



QuantumTraffic

Memorandum

To: [REDACTED]
From: [REDACTED]
Subject: Restricted Recreation Facility (24/7 Gym) - Car Parking Demand Assessment
Project Address: 79-81 Murradoc Road, Drysdale
Date: 17/06/2026 **Reference No.:** 25-0220

1. Scope / Context

Planning permit application PP-370-2026 was lodged with City of Greater Geelong in early 2026 for the development of a restricted recreation facility (gym) at 79-81 Murradoc Road, Drysdale.

Following initial review of the application, City of Greater Geelong issued an RFI dated 20th May 2026 seeking a range of information including the following item in relation to traffic engineering:

“6. Provide Car Parking Demand Assessment to demonstrate that the proposal has provided sufficient car parking space. It is noted that some information is provided on the planning report about this matter.

The following practice note will help in the preparation of Car Parking Demand Assessment:

PPN22: Using the car parking provisions”

The following memo outlines a Car Parking Demand Assessment to satisfy Council’s RFI request.

2. Proposal

The proposal is for development of a 750m² gym on the subject site at 79-81 Murradoc Road, Drysdale. The proposed gym is to be located centrally on the site, behind the proposed service station on the southern portion of the subject site.

The proposal seeks to operate as a 24/7 gym (Snap Fitness) with up to 40 patrons permitted at any one time. The gym is available to members only, with peak patronage expected as follows:

- Weekday mornings: 6am-8am
- Weekday Evenings: 5pm-7pm
- Saturday Morning: 8am-11am

The proposal includes the construction of 35 space car park (34 conventional spaces and 1 disabled space), with the provision of 4 bicycle parking spaces.

Vehicle access is proposed via shared accessway along the western boundary of the site, with access occurring to Murradoc Road (part of the application associated with the service station on the southern portion of the site).

Development plans prepared by Briclok Building Design are provided in Appendix A.

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3. Statutory Car Parking Requirements

Clause 52.06-5 prescribes the number of car spaces required for new development and changes of use. The land use contemplated is best defined as ‘Restricted Recreation Facility’ under Clause 74 of the Planning Scheme. The site is located within the ‘Category 1’ area of the Car Parking Requirements Maps.

The land use ‘Restricted Recreation Facility’ is not listed under Table 1 of Clause 52.06 and therefore car parking is to the satisfaction of the Responsible Authority, as per the following commentary from Clause 52.06-6:

“Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.”

4. Car Parking Demand Assessment

The following sections review the likely car parking demands associated with the proposed gym use and consider the Car Parking Demand Assessment Factors outlined in Clause 52.06-7.

RMS NSW – Empirical Gymnasium Surveys:

RMS NSW commissioned detailed empirical surveys of 5 gymnasiums across Sydney in 2014, with the results published in the report titled *“Trip Generation and Parking Demands Surveys of Gymnasiums – Data and Analysis Report”*.

Of the 5 sites surveyed, 3 were primarily accessed by car and 2 were located in larger centres and had higher proportion of other modes (walking, cycling, etc.) as outlined in Table 1 below.

Table 1: RMS NSW Gym Surveys (2014) – Site Characteristics

Site	GFA	Public Transport Accessibility Score	Average Mode of Travel		
			Car As Driver	Car As Passenger	Walk/ Bike/ Train/ Bus
1 – Bondi Gym	970m ²	0.9	41%	6%	47%
2 - Oatley	905m ²	0.2	73%	16%	11%
3 – Kings Cross	2,600m ²	0.75	14%	2%	82%
4 - Willoughby	3,700m ²	0.9	74%	21%	4%
5 - MIIISC	3,200m ²	0.2	62%	33%	5%

Given the location of the subject site within Drysdale, we would expect higher private vehicle usage consistent with Sites 2, 4 and 5. On this basis, Sites 1 and 3 have not been included in the analysis of car parking rates. Table 2 below summarises the peak parking demands observed for Sites 2, 4 and 5.

Table 2: RMS NSW Gym Surveys (2014) – Peak Car Parking Demands

Site	GFA	Peak Parking Demand
2 - Oatley	905m ²	3.5 spaces/100m ²
4 - Willoughby	3,700m ²	4.3 spaces/100m ²
5 - MIIISC	3,200m ²	2.0 spaces/100m ²
Average		3.3 spaces/100m²
85th Percentile		4.1 spaces/100m²
Maximum		4.3 spaces/100m²

Car Parking Demand Assessment

79-81 Murradoc Road, Drysdale – Proposed Restricted Recreation Facility (24/7 Gym)

Applying the above rates to the proposed 750m² gym at the subject site results in the following car parking demands:

- Average Rate (3.3 spaces/100m²) – 25 spaces
- 85th Percentile Rate (4.1 spaces/100m²) – 31 spaces
- Maximum Rate (4.3 spaces/100m²) – 32 spaces

Given the proposed car parking provision of 35 spaces for the proposed development, the anticipated peak parking demands can be accommodated on-site.

Historical VCAT Decisions:

VCAT considered a case “*Iron Kingdom Nitro Gym (Heidelberg) Pty Ltd v Banyule CC [2020] VCAT 4*” which involved a retrospective application for a gym use at 3/46-50 Sheehan Road, Heidelberg West.

The site in this matter has similar characteristics to the subject site as follows:

- 1,200m² floor area.
- 24/7 operation.
- No group classes.
- located within a broader industrial precinct.
- limited access to public transport.

Given the retrospective nature of the application, car parking surveys were able to be undertaken of the operating use. A peak parking rate 0.8 spaces/patron (inclusive of staff and patron demands) was identified for the existing operation of the gym.

Applying this empirical rate to the proposed 40 patrons for the gym on the subject site would result in an anticipated demand of 32 spaces.

Car Parking Demand Assessment Summary:

Table 3 below summarises the Car Parking Demand Assessment factors and assesses the key attributes of the proposed development.

Table 3: Car Parking Demand Assessment Summary

Factor	Commentary
<i>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.</i>	As discussed in <i>Practice Note 22 – Using the Car Parking Provisions</i>, in some situations a trip will serve more than one function, and this will tend to reduce the accumulative need for car parking. There is potential that some gym members may be sourced from staff of surrounding businesses, which could result in walking trips within the local area. However, given that the subject site is located within a broader commercial / industrial precinct, there is unlikely to be a high level of multi-purpose trips.
<i>The variation of car parking demand likely to be generated by the proposed use over time.</i>	Gyms typically generate peak parking demands during weekday mornings, weekday evenings and Saturday mornings. This profile is generally consistent with patrons attending the gym before and after typical business hours. We would expect peak parking demands (25-32 parking spaces) at these times and lower parking demands at other times (i.e. weekday days, Sundays, etc.).

Factor	Commentary
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</i>	Parking for gyms typically includes a small number of spaces associated with staff (long stay demands), with the majority of spaces associated with patrons (short stay demands). As part of the RMS NSW empirical surveys detailed previously, average duration of stay data was recorded as follows: • Site 2 (Oatley) – 68 minutes • Site 4 (Willoughby) – 68 minutes • Site 5 (MIISC) – 63 minutes In view of the above, patrons parking demands are likely to be in the order of 1-2 hours duration.
<i>The availability of public transport in the locality of the land.</i>	The subject site is located in an area with limited access public transport services. Given the location of the site within Drysdale, we would only expect a minor number of trips associated with public transport. The empirical parking rates presented previously are associated with sites with high car dependence, consistent with the conditions for the subject site.
<i>The convenience of pedestrian and cyclist access to the land.</i>	Murradoc Road does not include existing footpath or formal bicycle facilities in the vicinity for the subject site. We would expect walking and cycling to represent a small number of trips to/from the subject site. The empirical parking rates presented previously are associated with sites with high car dependence, consistent with the conditions for the subject site.
<i>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</i>	The proposal includes the provision of 4 bicycle spaces for visitors within the proposed car park. In addition, we understand that a secure bicycle parking space for staff is proposed. Bicycle facilities will be available for staff or patrons who choose to cycle to the proposed gym.
<i>The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</i>	The subject site is located in an outer suburban town. We expect that car ownership levels for future patrons are likely to be consistent with broad trends for greater Melbourne / Geelong.
<i>Any empirical assessment or case study.</i>	Empirical peak parking demand data for gyms was previously presented including: • RMS NSW surveys of 3 gyms in Sydney with high levels of car usage. These surveys identified peak car parking demands of 2.0-4.3 spaces/100m². The application of these rates would result in parking demands of 15-32 spaces associated with the proposed 750m² gym • Car Parking Demand Surveys of an existing 24/7 gym in Heidelberg West as part of a historical VCAT case. These surveys identified peak parking demands of 0.8 spaces/patron (inclusive of staff and patron demands). Applying this rate to the proposed 40 patrons for the subject site results in an anticipated demand of 32 spaces. Given the proposed car parking provision of 35 spaces for the proposed development, the anticipated peak parking demands can be accommodated on-site.

5. **Conclusions**

Having undertaken a Car Parking Demand Assessment for the proposed gym use at 79-81 Murradoc Road, Drysdale, the following conclusions are reached:

- The proposed gym use is expected to generate peak parking demands in the order of 25-32 spaces.
- The proposed provision of 35 car parking spaces will accommodate the anticipated car parking demands.

If you have any questions/queries or require any further information, please do not hesitate to contact Quantum Traffic.

Kind regards,



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address | Melbourne

email | admin@quantumtraffic.com.au
website | www.quantumtraffic.com.au



Appendix A

Development Plans



NOTE: Existing under ground service locations shown are approximate only and should be confirmed prior to construction. Refer to local authority for further details.

SITE ANALYSIS

TOTAL SITE AREA = 10,269 m2
STAGE 1 WORKS AREA = 5,455 m2
STAGE 2 WORKS AREA = 2,299 m2
STAGE 3 WORKS AREA = 2,515 m2

PROPOSED WORKS AREA

TOTAL WORKS AREA = 2,299 m2
PROPOSED TOTAL FLOOR AREA = 750 m2
TOTAL SITE COVERAGE OF WORKS AREA = 33 %

Storm Water Note:
Roof/Gutter to be connected to water tank w/overflow to underground storm water system. Water tanks to be connected to sanitary flushing systems & landscaping for water reuse.

Water efficient fixtures and appliances to be used throughout ie. taps, toilets, hot water...

OVERHEAD POWERLINES:
Builder/contractor to comply with all current Energy Safe Victoria No Go Zone requirements for works near overhead powerlines, including maintaining mandatory clearances and provision of a registered electrical spotter/safety observer where required. Obtain all required permits, approvals and asset owner consents prior to works. Refer to the relevant electricity distributor / asset owner and current Energy Safe Victoria requirements prior to construction.

No.83-89
FUTURE DEVELOPMENT SITE

EXISTING 'PET STOCK' RETAIL DEVELOPMENT

concrete carpark & driveway

concrete driveway

APPROX. 200m TO
PORTARINGTON ROAD
(DRYSDALE BYPASS)

TORNO COURT

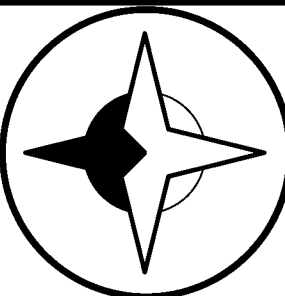
MURRADOC ROAD

PROPOSED SITE PLAN

Note: These drawings are to be read in conjunction with structural & civil engineering, fire service and fire engineering design & details.

NOTE: REFER TO CULTURAL HERITAGE MANAGEMENT PLAN PRIOR TO CONSTRUCTION.

'CORE BUILD' - PROPOSED 'SNAP FITNESS' GYM
No.75-81 MURRADOC ROAD, DRYSDALE
BELLARINE COMMERCIAL DEVELOPMENTS P/L



PO Box 938 | Bacchus Marsh | VIC 3340
VIC Registered Building Practitioner: DP-AD 25793
TAS Licensed Building Services Provider: 264632134
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PROPOSED SITE PLAN

revision
Rev. A - Engineers drainage design added. ESD notes updated to suit sustainability report. Office/Amenities layout changes.

drawing number

TP2

designed/drawn	date	scale	job number
J.W.H.	27/04/2026	1:300 @ A1	J25061

PROPOSED WORKS AREA

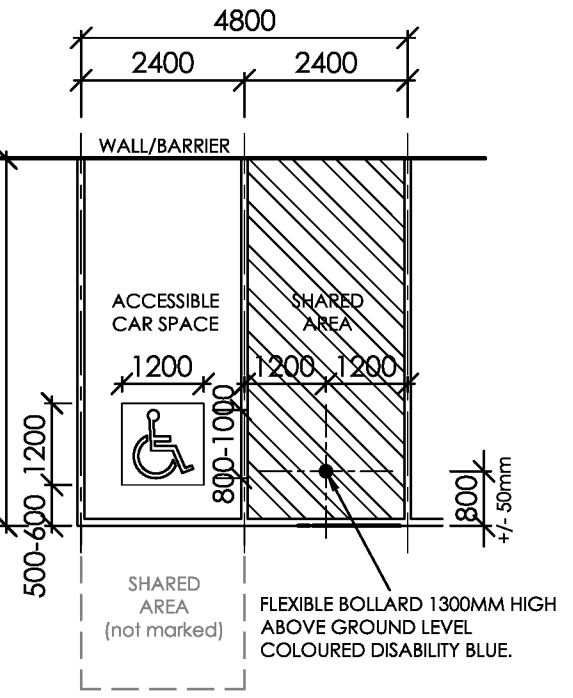
TOTAL WORKS AREA	= 2,299 m2
PROPOSED TOTAL FLOOR AREA	= 750 m2
TOTAL SITE COVERAGE OF WORKS AREA	= 33 %
TOTAL LANDSCAPING AREA (REQ. >5%)	= 275 m2 / 12%

SPACE IDENTIFICATION:
Each dedicated space shall be identified by means of a white symbol of access in accordance with AS 1428.1-2009, between 800mm and 1000mm high, placed on a blue rectangle with no side more than 1200mm, placed as a pavement marking in the centre of the space between 500mm and 600mm from its entry point as illustrated.

SPACE DELINEATION:
Pavement markings specified shall be yellow and shall have a slip resistant surface. Raised pavement markers shall not be used for space delineation.

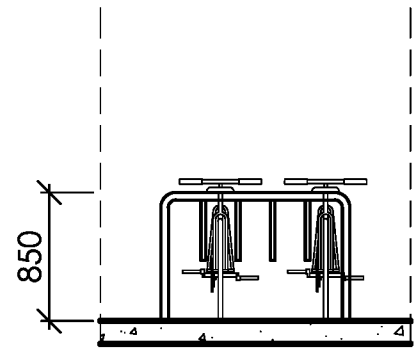
LINE MARKING:
Dedicated parking spaces shall be outlined with unbroken lines 80 to 100mm wide on all sides excepting any side delineated by a kerb, barrier or wall.

SHARED AREAS SHALL BE MARKED AS:
Walkways within or partly within a shared area shall be marked with unbroken longitudinal lines on both sides of the walkway excepting any side delineated by a kerb, barrier or wall.
Other vacant non-trafficked areas, which may be intentionally or unintentionally obstructed (e.g. by unintended parking), shall be outlined with unbroken lines 80 to 100mm wide on all sides excepting any side delineated by a kerb, barrier or wall, and marked with diagonal stripes 150 to 200mm wide with spaces 200mm to 300mm between stripes. The stripes shall be at an angle of 45 ±10 degrees to the side of the space.
No shared area markings shall be placed in trafficked areas.
All line-marking must be non slip.
BOLLARDS:
Minimum height 1300mm.
Recommended colour blue to contrast against yellow line marking.
Recommend flexible bollards to reduce motor vehicle damage.

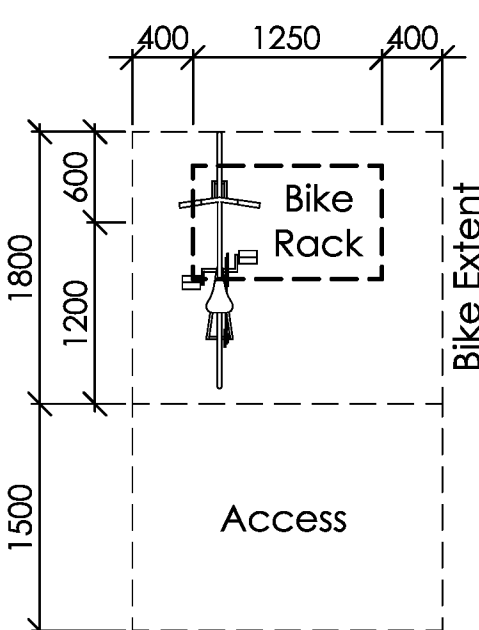


LEFT HAND ACCESSIBLE CAR PARKING SPACES

AS2890.6 & AS1428.1-2009 - N.T.S.

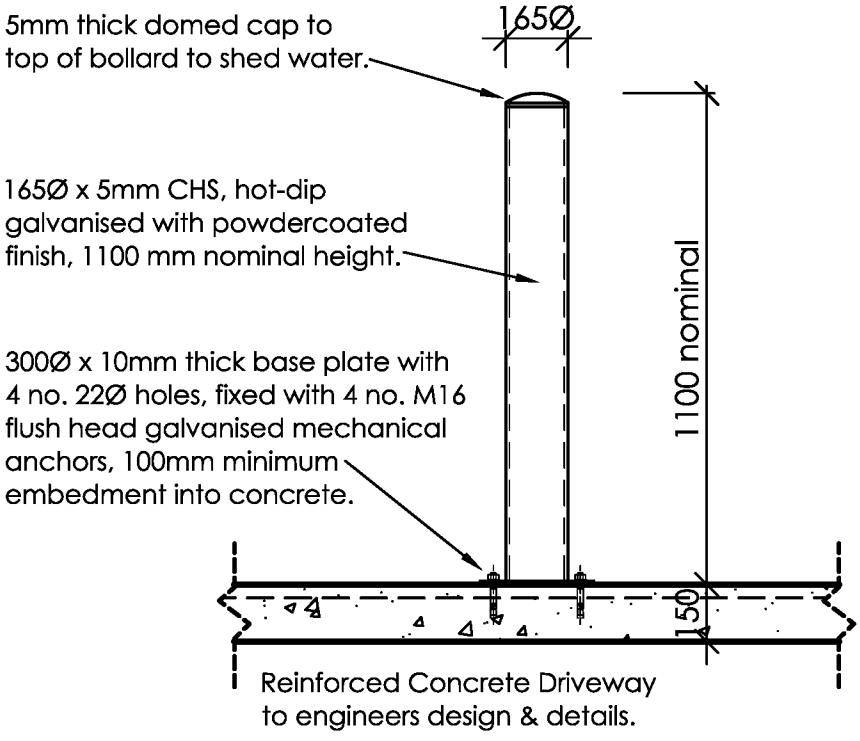


Galv. Steel Bicycle Racks to provide alternate transportation options. To be fixed to floor/paving as per manufacturers specifications. Cora Expo Series Bike Rack System (or equiv.).



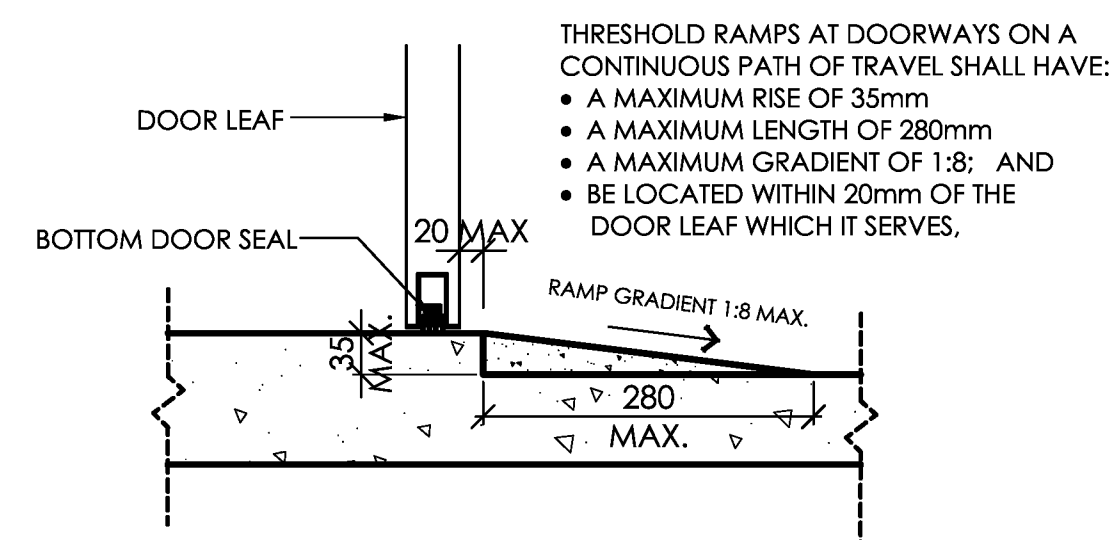
TYPICAL BIKE RACK DETAIL

N.T.S.



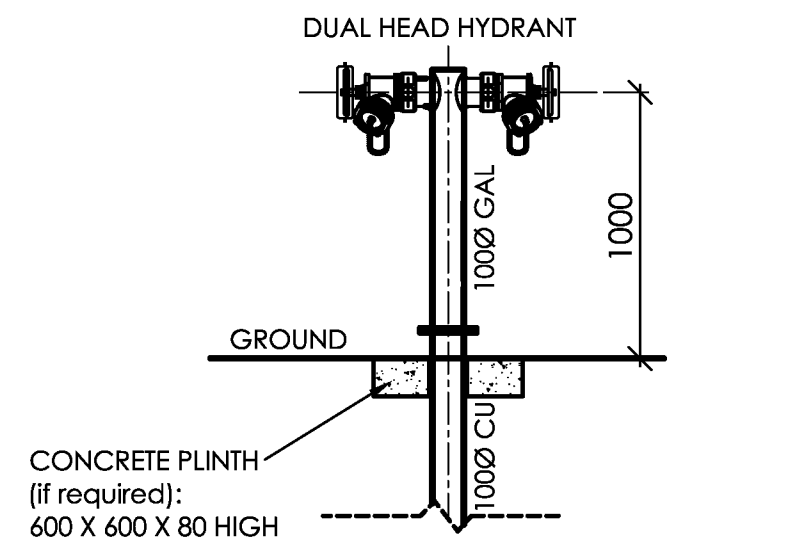
TYPICAL BOLLARD DETAIL

N.T.S.



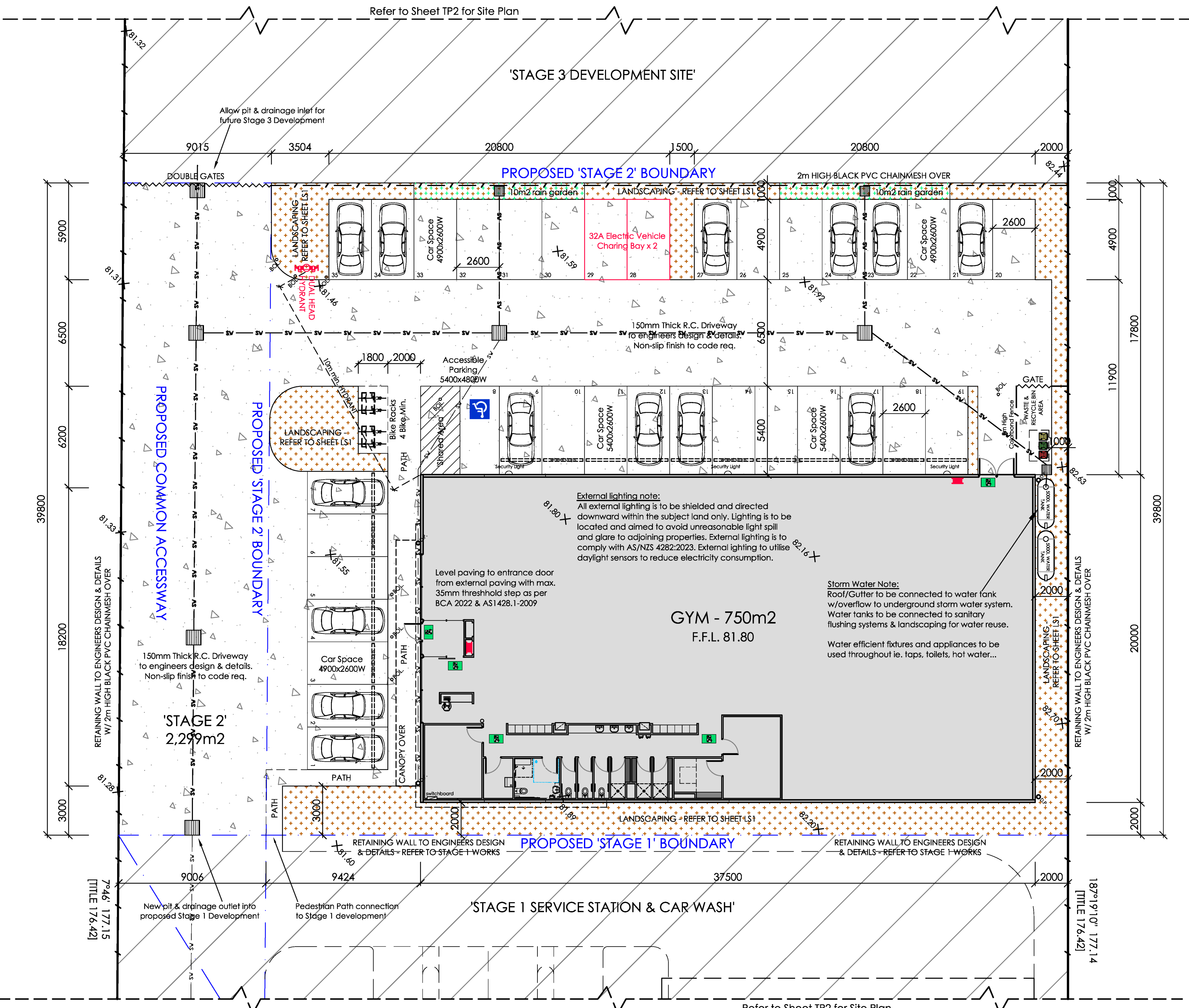
THRESHOLD RAMP DETAIL

N.T.S.



EXTERNAL FIRE HYDRANT DETAIL

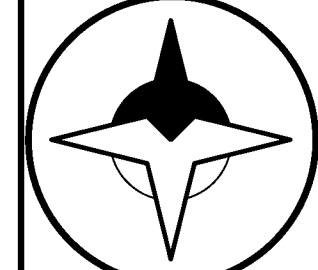
N.T.S.



PART SITE PLAN

Note: These drawings are to be read in conjunction with structural & civil engineering, fire service and fire engineering design & details.

'CORE BUILD' - PROPOSED 'SNAP FITNESS' GYM
No.75-81 MURRADOC ROAD, DRYSDALE
BELLARINE COMMERCIAL DEVELOPMENTS P/L



BRICLOK building design

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PART SITE PLAN 'STAGE 2'

revision	Rev. A - Engineers drainage design added, ESD notes updated to suit sustainability report, Office/Amenities layout changes.	drawing number	TP3
designed/drawn	J.W.H.	date	27/04/2026
scale	1:150 @ A1	job number	J25061