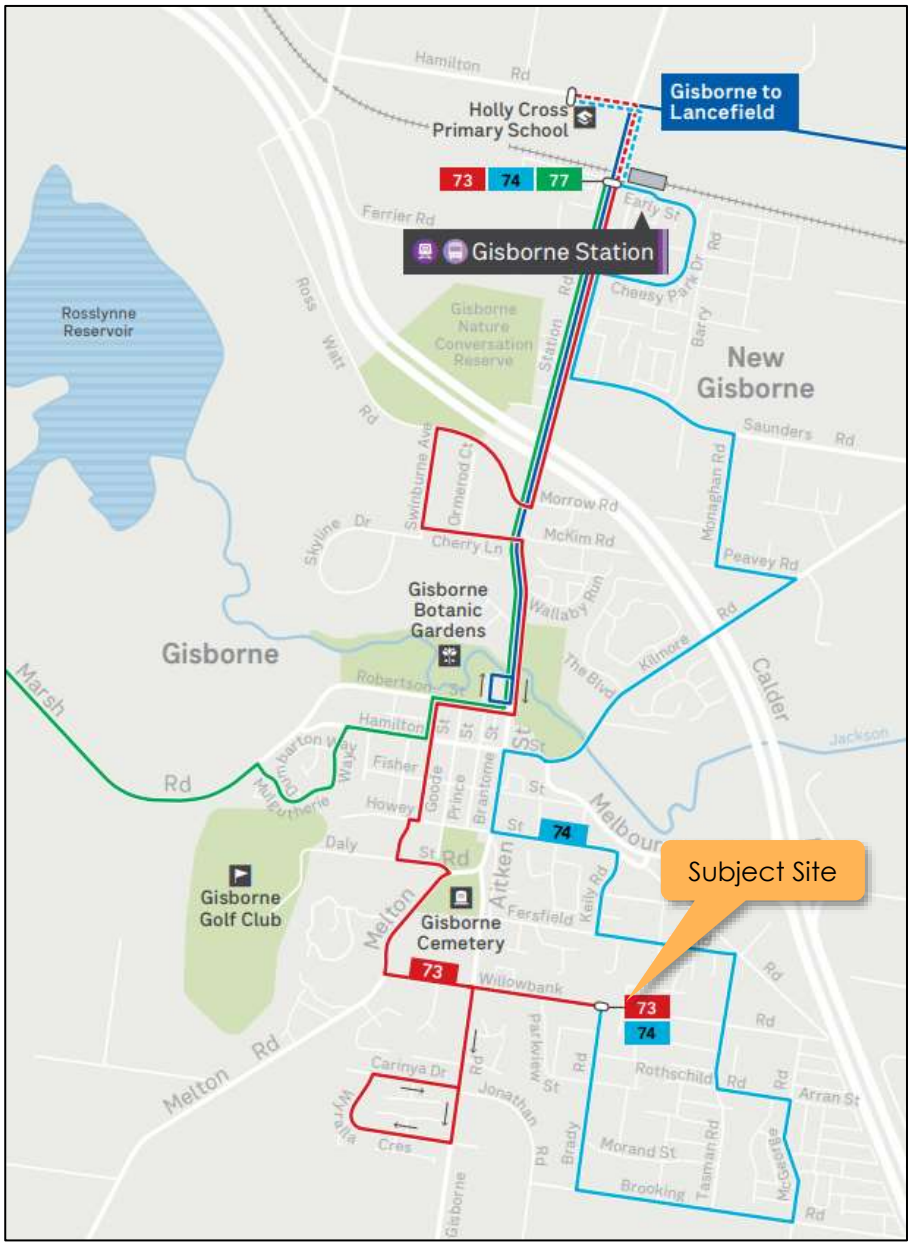
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2.4 Sustainable Transport

Public transport in the immediate vicinity of the subject site is limited to bus services. The Route 73 and 74 bus services run between the intersection of Brady Road and Willowbank Road approximately 200 m west of the site to Gisborne Station. Gisborne Train Station is located in 'New Gisborne', approximately 6km north of the subject site, and provides access to the Melbourne CBD, as well as other regional areas by train.

The Gisborne bus network map has been provided in Figure 7.

Figure 7 Gisborne Bus Network



2.5 Gisborne Futures Structure Plan

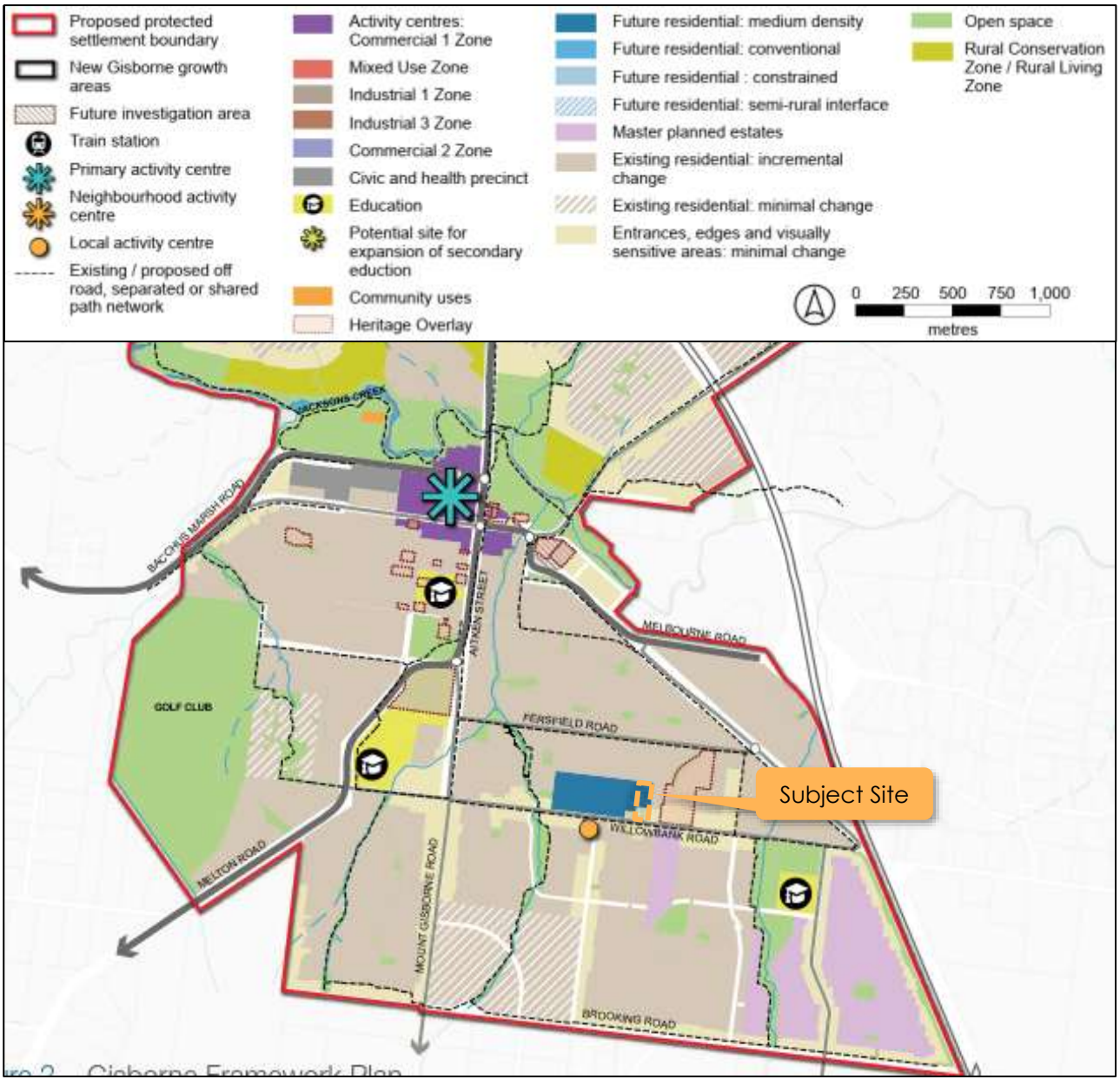
2.5.1 General

The Gisborne Futures Structure Plan has been prepared by Macedon Ranges Council in consultation with other companies and authorities. The Structure Plan describes, amongst other things, how the land is to be developed and how and where services to cater for the development will be planned and located.

The site is located within the south-east portion of the Structure Plan area, for which an extract of the Gisborne Framework Plan is shown in Figure 8.

The site is nominated in the Structure Plan largely as medium density residential land, with an area for minimal change identified for the portion fronting Willowbank Road.

Figure 8 Gisborne Framework Plan



2.5.2 Road Network, Public Transport, Active Transport

Extracts of the Structure Plan are shown below, indicating the road network, public transport, active transport network proposed in the vicinity of the site.

The below plans show Willowbank Road is identified for future road upgrades, with an existing shared path along Willowbank Road. Based on supporting documentation, it is to be upgraded to a collector road by developers as development occurs.

Figure 9 Road Network



Figure 10 Public Transport Network

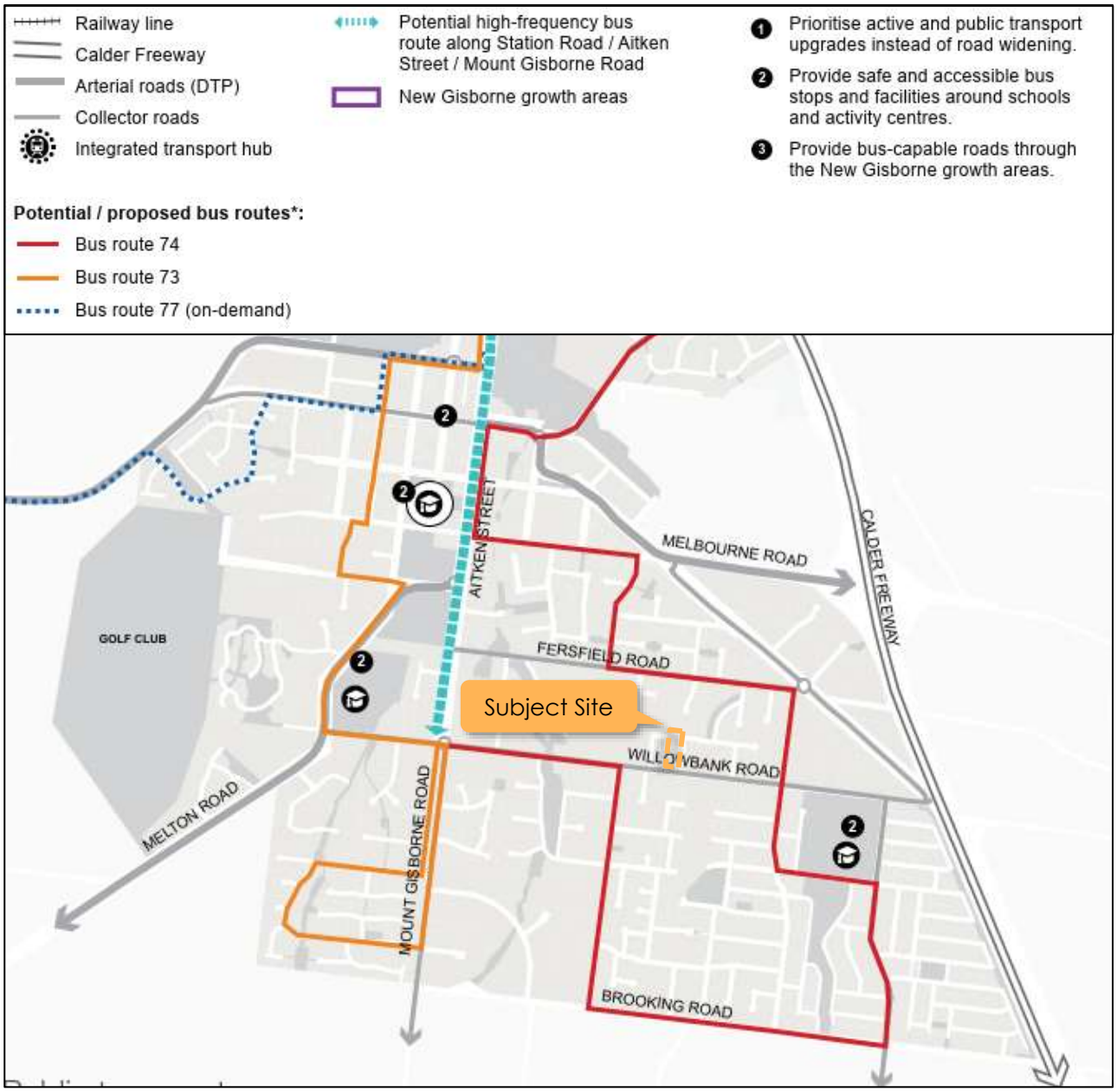


Figure 11 Active Trasport Network



2.6 Gisborne Movement Network Study

In 2016 a traffic study was prepared for Macedon Ranges Shire Council for the township of Gisborne. Extracts of the network study are shown below, indicating the road network, walking and cycling network proposed in the vicinity of the site.

The recommended future road hierarchy above identifies Willowbank Road in the vicinity of the site as a 'Council Collector Road'.

The pedestrian and cycling network plan identifies the southern side of Willowbank Road as an existing 'Primary Pedestrian Route', whilst the northern side is shown to be a 'Primary Cycling Route (preferred)'.

Figure 12 Recommended Road Infrastructure Upgrades

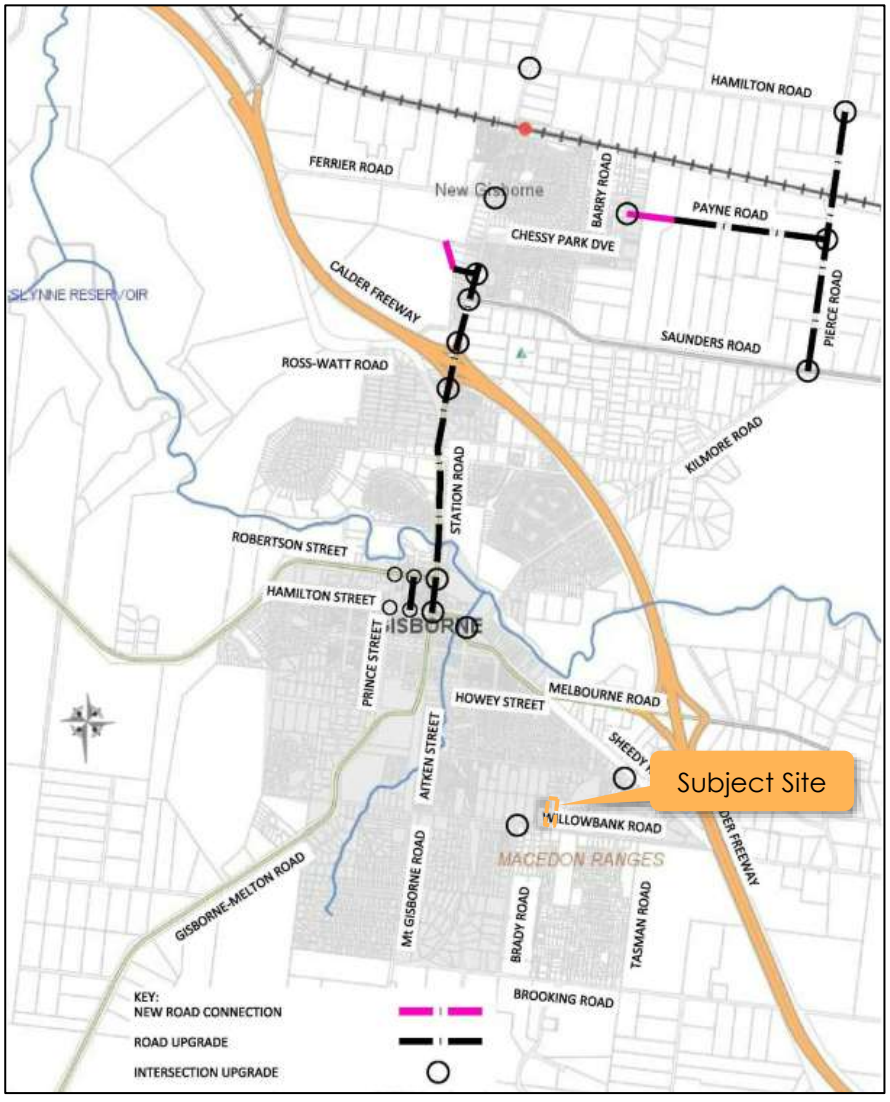


Figure 13 Recommended Future Road Hierarchy

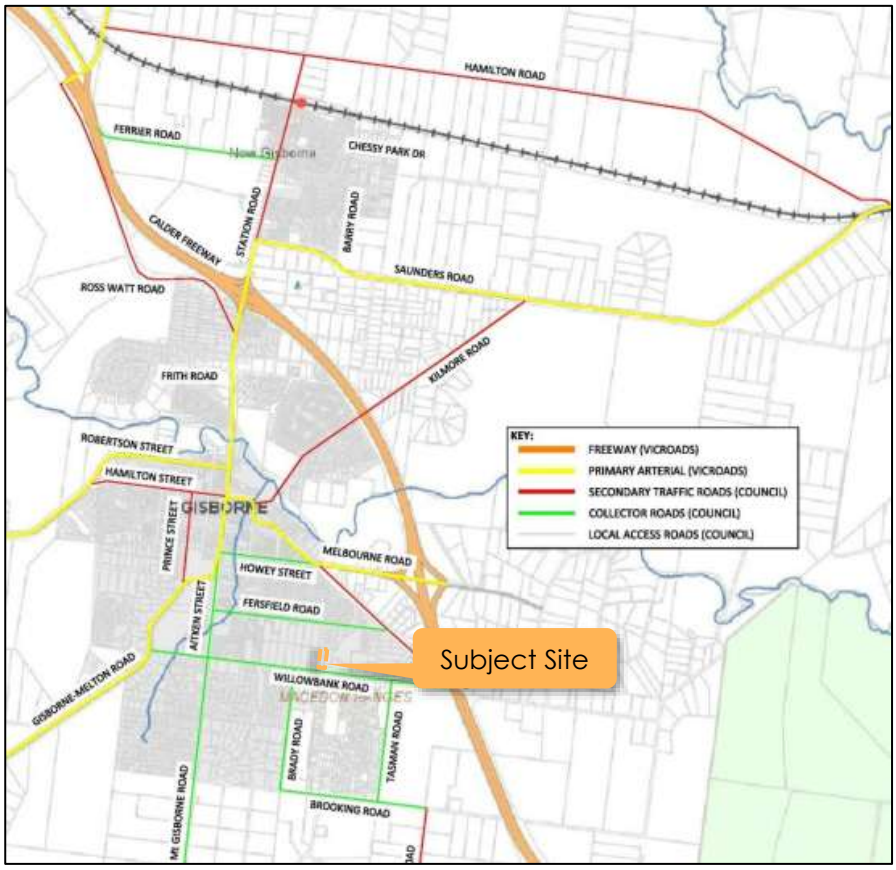
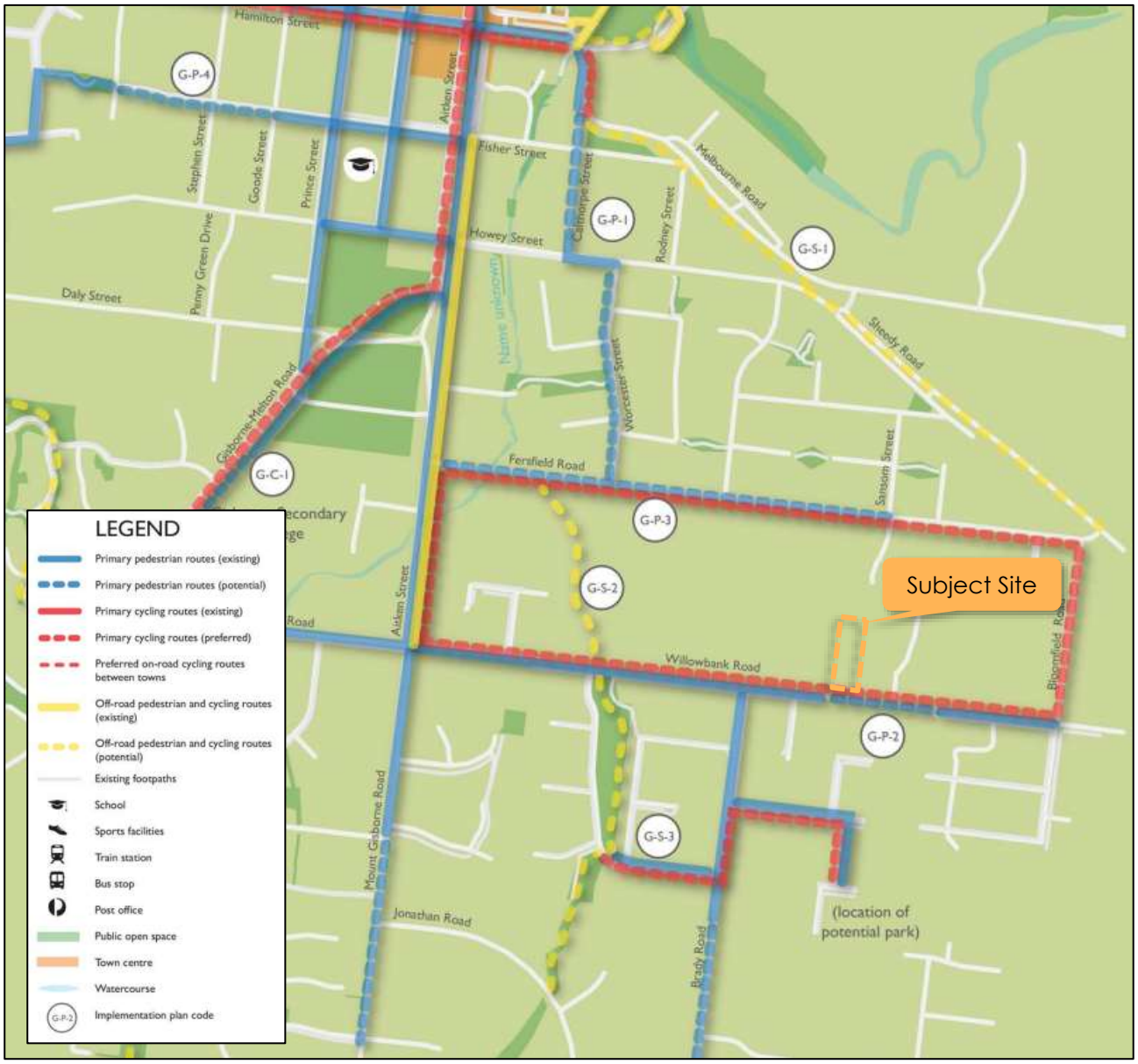


Figure 14 Proposed Pedestrian and Cycling Network

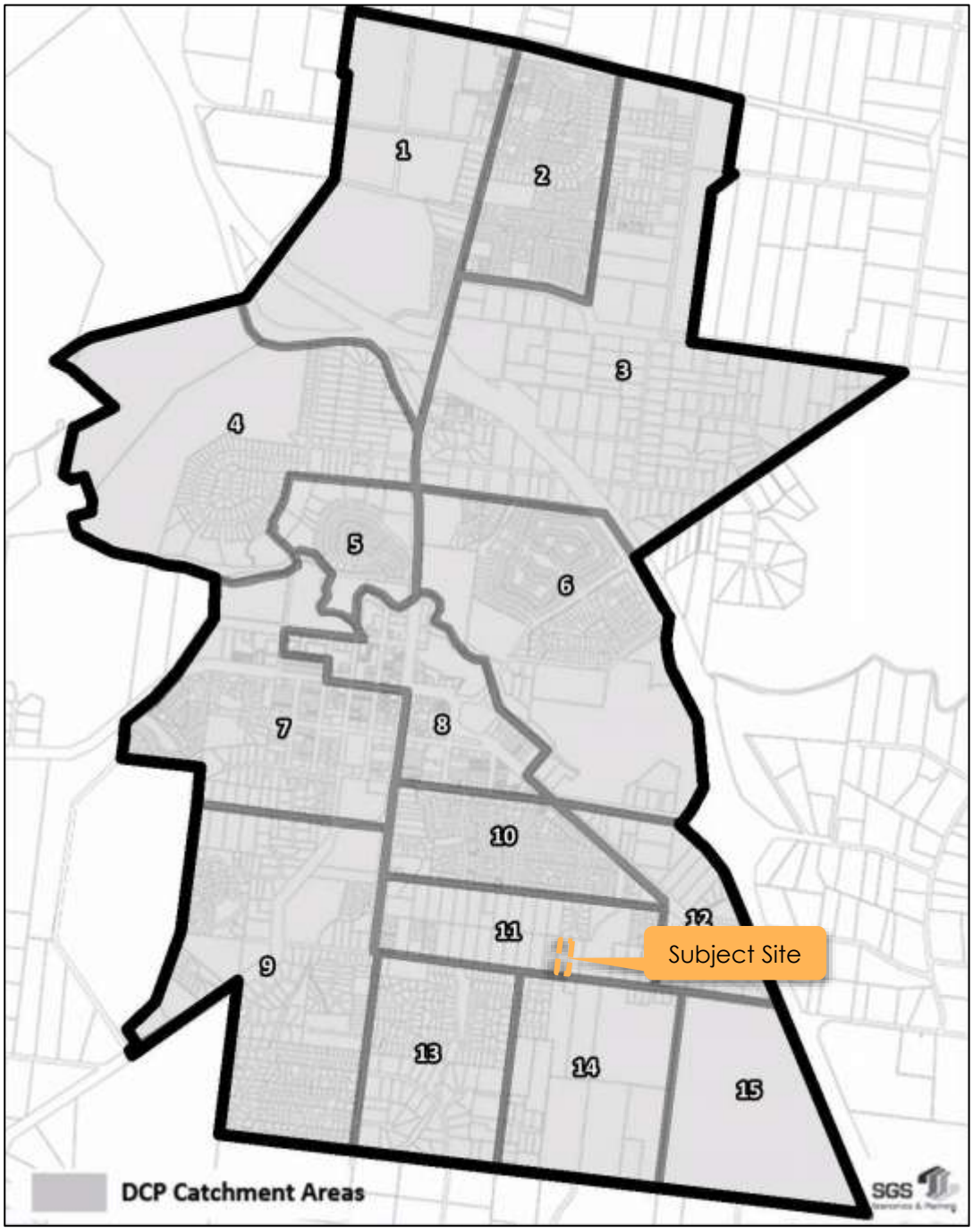


2.7 Gisborne Development Contributions Plan (DCP)

The subject site is located within the Gisborne Development Contributions Plan which has been prepared by the MPA in partnership with the Macedon Ranges Shire. The DCP has been prepared to outline the projects, framework and financial contribution required to deliver the infrastructure projects necessary for future residents. It includes the land and cost to fund road network upgrades, intersection construction and community facilities. The subject site is located within Area 11.

An extract of the Gisborne DCP is provided in Figure 15.

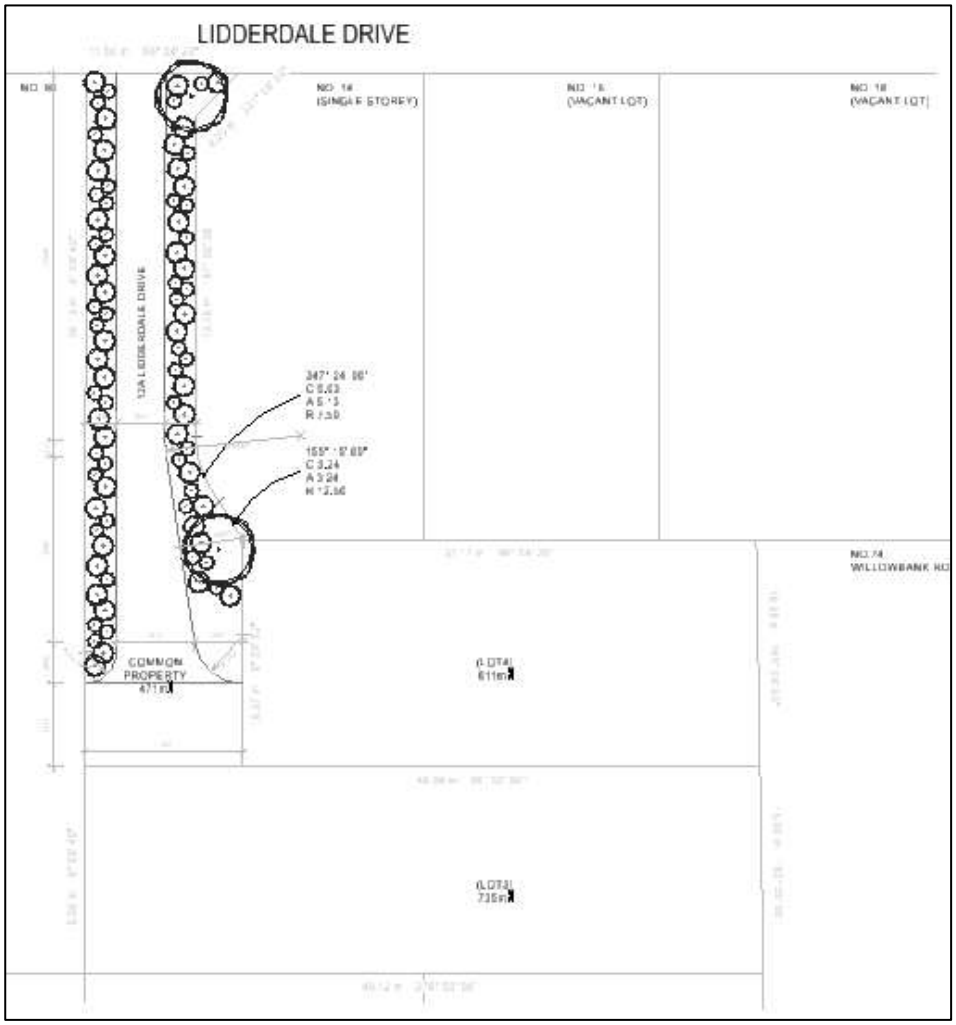
Figure 15 Gisborne DCP



3 PREAPPLICATION MEETING

In a preapplication meeting with Council, the project team was advised that the adjacent site to the east has amended their design, with the updated plan provided in Figure 16. As shown, the adjacent site now provides a common property battle axe driveway for two lots, which provides a total width of 8 m, including a 3.5 m carriageway. It is understood Council has approved this design.

Figure 16 Adjacent Site Plan



Council provided the following comments:

"Vehicle access

The approved two lot subdivision of the lot to the east of the subject site at 12A Lidderdale Road (PLN/2025/54) approved a common property battle axe driveway in place of a shared cul-de-sac with 90 Willowbank Road.

This allows for independent common property road access to the subject site from the east of Lidderdale Road instead of development of a shared cul de sac between the two sites. The common property access would be required to be adequate width for a carriageway of 3.5m wide with 0.5m clear on each side as per Country Fire Authority requirements. Further space will be required for appropriate landscaping and space for services in the common property and for emergency vehicle turn-about area. The application would also be referred to Council engineering team."

4 DEVELOPMENT PROPOSAL

It is proposed to amend the existing development plan to provide 13 lots within the subject site, reflecting an increase of 4 lots, with a common property battle axe driveway proposed to provide access to two lots, as shown in Figure 17.

The section of Lidderdale Road within the site will be constructed consistent with the existing carriageway to the east and west, providing an 18 m road reserve, including a 7.3 m carriageway and 5.35 m verges with 1.5 m wide footpaths on both sides of the carriageway. The proposed roadway width allows for two-way access, or one-way access with vehicles parked on both sides of the street.

Consistent with the plan for the site to the east, the common property driveway is proposed to be 8 m wide, including a 3.5 m carriageway, accessed via a crossover at the east of the site, on the south side of Lidderdale Road.

The remaining lots are proposed to be accessed directly via Lidderdale Road or Willowbank Road, noting Willowbank Road will be upgraded with a footpath and kerb and channel along the site frontage.

Figure 17 Site Layout



A concept plan for the proposed layout is provided in Appendix A.

5 COMMON PROPERTY DRIVEWAY DESIGN

The common property access has been assessed in relation to the relevant requirements of Design Standard 1 – Accessways of Clause 52.06 of the Planning Scheme below.

- The proposed common property driveway is provided with a minimum width of 3.5 m, which is in excess of the minimum 3 m required by the Planning Scheme;
- Appropriate splays have been provided to Lidderdale Drive; and
- Swept paths have been prepared, and are provided within Appendix B demonstrating entry and exit via Lidderdale Drive, and turning at the end of the driveway, effectively demonstrating turning on egress from each lot, with 99.8th percentile passenger vehicle (B99) with appropriate clearances and no corrective manoeuvres required.

Additionally, swept paths have been prepared demonstrating a CFA vehicle entering the driveway in a forward direction, and reversing out, with appropriate clearances and no corrective manoeuvres required. This is considered acceptable for an accessway less than 60 m long under the CFA *Vehicle Access and Waster Supply Requirements in Residential Developments* document.

Moreover, the driveway is proposed generally in line with the design of the adjacent site to the east, which it is understood has been approved by Council.

6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

6.1 General

The design of the proposed subdivision has been assessed, in relation to Clause 56 of the Macedon Ranges Planning Scheme (Residential Subdivision), and the Infrastructure Design Manual.

6.2 Macedon Ranges Planning Scheme – Clause 56

Clause 56.06 identifies Access and Mobility Management requirements for residential subdivisions such as that proposed at the site. The following Clauses are applicable.

6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives

Standard C15

The walking and cycling network should be designed to:

- *Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.*
- *Link to any existing pedestrian and cycling networks.*
- *Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.*
- *Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.*
- *Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.*
- *Ensure safe street and road crossings including the provision of traffic controls where required.*
- *Provide an appropriate level of priority for pedestrians and cyclists.*
- *Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.*
- *Be accessible to people with disabilities.*

The proposal includes footpaths on both sides of Lidderdale Drive, and the Willowbank Road frontage.

Internal roads are expected to have minimal traffic volumes and low speeds, and are considered suitable for cyclists.

All roads and paths are provided with natural surveillance.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-2.

6.2.2 Clause 56.06-3, Public Transport Network Objectives

Standard C16

The public transport network should be designed to:

- *Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.*
- *Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.*
- *Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.*
- *Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:*
  - *Safe and direct movement between activity centres without complicated turning manoeuvres.*
  - *Direct travel between neighbourhoods and neighbourhood activity centres.*
  - *A short and safe walk to a public transport stop from most dwellings.*

Nearby roads including Willowbank Road and Brady Road accommodate bus routes, ensuring that the entire development is situated within close proximity to public transport.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-3.

6.2.3 Clause 56.06-4, Neighbourhood Street Network Objective

Standard C17

The neighbourhood street network must:

- *Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes.*
- *Provide clear physical distinctions between arterial roads and neighbourhood street types.*
- *Comply with the Roads Corporation's arterial road access management policies.*
- *Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.*
- *Provide safe and efficient access to activity centres for commercial and freight vehicles.*
- *Provide safe and efficient access to all lots for service and emergency vehicles.*
- *Provide safe movement for all vehicles.*
- *Incorporate any necessary traffic control measures and traffic management infrastructure.*

The neighbourhood street network should be designed to:

- *Implement any relevant transport strategy, plan or policy for the area set out in this scheme.*
- *Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.*
- *Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.*
- *Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.*
- *Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.*
- *Provide an appropriate level of local traffic dispersal.*
- *Indicate the appropriate street type.*
- *Provide a speed environment that is appropriate to the street type.*

- *Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).*
- *Encourage appropriate and safe pedestrian, cyclist and driver behaviour.*
- *Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.*
- *Minimise the provision of culs-de-sac.*
- *Provide for service and emergency vehicles to safely turn at the end of a dead-end street.*
- *Facilitate solar orientation of lots.*
- *Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.*
- *Contribute to the area's character and identity.*
- *Take account of any identified significant features.*

The proposed road network includes connectivity to Willowbank Road and Lidderdale Drive with a clear road hierarchy. Therefore, the proposed road network has been designed in consideration of the objectives of Clause 56.06-4.

6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives

Standard C18

Footpaths, shared paths, cycle paths and cycle lanes should be designed to:

- *Be part of a comprehensive design of the road or street reservation.*
- *Be continuous and connect.*
- *Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.*
- *Accommodate projected user volumes and mix.*
- *Meet the requirements of Table C1.*
- *Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.*
- *Provide appropriate signage.*
- *Be constructed to allow access to lots without damage to the footpath or shared path surfaces.*
- *Be constructed with a durable, non-skid surface.*
- *Be of a quality and durability to ensure:*
  - *Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.*
  - *Discharge of urban run-off.*
  - *Preservation of all-weather access.*
  - *Maintenance of a reasonable, comfortable riding quality.*
  - *A minimum 20 year life span.*
- *Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.*

The proposal includes footpaths on both sides of Lidderdale Drive, and the Willowbank Road frontage.

It is noted that a number of objectives are related to detailed design not covered by the current drawing set.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-5.

6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives

Standard C19

Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.

Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.

The design of public transport stops should not impede the movement of pedestrians.

Bus and tram stops should have:

- *Surveillance from streets and adjacent lots.*
- *Safe street crossing conditions for pedestrians and cyclists.*
- *Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.*
- *Continuous hard pavement from the footpath to the kerb.*
- *Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.*
- *Appropriate signage.*

The road network has not been designed to cater for a public transport route, therefore the requirements of Clause 56.06-6 do not apply.

6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective

Standard C20

The design of streets and roads should:

- *Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.*
- *Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.*
- *Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.*
- *Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.*
- *Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.*
- *Provide a safe environment for all street users applying speed control measures where appropriate.*
- *Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.*
- *Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.*
- *Ensure streets are of sufficient strength to:*
  - *Enable the carriage of vehicles.*
  - *Avoid damage by construction vehicles and equipment.*
- *Ensure street pavements are of sufficient quality and durability for the:*
  - *Safe passage of pedestrians, cyclists and vehicles.*
  - *Discharge of urban run-off.*
  - *Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.*

- *Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.*
- *Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.*
- *Provide pavement edges, kerbs, channel and crossover details designed to:*
  - *Perform the required integrated water management functions.*
  - *Delineate the edge of the carriageway for all street users.*
  - *Provide efficient and comfortable access to abutting lots at appropriate locations.*
  - *Contribute to streetscape design.*
- *Provide for the safe and efficient collection of waste and recycling materials from lots.*
- *Be accessible to people with disabilities.*
- *Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.*

A street detail plan should be prepared that shows, as appropriate:

- *The street hierarchy and typical cross-sections for all street types.*
- *Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.*
- *Water sensitive urban design features.*
- *Location and species of proposed street trees and other vegetation.*
- *Location of existing vegetation to be retained and proposed treatment to ensure its health.*
- *Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.*

Table 1 Design of Roads and Neighbourhood Streets – Table C1

Element	*Access Lane*	*Access Place*	*Access Street – Level 1*	*Access Street – Level 2*	*Connector Street – Level 1*	*Connector Street – Level 2*
Traffic Volume	300 vpd	300-1000 vpd	1000-2000 vpd	2000-3000 vpd	3000 vpd	3000-7000 vpd
Target Speed	10 km/h	15 km/h	30 km/h	40 km/h	50 km/h (40 km/h at schools, 20 km/h at crossing points)	60 km/h or 50 km/h (40 km/h at schools)
Carriageway Width	5.5 m	5.5 m	5.5 m	7 – 7.5 m	3.5 m per lane (4.0 m at intersections)	3.5 m per lane (4.0 m at intersections)
Parking Within Street	None	1 verge space per 2 lots, or one-side on carriageway	1 verge space per 2 lots	Both sides	Dedicated lane 2.3 m where required	Dedicated lane 2.3 m where required
Verge Width	Not required	7.5 m (3.5 m / 2.5 m min)	4.0 / 4.0 m	4.5 / 4.5 m	4.5 / 4.5 m	6.0 / 6.0 m
Footpath Provision	Shared Zone	1.5 m (Not required if < 5 dwellings)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)
Cycle Path Provision	None	None	Shared Zone	Shared Zone	0.7 - 1.7 m	0.7 - 1.7 m or shared path

Lidderdale Drive, and the frontage to Willowbank Road have been designed to match into the existing cross-sections to the east and west, and are therefore considered appropriate.

The site is expected to provide sufficient on-street parking for visitors between crossovers along Lidderdale Drive and Willowbank Road.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-7.

6.2.7 Clause 56.06-8, Lot Access Objective

Standard C21

Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.

Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.

The design and construction of a crossover should meet the requirements of the relevant road authority.

No lots are provided with direct access to an arterial road, a frontage of less than 7.5 m, or an area of less than 300 m^2.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-8.

6.3 Infrastructure Design Manual

The Infrastructure Design Manual (IDM) is a document prepared by numerous Victorian rural and regional Councils, providing a set of consistent requirements and standards for the design and development of infrastructure.

The manual provides cross-sectional requirements for rural and urban roads, with the relevant requirements to the subject site reproduced in Table 2.

Table 2 IDM Road Cross-Sectional Requirements – Urban Roads

Road Type	*Max. Traffic Volumes (veh/day)*	*Carriageway Width*	*Min. Reserve*	*Min. Verge Width*	*Parking*	*Pedestrian / Cycle Provision*
Access Lane	0 - 300	5.5 m	N/A	N/A	Yes (x1)	No footpath No cycles
Access Place	0 - 300	6.0 m	14.0 m	3.5 m	Yes (x1)	Footpath x2 No cycles
Access Street	0 - 2,500	7.3 m	16.0 m	3.5 m	Yes (x2)	Footpath x2 No cycles
Collector Street Level 1	2,500 - 6,000	11.6 m	24.0 m	6.0 m	Yes (x2)	Shared path x2
Collector Street Level 2	6,000 – 12,000	2 x 7.0 m + 6 m median	34.0 m	6.0 m	Yes (x2)	Footpath x2 Shared path x2
Court Bowl (Residential)	N/A	10.0 m radius	28.0 m	3.5 m	N/A	Footpath x2 No cycles
Commercial Street	N/A	22.0 m	32.3 m	5.0 m	Yes (x2)	Footpath x2
Industrial Street	N/A	12.5 m	25.0 m	6.0 m	Yes (x2)	Footpath x2 No cycles
Court Bowl (Industrial)	N/A	15.0 m radius	37.0 m	3.5 m	N/A	Footpath x2 No cycles

Lidderdale Drive, and the frontage to Willowbank Road have been designed to match into the existing cross-sections to the east and west, and are therefore considered appropriate.

7 TRAFFIC

It is generally accepted that single dwellings on a lot in outer suburban areas may generate traffic at up to 10 vehicle trips per day, whilst in areas with good public transport, and for higher density dwellings, lower traffic generation rates are often recorded.

Considering the size of the lots proposed and the proximity of the site to public transport, it is anticipated that the proposed development may generate up to 8 vehicle trips per day per lot, with 10% of trips occurring during the peak hours.

Under the proposed development plan, the subject site contemplates a total of 13 lots, which reflects an increase of 4 lots compared to the approved development plan. Therefore, the proposal is expected to generate an additional 32 daily traffic movements, including 3 during each of the peak hour periods.

The additional traffic generation is very low, and is expected to be easily absorbed into the surrounding road network.

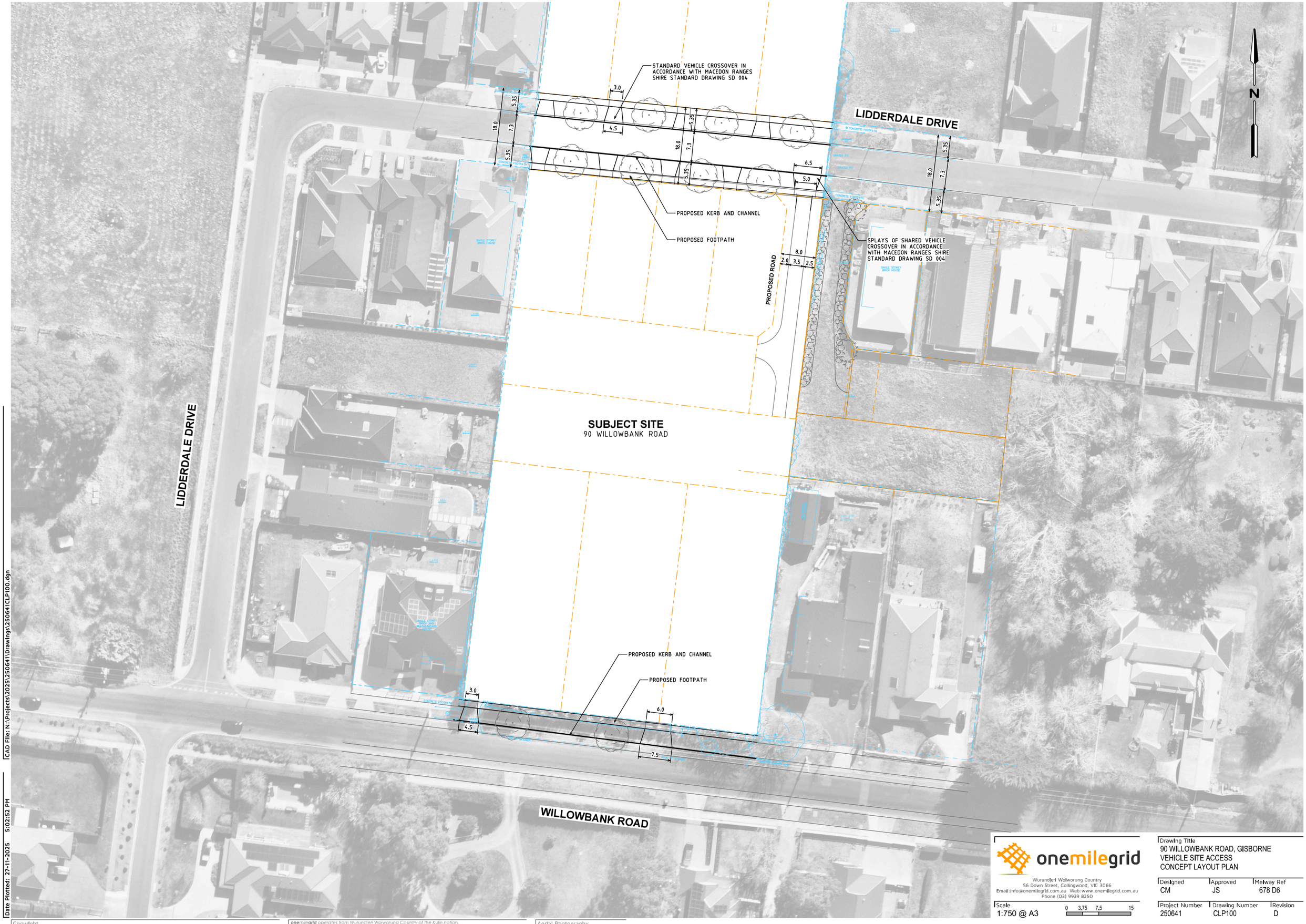
8 CONCLUSIONS

It is proposed to amend the existing development plan to provide 13 lots within the subject site, reflecting an increase of 4 lots, with a common property battle axe driveway proposed to provide access to two lots.

Considering the analysis presented above, it is concluded that:

- The proposed common property access driveway is designed generally in accordance with the requirements of Clause 52.06 of the Planning Scheme;
- The proposed subdivision design and internal road design is generally in accordance with Clause 56 of the Planning Scheme and the Infrastructure Design Manual;
- The site is expected to provide sufficient on-street parking for visitors between crossovers;
- The additional traffic generated by the proposal is expected to be easily absorbed into the surrounding road network.

Appendix A Concept Layout Plan



CAD File: N:\Projects\2025\250641\Drawings\250641CLP100.dgn

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Scale
1:750 @ A3
0 3.75 7.5 15

Drawing Title
90 WILLOWBANK ROAD, GISBORNE
VEHICLE SITE ACCESS
CONCEPT LAYOUT PLAN

Designed	Approved	Melway Ref
CM	JS	678 D6

Project Number	Drawing Number	Revision
250641	CLP100	D

Appendix B Swept Path Diagrams

LIDDERDALE DRIVE

PROPOSED ROAD

SUBJECT SITE
90 WILLOWBANK ROAD

N

SINGLE STOREY BRICK HOUSE

CONCRETE FOOTPATH

SIDE ENTRY PIT

DRAINAGE PIT

LAWN

GARDEN

LAWN AND GARDEN

B99 STANDARDS 2004 (AU_NZ)

5.20

0.95 3.05

B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Drawing Title
90 WILLOWBANK ROAD, GISBORNE
VEHICLE SITE ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	JS	678 D6

Scale
1:400 @ A3
0 2 4 8

Project Number	Drawing Number	Revision
250641	SPA100	D

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LIDDERDALE DRIVE

PROPOSED ROAD

SUBJECT SITE
90 WILLOWBANK ROAD

N

CONCRETE FOOTPATH
SIDE ENTRY PIT
DRAINAGE PIT
GRATED PIT
SINGLE STOREY BRICK HOUSE
LAWN
GARDEN
GRASS
LAWN AND GARDEN

B99 STANDARDS 2004 (40.1KP)
B99 STANDARDS 2004 (40.2KP)
B99 STANDARDS 2004 (40.3KP)

5.20
0.95 3.05

B99 meters
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

SWEPT PATH LEGEND
- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Drawing Title
90 WILLOWBANK ROAD, GISBORNE
VEHICLE SITE ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	JS	678 D6

Scale 1:400 @ A3 (0 2 4 8)

Project Number	Drawing Number	Revision
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LIDDERDALE DRIVE

PROPOSED ROAD

SUBJECT SITE
90 WILLOWBANK ROAD

VEHICLE BODY OVERHANG

CFA Tanker
onemilegrid

CONCRETE FOOTPATH

SIDE ENTRY PIT

DRAINAGE PIT

GRATED PIT

SINGLE STOREY BRICK HOUSE

LAWN

GARDEN

LAWN AND GARDEN

N

7.80
1.60
4.20

CFA TANKER meters
Width : 3.02
Track : 2.94
Lock to Lock Time : 6.0
Steering Angle : 46.1

SWEPT PATH LEGEND
— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Drawing Title
90 WILLOWBANK ROAD, GISBORNE
VEHICLE SITE ACCESS
SWEPT PATH ANALYSIS

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Scale 1:400 @ A3 (0 2 4 8)

Project Number	Drawing Number	Revision
250641	SPA102	D

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LIDDERDALE DRIVE

PROPOSED ROAD

SUBJECT SITE
90 WILLOWBANK ROAD

CONCRETE FOOTPATH
SIDE ENTRY PIT
DRAINAGE PIT
GRATED PIT
SINGLE STOREY BRICK HOUSE
LAWN
GARDEN
LAWN AND GARDEN
CFA Tanker
onemilegrid

N

7.80
1.60
4.20

CFA TANKER

	meters
Width	: 3.02
Track	: 2.94
Lock to Lock Time	: 6.0
Steering Angle	: 46.1

SWEPT PATH LEGEND
- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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VEHICLE SITE ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
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Scale
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0 2 4 8

Project Number	Drawing Number	Revision
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