Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

1/168-170 Fyans Street, South Geelong

Prepared for

October 2026

G39062R-01B

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Document Control

Our Reference: G39062R-01B

Issue No.	Type	Date	Prepared By	Approved By
A	Final	21/08/2026	J. Mitropoulos	N. Woolcock [RPE6892]
B	Final	19/10/2026	J. Mitropoulos	N. Woolcock [RPE6892]

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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1. Introduction

Traffix Group has been engaged by to undertake a traffic engineering assessment for a proposed mixed use development at 1/168-170 Fyans 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 Projekt Evolve are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description
Uses	**Size/No.**
Restricted Retail	345.46m^2
Office	502.55m^2
Warehouse	141.68m^2
Car Parking Provision	15 car spaces within curtilage
Bicycle Parking Provision	2 bicycle spaces within curtilage
Other	**Notes**
Vehicle Access	Vehicle access is from a common accessway to Fyans Street shared with other tenancies on the wider lot.
Changes to on-street parking	None.
Loading Provision	5.4m long loading bay.
Waste Collection	Waste collection will occur from the shared accessway adjacent to the site.

3. Existing Conditions

3.1. Subject Site

The subject site is 1/168-170 Fyans Street, South Geelong. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	1/168-170 Fyans Street, South Geelong
Area	1,011m^2
Frontages	21.24m to Fyans Street
Zoning	Industrial 1 Zone – IN1Z
Car Parking Requirement	Category 1
Design Overlays	Design And Development Overlay Schedule 20 – DDO20
Current use of site	Vacant (former Car Wash)
Vehicle access	Vehicle access is from a common accessway to Fyans Street shared with other tenancies on the wider lot.
On-street parking along site frontage	3 x 2P 9am-5:30pm Mon-Sat

A locality plan, aerial photograph, car parking requirement map and land use zoning map is provided at Figure 1 to Figure 4.

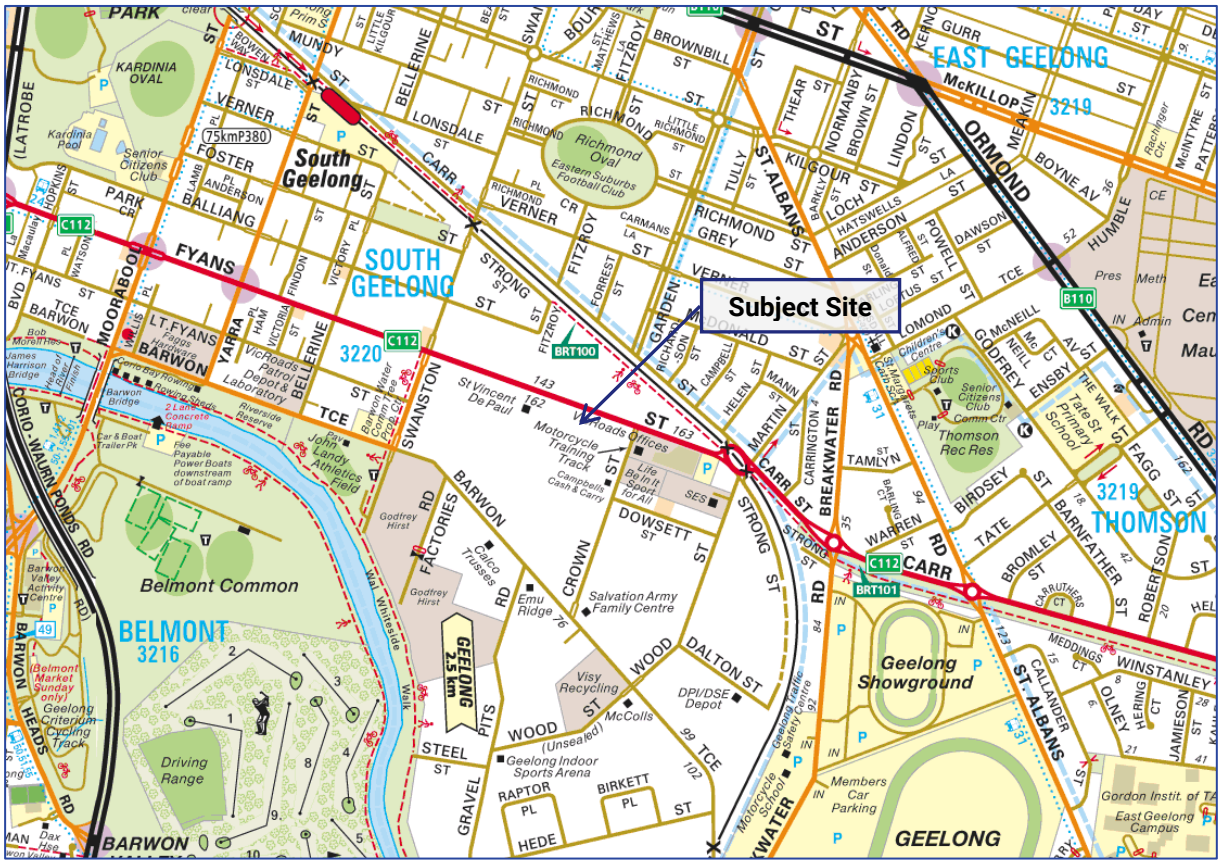


Figure 1: Locality Plan (Source: Melway)



Figure 2: Aerial Photograph (Source: MetroMap February 2026)

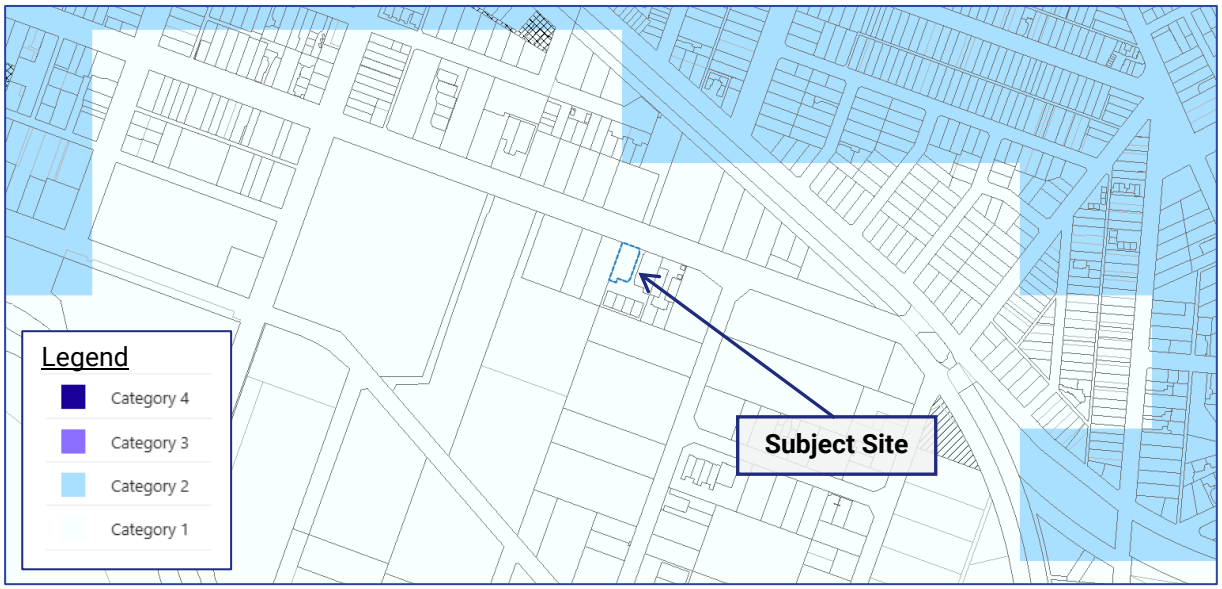


Figure 3: Car Parking Requirement Map

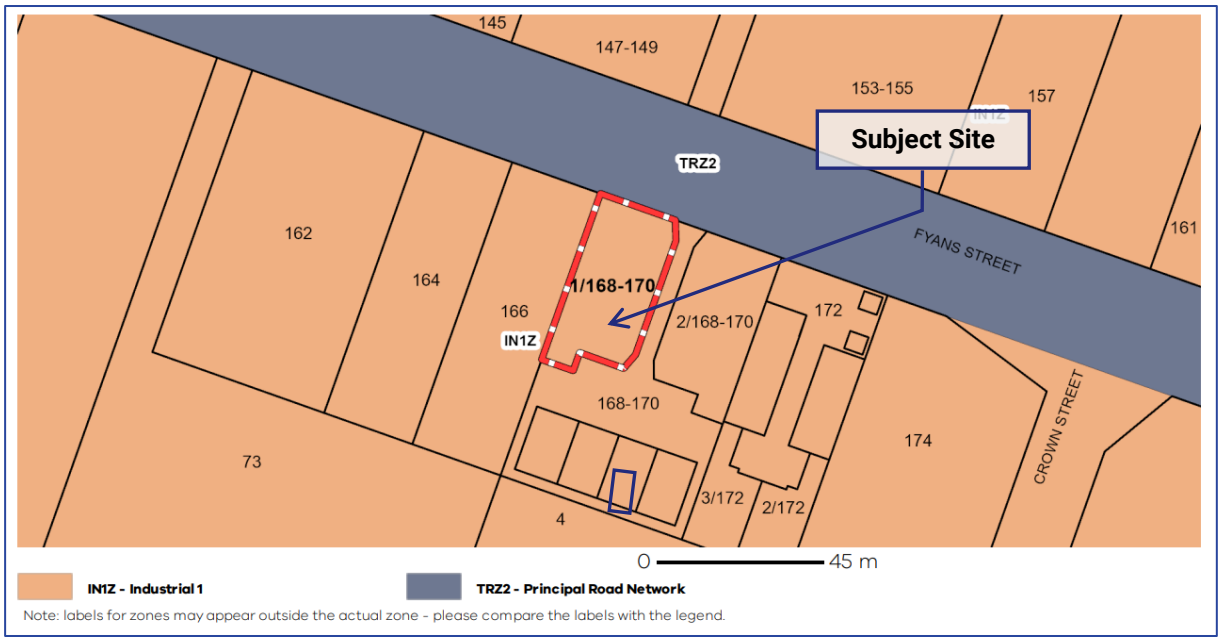


Figure 4: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

Fyans Street is classified as an 'Arterial Road' under the management of the Department of Transport and Planning and is located within a Transport Road Zone 2 under the Greater Geelong Planning Scheme. In the vicinity of the site, Fyans Street provides a single eastbound traffic lane, dual westbound traffic lanes (including a quasi service road type arrangement with painted separator, a central turning lane and an on-road bicycle lane on the north side of the carriageway.

Kerbside parking is available on both sides of Fyans Street.

A posted speed limit of 60km/h applies along Fyans Street in the vicinity of the site.

Vehicle access to the site is via a **shared accessway** which connects to Fyans Street. The shared accessway has a minimum width of approximately 5m and includes an approximately 8.4m wide crossover at the site's northern boundary. The shared accessway provides vehicle access to the wider road network for all five lots at 168-170 Fyans Street, South Geelong.

Photos of the surrounding road network are presented following the table.



Figure 5: Fyans Stret – view east



Figure 6: Fyans Street – view west



Figure 7: Shared Accessway – view north



Figure 8: Shared Accessway – view south

3.2.2. Car Parking Conditions

Traffix Group completed an inventory of on-street parking during a site inspection on Wednesday 19th August, 2026 at 1:00pm.

The detailed parking inventory is presented at Appendix B.

The survey area is presented in Figure 9.

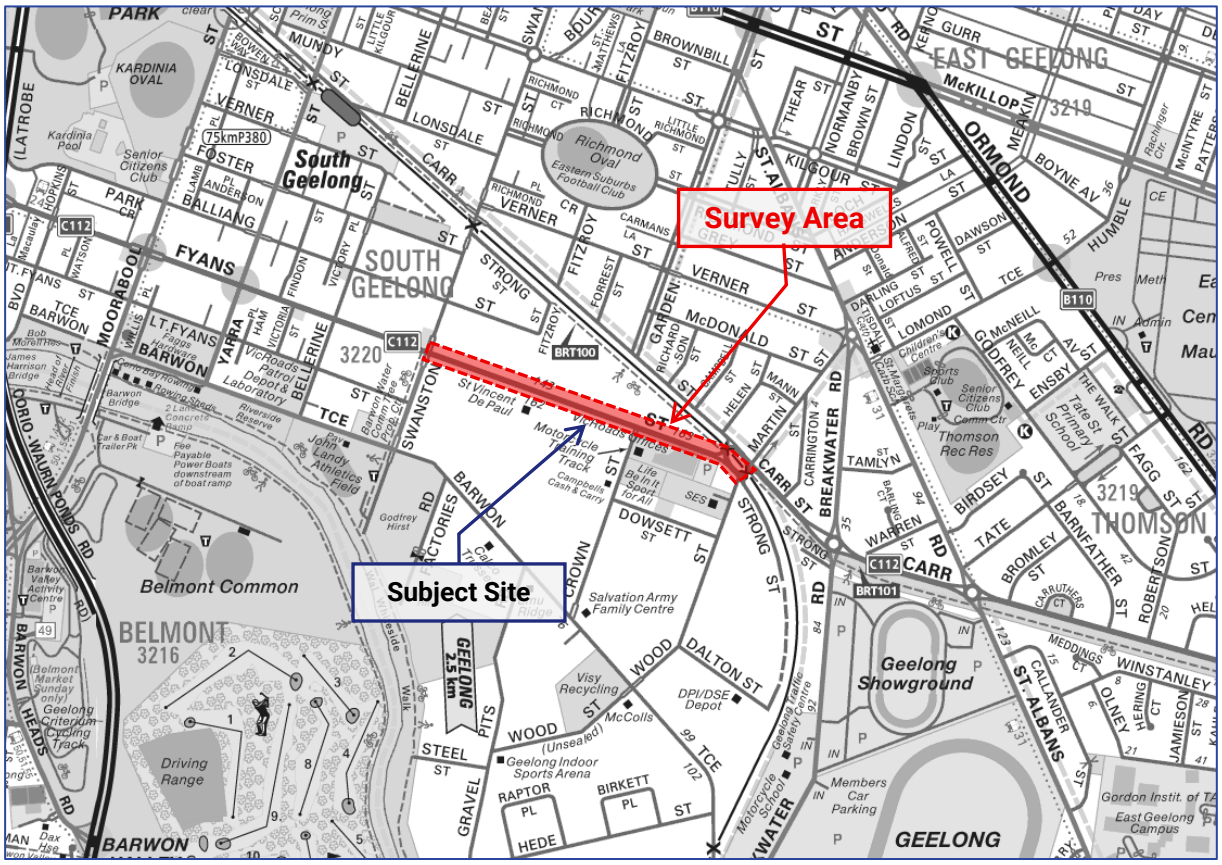


Figure 9: Parking Survey Inventory (Source: Melway)

The key findings of the inventory are as follows:

- There are 111 on-street car spaces within the survey area.
- Car Parking was generally a mixture of unrestricted and short term (1P and 2P) restrictions during business hours and on weekends.
- The demand for on-street carparking was moderate at the time of the inventory with 39 vacant spaces (65% occupancy) recorded.

3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is served by public transport services, with South Geelong Railway Station located approximately 1km north-west of the site.

A map of the broader services is provided at Figure 10.

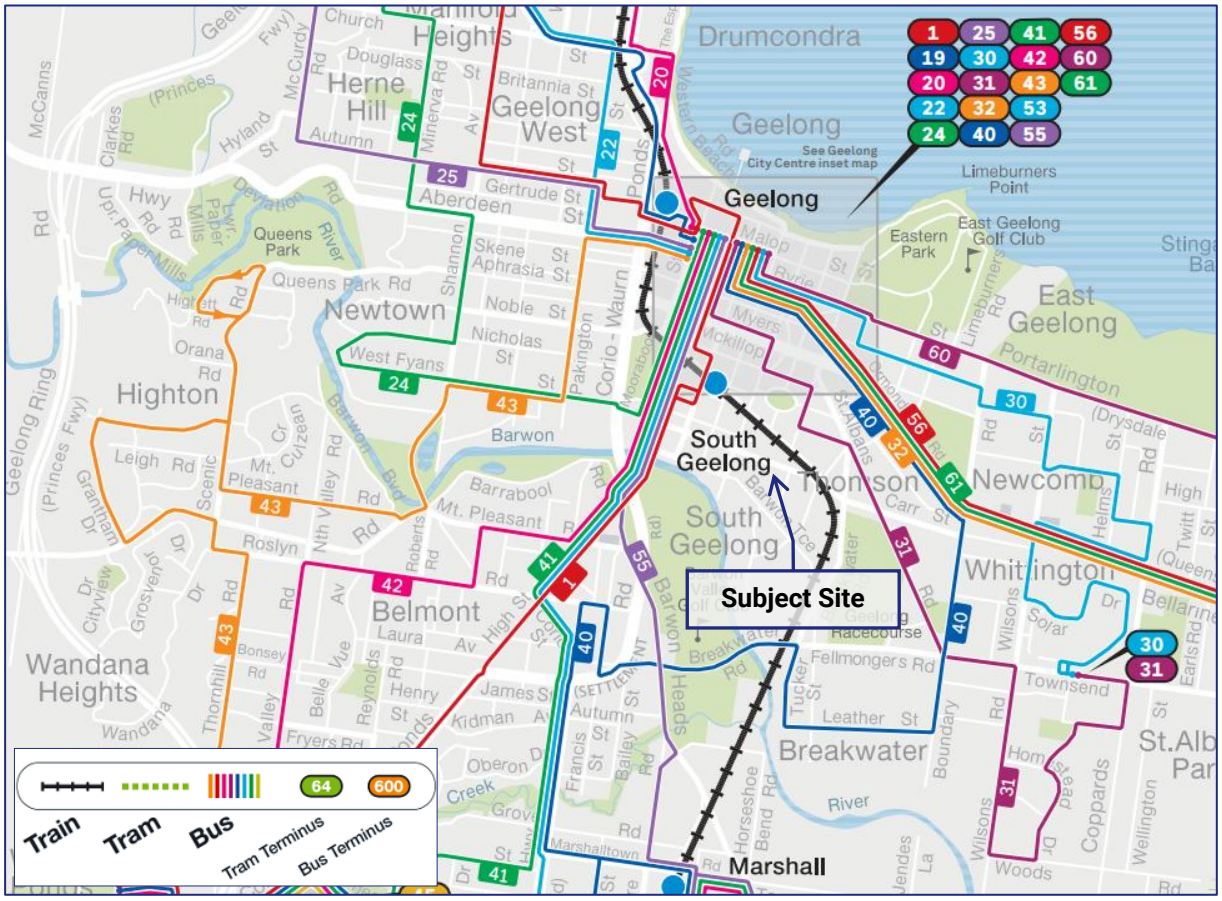


Figure 10: Public Transport Map (Source: PTV)

3.3.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with an on -road bicycle path along Fyans Street in the vicinity of the site and off-road shared paths surrounding the site, as shown in the excerpt from the Central Geelong Active Travel Map as shown in Figure 11.

The abovementioned paths provide connections to the wider path network and Greater Geelong area.



Figure 11: Central Geelong Active Travel Map (Source: Greater Geelong City Council)

4. Traffic Engineering Assessment

4.1. Policy Context

4.1.1. Plan for Victoria

Plan for Victoria was released in March 2025. This document replaced Plan Melbourne and includes new directives in relation to transport and land use planning.

The People's Panel vision for Victoria is the following:

> *By 2050, Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.*
>
> *Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.*
>
> *We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.*

There is a clear theme in Plan for Victoria to provide new, diverse and affordable housing in areas well serviced by local amenities, jobs, services and public transport. The focus of transport planning is on sustainable modes – public transport, walking and cycling – not private car use.

The plan is structured around five key pillars as follows:

1. Housing for all Victorians – delivering sufficient affordable homes for all Victorians
2. Accessible jobs and services – making sure you have good access to facilities and good jobs
3. Great places, suburbs and towns – creating thriving places that are attractive, safe and welcoming for everyone
4. Sustainable environments – preserving the natural values of Victoria and addressing climate change
5. Self-determination and caring for Country – underpinning and informing the other pillars

The plan also outlines a number of actions, which will help deliver the goals of Plan for Victoria. The actions most relevant to this application from a transport perspective are reviewed in the table below.

Table 3: Review of Plan for Victoria

Action		Summary	Response from this Development
2	*Implement new planning controls to streamline planning in activity centres.*	Provide more employment and housing choice in in Activity Centres and locations with great access to public transport.	The development provides places of employment in a location with access to public transport.
5	*Match car and bike parking requirements and bike facilities with demand.*	Reduce the number of car parks required for development in locations well-serviced by public transport, which will reduce cost of housing and traffic congestion. Increase bicycle parking requirements to support sustainable transport choice	The reduction in car parking sought by this application accords with the objectives of providing employment in a location serviced by alternative transport modes. The development provides bicycle parking in accordance with the statutory requirements.
7	*Improve transport network planning policy.*	Provide a clear network of high-capacity public transport routes.	The site is well placed to take advantage of any upgrades to nearby public transport services.
17	*Encourage walking and cycling.*	Develop an active transport strategy to encourage and support more Victorians to walk, cycle and scoot more often. This can be achieved by providing commercial developments close to good public transport infrastructure.	The development provides places of employment in a location that is walkable/cyclable.

The transport strategies set out in Plan for Victoria seek to create employment opportunities nearby to Activity Centres which are well connected via quality public transport and bicycle facilities to accord with the vision of Plan for Victoria.

The low provision of car parking also aims to reduce traffic congestion by promoting alternative sustainable modes of transport to and from the site.

4.1.2. Clause 18 Planning Policies

Clause 18 of the Victorian Planning Provisions sets the state planning objectives and strategies in relation to the transport system. The key objectives of Clause 18 set out in the following table.

Table 4: Transport Objectives of the Victorian Planning Provisions

Clause	Objective
18.01-1S Land use and transport integration	*To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.*
18.01-2S Transport system	*To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.*
18.01-3S Sustainable and safe transport	*To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.*
18.02-1S Walking	*To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.*
18.02-2S Cycling	*To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.*
18.02-3S Public transport	*To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.*
18.02-4S Roads	*To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.*
18.02-5S Freight	*To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.*

The proposal supports the strategic transport objectives at a state planning level as outlined at Clause 18 by reducing car parking in an area that has access to (and facilitates use) of alternative forms of transport.

4.2. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'restricted retail premises', 'warehouse' and 'office' 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 in Category 1 of the CPR system.

The statutory car parking assessment of the development is set out in Table 5.

Table 5: 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
Restricted Retail	345.46m^2	3 spaces to each 100 sqm of LFA	10	7	-5
Warehouse	141.68 m^2	2 spaces to each 100 sqm of NFA	2		
Office	502.55m^2	3.5 spaces to each 100 sqm of NFA	17	8	-9
TOTAL			**29**	**15**	**-14**

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.

The provision of 15 car spaces results in an overall shortfall of 14 car spaces and under Clause 52.06-5 and a permit is required.

Disabled Parking

Clause 52.06-9 states that:

> *The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.*

One disabled car space is required under the National Construction Code for the proposed commercial tenancies, based on the allocation of car parking provided. The proposal includes 1 DDA car space designed in accordance with AS2890.6-2022.

4.2.1. 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.*

Planning Practice Note 22 specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *Likely demand for car parking spaces.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

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

4.2.2. Car Parking Demand Assessment

Office

The statutory car parking requirement of 3.5 spaces per 100m^2 is generally representative of the parking demands for an office use in an unconstrained parking scenario (i.e. ample on-site parking or off-site parking being readily available). However, lower rates can be expected in locations that are well served by public transport.

An 'office' is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles. The timing of these trips has the greatest impact on traffic congestion on the road network and occurs when public transport services operate at high frequencies (and offer express services in some cases).

The majority of car parking demands associated with the office use will be long-term staff demands. The peak time for the office demands will be during the day, with negligible demands expected after-hours on weekdays and weekends.

Any staff that are not allocated on-site parking will need to utilise alternate transport, including public transport services or bicycle riding, or potentially be accommodated within on-street car parking areas located in the nearby area.

Reduced Car Parking Rates for Offices

It is important to take a forward-looking approach to decreasing reliance on car-based travel and to encourage alternate modes for office land uses. This is particularly relevant in areas where public transport accessibility and access to other services is provided for and will continue to improve in line with government initiatives.

By example, if a forward-looking approach was not adopted and reliance was taken solely of the historical car ownership rates and journey to work data in isolation, the car parking limitation policies which apply to many metropolitan areas would not have been supportable.

There may be an overflow of staff parking during weekday business hours, noting the statutory car parking shortfall. We do not expect that the overflow of car parking will be significant in particular due to:

- the high level of public transport (buses, trams and train services),
- bicycle parking on-site, and
- bicycle infrastructure nearby.

Based on the above, we are satisfied that the provision of office staff parking at a rate of 1.59 car spaces per 100m^2 provides an appropriate on-site base level of car parking for the office use, noting that there may be some overflow car parking within the nearby area during weekday business hours. In the evenings and on weekends, there will be no overflow office parking.

Restricted Retail and Warehouse

Based on the internal layout of the ground level, we expect the warehouse will operate in an ancillary capacity to the restricted retail use. Accordingly, the parking demands associated with the restricted retail use are expected to encapsulate the demands of the warehouse.

The Planning Scheme rate of 3 spaces per 100m^2 of leasable floor area is generally an appropriate upper demand for restricted retail uses in unconstrained parking areas. Within this rate, staff demands typically make up in the order of 1.0 car space per 100m^2 and the remainder relating to customer parking.

The restricted retail use has a statutory car parking requirement of 10 spaces which, based on the above, would comprise of 3 staff spaces and 7 customer spaces.

Similar to the office use, staff have access to alternative transport modes and we are satisfied with the provision of 7 on-site staff parking spaces for the restricted retail and warehouse tenancies as a good base level of car parking.

4.2.3. 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 discussed as follows:

4.2.4. Availability of Car Parking

On-street car parking in the area is generally unrestricted with some short-term restrictions. There is a total of 111 on-street car parking spaces including 77 unrestricted spaces within the vicinity of the site, which staff and customers may choose to use if there are no vacancies within the on-site car park.

There were 39 vacant on-street car spaces recorded at the time of the parking inventory, 29 of which were unrestricted.

The availability of public car parking means staff and customers have the choice of either seeking alternative transport modes or parking on-street in the nearby area. These outcomes are acceptable in our view.

4.2.5. Practicality of Providing Car Parking

The proposed car parking layout represents an efficient arrangement and provides a high yield of parking relative to the area nominated for this purpose.

4.2.6. Availability of Alternative Transport Modes

The site is served by public transport services, namely South Geelong Railway Station, located approximately 1.1km north-west of the site. This is a walkable distance for most users.

The site has access to bicycle infrastructure with an on-road path along the north side of Fyans Steet which connects to the Bellarine Rail Trail further west.

We are satisfied that the ready availability of alternative transport modes provides practical options to private car use to access the site.

4.2.7. Local Traffic Management

As discussed previously, an ‘office’ use is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This also applies to staff parking for most commercial businesses.

This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles. The timing of these trips has the greatest impact on traffic congestion on the road network and occurs

when public transport services operate at high frequencies (and offer express services in some cases).

The provision of reduced on-site car parking for the office tenancies and staff parking for the shop/café tenancies assists in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices. If provided with the full statutory requirements, traffic generation by the development would be significantly higher than what is proposed.

4.3. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The development provides 2 bicycle spaces via 1 open bicycle rail within the site's at-grade car park.

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 6: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Restricted Retail	345.46m^2	1 to each 300 sq m of LFA	1 to each 500 sqm of LFA	1 staff space 1 customer space
Office	502.55m^2	1 to each 300 sq m of NFA if the NFA exceeds 1,000 sqm	1 to each 1000 sq m of NFA if the NFA exceeds 1,000 sqm	None
Warehouse	141.68 m^2	None	None	None
TOTAL				**2 spaces**

Based on the above, provision of 2 bicycle spaces satisfies the bicycle parking provision requirements of Clause 52.34.

4.4. Review of Carpark Layout and Vehicle Access Arrangements

As part of our involvement in this project, Traffix Group has provided design input into the development of the plans in order to ensure that the car parking and access layout is acceptable.

We have assessed the car parking layout and access arrangements against the relevant requirements of the Planning Scheme and the Australian Standards (where relevant). The following is noted:

- Car spaces are 2.6m wide, 4.9m long, with an aisle width of at least 6.4m in accordance with Clause 52.06 of the Planning Scheme.
- The disabled parking space is provided at 2.4m wide, 5.4m long, with an aisle width of 6.4m and with an adjacent shared area of the same dimensions, exceeding the requirements of AS2890.6-2022.
- Car spaces adjacent to obstructions that are greater than 150mm in height are provided with an additional 0.3m clearance.
- All relevant vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9 of the Planning Scheme.
- The carparking areas are relatively flat and grades are minor.
- A clear headroom of 3.2m is provided above the southern row of car spaces.

Based on the above, we are satisfied that the proposed car parking layout and access arrangements are appropriate. Swept path diagrams demonstrating critical movements are presented at Appendix B.

4.5. Loading and Waste Collection 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.*

4.5.1. Loading

The proposal includes an on-site loading bay measuring 5.4m long, 3.8m wide and a 3.2m headroom.

The loading bay has been designed to accommodate vehicles no larger than a ute or van.

Traffix Group has prepared swept path diagrams, attached at Appendix C, demonstrating access and movements of commercial vehicles throughout the site.

Accordingly, we are of the opinion that the proposed loading arrangements will work well and will not adversely affect the safety or traffic flow of the subject site or surrounding road network. Based on the above, we are satisfied that appropriate loading/delivery arrangements can be facilitated for the proposed development.

4.5.2. Waste Collection

Waste collection is proposed to be undertaken via a private waste contractor utilising an 8.8m long waste collection vehicle. The waste collection arrangement is to be accommodated within the adjacent shared accessway. Additional information can be found in the waste management plan prepared by Traffix Group (G39062R-02).

Swept path diagrams demonstrating appropriate waste vehicle circulation is shown at Appendix C.

Based on the above, we are satisfied that appropriate waste collection arrangements can be accommodated.

4.6. Traffic Impact Assessment

The *NSW Guide to Transport Impact Assessment* (2024) (The Guide) sets out the traffic generation rates based on the survey data collected in New South Wales for a range of land uses and is considered adequate for determining the traffic movements of the proposed development.

Table 7 summarises the traffic generation of the proposal.

Table 7: Predicted Traffic Generation

Use	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak Hour
Restricted Retail and Warehouse [1] [2]	345.46m^2	33 per 100m^2	114	4 per 100m^2	14
Office	502.55m^2	11.3 per 100m^2	57	1.7 per 100m^2	9
Total			**171**		**23**

[1] Similar to the car parking demands, the warehouse is assumed to be ancillary to the restricted retail use. Accordingly, the traffic generation of the restricted retail use is expected to also encompass vehicle movements associated with the warehouse use.

[2] Based on the traffic generation rate for Hardware and Bulky Goods Stores as outlined in The Guide.

The above assessment conservatively assumes that traffic associated with each tenancy peaks at the same time. Furthermore, it does not have consideration for the reduced parking that is proposed for the proposal which will presumably result in reduced associated traffic volumes.

Notwithstanding, overall traffic generated by the development is low especially when compared to the existing traffic volumes along the abutting roads. Accordingly, we expect the site generated traffic can be accommodated by the nearby road network without any perceptible changes to operation.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 1/168-170 Fyans Street, South Geelong, we are of the opinion that:

a) the proposed development has a statutory car parking requirement of 29 car spaces under Clause 52.06-5,

b) the provision of 15 car spaces results in an overall shortfall of 14 car spaces,

c) the proposed provision of on-site parking is suitable and justification has been presented in this report to support the required parking dispensation,

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

e) bicycle parking is provided in accordance with the Clause 52.34 of the Planning Scheme and accords with the design requirements of AS2890.3-2015,

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

g) a dedicated loading bay is provided and can accommodate vehicles akin to utes and vans,

h) waste collection can be undertaken via a private contractor from the adjacent accessway, and

i) there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 1/168-170 Fyans Street, South Geelong should be refused, subject to appropriate conditions.

Appendix A

Development Plans

PROJECT:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

SITE ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG



LOCALITY PLAN
1 : 1000

Sheet List - Town Planning

Sheet Number	Sheet Name
TP00	COVER PAGE
TP1.0	SITE ANALYSIS PLAN & DESIGN RESPONSE PLAN
TP2.0	SITE CONTEXT PLAN
TP3.0	GROUND FLOOR PLAN
TP3.1	FIRST FLOOR PLAN
TP4.0	PROPOSED ELEVATIONS
TP4.1	PROPOSED ELEVATIONS
TP5.0	SHADOW DIAGRAMS
TP5.1	SHADOW DIAGRAMS
TP6.0	3D VIEW

PROPOSAL:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:
06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP00**

SCALE 1 : 1000 PRINTED ON A2 SHEET

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2.1km to Post Office
2.4km to East Geelong Medical Centre

1.2 km to Geelong Showgrounds

1.4 km to South Geelong Rail Station

LEGEND

A. Existing Single Storey Dwellings
B. Existing Single Storey Commercial Buildings
C. Existing Two Storey Commercial Buildings
D. Proposed Two Storey Commercial Building
E. Vacant Site
1. Adjoining Private Open Space
2. Proposed Private Open Space
3. Vehicular Site Entry

Existing Trees

N



SITE ANALYSIS PLAN

1 : 500



DESIGN RESPONSE PLAN

1 : 500

PROPOSAL:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:
06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP1.0**

SCALE As indicated PRINTED ON A2 SHEET

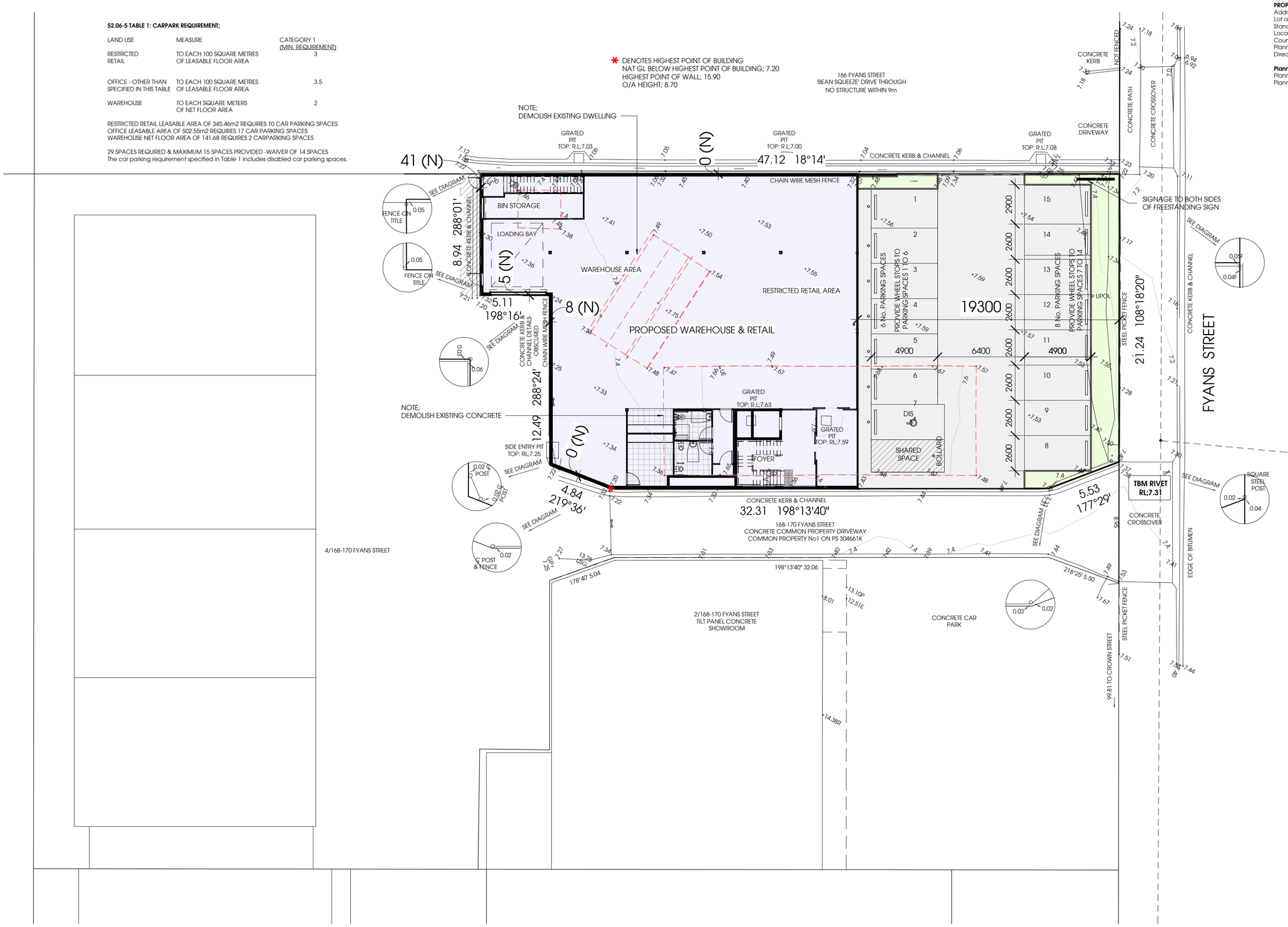
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52.06-5 TABLE 1: CARPARK REQUIREMENT;

LAND USE	MEASURE	CATEGORY 1 (MIN. REQUIREMENT)
RESTRICTED RETAIL	TO EACH 100 SQUARE METRES OF LEASABLE FLOOR AREA	3
OFFICE - OTHER THAN SPECIFIED IN THIS TABLE	TO EACH 100 SQUARE METRES OF LEASABLE FLOOR AREA	3.5
WAREHOUSE	TO EACH SQUARE METERS OF NET FLOOR AREA	2

RESTRICTED RETAIL LEASABLE AREA OF 345.46m2 REQUIRES 10 CAR PARKING SPACES
OFFICE LEASABLE AREA OF 502.55m2 REQUIRES 17 CAR PARKING SPACES
WAREHOUSE NET FLOOR AREA OF 141.68 REQUIRES 2 CARPARKING SPACES

29 SPACES REQUIRED & MAXIMUM 15 SPACES PROVIDED -WAIVER OF 14 SPACES
The car parking requirement specified in Table 1 includes disabled car parking spaces.



PROPERTY DETAILS

Address:	1/168-170 FYANS STREET SOUTH GEELONG 3220
Lot and Plan Number:	Lot 1 PS304661
Standard Parcel Identifier (SPI):	1/PSPS304661
Local Government Area (Council):	GREATER GEELONG
Council Property Number:	313846
Planning Scheme:	Greater Geelong
Directory Reference:	Melway 452 C8

Planning Zone Summary

Planning Zone:	INDUSTRIAL 1 ZONE - (IN1Z)
Planning Overlays:	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 20 (DDO20)

Site Area:	**1011 m2**
Proposed Surface Area:	567.74 m2
(Total Dwelling Area;	1100.81 m2)
Paved Area:	382.55 m2
Total Hard Surface Area:	950.29 m2
Permeable Surface Area:	60.71 m2
Permeable Surface Coverage:	6.00%
Building Site Coverage:	56.16 %

FLOOR LEVEL SCHEDULE		
	CUT RL	FFL
0. GROUND FLOOR PLAN	7.45	7.70
1. FIRST FLOOR PLAN		11.70

SITE CONTEXT PLAN

1 : 200

PROPOSAL:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

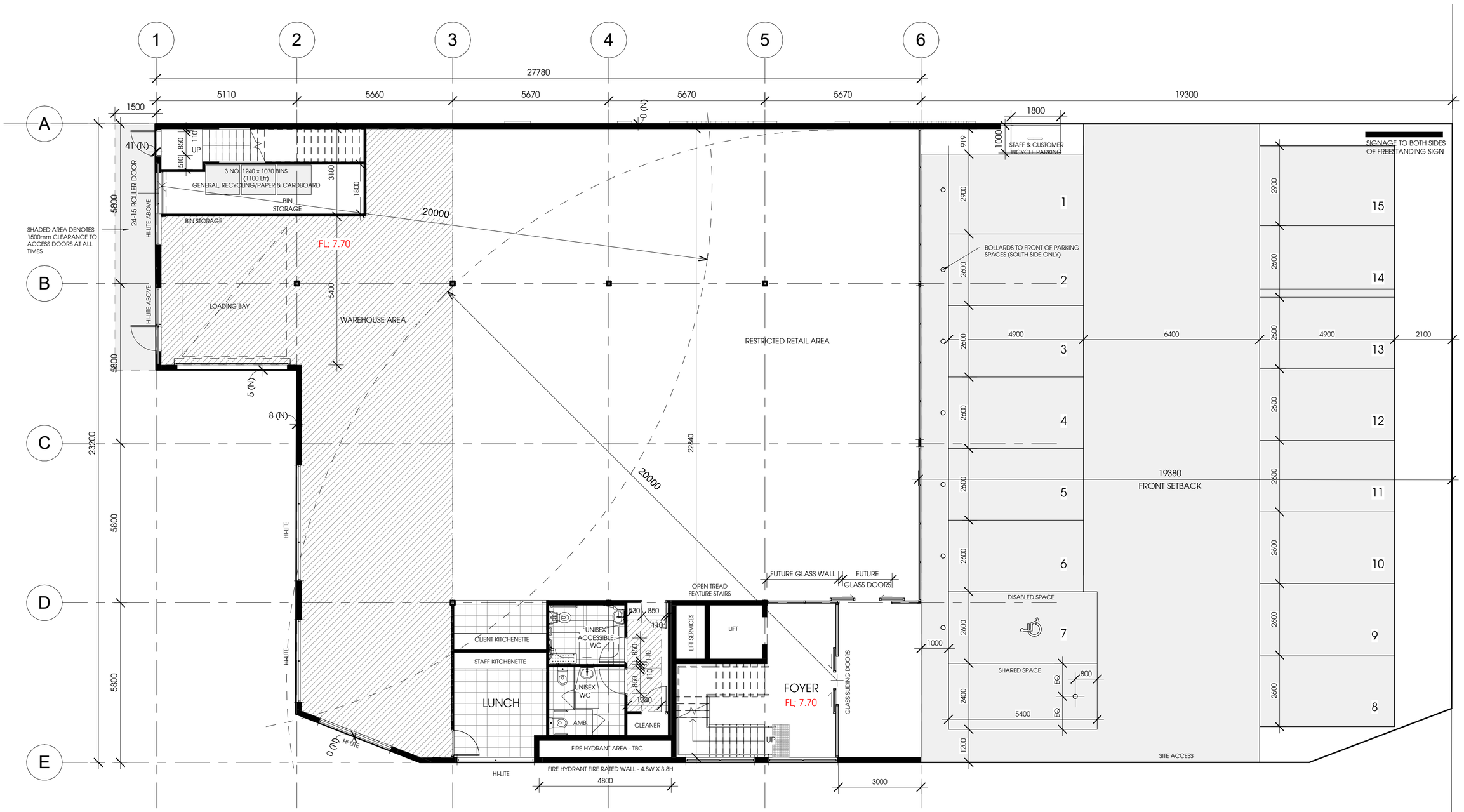
ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:
06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP2.0**

SCALE As indicated PRINTED ON A2 SHEET

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0. GROUND FLOOR PLAN

1 : 100

	Area	Squares
First Floor Area	550.40 m²	59.25
Ground Floor Area	550.41 m²	59.25
	1100.81 m²	118.49

PROPOSAL:

PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:

1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:

06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

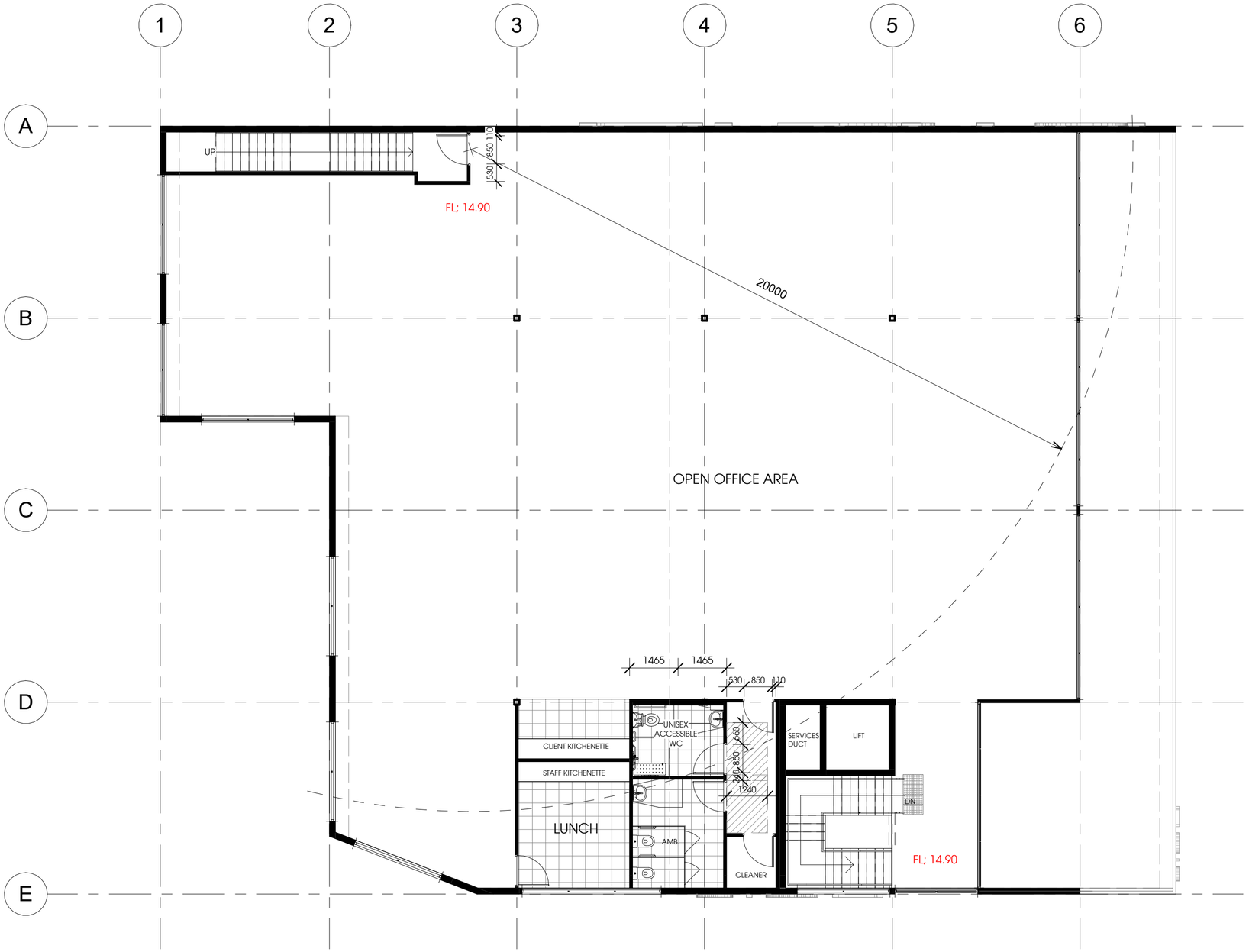
DRAWN:	DATE:	DWG NO:
KB	06-08-26	TP3.0

SCALE 1 : 100 PRINTED ON A2 SHEET

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1. FIRST FLOOR PLAN

1 : 100

	Area	Squares
First Floor Area	550.40 m²	59.25
Ground Floor Area	550.41 m²	59.25
	1100.81 m²	118.49

PROPOSAL:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

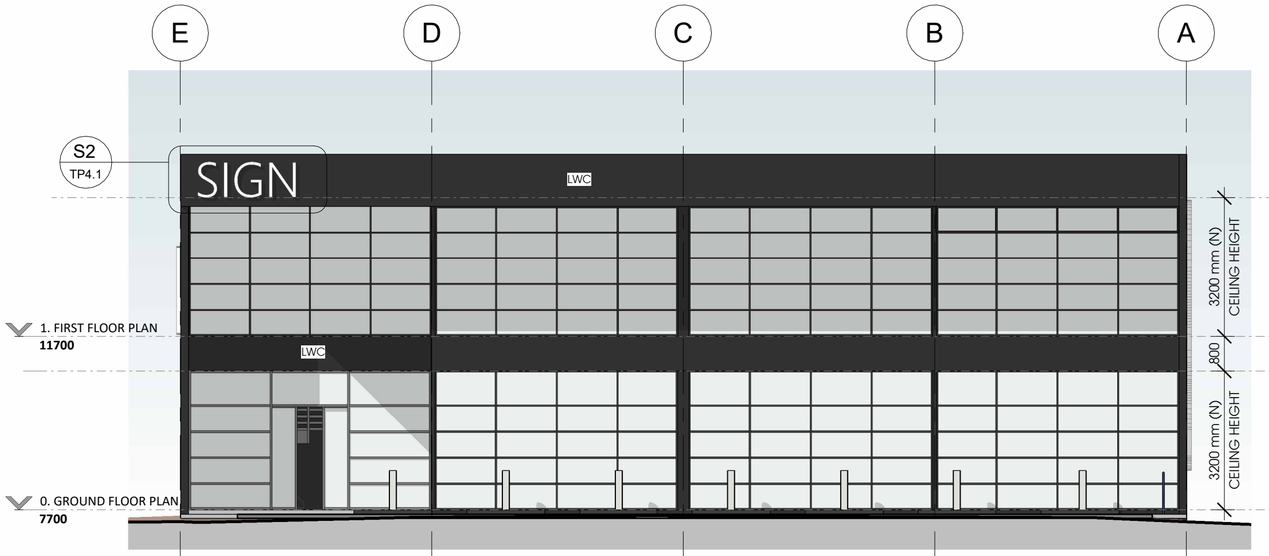
ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:
06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP3.1**

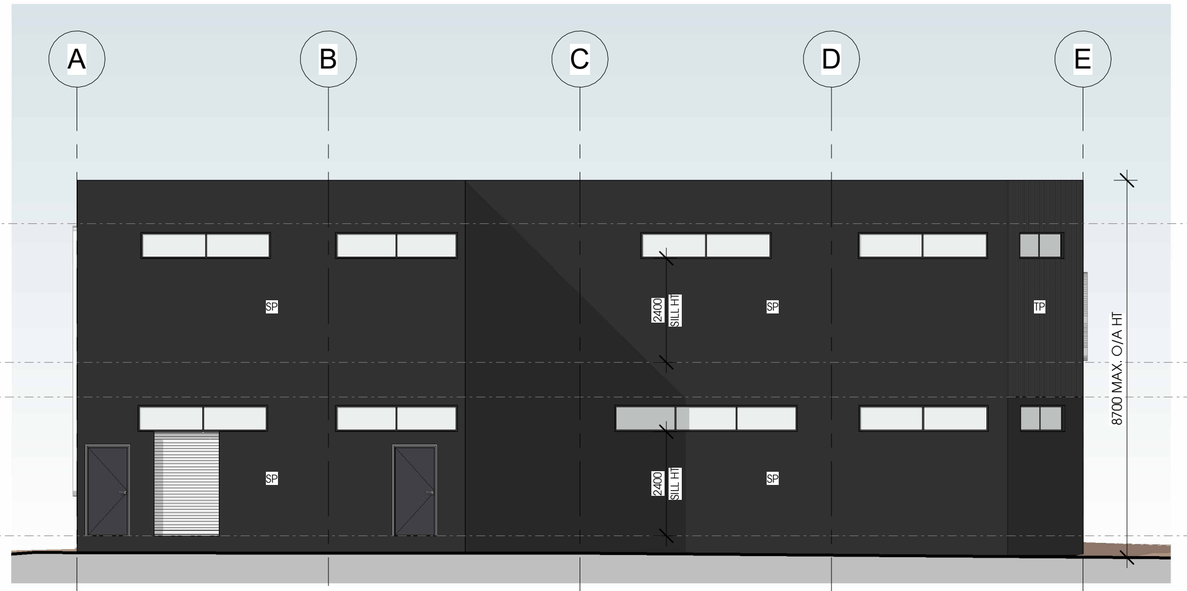
SCALE 1 : 100 PRINTED ON A2 SHEET

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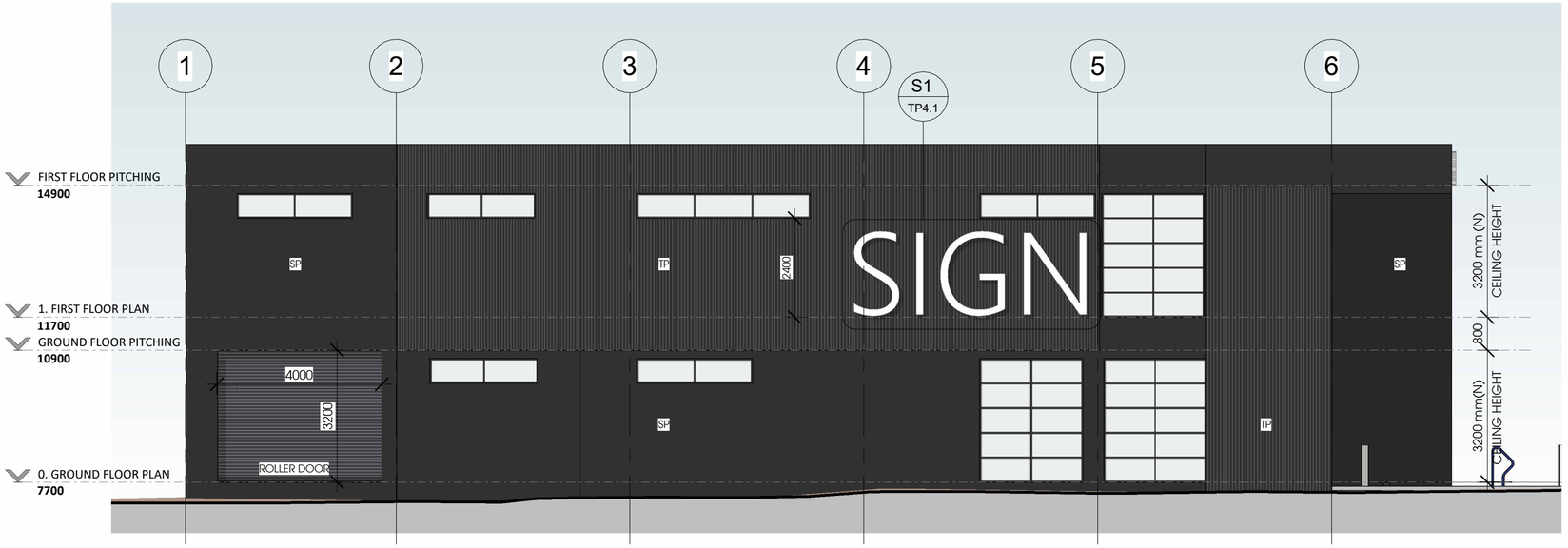
NORTH ELEVATION

1 : 100



SOUTH ELEVATION

1 : 100



EAST ELEVATION

1 : 100

COLOR & MATERIALS SCHEDULE:

TP	TEXTURED TILT PANEL COLOR; BLACK
SP	SMOOTH TILT PANEL COLOR; BLACK
LWC	LIGHTWEIGHT CLADDING COLOR; BLACK

WINDOW FRAMES & DOOR FRAMES - BLACK ALUMINIUM

PROPOSAL:

PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:

1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:

06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

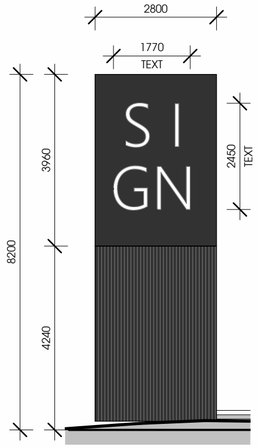
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KB	06-08-26	**TP4.0**

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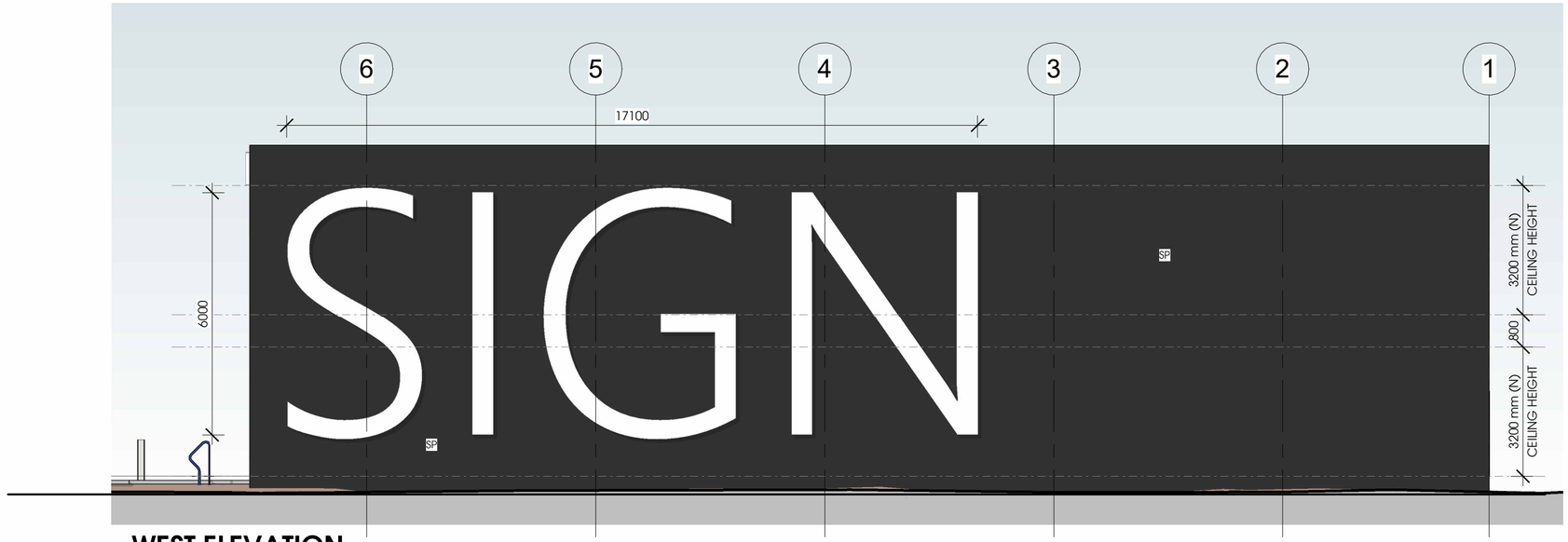
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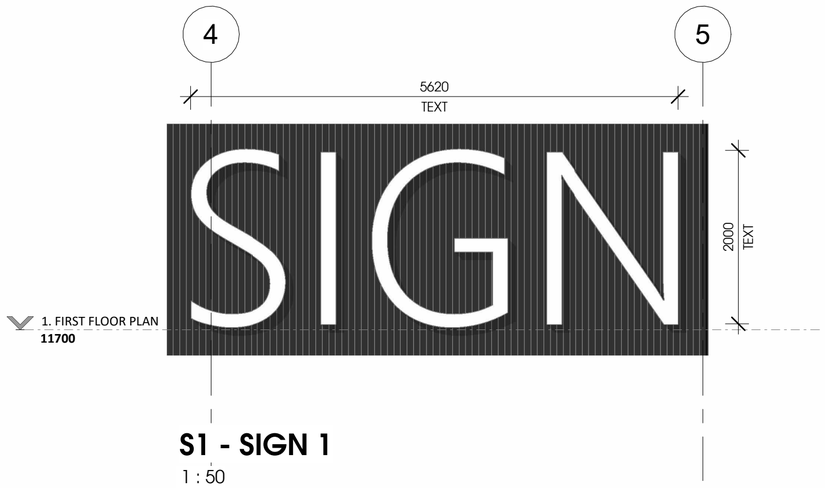
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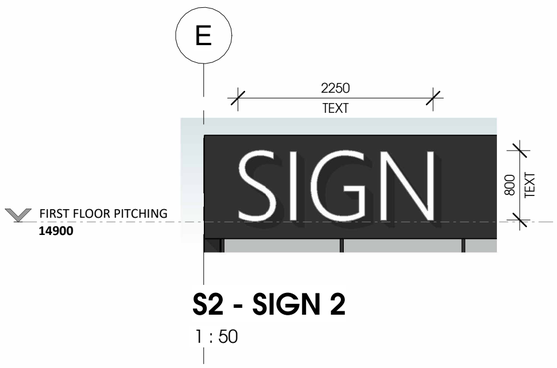
FREESTANDING SIGNAGE
1 : 100



WEST ELEVATION
1 : 100



S1 - SIGN 1
1 : 50



S2 - SIGN 2
1 : 50

COLOR & MATERIALS SCHEDULE:

- TP — TEXTURED TILT PANEL, COLOR; BLACK
- SP — SMOOTH TILT PANEL, COLOR; BLACK
- LWC — LIGHTWEIGHT CLADDING, COLOR; BLACK

WINDOW FRAMES & DOOR FRAMES - BLACK ALUMINIUM

PROPOSAL:
PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

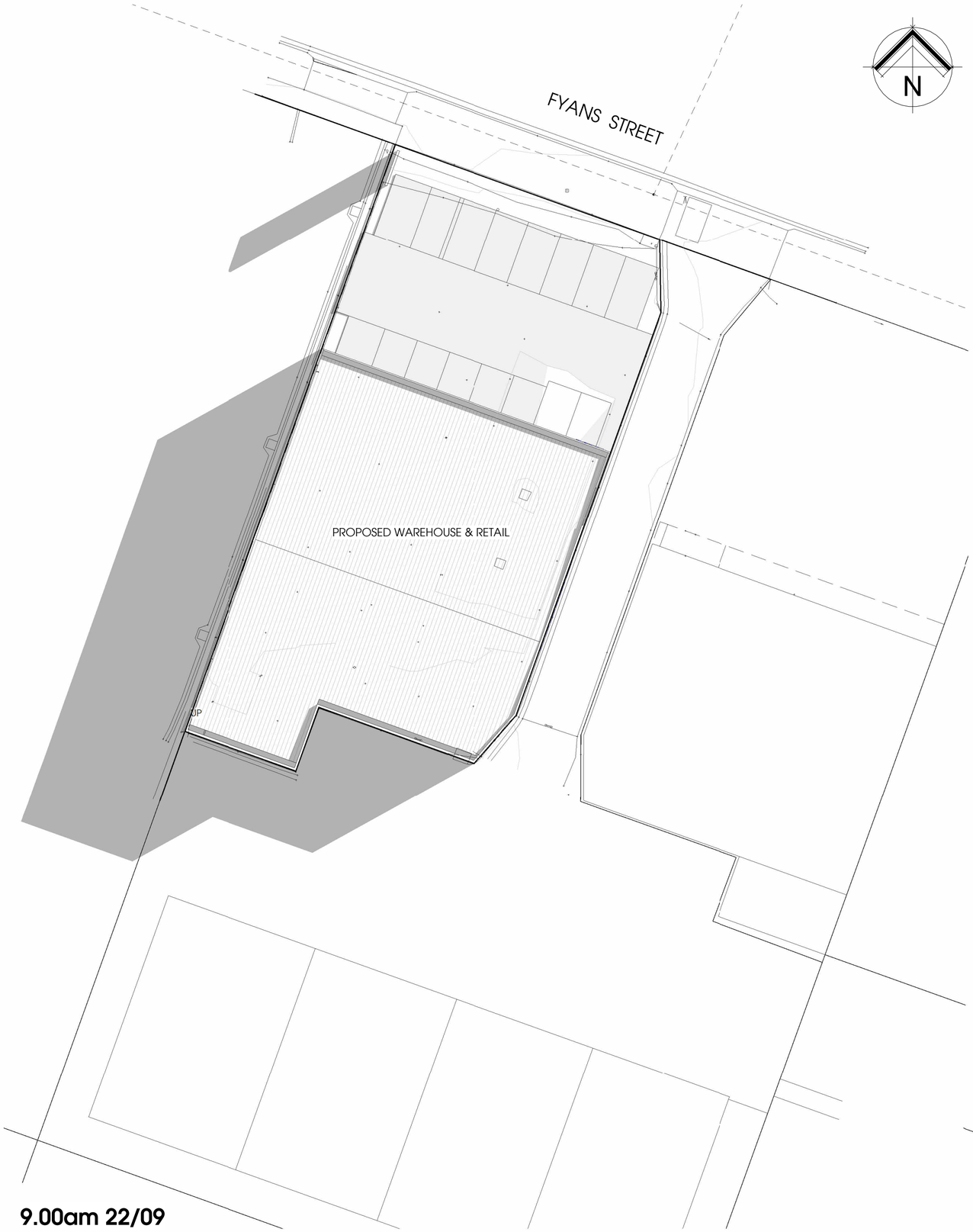
ADDRESS:
1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:
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17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

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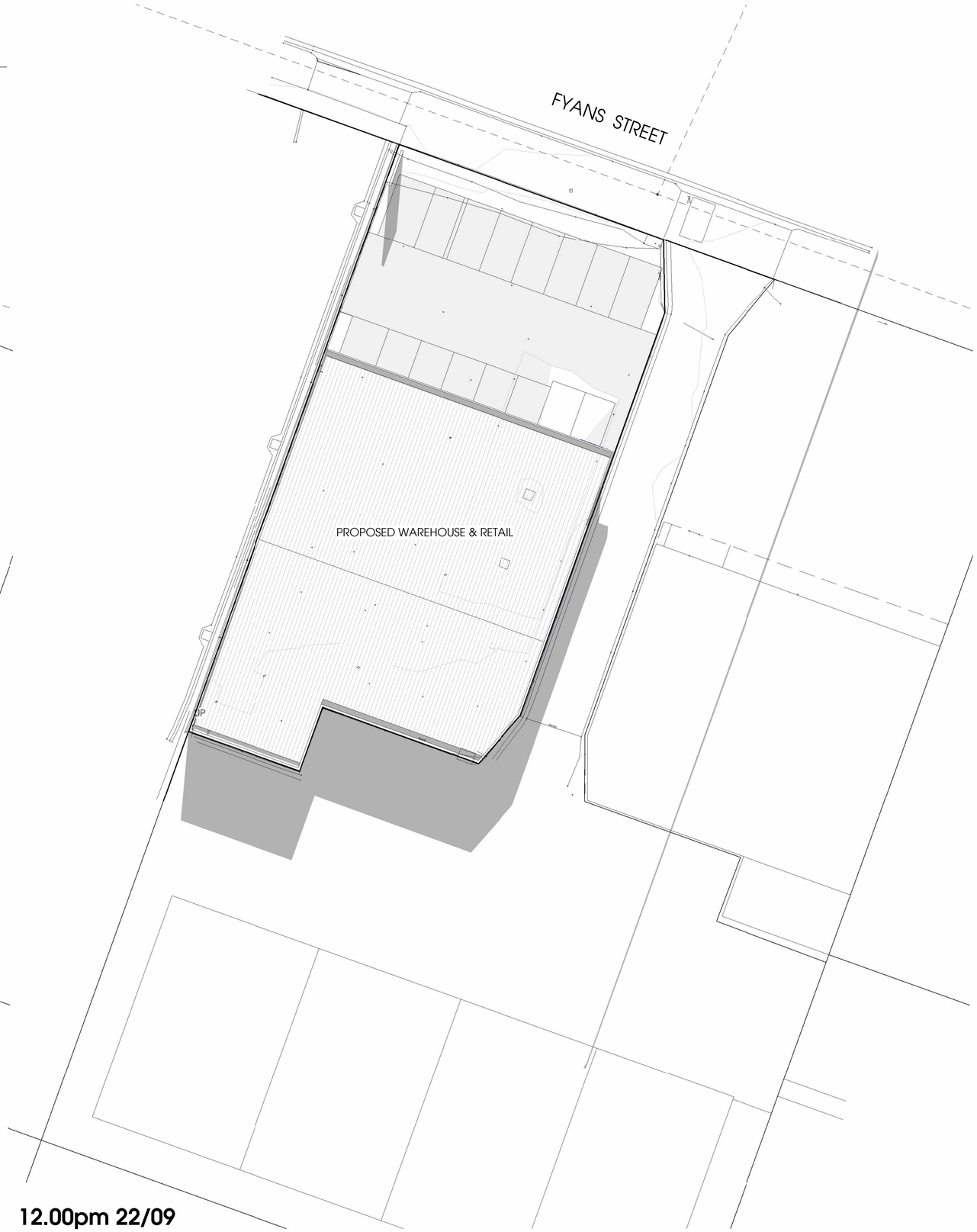
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9.00am 22/09

1 : 250



12.00pm 22/09

1 : 250

PROPOSAL:

PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:

1/168-170 FYANS STREET, SOUTH GEELONG

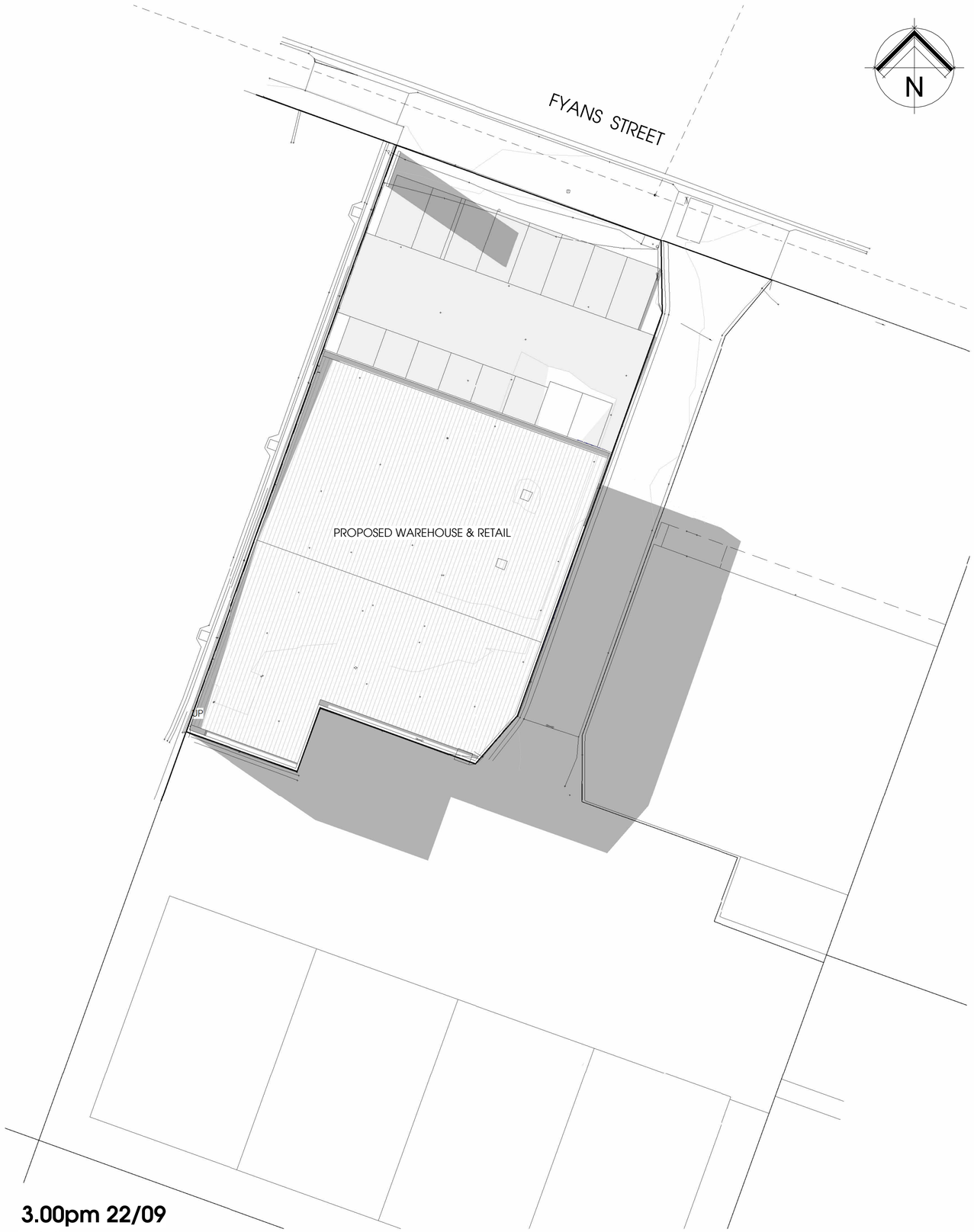
REVISION:

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18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP5.0**

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3.00pm 22/09

1 : 250

PROPOSAL:

PROPOSED OFFICE, RESTRICTED RETAIL & WAREHOUSE

FOR;

ADDRESS:

1/168-170 FYANS STREET, SOUTH GEELONG

REVISION:

06-08-26 PRELIMINARY TP
17/08/26 UPDATED WC & LUNCH AREA
18/08/26 UPDATED AS PER TRAFFIC & WASTE

DRAWN:	DATE:	DWG NO:
KB	06-08-26	**TP5.1**

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Appendix B

Car Parking Inventory

GRP39062
1/168-170 Fyans Street, South Geelong
Parking Inventory

Traffix Group

Surveyed By: Luke Ambrosi **Survey Dates & Times:** See below

Location	Restriction	Capacity Min - Max	Wednesday 19th August 2026 1pm	
ON-STREET CARPARKING				
FYANS STREET				
North Sidew				
Swanston Street to Railway Line	No Stopping	-	0	
	Unrestricted	4	0	
	No Stoppping	-	0	
	Unrestricted	4	0	
	No Stopping	-	0	
	Unrestricted	3	0	
	2P 9am-5:30pm Mon-Sat	5	1	
	Unrestricted	6	6	
	2P 9am-5:30pm Mon-Sat	7	5	[1]
	Unresticted	11	12	
	No Stopping	-	4	[2]
	Unrestricted	6	9	[3]
	2P 9am-5:30pm Mon-Sat	9	2	
	No Stopping	-	0	
South Side				
Wood Street to Crown Street	No Stopping	-	0	
	1P 9am-6pm Mon-Sat	7	4	
	No Stopping	-	0	
Crown Street to Swanston Street	No Stopping	-	0	
	Unrestricted	9	11	[4]
	2P 9am-5:30pm Mon-Sat	6	8	[5]
	Unrestricted	7	6	
	No Stopping	-	0	
	Unrestricted	27	4	
	No Stopping	-	0	
SUMMARY				
Car Parking Supply		**111 - 111**	**111**	
Total Number of Cars Parked			**72**	
Total Number of Vacant Spaces			**39**	
Percentage Occupancy			**65%**	

Notes:
[1] inc. 1 car parked on nature strip
[2] 4 cars parked on naturestrip
[3] inc. 3 cars parked on naturestrip
[4] inc. 2 cars parked on naturestrip
[5] inc. 3 cars parked on naturestrip

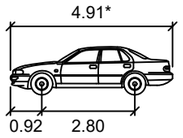
Nb/Sb - Northern/Southern Property Boundary
Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Appendix C

Swept Path Diagrams

VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile
(AS/NZS 2890.1:2004)

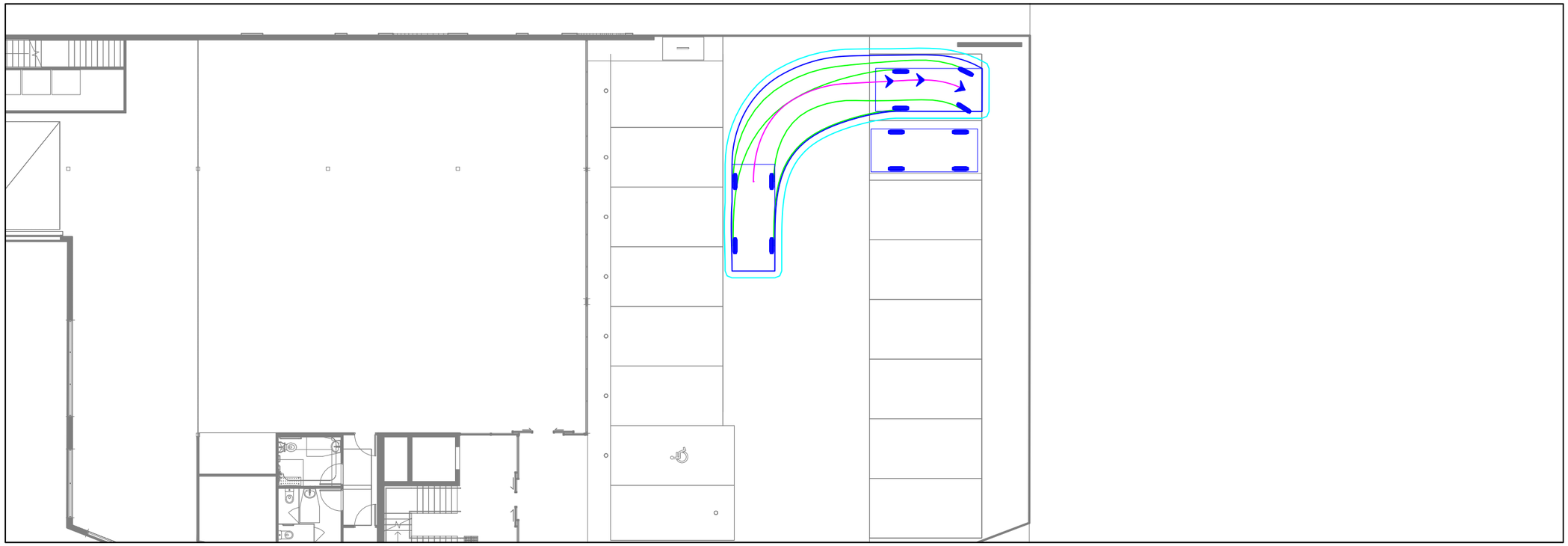
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Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

REAR WHEELS
FRONT WHEELS
VEHICLE BODY
BODY CLEARANCE

END CAR SPACE - INGRESS



END CAR SPACE - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	21/08/2026	TOWN PLANNING	J. M	N. WOOLCOCK (RPE6892)

1/168-170 FYANS STREET, SOUTH GEELONG
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 168-170 Fyans Street TP-Sheet - TP3-0 - GROUND FLOOR PLAN.dwg
DRAWINGS BY: PROJEKT EVOLVE - received 21st August 2026

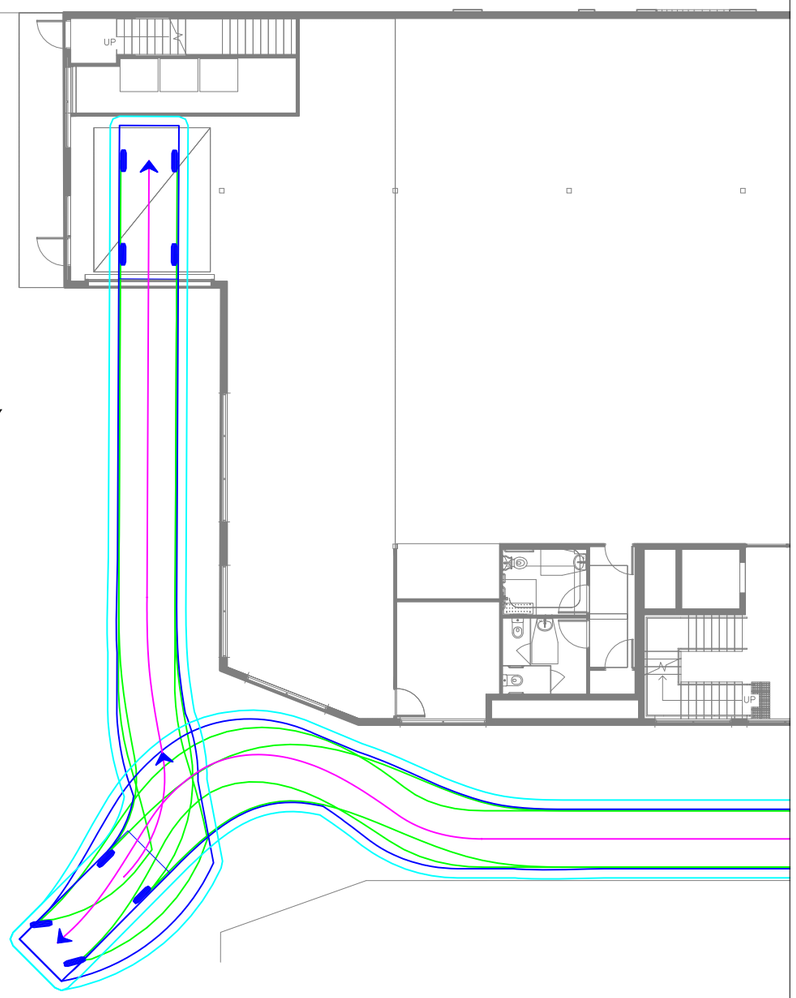
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SHEET NO.: 01

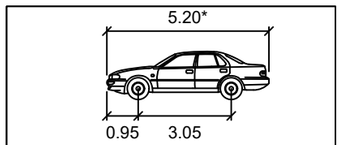
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LOADING BAY - INGRESS





99th percentile
(AS/NZS 2890.1:2004)

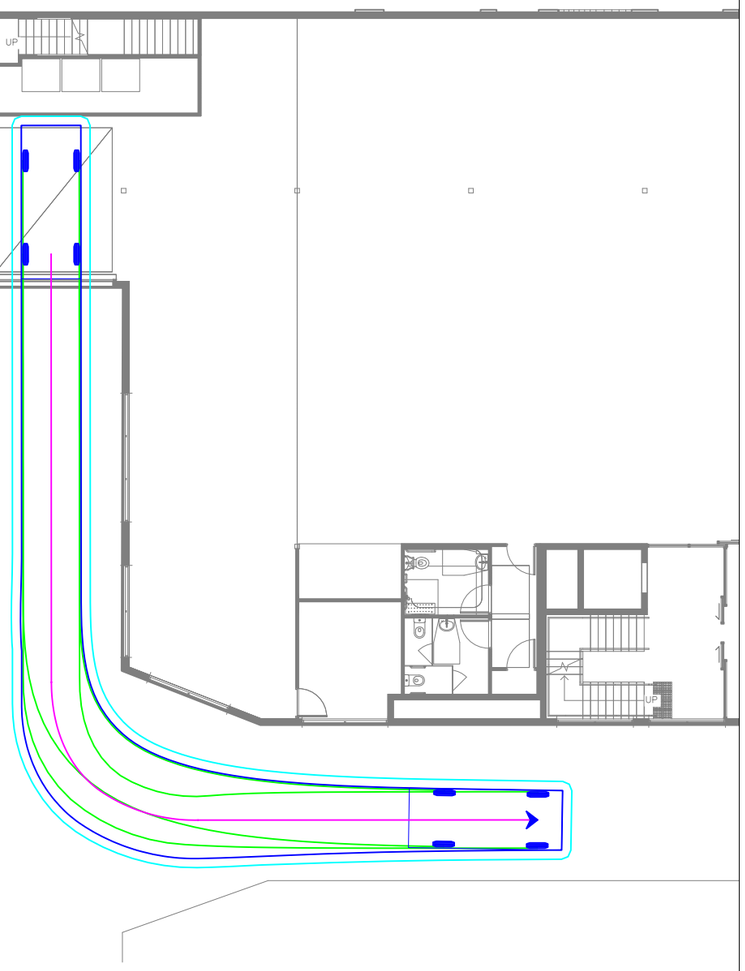
Width	:	1.94
Track	:	1.84
Kerb to Kerb Radius	:	12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

LOADING BAY - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	21/08/2026	TOWN PLANNING	J. M	N. WOOLCOCK (RPE6892)

1/168-170 FYANS STREET, SOUTH GEELONG

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 168-170 Fyans Street TP-Sheet - TP3-0 - GROUND FLOOR PLAN.dwg
DRAWINGS BY: PROJEKT EVOLVE - received 21st August 2026

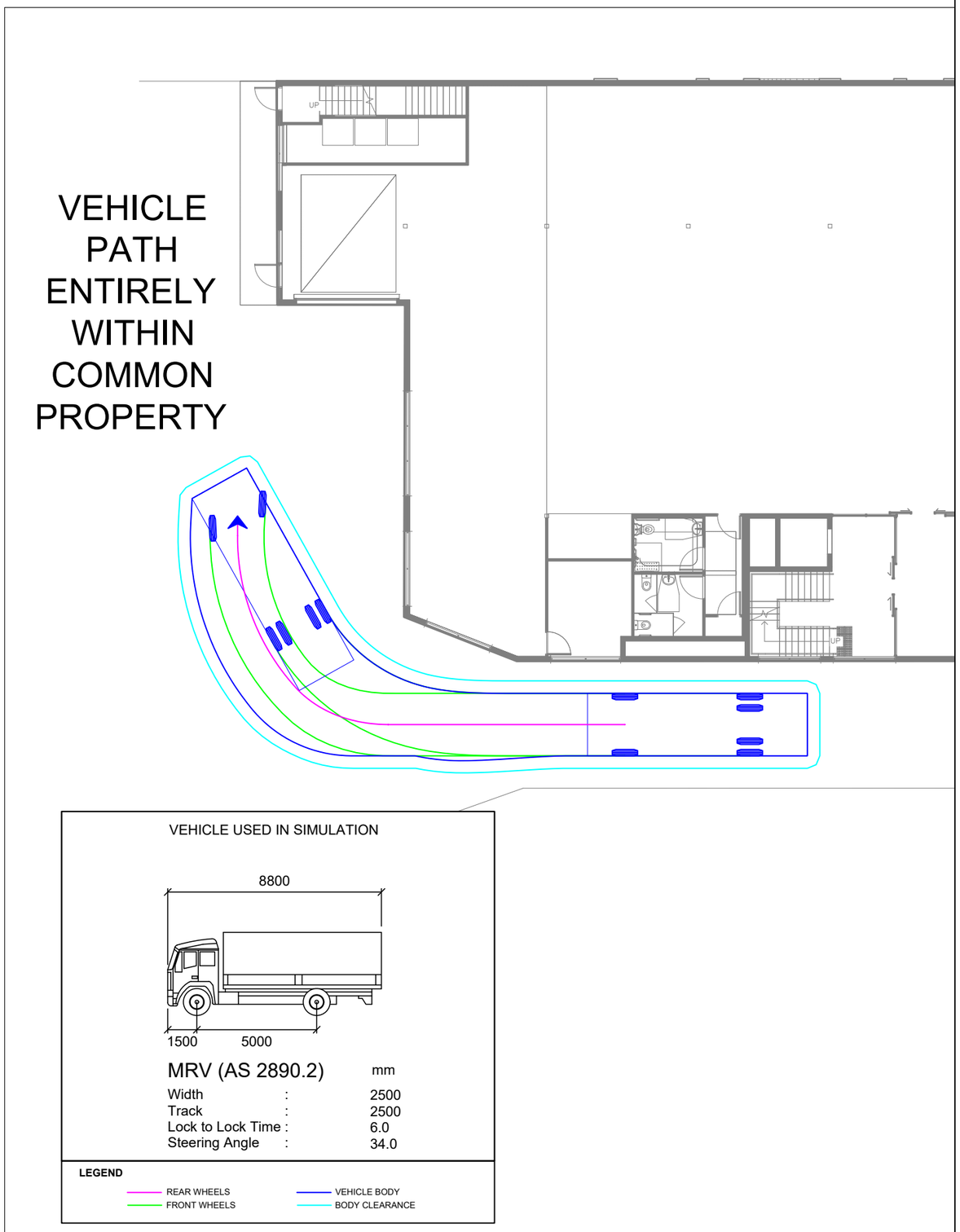
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SHEET NO.: 02

SCALE: 1:200 (A3)
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WASTE VEHICLE - INGRESS



VEHICLE USED IN SIMULATION

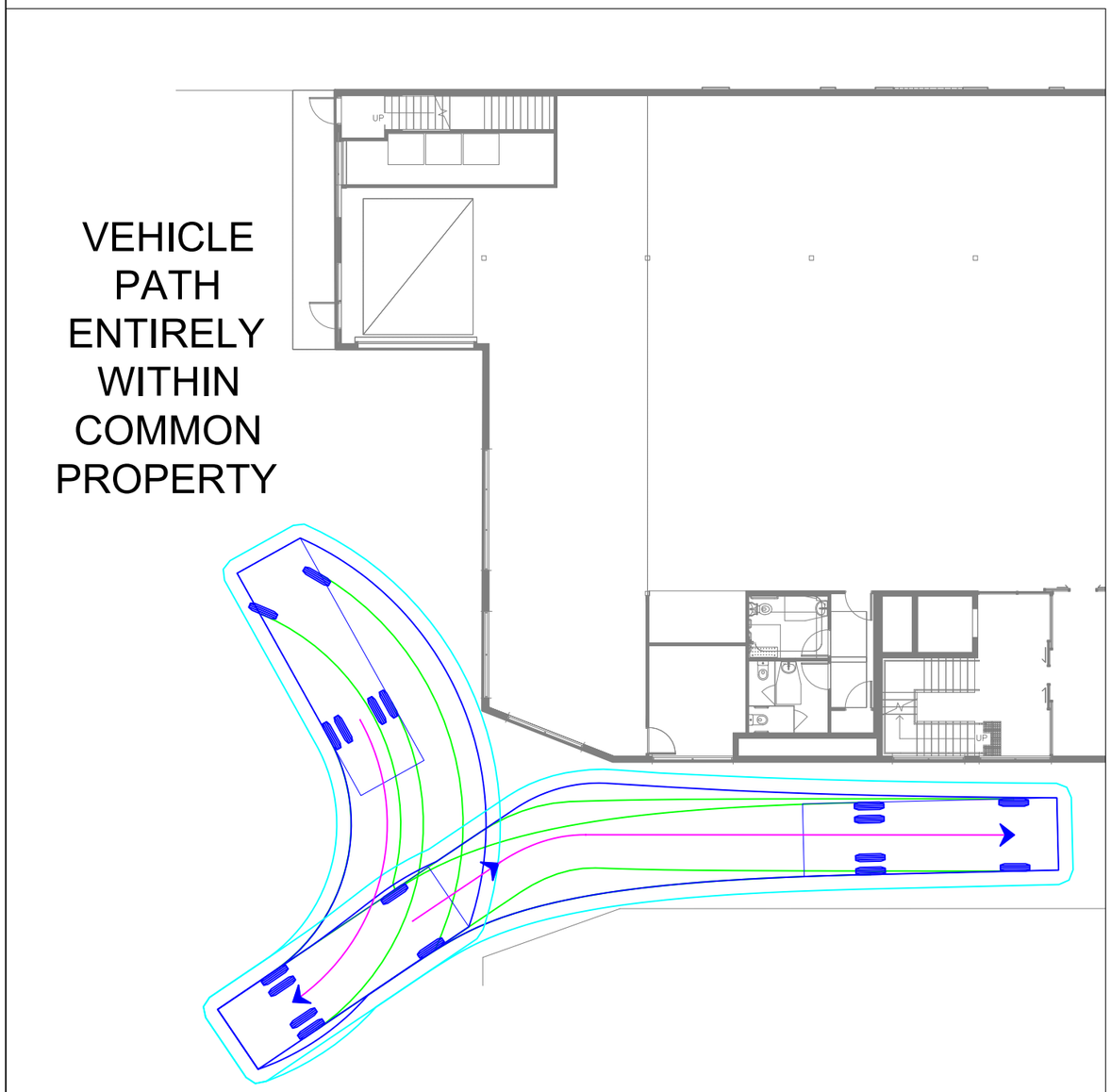
MRV (AS 2890.2) mm

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

LEGEND

REAR WHEELS
FRONT WHEELS
VEHICLE BODY
BODY CLEARANCE

WASTE VEHICLE - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	21/08/2026	TOWN PLANNING	J. M	N. WOOLCOCK (RPE6892)

1/168-170 FYANS STREET, SOUTH GEELONG

PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: 168-170 Fyans Street TP-Sheet - TP3-0 - GROUND FLOOR PLAN.dwg
DRAWINGS BY: PROJEKT EVOLVE - received 21st August 2026

FILE NAME: G38096-01.dwg
SHEET NO.: 03

SCALE: 1:200 (A3)

0 2 4

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