

Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

107-123 High Street, Belmont

Prepared for
107 High Street Pty Ltd

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G35559R-01D

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AS/NZS ISO 9001-2016 Quality Management Systems



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1. Introduction

Traffix Group has been engaged by 107 High Street Pty Ltd to undertake a traffic engineering assessment for a proposed mixed use development at 107-123 High Street, Belmont.

This version responds to Council’s RFI. The response is provided at Section

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 Clarke Hopkins Clarke (dated July, 2025) are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Dwellings:			Parking rates:
One-bedroom Apt.	43	43	1/dwelling
Two-bedroom Apt.	71	71	1/dwelling
Three-bedroom Apt.	2	4	2/dwelling
Three-bedroom Townhouse	4	8	2/dwelling
Four-bedroom Townhouse	1	2	2/dwelling
Additional Car Parking		2	Car parking provided in line with statutory requirements for residents
<i>Subtotal</i>	<i>121</i>	<i>130</i>	
Retail Premises (incl. 1 café)	616m ²	7	1.1/100m ²
Medical Centre	373m ² 4 practitioners	8	2 per practitioner
Gym	542m ²	5	1/100m ²
Car Parking Provision		150 car spaces	All on-site parking allocated to residents or staff, no public (visitor/customer) access
Bicycle Parking Provision		152 bicycle spaces, plus 14 additional spaces on Waterloo Street verge	Located at ground level and Basement 1

Characteristics	Description		
Other	Notes		
Vehicle Access	7.0m wide direct access to Waterloo Street for the main development 8.0m wide direct access to Waterloo Street for the townhouses		
Changes to on-street parking	<p>As a result of streetscape works and provision of additional tree planters along both the High Street and Waterloo Street frontage, the number of car spaces will reduce from 35 to 16.</p> <p>The 15 car spaces will be available along all site frontages post-development as follows:</p> <ul style="list-style-type: none"> • 8 car spaces will be available along High Street frontage (net loss of 2 spaces). • 7 car spaces will be available along Waterloo Street frontage (net loss of 17 spaces). • No change to parking on Wyuna Parade frontage (1 space will remain). 		
Loading Provision	Loading within loading bay in the ground level carpark for smaller vehicles and on-street for larger trucks.		
Waste Collection	Within the ground level carpark loading bays by private contractor utilising the 6.4m mini waste truck.		

3. Existing Conditions

3.1. Subject Site

The subject site is 107-123 High Street, Belmont. The site is made up of two areas, on the eastern and western sides of Waterloo Street. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	107-123 High Street, Belmont
Area	4,983m ²
Frontages	<p><u>Western Parcel</u> 82m to High Street 82m to Waterloo Street 44m to Wyuna Parade</p> <p><u>Eastern Parcel</u> 78m to Waterloo Street 12m to Wyuna Parade</p>
Zoning	Western parcel – Commercial 1 Zone (C1Z) Eastern parcel – General Residential Zone – Schedule 4 (GRZ4)
Current use of site	<p><u>Western Parcel</u></p> <ul style="list-style-type: none"> • Food Factory Sales • TOSCA Factory Outlet • Bicycle Centre • Indian Grocer <p><u>Eastern Parcel</u> – Gravel carpark</p>
Existing car parking and loading provision	<p><u>Western Parcel</u></p> <ul style="list-style-type: none"> • Six car spaces accessed directly from Waterloo Street • Each tenancy has a loading dock area accessed directly from Waterloo Street <p><u>Eastern Parcel</u> – Approximately 40 informal car spaces on privately owned land</p>
Vehicle access	Both parcels are accessed directly from Waterloo Street
On-street parking along site frontage	10 x '2P 9am-5:30pm Mon-Fri, 9am-12noon Sat' spaces along the site's frontage to High Street 1 x unrestricted space along the site's Wyuna Parade frontage 24 x '2P 9am-5:30pm Mon-Fri, 9am-12noon Sat' spaces along the site's frontage to Waterloo Street

Photographs of the subject site frontages are provided at Figure 1 and Figure 2.

A locality plan, aerial photograph and land use zoning map is provided at Figure 3 to Figure 5.

Significant nearby land uses include:

- **Belmont Village Shopping Centre** located 300m north-east of the site.
- **Belmont Primary School** located 350m north-west of the site.
- **Barwon Valley Activity Centre** located 600m north-east of the site.
- **Barwon Valley Golf Course** located 650m east of the site.
- **Oberon Primary School** located 800m south of the site.



Figure 1: Subject Site – view south-east from High Street



Figure 2: Subject Site – view north-west from Waterloo Street

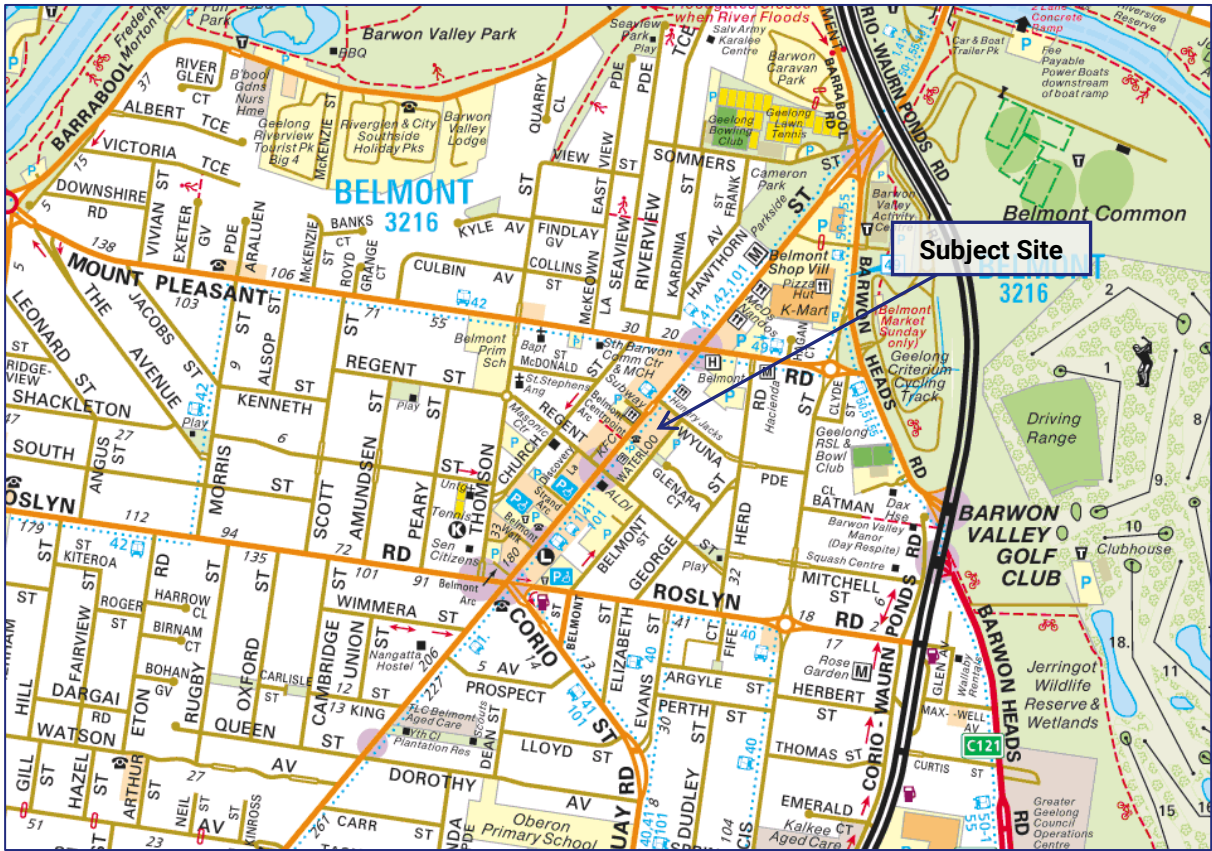


Figure 3: Locality Plan (Source: Melway)



Figure 4: Aerial Photograph (Source: Nearmap)

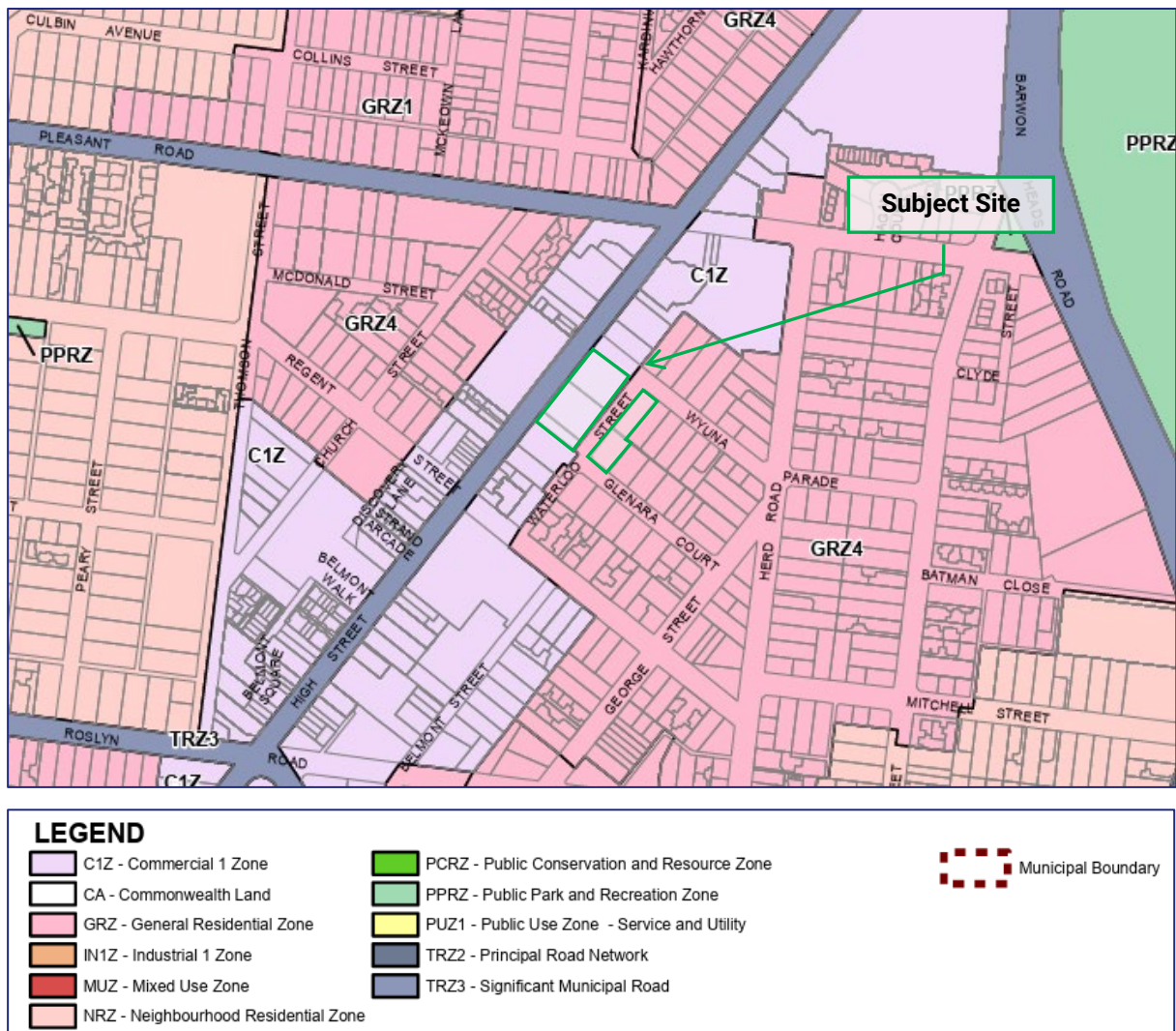


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

A summary of the local road network is provided in the table below.

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

Table 3: Local Road Network

Road Name	Agency	Classification	Transport Zone	Configuration	Speed Limit	On-Street Parking
High Street	Council	Council Arterial Road	TRZ3	Traffic and parking lane in each direction	40km/h 7am-7pm, 50km/h outside these times	Kerbside parking on both sides of the road.
Wyuna Parade	Council	Local Road	No	7.2m wide carriageway, which allows for parking on both sides of the road, and a single traffic lane, or parking on one side of the road and two lanes for traffic flow.	Default speed limit 50km/h	Kerbside parking is permitted on both sides.
Waterloo Street	Council	Laneway	No	12.3m wide. Parking is provided via 90° angle spaces along the eastern side of the carriageway. There is a small section of laneway where the carriageway widens out and provides parking on the west side.	Low speed	90° parking on east side along entire length. Small section of parking along west side near Regent Street intersection.
Regent Street	Council	Local Road	No	Regent Street provides a traffic lane and kerbside parking lane in each direction.	Default speed limit 50km/h	Kerbside parking is permitted on both sides.

Road Name	Agency	Classification	Transport Zone	Configuration	Speed Limit	On-Street Parking
Glenara Court	Council	Local Road	No	5.3m wide. This carriageway width only allows for parking on one side of the road.	50km/h	Available on both sides, however carriageway width allows parking on only one side while still maintaining a traffic lane.



Figure 6: High Street – view north-east



Figure 7: High Street – view south-west



Figure 8: Wyuna Parade – view north-west



Figure 9: Wyuna Parade – view south-east



Figure 10: Waterloo Street – view north-east



Figure 11: Waterloo Street – view south-west



Figure 12: Regent Street – view north-west



Figure 13: Regent Street – view south-east



Figure 14: Glenara Court – view north-west

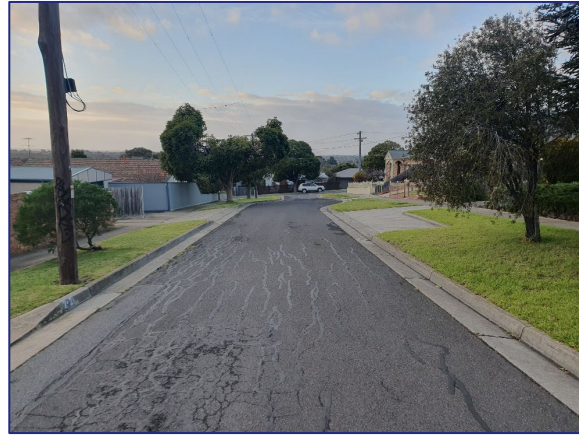


Figure 15: Glenara Court Street – view south-east

3.2.2. Existing Traffic Conditions

Traffic Group has undertaken AM and PM peak period traffic counts at the following locations on Wednesday 9th October, 2025, between the hours of 7-9am and 4-6pm:

- High Street / Wyuna Parade
- Wyuna Parade / Waterloo Street

These times cover the typical road network peak hours and the school peak hour.

The surveys identified the following peak hours:

- AM peak – 8:00-9:00am
- PM peak – 4:45-5:45pm

A summary of the peak hour traffic counts is presented in the figure below.

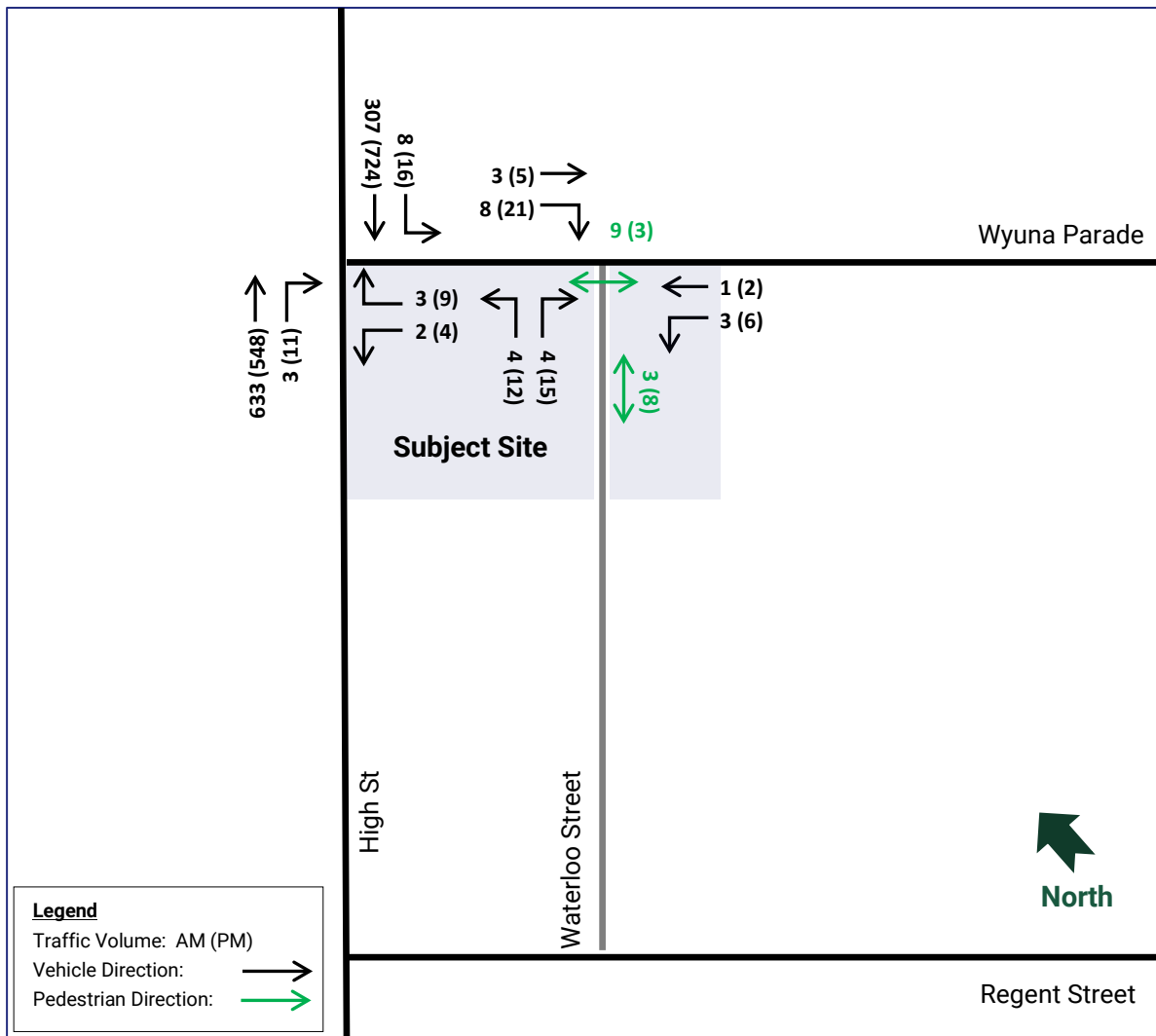


Figure 16: Existing Traffic Conditions

The above results show that Waterloo Street carries 19 and 54 vehicles in the AM and PM peak hour, respectively. This level of traffic is low in the context of a two-way laneway.

The pedestrian volumes within the laneway are also low with 3-8 pedestrians recorded walking along Waterloo Street in the vicinity of the subject site.

3.2.3. Car Parking Conditions

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

- 11am on Wednesday 2nd October, 2024 (during school holiday period)
- 12noon to 8pm on Wednesday 9th October, 2024, at hourly intervals (during school term)
- 12noon and 8pm on Saturday 12th October, 2024 (during school term)

These times correspond to the peak demand times for the proposed uses on the site and the nearby area.

The detailed parking survey is presented at Appendix B.

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

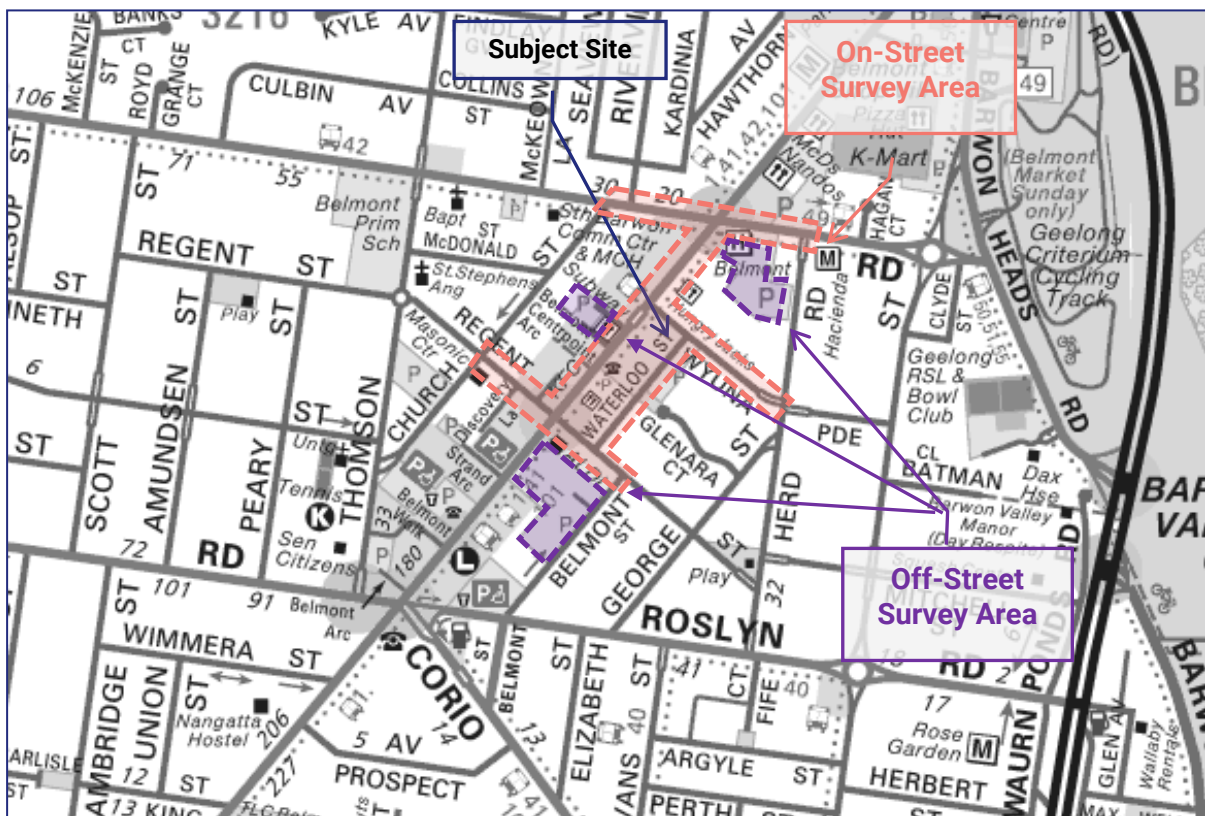


Figure 17: Parking Survey Inventory (Source: Melway)

On-Street Parking

The car parking surveys identified between 193-197 car spaces available for use by the general public in the nearby area¹. Car parking is generally a mixture of short term (1P and 2P) and unrestricted parking.

A graph of the on-street car parking demands is provided below.

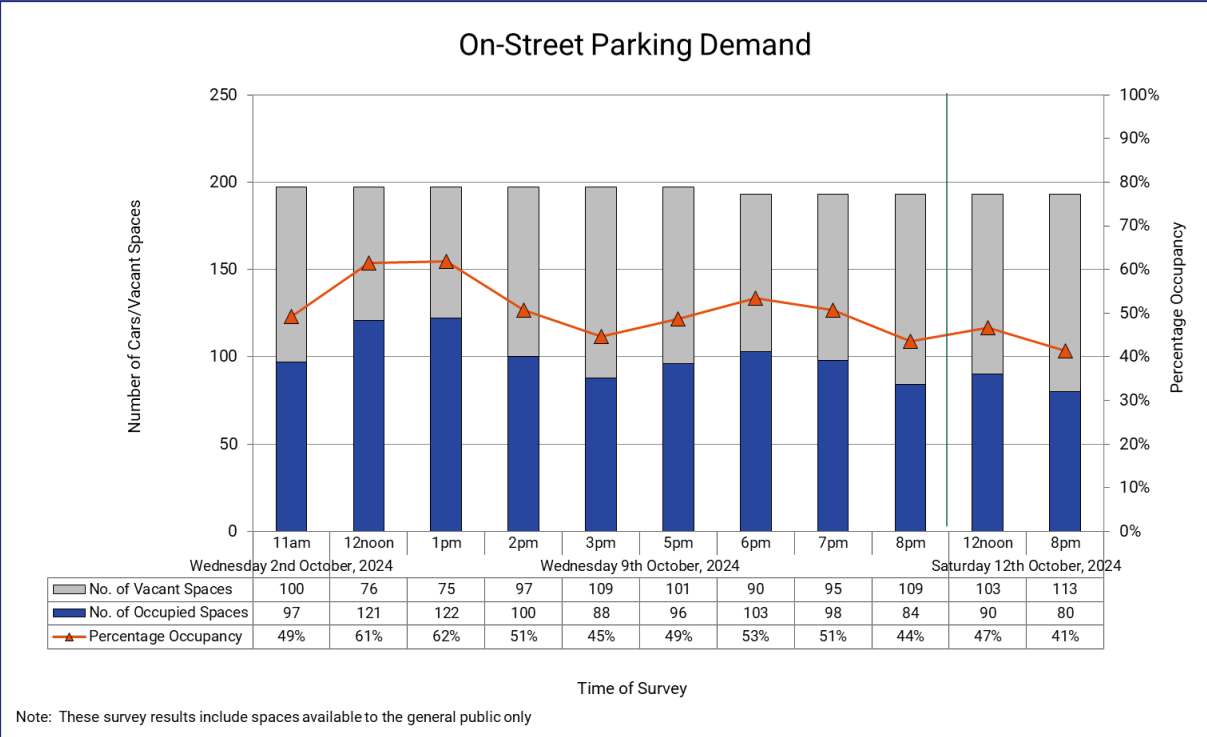


Figure 18: Profile of On-Street Parking Demand

Overall demand for on-street parking was low to moderate over the surveyed period. A minimum of 75 vacant spaces were recorded over the survey period (62% occupancy), which occurred at 1pm on Wednesday 9th October, 2024.

Off-Street Parking

There were also 3 off-street car parks within close proximity of the site, as follows:

- West Coast Plaza Carpark – located opposite the site on the west side. This carpark has 73 spaces, which are predominantly subject to 2P restrictions.
- Aldi Carpark – located 100m south of the site. This carpark has 191 spaces, which are predominantly subject to 2P restrictions.
- Dan Murphys Carpark – located 50m north of the site. This carpark has 139 spaces, which are predominantly unrestricted.

¹ Includes all car spaces available to the general public, excluding those subject to 'No Stopping', 'Loading Zone' and 'Bus Zone' restrictions during the relevant enforcement period. Spaces subject to 1/4P restrictions were also excluded during enforcement times, given the fact that this duration of time is considered too short for the purposes of accessing the site.

All three carparks are private carparks. They have been included to understand the parking characteristics of the area and determine if these carparks are overflowing into public parking areas.

While these cannot be relied upon as private parking areas, in practice they are used by visitors to the area as public parking and they are signed with various timed parking controls. Visitors on a regular basis would be parking in one of these carparks and visiting other land uses within the Activity Centre.

A graph of the off-street car parking demands is provided below.

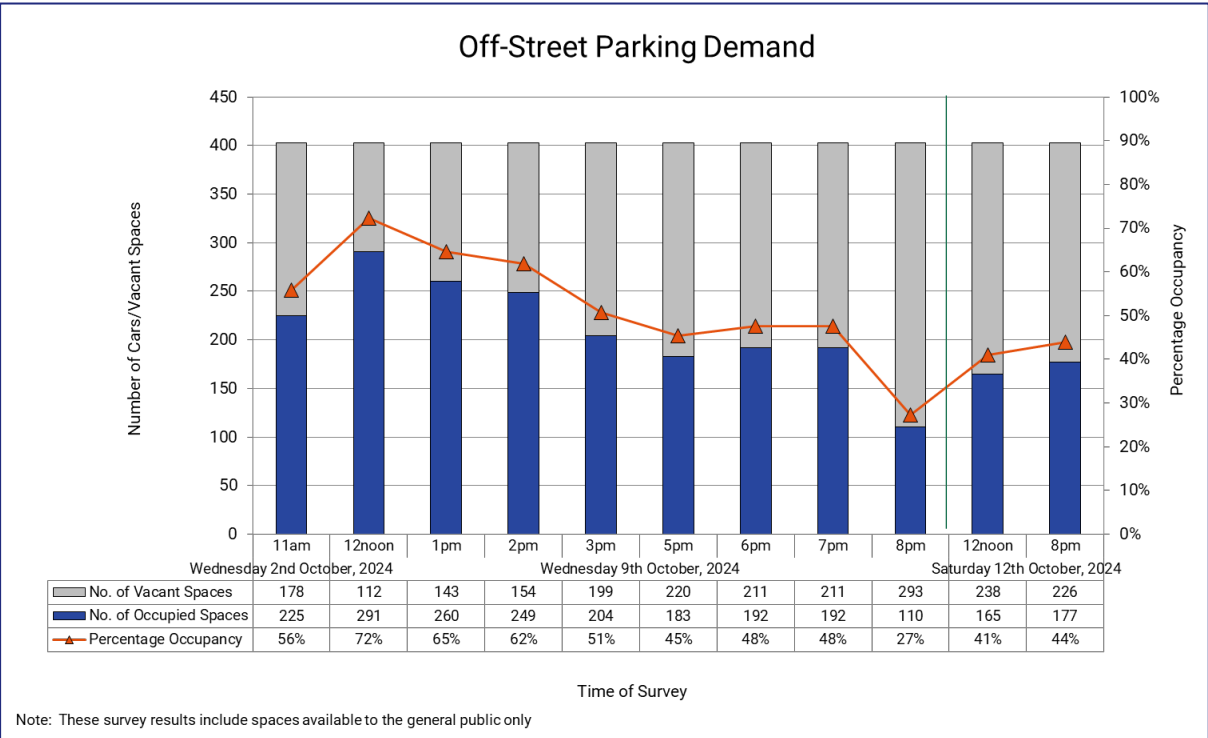


Figure 19: Profile of Off-Street Parking Demand

Overall demand for off-street parking was low to moderate over the surveyed period. A minimum of 112 vacant spaces were recorded over the survey period (72% occupancy), which occurred at 12noon on Wednesday 9th October, 2024.

Site Carpark

The western block of the site has approximately 6 car spaces accessed directly from Waterloo Street, which are restricted to staff only use.

The entire eastern block of the site is an open carpark, which is available to the public. This carpark is not signed or line marked, but can accommodate up to 40 cars.

A graph of the car parking demand of the public car parking on-site is provided below.

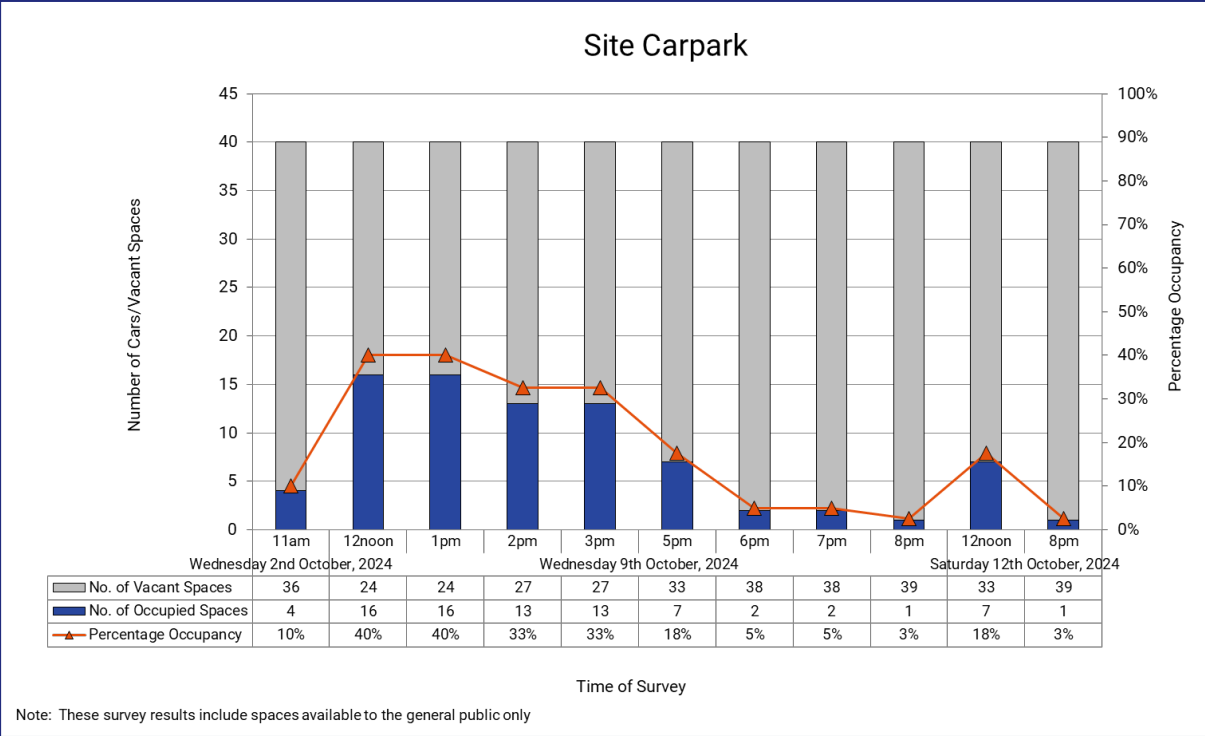


Figure 20: Profile of Off-Street Parking Demand

Overall demand for parking within the site carpark was low across the survey period. A minimum of 24 vacant spaces were recorded over the survey period (40% occupancy), which occurred at 12noon and 1pm on Wednesday 9th October, 2024.

3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services, with multiple bus services available. The diagram below illustrates the location of the nearest public transport service and the walking distance to these stops. A summary is provided at Table 4 and map of the broader services provided at Figure 21.

Table 4: Summary of Public Transport Services

Service	Between	Via
High Street – operates along the site’s frontage		
Bus Route 1	North Shore & Deakin	City & South Geelong
Bus Route 41	Geelong & Deakin University	Grovedale & Waurin Ponds
Bus Route 53	Geelong Station & Torquay	Belmont & Grovedale
Mt Pleasant Road – approximately 150m north of the site		
Bus Route 42	Geelong & Deakin University	South Valley Road & Waurin Ponds
Barwon Heads Road – approximately 550m north of the site		
Bus Route 55	Geelong & Ocean Grove	Marshall & Barwon Heads

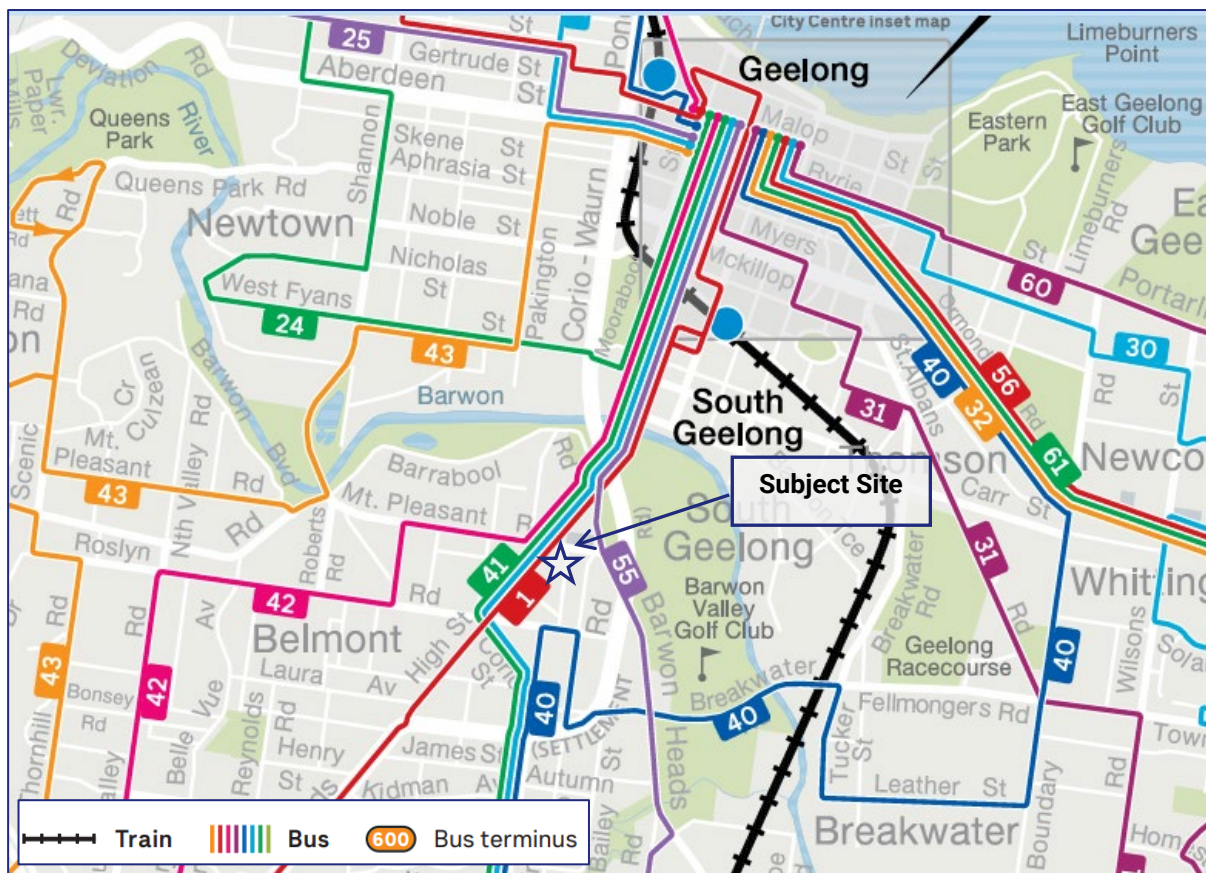


Figure 21: Public Transport Map (Source: PTV)

3.3.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with on-road bicycle lanes surrounding the site, as shown in the excerpt from the City of Greater Geelong Active Travel Map shown in Figure 22.

Mt Pleasant Road, Roslyn Road and Francis Street all provide on-road cycle lanes. Furthermore, an off-road path is provided along Barwon River.

The area within a 20 minute bicycle ride of the site is shown at Figure 23.

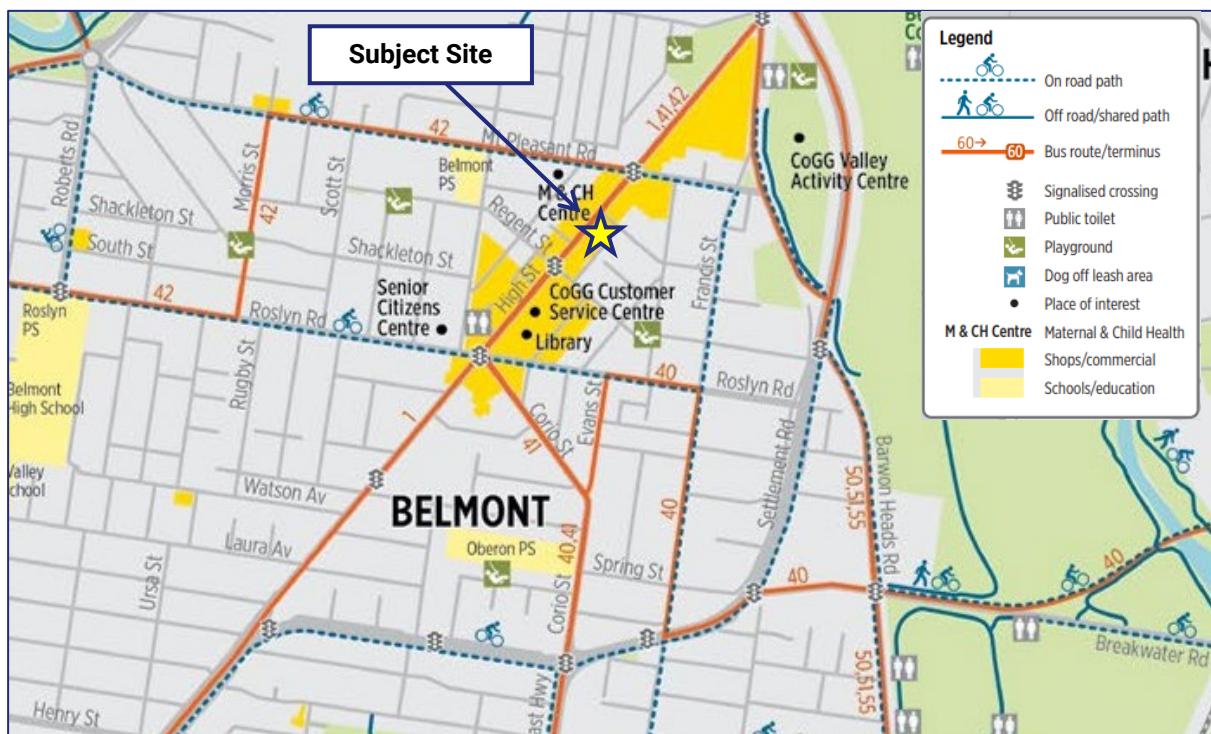


Figure 22: Greater Geelong Active Travel Map (Source: Greater Geelong City Council)

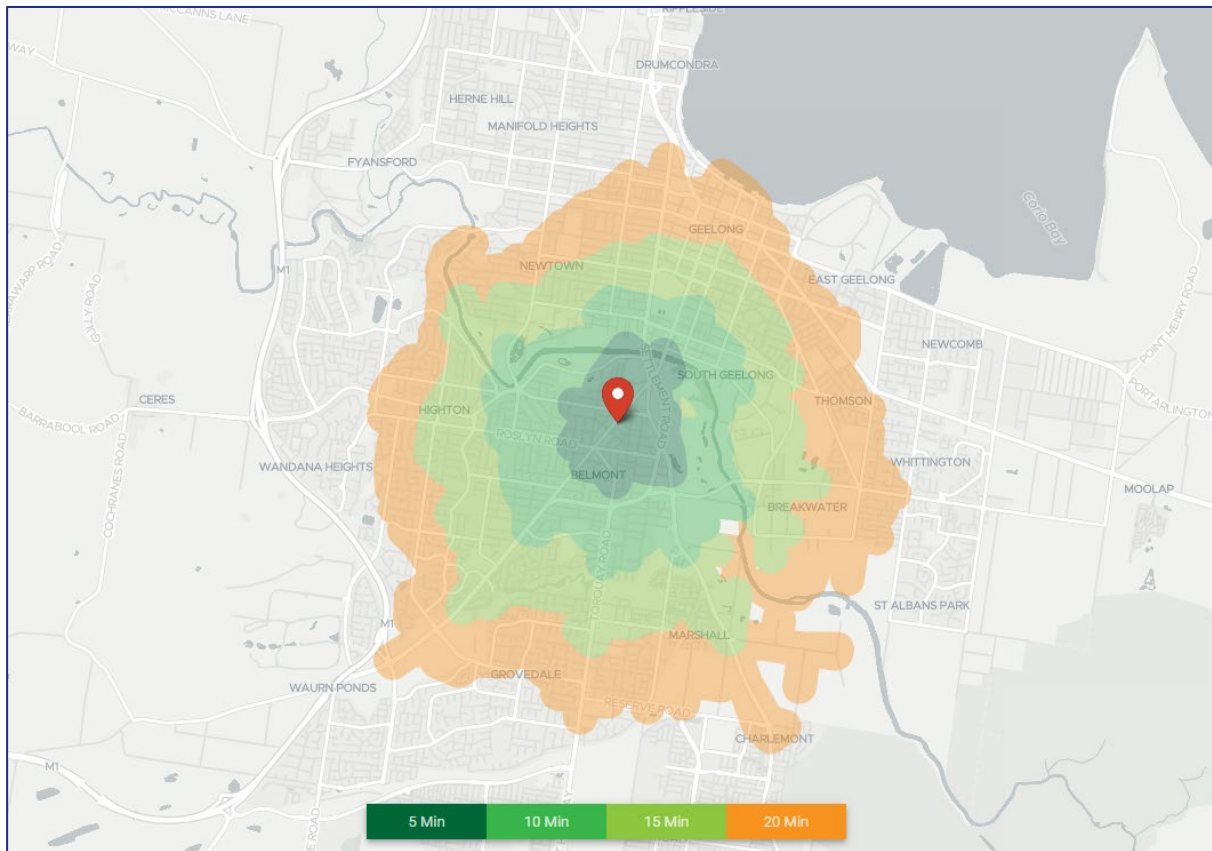


Figure 23: Map of 20-minute bike ride distance (Source: targomo.com)

3.3.3. Walking

The site is highly walkable, with many everyday services located within walking distance of the site. Figure 24 below indicates the area that is within a 20-minute walk of the site.

The following significant uses are within this 20-minute walk:

- High Street commercial strip.
- Belmont Village Shopping Centre (includes Kmart, Coles, Priceline, etc.).
- Belmont Primary School.
- Oberon Primary School.

The land uses detailed above demonstrate that there is a high level of everyday land uses in close proximity to the site, which would reduce the dependence on vehicular travel within this area.

The site also has a Walkscore of 88 (i.e. 'very walkable') which means that most errands can be accomplished on foot.

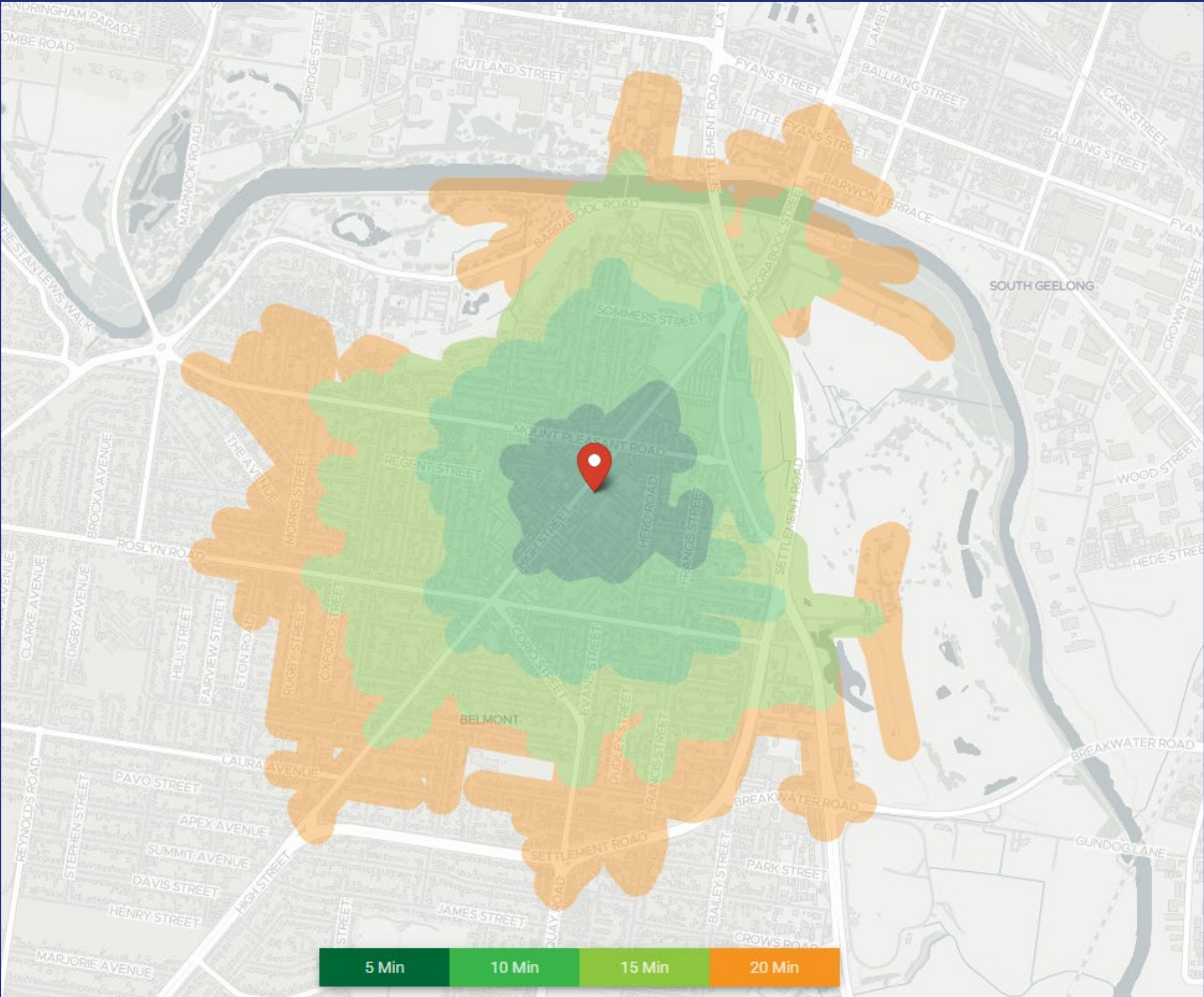


Figure 24: Map of 20-minute walking distance (Source: targomo.com)

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use categories of 'dwelling', 'shop', 'medical centre' and 'gym', 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:

Column A applies unless Column B applies.

Column B applies if:

- *any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*
- *a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.*

Given the site is not located with the PPTN, the Column A rates apply.

The land use term of 'gym' does not have a car parking rate in Table 1 of Clause 52.06. Accordingly, car parking is required to the satisfaction of the Responsible Authority for the gym.

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

Table 5: Statutory Car Parking Assessment – Column A of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column A)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
One-bed dwelling	43	1 space per one/two-bedroom dwelling	43	43	0
Two-bed dwelling	71		71	71	0
Three-bed dwelling	6	2 spaces per three or more bedroom dwelling	12	12	0
Four-bed dwelling	1		2	2	0
Surplus Resident	-	-	-	2	+2
Residential visitors	121	For visitors to every 5 dwellings for developments of 5 or more dwellings	24	0	-24
Shop	616m ²	4.0 spaces per 100m ² LFA	24	7	-17
Medical Centre	4 practitioners	5 spaces to the first practitioner, and 3 space to every practitioner thereafter	14	8	-6
Gym	542m ²	<i>Car parking to the satisfaction of the Responsible Authority</i>		5	N/A
TOTAL			190 + car parking to the satisfaction of the RA for the gym	150	-47 plus any additional parking required by the RA for the gym

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.

Based on the above, the development meets the car parking requirements for residents, while having a shortfall of 24 visitor spaces, 17 shop spaces and 6 medical centre spaces, plus any car parking required for the gym.

Accordingly, a car parking reduction is required under Clause 52.06-07.

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 NCC in relation to the commercial car parking. One disabled car space is provided for the development, satisfying this requirement.

4.1.1. 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 (August, 2023) 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 below

4.1.2. Car Parking Demand Assessment

Residential demands

The development provides the required parking for residents under Clause 52.06-5. We are satisfied that resident car parking demands will be met on-site and resident demands are not considered further.

Residential visitors

Apartment style residential developments will generate lower visitor parking demands than separate dwellings. This reduced rate is reflective of several factors including:

- smaller apartment households having smaller household sizes (i.e. smaller numbers of persons and consequently less visitors).
- residents being more likely to meet visitors at nearby cafés, restaurants, bars etc. due to the smaller dwelling size.
- for visitors more likely to use alternative transport modes, with better access to these services in areas of higher density development.
- there is typically not an expectation, nor is it often practical for visitors to be provided access to a secure carpark.

Historical surveys have found a peak visitor parking rate of 0.12 car spaces per apartment style dwelling. Adopting the 0.12 rate for the 121 dwellings equates to a peak visitor demand of 15 spaces.

Typically, the peak time for any visitor demands will be in the evening and on weekends. During normal business hours, residential visitor demands are typically less than 30% of the peak demand (5 spaces).

These demands will be short-term in nature and will need to be met in the nearby area within the on-street and off-street parking resources.

Retail Premises

The development includes four retail premises (including 1 café) with a total combined floor area of 616m². This has a statutory car parking requirement of 24 car spaces based on a rate of 4.0 car spaces per 100m² (statutory car parking rate for food and drink premises).

Staff parking demands typically equate to approximately 1 space per 100m², and as 7 car spaces are provided for these tenancies, we expect staff demands will be met on-site.

Accordingly, the shortfall of 17 car spaces relates to short-term customer parking demands only, which will need to be met on-street in the nearby area.

These parking demands will peak during daytime business hours.

Medical Centre

A 4-practitioner medical centre will be provided on-site. This centre has a statutory requirement for 14 car spaces.

A total of 8 car spaces are provided on-site, which are expected to meet staff demands (including practitioners and any support staff), meaning that the shortfall of 6 car spaces is expected to be short-term patient demands only.

These parking demands will only occur during the operating hours of the medical centre.

Gym

A total of 5 car spaces are provided for the gym component of the site, which has a total floor area of 542m².

The RTA Guide to Transport Impact Assessment (Version 1.1, dated May, 2024) recommends a car parking rate of 3.0 car spaces per 100m² of floor area for gyms when located near bus or train services (which is the case for the subject site in the form of a bus service).

Applying this rate to the floor area of 542m² results in a total demand for 16 car spaces.

Given that 5 car spaces are provided on-site, there is a shortfall of 11 car spaces expected from the gym.

Staff demands are expected to be met within the 5 car spaces provided on-site, meaning the shortfall of 11 spaces relates to short-term gym patron demands only.

The peak demand times for gyms are early morning late afternoon/early evening during the week. Demand during the middle of the day is generally low. Car parking demands on a weekend evening are also expected to be low. During these off-peak times, car parking demands are expected to be approximately 25% of the peak, or 3 spaces.

Overall

The Car Parking Demand Assessment found that:

- Resident demands will be met on-site.
- Staff demands associated with the commercial premises (i.e. the shops, medical centre and gym) will be met on-site.
- There will be a shortfall of up to 15 visitor spaces that will occur at peak times (i.e. week nights and on weekends), with a lower demand for up to 5 spaces during business hours.

- There will be a shortfall of 17 shop customers, 6 medical centre patients and 11 gym patrons that will need to be met on-street in the nearby area.

Accordingly, the shortfall in parking only relates to short-term visitor/customer parking, with long-term parking by residents and staff adequately accommodated on-site.

Variation in Demand by Time of Day

The table below summarises the expected overflow in car parking expected from the site that will need to be accommodating the nearby area. These demands take into account the variation in demands of the different uses over the typical week.

Table 6: On-Street Car Parking Demand Across Time Periods

Use	Weekday Daytime Demand	Weekday Evening Demand	Weekend Daytime Demand	Weekend Evening Demand
Residential Visitors	5	15	15	15
Retail Premises	17	0	17	0
Medical Centre	6	0	6	0
Gym	3	11	11	3
Total	31	26	49	18

4.1.3. 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 are as follows:

- **The Car Parking Demand Assessment.**
- Any relevant local planning policy or incorporated plan.
- **The availability of alternative car parking in the locality of the land, including:**
 - **Efficiencies gained from the consolidation of shared car parking spaces.**
 - **Public car parks intended to serve the land.**
 - **On street parking in non residential zones.**
 - **Streets in residential zones specifically managed for non-residential parking.**
- On street parking in residential zones in the locality of the land that is intended to be for residential use.

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

These factors are considered below.

4.1.4. Car Parking Demand Assessment

The Car Parking Demand Assessment at Section 4.1.2 indicates that the car parking impacts will generally be short-term in nature, with demand for up to 15 visitor spaces (5 during business hours), 17 shop customer spaces, 6 medical centre patient spaces and 11 gym patron spaces.

Based on the variation in demands of the mix of uses, the following total overflow in parking demand is as follows:

- 31 spaces during the day on a weekday
- 26 spaces during the evening on a weekday
- 49 spaces during the day on a weekend
- 18 spaces during the evening on a weekend

4.1.5. Existing Car Parking Deficiency

The proposal has a statutory car parking shortfall of 47 car spaces, plus any parking required by the Responsible Authority for the gym.

The site currently comprises 4 separate tenancies, which comprise a total of approximately 2,900m² floor area. This includes a 1,300m² supermarket (i.e. 'Food Factory Sales') and 3 smaller retail tenancies with a combined floor area of 1,600m².

Applying the supermarket rate of 5.0 spaces to each 100m² and shop rate of 4.0 spaces to each 100m² of LFA for the relevant floor areas results in an existing requirement for 129 car spaces. A total of 46 car spaces are provided across the site (6 staff spaces and 40 spaces within the at-grade area), meaning that there is an existing shortfall of 83 spaces.

Accordingly, the existing statutory shortfall is:

- greater than the car parking reduction sought by this proposal, and
- greater than the peak overflow demand expected under the proposed development (i.e. up to 49 car spaces during weekend day time).

4.1.6. Alternative Modes of Transport

As detailed in Section 3.3, the site is well served by efficient public transport services that are within an appropriate walking distance of the development site. These services include 5 bus services within a short walk of the site.

Bicycle parking is provided at over twice the statutory minimum requirements set out at Clause 52.34 of the Planning Scheme. The site is well served by bicycle infrastructure and there are many local destinations that are readily accessible by bicycle.

Alternatively, there are many local destinations that are also readily accessible via a short walk and a car trip is not required for these trips.

Given the above, the development site represents an excellent location to support the reduced rate of car parking.

4.1.7. Availability of Car Parking

As detailed in Section 3.2.3, Traffix Group has undertaken a car parking surveys of the surrounding area in order to determine the supply and management and demand of public car parking in the nearby area.

Overall demand for on-street parking was low to moderate over the surveyed period. A minimum of 75 vacant spaces were recorded over the survey period (62% occupancy), which occurred at 1pm on Wednesday 9th October, 2024. This includes the demand for parking generated by the subject site currently.

There were also at least 112 vacant spaces off-street were recorded over the survey period (72% occupancy), which occurred at 12noon on Wednesday 9th October, 2024. This indicates that other uses with large private car parks are not particularly reliant on on-street parking.

Accordingly, there is adequate car parking supply to accommodate the expected short-term parking demands of visitors, customers, patients and gym patrons (with a peak demand of up to 49 car spaces) at all times.

A high portion of the car parking surrounding the site is short-term in nature, which would facilitate the turnover of these spaces, and be suitable for use by the overflow demands of the site.

It is also of note that the proposal results in a net loss of 19 on-street car spaces. Even when considering this net loss of parking, demands are still expected to be met on-street.

This is illustrated below.

Table 7: Availability of On-Street Parking

Time Period	Post-Development Carpark Supply ¹	Overflow Site Demands	Remaining Car Parking ²
Weekday Daytime	56	31	25
Weekday Evening	71	26	45
Weekend Daytime	84	49	35
Weekend Evening	94	18	76

Note 1: This is the minimum vacant on-street parking from surveys completed by our office, less 19 car spaces resulting from street works as a part of the proposal.
 Note 2: Does not consider the existing on-street demands generated by the subject site, meaning that the remaining parking may be higher in practice.

It is of note that the above assessment is conservative, as it does not consider the fact that the existing uses on-site may attribute to some of the existing on-street parking demands.

4.1.8. Summary

Based on the decision factors of Clause 52.06-7, we are satisfied that the proposed level of car parking for this development is acceptable and that providing fewer car spaces on the site than required under Clause 52.06-7 is supported for the following reasons:

- the car parking demand assessment indicates that:
 - Resident demands will be met on-site.
 - Staff demands associated with the commercial premises (i.e. the shops, medical centre and gym) will be met on-site.
 - There will be a shortfall of up to 15 visitor spaces that will occur at peak times (i.e. week nights and on weekends), with a lower demand for up to 5 spaces during business hours.
 - There will be a shortfall of 17 shop customers, 6 medical centre patients and 11 gym patrons that will need to be met on-street in the nearby area.
 - These demands will vary across the day, with demands varying from 18-49 spaces over a week period.
- the existing car parking deficiency associated with the site exceeds the expected overflow in short-term demands associated with the development,
- the site has access to alternative modes of transport in close proximity including public transport, cycling facilities and a high level of walkability to nearby everyday destinations, which reduce the reliance on private vehicle travel, and

- the overflow in short-term parking demands can be accommodated within the on-street and off-street parking resources surrounding the site.

Based on the above, we are satisfied that the proposed car parking reduction is acceptable under the decision guidelines of Clause 52.06-7.

4.2. 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 a total of 152 bicycle spaces as follows:

- 69 x spaces within Basement 1 via:
 - 12 x spaces via horizontal 'Flat Top' rails
 - 57 x spaces via wall mounted 'Ned Kelly' rails
- 83 x spaces at ground level via:
 - 20 x spaces via horizontal 'Flat Top' rails
 - 63 x spaces via wall mounted 'Ned Kelly' rails

Additionally, a further 14 spaces will be provided within the Waterloo Street verge, subject to Council approval.

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

Table 8: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	121	1 space to each 5 dwellings	1 space to each 10 dwellings	24 resident 12 visitor
Retail, other than specified (Food and drink premises)	616m ²	1 space to each 300m ² LFA	1 space to each 500m ² LFA	2 staff 1 customer
Medical Centre	4 practitioners	1 to each 8 practitioners	1 to each 4 practitioners	1 staff 1 customer
Minor sports and recreation facility	4 staff / 542m ²	1 to each 4 employees	1 space to each 200m ² NFA	1 staff 3 customer
TOTAL				Total 45 24 resident 4 staff 17 visitor

Based on the above, the provision of 152 bicycle spaces on-site, plus an additional 8 spaces within the Waterloo Street verge satisfies (and exceeds) the bicycle parking provision requirements of Clause 52.34.

Clause 52.34 also requires consideration of end-of-trip facilities and the design of the bicycle parking spaces. The table below reviews the design and provision of these facilities.

Table 9: Design of Bicycle Parking

Requirement	Assessment	Design Response
End of Trip Facilities - Table 2 & 3 of Clause 52.34-5		
If 5 or more employee bicycle spaces are required, 1 one shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	✓	Only 4 staff spaces are required, and accordingly, there is no trigger to provide end of trip facilities.
1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	✓	

Requirement	Assessment	Design Response
Design of Bicycle Parking		
Does the design comply with the design requirements of Clause 52.34-6?	✓	All bicycle spaces are designed in accordance with AS2890.3-2015 and Clause 52.34.
Does the design comply with the requirements of AS2890.3-2015?	✓	

All bicycle parking is also provided in accordance with the design requirements of AS2890.3-2015, and we consider the bicycle parking layout acceptable.

4.3. Design Review

4.3.1. Review of On-Street Parking

As a part of the proposal street scape works are proposed along Waterloo Street and High Street, and the car parking along the site’s frontage will be reconstructed.

All car parking spaces will measure 6.7m long and 2.4m wide.

This meets the minimum parallel parking space dimensions set out in AS2890.5-202 (On-Street Car Parking) of 2.0m-2.3m width and 6.0m-6.7m.

Overall we are satisfied that the design of the on-street car parking layout is appropriate.

4.3.2. Review of Carpark Layout and Vehicle Access Arrangements

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

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2009 – Part 6: Off-Street Car Parking for People with Disabilities.

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

Table 10: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Accessways exceed 4.2m at all locations.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A	Not a public carpark.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Minimum headroom of 2.2m provided along all accessways.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	All cars can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Passing area is provided at entry to site.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/A	Accessway is directly to Waterloo Street, which is a low speed laneway.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	N/A	Access is not to a Transport Zone.
If entry to the car space is from a road, the width of the accessway may include the road.	N/A	No car spaces accessed directly from road.
Clause 52.06-9 Design Standard 2 – Car Parking Spaces		

Requirement	Assessment	Design Response													
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	✓	Tandem car spaces are provided with an additional 500mm length.													
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	✓	All spaces are under cover.													
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	✓	DDA space complies with the design requirements of AS2890.6-2022.													
Clause 52.06-9 Design Standard 3 - Gradients															
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	✓	A maximum grade of 1:10 is provided into the site over the 5m.													
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	✓	Maximum grade of 1:5 is provided along the ramp.													
<table border="1"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)		
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	✓	Transitions comply with this requirement.													
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority	✓	Complies.													

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 4 – Mechanical Parking		
Not relevant to this application		
Clause 52.06-9 Design Standard 5 – Urban Design		
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A	These matters are more related to urban design, rather than specifically traffic engineering.
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		
Design of car parks must take into account their use as entry points to the site.		
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed.
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	N/A	Car parking is all within a secure multi-level carpark which will be adequately lit and signed.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	N/A	Car parking is all within a secure carpark.
Pedestrian access to car parking areas from the street must be convenient.	✓	Separated pedestrian entry is provided to the site from High Street, Wyuna Parade and Waterloo Street.

Requirement	Assessment	Design Response
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	The accessways will be shared between pedestrians and vehicles, which is acceptable for a private carpark where turnover of car parking is not high. There are also separated pedestrian paths throughout carpark levels.
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A	These requirements are not strictly related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

4.4. 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.*

4.4.1. Loading

The loading activities for the residential component will be associated with furniture movers/removalists when residents move in/out.

The retail premises are modest in size and generate a modest demand for loading. These activities will generally be undertaken by smaller trucks and vans.

Lastly, minor loading is expected for the gym and medical centre.

There is an on-site loading bays proposed on-site, which can accommodate the 6.4m long mini waste truck and van sized vehicles for loading. This is anticipated to accommodate most of the day-to-day loading activities associated with the site.

Swept path diagrams demonstrating access to this loading area is shown at Appendix C. Occasional loading via larger vehicles can be undertaken on-street, as required. Overall, we consider that the loading arrangements are appropriate.

4.4.2. Waste Collection

A Waste Management Plan has been prepared by our office as a part of the Town Planning application (Report Ref: G35559R-02C, dated December, 2025).

It is proposed that waste collection will occur on-site within the basement carpark area by a private contractor utilising the mini rear loading waste truck (typically 6.4m long x 2.08m high waste truck vehicle).

Swept path diagrams demonstrating the 6.4m x 2.08m waste collection vehicle undertaking entry and exit movements within the carpark are provided at Appendix C.

For the townhouses, waste collection will occur within the ground floor accessway, with vehicles reversing into the accessway from Waterloo Street and then exiting in a forward direction.

Based on the above, we are satisfied the loading and waste collection arrangements are acceptable from a traffic engineering perspective.

4.5. Traffic Impact Assessment

4.5.1. Traffic Generation

We have adopted the following traffic generation rates for the proposal:

- The one/two bedroom dwellings will generate an average of 3 vehicle trips per day
- The three/four bedroom dwellings will generate an average of 5 vehicle trips per day
- 10% of the daily residential traffic generation occurs during the road network peak hours for the dwellings.
- Each commercial space generates 0.5 trips per peak hour and 4 trips per day. This allows for an additional trip throughout the day (i.e. change of staff, errands, etc.)

The table below summarises the traffic generation of the proposal.

Table 11: Expected Traffic Generation for Each Development Scenario

Use	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak hour
One/two-bed dwellings	114	3/dwelling	342	0.3/dwelling	34
Three/four-bed dwellings	7	5/dwelling	35	0.5/dwelling	4
Commercial	20	4/space	80	0.5/space	10
Total			457		48

Based on the above the mix-use development is expected to generate in the order of 457 daily vehicle trips, with 48 trips occurring in each peak hour period.

The level of traffic is moderate and represents one vehicle movements every 75 seconds during the peak hour period.

The majority of development traffic is expected to arrive/depart via High Street, Wyuna Parade and Waterloo Street. It is of note that the traffic impacts to Wyuna Parade will generally be limited to the first 50m between High Street and Waterloo Street.

As previously outlined in Section 3.2.2, the existing level of traffic in Waterloo Place is not high, particularly in the context of a two-way carriageway (that Waterloo Place is).

Traffic can also access the site from both Wyuna Parade on the northern end of Wyuna Place, and Regent Street at the southern end, meaning that the additional level of traffic generated by the site will be split across both these directions. Lastly, the existing traffic volumes also capture the existing traffic generated by the site, meaning that the increase in traffic is not expected to be a high as what is discussed above.

Accordingly, the actual increase in traffic at any one point will not be significant.

We are satisfied that the level of traffic likely to be generated by the proposed development can be accommodated by the surrounding road network, and will not have a material impact on the operation of Waterloo Street or the surrounding road network.

5. RFI response

A response to Council’s RFI is provided in the table below.

Issue	Response
<p>Clarify the bicycle parking location and access arrangement for as differentiated between visitors, staff, and residents; and</p>	<p>There are:</p> <ul style="list-style-type: none"> • 69 bicycle spaces in Basement 1 within a secure room. • 30 bicycle spaces in a central, secure bicycle room at ground level. • 53 bicycle spaces accessed at ground level adjacent pedestrian access on the site’s western side. • 14 bicycle spaces at ground level, external to the building. <p>Only 24 resident and 4 staff spaces are required by Clause 52.34. Accordingly, residents and staff could have separate rooms, or share the same areas.</p> <p>Residents would let visitors into residential bicycle stores, if required.</p> <p>Customers and casual visitors are expected to use the on-street rails.</p>
<p>Further consider the safety for pedestrian traffic along the footpath fronting the underground carpark entry.</p>	<p>The carpark entrance is provided with a pedestrian sight triangle as required by Clause 52.06-9.</p> <p>We are satisfied that the design of the access point complies with the relevant standards and is safe for pedestrians.</p>

6. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 107-123 High Street, Belmont, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 190 car spaces under Clause 52.06-5, plus car parking to the satisfaction of the Responsible Authority for the gym,
- b) the proposal provides for 150 car spaces and due to the allocation of car parking, the proposal has a shortfall of 24 car spaces for residential visitors, 17 for the shop premises, 6 for the medical centre and any additional parking required for the gym by the Responsible Authority,
- c) the car parking reduction is supported under the following decision factors of Clause 52.06-7:
 - i) the car parking demand assessment indicates that:
 - Resident demands will be met on-site.
 - Staff demands associated with the commercial premises (i.e. the shops, medical centre and gym) will be met on-site.
 - There will be a shortfall of up to 15 visitor spaces that will occur at peak times (i.e. week nights and on weekends), with a lower demand for up to 5 spaces during business hours.
 - There will be a shortfall of 17 shop customers, 6 medical centre patients and 11 gym patrons that will need to be met on-street in the nearby area. All of this parking is short-term parking.
 - These demands will vary across the day, with demands varying from 18-49 spaces over a week period.
 - ii) the existing car parking deficiency associated with the site exceeds the expected overflow in short-term demands associated with the development,
 - iii) the site has access to alternative modes of transport in close proximity including public transport, cycling facilities and a high level of walkability to nearby everyday destinations, which reduce the reliance on private vehicle travel,
 - iv) the overflow in short-term parking demands can be accommodated within the on-street and off-street parking resources surrounding the site, and
 - v) the reduced rate of car parking will result in less traffic impacts on the surrounding local area.
- 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 excess of the statutory minimum requirements of Clause 52.34 of the Planning Scheme and the design of the bicycle parking accords with AS2890.3-2015,
- f) dedicated loading bays are provided at ground level which can accommodate small vans and trucks (up to the 6.4m long mini waste truck). Infrequent loading by larger trucks can be accommodated in the on-street area, as required,
- g) waste collection will be undertaken via a private contractor using a 6.4m mini waste collection vehicle within the basement carpark, or on-street for the townhouses,
- h) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the local road network, and
- i) there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 107-123 High Street, Belmont should be refused, subject to appropriate conditions.



Appendix A

Development Plans

4/124 HIGH ST SINGLE STOREY RETAIL
110 HIGH ST SINGLE STOREY RETAIL

110 HIGH ST SINGLE STOREY RETAIL

110 HIGH ST SINGLE STOREY RETAIL

108 HIGH ST SINGLE STOREY RESTAURANT

104 HIGH ST SINGLE STOREY RETAIL

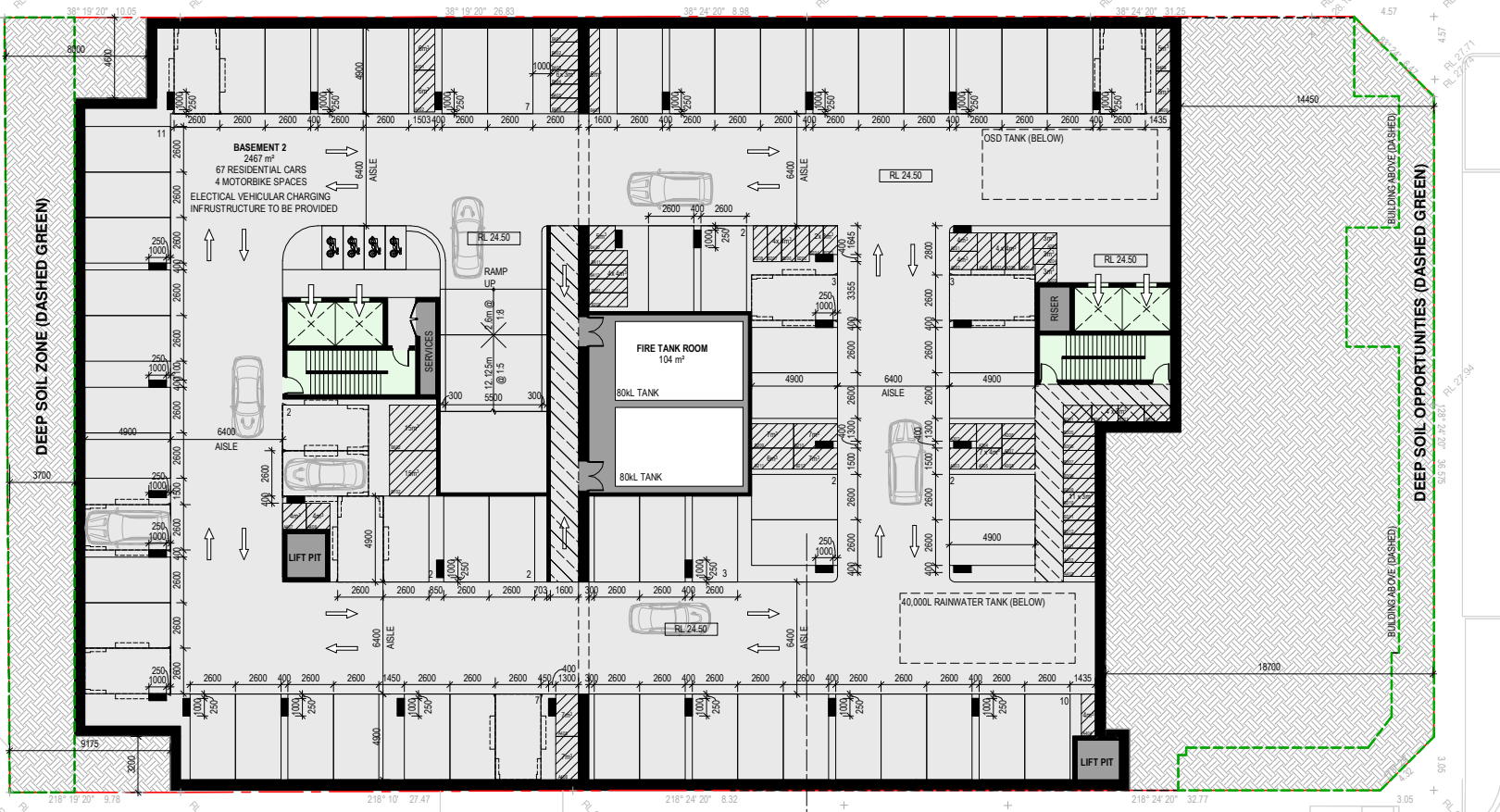
Legend - Abbreviations

1700 SCR	1700mm HIGH PRIVACY SCREEN
1800 SCR	1800mm HIGH PRIVACY SCREEN
1800 FENCE	1800mm HIGH FENCE
2100 FENCE	2100mm HIGH FENCE
A/C	AIR CONDITIONER CONDENSER UNIT
AFL	ABOVE FLOOR LEVEL
EX	EXISTING
HORIZ SCR	1400mm HIGH BALUSTRADE WITH 400mm DEEP HORIZONTAL PRIVACY SCREEN
HW	HABITABLE WINDOW
NH WIN	NON HABITABLE WINDOW
OB	OBSCURE GLAZING
500 RET WALL	500mm HIGH RETAINING WALL
RWT	RAINWATER TANK
ST	STORAGE
WIN	HABITABLE WINDOW

HIGH STREET

WYUNA PARADE

WATERLOO STREET



General Notes -

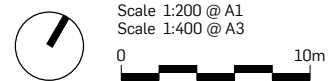
- Clear glazing with a visible light transmittance of at least 60% is to be utilised.
- A 50% increase in outdoor air availability will be delivered over Australian Standard 1668.2012 for the gym, medical and retail tenancy areas.
- At least 50% of townhouse external lighting will be controlled by a motion detector.

ESD Notes - FURTHER DETAILS AS PER SMP DATED MAY 2025

- General:**
- The development will include the facilities for electric vehicle charging equipment with appropriate signage and charging infrastructure installed.
 - Separate utility meters to be provided for each dwelling (apartments and townhouses), commercial tenancy and common areas.
 - Heating and cooling for retail space and conditioned common areas will be provided by energy efficient air conditioning.
 - Each dwelling will be provided with energy efficient split system air conditioners (min. ZERL efficiency of 1.5 Stars for Heating and 2 stars for Cooling).
 - The project will not be connected to gas supply, and all dwellings will be provided with efficient electric induction cooktops.
 - Energy consumption from artificial lighting throughout the development will be reduced by using LED lighting and by optimising daylight diffusion. For non-residential areas, the maximum illumination power density (W/m²) in at least 90% of the area will meet the requirements in Table JTD.3a of the NCC 2022 Vol 1.
 - Energy efficient lifts will be specified that include measure to specifically reduce stand-by consumption.
 - All windows, doors, exhaust fans and pipe penetrations will be constructed to minimise air leakage as required by the provisions outlined in Section J5 of the NCC 2022.
 - Min 58.4kW solar PV systems oriented to the north assuming an inclination of 2.0° will be installed, producing 76,098kWh¹ of green electricity per year.
 - WELS star ratings will be:
 - Kitchen taps: Min. 6 star;
 - Bathroom taps: 6 star;
 - Dishwasher: 5 Star
 - Toilets: 4 Star
 - Showers: ≤ 7.5L/min (4 star)
 - Landscaping in garden beds and terrace planters boxes will be drought tolerant and will include mulch and soil wetting agents to reduce the potable water. No VOCs (Volatile Organic Compounds) will be selected.
 - Tap and floor wastedrain is to be provided on every balcony/terrace.
 - The fire test system will not expel potable water for testing, or a minimum of 80% of test water from fire sprinkler systems to be captured for reuse. A sprinkler system will not be installed in the townhouse buildings; therefore, the above-mentioned requirement is not applicable to townhouse buildings.
 - All dwellings will be fitted with double glazed windows, and/or double glazed low-e windows.

- Apartments:**
- Average energy rating of apartments to be no less than 7.0 stars, with no apartment achieving less than 6.0 stars. All apartments are required to meet the ABCB NatHERS heating and cooling load requirements, and the cooling load requirements of <22MJ/m² for climate zone 60 Tullamarine.
 - Hot water will be provided via efficient centralised heat pump hot water system.
 - The maximum illumination power density (W/m²) in at least 90% of the Class 2 building will be at least 20% over than required by Clause JTD3(1)(a) and Table J5.2a of the NCC 2022 Vol 1 (Class 2).
 - For the apartment building, a rainwater tank with a total effective storage capacity of 40kL. Stored water will be used for the flushing of toilets in the gym, medical centre, cafe and tenancy Units 1 to 4. Runoff from all terrace areas on Level 1 will be diverted to a rains garden with a minimum area 25m².

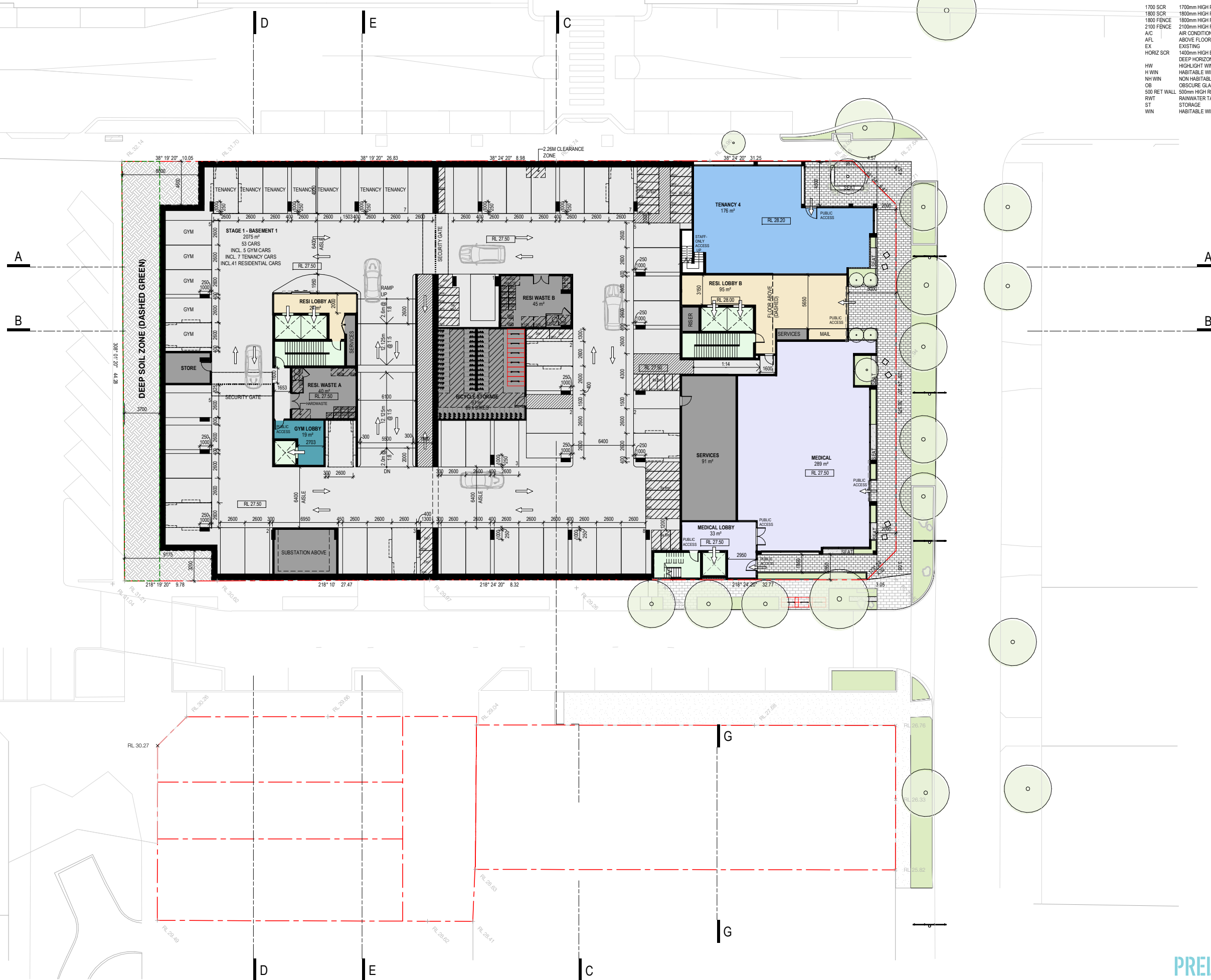
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- All townhouses must achieve an area weighted average star rating of 7.0 and are required to meet ABCB NatHERS heating and cooling requirements.
 - Townhouses will be provided hot water via an individual electric heat pump hot water system.
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 - Rainwater will be harvested from the main roof areas of each unit and diverted to a 2,000L tank allocation per dwelling (total 10kL) to be used for toilet flushing for the entire townhouse development.



PRELIMINARY

Legend - Abbreviations

1700 SCR	1700mm HIGH PRIVACY SCREEN
1800 SCR	1800mm HIGH PRIVACY SCREEN
1800 FENCE	1800mm HIGH FENCE
2100 FENCE	2100mm HIGH FENCE
A/C	AIR CONDITIONER CONDENSER UNIT ABOVE FLOOR LEVEL
AFL	ABOVE FLOOR LEVEL
EX	EXISTING
HORIZ SCR	1400mm HIGH BALUSTRADE WITH 400mm DEEP HORIZONTAL PRIVACY SCREEN
HW	HIGHLIGHT WINDOW (SILL MIN. 1700mm AFL)
H WIN	HABITABLE WINDOW
NH WIN	NON HABITABLE WINDOW
OB	OBSCURE GLAZING
500 RET WALL	500mm HIGH RETAINING WALL
RWT	RAINWATER TANK
ST	STORAGE
WIN	HABITABLE WINDOW



General Notes -

- Clear glazing with a visible light transmittance of at least 60% is to be utilised.
- A 50% increase in outdoor air availability will be delivered over Australian Standard 1668.2012 for the gym, medical and retail tenancy areas.
- At least 50% of townhouse external lighting will be controlled by a motion detector.

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ESD Notes - FURTHER DETAILS AS PER SMP DATED MAY 2025

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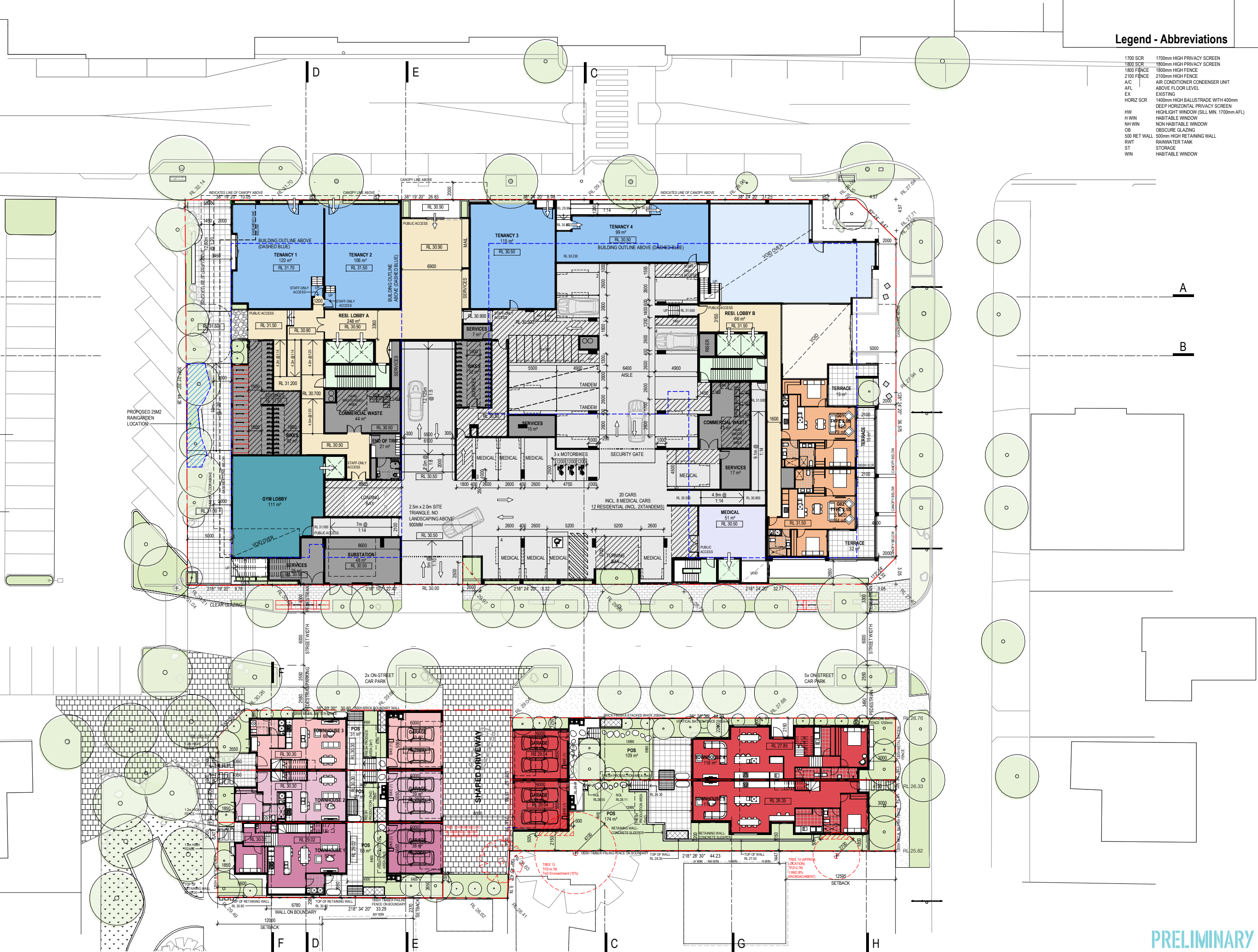
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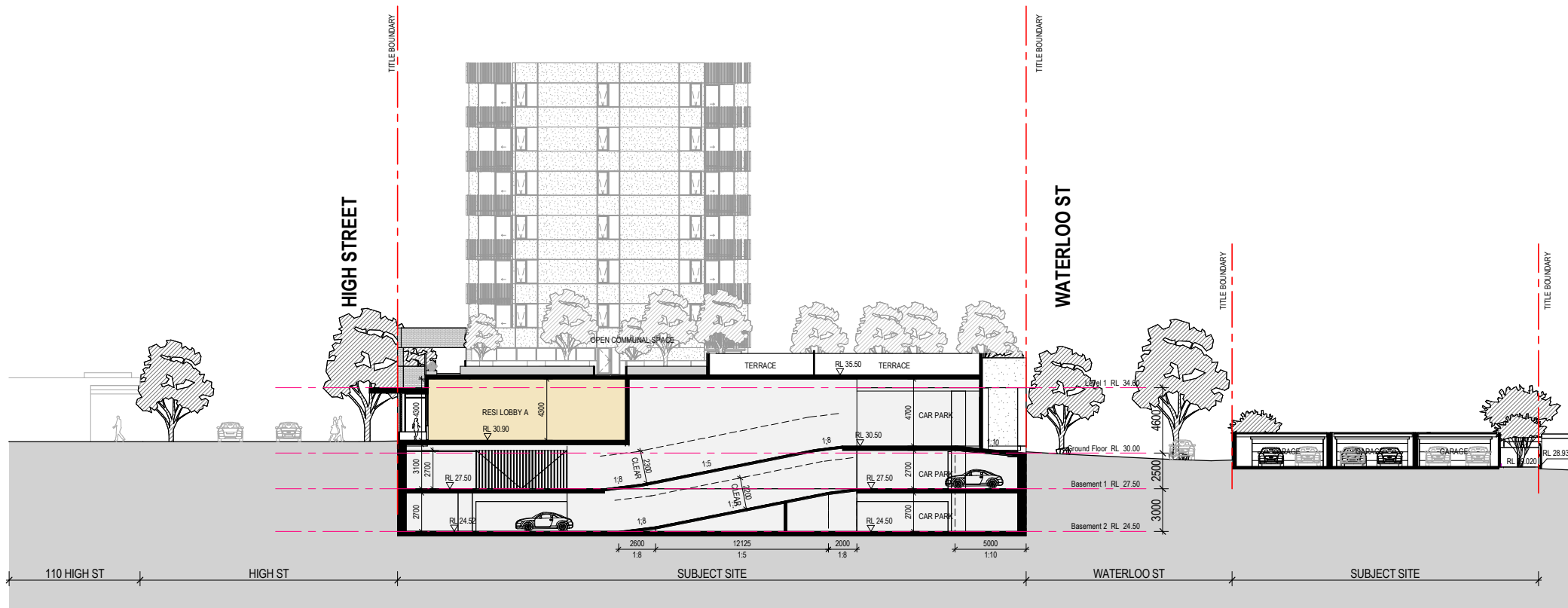
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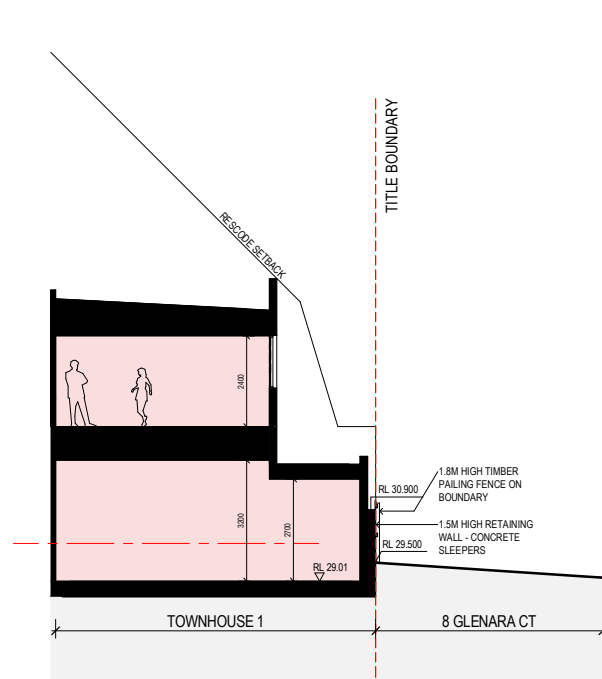
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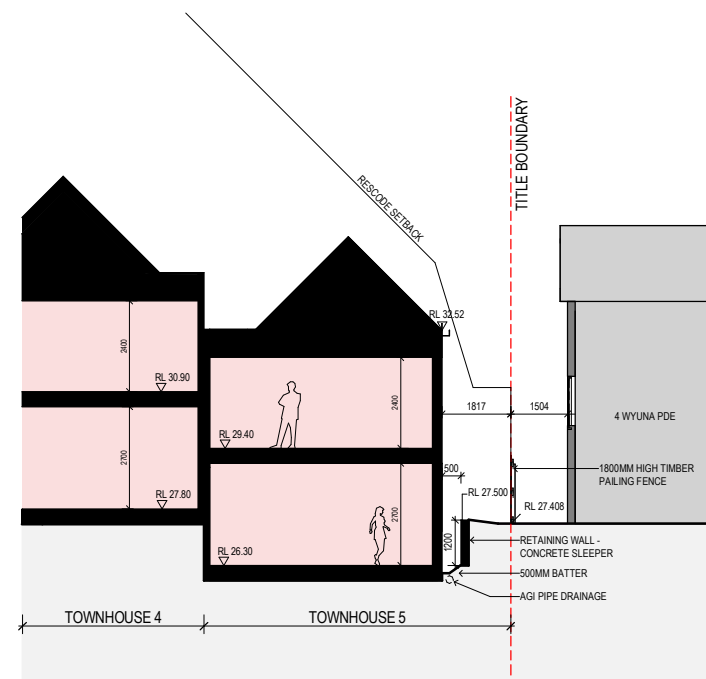




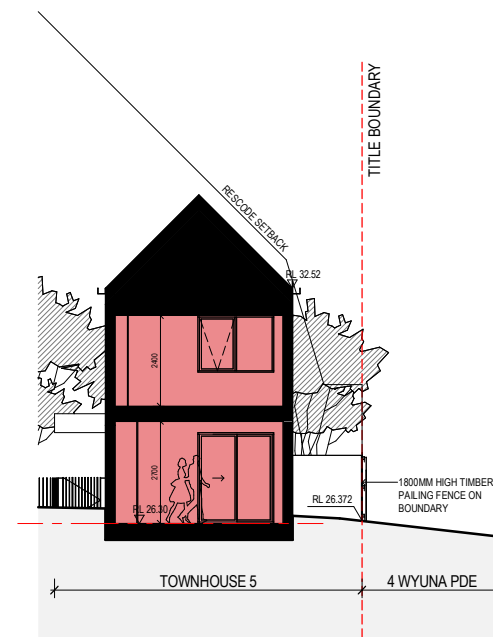
Section E - BASEMENT ENTRY RAMP



Section F
Scale 1:100



Section G
Scale 1:100



Section H
Scale 1:100



Appendix B

Car Parking Inventory

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday 2nd October, 2024	Wednesday 9th October, 2024								Saturday 12th October, 2024	
				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm
ON-STREET CARPARKING														
Map Ref.	HIGH STREET													
	West Side													
A	Mt Pleasant Road to opposite Wyuna Parade	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	0	1	0	2	2	2	1	2	1	1	2
	Opposite Wyuna Parade to Regeant Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	2	1	3	1	2	5	4	4	1	0	4
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	0
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	4	7	6	6	5	8	7	8	6	7	8
		1/4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	3	1	1	2	3	3	3	2	2	1
No Stopping	-	0	0	0	0	0	0	0	0	0	0	0		
B	Regeant Street to Pedestrian Crossing	No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	2	2	2	2	2	2	2	2	3	3	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	6	3	3	6	5	6	7	7	6	6	
		Loading Zone (15min)	-	0	0	0	0	0	0	0	0	0	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	
East Side														
C	Mt Pleasant Road to Wyuna Parade	No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	
D	Wyuna Parade to Regeant Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	4	12	7	6	4	12	12	10	6	6	
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	
E	Regeant Street to Pedestrian Crossing	No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	7	7	10	10	10	9	10	10	7	10	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	1	1	1	1	1	1	1	1	1	1	
HIGH STREET		Capacity	49 - 53	53	53	53	53	53	53	49	49	49	49	
		Total Number of Cars Parked		26	34	32	34	31	45	47	47	33	36	
		Total Number of Vacant Spaces		27	19	21	19	22	8	2	2	16	13	
		Percentage Occupancy		49%	64%	60%	64%	58%	85%	96%	96%	67%	73%	

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

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				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm
	WATERLOO STREET													
	East Side													
F	Wyuna Parade to SB KFC carpark	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	39	17	16	24	10	8	4	11	12	11	11	1
	SB KFC carpark to Regent Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	13	14	12	8	8	10	5	6	4	5	2
	West Side													
G	SB KFC carpark to Regent Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	8	8	6	6	5	4	8	7	2	4	0
		P DDA only	1	1	1	0	0	0	0	0	1	0	1	0
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	1	2	2	2	2	0	1	1	0	1	0
	North Side													
H	Subject Site frontage (Southern frontage)	2P	10	2	9	9	5	5	7	2	2	7	8	9
	Capacity		75 - 75	75	75	75	75	75	75	75	75	75	75	75
	Total Number of Cars Parked			42	50	53	31	28	25	27	29	24	30	12
	Total Number of Vacant Spaces			33	25	22	44	47	50	48	46	51	45	63
	Percentage Occupancy			56%	67%	71%	41%	37%	33%	36%	39%	32%	40%	16%
	WATERLOO STREET													
	North Side													
I	High Street to Herd Road	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	18	4	5	5	3	4	4	3	3	2	2	3
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
	South Side													
J	High Street to Herd Road	No Stopping (70m)	-	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	11	1	1	2	2	1	1	2	2	3	1	2
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
	Capacity		29 - 29	29	29	29	29	29	29	29	29	29	29	29
	Total Number of Cars Parked			5	6	7	5	5	5	5	5	5	3	5
	Total Number of Vacant Spaces			24	23	22	24	24	24	24	24	24	26	24
	Percentage Occupancy			17%	21%	24%	17%	17%	17%	17%	17%	17%	10%	17%
	WYUNA PARADE													

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

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				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm	
REGENT STREET															
North Side															
K	Chruch Street to High Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	4	6	7	7	5	3	5	3	7	4	6	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
L	High Street to Belmont Road	No Stopping	-	0	0	0	0	0	0	0	0	0	1	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	1	1	1	2	4	2	5	0	0	5	2	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
South Side															
M	Chruch Street to High Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	7	9	10	8	6	8	5	6	10	9	10	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
N	High Street to Herd Road	No Stopping (70m)	-	0	0	0	0	0	0	0	0	0	0	0	
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	1	0	2	2	1	1	0	0	2	0	
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	
REGENT STREET			Capacity	25 - 25	25	25	25	25	25	25	25	25	25	25	
			Total Number of Cars Parked		12	17	18	19	17	14	16	9	17	21	18
			Total Number of Vacant Spaces		13	8	7	6	8	11	9	16	8	4	7
			Percentage Occupancy		48%	68%	72%	76%	68%	56%	64%	36%	68%	84%	72%

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

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				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm
North Side														
O	Riverview Terrace to High Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
		P parallel	6	6	5	4	4	2	3	3	3	3	0	2
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
P	High Street to opposite Herd Road	No Stopping (60m)	-	0	0	0	0	0	0	0	0	0	0	0
		Loading Zone (5min)	-	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	1	1	1	0	0	0	0	0	0	0	0	0
South Side														
Q	Chruch Street to High Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
		P parallel	3	2	4	4	3	3	2	2	2	1	0	2
		Bus Zone	-	0	0	0	0	0	0	0	0	0	0	0
		1P 9am-5pm Mon-Fri	2	0	1	1	1	1	1	1	1	1	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
R	High Street to Herd Road	No Stopping (60m)	-	0	0	0	0	0	0	0	0	0	0	0
		Unrestricted	3	3	3	3	3	1	1	2	2	0	0	0
		No Stopping	-	0	0	0	0	0	0	0	0	0	0	0
MT PLEASANT ROAD		Capacity	15 - 15	15	15	15	15	15	15	15	15	15	15	15
		Total Number of Cars Parked		12	14	12	11	7	7	8	8	5	0	4
		Total Number of Vacant Spaces		3	1	3	4	8	8	7	7	10	15	11
		Percentage Occupancy		80%	93%	80%	73%	47%	47%	53%	53%	33%	0%	27%
SUMMARY => ON-STREET CARPARKING														
Car Parking Supply			193 - 197	197	197	197	197	197	197	193	193	193	193	193
Total Number of Cars Parked				97	121	122	100	88	96	103	98	84	90	80
Total Number of Vacant Spaces				100	76	75	97	109	101	90	95	109	103	113
Percentage Occupancy				49%	61%	62%	51%	45%	49%	53%	51%	44%	47%	41%

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ON-STREET CARPARKING														
Map Ref.	WEST COAST PLAZA CARPARK													
S	South Row	2P 9am-5:30pm Sat-Thrusday, 9am-9pm Fri	16	7	14	15	13	7	16	16	16	14	8	15
		2P DDA Only	1	1	1	0	1	0	1	1	1	1	0	0
	West Row	2P 9am-5:30pm Sat-Thrusday, 9am-9pm Fri	17	12	13	13	14	11	17	17	17	5	4	14
	Mid Block	2P 9am-5:30pm Sat-Thrusday, 9am-9pm Fri	20	17	17	18	18	11	20	20	20	10	12	18
	North Row	2P 9am-5:30pm Sat-Thrusday, 9am-9pm Fri	12	11	4	4	5	4	12	12	12	5	2	6
DDA Only		2	2	2	0	0	1	1	2	2	2	0	1	
	2P 9am-5:30pm Sat-Thrusday, 9am-9pm Fri	5	5	2	4	4	2	5	5	5	2	1	4	
WEST COAST PLAZA CARPARK		Capacity	73 - 73	73	73	73	73	73	73	73	73	73	73	73
		Total Number of Cars Parked		55	53	54	55	36	72	73	73	39	27	58
		Total Number of Vacant Spaces		18	20	19	18	37	1	0	0	34	46	15
		Percentage Occupancy		75%	73%	74%	75%	49%	99%	100%	100%	53%	37%	79%
Map Ref.	ALDI CARPARK													
	North East Section													
		2P	38	4	21	15	11	4	3	4	3	2	17	7
	South-East Carpark													
T	North Block	4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	2	6	7	5	1	4	0	0	0	3	0
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	1	5	1	3	1	7	0	0	0	2	0
		Unrestricted	10	9	10	10	10	8	2	0	0	0	3	0
	South Block	4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	10	9	6	7	7	0	1	1	3	3	0
		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	9	7	3	4	2	0	8	8	1	0	0
		Unrestricted	14	14	11	12	12	13	6	4	4	2	8	3
	West Block	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	6	7	6	4	3	6	4	3	3	3	0
		2P DDA Only 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	0	0	0	0	0	0	0	0	0	0
		Reserved	2	2	3	3	3	3	3	1	0	0	0	0
		Unrestricted	4	4	4	4	4	4	3	1	1	0	4	0
Western Section														
South Row	2P	5	3	5	4	5	5	3	3	3	0	5	1	
	DDA only	3	1	2	2	2	2	0	1	1	1	3	0	
Mid Block	2P	36	20	34	27	28	25	20	17	15	14	32	14	
West Row	2P	11	10	11	11	7	5	7	6	7	5	10	7	
North Row	2P	14	9	14	11	9	7	4	3	4	3	13	5	
ALDI CARPARK		Capacity	191 - 191	191	191	191	191	191	191	191	191	191	191	191
		Total Number of Cars Parked		102	146	119	111	87	65	50	34	106	37	
		Total Number of Vacant Spaces		89	45	72	80	104	126	139	141	157	154	
		Percentage Occupancy		53%	76%	62%	58%	46%	34%	27%	26%	18%	55%	19%

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

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

Map Ref.	Location	Restriction	Capacity Min - Max	Wednesday 2nd October, 2024	Wednesday 9th October, 2024								Saturday 12th October, 2024		
				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm	
U	DAN MURPHY CARPARK														
	North Block														
	North Block	Unrestricted	24	3	15	13	10	11	14	10	13	8	8	16	
		DDA Only	1	0	0	0	1	1	0	0	0	0	0	0	
		Click and Collect	2	0	0	0	1	0	0	0	0	0	0	0	
	South-East Block														
	North Row	Unrestricted	8	3	5	5	6	6	1	1	1	0	2	3	
		DDA Only	1	0	0	0	0	0	0	0	0	0	0	0	
	Mid Block	Unrestricted	16	11	12	11	10	10	6	2	2	0	1	4	
	East Row	Unrestricted	8	7	6	5	6	6	2	1	0	0	2	7	
	South Row	Staff Parking	11	5	10	10	10	10	4	1	1	0	0	7	
	South-West Block														
	South Row	Unrestricted	6	5	5	5	4	5	1	4	4	3	1	5	
		DDA Only	7	1	1	2	7	7	0	0	0	0	0	0	
	Mid Block	Unrestricted	23	17	17	14	14	15	5	19	19	13	5	16	
	North Row	Unrestricted	8	6	6	6	5	0	4	8	8	2	2	8	
	Belmont Hotel Carpark														
	Belmont Hotel Carpark	Unrestricted	17	4	14	14	9	9	12	17	17	5	4	16	
		DDA Only	1	0	0	0	0	0	0	1	1	1	0	1	
	Daniels Donut's Carpark														
Daniels Donut's Carpark	Reserved	1	1	1	1	1	1	0	0	0	0	1	1		
	DDA Only	2	0	0	0	0	0	0	0	0	0	0	0		
	Unrestricted	16	10	10	11	10	10	1	4	4	5	6	5		
DAN MURPHY CARPARK		Capacity	139 - 139	139	139	139	139	139	139	139	139	139	139		
		Total Number of Cars Parked		68	92	87	83	81	46	67	69	37	82		
		Total Number of Vacant Spaces		71	47	52	56	58	93	72	70	102	57		
		Percentage Occupancy		49%	66%	63%	60%	58%	33%	48%	50%	27%	59%		
SUMMARY => OFF-STREET CARPARKING															
Car Parking Supply			403 - 403	403	403	403	403	403	403	403	403	403	403		
Total Number of Cars Parked				225	291	260	249	204	183	192	192	110	177		
Total Number of Vacant Spaces				178	112	143	154	199	220	211	211	293	226		
Percentage Occupancy				56%	72%	65%	62%	51%	45%	48%	48%	27%	44%		

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

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

Map Ref.	Location	Restriction	Capacity Min - Max	Wednesday 2nd October, 2024	Wednesday 9th October, 2024								Saturday 12th October, 2024	
				11am	12noon	1pm	2pm	3pm	5pm	6pm	7pm	8pm	12noon	8pm
V	Informal Carpark	Unrestricted	40	4	16	16	13	13	7	2	2	1	7	1
		Staff Parking	6	3	5	5	4	4	1	0	0	0	3	0
SUBJECT SITE		Capacity	40 - 40	40	40	40	40	40	40	40	40	40	40	40
		Total Number of Cars Parked		4	16	16	13	13	7	2	2	1	7	1
		Total Number of Vacant Spaces		36	24	24	27	27	33	38	38	39	33	39
		Percentage Occupancy		10%	40%	40%	33%	33%	18%	5%	5%	3%	18%	3%

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

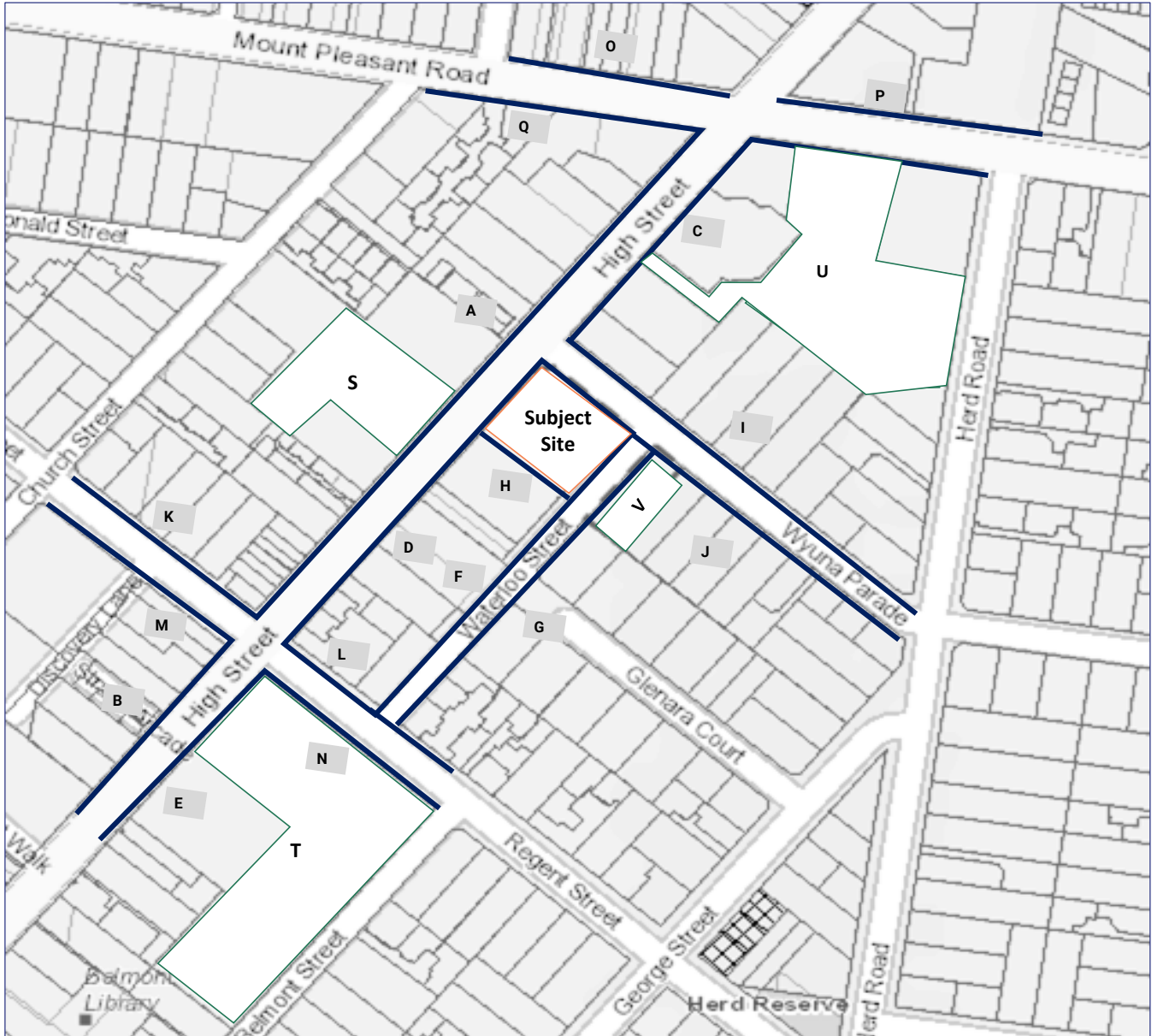
LEGEND: Public Parking

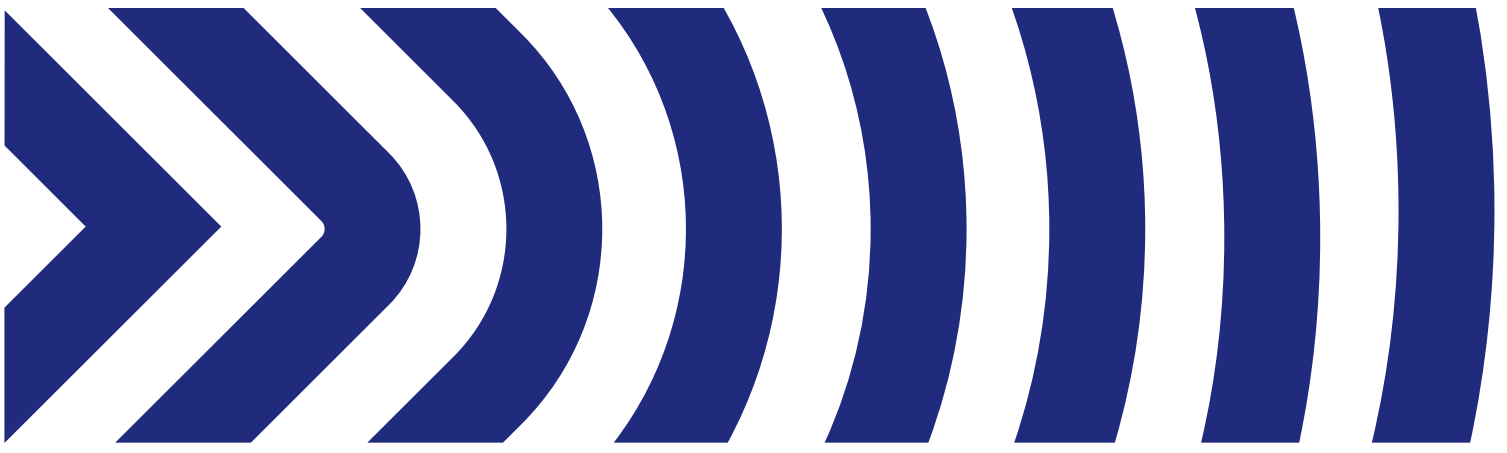
Not available to the general public

Not Available, illegally parked cars included in analysis

No Stopping/

Other No Parking

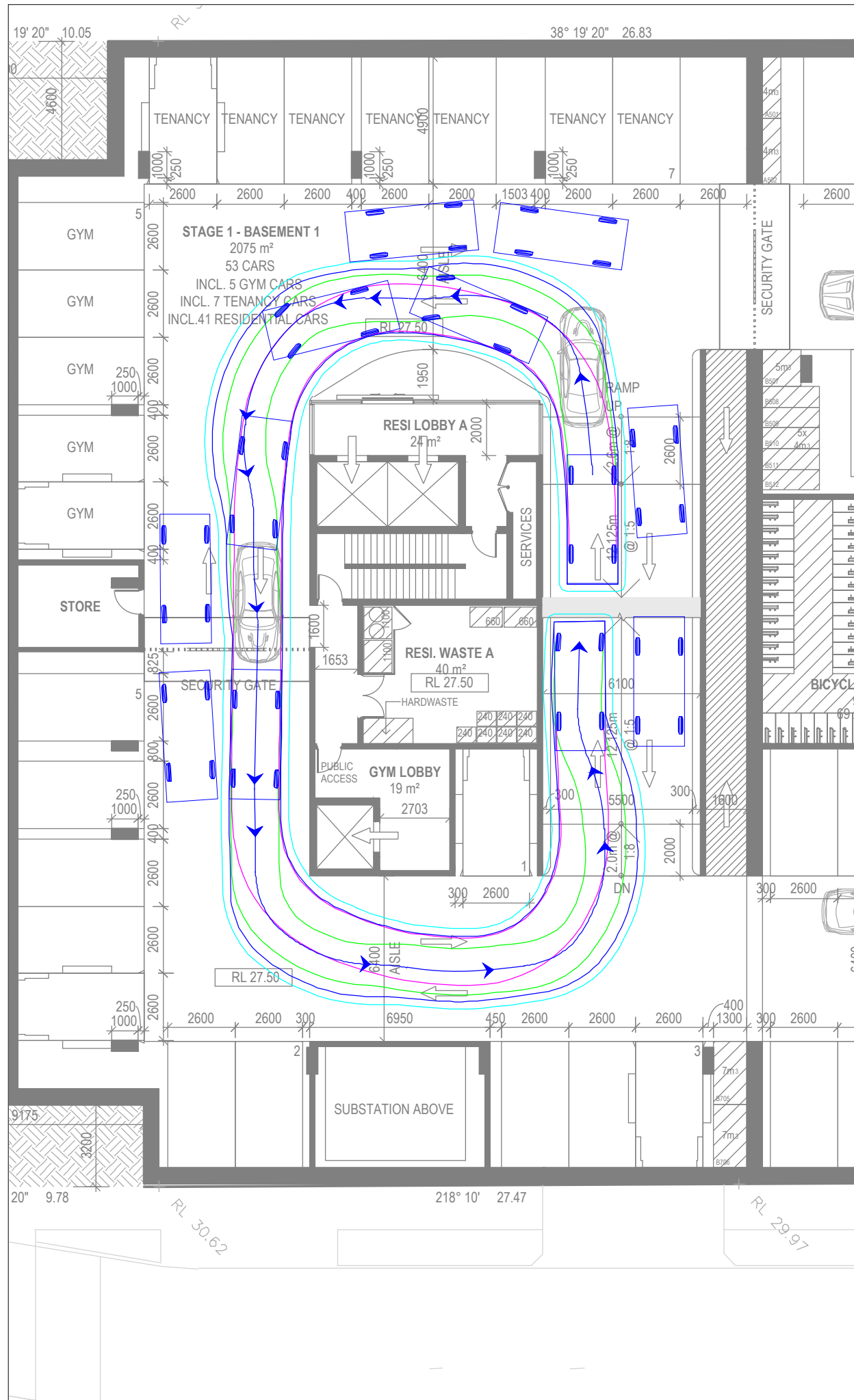




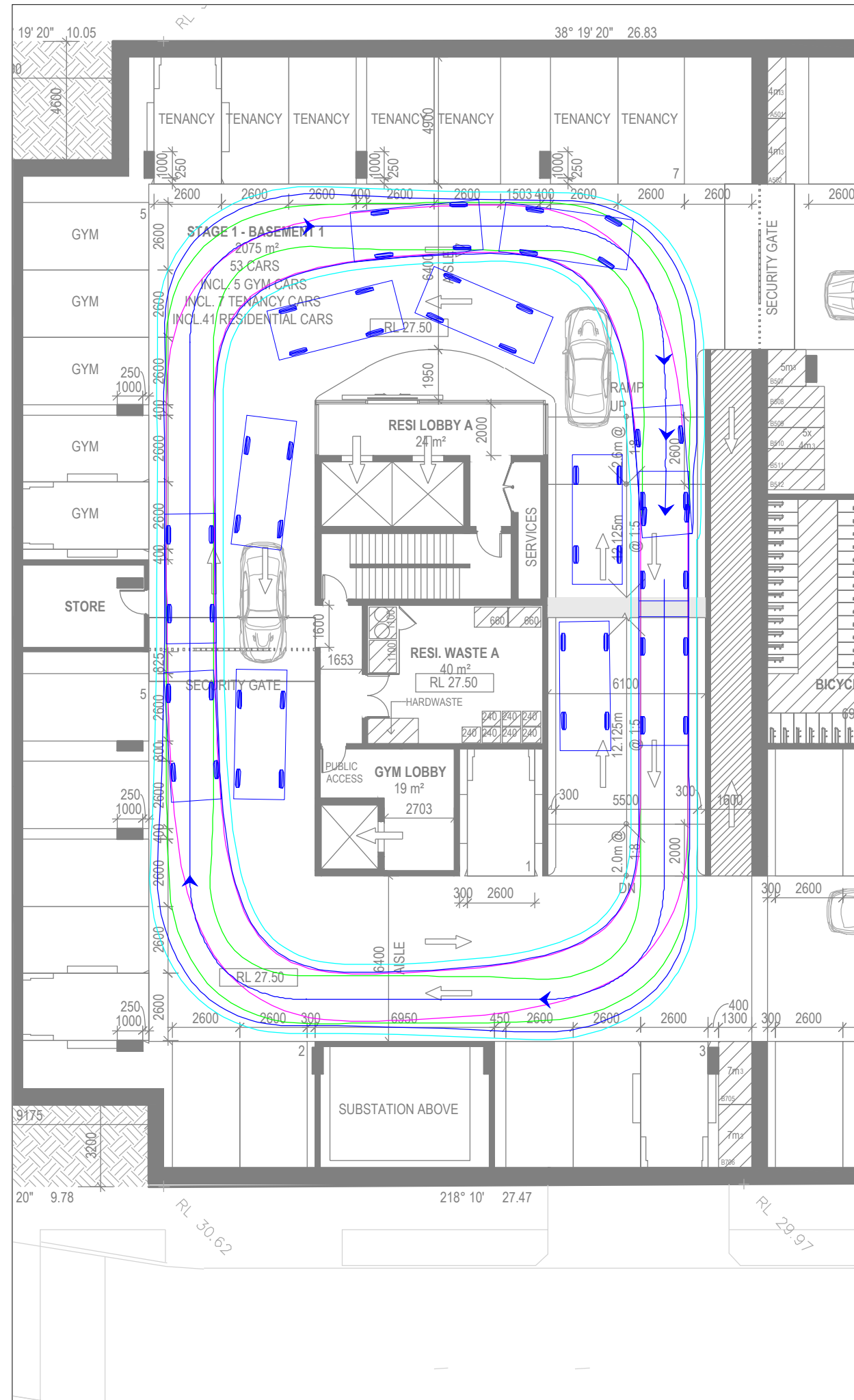
Appendix C

Swept Path Diagrams

PASSING AT BASEMENT - INGRESS



PASSING AT BASEMENT - EGRESS

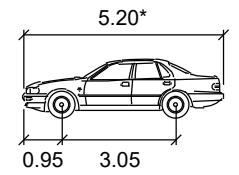


Traffix Group

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VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



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
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

107 HIGH STREET, BELMONT
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 230114_High St_Belmont - Sheet - SK102 - Ground Floor Plan.dwg & 230114_High St_Belmont - Sheet - SK101 - Basement 1 Floor Plan
DRAWINGS BY: Clarke Hopkins Clarke

DESIGNED BY: J. YOUNG
CHECKED BY: L. FURNESS

REV	DATE	NOTES
A	10/07/2025	TOWN PLANNING
B	04/12/2025	AMENDED SCHEME

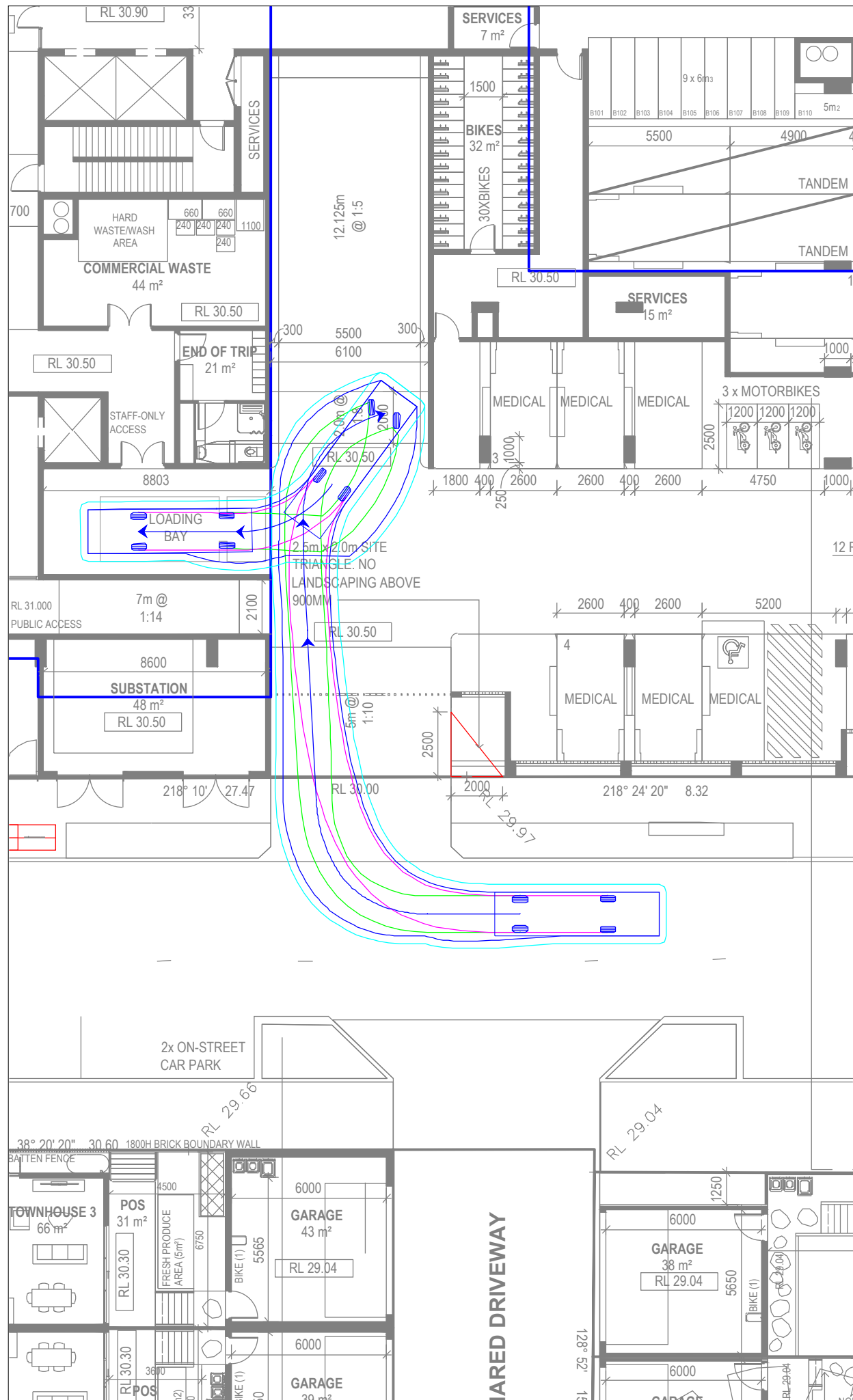
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SHEET NO.: 02

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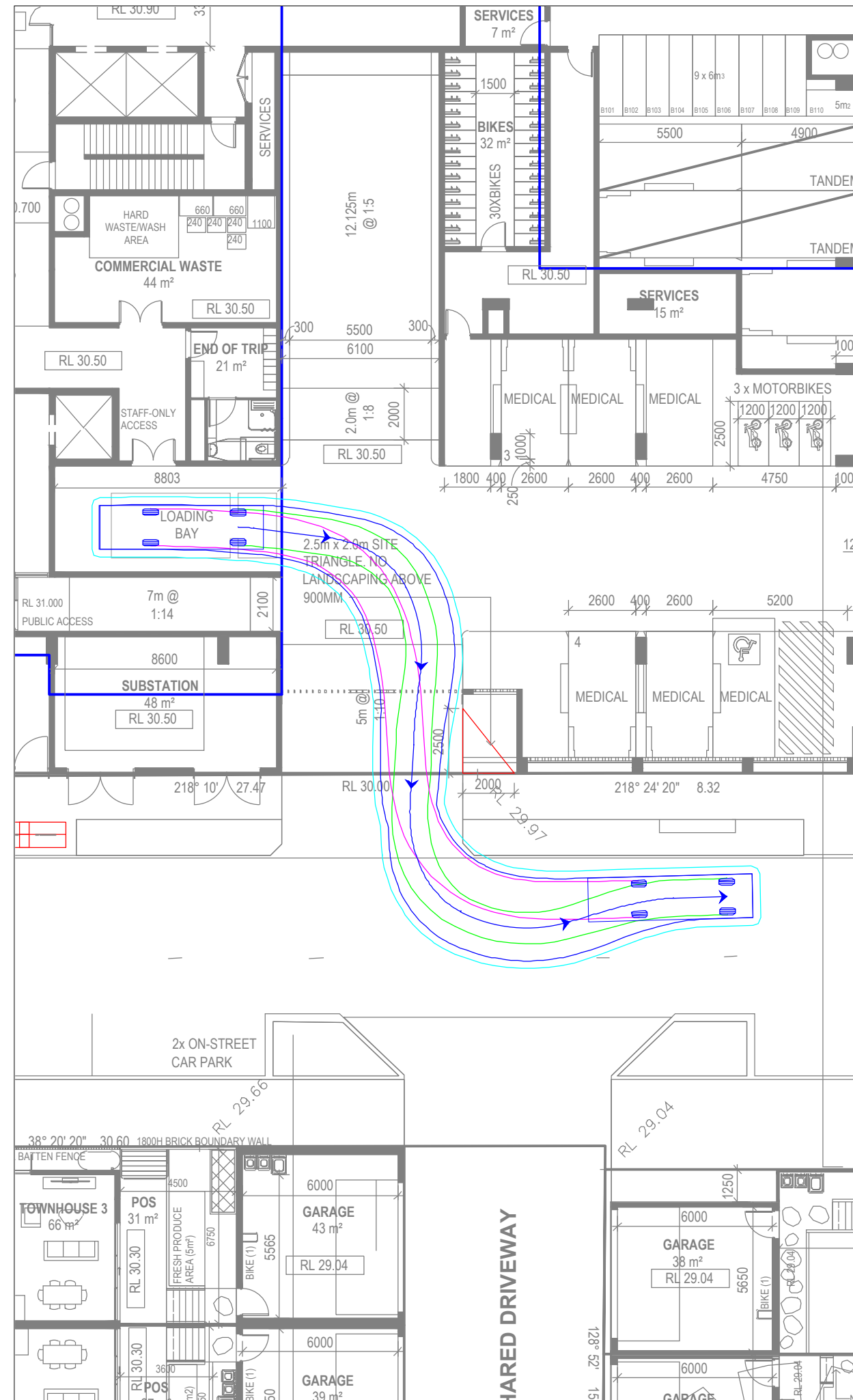


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■ SOUTHERN LOADING BAY - INGRESS



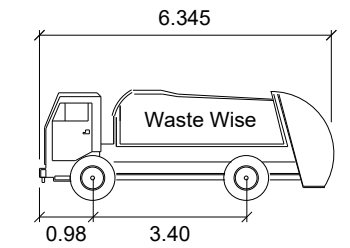
■ SOUTHERN LOADING BAY - EGRESS



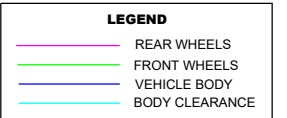
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VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)
Width : 1.7m
Front Track : 1.4m
Rear Track : 1.44m
Kerb to Kerb Radius : 12.4m



107 HIGH STREET, BELMONT PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 230114_High St_Belmont - Sheet - SK102 - Ground Floor Plan.dwg & 230114_High St_Belmont - Sheet - SK101 - Basement 1 Floor Plan
DRAWINGS BY: Clarke Hopkins Clarke

DESIGNED BY: J. YOUNG
CHECKED BY: L. FURNESS

REV	DATE	NOTES
A	10/07/2025	TOWN PLANNING
B	04/12/2025	AMENDED SCHEME

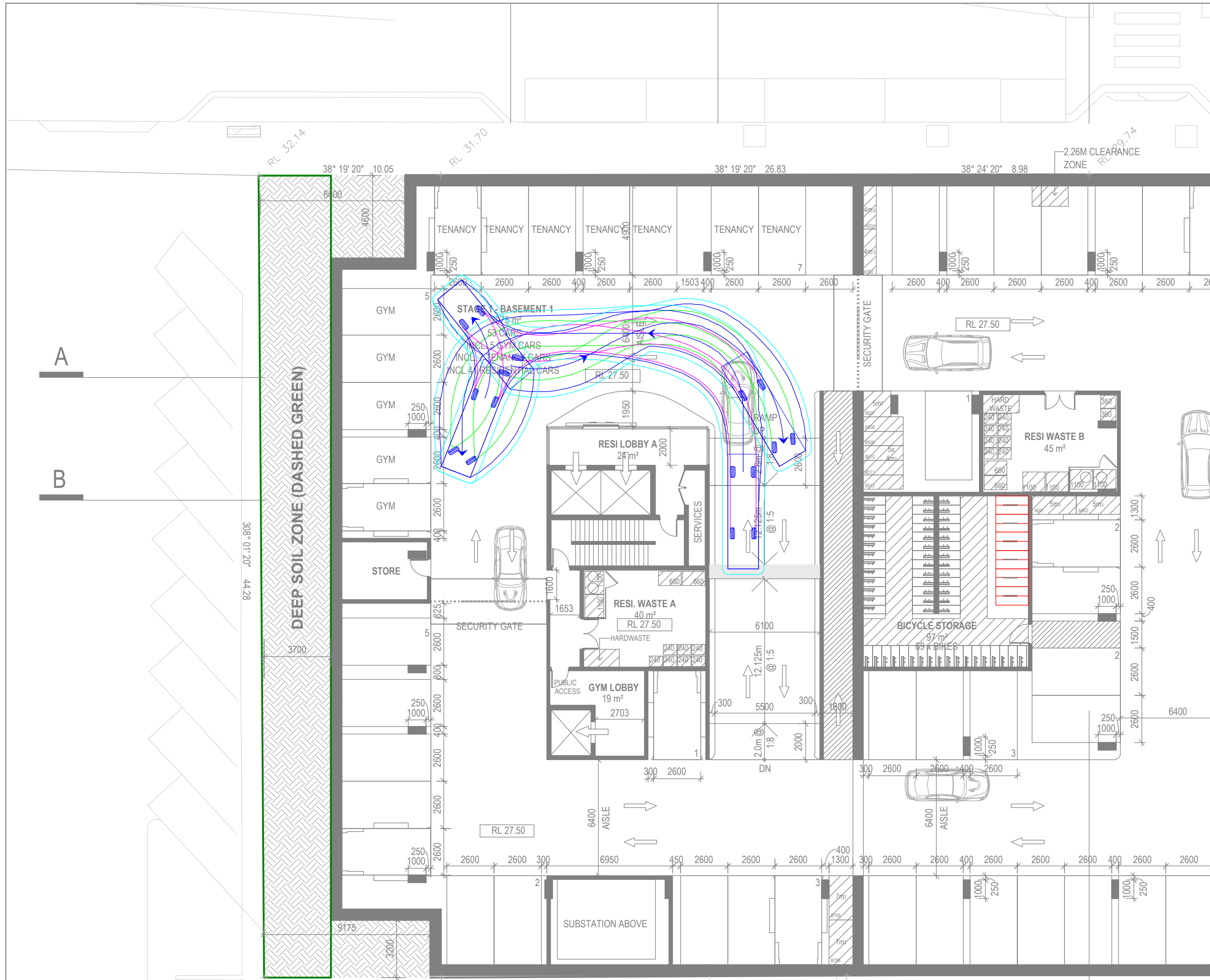
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SHEET NO.: 03

SCALE: 1:200 (A3)

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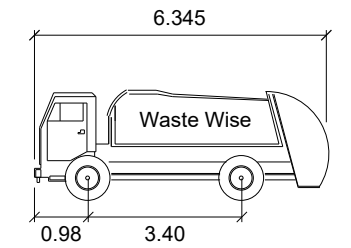


WASTE TRUCK TURNAROUND IN BASEMENT



VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)

- Width : 1.7m
- Front Track : 1.4m
- Rear Track : 1.44m
- Kerb to Kerb Radius : 12.4m

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

107 HIGH STREET, BELMONT
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
BASE INFORMATION FROM: 230114_High St_Belmont - Sheet - SK102 - Ground Floor Plan.dwg & 230114_High St_Belmont - Sheet - SK101 - Basement 1 Floor Plan
DRAWINGS BY: Clarke Hopkins Clarke

DESIGNED BY: J. YOUNG
CHECKED BY: L. FURNESS

REV	DATE	NOTES
A	10/07/2025	TOWN PLANNING
B	04/12/2025	AMENDED SCHEME

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