

Traffix Group

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Traffic Engineering Assessment

Proposed Residential Development

51-53 Hope Street & 66-76 Autumn Street,
Geelong West

Prepared for
Hope & Autumn Pty Ltd

February 2025

G34835R-01C

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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
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1. Introduction

Traffix Group has been engaged by Hope & Autumn Pty Ltd to undertake a traffic engineering assessment for a proposed residential development at 51-53 Hope Street & 66-76 Autumn Street, Geelong West.

2. Proposal

The proposal is for a residential development on the site as set out in the following table. A copy of the development plans prepared by Austin Maynard Architects (dated January, 2025) are attached at Appendix A.

There are effectively two separate buildings from a traffic engineering perspective, one at 51-53 Hope Street and the other at 66-82 Autumn Street. Each residential building provides its own separate basement carpark.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Hope Street Building: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	(16 total) 3 5 8	(25 total) 3 5 17	Parking rates: 1/dwelling 1/dwelling Min. 2/dwelling
Autumn Street Building: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	(41 total) 6 20 15	(57 total) 6 20 31	Parking rates: 1/dwelling 1/dwelling Min. 2/dwelling
Car Parking Provision		82 car spaces 25 at Hope Street 57 at Autumn Street	Located across two separate basements. Parking is for residents only (i.e. no visitor parking).
Bicycle Parking Provision		20 bicycle spaces	14 spaces across both basements for residents, including 4 in the Hope Street Building and 10 in the Autumn Street Building

Characteristics	Description
	6 at ground level for visitors
Other	Notes
Vehicle Access	3.6m wide crossover to Hope Street. A security gate is detailed on the plans, set back 20.65m into the site. 6.1m wide crossover to Autumn Street. A security gate is detailed on the plans, set back 21.05m into the site.
Changes to on-street parking	5 new car spaces along the site's frontages: <ul style="list-style-type: none"> Increase of 1 space along Hope Street frontage (from 2 to 3 spaces post-development) due to removal of one existing crossover. Increase of 4 spaces along Autumn Street frontage (from 4 to 8 spaces post-development) due to removal of 3 existing crossovers.
Loading Provision	Loading within the basement carpark for smaller vehicles and on-street for larger trucks.
Waste Collection	Within both basement carparks by private contractor utilising the 6.4m mini waste truck.

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3. Existing Conditions

3.1. Subject Site

The subject site is 51-53 Hope Street & 66-76 Autumn Street, Geelong West. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	51-53 Hope Street & 66-76 Autumn Street, Geelong West
Area	4,213m ²
Frontages	25.16m to Hope Street 59.77m to Autumn Street
Zoning	51-53 Hope Street – Commercial 1 Zone (C1Z) 66 Autumn Street – General Residential Zone – Schedule 4 (GRZ4)

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Characteristic	Description
	68-72 Autumn Street – General Residential Zone – Schedule 4 (GRZ4) 74 Autumn Street – General Residential Zone – Schedule 4 (GRZ4) 76 Autumn Street – Commercial 1 Zone (C1Z)
Activity Centre	Pakington Street Activity Centre
Current use of site	51-53 Hope Street – single-storey commercial building (currently a chiropractor with 3 practitioners) 66 Autumn Street – single storey dwelling 68-72 Autumn Street – three single storey dwellings 74 Autumn Street – gravel car parking area 76 Autumn Street – single-storey dwelling
Car parking	51-53 Hope Street – double garage and tandem driveway parking 66 Autumn Street – in driveway 68-72 Autumn Street – double garage and in driveway 74 Autumn Street – open gravel area 76 Autumn Street – in driveway
Vehicle access	51-53 Hope Street – single-width and two-way crossover 66 Hope Street – shared crossover with 68-72 Autumn Street 68-72 Hope Street – shared crossover with 66 Autumn Street and additional single-width crossover 74 Autumn Street – single-width crossover, plus internal access to 68-72 Autumn Street 76 Autumn Street – single-width crossover
On-street parking along site frontage	2 x 2P 9am-5:30pm Mon-Fri, 9am-12noon Sat to Hope Street 4 x 1P 9am-5:30pm Mon-Fri, 9am-12noon Sat to Autumn Street

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Photographs of the subject site from Hope Street and Autumn Street are provided at Figure 1 and Figure 2, respectively.

A locality plan, aerial photograph and land use zoning map is provided at Figure 3 to Figure 5. Significant nearby land uses include:

- **West Park** located 150m west.
- **Geelong West Town Hall** located 200m north-west.
- **Gordon Institute of TAFE** located 400m south-east.
- **Ashby Primary School** located 400m north-west.
- **Geelong Lutheran College** located 450m south.
- **Geelong Railway Station** located 500m east.

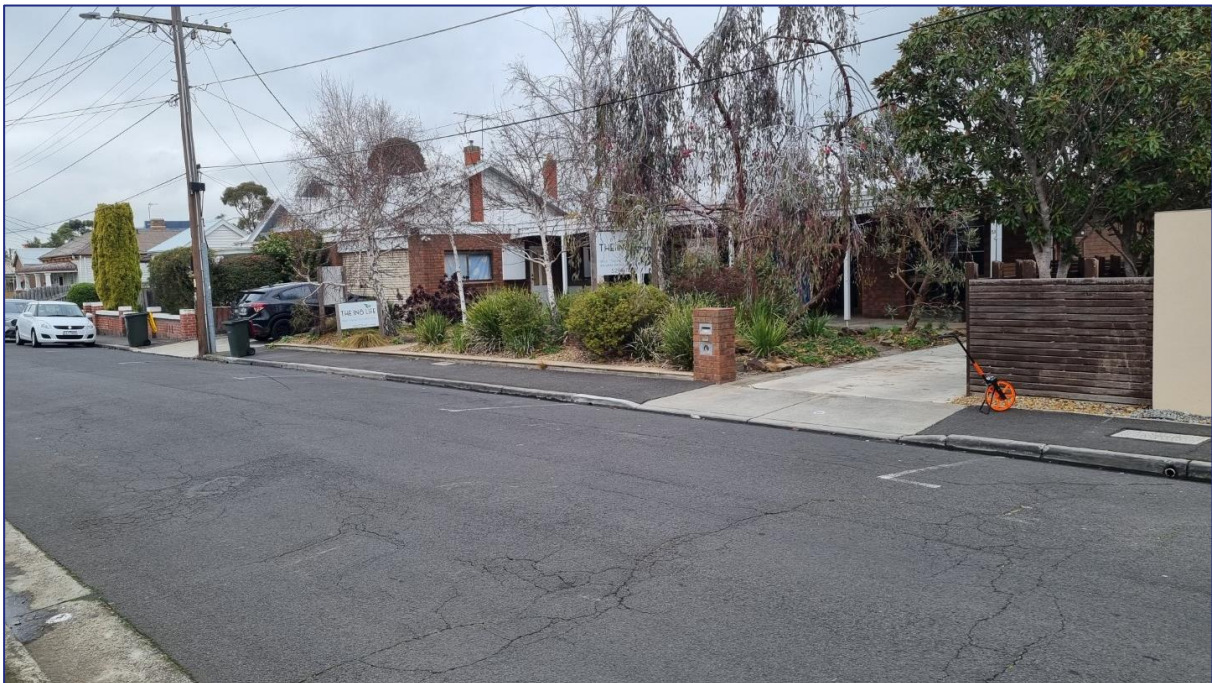


Figure 1: 51-53 Hope Street – view south-east from Hope Street

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Figure 2: 66-82 Autumn Street – view north-west from Autumn Street

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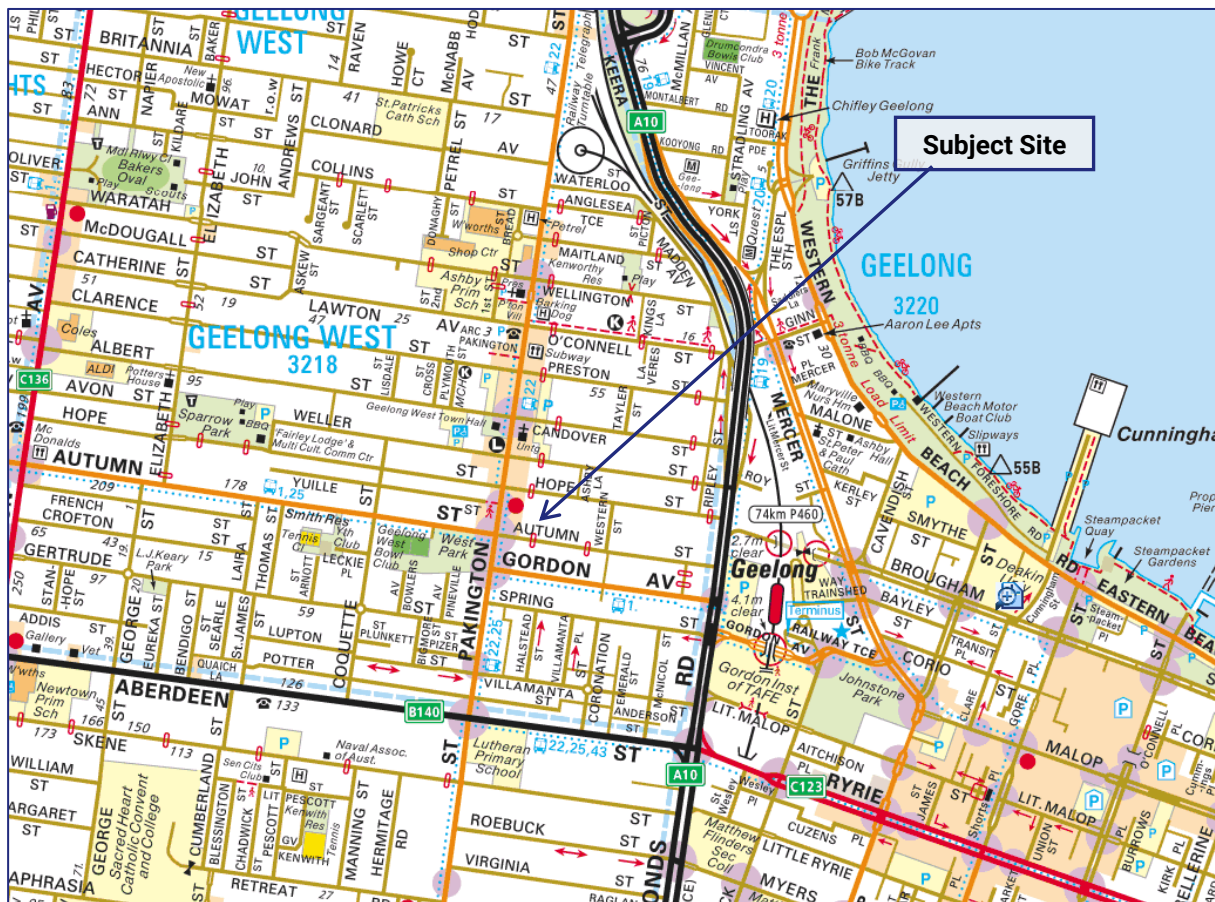


Figure 3: Locality Plan (Source: Melway)

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Figure 4: Aerial Photograph (Source: Nearmap)

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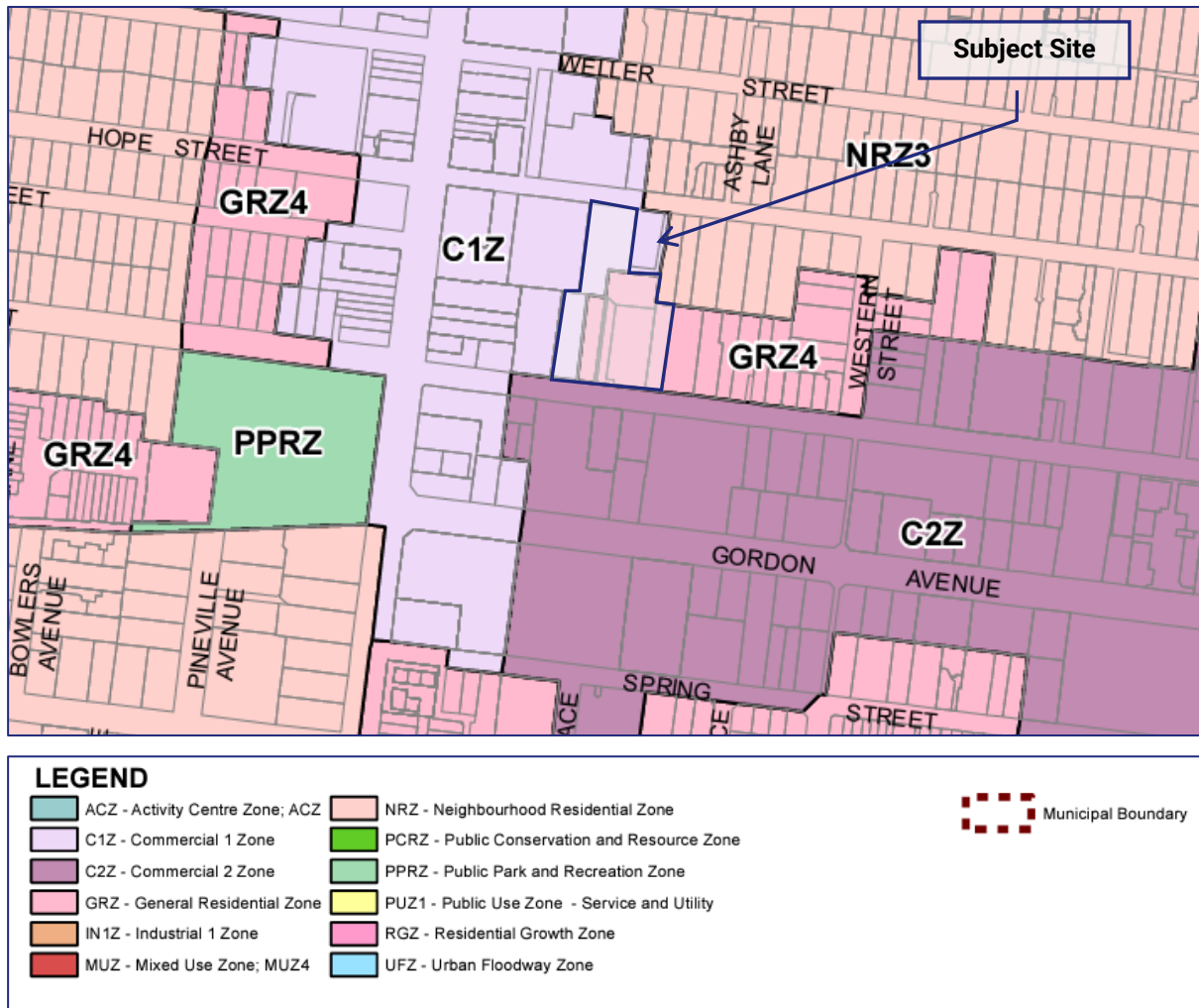


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

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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 ⁽¹⁾	Transport Zone	Configuration	Speed Limit	On-Street Parking
Hope Street	Council	Local Access Road	No	Single 7.3m wide carriageway. This carriageway width allows for parking on one side of the road and two traffic lanes, or parking on both sides of the road, and a shared traffic lane.	40km/h area	Parking available along south side. No Stopping restrictions apply to the north side between Pakington Street and Western Street, with parking available outside this length.
Autumn Street	Council	Local Access Road	No	Single 8.9m wide carriageway. This carriageway width allows for parking on one side of the road and two traffic lanes, or parking on both sides of the road, and a shared traffic lane.	40km/h area	Kerbside parking is permitted on both sides.
Pakington Street	Council	Main Distributor	No	Traffic lane, bicycle lane and kerbside parking lane provided in each direction.	Posted speed limit 40km/h	Kerbside parking is permitted on both sides.

(1) Based on Greater Geelong Road Register (dated July, 2024)

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Figure 6: Hope Street – view east



Figure 7: Hope Street – view west



Figure 8: Autumn Street – view east



Figure 9: Autumn Street – view west



Figure 10: Pakington Street – view north



Figure 11: Pakington Street – view south

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3.2.2. 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:

- 12noon and 8pm on Wednesday 17th July, 2024, and
- 12noon and 8pm on Saturday 20th July, 2024.

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.

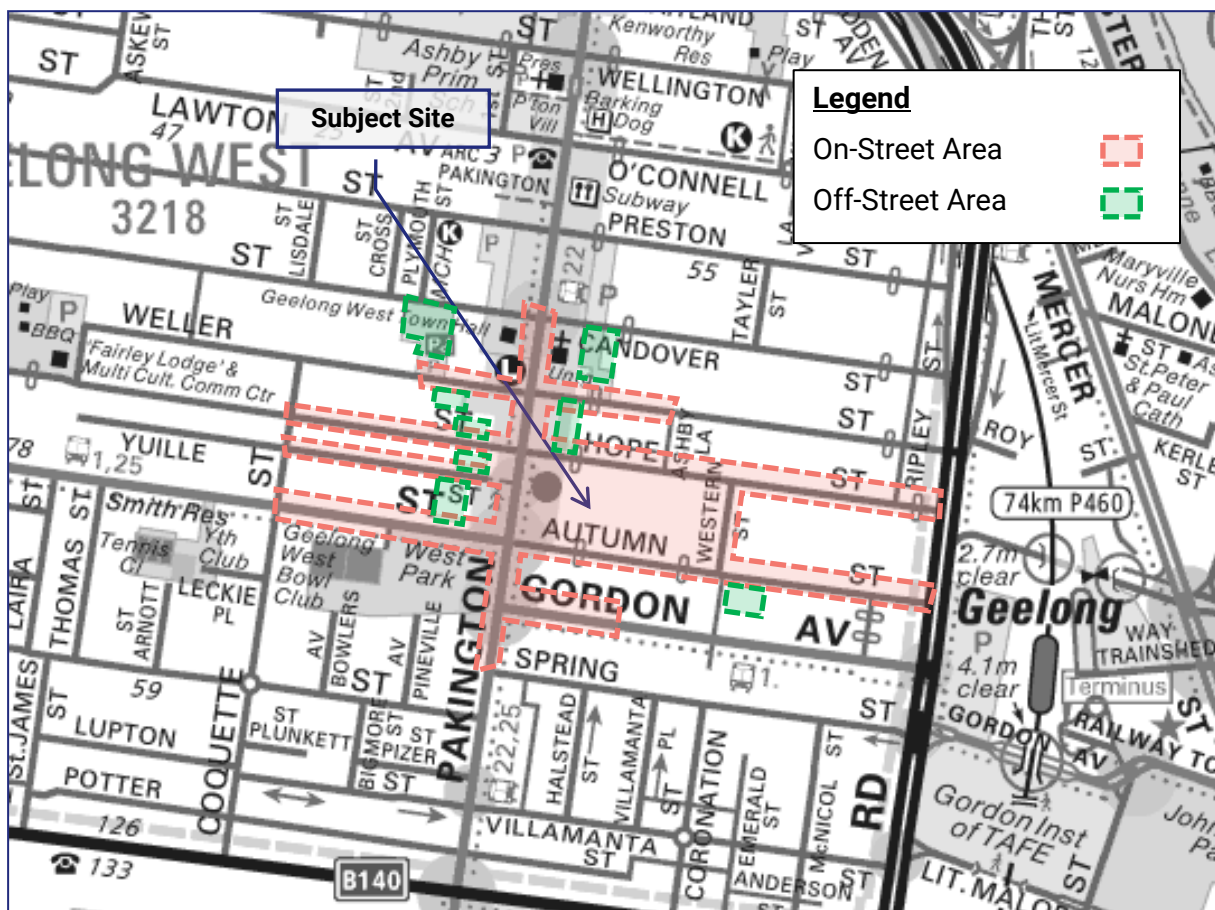


Figure 12: Parking Survey Inventory (Source: Melway)

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On-Street Car Parking

The car parking surveys identified between 284-296 car spaces available for use by the general public in the nearby area¹. Car parking was generally a mixture of unrestricted and short term (1P and 2P) parking.

Car parking along the site's frontage comprises:

- 2 x 2P 9am-5:30pm Mon-Fri, 9am-12noon Sat to Hope Street
- 4 x 1P 9am-5:30pm Mon-Fri, 9am-12noon Sat to Autumn Street

The on-street car parking demands are shown in the graph below.

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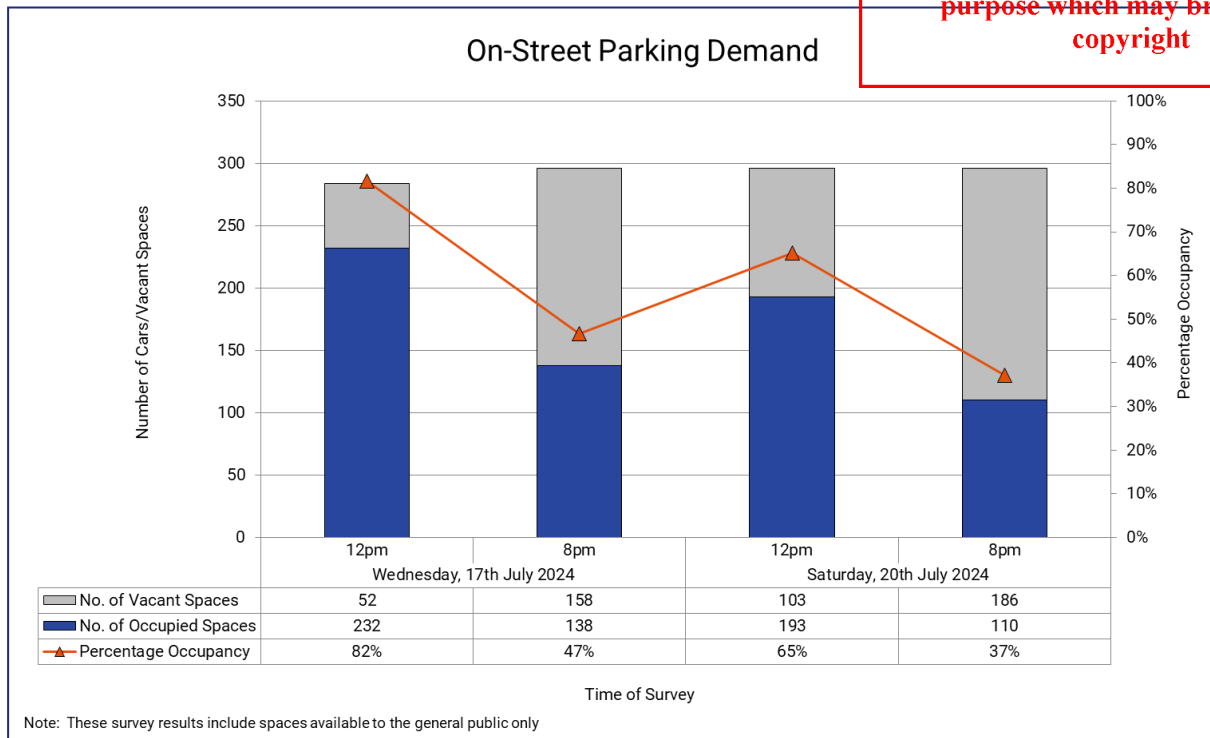


Figure 13: Profile of On-Street Parking Demand

Overall demand for on-street parking was low to high over the surveyed period. A minimum of 52 vacant spaces were recorded over the survey period (82% occupancy), which occurred at 12noon on Wednesday 17th July, 2024.

Off-Street Car Parking

There are several off-street car parks in the vicinity of the site which are available to the general public including:

¹ Includes all car spaces available to the general public, excluding those subject to 'No Stopping', 'Loading Zone', 'Mail Zone', 'Taxi Zone' and 'Bus Zone' restrictions during the relevant enforcement period. P5min spaces were also excluded on the basis that this time period is too short for trips to the proposed use.

- Autumn Street carpark, located 100m east of the site. Parking within this carpark is subject to 2P restrictions.
- Carpark between Hope Street and Weller Street, located 50m north-west of the site. Parking within this carpark is subject to 2P restrictions.
- Carpark between Weller Street and Candover Street, located 100m north of the site. Parking within this carpark is a mixture of unrestricted and 2P restrictions.
- Geelong West Town Hall carpark, located 200m north-west of the site. Parking within this carpark is subject to 2P restrictions.
- 81 Weller Street carpark, located 200m north-west of the site. Car parking is unrestricted within this area.
- Carpark adjacent to Chemist Warehouse, located 150m west of the site. Car parking is subject to 2P restrictions.
- Carpark between Hope Street and Yuille Street, located 100m west of the site. Car parking is subject to 2P restrictions.
- Carpark between Yuille Street and Autumn Street, located 150m west of the site. Car parking is subject to 2P restrictions.

The off-street car parking demands are shown in the graph below.

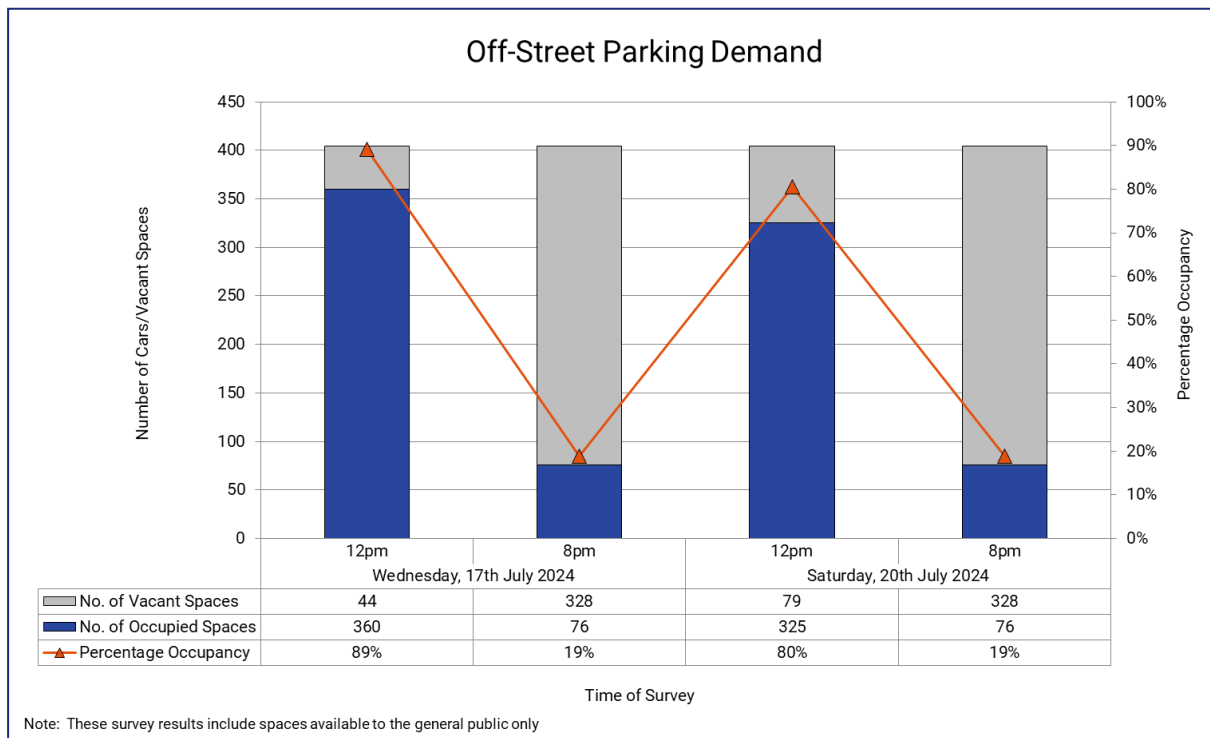


Figure 14: Profile of Off-Street Parking Demand

Overall demand for on-street parking was low to high over the surveyed period. A minimum of 44 vacant spaces were recorded over the survey period (89% occupancy), which occurred at 12noon on Wednesday 17th July, 2024.

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3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services, with train and bus services available, with bus and train services located within walking distance. Its location within easy walking distance of Geelong Station and bus interchange provides a high level of access to Melbourne and all areas of Geelong by public transport.

A summary is provided at Table 4 and map of the broader services provided at Figure 15.

Table 4: Summary of Public Transport Services

Service	Between	Via
Autumn Street – approximately 200m west of the site		
Bus Route 1	North Shore & Deakin	City & South Geelong
Bus Route 25	Geelong & Bell Post Hill	Autumn St & McCurdy Rd
Pakington Street – approximately 250m south-west of the site		
Bus Route 22	Geelong & North Shore	Anakie Rd & Corio SC
Geelong Railway Station – approximately 500m walking distance east of the site		
V/Line Service to Warrnambool	City & Warrnambool	Footscray, Sunshine, Geelong & Colac
Bus Route 19	Geelong & Bannockburn	Batesford, Gheringhap
Bus Route 20	Geelong & Corio	Melbourne Road
Bus Route 24	Geelong & North Geelong	Newtown & Herne Hill
Bus Route 30	Geelong & Whittington	Newcomb
Bus Route 31	Geelong & St Albans Park	St Albans Rd
Bus Route 32	Geelong & Leopold	Bellarine Hwy & Gateway Plaza SC
Bus Route 40	Geelong & Deakin University	Breakwater & Marshall
Bus Route 41	Geelong & Deakin University	Grovedale & Waurnd Ponds
Bus Route 42	Geelong & Deakin University	South Valley Road & Waurnd Ponds
Bus Route 43	Geelong & Deakin University	Highton

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Service	Between	Via
Bus Route 53	Geelong & Torquay	Torquay Road
Bus Route 55	Geelong & Ocean Grove	Marshall & Barwon Heads
Bus Route 56	Geelong & Queenscliff	Leopold & Ocean Grove
Bus Route 60	Geelong & St Leonards	Portarlington
Bus Route 61	Geelong & Drysdale	Clifton Springs



Figure 15: Public Transport Map (Source: PTV)

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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 16.

Autumn Street, Gordon Avenue, Aberdeen Street and Pakington Street all provide on-road cycle lanes. Furthermore, a off-road/shared path is provided along the Eastern Beach foreshore.

The area within a 20 minute bicycle ride of the site is shown at Figure 17.

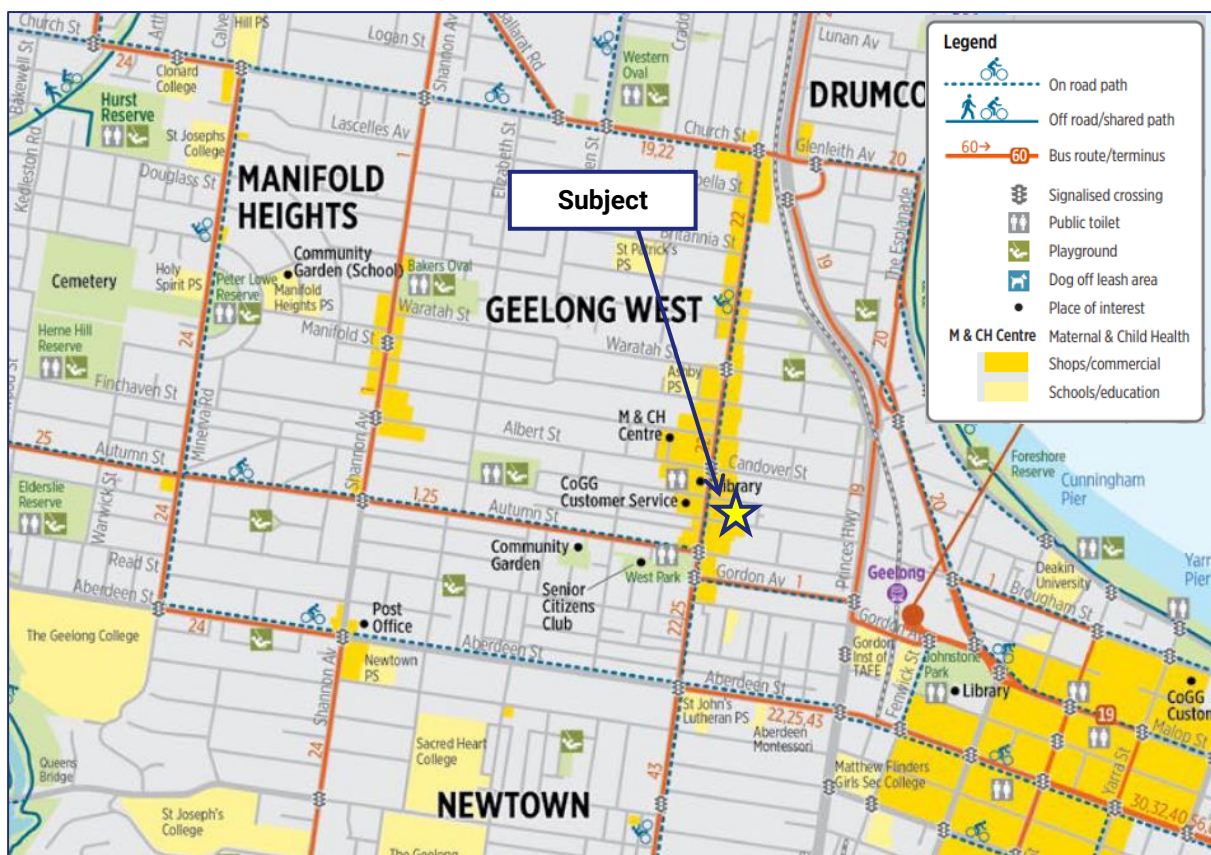


Figure 16: Greater Geelong Active Travel Map (Source: Greater Geelong City Council)

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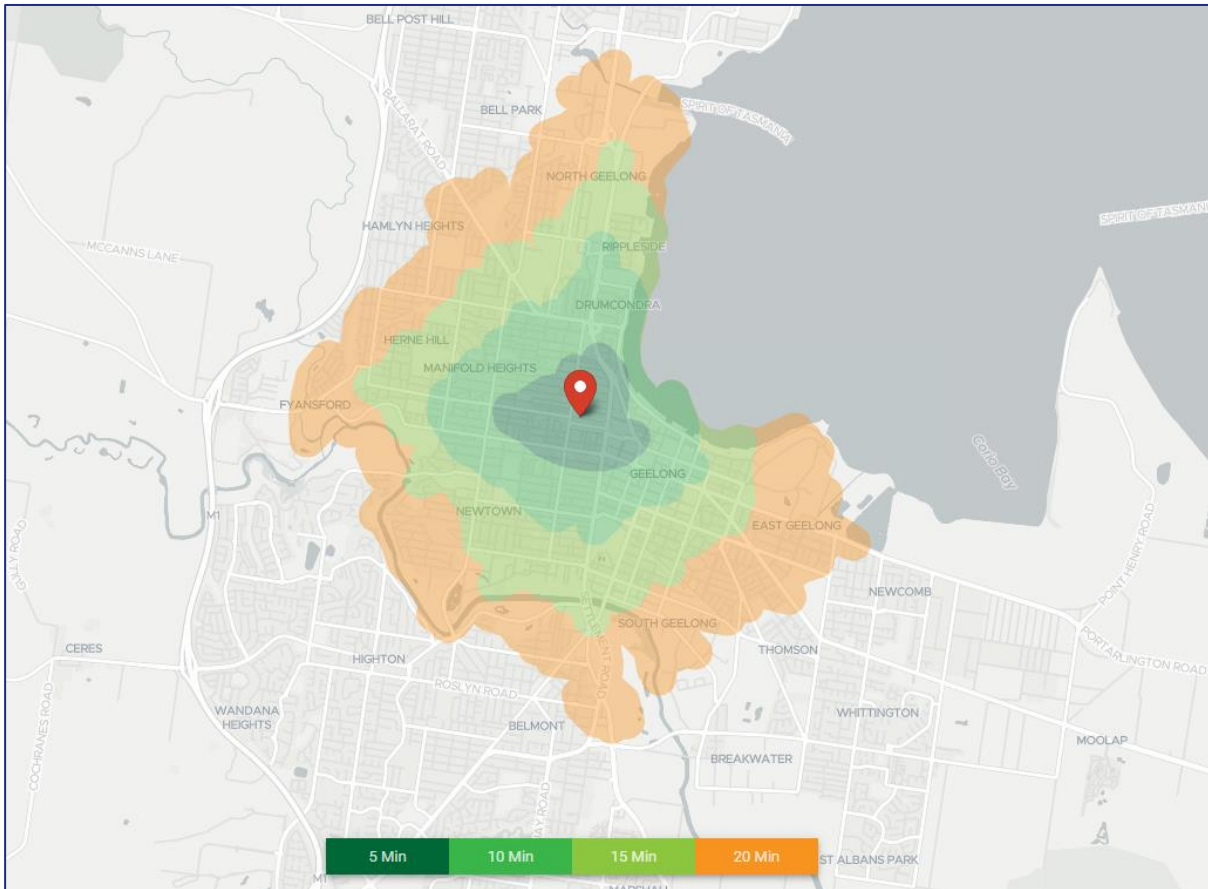


Figure 17: Map of 20-minute bike ride distance (Source: targomo.com)

3.3.3. Walking

The site is highly walkable, with many everyday services located within walking distance of the site. Figure 18 below indicates the area that is within a 20-minute walk of the site.

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

- Greater Geelong Activity Centre.
- Geelong Beach.
- Gordon Institute of TAFE.
- Geelong Fresh Foods (a grocery store).
- Woolworths Geelong West.
- Geelong Station.

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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.

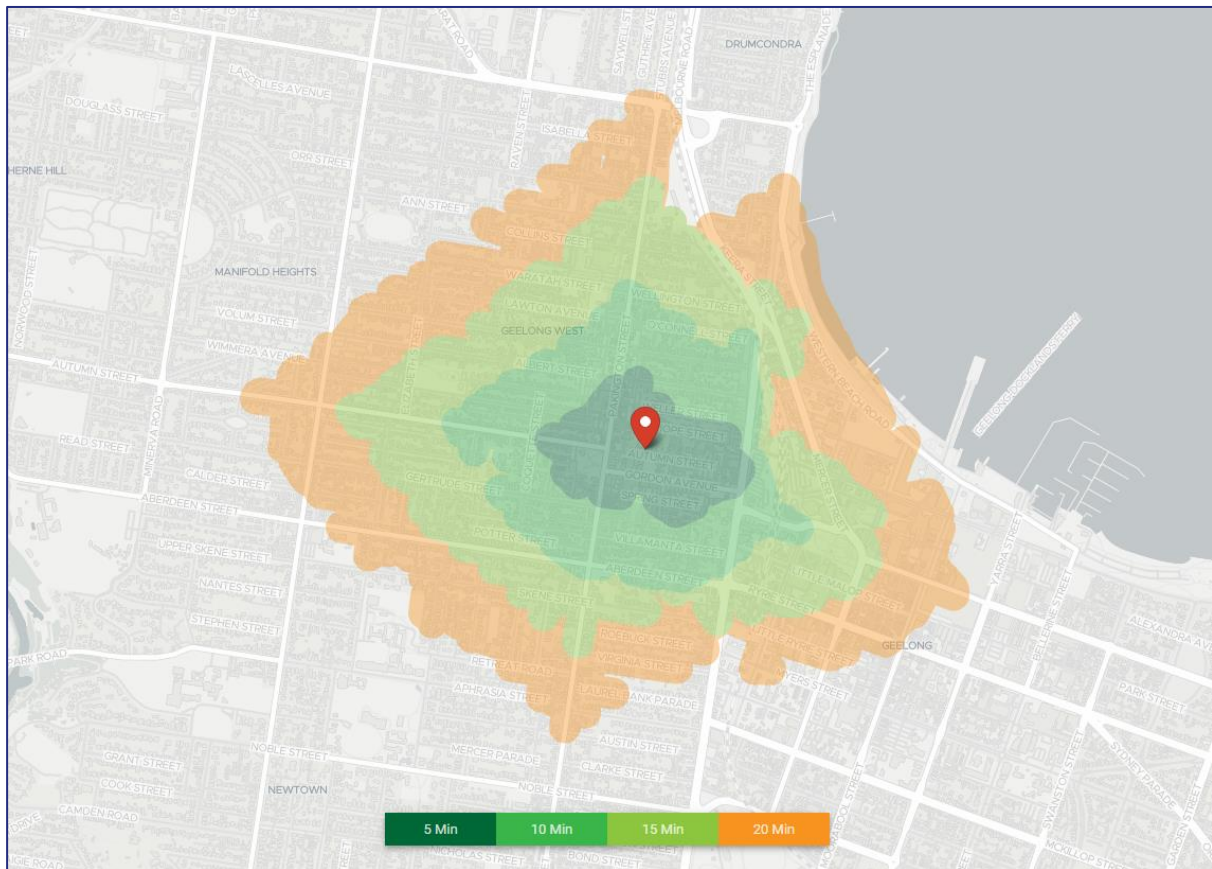


Figure 18: Map of 20-minute walking distance (Source: targomo.com)

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4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'dwelling' 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 statutory car parking assessment of the development is set out in Table 5 below.

While the proposal is one development, from a car parking perspective it makes sense to consider both buildings separately as they have separate car parks and access locations.

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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
Hope Street Building					
One-bed dwelling	3	1 space per one/two-bedroom dwelling	3	3	0
Two-bed dwelling	5		5	5	0
Three-bed dwelling	8	2 spaces per three or more bedroom dwelling	16	17	+1
Residential visitors	16 (apts.)	For visitors to every 5 dwellings for developments of 5 or more dwellings	3	0	-3
Autumn Street Building					
One-bed dwelling	6	1 space per one/two-bedroom dwelling	6	6	0
Two-bed dwelling	20		20	20	0
Three-bed dwelling	15	2 spaces per three or more bedroom dwelling	30	31	+1
Residential visitors	41 (apts.)	For visitors to every 5 dwellings for developments of 5 or more dwellings	8	0	-8
TOTAL			91	82	+2 resident -11 visitor

Notes:

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 has a surplus of 2 resident spaces, and a shortfall of 11 visitor spaces.

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

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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

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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 parking demand rates for visitor parking than separate dwellings. This reduced rate is reflective of several factors including:

- smaller apartment households having smaller household sizes (i.e. 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, this is especially relevant in the context of this site being located within Central Geelong which offers several nearby entertainment uses.
- for visitors more likely to use alternative transport modes, with better access to these services in areas of higher density development.

Historical surveys have found a peak visitor parking rate of 0.12 car spaces per apartment in higher density developments. Adopting the 0.12 rate for the 57 dwellings equates to a peak visitor demand of 7 spaces.

Typically, the peak time for any visitor demands will be in the evening and on weekends. During weekday business hours, residential visitor demands are typically less than 30% of the peak demand (2 spaces only).

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.

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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.*

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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 7 visitor spaces during peak times (evenings and weekends) and 2 spaces at other times.

Resident parking will be accommodated on-site.

4.1.5. Existing Car Parking Deficiency

No. 51-53 Hope Street currently operates as a chiropractic clinic, with 3 practitioners.

Applying the statutory car parking requirement under Clause 52.06 for this use (i.e. 5 car spaces for the first practitioner, and 3 car spaces for each additional practitioner thereafter) results in a requirement for 11 car spaces.

A total of 4 car spaces are provided for this premises (through a double garage and tandem driveway). Accordingly, the site has an existing car parking shortfall of 7 car spaces.

This is essentially the same as the expected shortfall of the development.

We are satisfied that the resultant change in car parking impacts post-development will not be significant.

4.1.6. Availability of Car Parking

As detailed in Section 3.2.2, Traffix Group has undertaken a car parking surveys of the surrounding area in order to determine the demand, supply and management of public car parking in the nearby area.

There were a minimum of 52 on-street and 44 off-street car spaces available over the survey period (at 12noon on Wednesday 17th July, 2024).

Additionally, there will be a total of 11 car spaces available along the site's combined frontages (3 on the Hope Street and 8 on Autumn Street) post-development, which represents an increase of 5 car spaces compared to existing conditions. Therefore the expected visitor parking demands can be accommodated along the site frontages and the net increase in demand at peak times is only 2 car spaces.

We are satisfied that the expected demand for up to 7 visitor spaces (or 2 spaces outside of peak times), can be readily accommodated in the surrounding area, including along the site's frontages.

4.1.7. 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 Geelong Railway Station and the central bus interchange adjacent to this station.

Ample bicycle parking is provided and the site is well served by bicycle infrastructure and there are many local destinations that are readily accessible by bicycle.

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 existing chiropractic clinic at 51-53 Hope Street has a similar car parking shortfall to what is expected post-development,
- the car parking demand assessment indicates that there will be a demand for up to 7 visitor spaces, or 2 spaces at off-peak times, that will need to be met in the nearby area,
- this car parking demand can be readily met in the nearby public parking resources, including along the site's combined frontages, which will have 11 car spaces post-development, and
- 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.

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 20 bicycle spaces within a ground level bicycle parking room as follows:

- 14 x 'Flat Top' horizontal rails across both basements for residents
- 6 x 'Flat Top' horizontal rails at ground level for visitors

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

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Table 6: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents	Visitors	
Hope Street Building				
Dwelling	16	1 space to each 5 dwellings	1 space to each 10 dwellings	3 resident 2 visitor
Autumn Street Building				
Dwelling	41	1 space to each 5 dwellings	1 space to each 10 dwellings	8 resident 4 visitor
TOTAL				Total 17

Based on the above, the provision of 20 bicycle spaces exceeds the bicycle parking provision requirements of Clause 52.34.

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. Review of Carpark Layout and Vehicle Access Arrangements

Traffix 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 55.03-9 (Access Objective) and Clause 55.03-10 (Parking Location Objective),
- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking), and
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant).

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

Table 7: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 55.03-9 – Access Objective		
<p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> • 33% of the street frontage, or <p>If the width of the street frontage is less than 20m, 40% of street frontage.</p>	✓	Crossovers comprise 10% of the site's Autumn Street frontage and 14% of site's Hope Street frontage.

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Requirement	Assessment	Design Response
No more than one single-width crossover should be provided for each dwelling fronting a street.	✓	Only one crossover to each frontage.
The location of crossovers should maximise the retention of on-street car parking spaces.	✓	A total of 5 car spaces are gained over the combined site frontages as a result of re-instating existing crossovers.
The number of access points to a road in a Transport Zone 2 or Transport Zone 3 should be minimised.	✓	Only one crossover to the street.
Developments must provide for access for service, emergency and delivery vehicles.	✓	Accessed directly from street
Clause 55.03-10 – Parking Location Objective		
Car parking facilities should: <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings and residential buildings. Be secure and well ventilated if enclosed.	✓	Parking is located in a basement.
Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5m from the windows of habitable rooms. This setback may be reduced to 1m where there is a fence at least 1.5m high or where window sills are at least 1.4m above the accessway.	✓	N/A
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. Additionally, convex mirrors are provided at change in direction of the basement ramps.
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 2.3m provided along all accessways.

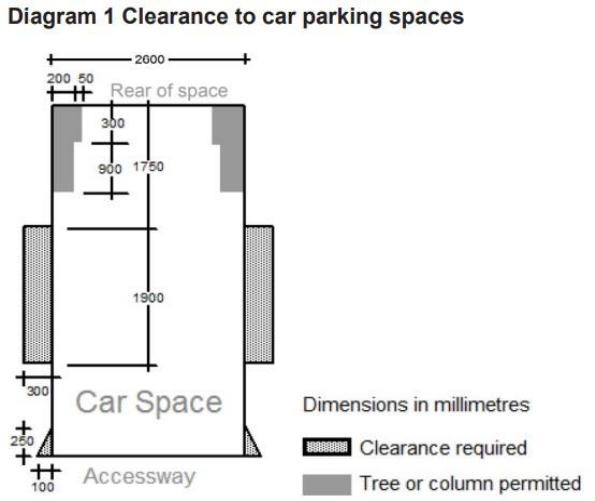
Requirement	Assessment	Design Response
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	All cars can exit the site in a forward direction.
<p>Provide 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.</p> <div style="border: 2px solid red; padding: 10px; margin: 10px 0;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>	✓	<p>The Autumn Street accessway is 6.1m wide.</p> <p>The access ramp for the Hope Street carpark does not connect to a Transport Zone, and the single-width section is less than 50m long, meaning that no passing area is required at the entrance.</p> <p>In any event, a stop-go system is proposed for this access, and we are satisfied that this will adequately manage any potential vehicle conflicts (see Section 0 for further details).</p>
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.	✓	Pedestrian sight triangles are provided for all ramps.
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.

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Requirement	Assessment	Design Response																																
Clause 52.06-9 Design Standard 2 – Car Parking Spaces																																		
<p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.</p> <table><tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park length</th></tr><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table> <p><i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</i></p>	Angle of car spaces to accessway	Accessway width	Car park width	Car park length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m		5.8 m	2.8 m	4.9 m		5.2 m	3.0 m	4.9 m		4.8 m	3.2 m	4.9 m	✓	<p>All car spaces are 2.6m wide x 4.9m with at least a 6.4m wide access aisle.</p> <p>Access to and from the critical car spaces within the basement carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).</p>
Angle of car spaces to accessway	Accessway width	Car park width	Car park length																															
Parallel	3.6 m	2.3 m	6.7 m																															
45°	3.5 m	2.6 m	4.9 m																															
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90°	6.4 m	2.6 m	4.9 m																															
	5.8 m	2.8 m	4.9 m																															
	5.2 m	3.0 m	4.9 m																															
	4.8 m	3.2 m	4.9 m																															
<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:</p> <ul style="list-style-type: none">• A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.• A structure, which may project into the space if it is at least 2.1 metres above the space.	✓	<p>The required offset is provided to all car spaces.</p>																																
<p>Diagram 1 Clearance to car parking spaces</p> 	<p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p>																																	
<p>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</p>	N/A	No garages proposed.																																

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Requirement	Assessment	Design Response													
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	No tandem car spaces are proposed.													
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.	N/A	DDA parking not required for a residential development.													
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 1:4 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%)	✓	Transitions comply with this requirement.
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.	✓	Complies.													

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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 basement 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 each building from Hope Street and Autumn Street.
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.

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Requirement	Assessment	Design Response
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.		

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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 development will be associated with furniture movers/removalists when residents move in/out.

These loading activities will be infrequent and can be accommodated either within residents' private car parking spaces, or on-street in the nearby area.

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: G34835R-01C, dated February, 2025).

It is proposed that waste collection will occur on-site within each 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 each carpark are provided at Appendix C.

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

We have adopted the following traffic generation rates for each dwelling type:

- One and two-bedroom dwellings will generate 4 vehicle trips per day.
- Three-bedroom dwellings will generate 6 vehicle trips per day.
- 10% of the daily traffic generation occurs during the road network peak hours.

The table below summarises the traffic generation of the proposal. The townhouse only scenario has the greatest impact on the road network due to the number of dwellings.

Table 8: Traffic Generation

Use	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak hour
Hope Street Building					
One/two-bed dwellings	8	4/dwelling	32	0.4/dwelling	3
Three-bed dwellings	8	6/dwelling	48	0.6/dwelling	5
Sub-total			80		8
Autumn Street Building					
One/two-bed dwellings	26	4/dwelling	104	0.4/dwelling	10
Three-bed dwellings	15	6/dwelling	90	0.6/dwelling	9
Sub-total			194		19
Total			274		27

The overall development is expected to generate 274 daily vehicle trips, with 27 trips in the peak hour period.

This will be split between 80 daily and 8 peak hour trips to Hope Street, and 194 daily and 19 peak hour trips to Autumn Street.

This level of traffic on any one local road is not significant, split in two directions along each road, and can be readily accommodated by the surrounding road network.

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4.5.1. Use of a Single Lane Accessway for Two-Way Traffic

The Hope Street access ramp is single-width for approximately the first 40m from the site entry, before widening to two-way within the basement carpark.

Clause 3.2.2 of AS2890.1-2004 provides guidelines for the provision of passing areas along low volume driveways and connecting roadways, which provides some guidance on determining the need for a vehicle passing area where an accessway connects to a local street. This Clause states:

As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 metres. On long driveways, passing opportunities should be provided at least every 30 metres.

Reversing movements to public roads shall be prohibited wherever possible.

When two-way traffic volumes exceed 30 vehicles per hour, passing areas should be provided to accommodate simultaneous two-way traffic flow.

As outlined in Section 4.5, a total of 8 peak hour trips are expected to utilise the Hope Street ramp during peak hour periods. This equates to one vehicle every 7-8 minutes. Accordingly, the chances of two vehicles travelling in opposite directions is low.

This level of traffic is well under the guide of 30 vehicle movements per hour and a two-lane accessway in this location is unnecessary.

In any event, a stop-go system is proposed for this ramp, which we are satisfied can adequately manage any potential vehicle conflict when they do arise.

Additionally, a convex mirror is also provided at the base of the ramp which provides sightline between vehicles to also help manage any conflicts.

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5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed residential development at 51-53 Hope Street & 66-76 Autumn Street, Geelong West, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 91 car spaces under Clause 52.06-5, and based on the provision and allocation of 82 car spaces, there is a surplus of 2 resident spaces, and shortfall of 11 visitor spaces,
- b) the car parking reduction is supported under the following decision factors of Clause 52.06-7:
 - i) the car parking demand assessment indicates that there will be a demand for up to 7 visitor spaces, or 2 spaces at off-peak times, that will need to be met in the nearby area,
 - ii) the existing chiropractic clinic at 51-53 Hope Street has a similar car parking shortfall to what is expected post-development,
 - iii) this car parking demand can be readily met in the nearby public parking resources, including along the site's combined frontages, which will provide 11 car spaces post-development (an increase of 5 car spaces above existing conditions), and
 - iv) 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.
- c) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- d) 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,
- e) loading activities will be accommodated within residents' private car spaces, or on-street in the nearby area,
- f) waste collection will be undertaken via a private contractor using a 6.4m mini waste collection vehicle within each basement carpark,
- g) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the local road network, and
- h) there are no traffic engineering reasons why a planning permit for the proposed residential development at 51-53 Hope Street & 66-76 Autumn Street, Geelong West should be refused, subject to appropriate conditions.

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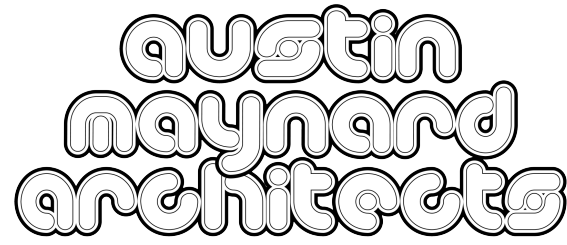
Appendix A

Development Plans

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PLAN**

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ADVERTISED
PLAN



Directors Andrew Maynard & Mark Austin
www.maynardarchitects.com
Email: hello@maynardarchitects.com
Phone: 0497 020 635
Address: Level 1, 458 Swanton Street, Carlton VIC 3053
ABN: 1911 74 80 636
Austin Maynard Architects is the trading name of
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REVISION	DATE	REVISION NOTE	BY
A	30/1/2025	DDP R01 Issue	RD

- General Notes:
- These drawings are to be read in conjunction with the Urban Context Report prepared by Austin Maynard Architects, and the following consultant team reports;
 - Tract Planning Report
 - ADP Consulting Engineering Sustainability Management Plan
 - Plume Studio Landscape Architect Design
 - Traffic Group Traffic Engineering Assessment Green Travel Plan Waste Management Plan
 - Swanson Surveying Title Re-establishment & Feature Survey
 - Tree Logic Arborist Report
- All POS areas are provided with a garden tap, stormwater drainage & a weatherproof electricity outlet
 - All landscaping areas are to be irrigated. The irrigation system is to be supplied with water collected onsite.
 - All Roof Areas, excluding balconies, are to be directed into the Rain Water tanks located within the basement. Refer to STORM Assessment.
 - Rainwater tanks to be used for irrigation and WC flushing. Refer SMR
 - Refer to the SMP for WELS ratings of plumbing fixtures.
 - Refer to the SMP for Nuthers ratings of the proposed apartments and note the commitment to exceed the minimum requirements of the NCC.
 - Refer to the SMP for Wattage per m2 requirements for the apartment areas.
 - All external lights are to be on motion sensors, including those within the basement.
 - Refer to the SMP for details of cross ventilation compliance under BESS.
 - All parking bays to have access to EV charging via a food management device.
- Plan Key:
- F = Fridge
 - P = Pantry
 - S = Store
 - L = Laundry
 - HW = Habitable Room Window

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Hope & Autumn

project name

Wadawurrung People

traditional owners

51-53 Hope & 66-76 Autumn
Streets, Geelong West 3218

address

Up Property

client

Plan: Level Ground

drawing

FOR PLANNING APPROVAL

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austin maynard project

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Hope Street

Autumn Street

Concrete Car Park

Gravel Car Park
82 Autumn Street

car park

shared lane

P.O.S

P.O.S

P.O.S

P.O.S

64 Autumn Street

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 11. All parking bays to have access to EV
 charging via a food management device.
 Plan Key:
 F = Fridge
 P = Pantry
 S = Store
 L = Laundry
 HW = Habitable Room Window

ADVERTISED
 PLAN

Hope & Autumn

project name

Wadawurrung People

traditional owners

51-53 Hope & 66-76 Autumn
 Streets, Geelong West 3218

address

Up Property

client

Plan: Level Basement

drawing

FOR PLANNING APPROVAL

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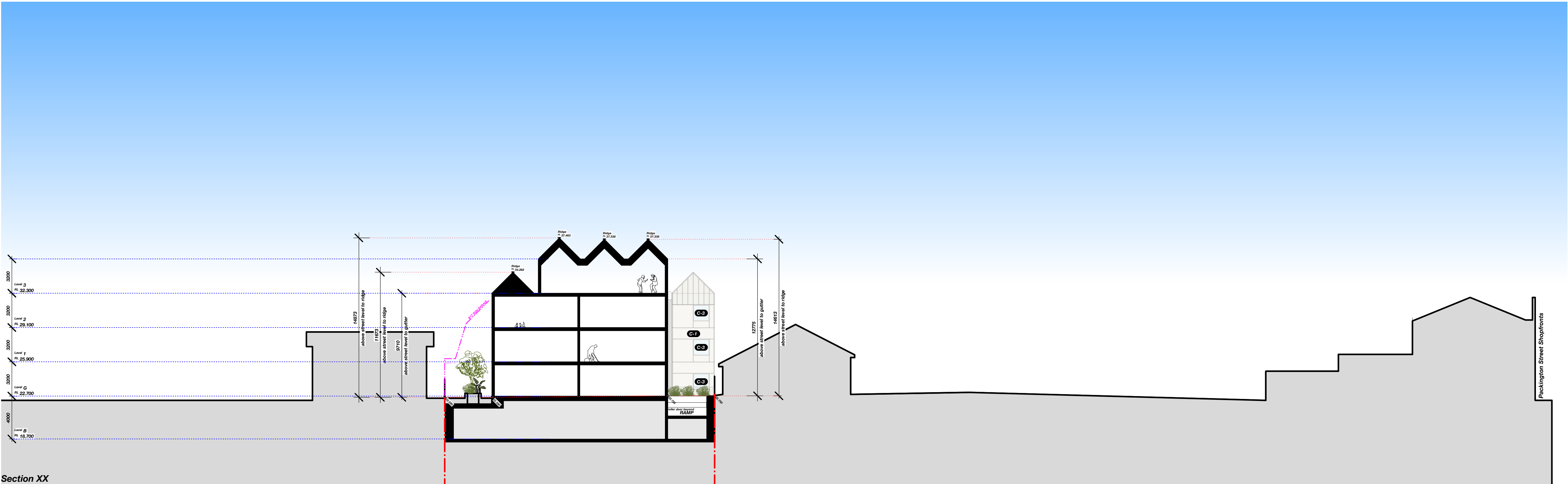


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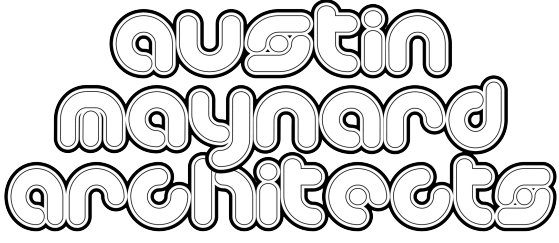
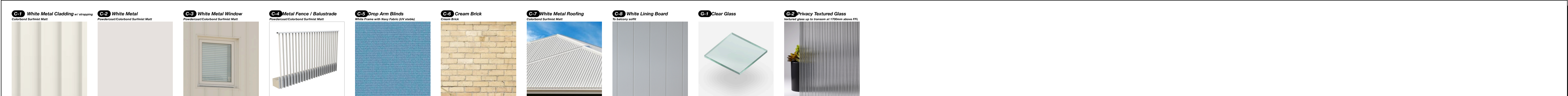
Section EE

ADVERTISED
PLAN



Section XX

Materials Palette



Directors Andrew Maynard & Mark Austin
Web: www.maynardarchitects.com
Email: hello@maynardarchitects.com
Phone: 0497 020 635
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ABN: 1911 74 80 636
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A	30/1/2025	EDP RPT Issue	MD

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Hope & Autumn

project name

Wadawurrung People

traditional owners

51-53 Hope & 66-76 Autumn Streets, Geelong West 3218

address

Up Property

client

Section: EE & XX

drawing

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Appendix B

Car Parking Surveys

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PLAN**

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Surveyed By: Frank Feller

Survey Dates & Times: See below

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Location		Restriction	Capacity	Wednesday, 10th July 2024 12pm	Thursday, 11th July 2024 8pm	Friday, 12th July 2024 12pm	Saturday, 20th July 2024 8pm
ON-STREET CARPARKING							
Map Ref.	Autumn Street						
	South						
A	Princes Highway to Opposite Western Street	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	3	0	0	1
		Loading Zone 30 Min Limit 9am-5.30pm Mon-Fri, 9am-12pm Sat	-	0	0	0	0
		No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	0	0	0
		No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	9	7	4	2	0
B	Opposite Western Street to Pakington Street	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	11	6	2	3	2
		Loading Zone 9am-5.30pm Mon-Fri	3	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	1	3	1
		No Stopping	-	0	0	0	0
C	Pakington Street to Coquette Street	No Stopping	-	0	0	0	0
		1P	8	8	1	5	2
		Bus Zone	-	0	0	0	0
		No Stopping	-	0	0	0	0
		Unrestricted	4	4	2	2	2
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	4	2	2	2
		Unrestricted	3	2	1	1	2
		No Stopping	-	0	0	0	0
North							
D	Coquette Street to Pakington Street	No Stopping	-	0	0	0	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	4	4	3	3
		Unrestricted	3	1	2	2	2
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	3	1	4	2
		Unrestricted	4	4	2	3	1
		Bus Zone	-	0	0	0	0
		Loading Zone 30 Min Limit 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	0	0	0	0
		No Stopping	-	0	0	0	0
E	Pakington Street to Subject Site Westboundary	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	1	2	4	4
		No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	1	1	0	0	0
	Subject Site Westboundary to Eastboundary	1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	1	0	3	2
	Subject Site Eastboundary to Western Street	1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	6	4	6	4	5
		No Stopping	-	0	0	0	0
F	Western Street to Princes Highway	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	0	3	1	0
		No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	2	1	0
		No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	0	0	0
		No Stopping	-	0	0	0	0
		P	3	3	0	0	0
Autumn Street		Capacity	90 - 95	90	95	95	95
		Total Number of Cars Parked		64	35	43	31
		Total Number of Vacant Spaces		26	60	52	64
		Percentage Occupancy		71%	37%	45%	33%

Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday, 17th July 2024		Saturday, 20th July 2024	
				12pm	8pm	12pm	8pm
Map Ref.	Hope Street						
	North						
G	Princes Highway to Ripley Street	No Stopping	-	0	0	0	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	2	2	2
		No Stopping	-	0	0	0	0
H	Ripley Street to Opposite Western Street	No Stopping	-	0	0	0	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	16	15	13	10	15
		No Stopping	-	0	0	0	0
I	Ashby Lane to Pakington Street	No Stopping	-	0	0	0	0
J	Pakinton Street to Coquette Street	No Stopping	-	0	0	0	0
		Taxi Zone	3	0	0	2	2
		Unrestricted	5	6	2	3	1
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	2	1	4	2
		Unrestricted	7	4	0	2	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	3	2	0	0	0
		No Stopping	-	0	0	0	0
South							
K	Princes Highway to Western Street	No Stopping	-	0	0	0	0
L	Western Street to Subject Site Eastboundary	No Stopping	-	0	0	0	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	10	8	7	9	2
	Subject Site Eastboundary to Westboundary	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	0	2	2	1
	Subject Site Westboundary to Pakington Street	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	0	0	0	0
		1/2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	1	1	0	2	2
		No Stopping	-	0	0	0	0
M	Pakington Street to Coquette Street	No Stopping	-	0	0	0	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	8	6	7	6	3
		Unrestricted	9	9	7	9	4
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	7	5	4	4	3
		Unrestricted	7	4	3	2	5
		No Stopping	-	0	0	0	0
Hope Street		Capacity	84 - 84	84	84	84	84
		Total Number of Cars Parked		64	48	55	40
		Total Number of Vacant Spaces		20	36	29	44
		Percentage Occupancy		76%	57%	65%	48%
Map Ref.	Weller Street						
	North						
N	Geelong West Town Hall Car Park Westboundary to Pakinston Street	No Stopping	-	0	0	0	0
O	Pakington Street to Ashby Lane	No Stopping	-	0	0	0	0
South							
P	Opposite Geelong West Town Hall Car Park Westboundary to Pakinston Street	No Stopping	-	0	0	0	0
Q	Pakington Street to Ashby Lane	No Stopping	-	0	0	0	0
		Unrestricted	7	7	5	5	3
Weller Street		Capacity	7 - 7	7	7	7	7
		Total Number of Cars Parked		7	5	5	3
		Total Number of Vacant Spaces		0	2	2	4
		Percentage Occupancy		100%	71%	71%	43%

**ADVERTISED
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Supervised By: Sarah Stephenson
Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday, 17th July 2024		Saturday, 20th July 2024	
				12pm	8pm	12pm	8pm
Map Ref.	Pakington Street						
	West						
R	Opposite Spring Street to Autumn Street	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	6	6	5	6	3
		P 5mins 9am-5.30pm Mon-Fri	1	1	0	0	0
		No Stopping	-	0	0	0	0
S	Autumn Street to Hope Street	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	4	2	5	4
		Loading Zone 15 Min Limit 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	0	1	2	0
		No Stopping	-	0	0	0	0
T	Hope Street to Weller Street	No Stopping	-	0	0	0	0
		1P 12pm-5.30pm Mon-Fri, Loading Zone 7am to 12pm Mon-Fri, 9am-12pm Sat	1	1	0	1	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	4	1	4	1
		No Stopping	-	0	0	0	0
U	Weller Street to Candover Street	No Stopping	-	0	0	0	0
		Loading Zone 15 Min Limit 9am-5.30pm Mon-Fri 9am-12pm Sat	1	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	3	3	0	3	0
		No Stopping	-	0	0	0	0
East							
V	Candover Street to Weller Street	No Stopping	-	0	0	0	0
		Bus Zone	-	0	0	0	0
		Loading Zone 15 Min Limit 9am-5.30pm Mon-Fri, 9am-12pm Sat	1	0	0	0	1
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	4	1	5	1
		No Stopping	-	0	0	0	0
W	Weller Street to Hope Street	No Stopping	-	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	5	0	5	1
		Loading Zone 15 Min Limit	1	1	0	0	0
		No Stopping	-	0	0	0	0
X	Hope Street to Autumn Street	No Stopping	-	0	0	0	0
		Mail Zone 11.45am-12.15pm, 5pm-5.30pm, 6pm-7pm Mon-Fri - Loading Zone 15 mins other times within 9am-5.30pm Mon-Fri, 9am-12pm Sat	1	0	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	5	5	5	3
		Loading zone 15 min limit 9am-5.30pm Mon-Fri, 9am-12pm Sat	1	1	1	0	0
		No Stopping	-	0	0	0	0
Y	Autumn Street to Gordon Avenue	No Stopping	-	0	0	0	0
		Bus Zone	-	0	0	0	0
		No Stopping	-	0	0	0	0
Z	Gordon Avenue to Spring Street	No Stopping	-	1	0	0	0
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	4	2	4	0
Pakington Street		Capacity	38 - 45	38	45	45	45
		Total Number of Cars Parked		37	18	40	14
		Total Number of Vacant Spaces		1	27	5	31
		Percentage Occupancy		97%	40%	89%	31%

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Surveyed By: Frank Feller

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday, 17th July 2024		Saturday, 20th July 2024		
				12pm	8pm	12pm	8pm	
Map Ref.	Gordon Avenue							
	North							
AA	Pakington Street to Opposite EB Super Focus	No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	4	2	4	1	
		No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	1	1	0	2	
		No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	5	3	4	1	
		No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	5	3	5	0	
South								
AB	EB Super Focus to Pakington Street	1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	18	18	10	18	5	
		No Stopping	-	0	0	0	0	
Gordon Avenue		Capacity	34 - 34	34	34	34	34	
		Total Number of Cars Parked		33	19	31	9	
		Total Number of Vacant Spaces		1	15	3	25	
		Percentage Occupancy		97%	56%	91%	26%	
Map Ref.	Western Street							
	East							
AC	Hope Street to Autumn Street	No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	7	5	1	3	2	
		No Stopping	-	0	0	0	0	
West								
AD	Autumn Street to Hope Street	No Stopping	-	0	0	0	0	
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	8	5	2	2	4	
		No Stopping	-	0	0	0	0	
Western Street		Capacity	15 - 15	15	15	15	15	
		Total Number of Cars Parked		10	3	5	6	
		Total Number of Vacant Spaces		5	12	10	9	
		Percentage Occupancy		67%	20%	33%	40%	
Map Ref.	Yuille Street							
	North							
AE	Deadend to Coquette Street	1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	2	2	1	2	0	
		No Stopping	-	0	0	0	0	
South								
AF	Deadend to Coquette Street	No Stopping	-	0	0	0	0	
		2P 9am-5.30pm Mon-Fri	3	2	1	3	1	
		Unrestricted	11	13	8	9	6	
Yuille Street		Capacity	16 - 16	16	16	16	16	
		Total Number of Cars Parked		17	10	14	7	
		Total Number of Vacant Spaces		-1	6	2	9	
		Percentage Occupancy		106%	63%	88%	44%	
SUMMARY ==> ON-STREET CARPARKING								
Car Parking Supply			284 - 296	284	296	296	296	
Total Number of Cars Parked					232	138	193	110
Total Number of Vacant Spaces					52	158	103	186
Percentage Occupancy					82%	47%	65%	37%

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Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday, 17th July 2024		Saturday, 20th July 2024	
				12pm	8pm	12pm	8pm
OFF-STREET CARPARKING							
Map Ref.	Adjacent to Geelong Ballet Centre Off-Street Parking						
AG	North leg	2P	8	8	1	2	0
	East Leg	2P	7	7	2	1	2
	Middle Leg	2P	30	30	3	1	0
	South Leg	2P	16	16	3	1	1
Adjacent to Geelong Ballet Centre Off-Street Parking		Capacity	61 - 61	61	61	61	61
		Total Number of Cars Parked		61	9	5	3
		Total Number of Vacant Spaces		0	52	56	58
		Percentage Occupancy		100%	15%	8%	5%
Map Ref.	Hope/Weller Street Off-Street Parking						
AH	West Leg	2P Disabled Parking 9am-5.30pm	2	2	0	1	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	19	18	3	18	4
Hope/Weller Street Off-Street Parking		Capacity	21 - 21	21	21	21	21
		Total Number of Cars Parked		20	3	19	4
		Total Number of Vacant Spaces		1	18	2	17
		Percentage Occupancy		95%	14%	90%	19%
Map Ref.	Candover/Weller Street Off-Street Parking						
AI	East Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	2	1	5	3
		P	15	15	5	14	7
	West Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	29	17	1	27	12
	Adjacent to 64 Weller Street	P	11	11	4	10	8
Candover/Weller Street Off-Street Parking		Capacity	60 - 60	60	60	60	60
		Total Number of Cars Parked		45	11	56	30
		Total Number of Vacant Spaces		15	49	4	30
		Percentage Occupancy		75%	18%	93%	50%
Map Ref.	Geelong West Town Hall Car Park						
AK	South-East Section	Loading Zone	1	1	0	1	0
		2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	52	50	3	47	1
	South-West Section	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	27	18	0	25	1
	North-West Section	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	56	48	0	51	5
	North-East	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	29	23	9	26	3
		2P Disable Parking Only	2	1	0	2	0
Geelong West Town Hall Car Park		Capacity	166 - 166	166	166	166	166
		Total Number of Cars Parked		140	12	151	10
		Total Number of Vacant Spaces		26	154	15	156
		Percentage Occupancy		84%	7%	91%	6%
Map Ref.	Adjacent to 81 Weller Street Off-Street Parking						
AL	East Leg	P	9	9	4	9	2
Adjacent to 81 Weller Street Off-Street Parking		Capacity	9 - 9	9	9	9	9
		Total Number of Cars Parked		9	4	9	2
		Total Number of Vacant Spaces		0	5	0	7
		Percentage Occupancy		100%	44%	100%	22%

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Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Wednesday, 17th July 2024		Saturday, 20th July 2024		
				12pm	8pm	12pm	8pm	
Map Ref.	Chemist Warehouse Off-Street Parking							
AM	North Leg	2P 9am-6pm	7	7	3	7	3	
		2P 9am-6pm Disable Parking Only	2	2	0	2	0	
	South Leg	2P 9am-6pm	9	8	3	9	3	
	West Leg	2P 9am-6pm	5	5	4	5	2	
Chemist Warehouse Off-Street Parking		Capacity	23 - 23	23	23	23	23	
		Total Number of Cars Parked		22	10	23	8	
		Total Number of Vacant Spaces		1	13	0	15	
		Percentage Occupancy		96%	43%	100%	35%	
Map Ref.	Hope/Yuille Street Off-Street Parking							
AN	East Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	5	4	4	4	0	
		4P Disable Parking	3	3	2	3	0	
	Middle East Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	18	18	5	17	4	
	Middle West Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	18	18	7	18	3	
	West Leg	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	8	8	4	8	2	
	Hope/Yuille Street Off-Street Parking		Capacity	52 - 52	52	52	52	52
Total Number of Cars Parked				51	22	50	9	
Total Number of Vacant Spaces				1	30	2	43	
Percentage Occupancy				98%	42%	96%	17%	
Map Ref.	Yuille/Autmn Street Off-Street Parking							
AO	Side of Road							
	Whole carpark	2P 9am-5.30pm Mon-Fri, 9am-12pm Sat	12	12	5	12	10	
	Yuille/Autmn Street Off-Street Parking		Capacity	12 - 12	12	12	12	12
			Total Number of Cars Parked		12	5	12	10
			Total Number of Vacant Spaces		0	7	0	2
Percentage Occupancy				100%	42%	100%	83%	
SUMMARY => OFF-STREET CARPARKING								
Car Parking Supply			404 - 404	404	404	404	404	
Total Number of Cars Parked				360	76	325	76	
Total Number of Vacant Spaces				44	328	79	328	
Percentage Occupancy				89%	19%	80%	19%	
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						
		Not suitable for parking as lane width is 4m						

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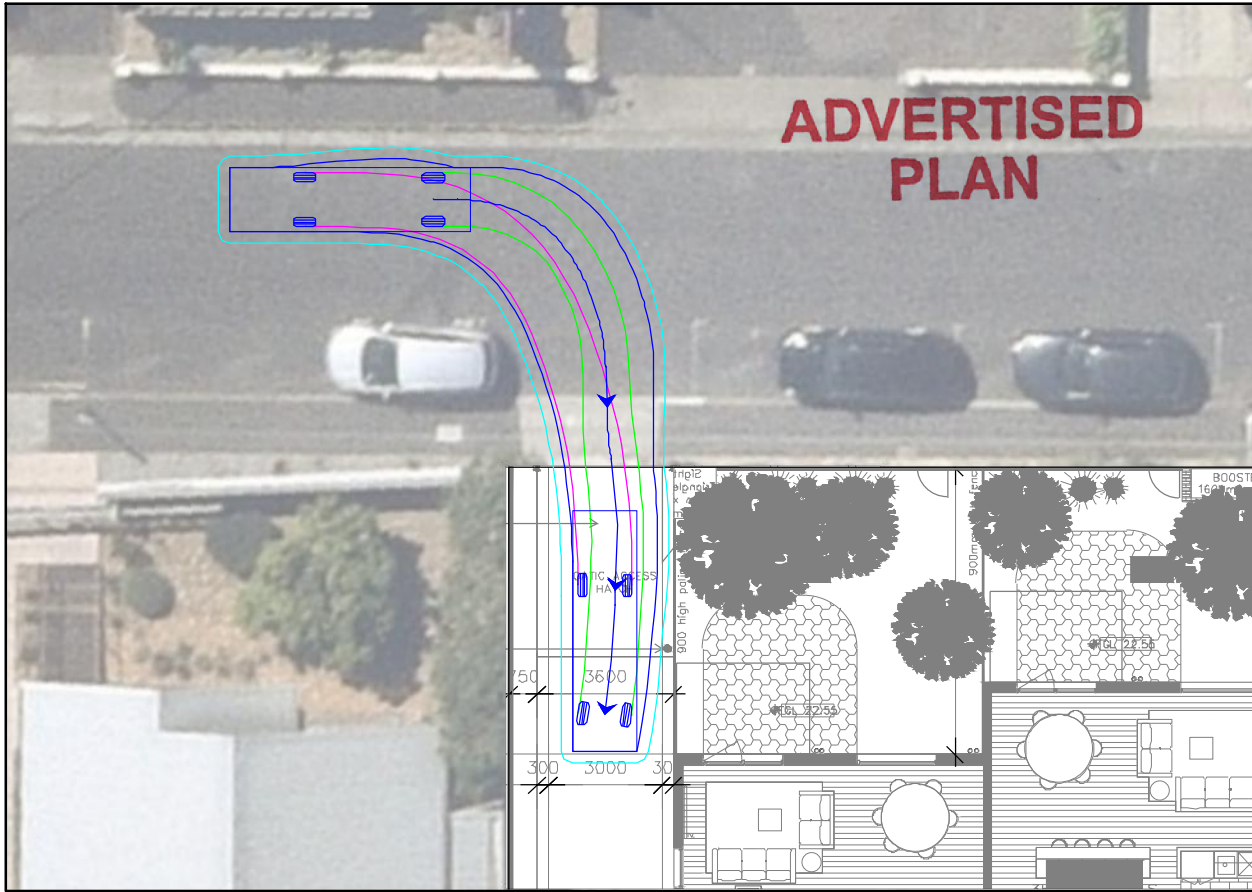
Appendix C

Swept Path Diagrams

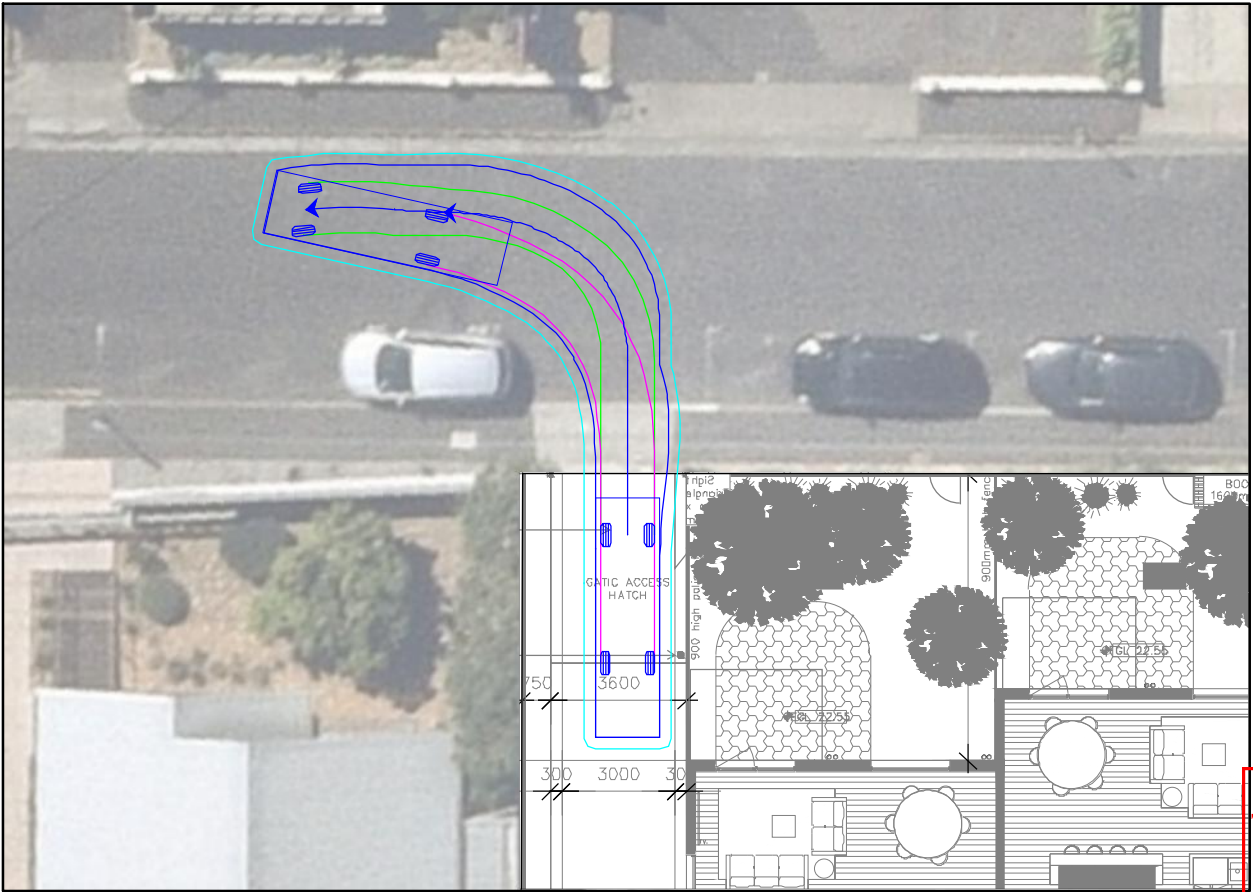
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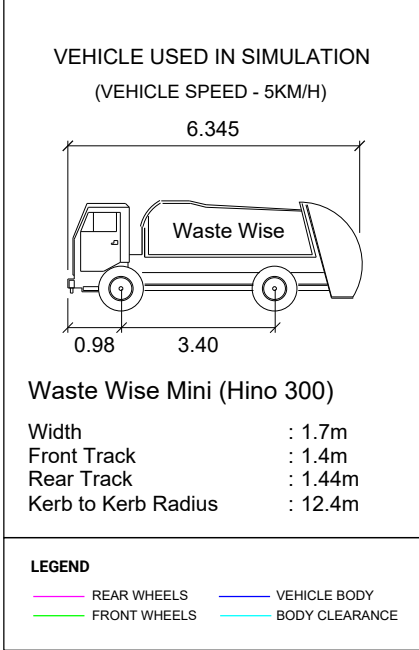
NORTHERN CARPARK - WASTE TRUCK INGRESS



NORTHERN CARPARK - WASTE TRUCK EGRESS

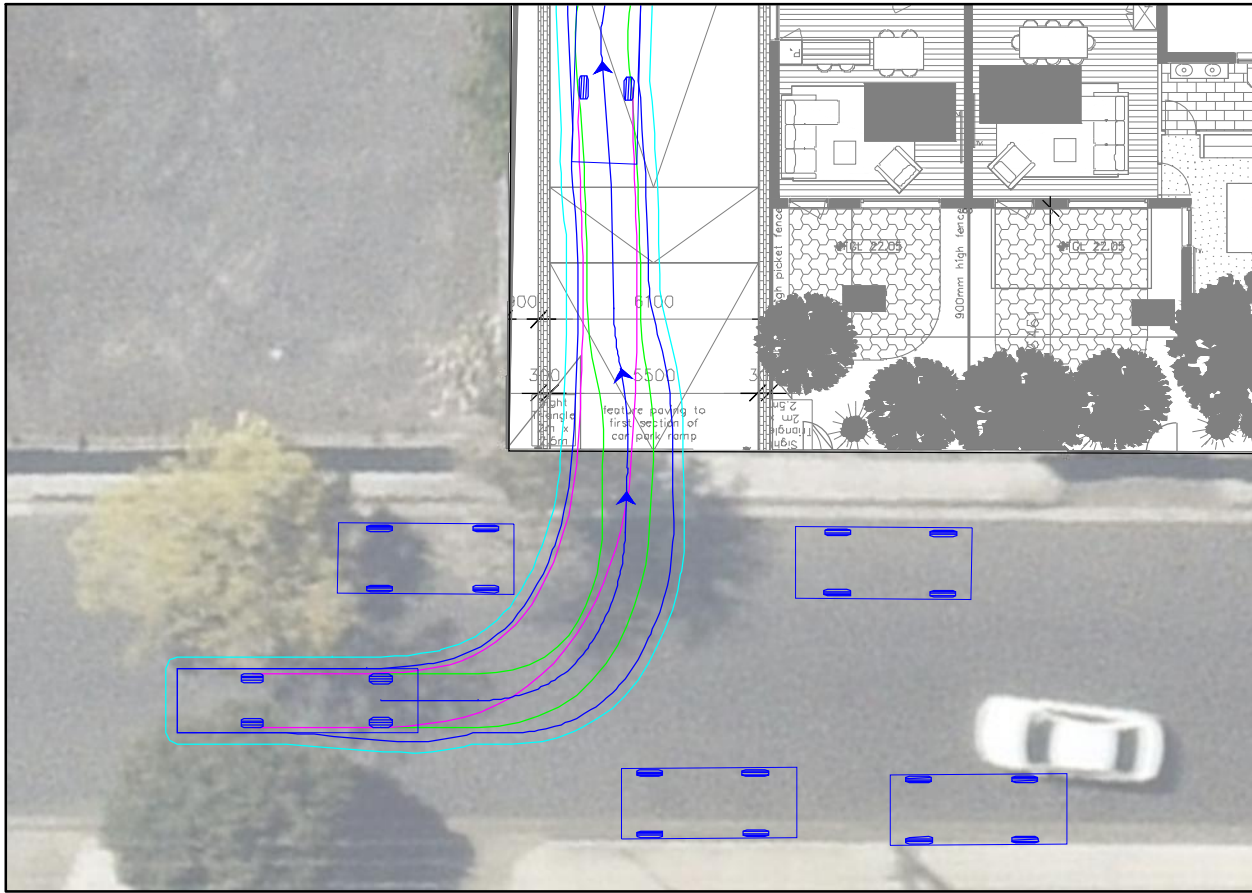


VEHICLE PROFILE

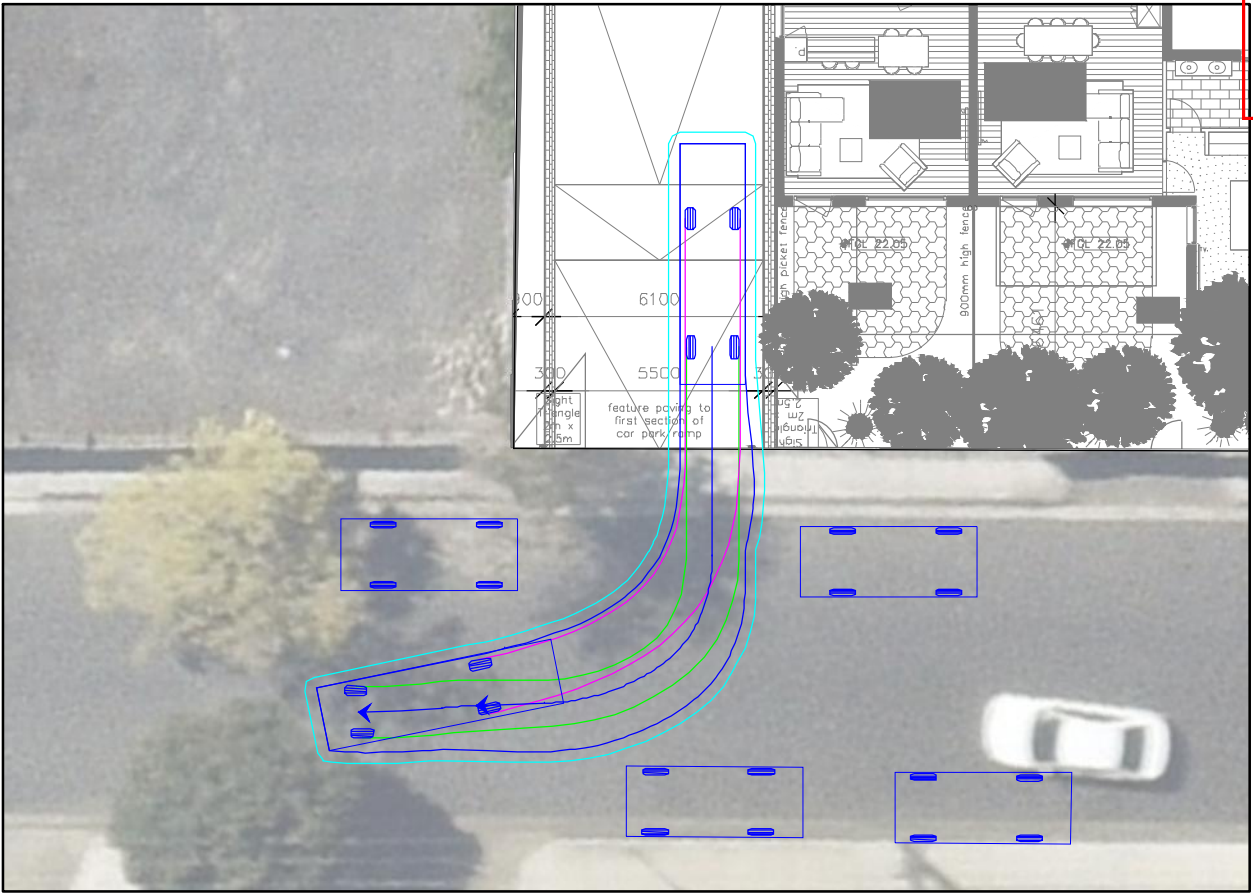


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SOUTHERN CARPARK - WASTE TRUCK INGRESS



SOUTHERN CARPARK - WASTE TRUCK EGRESS



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B	06/02/2025	RFI RESPONSE	J. YOUNG	L. FURNESS

51-53 HOPE STREET & 66-76 AUTUMN STREET,
GEELONG
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:
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ADVERTISED PLAN

Refer to Section E1 on AS303 for ramp section

12m³ Store 12m³ Store

4900 2600 6400 4900

BINS (wash facilities (hot/cold water and drain) provided to bin room)

1500W door

4x Resident Stairs 1800mm x 500mm to

hydraulic services room

secondary escape stair

3100mm high

2x 1500mm x 2000mm

6m³ Store 6m³ Store 6m³ Store 6m³ Store 6m³ Store 6m³ Store

4900

6m³ Store 6m³ Store

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

6.345

0.98 3.40

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	— VEHICLE BODY
— FRONT WHEELS	— BODY CLEARANCE

57 Cars, Stores, & Services
2075 m²

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	04/12/2024	TOWN PLANNING	J. YOUNG	L. FURNESS
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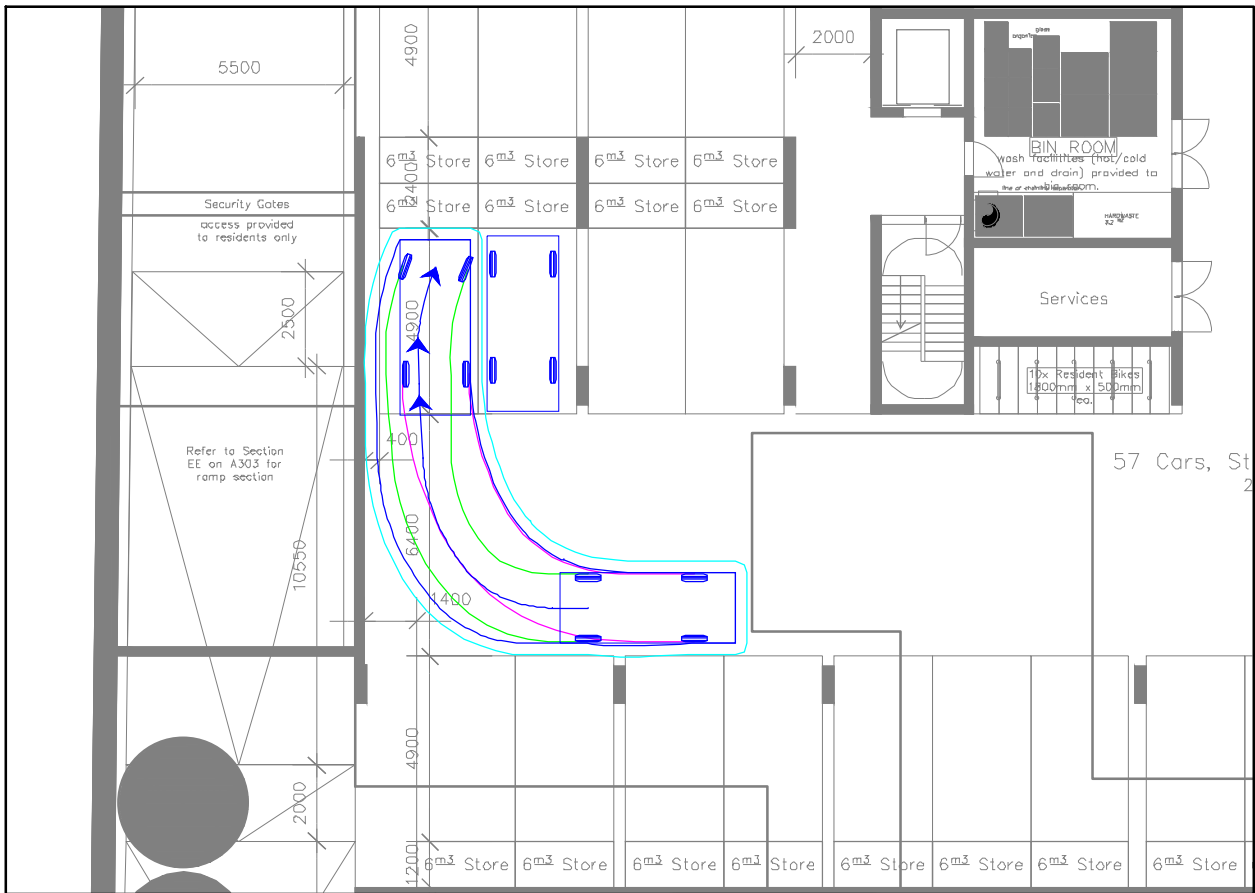


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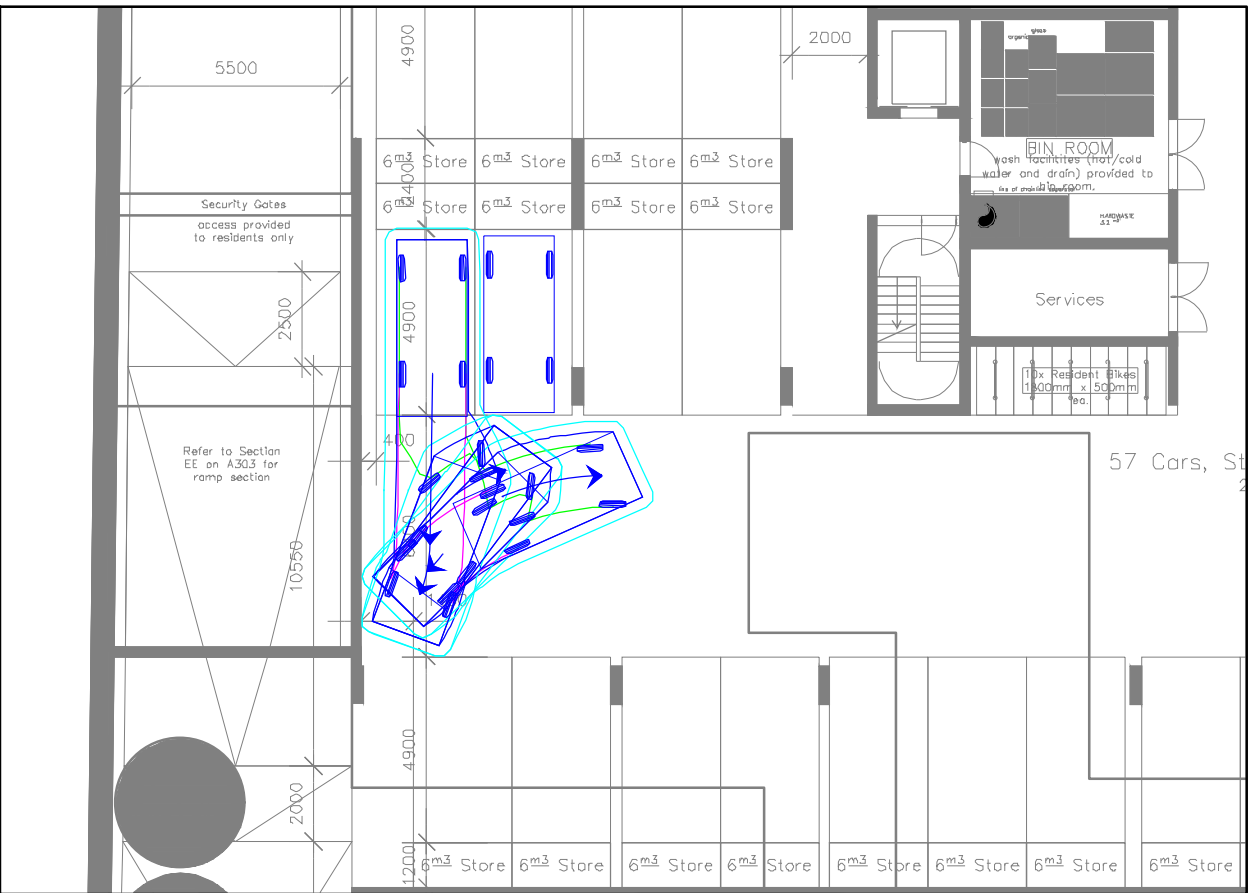
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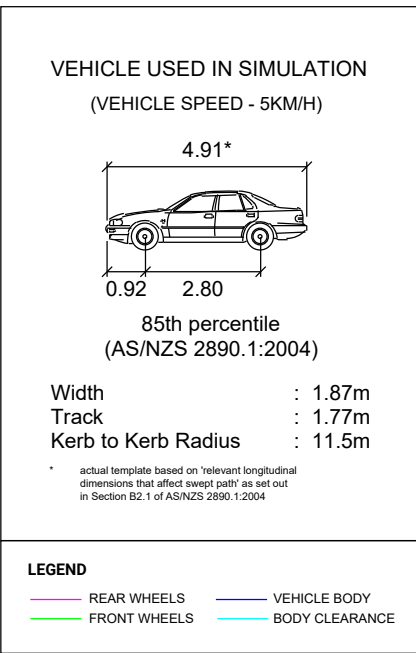
END CAR SPACE 1 - INGRESS



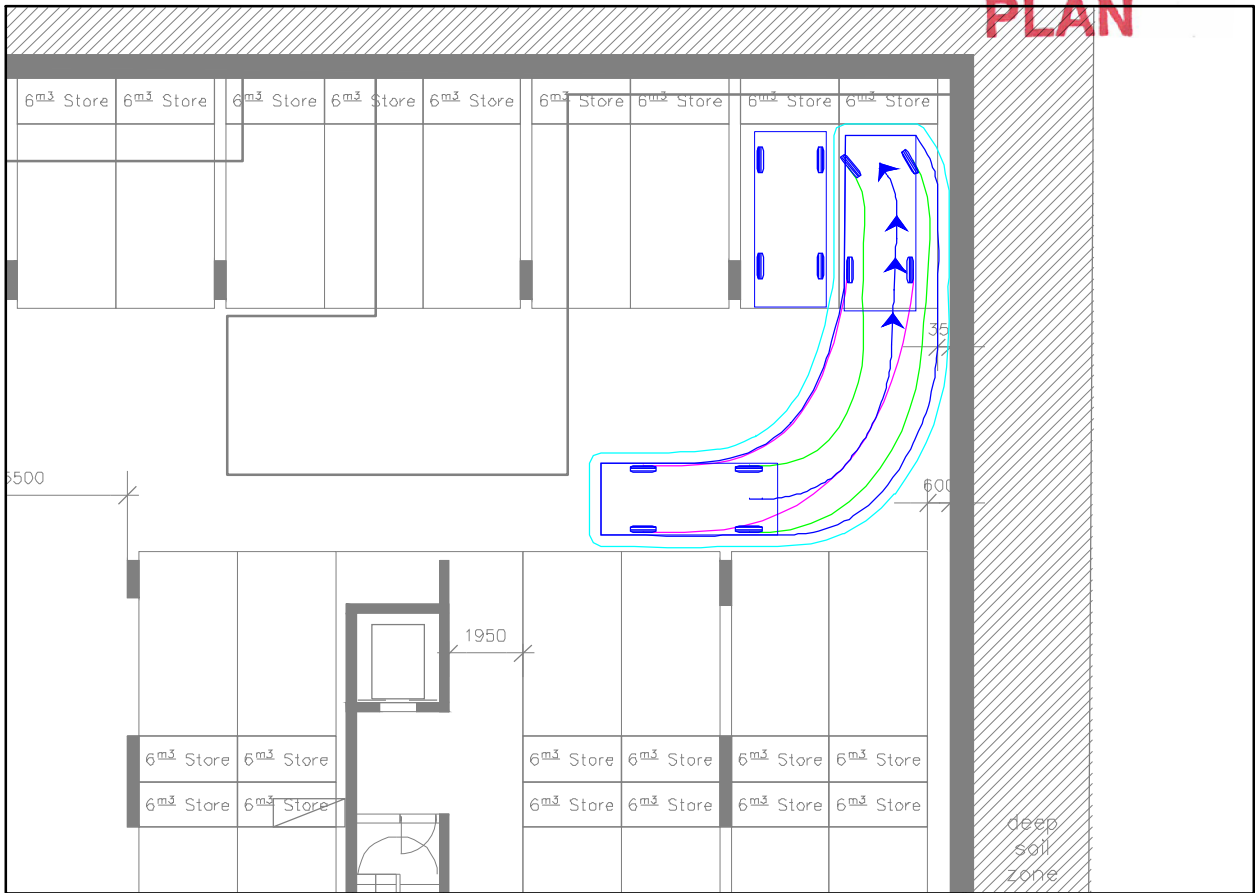
END CAR SPACE 1 - EGRESS



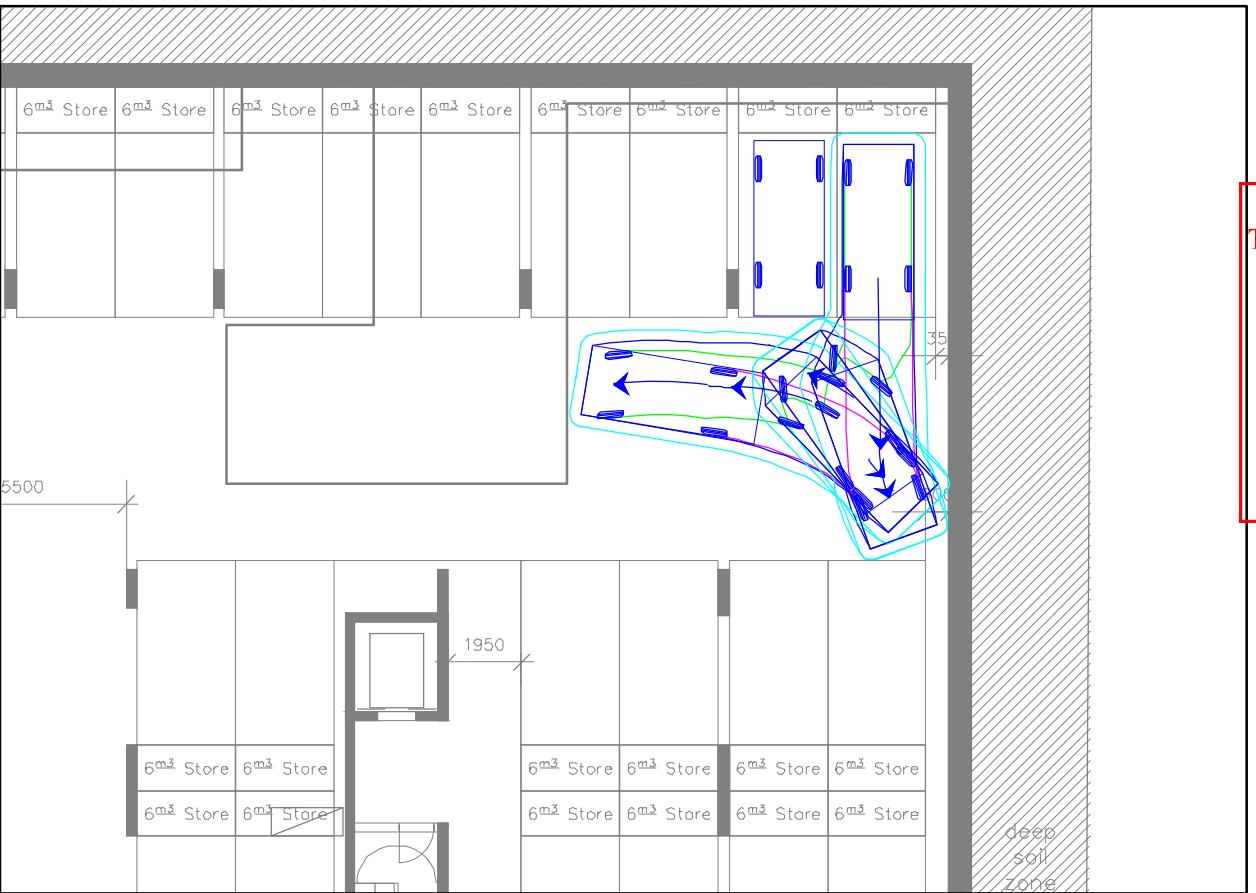
VEHICLE PROFILE



END CAR SPACE 2 - INGRESS



END CAR SPACE 2- EGRESS



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51-53 HOPE STREET & 66-76 AUTUMN STREET,
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