

BARWON HEADS HOTEL PROPOSED REFURBISHMENT

TRAFFIC ENGINEERING REPORT

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BARWON HEADS HOTEL – PROPOSED REFURBISHMENT

Client: Barwon Heads Hotel

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Thursday, December 04, 2025

F01		Senior Traffic Engineer	4/12/2025		Managing Director	4/12/2025		Managing Director	4/12/2025
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1 INTRODUCTION

SALT has been engaged by Barwon Heads Hotel to undertake a traffic engineering assessment of the proposed refurbishment of the Barwon Heads Hotel located at 1 Bridge Road, Barwon Heads.

Over the course of preparing this report:

- The development plans and background information have been reviewed;
- An inspection of the subject site and surrounding environs has been carried out;
- Design advice has been provided to the project team;
- Parking surveys have been undertaken;
- Swept path analysis has been undertaken; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters of the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The site is on the southwest corner of Bridge Road and Ewing Blyth Drive in Barwon Heads. Immediately to the west is Golightly Street and the IGA supermarket. To the east is the Barwon River and beachside. To the north/northwest is Flinders Parade and the Barwon Heads township.

Barwon Heads Hotel operates on the site, including a Thirsty Camel drive-through bottle shop and Hotel onsite parking. The parking is on private land and the community also enjoys use of the carpark.

The existing car park accommodates 83 car spaces utilised by staff, patrons, and the surrounding community.

Three (3) of the on-site car spaces at the northwestern corner of the site are currently being used by an ice-cream pop up shop.

Vehicle access to/from the site is provided as follows:

- Two (2) separate access points to Golightly Street;
- One (1) access point to Ewing Blyth Drive; and
- One (1) exit only access point to Bridge Road.

A loading dock is located onsite that cater for vehicles up to 8.8m long (MRV).

The Hotel has an existing ground floor trading area is 1023.5 sqm, which includes a 354 sqm bistro/band room. At Level One above are 7 operational hotel rooms with bedding configuration that can accommodate a total of up to 20 overnight guests.

Figure 1 shows the subject site with respect to the surrounding road network. An aerial view of the site is provided in **Figure 2**.



Figure 1 Subject site locality (source: Melway Online)



Figure 2 Aerial view of site (source: Nearmap)

2.2 ZONING AND POLICY

The site is situated within a Commercial 1 Zone (C1Z) and a Neighbourhood Residential Zone (NRZ6) under the Greater Geelong Planning Scheme, as shown in the zoning map in **Figure 3**. Existing land uses within the immediate area surrounding the site comprise a mixture of commercial and residential uses. Barwon Heads Park is located to the southeast of the site, while Frank Ellis Reserve is located to the northeast of the site.

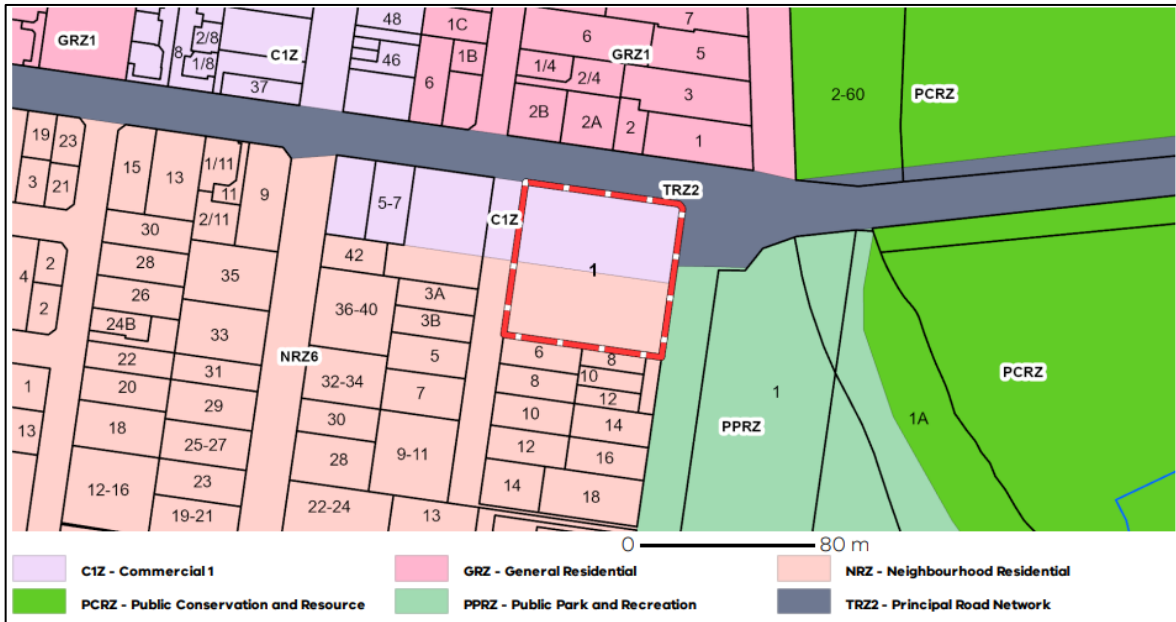


Figure 3 Planning Property report (source: VicPlan)

2.3 ROAD NETWORK

Bridge Road

Bridge Road is an arterial road under the jurisdiction of the Department of Transport and Planning (DTP). Adjacent to the site, it extends in an east-west direction and typically accommodates a single lane of traffic, a bicycle lane and a kerbside parallel parking lane in each direction.

On-street parking within the vicinity of the site comprises a mixture of unrestricted and short-term (timed) parking restrictions. A bus zone is located on the southern side of Bridge Road along the site's frontage. A mid-block pedestrian crossing (pram crossings only) is also located on Bridge Road adjacent to the site's western boundary.

A speed limit of 40km/h applies to Bridge Road past the site.

Views of Bridge Road adjacent to the subject site can be seen in **Photograph 1** and **Photograph 2**.



Photograph 1 – View of Bridge Road looking east



Photograph 2 – View of Bridge Road looking west

Ewing Blyth Drive

Ewing Blyth Drive is a major Council Road under the management of the City of Greater Geelong Council. In the vicinity of the subject site, it runs in a general north-south direction and typically accommodates a single lane of traffic and a bicycle lane in each direction.

Two (2) DDA parking spaces are provided on the western side of Ewing Blyth Drive along the site’s frontage. A speed limit of 50km/h applies to Ewing Blyth Drive past the site.

The intersection of Ewing Blyth Drive with Bridge Road/Barwon Heads-Ocean Grove Road is controlled by a roundabout. A formal pedestrian Zebra crossing is provided on the southern leg of the intersection adjacent to the subject site. Views of Ewing Blyth Drive adjacent to the subject site can be seen in **Photograph 3** and **Photograph 4**.



Photograph 3 – View of Ewing Blyth Drive looking north



Photograph 4 – View of Ewing Blyth Drive looking south

Golightly Street

Golightly Street is a local dead-end road which extends to the south from Bridge Road. It is under the management of the City of Greater Geelong Council and generally provides vehicle access to/from the subject site, IGA and abutting residential dwellings.

Adjacent to the site, it is constructed with an undivided carriageway which typically accommodates two-way traffic movements. Ninety (90)-degree parking is provided on the eastern side of the road, however, this car parking is contained within the Barwon Heads Hotel property boundary. Parallel parking is also provided on the western side of the road opposite the site, with this parking subject to short-term (timed) and Loading Zone parking restrictions. Golightly Street adjacent to the subject site can be seen in **Photograph 5**.



Photograph 5 – View of Golightly Street looking north

3 PROPOSAL

3.1 GENERAL

Plans of the proposed development are attached at **Appendix 1**.

The proposal involves renovations and improvements for Barwon Heads Hotel.

At ground level there is a minor decrease in floor area and at level 1 the hotel rooms will be removed.

The improvements and renovations are detailed as follows:

- The drive-through bottle shop is to be removed;
- Renovations at ground level for
 - a new commercial kitchen fitout,
 - reconfigured back-of-house (BOH) service areas,
 - refurbished amenities,
 - supporting infrastructure/services, and
 - staff office space to support Hotel operational requirements.
 - Overall net reduction of the total indoor+outdoor ground level trading area from 1023.50 sqm to 1000.7 sqm.
- Improvements at Level 1 for
 - Removal of the 7 hotel guest rooms that currently cater for up to 20 overnight guests, and
 - Level 1 reconfigured for 151.5 sqm of available space to the public.
- Capacity for 50 bicycles to be introduced on and adjacent to the site.
- Onsite loading and waste collection will continue to be accommodated onsite for an 8.8m long MRV.
- Net increase in bar/lounge area to the public of 128.7 sqm.
- Removal of hotel guests rooms that currently accommodate up to 20 people.
- Reconfiguration of the carpark and loading areas for
 - 1 loading / commercial vehicle space catering for an 8.8 MRV;
 - 1 staff/manager space;
 - 83 spaces available for staff and patrons, including 2 DDA spaces.
 - Existing car parking supply of 83 spaces to be retained. No loss of parking.
- Ice-cream pop up shop to be removed.

3.2 CAR PARKING AND VEHICLE ACCESS

The overall capacity to accommodate an 8.8m truck, staff parking and patron parking will remain.

The total parking supply will remain at 83 spaces.

DDA parking onsite will increase from 0 to 2 spaces.

The layout of the carpark will be slightly reconfigured with the existing 60-degree spaces converted into 90-degree spaces.

The layout of the loading area will be reconfigured to continue to accommodate a MRV (8.8m long truck) and space for the hotel manager's car.

As a result of the removal of the drive-through bottle shop, the existing exit crossover to Bridge Road is to be removed and the kerb and channel re-instated.

All other existing access points associated with the Hotel are to remain unaltered.

3.3 BICYCLE PARKING

Bicycle parking will be formalised on the site, with 15 double-sided bicycle hoops (30 spaces) to be located adjacent to the reconfigured 90 degree parking spaces. An additional 10 double-sided bicycle hoops (20 spaces) are recommended and proposed along the site frontage to Ewing Blyth Drive.

3.4 LOADING AND WASTE COLLECTION

A loading area is to be provided on the site to accommodate an 8.8m MRV as per existing conditions.

Waste collection will also occur onsite as per existing conditions. Also refer to the Waste Management Plan prepared by SALT.

4 ADEQUACY OF BICYCLE PARKING ARRANGEMENTS

Several patrons ride to the hotel and formalisation of bicycle parking is proposed as part of the refurbishment.

Clause 52.34 of the Greater Geelong Planning Scheme specifies the number of bicycle parking spaces required for various land uses. For a 'Hotel' the required number of bicycle spaces is shown in **Table 1**.

Table 1 Bicycle parking requirements (Clause 52.34)

Land Use	Area Type	Net increase Size (sqm)	Statutory Parking Rate		Parking Requirements	
			Employee	Visitors	Employee	Visitors
Hotel	Bar	128.7 sqm	1 to each 25 sqm of bar floor area available to the public, plus 1 to each 100 sqm of lounge floor area available to the public	1 to each 25 sqm of bar floor area available to the public, plus 1 to each 100 sqm of lounge floor area available to the public	5 spaces	5 spaces
TOTAL					5 spaces	5 spaces

The minor net increase in trading area available to the public has a statutory bicycle requirement of total 10 spaces.

Clause 52.34 also requires a use to provide showers with associated change rooms for employees at the following rate:

- *If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.*

Based on the foregoing, the proposal has a statutory requirement to provide a total of 5 employee and 5 visitor bicycle spaces and one shower with associated change rooms for employees. We understand the shower and change facilities will be accommodated onsite.

A total of 15 double-sided bicycle hoops (i.e. 30 spaces) will be provided on the site, located adjacent to the 90 degree car parking spaces. An additional 10 double-sided bicycle hoops (i.e. 20 spaces) are to be provided to the site frontage along Ewing Blyth Drive.

Accordingly, there will be an overall provision of 50 bicycle parking spaces.

The provision of bicycle parking racks on the Ewing Blyth Drive footpath is also considered to be an appropriate outcome as this will benefit the overall surrounding community as well as any visitors to the Hotel.

5 ADEQUACY OF CAR PARKING ARRANGEMENTS

The statutory parking rate for a hotel is specified under Clause 52.06.

However, the proposal is only marginally increasing the floor area by 128.7m² and removing seven (7) hotel rooms (which currently service up to 20 patrons).

The removal of 7 hotel rooms and minor change in overall floor area, to compliment the refurbishment, is not expected to result in any material difference to existing parking characteristics of the hotel.

Maintaining the existing parking supply is appropriate to accommodate the needs of the refurbishment, from a traffic engineering perspective.

Furthermore, it is noted that due to the removal of the pop up ice-cream shop, there will be an increase in the availability of parking on the subject site.

6 DESIGN CONSIDERATIONS

The car parking layout and vehicle access arrangements will remain largely unchanged when compared with existing conditions, and will continue to provide for convenient and efficient access for staff and visitors of the hotel.

As a result of the removal of the drive-through bottle shop, the existing exit only crossover to Bridge Road will be removed post-refurbishment. Other existing access points to Golightly Street and Ewing Blyth Drive are to remain unaltered and will continue to enable vehicles associated with the hotel to be readily distributed to/from the surrounding road network.

The only modifications proposed to the car park relate to the conversion of the existing 60-degree parking spaces (currently adjacent to the drive-through bottle shop) into 90-degree parking spaces. These spaces are measured to be at least 2.6m wide, 4.9m long and accessed from an aisle that is at least 6.4m in width. These dimensions satisfy the requirements of the Planning Scheme.

A minimum 1.0m aisle extension is to be provided past the last space, noting that the last three (3) 90-degree spaces are to be allocated to staff only. This is considered to be appropriate, with the 1.0m aisle extension enabling vehicles to enter and exit from the last space in a forward direction in accordance with what is suggested under AS/NZS 2890.1:2004.

To cater for the required two (2) DDA car spaces, spaces 27 and 28 are to be converted into the DDA spaces with the middle space being used as a shared area. These spaces, including the shared area) measure to be at least 2.6m wide and 4.9m long in accordance with the requirements of the Australian Standard for people with disabilities and Planning Scheme, noting that the Planning Scheme allows for the extra 500mm in length associated with a DDA car space to encroach into the abutting access aisle.

Refer to **Appendix 2** for swept path diagrams demonstrating access to/from the most critical to access modified car spaces under the proposed layout for the relevant Australian Standard design vehicle. These swept paths show that the relevant car spaces can be accessed in an appropriate and acceptable manner.

Based on the foregoing, we are satisfied that the proposed car parking layout and vehicle access arrangements are appropriate for the proposed development and will provide for convenient and accessible parking.

7 LOADING AND WASTE CONSIDERATIONS

A loading area is to be provided on the site as a result of the proposal, consistent with existing conditions. This loading area measures to be at least 5.3m wide and 15.7m long, and has been designed to cater for vehicles up to 8.8m long MRVs. The loading area has no overhead obstructions.

Swept path assessments demonstrate that up to an 8.8m MRV can readily enter and exit the site and loading area as shown in **Appendix 3**.

We are therefore satisfied that suitable loading and waste collection arrangements will continue to be readily achieved as a result of the proposal.

8 TRAFFIC CONSIDERATIONS

The proposed refurbishment will result in no change to the existing parking supply on the site. Furthermore, the proposal will result in the removal of the existing drive-through bottle shop as well as the hotel rooms and the pop up ice-cream shop.

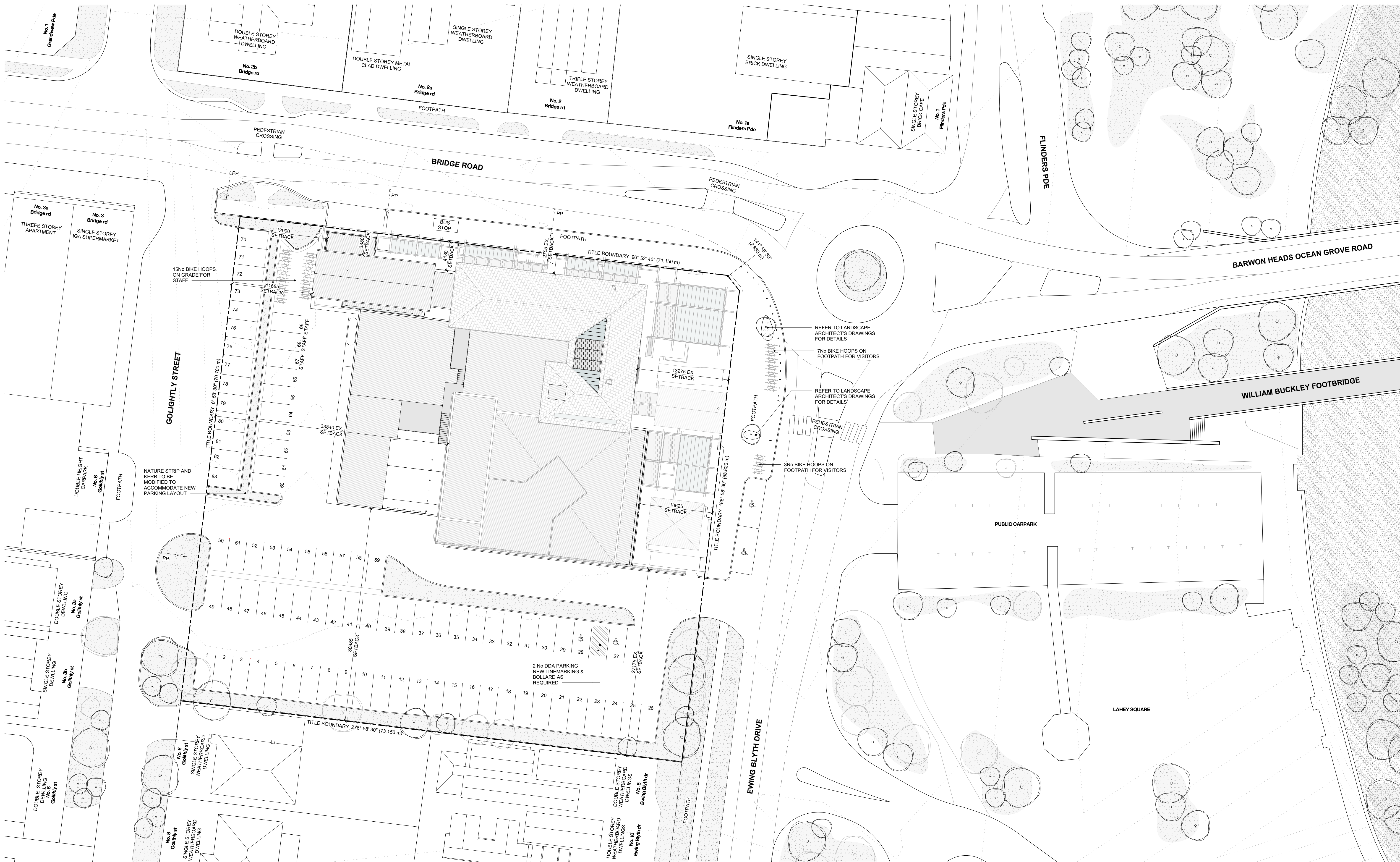
The refurbishment is therefore not anticipated to result in any material impact to existing traffic conditions in the vicinity of the hotel.

9 CONCLUSIONS

Having undertaken a detailed traffic engineering assessment of the proposed refurbishment to the Barwon Heads Hotel at 1 Bridge Road, Barwon Heads, we are of the opinion that:

1. The proposed provision of 50 bicycle parking spaces is appropriate and will continue to encourage bicycles as a mode of transport.
2. The provision of bicycle parking racks on the Ewing Blyth Drive footpath is also considered to be an appropriate outcome as this will benefit the overall surrounding community as well as any visitors to the hotel.
3. Retention of the existing car parking supply is adequate from a traffic engineering perspective to service the refurbished hotel.
4. The proposed car parking layout and vehicle access design is appropriate from a traffic engineering perspective.
5. Appropriate loading and waste collection arrangements will continue to be readily achieved as a result of the refurbishment.
6. The refurbishment is not anticipated to result in any material impact to existing traffic conditions in the vicinity of the hotel.
7. There are no traffic engineering reasons why a Planning Permit should not be granted for the proposal.

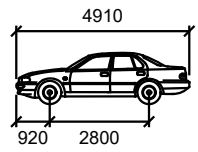
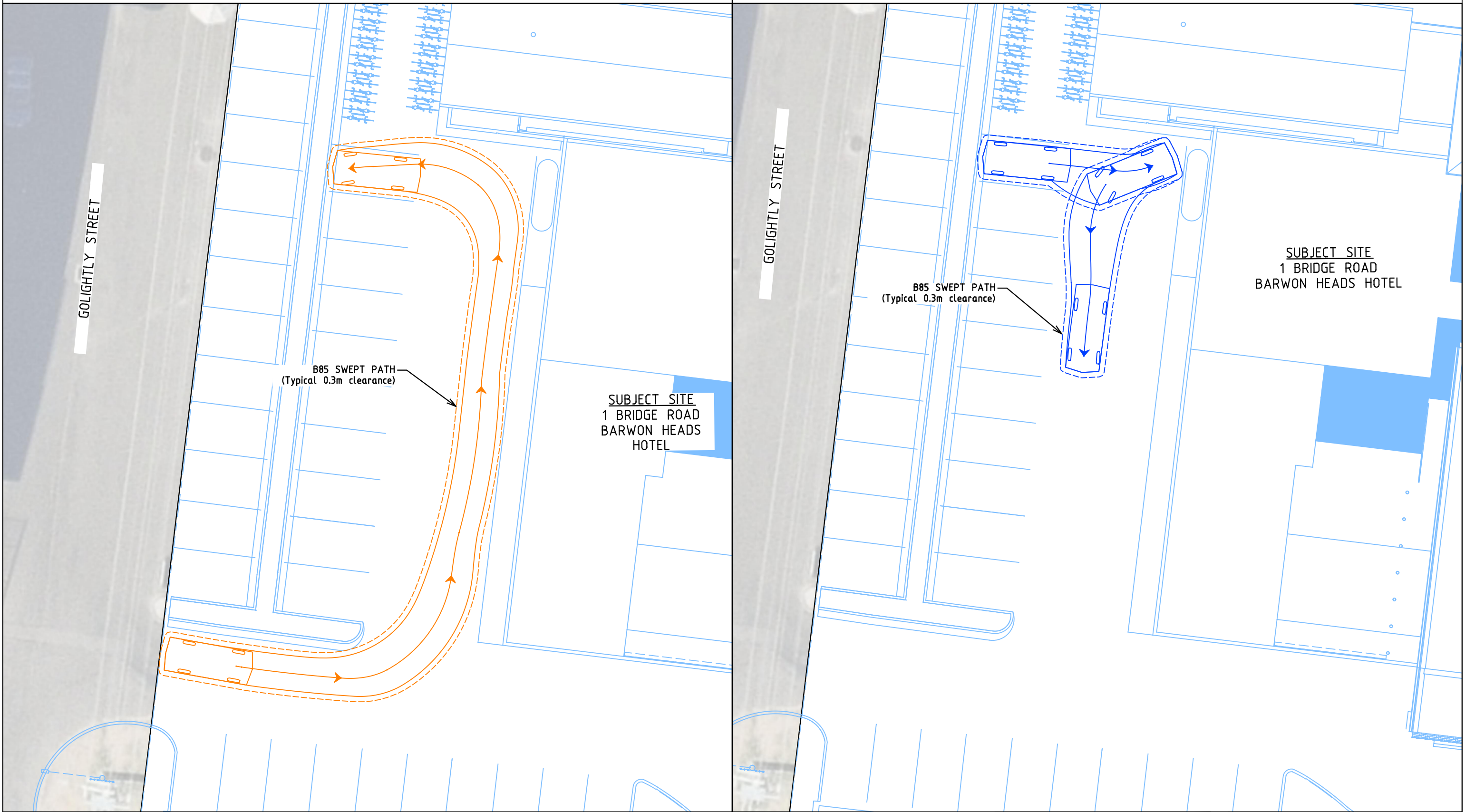
APPENDIX 1 SCHEMATIC DESIGN



APPENDIX 2 CAR PARK SWEEP PATH DIAGRAMS

B85 CAR PARK INGRESS

B85 CAR PARK EGRESS



B85

mm

Width : 1870

Track : 1770

Lock to Lock Time : 6.0

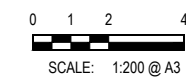
Steering Angle : 34.1

BARWON HEADS HOTEL
 PROPOSED REFURBISHMENT
 1 BRIDGE ROAD
 BARWON HEADS
 SWEEP PATH DIAGRAM



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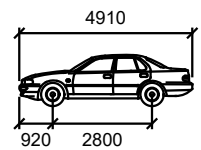
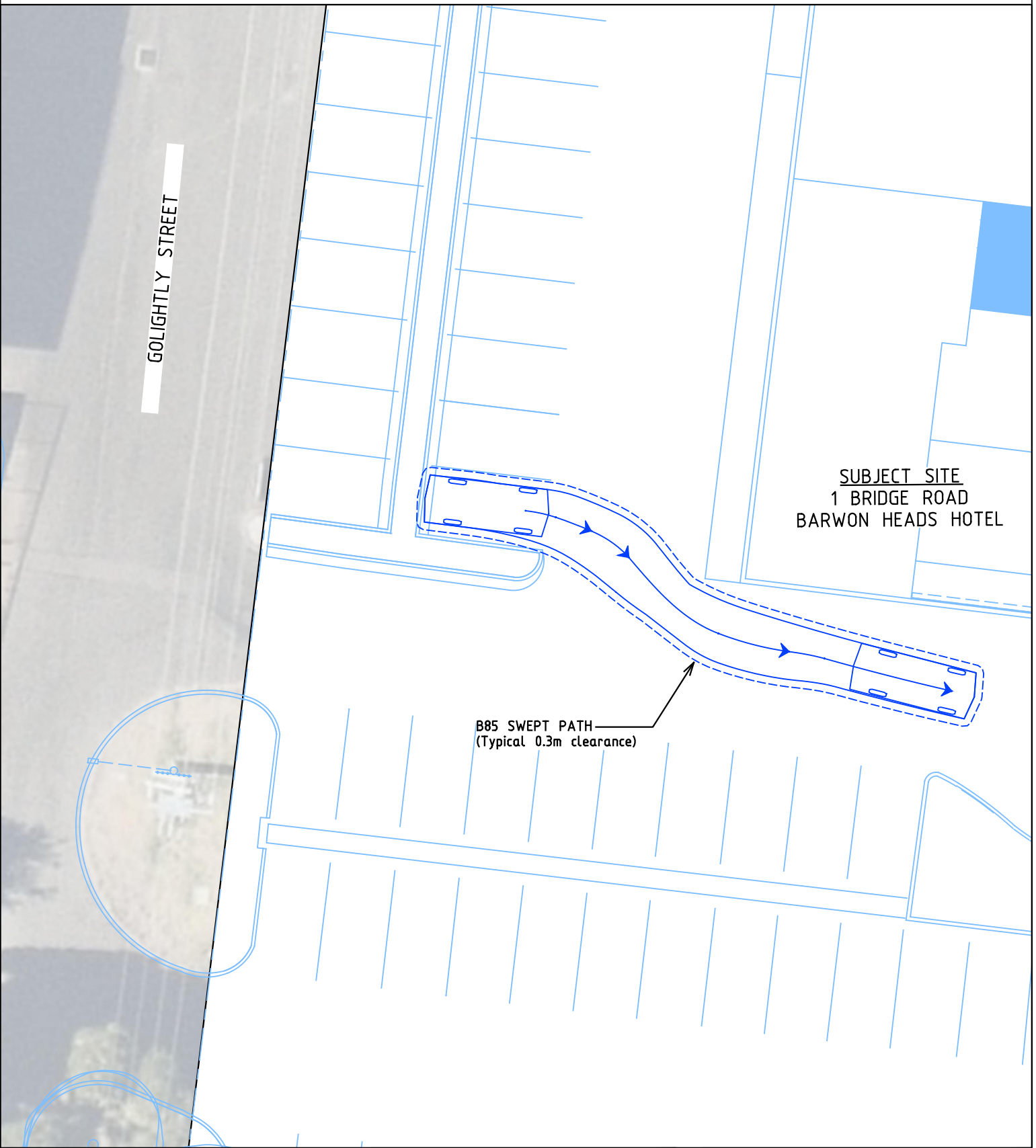
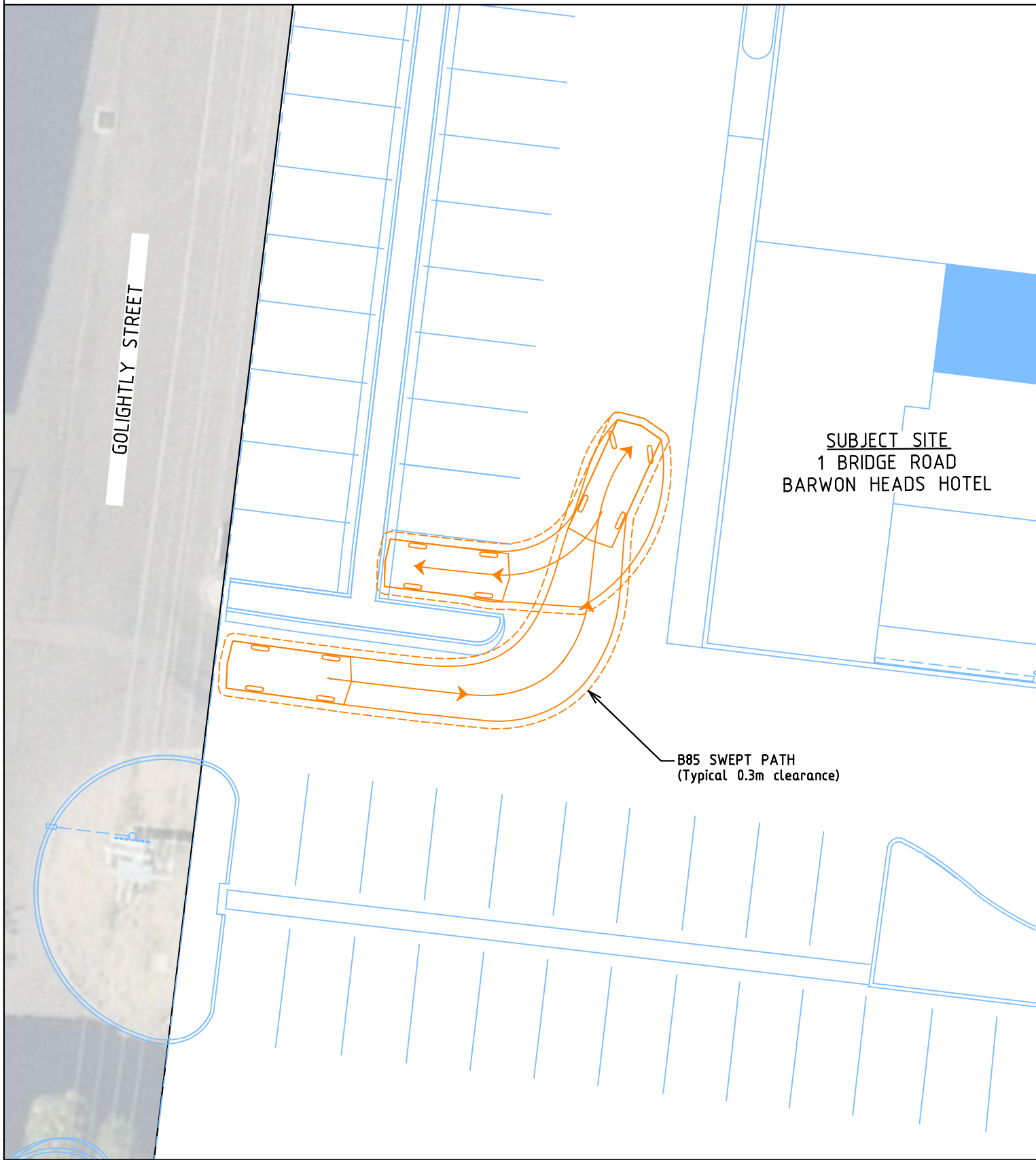
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B85 CAR PARK INGRESS

B85 CAR PARK EGRESS



B85

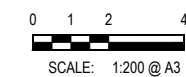
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Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

BARWON HEADS HOTEL
 PROPOSED REFURBISHMENT
 1 BRIDGE ROAD
 BARWON HEADS
 SWEPT PATH DIAGRAM



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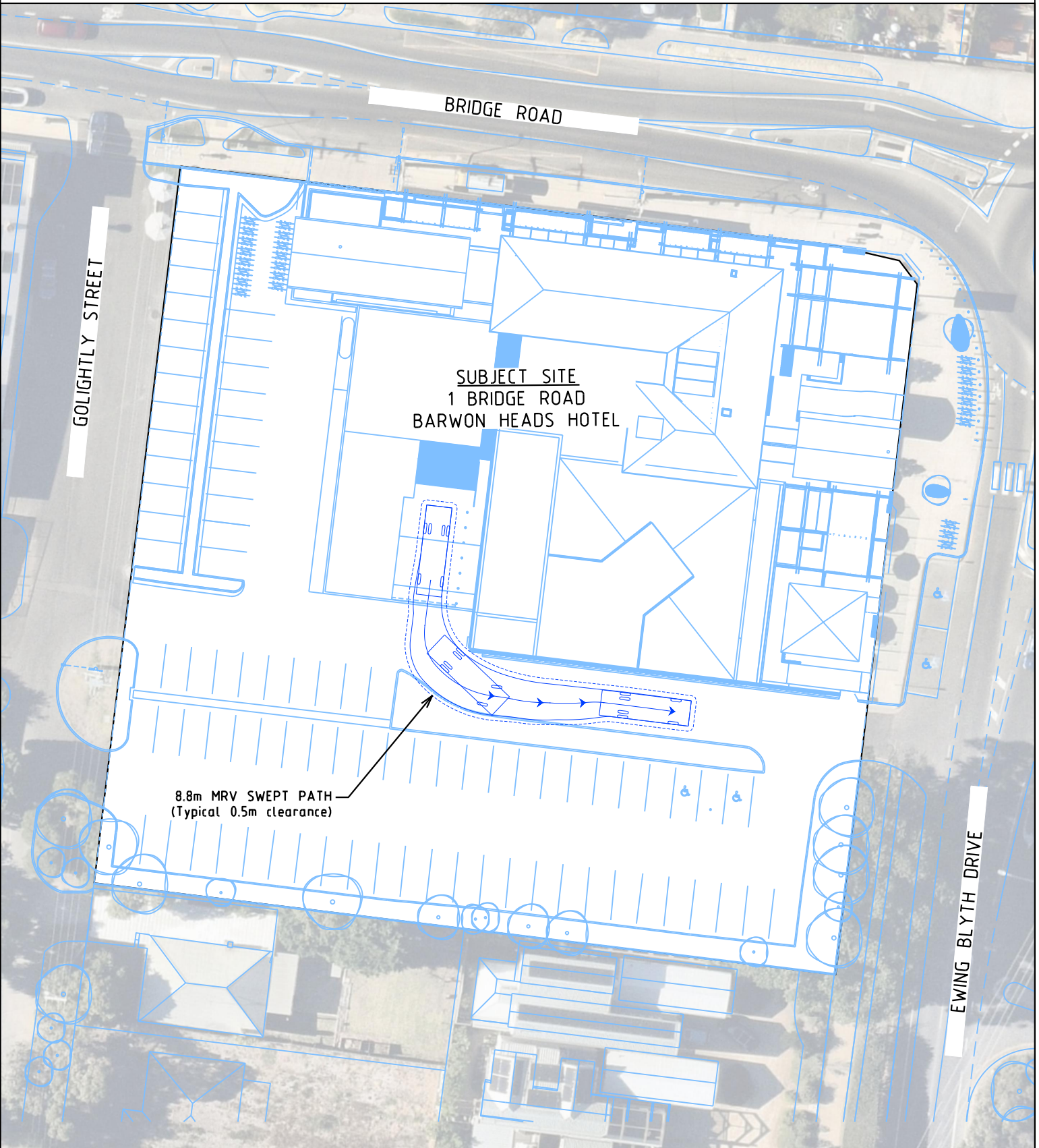
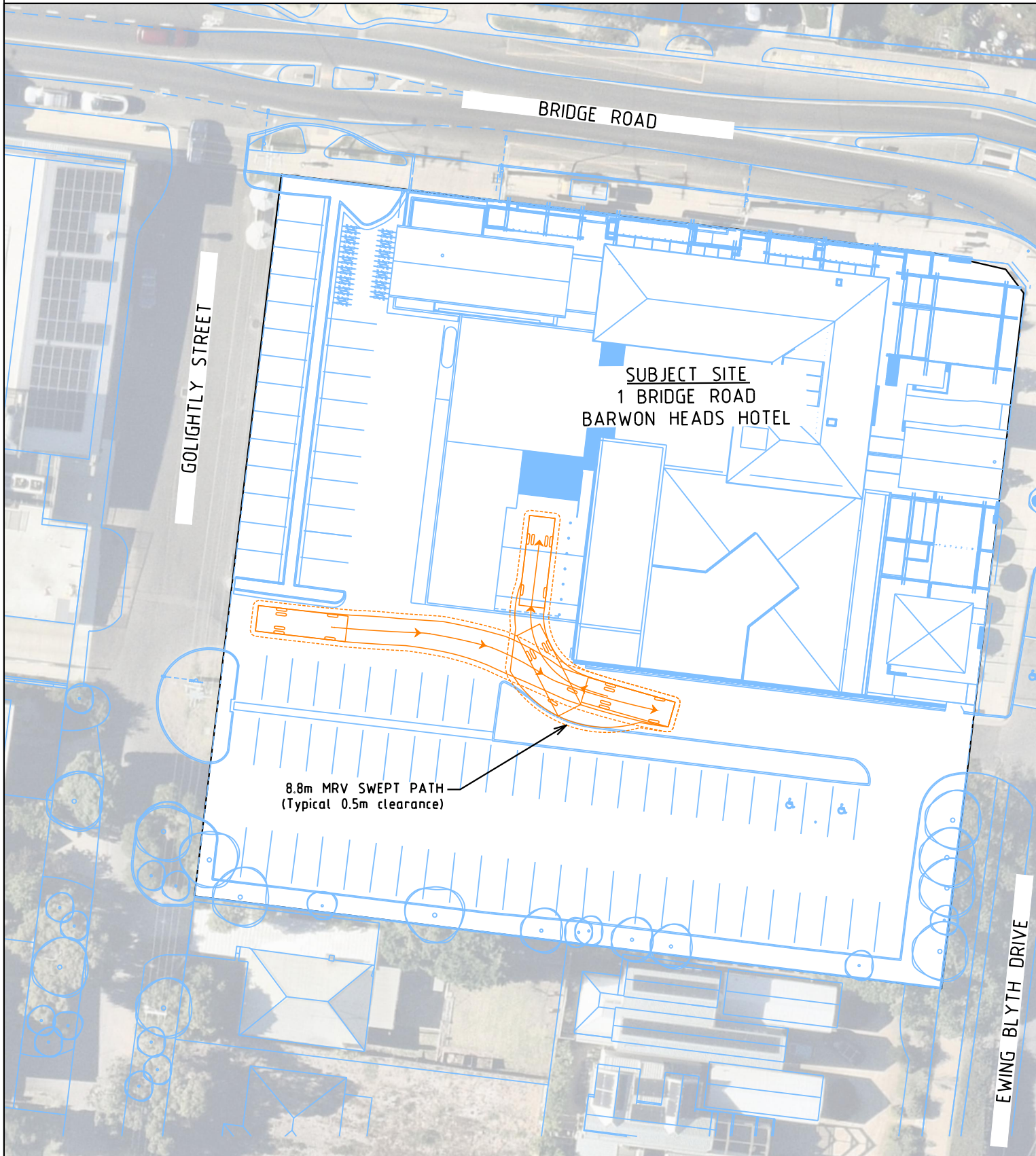


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APPENDIX 3 LOADING SWEEP PATH DIAGRAMS

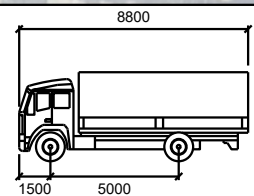
8.8m MRV LOADING BAY INGRESS

8.8m MRV LOADING BAY EGRESS



8.8m MRV SWEEP PATH
(Typical 0.5m clearance)

8.8m MRV SWEEP PATH
(Typical 0.5m clearance)



MRV

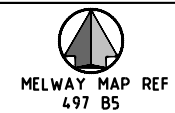
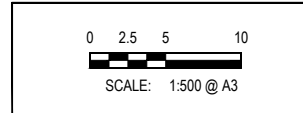
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Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

BARWON HEADS HOTEL
 PROPOSED REFURBISHMENT
 1 BRIDGE ROAD
 BARWON HEADS
 SWEEP PATH DIAGRAM



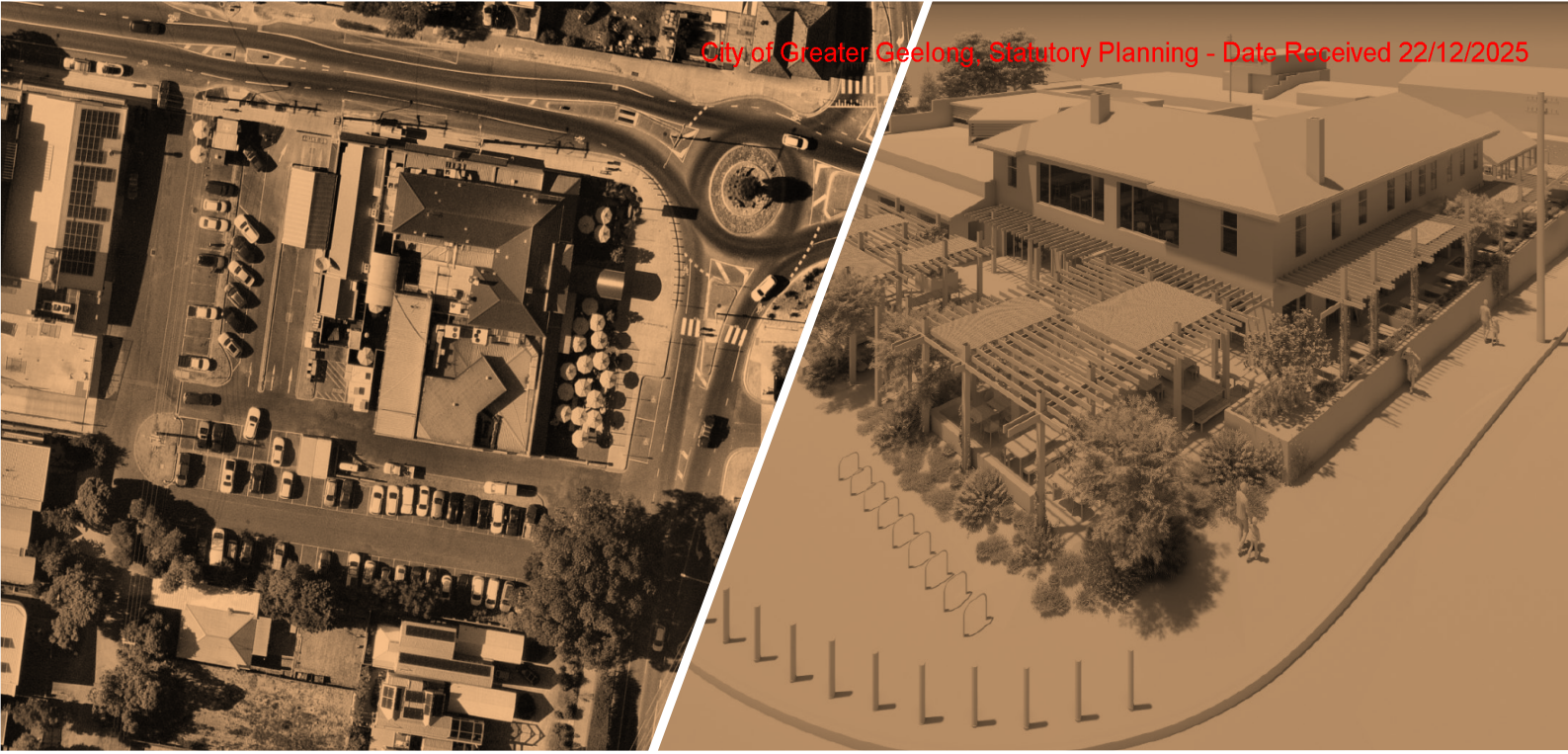
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