

255 - 257 Plantation Road, Corio

Traffic & Parking Assessment Report

Client: Enable Group

Prepared by

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9 April 2026
Rev C

1. INTRODUCTION

1.1 Purpose of this report

This report sets out an assessment of the traffic and parking implications of the proposed development, with specific consideration of the following:

- the existing conditions and a description of the proposal;
- an assessment of the development's car and bicycle parking requirements;
- adequacy of the on-site parking supply to accommodate the statutory car and bicycle parking requirements of the Greater Geelong Planning Scheme;
- adequacy of the car park layout in accordance with Council's Planning Scheme and AS 2890.1:2004; and
- the traffic impact of the development.

1.2 Referenced documents

This report has been based upon a number of sources. These include:

- Discussions with and information provided by the applicant;
- Melways maps, Nearmap and Google Maps, AnyTrip Interactive Public Transport Map, Uber RideShare Map;
- Greater Geelong Planning Scheme (Clause 52.06) and AS 2890.1:2004, Greater Geelong PPTN, Public Transport and TravelSmart Maps;
- Parking surveys undertaken on Friday 17 October 2025 and Saturday 18 October 2025 between 10 am and 9 pm; and
- Request for Further Information letter from the City of Greater Geelong, Ref. PP-784-2025, dated 10th October 2025
- Layout plans of the proposed development prepared by Misk Architecture, Job. 20257363, Rev. E, Sheets A1 – A9, dated 8 April 2026.

2. EXISTING CONDITIONS

2.1 Location and Land use

The subject site is located on the southern side of Plantation Road, approximately 80m east of Corangamite Drive, and between Cloverdale Drive.

The surrounding area is typically residential in nature, comprising of both arterial and local roads, public parks and recreational areas, and a local activity centre.

The location of the subject site is shown in **Figure 2.1**.



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Figure 2.1: Location of subject site

The site is currently vacant. The nature of the subject site and the surrounding land uses are shown in **Figure 2.2**.



Source: Nearmap (imagery taken on 10th August 2025)

Figure 2.2 Nature of the subject site and the immediately surrounding land uses

2.2 Road Network

Plantation Road abuts the site’s northern boundary and contains an undivided cross section with a traffic and parking lane in each direction. On-street parking is typically characterized as unrestricted. A speed limit of 50km/hr applies.

The cross sections of Plantation Road is demonstrated through imagery taken looking to the east and west as shown in **Figures 2.3 and 2.4**.



Source: Google Maps StreetView

Figure 2.3: Plantation Road looking east



Source: Google Maps StreetView

Figure 2.4: Plantation Road looking west

2.3 Existing Parking Supply and Demand

There are approximately 23 on-street car parking spaces located within close proximity to the site.

To establish the existing parking demands in the nearby on-street car parking areas, surveys were undertaken on Friday 17 October 2025 and Saturday 18 October 2025 between 10 am and 9 pm.

The survey area adopted for the parking survey was based upon a walking distance of up to around 150 metres, as shown in **Figure 2.5**.



Source: Google Maps

Figure 2.5: Survey area adopted for the parking survey

The results of the parking surveys, which are summarised in **Attachment A**, indicated that the peak parking demand occurred on:

- Friday during the daytime period between 12 noon and 3 pm with a 4 % occupancy rate (1 car out of a parking supply of 23 spaces);
- Friday during the evening period at 9 pm with a 0 % occupancy rate (0 cars out of a parking supply of 23 spaces);
- Saturday during the daytime period at 12 noon with a 4 % occupancy rate (1 car out of a parking supply of 23 spaces); and
- Saturday during the evening period at 9 pm with a 0 % occupancy rate (0 cars out of a parking supply of 23 spaces).

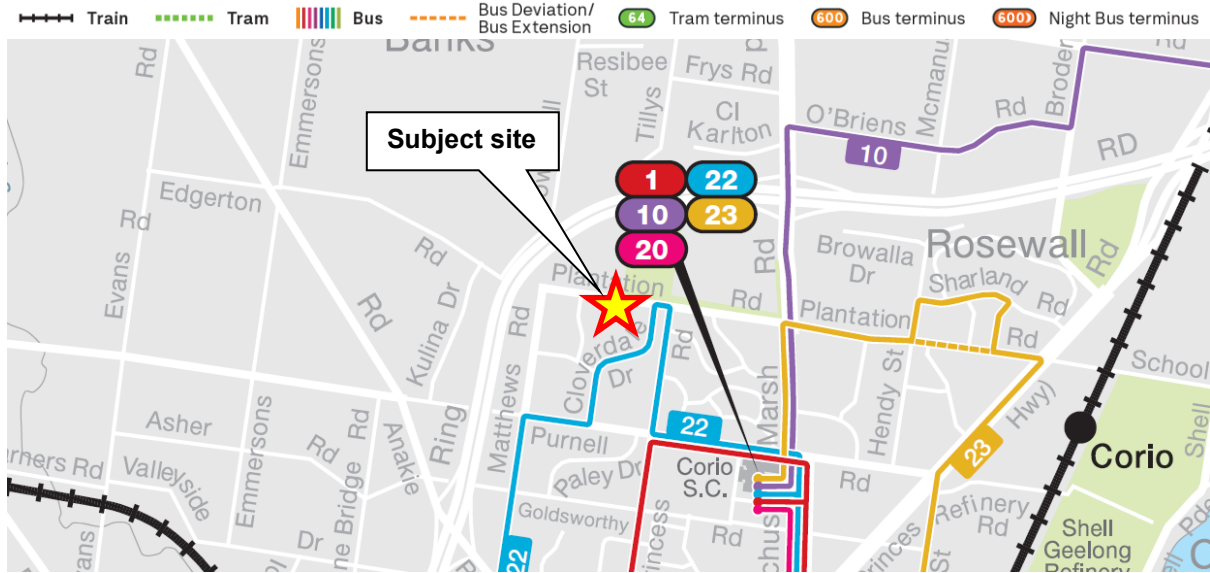
2.4 Sustainable Transport Modes

2.4.1 Public Transport

There is a good provision of public transport services which operate adjacent to and in close proximity to the site.

The public transport services include Bus route 22 operates between Geelong Station and North Shore Station via Anakie Road.

The public transport facilities in the immediate area are illustrated below in **Figure 2.6**.

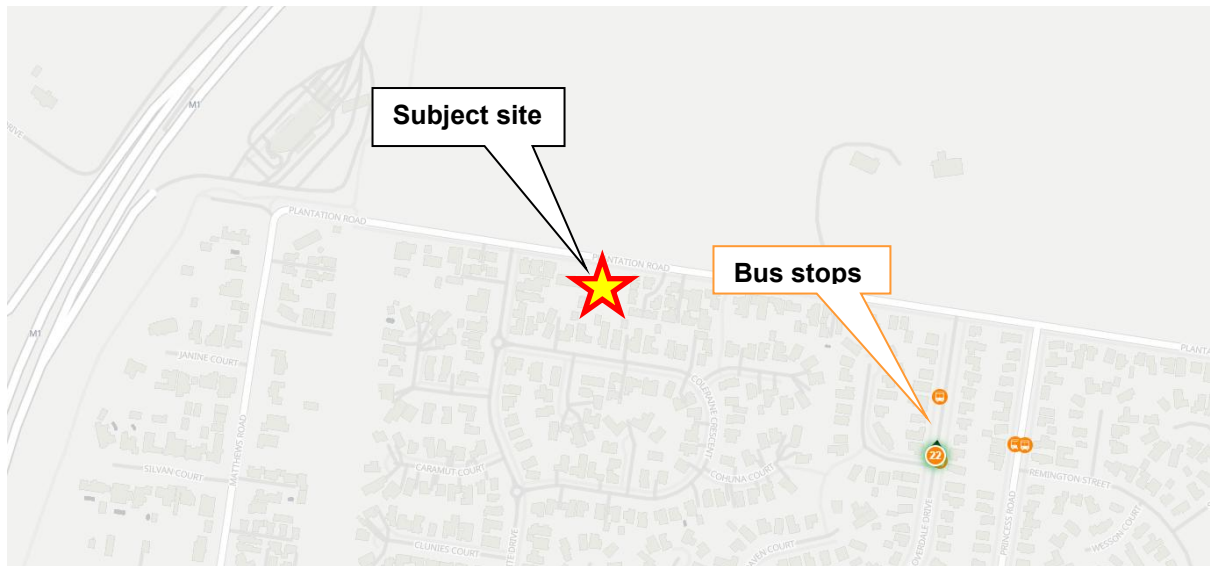


Source: City of Greater Geelong Public Transport Map (July 2020)

Figure 2.6: Public transport services in the vicinity of the site

An assessment of the timetables of the various public transport services indicate that each service operates during the weekday and weekend time periods within frequent time intervals.

Bus stops are located along Road in close proximity to the site as shown in **Figure 2.7**.



Source: AnyTrip Interactive Trip Planning and Stop Finder Map



Figure 2.7: Public transport services in vicinity of subject site

2.4.2 Bicycle Infrastructure

The City of Greater Geelong is well serviced by an extensive network of on- and off-road bicycle network linking the municipality with the surrounding municipalities. These include the following cycling facilities:

- *Off Road Shared paths* exist along the alignment of the Princes Freeway trail to the west;

- *On Road Cycling lanes* exist along Princess Road to the east, as well as along portions of Cox Road to the south;
- The Principal Bicycle Network encompasses many major roadways in the surrounding area, including Plantation Road adjacent to the site, Princess Road to the east, Mathews Road to the west, and Purnell Road to the south.

There is a formal and informal bicycle network in the vicinity of the site as shown in an extract from the Greater Geelong Principal Bicycle Network Map in **Figure 2.8**.

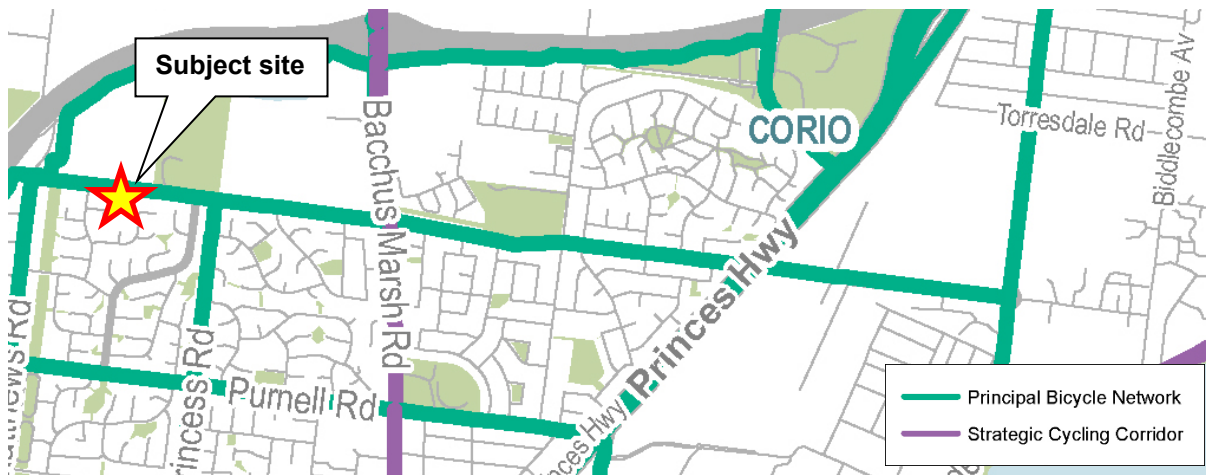


Figure 2.8: On and off-road bicycle routes in the vicinity of the site

2.4.3 On-demand ride facilities

Car sharing schemes and on-demand ride services have been operating in Melbourne since 2003 with a number of inner metropolitan Councils (including City of Port Phillip, Greater Geelong, Melbourne, Moreland and Darebin) actively supporting their use by allocating on-street spaces throughout their municipalities for the purposes of accommodating 'car share' cars and taxi services.

Commercially and privately operated car share cars and rides are available in close proximity to the subject site, as shown in **Figure 2.9**.

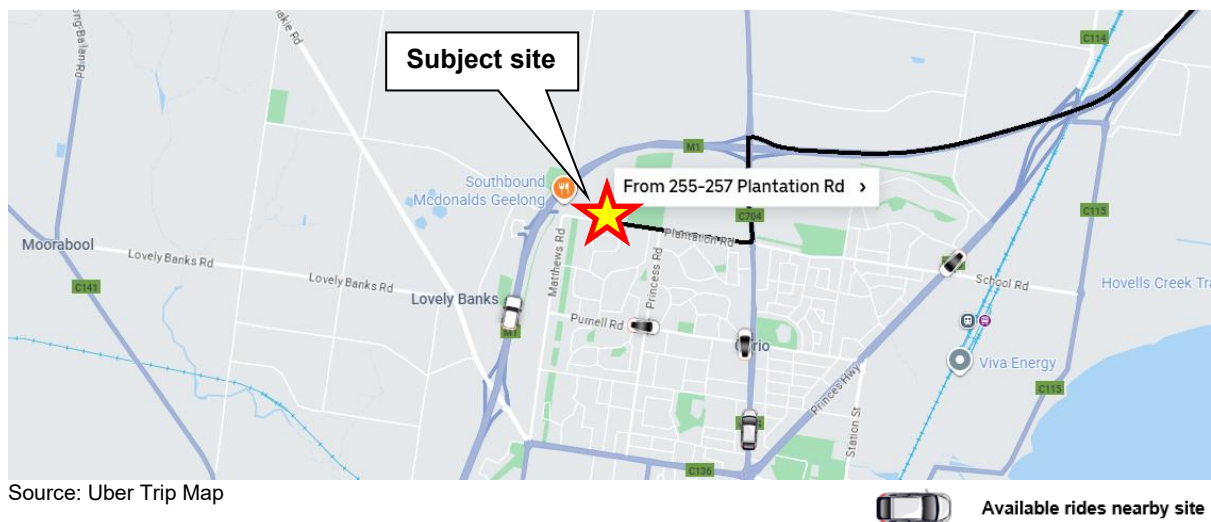


Figure 2.9: On-demand ride opportunity in the vicinity of the site

3. THE PROPOSAL

It is proposed to construct 9 x two bedroom and 1 x three bedroom dwellings.

One garage space will be provided for each of the two bedroom dwellings and two spaces provided for the three bedroom dwelling. One visitor parking will be provided on-site.

Access to the site will be made possible via proposed crossovers to Plantation Road. Any redundant crossovers will be removed and reinstated with kerb and channel.

The car parking areas for the proposed development is shown in **Attachment B**.

4. CAR PARKING CONSIDERATIONS

4.1 Statutory Car Parking Requirements

The statutory requirements for car parking are set out in Clause 52.06 of the Greater Geelong Planning Scheme, with parking rates stipulated in the table to Clause 52.06-5.

Consideration needs to be given to Amendment VC277 which was gazetted December 2025 and, amongst other changes, reduces car parking requirements for uses in residential and commercial areas, and for land within walking distance of high-quality public transport.

The Clause 52.06 **Table 1** parking rates now apply automatically to a site, and Categories 1 – 4 are applicable to land as per the Car Parking Requirement Maps (Department of Transport and Planning, 2025 – CPR Maps).

Specifically, the Clause 52.06-5 **Table 1** car parking requirements are calculated as either:

- *A number of car parking spaces; or*
- *A percentage of the total site area that must be set aside for car parking.*

The Car Parking Requirement Maps (CPR) reflects the categories for parking rate calculation, based upon the land category.

An extract of the CPR map for the Greater Geelong Municipality is shown in **Figure 1**.

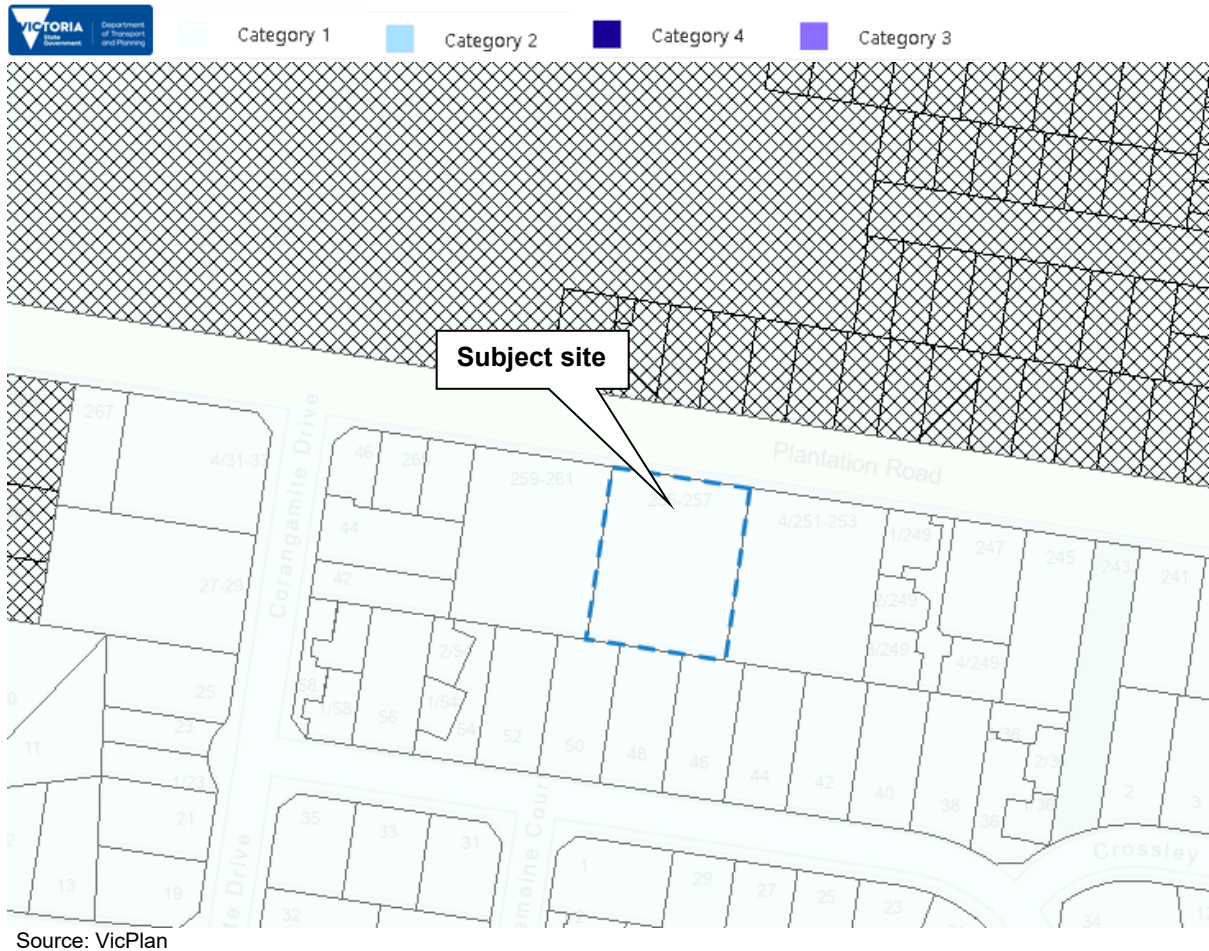


Figure 1: Location of site (Category 1)

Reference to **Figure 4.1** indicates that the proposed development is located within the boundary of the Category 1 zone.

Having regard to the above, reference to Clause 52.06-5 (Table 1) indicates that the **Category 1** car parking rates for the proposed residential development is *1.2 car spaces per dwelling*, which based upon 10 dwellings, corresponds to a car parking requirement of 12 spaces.

The on-site provision of 12 spaces can accommodate the development's total statutory parking requirements of 12 spaces.

4.2 Statutory Bicycle Parking Requirements

Clause 52.34 of the Greater Geelong Planning Scheme seeks to encourage cycling as a mode of transport with the provision of secure, accessible and convenient bicycle parking spaces.

The statutory bicycle parking requirements are set out in Clause 52.34 of the Greater Geelong Planning Scheme. As the development is less than four storeys, there are no bicycle parking requirements for the proposed development.

Reference to the layout plans indicate that although no formal bicycle storage areas are proposed, it is recognized that ample areas exist to safely store a bicycle within garage and POS areas, as well as landscaped areas, should residents and visitors choose to utilize sustainable modes of transport.

4.3 Car Park Layout

4.3.1 Dimensions of car accommodation

The single garages have been provided at the dimensions of 3.5 m in width and 6 m in length. The external space for dwelling 1 has been provided at a width of 2.6 m and a length of 4.9 m with an offset clearance of 500 mm, which complies with Clause 52.06-9 of the Greater Geelong Planning Scheme.

The visitor bay has been provided at an overall width of 3.3 m and a length of 4.9 m, which includes an offset clearance of 300 mm as required by AS 2890.1:2004.

In addition, while the blind aisle extension is technically less than 1m, as required by AS 2890.1:2004, the swept path analysis (refer Section 4.3.2) indicates that the visitor is able to safely enter and exit the visitor bay to then exit from the site in a forward manner.

4.3.2 Accessibility

The swept paths of vehicles entering and exiting the dwelling car spaces have been assessed with the use of the AutoTURN computer software for a B85 motor car.

Having regard the above, the swept path analysis undertaken on the layout plan (refer **Attachment C**), shows that the dwelling motorists are able to safely enter and exit the car parking areas to then exit from the site in a forward manner.

4.3.3 Width of access

The width of the access points are in excess of 3 m which comply with Clause 52.06-9 (design standard 1) of the Greater Geelong Planning Scheme.

4.3.4 Gradients along accessways

The gradients provided along the accessways are required to comply with the Australian Standards for off-street car parking, AS 2890.1:2004 and Clause 52.06-9 of the Greater Geelong Planning Scheme.

4.3.5 Sight lines for exiting motorists

Clause 52.06-9 (design standard 1) of the Greater Geelong Planning Scheme specifies that the development is required to:

“Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres 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.”

Reference to the layout plans indicate that clear sight line triangles are able to be provided on either side of the crossovers to Plantation Road.

Further, it is recommended that any vegetation or obstructions (eg mail boxes, fences) placed in the sight line triangles not exceed a height of 900 mm.

5. OTHER

5.1 Refuse

Reference to the layout plans indicate that bins are to be stored within gated / enclosed areas, and will be wheeled to Plantation Road, adjacent to the accessway.

Refuse collection would be conducted by Council's weekly routine services.

5.2 Traffic Impact

The traffic flows generated by the proposed residential development are considered to be adequately accommodated on the surrounding road network during the daytime commuter peak periods and is not anticipated to adversely impact upon the amenity of the surrounding area.

6. CONCLUSIONS AND RECOMMENDATIONS

Having regard to the above, it is considered that:

- The proposed residential development has a car parking requirement of 12 spaces;
- The on-site provision of 12 spaces can accommodate the development's total statutory parking requirements of 12 spaces; and
- The proposed development is not anticipated to adversely impact upon the amenity of the surrounding area.

Further, it is recommended that :

- the gradients provided along the accessways are required to comply with the Australian Standard AS 2890.1:2004 and Clause 52.06-9 of the Greater Geelong Planning Scheme;
- any vegetation or obstructions (eg mail boxes, fences) placed in the sight line triangles not exceed a height of 900 mm.

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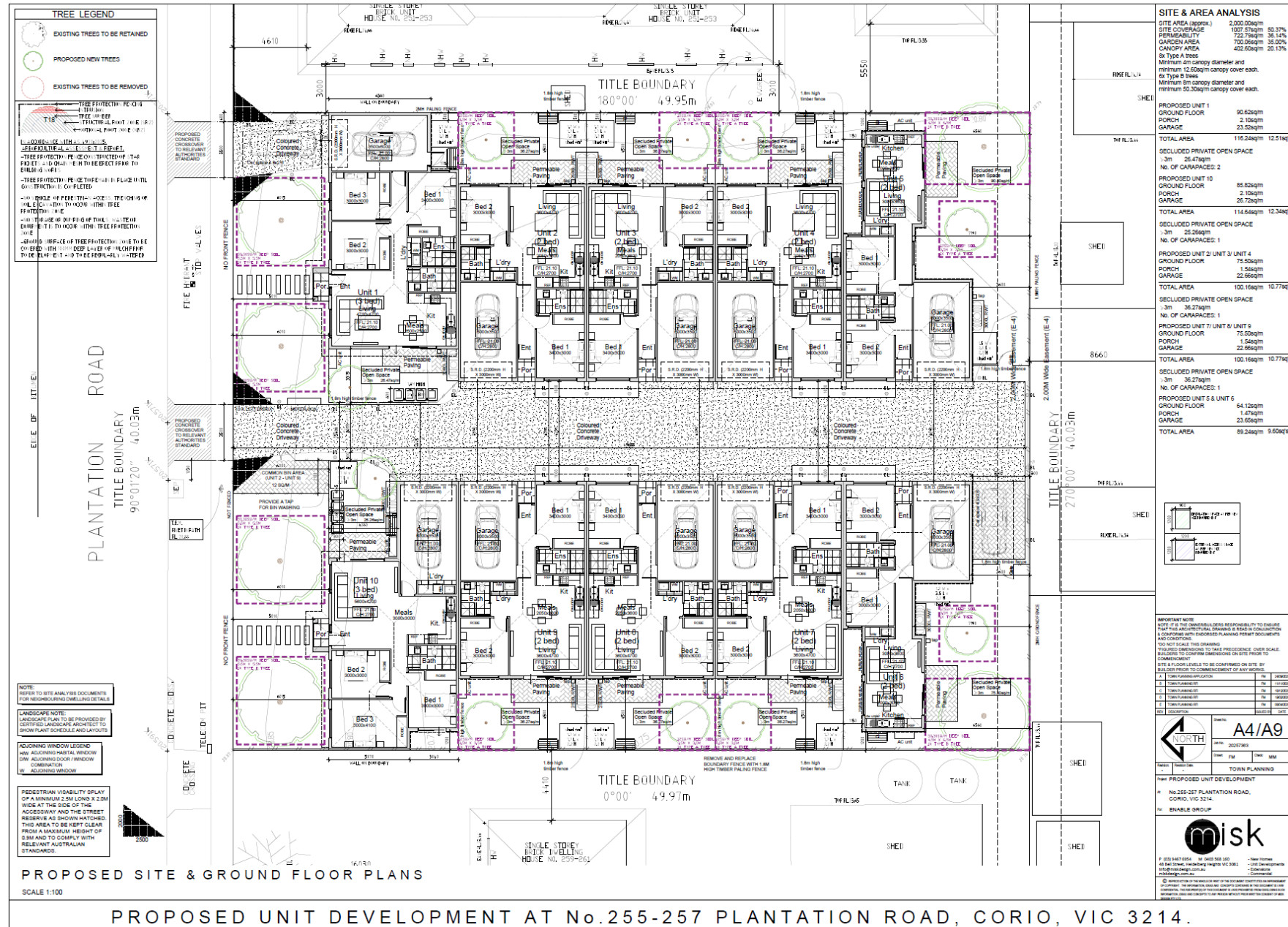
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**ATTACHMENT A
RESULTS OF PARKING SURVEYS**

Parking Area	Max Spots	No. of cars parked							
		Friday 17 October 25				Saturday 18 October 25			
		9 am	12 noon	3 pm	9 pm	9 am	12 noon	3 pm	9 pm
PLANTATION ROAD									
<i>Between reserve (no. 241) and Corangamite Dr</i>									
south side									
unrestricted	23	0	1	1	0	0	1	0	0
TOTAL	23	0	1	1	0	0	1	0	0

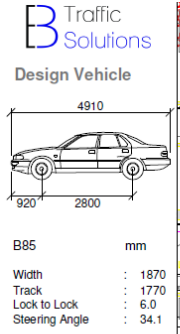
**ATTACHMENT B
LAYOUT PLANS**



PROPOSED UNIT DEVELOPMENT AT No.255-257 PLANTATION ROAD, CORIO, VIC 3214.

ATTACHMENT C

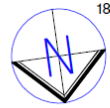
SWEPT PATH ANALYSIS (B85 CAR)



B85 mm

Width	1870
Track	1770
Lock to Lock	6.0
Steering Angle	34.1

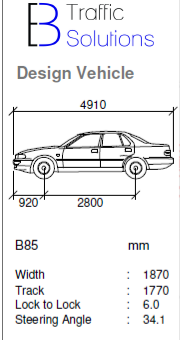
A3.01
09/04/2026



255 - 257 Plantation Road, Corio

Scale 1:125 @ A3
Swept Path Analysis (B85 Car)
Plan prepared by EB Traffic Solutions Pty Ltd





B85 mm

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

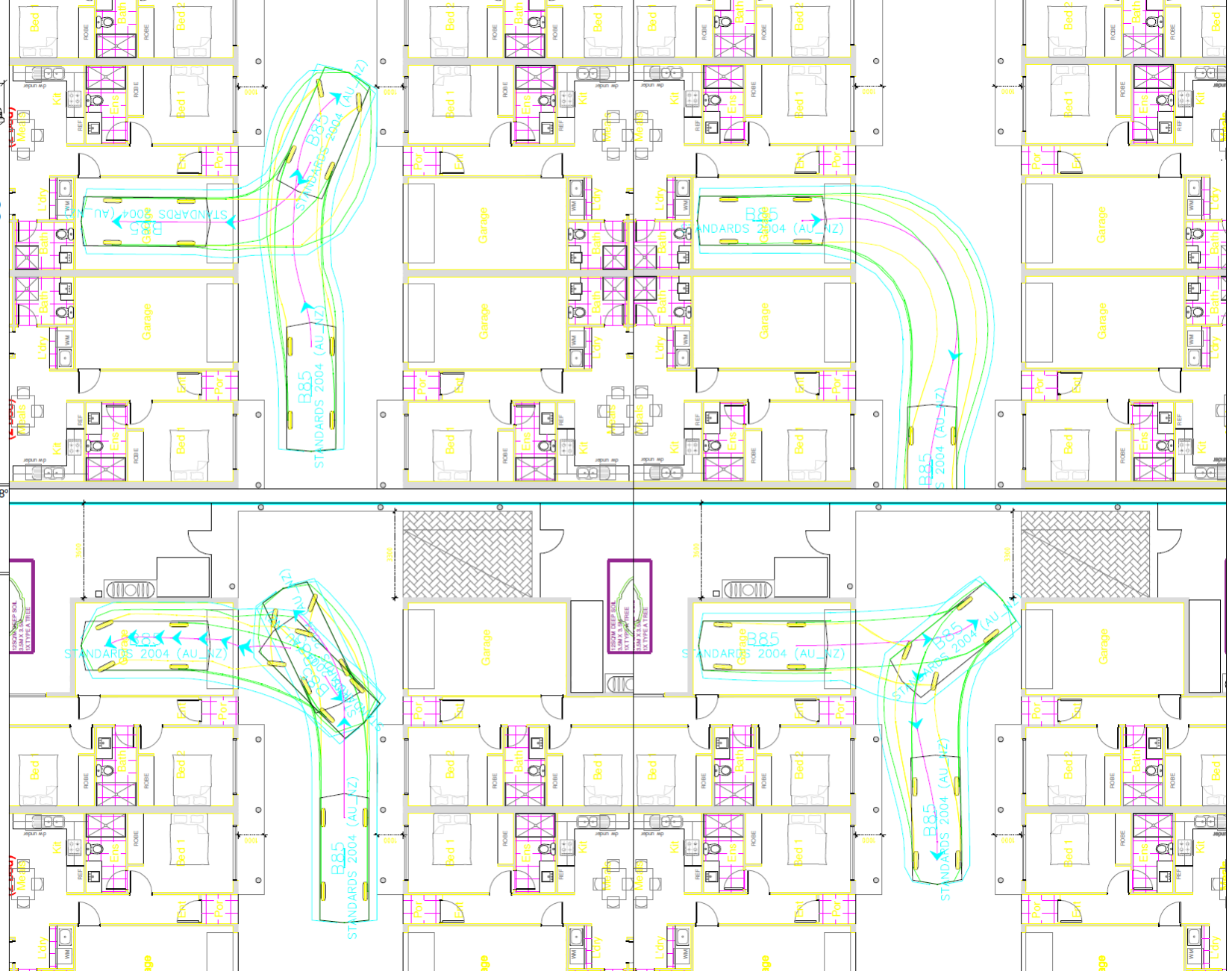
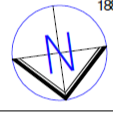
A3.03
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255 - 257 Plantation Road, Corio

Scale 1:125 @ A3

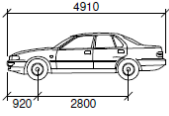
Swept Path Analysis (B85 Car)

Plan prepared by EB Traffic Solutions Pty Ltd





Design Vehicle



B85	mm
Width	1870
Track	1770
Lock to Lock	6.0
Steering Angle	34.1

A3.05
09/04/2026



255 - 257 Plantation Road, Corio

Scale 1:125 @ A3

Swept Path Analysis (B85 Car)

Plan prepared by EB Traffic Solutions Pty Ltd

