Traffix Group

Transport Engineering Assessment

Proposed Mixed Use Development

309 Bellerine Street, South Geelong

Prepared for
Tony Preiato & Associates

April 2026

G37327R-03A

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A	Final	16/04/2026	K. Ewe	M. Woollard *RPE No. 9774*

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1. Introduction

Traffix Group has been engaged by Tony Preiato & Associates to undertake a Transport Engineering Assessment for the proposed mixed use development at 309 Bellerine Street, South Geelong.

2. Proposal

The proposal is for a mixed use development on the site as set out in the following table. A copy of the development plans prepared by Tony Preiato & Associates (dated January, 2026) is attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	**Size/No.**	**Car Parking**	**Notes**
Dwelling – One bedroom	1	8 car spaces	Located above Warehouse 2
Warehouse (3 premises)[1]	523.4m^2 (breakdown of area provided in Table 2 below)		1.5 spaces/100m^2
Car Parking Provision		8 car spaces	Located within the at-grade carpark
Other	**Notes**		
Vehicle Access	A total of 3 vehicle crossovers as follows: • 2 newly proposed 5.2m wide crossovers to Little Fyans Street, and • A single widened existing crossover to Bellerine Street.		
Changes to on-street parking	Loss of 2 spaces along Little Fyans Street due to the construction of the new crossovers. No changes along Bellerine Street.		
Loading Provision	A designated loading bay is provided within each respective warehouse.		
Waste Collection	Waste collection to be undertaken on-street adjacent to the site.		

Notes:
1. Total area includes 150m^2 of ancillary office area located above Warehouse 3, and excludes the area of the loading bays.

Table 2: Breakdown of Floor Areas

Shed No.	Ground Floor NFA	First Floor NFA
Shed 1 – Warehouse Use	200m^2 (excluding stairs and loading bay)	44.4m^2 (as stated on the plans)
Shed 2 – Warehouse, with ancillary office	90m^2 (excluding stairs and loading bay)	One bedroom dwelling
Shed 3 – Warehouse, with one-bedroom dwelling	90m^2 (excluding stairs and loading bay)	99m^2 (including the balcony area, but excluding services area and stairs)
Total – Warehouse Areas	380m^2	143.4m^2
	523.4m^2, plus one dwelling	

3. Existing Conditions

3.1. Subject Site

The subject site is 309 Bellerine Street, South Geelong. The table below summarises the key characteristics of the subject site.

Table 3: Subject Site Description

Characteristic	Description
Address	309 Bellerine Street, South Geelong
Area (Approx.)	836m^2
Site frontages (Approx.)	40m to Little Fyans Street along the site's southern boundary 20m to Bellerine Street along the site's western boundary
Zoning	Industrial 3 Zone – IN3Z
Current use of site	A single storey dwelling
Parking Provision	2 hard-stand car parking spaces within the driveway
Vehicle access	1 single width vehicle crossovers to Bellerine Street 1 single width vehicle crossovers to Little Fyans Street (appears informal)
On-street parking along site frontage	5 x unrestricted spaces along Little Fyans Street 1 x unrestricted spaces along Bellerine Street

An aerial photograph and land use zoning map is provided at Figure 1 and Figure 2, respectively.

Significant nearby land uses include:

- **Landy Field** located 150m south of the site.
- **South Geelong Railway Station** located 600m north of the site.
- **GMHBA Stadium** located 700m north-west of the site.
- **Kardinia Aquatic Centre** located 720m north-west of the site.

Figure 1: Aerial Photograph (Source: Nearmap)

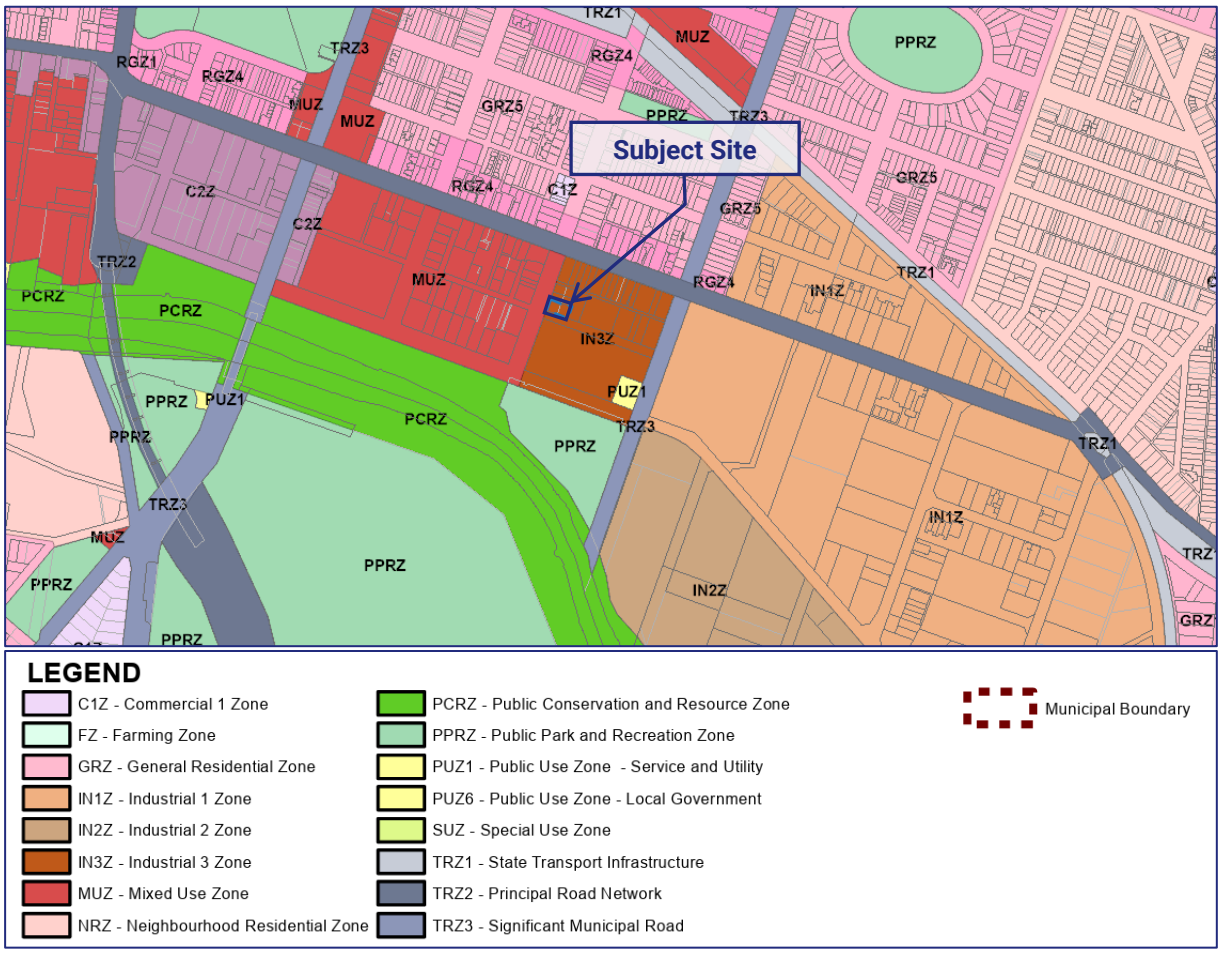


Figure 2: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

Bellerine Street is a council managed 'Category 2 - Local Access Street' and 'Category 3 – Secondary Distributor' which extends approximately 600m south from Verner Street and terminates at Barwon Terrace.

In the vicinity of the site Bellerine Street is configured with a 16.7m wide carriageway within a 30m road reservation. Within the vicinity of the subject site a footpath is provided on both sides of Bellerine Street with line marked parallel parking along the eastern side of the carriageway and 45 degree line marked parking along the western side.

Parking along Bellerine Street is a mixture of unrestricted and short to long term restrictions (1/2P – 2P).

The default urban speed limit of 50km/h applies to Bellerine Street.

Little Fyans Street is a council managed 'Category 2 - Local Access Street' which extends approximately 1km west from Princes Highway and terminates at Swanston Street. The carriageway varies in width between approximately 7m-8m wide. Within the vicinity of the subject site, the carriageway is 7.8m wide and no footpaths are provided.

Unrestricted kerbside parking is permitted on both sides of the carriageway. Very little car parking was observed along Little Fyans Street, including within our site inspection and revieing available aerial photography.

The default urban speed limit of 50km/h applies to Little Fyans Street.

Photos of the road networking are presented in the following table.

Figure 3: Bellerine Street - view north

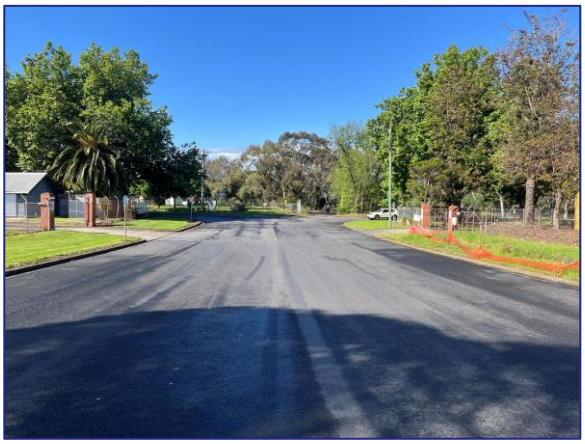


Figure 4: Bellerine Street - view south

Figure 5: Little Fyans Street - view east

Figure 6: Little Fyans Street - view west

3.3. Car Parking Conditions

Traffix Group has completed parking surveys of on-street parking in the vicinity of the subject site. The purpose of the surveys was to assess the supply, management and demand for public parking resources in the nearby area. The surveys were completed at hourly intervals between the following times:

- 10am-12pm on Tuesday 11th November 2025.

The detailed parking survey is presented at Appendix B.

The survey area is presented in the figure below, which comprises an area of approximately 200m around the subject site.

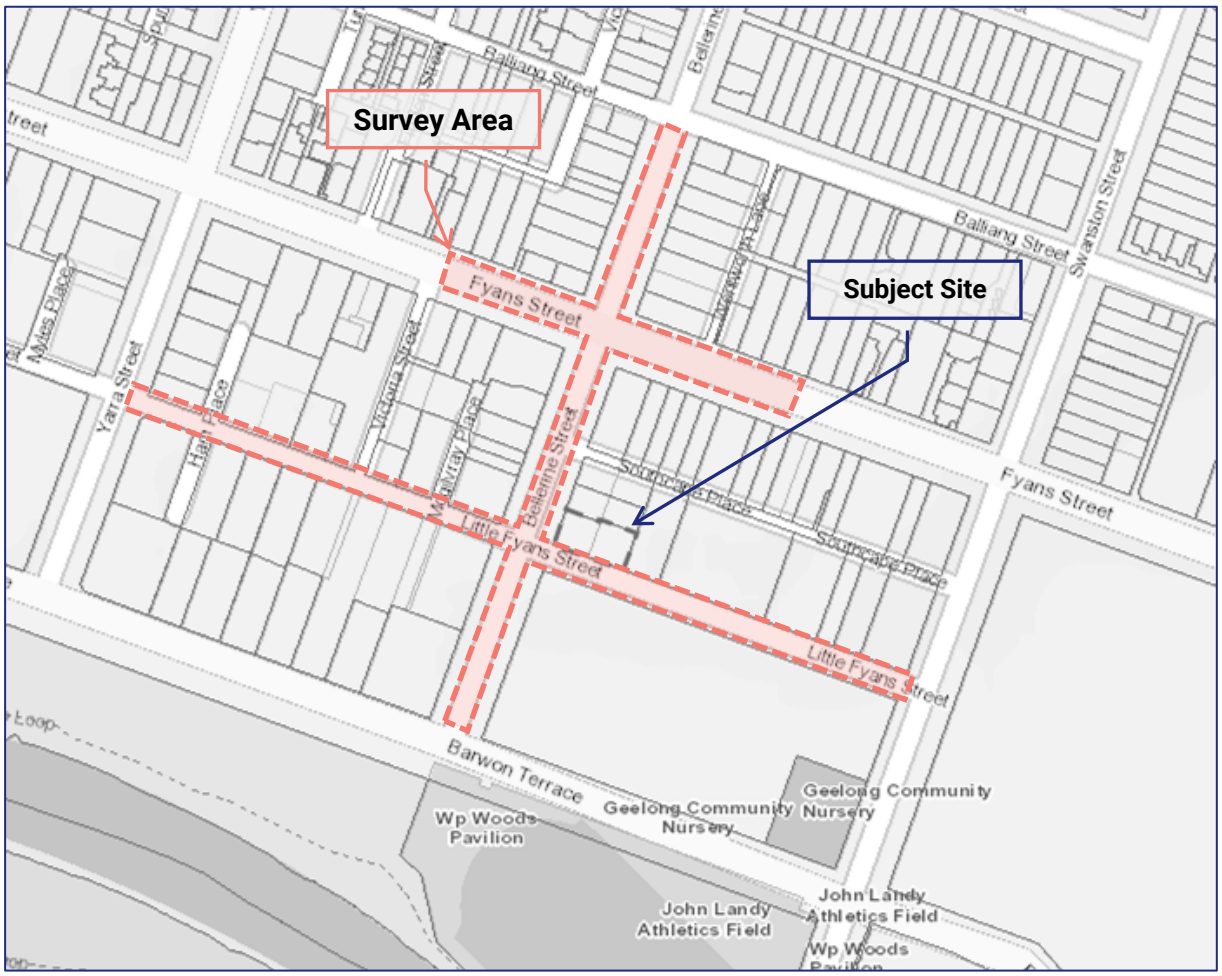


Figure 7: Parking Survey Inventory (Source: Vicplan)

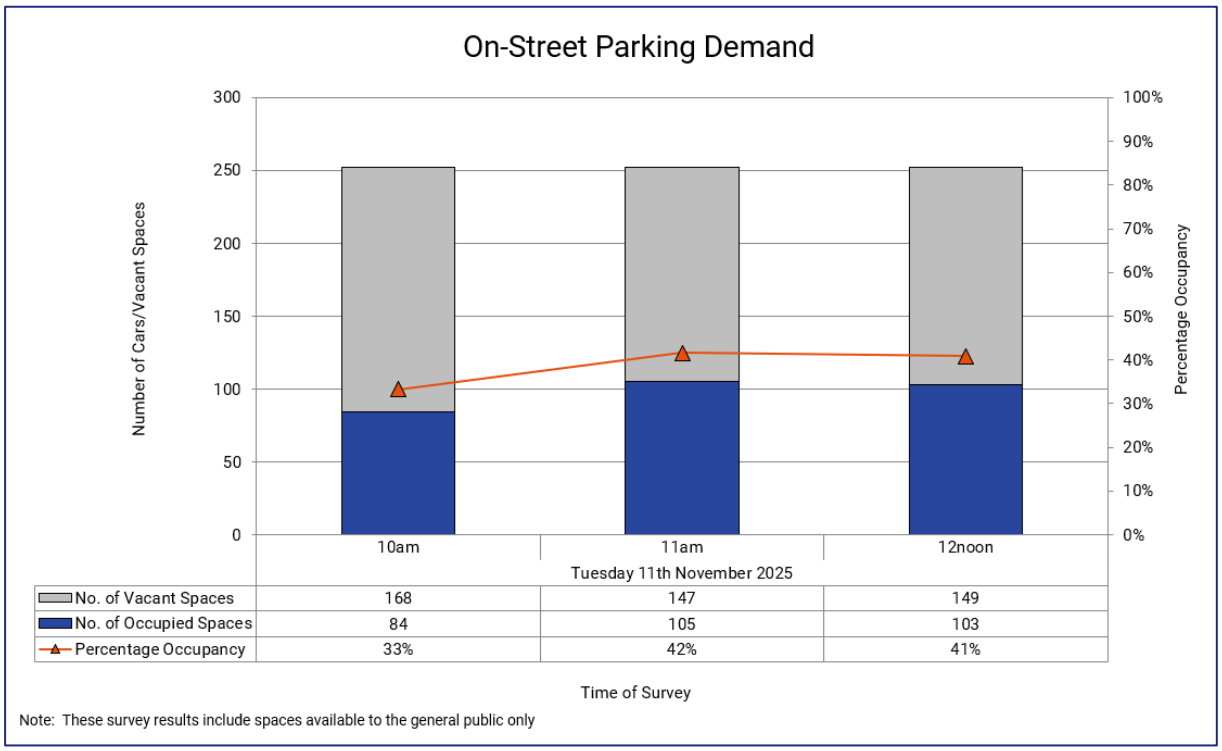


Figure 8: Profile of On-Street Parking Demand

The car parking surveys identified 252 on-street car spaces and 53 off-street car spaces available for use by the general public in the nearby area[1]. Car parking within the survey area is predominantly unrestricted with some short to medium term parking along Bellerine Street and Fyans Street.

Overall demand for on-street parking was low to moderate over the surveyed period. A minimum of 147 vacant spaces were recorded over the survey period (42% occupancy), which occurred at 11am on 11th November 2025.

Off-street car parking was in very low demand throughout the surveys, with a maximum of 7 occupied spaces out of the 53 spaces available.

Post development, 4 car spaces will be available along the site's frontages.

[1] Includes all car spaces available to the general public, excluding those subject to 'No Stopping', and 'Bus Zone' restrictions during the relevant enforcement period.

3.4. Alternative Transport

3.4.1. Public Transport

The site has access to five bus routes that operate within Geelong, which provide a connection to and from Geelong Railway Station and numerous other bus services. The site is also located within walking distance of South Geelong railway Station.

A map of the public transport services available to the site is provided at Figure 9.

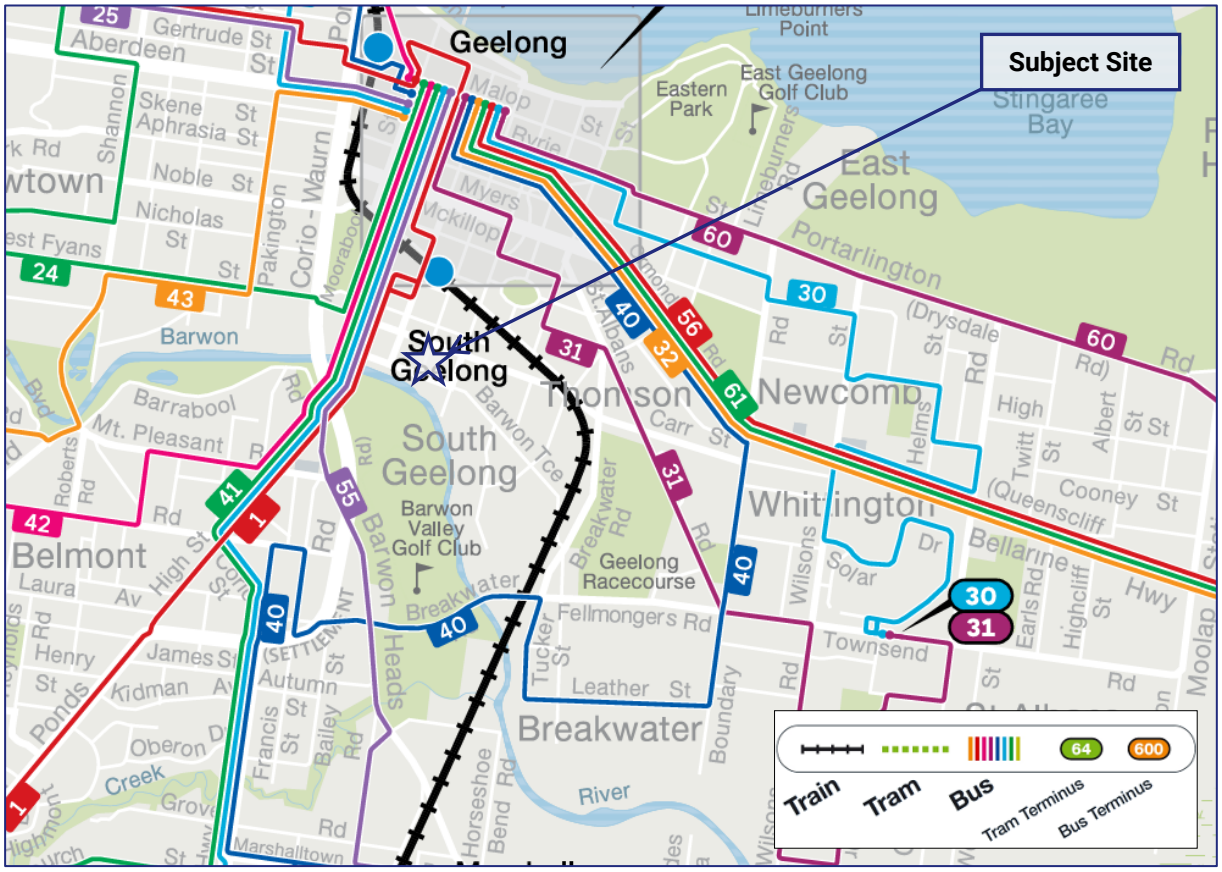


Figure 9: Public Transport Map (Source: PTV)

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use categories of 'dwelling' and 'warehouse' under Clause 73.03 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

> *Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).*

The site is located within the Category 1 area of the CPR system (PTAL rating - poor public transport access). Accordingly, the Category 1 rates set out at Table 1 of Clause 52.06-5 apply to the site.

An assessment of the car parking requirement of the development against the rates presented at the car parking table at Clause 52.06-5 of the Planning Scheme is set out in the table below.

Table 4: Statutory Car Parking Assessment – Category 1 of Clause 52.06-5

Use	Size/No.	Statutory Parking Rate (Category 1 – Minimum Requirement)	Parking Requirement[1]	Parking Provision	Shortfall / Surplus
Dwelling	1	1.2 car spaces to each dwelling	1	1	-
Warehouse[2]	523.4m^2	2 car spaces per 100m^2 of NFA	10	7	- 3
TOTAL			**11**	**8**	**- 3**

Notes:
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.
2. Includes combined net floor area of all three warehouse units and the ancillary office area.

The proposed development has a statutory parking requirement under Clause 52.06-5 of 11 car spaces, including 1 space for the dwelling and 10 spaces for the warehouse floor areas. As 8 car spaces are provided on the site, a car parking reduction for 3 car spaces is sought under Clause 52.06-7.

Disabled Parking

One disabled car space would be required under the NCC for the warehouse use of the land. While a formal disabled car space has not been identified on the site at this stage, there is sufficient space on the land to accommodate disabled parking if required. The options for accommodating disabled parking when required includes:

- Within the loading bays of each tenancy. There is sufficient space for a vehicle to access the loading bay and set a wheelchair down beside the vehicle as per the intention of the Australian Standards.
- Mark car space 5 or 7 as a disabled space. These spaces have an adjacent access aisle which can be used for the setting down of wheelchairs, or as a wider access into vehicles for other mobility impairments. While this would not satisfy the spatial requirements set out in the Australian Standards from a practical standpoint this style of disabled parking space would be suitable for a development of this size.
- One of the pairs of car spaces could be converted to a disabled space which complies with the Australian Standards, including a 2.4m wide car space and a 2.4m wide shared area. This would however remove a car space from the development and a reduction of 4 spaces would be sought, rather than 3 spaces. As set out in the following sections, we are satisfied that a reduction in car parking for 4 spaces is acceptable. The disabled space could be provided as a condition of permit, if required by the Council.

4.2. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

4.2.1. Car Parking Demand Assessment

We accept that warehouse units of this size will typically generate car parking demands at a rate which is consistent with the statutory car parking requirements. The efficiencies that can be gained with floor area use within a larger warehouse cannot be applied when the tenancy areas are in the order of 100m^2 or so, such as in this case.

We do note however that depending on the ultimate ownership structure of the dwelling and the ancillary office above the warehouse tenancies, that some efficiencies would be gained if the ancillary office and the dwelling were to remain under the same ownership, with no additional staff demand generated if this were the case. This would result in a slightly lower car parking demand and may avoid an overflow of car parking generated by the site.

In the interest of undertaking a conservative assessment, we have assumed that the car parking overflow will relate to up to 4 car spaces which will need to be accommodated on-street within the nearby car parking resources or transitioned to alternative travel modes.

4.2.2. Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The relevant car parking provision factors are as follows:

- *The Car Parking Demand Assessment.*

- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
  - *Efficiencies gained from the consolidation of shared car parking spaces.*
  - *Public car parks intended to serve the land.*
  - *On street parking in non residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

These factors are considered below.

4.2.3. Availability of Car Parking

As detailed in Section 3.3, Traffix Group has undertaken a car parking inventory in the vicinity of the site to establish a profile of parking demands in the area. At the time of site inspection, on-street parking was in low demand with a minimum of 149 vacant spaces (42% occupancy).

There is ample on-street parking available within the vicinity of the site, including 4 car spaces which will remain available along the site's frontages to Bellerine Street and Little Fyans Street.

Accordingly, the maximum car parking overflow generated by the development of the site can be accommodated within on-street car parking along the site's frontage with no broader impacts.

4.2.4. Availability of Alternative Transport Modes

As detailed in Section 3.4.1, the development site has access to a number of bus services located within close proximity to the site. These services are located within a comfortable walking distance of the site, making them a viable transport option for staff of the development.

Further, South Geelong Railway Station is also located within an appropriate walking distance from the site.

The site is also well served by bicycle infrastructure and there are destinations that are readily accessible by bicycle, with the Geelong CBD accessible via a 20min or less bike ride.

4.3. Bicycle Parking Provision

No bicycle parking is required under Clause 52.34 of the Planning Scheme for a warehouse use and the residential dwelling at this scale. Accordingly, no formal bicycle parking is proposed on-site. However, staff can informally store their bicycles within each of the individual warehouse units where space permits.

4.4. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking, where relevant,
- AS2890.2-2018 – Part 2: Off-Street Commercial Vehicle Facilities, and
- AS2890.6-2022 – Part 6: Off-Street Car Parking for People with Disabilities.

A detailed assessment of the carpark layout and vehicle access arrangements against the relevant design standards of the Planning Scheme and Australian Standards is provided at Appendix C.

The proposed carpark layout is fully compliant with these standards.

Swept path diagrams demonstrating access to all loading bays within each warehouse units are provided Appendix D.

Based on the above, we are satisfied that the design and layout of the carpark and vehicle accessways complies with the objectives of Clause 52.06 and the Australian Standards, where relevant.

4.5. Loading and Waste Collection Arrangements

4.5.1. Loading Arrangements

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Each of the warehouse tenancies include a loading bay, suitable for accommodating vehicles up to a 6.4m long Small Rigid Vehicle (SRV). This size of vehicle is suitable for this scale of development.

Based on the above, we are satisfied that the loading arrangements for the site is appropriate. Swept paths demonstrating access to each tenancy by the 6.4m long SRV are attached at Appendix D.

4.5.2. Waste Collection

A Waste Management Plan (Reference: G37327R-02B) has been prepared by our office, detailing the waste collection arrangements for the proposed development.

Waste for the development will be collected on-street along the site frontages. We are satisfied that this is appropriate form a traffic engineering perspective.

Accordingly, we are satisfied that the proposed waste collection arrangement is appropriate.

4.6. Traffic Impact Assessment

The development is expected to generate a low amount of traffic. The statutory requirement for the development is 10 spaces. Assuming that each of the car spaces generate 1 vehicle movement in each peak hour, associated with either accessing the site or leaving the site, the site will generate a maximum of 10 vehicle movements in a peak hour.

This represents in the order of 1 vehicle movement every 6 minutes. This level of traffic is relatively low and will not have a detrimental impact to the safety or operation of Bellerine Street, Little Fyans Street, or the surrounding road network.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 309 Bellerine Street, South Geelong, we are of the opinion that:

a) the proposed development has a statutory car parking requirement of 11 car spaces under Clause 52.06-5,

b) the provision of 8 car spaces results in a statutory shortfall of 3 car spaces (4 spaces if a disabled space is provided on the site), and a car parking reduction is required under Clause 52.06-7,

c) a reduction of on-site car parking is supported under the decision guidelines of Clause 52.06-7:

   i) the car paring demand assessment which states that the overflow in car parking will be up to 4 car spaces, depending on the ultimate ownership of the tenancies and whether a disabled space is provided on the site,

   ii) the availability of car parking in the nearby area, including 4 spaces which will remain along the site's frontage to Bellarine Street and Little Fyans Street, and

   iii) the availability of public transport services in the nearby area.

d) bicycle parking is not required under Clause 52.34,

e) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,

f) all loading activities will be undertaken appropriately on the site within the dedicated loading bay, this is acceptable from a traffic engineering perspective,

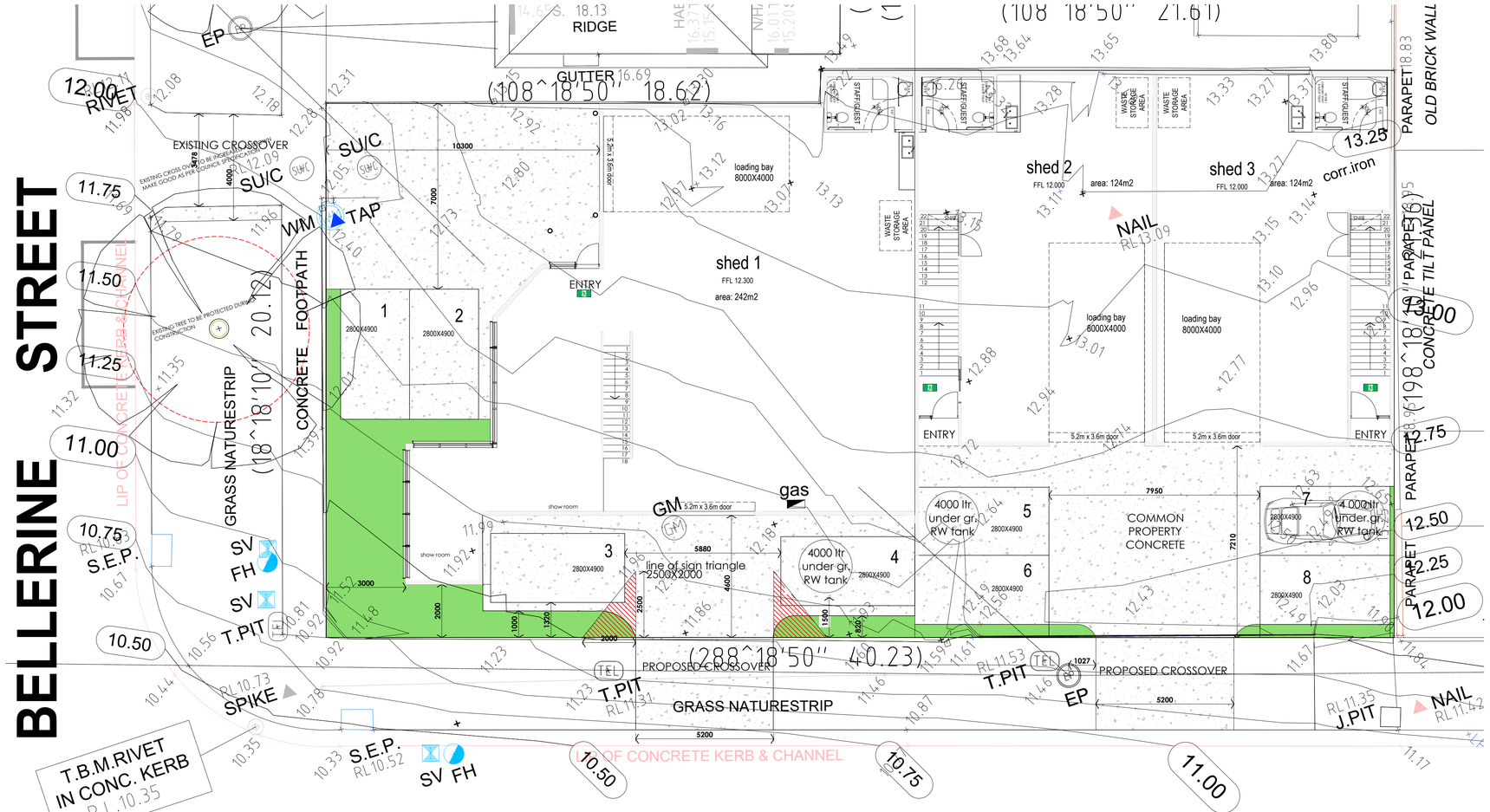
g) waste collection will be undertaken on-street, which is appropriate for a development of this scale,

h) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the road network, and

i) there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 309 Bellerine Street, South Geelong, should be refused, subject to appropriate conditions.

Appendix A

Development Plans



PROPOSED GROUND FLOOR PLAN
SCALE 1:100

PROPOSED UPPER FLOOR PLAN
SCALE 1:100

EMERGENCY LIGHTING

CLEVERTRONICS DIRECTIONAL EMERGENCY EXIT LUMINAIRES (APPROVED) MOUNTING HEIGHT NO LESS THAN 2000mm -2700mm ABOVE F.F.L & WITHIN 2000mm OF THE EXIST DOOR.

CLEVERTRONICS EMERGENCY EXIT LUMINAIRES 'CLEVERFIT PRO' OR SIMILAR (APPROVED) NO LESS THAN 2000mm -2700mm ABOVE F.F.L & WITHIN 2000mm OF THE EXIST DOOR.

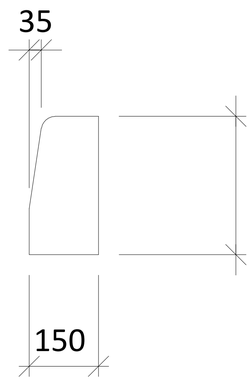
CLEVERTRONICS EMERGENCY EXIT LUMINAIRES SERIES 8113.OR SIMILAR (APPROVED)
CLASS D
D8 LUMINAIRES MOUNTING HEIGHT @6000mm ABOVE F.F.L

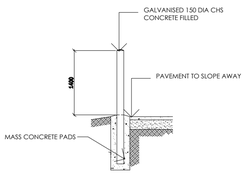
EMERGENCY EXIT SIGNS AND LIGHTING TO BE IN ACCORDANCE WITH AS. 2293-2019-PART 1

SYSTEM ILLUMINATION POWER LOAD ALLOWANCE TO BE IN ACCORDANCE WITH LIGHTING CALCULATION AS PER SECTION J REPORT BY FRATER CONSULTING P/L

TYP. KERB DETAIL

N.T.S.





TYP BOLLARD DETAIL
N.T.S.

SHED TABLE

WARE HOUSE No 1	242m²
WARE HOUSE No 2	124m²
WARE HOUSE No 3	124m²

Notes
Builders must verify all dimensions and levels on site prior to the order or placement of any materials. This drawing is to be read in conjunction with architectural specification and engineers drawings. Do not scale drawing.

date commenced:	XX / XX / 2020
date first issued:	XX / XX / 2020

rev	date	drw	chk	description

PRELIMINARY ISSUE
not to be used for construction purposes

client approval signature:

stage: PLANNING

designed by:

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tony preiato building designers

project: WAREHOUSE

site address: 309 BELLARINE STREET GEELONG

client: CLIENT

drawing title: FLOOR PLAN

date: 25 /11 / 2050	drawn: TP
scale: 1:100	checked: TP
sheet no: 02 OF 05	
file no: 251952	rev no: -

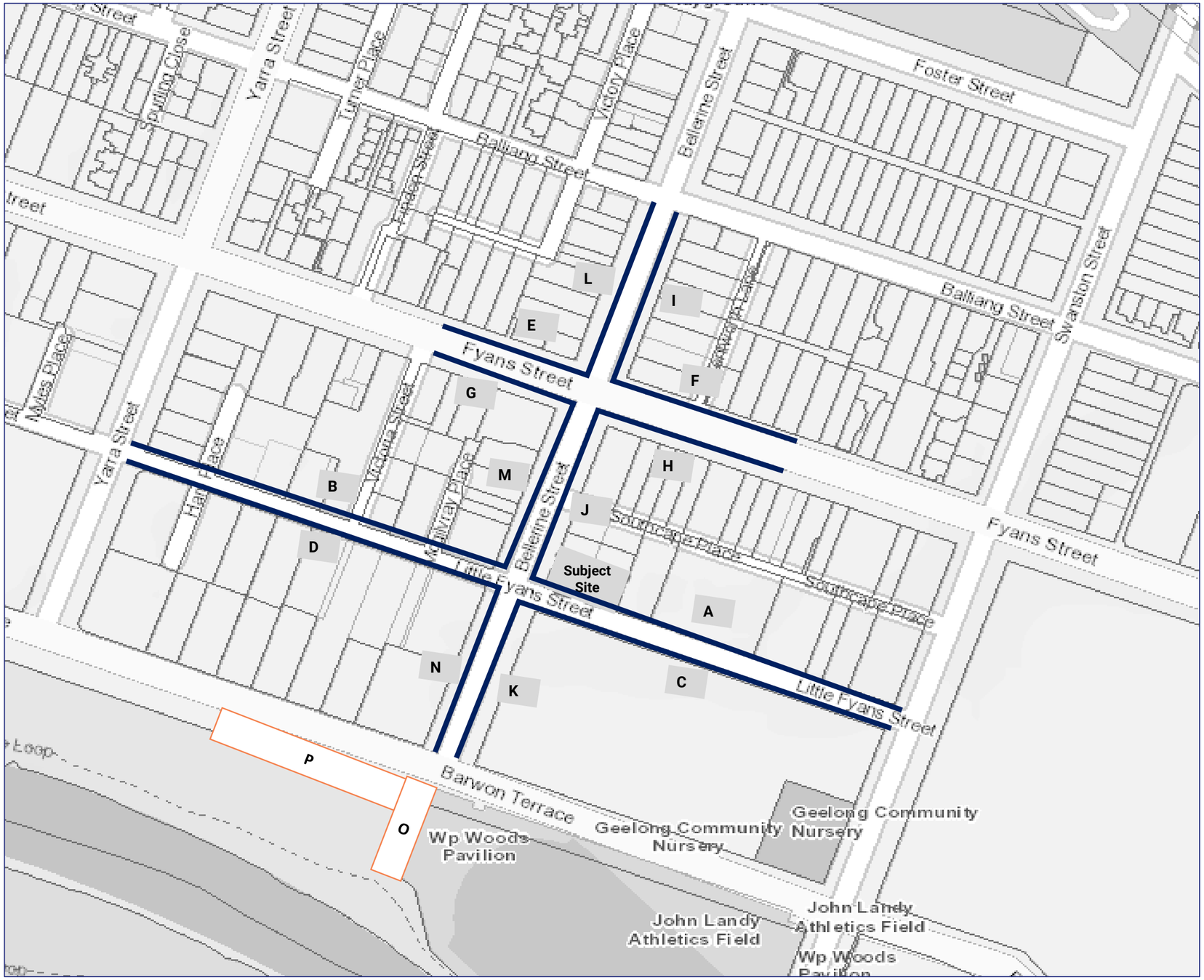
north

Appendix B

Parking Inventory Results

309 Bellerine Street, South Geelong
REF: G3732
Parking Survey Area

Traffix Group



309 Bellerine Street, South Geelong
REF: G3732
Parking Surveys

Traffix Group

Surveyed By: Sarah Stephenson **Survey Dates & Times:** See below

Location		Restriction	Capacity Min - Max	Tuesday 11th November, 2025		
				10am	11am	12noon
Map Ref.	**LITTLE FYANS STREET**					
	North Side					
A	Swanston Street to WB#59	No Stopping	-	0	0	0
		Unrestricted	10	2	3	3
	WB#59 to EB Subject Site	Unrestricted	10	1	1	1
	EB Subject Site to Bellerine Street	**Unrestricted**	**5**	**1**	**1**	**1**
		No Stopping	**-**	**0**	**0**	**0**
B	Bellerine Street to McGilvray Place	No Stopping	-	0	0	0
		Unrestricted	4	0	0	0
		No Stopping	-	0	0	0
	McGilvray Place to Victoria Street	No Stopping	-	0	0	0
		Unrestricted	1	0	0	0
		No Stopping	-	0	0	0
	Victoria Street to Ham Place	No Stopping	-	0	0	0
		Unrestricted	8	3	4	3
		No Stopping	-	0	0	0
	Ham Place to Yarra Street	No Stopping	-	0	0	0
	South Side					
C	Swanston Street to opposite WB#59	No Stopping	-	0	0	0
		Unrestricted	13	3	1	3
	Opposite WB#59 to Bellerine Street	Unrestricted	18	0	0	0
		No Stopping	-	0	0	0
D	Bellerine Street to oppposite Victoria Street	No Stopping	-	0	0	0
		Unrestricted	10	0	0	1
	Oppposite Victoria Street to Ham Place	Unrestricted	12	3	5	4
	Ham Place to Bellerine Street	No Stopping	-	0	0	0
LITTLE FYANS STREET		**Capacity**	**91 - 91**	**91**	**91**	**91**
		Total Number of Cars Parked		**13**	**15**	**16**
		Total Number of Vacant Spaces		**78**	**76**	**75**
		Percentage Occupancy		**14%**	**16%**	**18%**
Map Ref.	**FYANS STREET**					
	North Side					
E	Findon Street to Bellerine Street	No Stopping	-	0	0	0
		2P 60deg 9am-5:30pm Mon-sat	6	3	4	5
		P 60deg	7	7	7	7
		2P 60deg 9am-5:30pm Mon-sat	4	0	2	3
		2P Parallel 9am-5:30pm Mon-sat	1	0	1	0
		No Stopping	-	0	0	0
F	Bellerine Street to EB#109	No Stopping	-	0	0	0
		2P 60deg 9am-5:30pm Mon-sat	8	0	1	1
		P Parallel	1	1	1	1
		P 60deg	7	6	7	7
	South Side					
G	Victoia Place to Bellerine Street	No Stopping	-	0	0	0
		1P 60deg 9am-5:30pm Mon-Fri, 9am-12noon Sat	4	1	3	2
		No Stopping	-	0	0	0
		2P 60deg 9am-5:30pm Mon-sat	8	4	5	6
		P DDA only	1	0	1	0
		No Stopping	-	0	0	0
H	Bellerine Street to EB#136	No Stopping	-	0	0	0
		2P 60deg 9am-5:30pm Mon-sat	7	4	4	4
		P 60deg	5	5	5	5
		2P 60deg 9am-5:30pm Mon-sat	1	1	2	1
FYANS STREET		**Capacity**	**60 - 60**	**60**	**60**	**60**
		Total Number of Cars Parked		**32**	**43**	**42**
		Total Number of Vacant Spaces		**28**	**17**	**18**
		Percentage Occupancy		**53%**	**72%**	**70%**

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

Surveyed By: Sarah Stephenson **Survey Dates & Times:** See below

Map Ref.	Location	Restriction	Capacity Min - Max	Tuesday 11th November, 2025 10am	11am	12noon
	BELLERINE STREET					
	East Side					
I	Balliang Street to Fyans Street	No Stopping	-	0	0	0
		P Parallel	3	2	2	2
		2P Parallel 9am-5:30pm	9	0	0	0
		No Stopping	-	0	0	0
J	Fyans Street to Little Fyans Street	No Stopping	-	0	0	0
		1/2P 30deg 9am-5:30pm Mon-Sat	4	0	1	1
		2P 30deg 9am-5:30pm	5	5	5	4
		2P Parallel 9am-5:30pm	1	0	1	0
		P Parallel	1	1	1	1
	NB Subject Site to Little Fyans Street	**P Parallel**	**1**	**1**	**1**	**1**
		No Stopping	**-**	**0**	**0**	**0**
K	Little Fyans Street to Barwon Street	No Stopping	-	0	0	0
		P 35deg	25	3	6	6
		No Stopping	-	0	0	0
	West Side					
L	Balliang Street to Fyans Street	No Stopping	-	0	0	0
		P Parallel	4	3	3	3
		2P Parallel 9am-5:30pm	8	0	1	1
		No Stopping	-	0	0	0
M	Fyans Street to Little Fyans Street	No Stopping	-	0	0	0
		2P 45deg 9am-5:30pm	10	9	9	9
		P 45deg	10	10	10	10
		No Stopping	-	0	0	0
N	Little Fyans Street to Barwon Street	No Stopping	-	0	0	0
		P 35deg	24	5	8	8
		No Stopping	-	0	0	0
BELLERINE STREET		**Capacity**	**101 - 101**	**101**	**101**	**101**
		Total Number of Cars Parked		**39**	**47**	**45**
		Total Number of Vacant Spaces		**62**	**54**	**56**
		Percentage Occupancy		**39%**	**47%**	**45%**
SUMMARY => ON-STREET CARPARKING						
Car Parking Supply			**252 - 252**	**252**	**252**	**252**
Total Number of Cars Parked				**84**	**105**	**103**
Total Number of Vacant Spaces				**168**	**147**	**149**
Percentage Occupancy				**33%**	**42%**	**41%**

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

309 Bellerine Street, South Geelong
REF: G3732
Parking Surveys

Traffix Group

Surveyed By: Sarah Stephenson **Survey Dates & Times:** See below

Location		Restriction	Capacity Min - Max	Tuesday 11th November, 2025		
				10am	11am	12noon
OFF-STREET CARPARKING						
Map Ref.	**BARWON CARPARK**					
	Bellerine Street to WB depot					
O	North-South row	Unrestricted	13	1	0	0
P	East-West row	Unrestricted	13	0	0	0
		Unrestricted	13	1	2	2
		Unrestricted	14	0	4	5
BARWON CARPARK		**Capacity**	**53 - 53**	**53**	**53**	**53**
		Total Number of Cars Parked		**2**	**6**	**7**
		Total Number of Vacant Spaces		**51**	**47**	**46**
		Percentage Occupancy		**4%**	**11%**	**13%**

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

LEGEND:

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

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

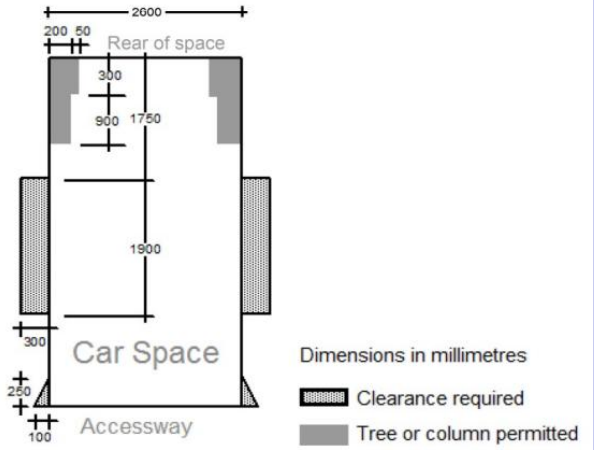
Appendix C

Carpark Layout Review

Table C1: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Complies.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	✓	Complies.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	✓	Complies.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.	✓	Complies.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	✓	We are satisfied appropriate slight lines are achieved.
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	-	Not applicable.
If entry to the car space is from a road, the width of the accessway may include the road.	-	Not applicable.

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 2 – Car Parking Spaces</td></tr>
<tr><td>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.
<table>
<tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr>
<tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr>
<tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr>
<tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr>
<tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr>
</table>
Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</td><td>✓</td><td>All car spaces are 2.6m wide x 4.9m with minimum 6.4m wide access aisle.

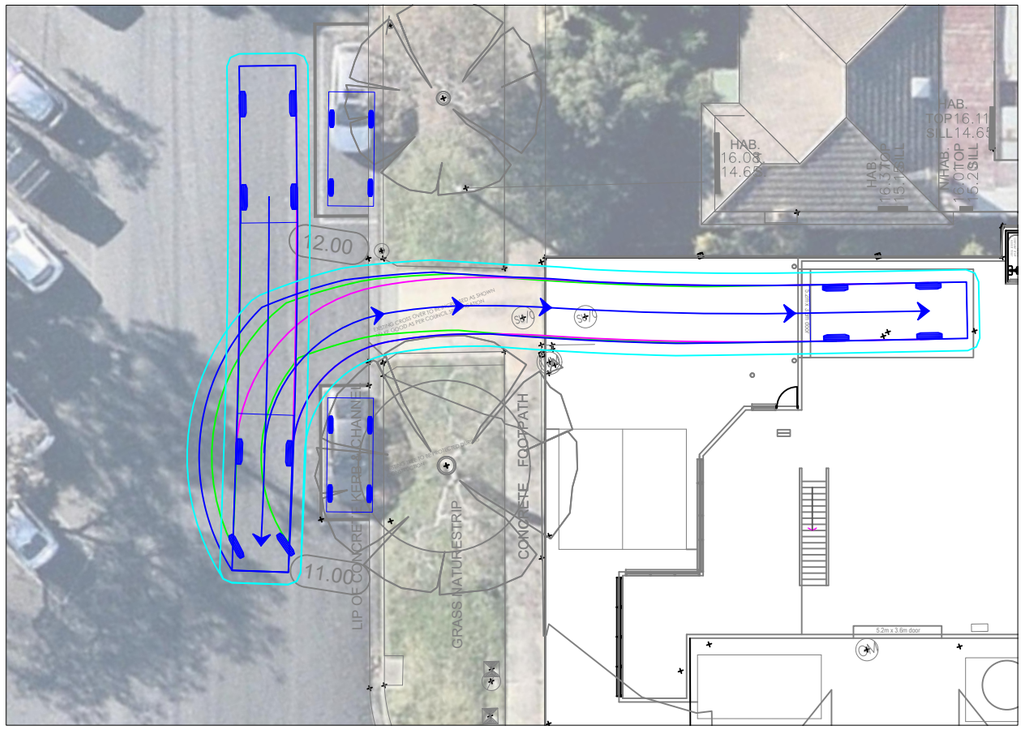
Access to and from the critical car spaces within the at-grade carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).</td></tr>
<tr><td>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:
• A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.
• A structure, which may project into the space if it is at least 2.1 metres above the space.
Diagram 1 Clearance to car parking spaces
 
</td><td>✓</td><td>Complies.</td></tr>
<tr><td>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</td><td>-</td><td>Not applicable.</td></tr>
</table>

<table>
<tr><th>Requirement</th><th>Assessment</th><th>Design Response</th></tr>
<tr><td>Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.</td><td>-</td><td>Not applicable.</td></tr>
<tr><td>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</td><td>-</td><td>Not applicable.</td></tr>
<tr><td>Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m.
A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.</td><td>-</td><td>Not applicable.</td></tr>
<tr><td colspan="3">Clause 52.06-9 Design Standard 3 - Gradients</td></tr>
<tr><td>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage.
This does not apply to accessways serving three dwellings or less.</td><td>✓</td><td rowspan="4">The site features naturally gentle grades.</td></tr>
<tr><td>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.
<table>
<tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr>
<tr><td>Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr>
<tr><td></td><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr>
<tr><td>Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr>
<tr><td></td><td>longer than 20 metres</td><td>1:5 (20%)</td></tr>
</table></td><td>✓</td></tr>
<tr><td>Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</td><td>✓</td></tr>
<tr><td>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority</td><td>✓</td></tr>
</table>

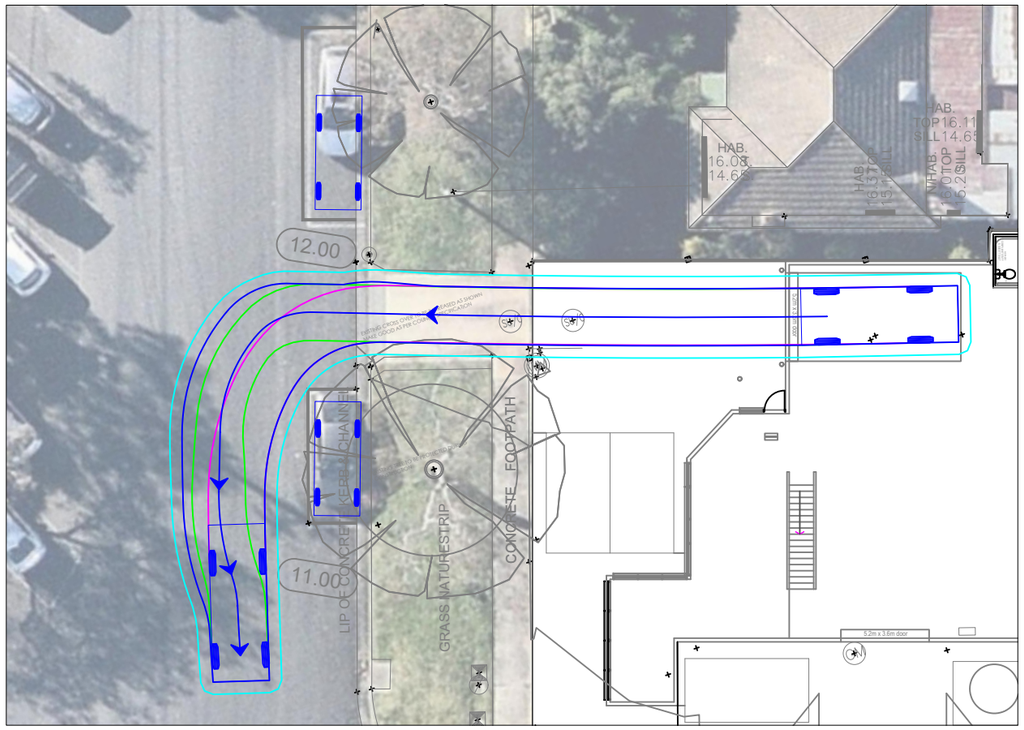
Appendix D

Swept Path Diagrams

LOADING BAY 1 - INGRESS

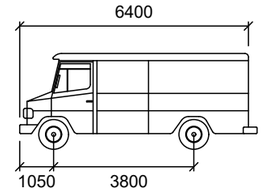


LOADING BAY 1 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



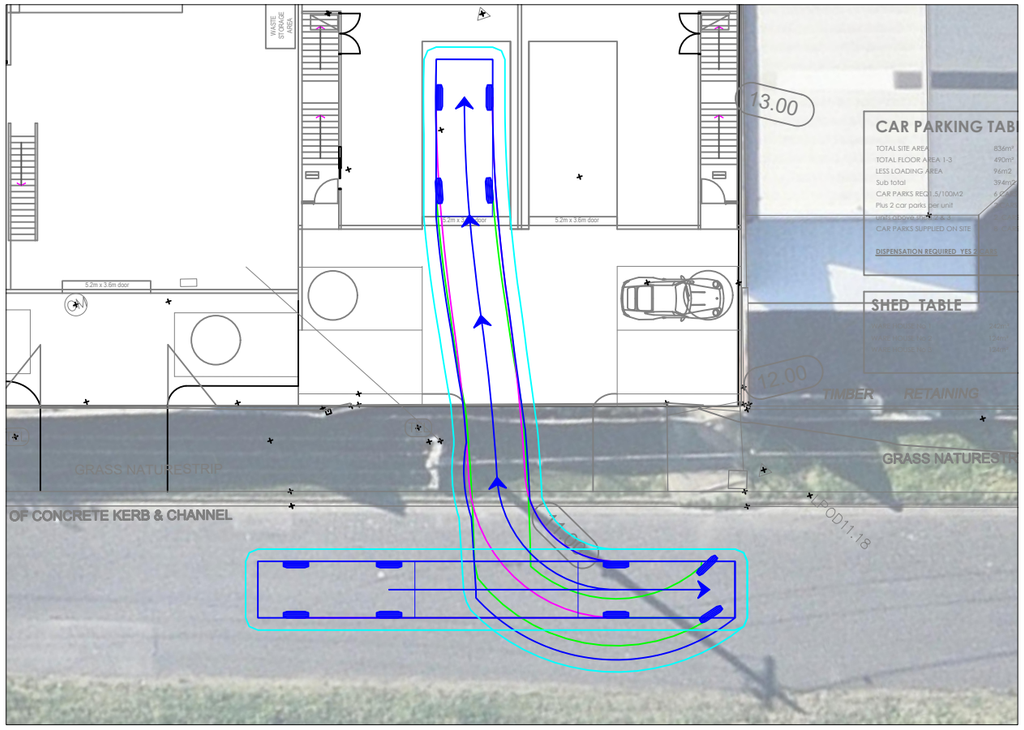
SRV (AS 2890.2) mm

Width	:	2300
Track	:	2300
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

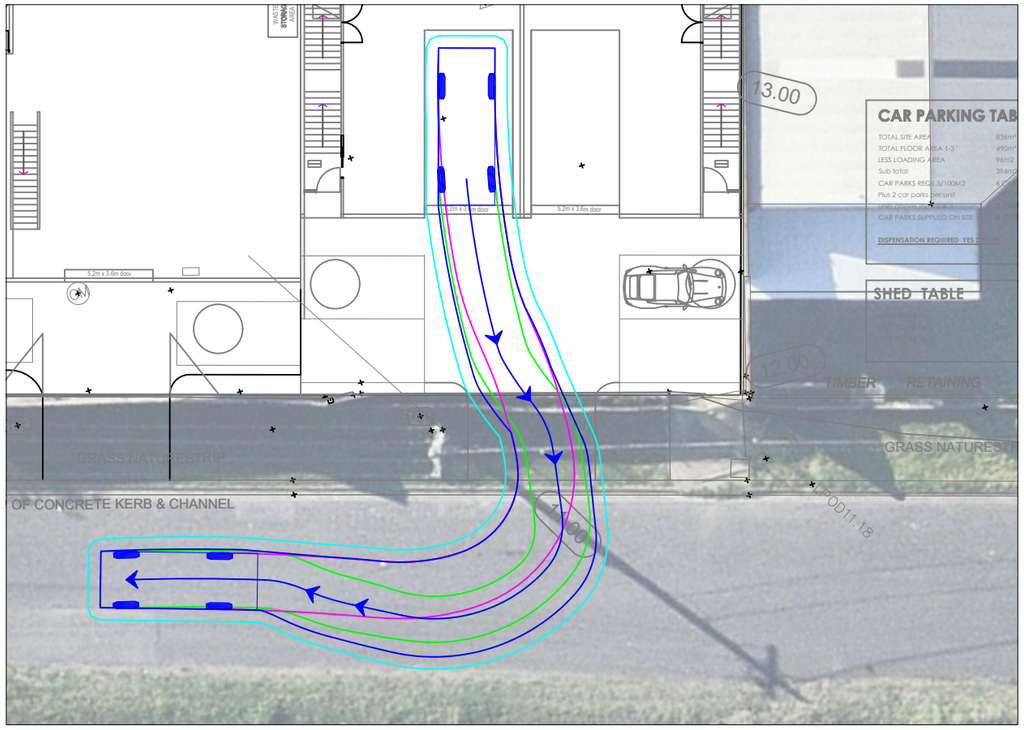
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

LOADING BAY 2 - INGRESS



LOADING BAY 2 - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	06/02/2026	TOWN PLANNING	S. STEPHENSON	M. WOOLLARD

309 BELLERINE STREET, SOUTH GEELONG
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: "tp01 29.01.26-309 bellarine st.dwg"
DRAWINGS BY: Tony Preiato & Associates, dated January, 2026

FILE NAME: G37327-01
SHEET NO.: 01

N

SCALE: 1:250 (A3) 0 2.5 5

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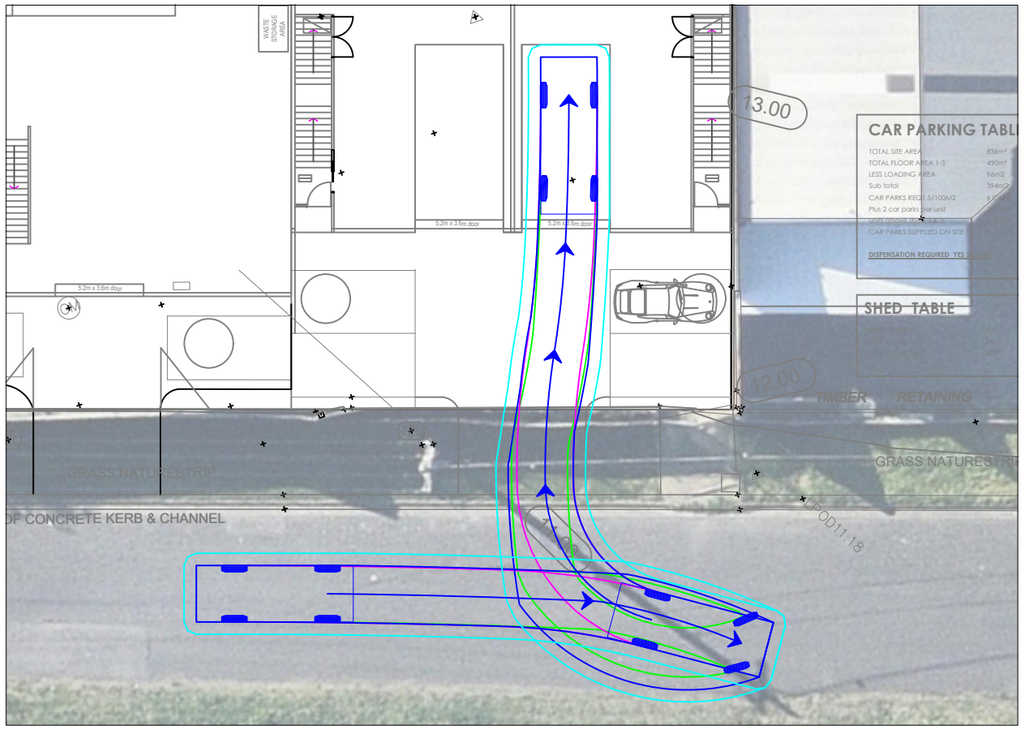
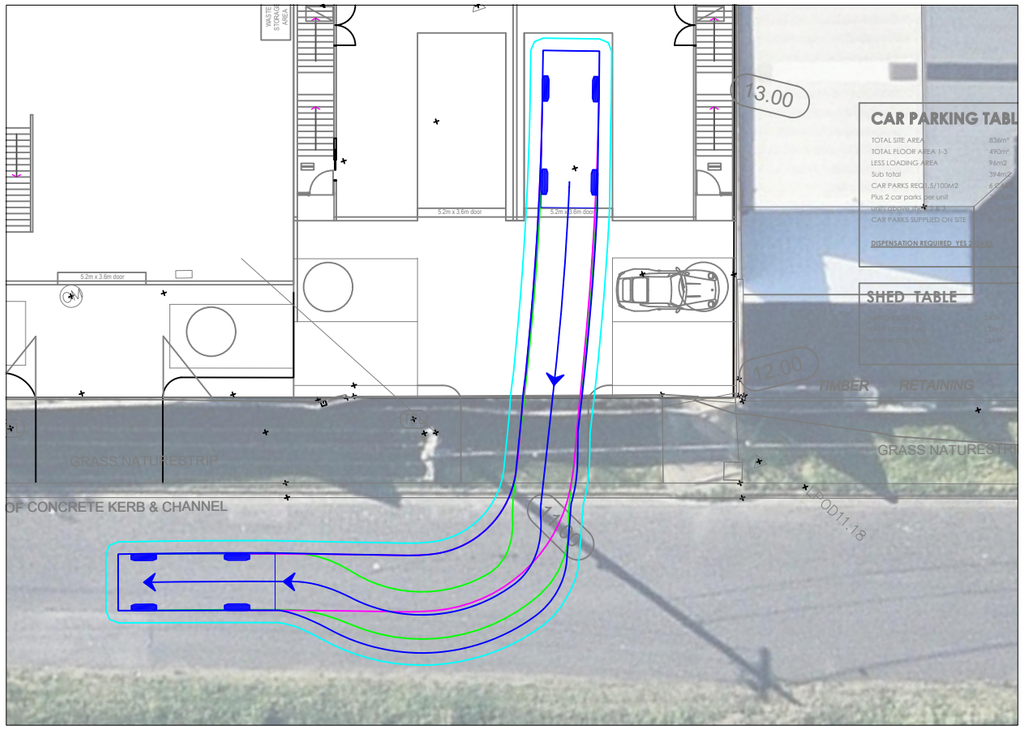
LOADING BAY 3 - INGRESS

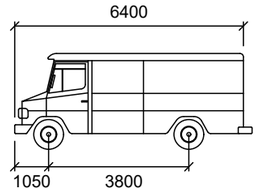


LOADING BAY 3 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION



SRV (AS 2890.2)		mm
Width	:	2300
Track	:	2300
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	06/02/2026	TOWN PLANNING	S. STEPHENSON	M. WOOLLARD

309 BELLERINE STREET, SOUTH GEELONG
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: "tp01 29.01.26-309 bellarine st.dwg"
DRAWINGS BY: Tony Preiato & Associates, dated January, 2026

FILE NAME: G37327-01
SHEET NO.: 02

N

SCALE: 1:300 (A3)
0 2.5 5

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